

Public Document Pack
SOUTHEND-ON-SEA BOROUGH COUNCIL

Place Scrutiny Committee

Date: Monday, 26th November, 2018

Time: 6.30 pm

Place: Committee Room 1 - Civic Suite

Contact: Tim Row - Principal Committee Officer

Email: committeesection@southend.gov.uk

A G E N D A

- 1 Apologies for Absence**
- 2 Declarations of Interest**
- 3 Questions from Members of the Public**
- 4 Minutes of the Meeting held on Monday, 8th October, 2018**
- **** ITEMS CALLED-IN/REFERRED DIRECT FROM CABINET - Tuesday, 6th November, 2018**
- 5 Monthly Performance Report**
Members are reminded to bring with them the most recent MPR for period end September 2018 circulated recently.

Comments/questions should be made at the appropriate Scrutiny Committee relevant to the subject matter.
- 6 Southend 2050 - Draft Ambition, Desired Outcomes and Road Map**
Minute 423 (Cabinet Book 1, Agenda Item 4 refers)
Referred direct to all three Scrutiny Committees
- 7 Adoption of a Low Emission Strategy (part of the Air Quality Action Plan)**
Minute 425 (Cabinet Book 1, Agenda Item No. 6 refers)
Called-in by Councillors Willis, Jones, Mulroney, Wexham, Woodley and Terry
- 8 High Street Summit**
Minute 426 (Report circulated separately)
Called-in by Councillors Jones, Willis, J Garston, Buck, Woodley and Terry
(Also called-in to Policy & Resources Scrutiny Committee)
- 9 Gambling Policy**
Minute 430 (Cabinet Book 2, Agenda Item No. 11 refers)
Called-in by Councillors Burton and Dent
- 10 Notice of Motion - Fire Safety**
Minute 431(Cabinet Book 2, Agenda Item 12 refers)
Called-in by Councillors Nevin and Dent

- 11 Revenue and Capital Budget Monitoring 2018/19 to 30 September 2018**
Minute 436 (Cabinet Book 3, Agenda Item No. 17 refers)
Called-in Councillors Woodley and Terry
(Also called-in to People Scrutiny Committee and Policy & Resources Scrutiny Committee)

****** ITEMS CALLED-IN FROM CABINET COMMITTEE - Thursday, 1st November, 2018**

- 12 Proposed Guidance for Traffic and Parking Related Issues**
Minute 418 (Agenda Item 8 refers)
Called-in by Councillors J Garston and Arscott

****** ITEMS REFERRED DIRECT BY CABINET COMMITTEE - Tuesday, 20th November 2018**

- 13 Objections to Traffic Regulation Orders - Thorpe Esplanade Charging for Parking and Cliffs Pavilion Car Parking Management Scheme**
Minute 462 Agenda Item 4 refers
Referred direct by Cabinet Committee

****** ITEMS CALLED-IN FROM THE FORWARD PLAN**

None

****** PRE-CABINET SCRUTINY ITEMS**

None

****** OTHER SCRUTINY MATTERS**

- 14 Minutes of the meeting of the Chairmen's Scrutiny Forum held on Tuesday, 20th November 2018**
- 15 In-depth Scrutiny Project - Re-imagining the Town Centre in the context of the vision for Southend 2050**

Members:

Cllr K Robinson (Chair), Cllr M Terry (Vice-Chair), Cllr A Bright, Cllr K Buck, Cllr D Burzotta, Cllr T Byford, Cllr A Chalk, Cllr M Davidson, Cllr M Dent, Cllr N Folkard, Cllr J Garston, Cllr A Jones, Cllr D McGlone, Cllr D Nelson, Cllr N Ward, Cllr P Wexham and Cllr C Willis

SOUTHEND-ON-SEA BOROUGH COUNCIL

Meeting of Place Scrutiny Committee

Date: Monday, 8th October, 2018
Place: Committee Room 1 - Civic Suite

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Present: Councillor K Robinson (Chair)
Councillors B Ayling*, A Bright, K Buck, D Burzotta, T Byford,
A Chalk, M Davidson, M Dent, N Folkard, J Garston, A Jones,
D McGlone, D Nelson, N Ward, P Wexham and C Willis
*Substitute in accordance with Council Procedure Rule 31.

In Attendance: Councillors J Courtenay, T Cox, M Flewitt, A Moring, L Salter
(Cabinet Members) and C Mulroney
A Lewis, J K Williams, N Corrigan, E Cooney, S Dolling, P Geraghty,
G Gilbert, M Murphy and T Row

Start/End Time: 6.30 pm - 8.20 pm.

329 Apologies for Absence

Apologies for absence were received from Councillor Terry (Substitute: Councillor Ayling).

330 Declarations of Interest

The following interests were declared at the meeting:

(a) Councillors Courtenay, Cox, Flewitt, Moring and Salter (Cabinet Members) – Disqualifying non-pecuniary interests in all the called-in/referred items; attended pursuant to the dispensation agreed at Council on 19th July 2012, under S.33 of the Localism Act 2011;

(b) Councillor Davidson – Agenda Item No. 6 (Fire Safety Report) – Non-pecuniary interest: Non-executive director of South Essex Homes;

(c) Councillor Flewitt – Agenda Item No. 6 (Fire Safety Report) – Non-pecuniary interest: Friends and family are tenants of South Essex Homes;

(d) Councillor J Garston – Agenda Item No. 9 (Centenary Fields) – Disqualifying non-pecuniary interest: Lives opposite the area to be dedicated (withdrew); and

(e) Councillor McGlone – Agenda Item No. 6 (Fire Safety Report) – Non-pecuniary interest: Non-executive director of South Essex Homes.

331 Questions from Members of the Public

The Cabinet Member for Healthy Communities and Wellbeing and the Cabinet Member for Infrastructure responded to written questions from Mr Webb.

332 Minutes of the Meeting held on Monday, 9th July 2018

Resolved:-

That the Minutes of the Meeting held on Monday, 9th July 2018 be received, confirmed as a correct record and signed.

333 Monthly Performance Report

The Committee considered the Monthly Performance Report (MPR) covering the period to end July 2018, which had been circulated recently.

Resolved:-

That the report be noted.

Note:- This is an Executive Function.

Cabinet Member:- As appropriate to the item.

334 Fire Safety Report

The Committee considered Minute 260 of Cabinet held on 18th September 2018, which had been called in for scrutiny together with the report of the Deputy Chief Executive (Place) setting out the progress in delivering the Council's Fire Safety Review, which was established following the Grenfell Tower fire on 14th June 2017.

In response to questions regarding the consultation with tenants and residents, the Cabinet Member for Adults and Housing undertook to circulate the details of the consultation that had been undertaken to Members of the Committee.

Resolved:-

That the following decision of Cabinet be noted:

"1. That the work undertaken by the Council and South Essex Homes with respect to Fire Safety, be noted and endorsed.

2. That the Council's initial response to the Independent Review of Building Regulations and Fire Safety, be noted and endorsed.

3. That a further update be submitted to a future meeting of the Cabinet (Spring 2019)."

Note: This is an Executive Function

Cabinet Member: Cllrs Courtenay, Cox and Flewitt

335 Access, Parking and Transport Strategy for Southend

The Committee considered Minute 266 of Cabinet held on 18th September 2018, which had been called in for scrutiny together with the report of the Deputy Chief Executive (Place) updating Members on the report recently produced by Steer Davies Gleave entitled the "Borough-wide Parking and Access Strategy" and proposals for a wider "Access, Parking and Transport Strategy for Southend".

The Cabinet Member for Infrastructure provided the following points for clarification:

- i) the report by Steer, Davies, Gleave was an external specialist report;
- ii) the recommendations in the Steer Davies Gleave report would be reviewed by the newly formed Working Party as part of the development of the Access, Parking and Transport Strategy for Southend;
- iii) for the avoidance of doubt, the recommendations of the newly formed Working Party would be the subject of consultation, and the final recommendations would then be considered through the Council's decision making and scrutiny processes. Only then would the Access, Parking and Transport Strategy for Southend become Council Policy;
- iv) In the first sentence of Cabinet Resolution 4 below, the Strategy referred to means the Borough-wide Parking and Access Strategy produced by Steer Davies Gleave; and
- v) The first 5 words of Cabinet Resolution 6 below lack precision and should be replaced by the following: - "To support the development of the Council's Access, Parking and Transport Strategy for Southend...."

In response to questions regarding improved accessibility for emergency services and residents, the Cabinet Member for Infrastructure:-

- a) gave his assurance that these would be included as part of the review; and
- b) confirmed that he was content for the proposed terms of reference of the Working Party to refer throughout to the Borough, rather than referring to Southend.

Resolved:-

That the following recommendations of Cabinet, as amended (see underlined text), be noted:

- "1. That the strategy be broadened to include a range of transportation related issues and be known as the Access, Parking and Transport Strategy for Southend (APT).
2. That a new Access, Parking and Transport Working Party be established to be chaired by the Cabinet Member for Infrastructure to replace the Public Transport and Buses Working Party (including the new terms of reference, as set out at Appendix 2 to the submitted report as modified by paragraph (b) in the preamble to this Minute).

3. That a complementary adjustment to the terms of reference of the Traffic and Parking Working Party (as set out in Appendix 3 to the submitted report) be made, which will be known as the Traffic Regulations Working Party.

4. That the implementation plan identified in the Borough-wide Parking and Access Strategy be progressed as a package of pilot projects. The new Access, Parking and Transport Working Party to receive reports, previews and updates on these pilots.

5. That consultation be undertaken on the Borough-wide Parking and Access Strategy as set out in paragraph 6.6 of the submitted Report.

6. To support the development of the Council's Access, Parking and Transport Strategy for Southend and to maintain the impetus, a dedicated resource is required. This would consist of a project manager and a transport or suitably qualified highways engineer. The funding estimated to be in the region of £125,000 to be met from the Business Transformation Reserve.”

Note: This a Council Function.
Cabinet Member: Cllr Moring

336 Annual Comments, Compliments and Complaints Report

The Committee considered Minute 271 of Cabinet held on 18th September 2018, which had been referred direct by Cabinet to all three Scrutiny Committees for consideration, together with the report of the Chief Executive providing performance information about comments, complaints and compliments received across the Council for 2017-18.

Resolved:-

That the following decision of Cabinet be noted:

“That the Council's performance in respect of comments, complaints and compliments for 2017-18 be noted and the report at Appendix A to the submitted report be referred to each Scrutiny Committee and the reports at Appendix B and Appendix C be referred to the People Scrutiny Committee.”

Note: This is an Executive Function
Cabinet Member: Cllrs Lamb, Cox and Boyd (as appropriate).

337 Centenary Fields

The Committee considered Minute 275 of Cabinet held on 18th September 2018, which had been called in for scrutiny together with the report of the Deputy Chief Executive (Place) setting out the potential implications on future maintenance and improvement of Southend Cliffs Gardens that might result as a consequence of dedicating the gardens to Fields in Trust as part of the Centenary Fields Programme.

Resolved:-

That the following decisions of Cabinet be noted:

“1. That the application to dedicate the Southend Cliff Gardens to Fields in Trust, be approved.

2. That, if the application is successful, it be noted that the Council may be restricted from future changes to the gardens.

3. That the responsibility for agreeing the final detailed area of the Southend Cliff Gardens to be dedicated as a Centenary Field be delegated to the Deputy Chief Executive (Place) in consultation with the appropriate Cabinet Member.

4. That the allocation of £10,000 from the contingency for the investment in any procurement memorabilia, be noted.”

Note: This is an Executive Function

Cabinet Member: Cllr Salter

338 Fees and Charges Policy

The Committee considered Minute 277 of Cabinet held on 18th September 2018, which had been called in for scrutiny together with the report of the Chief Executive on proposals for the introduction of a fees and charges policy for services to allow for the setting of fees and charges.

Resolved:-

That the following recommendations of Cabinet be noted:

“1. That the fees and charges policy set out in Appendix 1 to the submitted report, be approved.

2. That the existing delegation in Paragraph 3.2(k) in Part 2, Schedule 3 of the Constitution be deleted and replaced with the following wording:”

“To set fees and charges in their areas of responsibility (save for parking charges) including making in year changes subject to:

- *Compliance with the Council’s Fees & Charges Policy;*
- *Compliance with all legal requirements relating to the setting of statutory and discretionary fees and charges, including undertaking any necessary public consultation and assessing the equality impacts; and*
- *Prior consultation with the Council’s Director of Finance & Resources and the relevant Cabinet Member”*

“and that Article 4.02(2) be amended as follows:”

“To approve and adopt the Council’s Budget.

(The Budget includes the allocation of financial resources to different services and projects, proposed contingency funds, setting fees and charges (save that fees and charges, other than parking charges, can be set by Chief Officers in accordance with paragraph 3.2(k) in Part 3 Schedule 3), the Council Tax Base, setting the Council Tax and decisions relating to the control of the Council's borrowing requirement, investments, the control of capital expenditure and the setting of virement limits)."

Note: This is a Council Function.
Cabinet Member: Cllr Lamb

339 In-depth Scrutiny Project - Re-imagining the town centre for the future, in the context of the vision for Southend 2050

Further to Minute 112 of its meeting held on 9th July 2018, the Committee considered the project plan in relation to the agreed joint in-depth scrutiny project, with the Policy and Resources Scrutiny Committee for 2018/19 entitled "Re-imagining the Town Centre in the context of the vision for Southend 2050".

The Committee also received an oral update on the progress that had been made with the study to date.

Resolved:-

That, subject to the involvement of the Youth Council and residents' input into the study, the project plan be agreed.

Note:- This is a Scrutiny Function.

Chairman: _____

Southend-on-Sea Borough Council

Report of Chief Executive

to

Cabinet

on

6 November 2018

Agenda
Item No.

6

Report prepared by: Ade Butteriss, Team Manager -
Engagement and Reputational Management, Tim MacGregor,
Team Manager - Policy & Information Management, Rob
Walters – Senior Partnership Advisor, Engagement

**Southend 2050 – draft Ambition, Themes & Outcomes and Five Year Road Map.
Relevant Scrutiny Committee(s): Policy & Resources, People and Place Scrutiny
Committees**

Cabinet Member: Councillor Lamb

A Part 1 Public Agenda Item

1. Purpose of Report

- 1.1 To consider the findings of the Southend 2050 engagement programme and to recommend that the Council adopts the resulting draft Ambition, Themes & Outcomes and Southend 2050 Five Year Road Map.

2. Recommendations

- 2.1 To note and welcome the findings of the Southend 2050 engagement programme.
- 2.2 That the Council be recommended to adopt the Ambition, Themes & Outcomes and the Southend 2050 Five Year Road Map, as set out in Appendices A, B and C respectively.
- 2.3 That the Transforming Together programme, outlined in paragraph 6 be noted and endorsed.
- 2.4 That the matter is referred direct to the Policy & Resources, Place and People Scrutiny Committees.

3. Background

3.1 Process

- 3.2 During spring 2018 the Council embarked on a major engagement exercise with key local stakeholders to develop a shared and jointly owned ambition for Southend in 2050. Its purpose was to shape a long term vision for the borough whilst providing a focus on shorter term outcomes deliverable by the Council, its partners and local

communities. The resulting ambition aims to articulate not only the visible changes to our environment but also highlight the more fundamental effects on people lives – essentially capturing how it could feel to live, work or visit here in the future.

- 3.3 The engagement programme has been well-publicised, extensive and varied so that the broadest possible range of stakeholders have had the opportunity to contribute. A variety of different methods have been used to conduct open and ambitious conversations in locations right across the borough. These include facilitated workshops with business leaders, deliberative sessions with targeted resident representatives, meetings with local interest and community groups, public events and venues, and in-depth 1:1 interviews with citizens.
- 3.4 People have enthusiastically shared their thoughts on-line with literally thousands of comments being generated via social media and the Southend 2050 website. Young people and schools have responded particularly positively through a number of imaginative competitions and events, including a lively future-themed Youth Council float at Southend Carnival.
- 3.5 In addition a great deal of valuable quantitative feedback has been generated from more traditional consultation methods, such as the large scale borough-wide 2018 Residents Perception Survey. Councillors and Council staff have also actively participated throughout the process.
- 3.6 A comprehensive overview of the methods and results of the engagement activity is summarised at **Appendix D**.

4. A resident and stakeholder led Council

- 4.1 Stakeholders responded well to the Council's call to 'be part of the conversation', providing a high volume of comprehensive qualitative and quantitative feedback. This complex mosaic of views has been systematically interpreted and coded for ease of understanding and has provided a series of consistent messages across a range of subject areas.
- 4.2 The level of engagement, with a reach of over 35,000 people, 4,000 actively taking part and 55 events held, making it one of the most extensive such exercise in the Council's history. It is testimony to the type of council that we are, and want to become – one that puts people at the heart of what we do.
- 4.3 These messages have been carefully considered, tested with stakeholders and expressed in the form of an ambition statement, supporting themes and desired outcomes as attached. The draft ambition is shown at **Appendix A** and draft outcomes, grouped by theme, at **Appendix B**.

5. Delivering Southend 2050

- 5.1 Southend 2050 is not a single document. Instead it is made up of an ambition, associated outcomes by theme that set the context, a Five Year Road Map and a suite of other delivery plans, strategies and policies that fit the context of Southend 2050.

5.2 The Five Year Road Map at **Appendix C** outlines the role the Council will play in achieving the ambition. It provides a high level guide for Councillors, staff, partners and others in aligning their capacity and resources to priorities. It will help in ensuring that all are working to the same ends.

5.3 The Five Year Road Map builds on our existing achievements and outlines key objectives in the coming 5 years. Underpinning delivery plans will focus on achieving desired outcomes that reflect our ambition and focus on the next 12-18 months.

6. Transforming Together

6.1 Southend 2050 is a bold and ambitious programme of work which will require the organisation to transform to ensure that is 'match fit' for the future. Work is underway to put in place the conditions that staff have identified as being necessary to make this happen. These conditions will form an overarching transformation programme for the organisation and includes the need for:

- a clear vision & delivery strategy
- digital enablement to support the vision
- a trusted, empowered and engaged workforce
- an appetite to invest in people and outcomes and to accept risk
- closer collaboration with staff, members, citizens and partners
- simple and effective governance
- an open mind-set that will drive forward transformation and change

7. Other Options

Not adopting the recommended approach would mean that the borough's vision contained in the 2010-20 Community Plan would be nearly 10 years old and the Council's vision, aims and priorities nearly 13 years old, all of which have become, or will quickly become very dated.

8. Reasons for Recommendation

Not applicable to this report.

9. Corporate Implications

9.1 Contribution to Council's Vision & Corporate Priorities

The purpose of the report is to provide a new ambition and set of themed desired outcomes for the borough, providing the context for the Council's key planning documents.

10.2 Financial Implications

The capital and revenue resources required to deliver the Five Year Road Map are either already identified in existing Council budgets or will need to be identified for consideration as part of each years' budget processes as the Council moves towards outcome based budgeting. Effectively this will mean prioritisation and reallocation of resources plus any additional investments of capital and revenue resources, as required, to deliver the Five Year Road Map.

Any communication costs associated with the dissemination or publicity of the ambition and Five Year Road Map will be met within existing budgets.

10.3 Legal Implications

None specific.

- 10.4 People Implications
Council staff have provided their input into the Southend 2050 programme.
- 10.5 Property Implications
There are no property implications.
- 10.6 Consultation
Whilst the engagement programme has generally been framed around a conversational, discursive approach some formal consultation methods have been used where appropriate - notably for the Residents Perception and Online surveys - which were carried out following Council guidelines.
- 10.7 Equalities Implications
Southend 2050 has been designed to engage with as wide a range of stakeholders as possible, both geographically and across the protected characteristics. Consultation methods have been inclusive and accessible. Equality Assessments will be carried out on key deliverables once they have been identified as outcomes and confirmed in the Five Year Road Map and delivery plans.
- 10.8 Risk Assessment
Potential risks have been routinely monitored and addressed via monthly project progress reviews. Mitigating measures have been used to successfully manage the chief potential risk; 'Negative impact on the Council's reputational due to inappropriate methods of engagement'.
- 10.9 Value for Money
Engagement work is deemed to have provided good value for money due to the breadth, scope and volume of participants involved and the quality of intelligence gathered.
- 10.10 Community Safety Implications
Feedback from engagement work has identified a number of ambitions relating to community safety that will be addressed as potential outcomes in subsequent Council delivery plans and partners strategies. It has also flagged current concerns which have been flagged to relevant colleagues and partners for action.

11. Appendices

- 11.1 Appendix A - Southend 2050 Ambition
- 11.2 Appendix B – Southend 2050 Themes and Outcomes
- 11.3 Appendix C – Southend 2050 Five Year Road Map 2018 – 2023
- 11.4 Appendix D – Southend 2050 engagement overview

DRAFT – NOT COUNCIL POLICY UNTIL ADOPTED BY FULL COUNCIL, 13.12.18

Our Ambition (draft)

The year is 2050.

How does Southend-on-Sea look and feel?

Inevitably the place has changed a lot since the early years of the century, but we've always kept sight of what makes Southend special. Prosperous and connected, but with a quality of life to match, Southend has led the way in how to grow a sustainable, inclusive city that has made the most of the life enhancing benefits of new technologies.

It all starts here - where we are known for our creativity, our cheek, our just-get-on-with-it independence and our welcoming sense of community. And so, whilst the growth of London and its transport network has made the capital feel closer than ever, we cherish our estuary identity - a seafront that still entertains and a coastline, from Shoebury garrison to the fishing village of Old Leigh, which always inspires. We believe it's our contrasts that give us our strength and ensures that Southend has a vibrant character of its own.

- **Pride and Joy:** People are proud of where they live – the historic buildings and well-designed new developments, the seafront and the open spaces. The city centre has generated jobs, homes and leisure opportunities, whilst the borough's focal centres all offer something different and distinctive. With its reputation for creativity and culture, as well as the draw of the seaside, Southend-on-Sea is a place that residents and visitors can enjoy in all seasons. Above all we continue to cherish our coastline as a place to come together, be well and enjoy life.
- **Safe and Well:** Public services, voluntary groups, strong community networks and smart technology combine to help people live long and healthy lives. Carefully planned homes and new developments have been designed to support mixed communities and personal independence, whilst access to the great outdoors keeps Southenders physically and mentally well. Effective, joined up enforcement ensures that people feel safe when they're out and high quality care is there for people when they need it.
- **Active and Involved:** Southend has grown, but our sense of togetherness has grown with it. That means there's a culture of serving the community, getting involved and making a difference, whether you're a native or a newcomer, young or old. This is a place where people know and support their neighbours, and

where we all share responsibility for where we live. Southend in 2050 is a place that we're all building together – and that's what makes it work for everyone.

- **Opportunity and Prosperity:** Southend and its residents benefit from being close to London, but with so many options to build a career or grow a business locally, we're much more than a commuting town. Affordability and accessibility have made Southend popular with start-ups, giving us the edge in developing our tech and creative sectors, whilst helping to keep large, established employers investing in the borough. People here feel valued, nurtured and invested in. This means that they have a love of learning, a sense of curiosity and are ready for school, employment and the bright and varied life opportunities ahead of them.
- **Connected and Smart:** Southend is a leading digital city and an accessible place. It is easy to get to and easy to get around. Everyone can get out to enjoy the borough's thriving city centre, its neighbourhoods and its open spaces. Older people can be independent for longer. Local people also find it easy to get further afield with quick journey times into the capital and elsewhere, and an airport that has continued to open up business and leisure travel overseas – but in balance with the local environment.

Southend-on-Sea - it all starts here.

**DRAFT – NOT COUNCIL POLICY UNTIL ADOPTED BY FULL COUNCIL,
13.12.18**

2050 Themes and outcomes

Pride and Joy

By 2050 Southenders are fiercely proud of, and go out of their way, to champion what our city has to offer.

In five years' time:

- There is a tangible sense of pride in the place and local people are actively, and knowledgeably, talking up Southend.
- The variety and quality of our outstanding cultural and leisure offer has increased and we have become the first choice English coastal destination for visitors.
- We have invested in protecting and nurturing our coastline, which continues to be our much loved and best used asset.
- Our streets and public spaces are clean and inviting.

Safe & Well

By 2050 people in Southend-on-Sea feel safe in all aspects of their lives and are well enough to live fulfilling lives.

In five years' time:

- People in all parts of the borough feel safe and secure at all times.
- Southenders are remaining well enough to enjoy fulfilling lives, throughout their lives.
- We are well on our way to ensuring that everyone has a home that meets their needs.
- We are all effective at protecting and improving the quality of life for the most vulnerable in our community.
- We act as a Green City with outstanding examples of energy efficient and carbon neutral buildings, streets, transport and recycling.

Active and Involved

By 2050 we have a thriving, active and involved community that feel invested in our city.

In five years' time:

- Even more Southenders agree that people from different backgrounds are valued and get on well together.

- The benefits of community connection are evident as more people come together to help, support and spend time with each other.
- Public services are routinely designed - and sometimes delivered - with their users to best meet their needs.
- A range of initiatives help communities come together to enhance their neighbourhood and environment.

Opportunity and Prosperity

By 2050 Southend-on-Sea is a successful city and we share our prosperity amongst all of our people.

In five years' time:

- The Local Plan is setting an exciting planning framework for the Borough.
- We have a fast-evolving, re-imagined and thriving town centre, with an inviting mix of shops, homes, culture and leisure opportunities.
- Our children are school and life ready and our workforce is skilled and job ready.
- Key regeneration schemes, such as Queensway, seafront developments and the Airport Business Park are underway and bringing prosperity and job opportunities to the Borough.
- Southend is a place that is renowned for its creative industries, where new businesses thrive and where established employers and others invest for the long term.

Connected and Smart

By 2050 people can easily get in, out and around our borough and we have a world class digital infrastructure.

In five years' time:

- It is easier for residents, visitors and people who work here to get around the borough.
- People have a wide choice of transport options.
- We are leading the way in making public and private travel smart, clean and green.
- Southend is a leading digital city with world class infrastructure.

Southend 2050

Five Year Road Map to 2023



15

Our ambition

The year is 2050.

How does Southend-on-Sea look and feel?

Inevitably the place has changed a lot since the early years of the century, but we've always kept sight of what makes Southend special. Prosperous and connected, but with a quality of life to match, Southend has led the way in how to grow a sustainable, inclusive city that has made the most of the life enhancing benefits of new technologies.

It all starts here - where we are known for our creativity, our cheek, our just-get-on-with-it independence and our welcoming sense of community. And so, whilst the growth of London and its transport network has made the capital feel closer than ever, we cherish our estuary identity - a seafront that still entertains and a coastline, from Shoebury garrison to the fishing village of Old Leigh, which always inspires. We believe it's our contrasts that give us our strength and ensures that Southend has a vibrant character of its own.

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- **Pride and Joy:** People are proud of where they live – the historic buildings and well-designed new developments, the seafront and the open spaces. The city centre has generated jobs, homes and leisure opportunities, whilst the borough's focal centres all offer something different and distinctive. With its reputation for creativity and culture, as well as the draw of the seaside, Southend-on-Sea is a place that residents and visitors can enjoy in all seasons. Above all we continue to cherish our coastline as a place to come together, be well and enjoy life.
- **Safe and Well:** Public services, voluntary groups, strong community networks and smart technology combine to help people live long and healthy lives. Carefully planned homes and new developments have been designed to support mixed communities and personal independence, whilst access to the great outdoors keeps Southenders physically and mentally well. Effective, joined up enforcement ensures that people feel safe when they're out and high quality care is there for people when they need it.
- **Active and Involved:** Southend has grown, but our sense of togetherness has grown with it. That means there's a culture of serving the community, getting involved and making a difference, whether you're a native or a newcomer, young or old. This is a place where people know and support their neighbours, and where we all share responsibility for where we live. Southend in 2050 is a place that we're all building together – and that's what makes it work for everyone.

- **Opportunity and Prosperity:** Southend and its residents benefit from being close to London, but with so many options to build a career or grow a business locally, we're much more than a commuting town. Affordability and accessibility have made Southend popular with start-ups, giving us the edge in developing our tech and creative sectors, whilst helping to keep large, established employers investing in the borough. People here feel valued, nurtured and invested in. This means that they have a love of learning, a sense of curiosity and are ready for school, employment and the bright and varied life opportunities ahead of them.
- **Connected and Smart:** Southend is a leading digital city and an accessible place. It is easy to get to and easy to get around. Everyone can get out to enjoy the borough's thriving city centre, its neighbourhoods and its open spaces. Older people can be independent for longer. Local people also find it easy to get further afield with quick journey times into the capital and elsewhere, and an airport that has continued to open up business and leisure travel overseas – but in balance with the local environment.

Southend-on-Sea - it all starts here.

Our ambition

This ambition was developed following extensive conversations with those that live, work, visit, do business and study in Southend-on-Sea. These conversations asked people what they thought Southend should be like in 2050 and what steps are needed now, and in the coming years, to help achieve this. As a result, thousands of responses were provided through a range of methods including surveys, community events, partnership meetings, focus groups and social media. The feedback provides a rich source of information from which the ambition has been developed along with associated themes.

The ambition is grounded in the values of Southenders. It is bold, challenging, but achievable. It will, however, need all elements of our community to work together to make it a reality. We will also need our neighbouring boroughs, and central Government to play their part.

The ambition complements the Essex 2050 vision, [The Future of Essex](#) developed by Essex wide stakeholders and the emerging South Essex 'proposition', titled 'What sort of place are we making?' This is being developed by South Essex local authorities who are collectively looking to the future. Taking a longer view gives us the context to put the right building blocks in place to make our ambition a reality.

Challenges and opportunities

There is so much that we love about Southend-on-Sea. The sea, the beach, being close to our family and friends, our parks and open spaces, and having easy access to public transport, London, and the airport are some of the things that many people value. We also heard about the things people don't like and which need more focus in the here and now. These include the quality of roads and pavements, crime and anti-social behaviour, parking and traffic congestion, the condition and future of the high street and the increase in homelessness, particularly in central Southend.

The borough faces major challenges. As our population increases, gets older, and birth rates rise, there will be greater demand for school places, homes, health and other public services. Our changing climate provides challenges to our valued coast. Our economy is also changing and we need a better skilled workforce to meet the needs of the future. This includes developments in robotics, artificial intelligence and technology. These have huge potential to enhance our lives by enabling independent living, ending the drudgery of many jobs and providing more leisure time. We also have significant and unacceptable inequalities across the borough, particularly relating to residents' health.

South Essex needs major investment in transport and infrastructure. The opening of Crossrail, operating from Shenfield, from December 2019, as well as a new Thames crossing (from the end of the 2020s) will help connectivity to Southend-on-Sea. Further into the future, a relief road to the north and east of the borough could ease congestion and provide economic opportunities.

The loss of Government grant funding for the Council will continue to put pressure on budgets and by 2020 the council will receive no grant at all. However, with a spend of around £228m, and more financial independence, the ability to shape our future and meet local needs is in our hands. This will mean, increasingly, the Council will move towards enabling others to do more for themselves, rather than being a universal and direct provider of services for all.

We all want Southend to be a place that people love to live in, love to visit, love to work, do business and study. People told us they want to be part of the solution and to continue the conversations on how to achieve the ambition. We are on a journey, and this road map is just the beginning.

Southend 2050 and the five year road map

The Southend 2050 programme is not about one single publication or statement. It is a mind-set – one that looks to translate the desires of local people and stakeholders into action, something that looks to the long term, but also at the action that is needed now and in the medium-term.

Southend 2050 is made up of our ambition, associated themes and the outcomes we want to achieve. This road map, and all future delivery plans, strategies and policies will reflect this.

The road map outlines the Council's role in achieving the ambition and provides a high level guide for Councillors, staff, partners and others in aligning their capacity and resources to priorities. It will help in ensuring we are all working to achieve the same outcomes.

The road map also builds on our existing achievements and outlines what the Council wants to achieve in the coming five years. Our delivery plans will focus on achieving desired outcomes that reflect our ambition and focus on the next 12-18 months.

Transforming Together

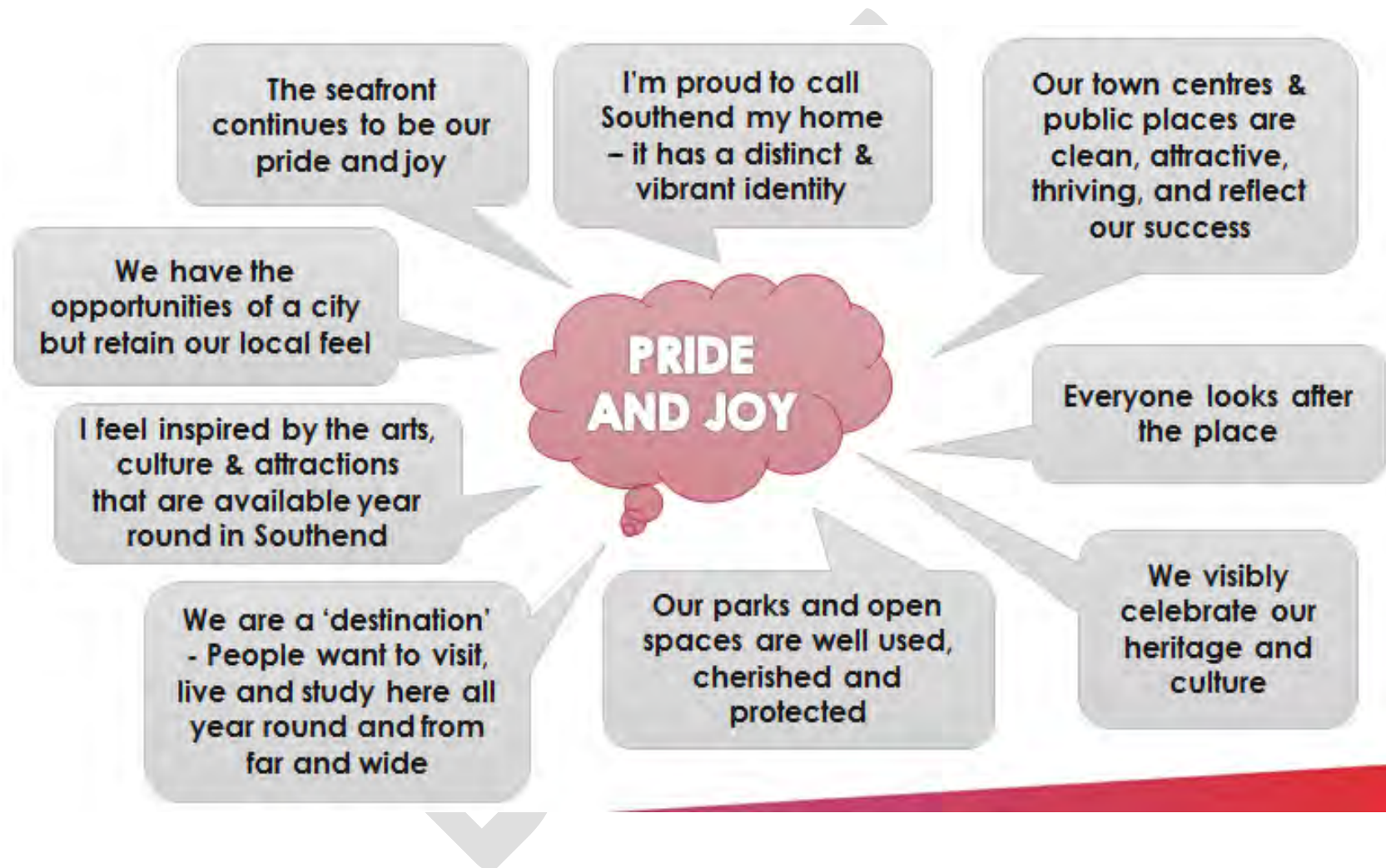
Political, economic and other uncertainties remain and we heard a lot about how quickly things change and how different the world will be by 2050. The Council will also need to change fundamentally to be able to take advantage of the opportunities and challenges ahead. This will mean a Council that is more agile, more efficient, more entrepreneurial and more engaged with residents and customers.

Work is underway to put in place the conditions staff have identified as being necessary to make us 'match fit' for the future. These conditions will form an overarching transformation programme for the organisation and includes the need for:

- A clear vision & delivery strategy
- Digital enablement to support the vision
- A trusted, empowered and engaged workforce
- An appetite to invest in people and outcomes and to accept risk
- Closer collaboration with staff, members, residents and partners
- Simple and effective governance
- An open mind-set that will drive forward transformation and change

Complementing this work, the Council will shift to longer-term outcome based budgeting to support the delivery of the 2050 Ambition and associated Themes.

What people told us they want for Southend-on-Sea's future



21

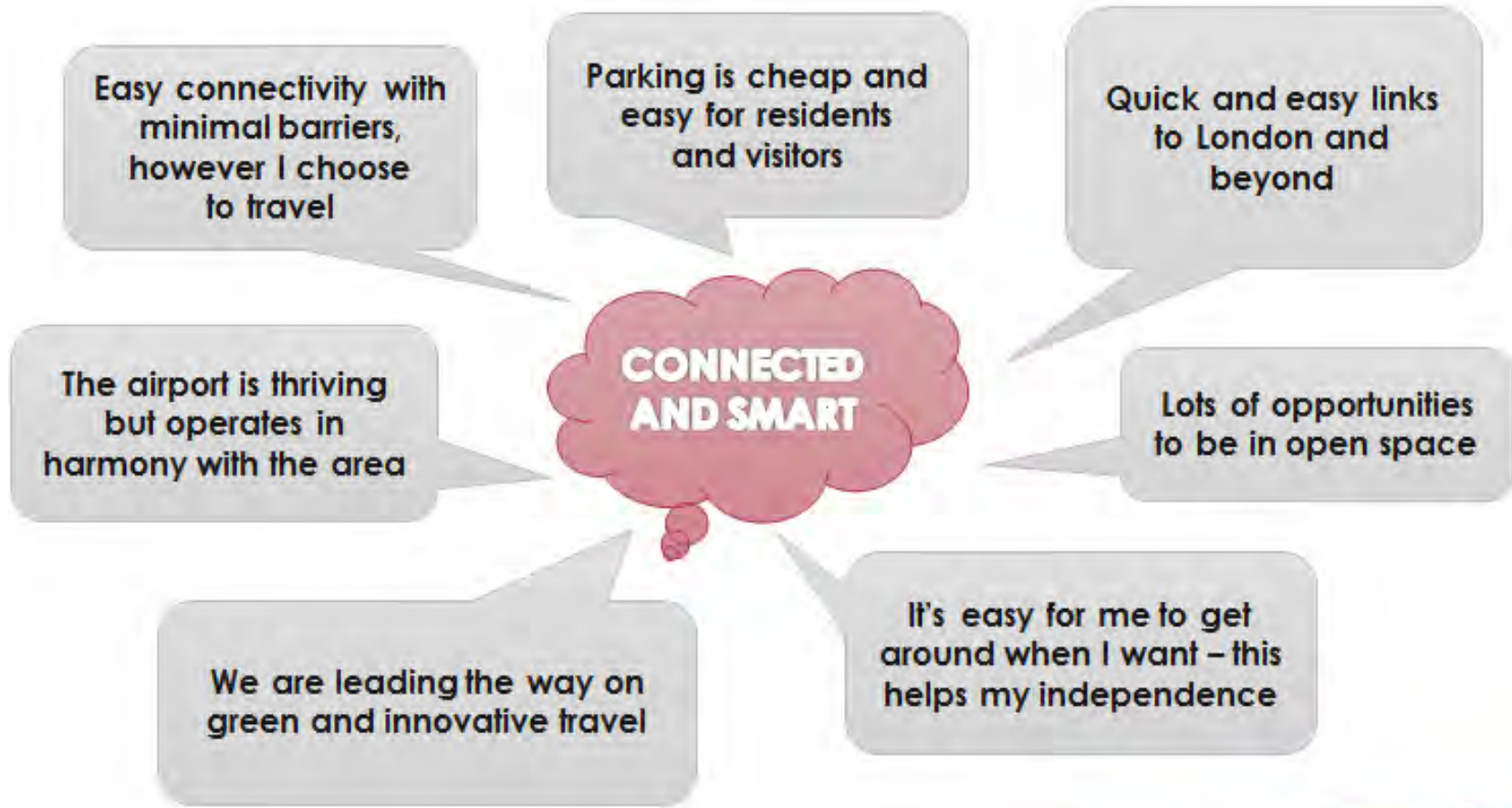


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23





25

Our focus for the next five years - themes and outcomes:

Pride and Joy

We already have much to be proud about, but there is so much more we can do together to make us even prouder.

With the ambition to become England's leading coastal tourist destination, we will work with local businesses and potential investors to develop and grow our tourism, cultural, creative and leisure offer. We will help to develop our visitor economy for the benefit of the whole borough. With our seven miles of coastline and the huge variety it offers visitors, Southend-on-Sea is becoming more than just a day-trip location, and we must also continue to take advantage of our growing popularity as a 'staycation' destination.

People have repeatedly told us how much they value our **seafront** – the beaches, the water and the open spaces – both as a place for peace and for fun. This won't be taken for granted and so we will continue to invest and focus on this area to avoid erosion and further 'cliff slips', tackle growing flood risk and also encourage inward investment and seek external funding to ensure the seafront maintains its popularity and appeal with residents and visitors alike. Just as important to residents is the everyday street scene around them and we know that the cleanliness and state of repair of our streets and neighbourhoods serves as a highly visible indicator of our borough's overall state of health.

Over the next five years, our iconic, and ever popular **pier** will benefit from huge investment to sustain it for now and the future. This will include a redesigned pier entrance and new pavilion housing a relocated pier museum. This development will provide a quality all-weather eating, drinking and cultural visitor experience, encouraging people to stay longer in our area.

Improvements to Shoebury Common North and new sun shelters at City Beach are just two developments that highlight our commitment to the entire seafront. Further work to help the port at Leigh-on-Sea remain accessible by all maritime uses, including the fishing and cockling industries will also be considered.

We will continue to build on our reputation as a welcoming, vibrant and increasingly culturally diverse place. Our theatres, Metal Culture, The Forum and Focal Point gallery, along with our range of festivals across the year provide a rich foundation. Options for a new museum, to house, among other things, the Saxon burial and 'The London' shipwreck finds will be developed. Investment in the former Beecroft Gallery to transform it into artists' studios will also be an important step in developing new exciting spaces to allow artists to flourish as part of our burgeoning cultural scene.

By 2050 Southenders are fiercely proud of, and go out of their way, to champion what our city has to offer.

In five years' time:

- There is a tangible sense of pride in the place and local people are actively, and knowledgeably, talking up Southend.
- The variety and quality of our outstanding cultural and leisure offer has increased and we have become the first choice English coastal destination for visitors.
- We have invested in protecting and nurturing our coastline, which continues to be our much loved and best used asset.
- Our streets and public spaces are clean and inviting.

Safe and Well

Southend should feel **safe** for all who live, work and visit here – across our streets, town centres and open spaces. The Council's decision to increase resources for community safety will help. However, the focus on tackling gangs, 'county line' drug networks, safeguarding of the vulnerable, child sexual exploitation, domestic abuse, and modern slavery will require us to work with our agency partners even more effectively. A key area of our focus will be our town centres. The Council will build on its excellent record of keeping young people at risk, out of the criminal justice system. Technology will increasingly play its part in making people safer.

For people to **live well** the conditions they live in have to be right –their diet, home, air they breathe, mental well-being and level of activity. Our focus will be on the prevention of illness, through increased physical activity; reducing inequalities, through raising people's aspirations and opportunities and making long term change through increased personal responsibility and participation. The need for a revised approach to provision of **mental health** services has also been highlighted in response to concerns that some residents may not be receiving the level of access to services they need.

Overall demand for **housing and levels of homelessness is** increasing. Our new housing vision will address these issues by prioritising the supply of safe, affordable homes, creating inclusive healthy places to live and thrive, supporting people to live independently, encouraging good quality housing design, management and maintenance and making homelessness brief and non-recurrent. Our approach will link closely to our aspirations as an emerging city, our ambitions for economic development, the creation of jobs, and workforce skills. We will continue to secure further funding to tackle rough sleeping specifically and our new housing company will look to increase the supply of housing for local people to buy and rent and new ways of improving conditions in the private rented sector developed.

We will ensure that **vulnerable children and adults** are safe and well looked after. This means working with families in a way that is responsive and gives them more power. We will roll out its programme to improve outcomes, promote resilience, reduce service duplication and enable staff. This will feature further developing our new approaches to work alongside clients, rather than making decisions about them (restorative practice), and working alongside communities to use and develop local assets to address local challenges (asset based community development).

In a world with ever increasing complex behaviour and health issues, the Council's own company, **Southend Care**, will continue to develop services supporting people in our care homes, those with dementia, learning disabilities, autism and mental health issues, and look for opportunities to innovate and transform services. The new Priory, Delaware, Viking building and facilities will be a magnificent resource for those with care needs.

The Better Start programme is investing £40m over ten years to improve the lives of Southend's very youngest residents. This means working with local people every step of the way to find out how to give every child who lives here the best possible start in life.

Southend-on-Sea is already one of the UK's 'Greenest' Cities (UK Vitality Index). However, we want Southend to be a **Low Carbon City by 2020**, one that focuses on delivering low carbon growth, improving energy efficiency, providing a more sustainable future for our residents and businesses and one that protects and enhances our natural spaces and habitats. This approach will help safeguard against rising energy costs and improve fuel security and air quality.

By 2050 people in Southend-on-Sea feel safe in all aspects of their lives and are well enough to live fulfilling lives.

In five years' time:

- People in all parts of the borough feel safe and secure at all times.
- Southenders are remaining well enough to enjoy fulfilling lives, throughout their lives.
- We are well on our way to ensuring that everyone has a home that meets their needs.
- We are all effective at protecting and improving the quality of life for the most vulnerable in our community.
- We act as a Green City with outstanding examples of energy efficient and carbon neutral buildings, streets, transport and recycling.

Active and Involved

Everything we want to achieve depends on the collective effort of local people and partners. The conversations started by the 2050 programme will continue, looking at what works best and adapting as circumstances change and new challenges and opportunities arise. We will harness the energy of those who care about wanting to make a positive difference and create the right conditions for that approach to flourish. We will involve the local community in designing and delivering services, and making decisions.

Volunteers already add much needed and vital capacity to many existing public services, such as libraries, museums, youth clubs, schools and support groups. We value the skills and experiences of our residents, working alongside those with the time and energy to make a real difference in their communities. Over the next five years we will help communities develop their asset and skills bases so that become increasingly effective at finding new and creative ways of tackling local issues at a grass roots level. We will work in partnership, creating and strengthening long term, sustainable relationships so that communities will feel equipped and empowered to do more for themselves.

Our well-established voluntary sector will be key in this relationship - harnessing their expertise and knowledge to support those who want to use their local insights and vitality to make a positive contribution. Through **hands-on activity** local initiatives will continue to support groups who want to enhance their local area and environment. This will grow and help create a greater sense of local pride and a cleaner, greener place.

We will work hard to ensure that local people can live well in thriving communities with increasing integration of care services developed through a **locality approach** across south east Essex. Each **locality** will utilise local assets to support residents and patients whilst integrated primary, community and social care services work in multi-disciplinary teams. This approach will complement the intended reconfiguration of acute services across mid and south Essex.

We will use our commissioning and procurement power to ensure we secure the best possible outcomes whilst delivering wider social, economic and environmental benefits to the community and ensuring value for money.

By 2050 we have a thriving, active and involved community that feel invested in our city.

In five years' time:

- Even more Southenders agree that people from different backgrounds are valued and get on well together.

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- The benefits of community connection are evident as more people come together to help, support and spend time with each other.
- Public services are routinely designed - and sometimes delivered - with their users to best meet their needs.
- A range of initiatives help communities come together to enhance their neighbourhood and environment.

Opportunity and Prosperity

We aim that by 2022, the Southend economy will have addressed the areas of economic underperformance to emerge as the leading economy in south Essex. The benefits of our efforts will be reaped by businesses and residents as they thrive in the new economy. This will mean growth in key sectors, increased average income and productivity, improved educational outcomes, higher business start-up and survival rates, and a more resilient and diverse economy.

Our five year plans to help equip our people with skills for the future will produce an inclusive, efficient, and effective labour market with clear and accessible career pathways.

8

The borough benefits from great **schools, colleges and a thriving university**. With nearly 9 out of 10 children currently in good or outstanding schools, we will prioritise our support on less successful schools and getting more local children into grammar school.

Over the next five years there is a projected to be a significant increase in housing in the borough (with around 5,000 additional homes). To meet the projected increase for school places the Council will explore all alternative methods including further expansion and additional secondary school as necessary to meet our statutory responsibilities to provide a school place for every child.

Re-imagining **our High Street** will be a critical piece of work. This will need to address retail in a changing world, housing provision, community safety and securing town centre property. A second phase of development at the Forum will be progressed, creating a vibrant, lively environment enhancing the town's educational and cultural quarter, providing a significant boost to enhancing the economic vibrancy of the town.

A new Southend **Local Plan** will provide a clear and long-term planning framework to manage future development in a way that is sustainable and seeks to meet local housing needs, improve job opportunities, improve health and well-being, improve transport provision and infrastructure, and protect and enhance the natural and built environment.

Ambitious plans to transform the **Queensway** area will make significant progress. A new community of over 1,400 new homes will be created, creating better and new housing, improved connections to the high street and improved transport connectivity around the town.

The rejuvenation of **Victoria Avenue** as a key and vibrant gateway into our town centre will continue with derelict office blocks being turned into homes, cafes and shops.

Airport Business Park Southend will provide the nucleus for business growth, supporting key sectors such as aviation, medical technology and professional services, bringing up to 6,000 quality jobs to the area.

Plans to develop a cinema, restaurants, shops and new homes at Seaway car park will be progressed and appropriate planning consideration will be given to Southend United's plans to develop a new stadium, along with shops and homes at Fossetts Farm.

Work will also be undertaken to deliver the infrastructure led growth needed to deliver the south Essex Joint Strategic Plan, including business growth, additional housing and improved transport and green spaces.

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By 2050 Southend on Sea is a successful city and we share our prosperity amongst all of our people.

In five years' time:

- The Local Plan is setting an exciting planning framework for the Borough.
- We have a fast-evolving, re-imagined and thriving town centre, with an inviting mix of shops, homes, culture and leisure opportunities.
- Our children are school and life ready and our workforce is skilled and job ready.
- Key regeneration schemes, such as Queensway, seafront developments and the Airport Business Park are underway and bringing prosperity and job opportunities to the Borough.
- Southend is a place that is renowned for its creative industries, where new businesses thrive and where established employers and others invest for the long term.

Connected and Smart

We know that moving around Southend is not always easy. Popularity and growth means that our roads can become congested at peak times and our public transport is not as accessible and connected as it could be.

We will continue to make the case for external funding to make improvements to our existing roads. We must also work collectively to promote and encourage the use of sustainable transport, support the introduction and use of **smart technology** and prepare for the inevitable wider use of electric and ultra-low emission vehicles.

Long term strategy and planning will be essential, and so we will look seriously at the potential for a relief road to the north and east of the borough to ease congestion. This will be done in conjunction with south Essex wide plans for new infrastructure across the region, including new homes, schools, businesses and health services.

More immediate priorities are being addressed through our 10-year programme of **highways improvements**, which include recent and ongoing improvements to the A127 which have increased capacity and traffic flow and have helped to enable developments like Airport Business Park Southend.

Our approach to parking and access to the town will support tourism, retail and leisure as well as business. It aims to meet needs through a modern parking management system that harnesses smart technology, uses competitive pricing, reduces 'traffic cruising' and improves air quality.

We will continue to support the success of London Southend Airport, whilst being sensitive to the impact it has on local residents. Its success is a key component of welcoming people from around Europe and a key driver of our plans to develop a high quality business park, including an Innovation Centre.

There is compelling evidence that air pollution is a significant contributor to preventable ill health and early death. Our three year action plan, which has a focus on transport to improve traffic flow, walking, cycling, electric vehicles, trains and improved passenger transport will be crucial to **improving health** locally.

We are becoming a leading **Digital Smart City**, with private sector investment in world leading superfast broadband and free public wifi encouraging the growth of our creative and tech industries. A new **intelligence hub** will enable us and others to better engage with our

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community, providing smarter ways of meeting needs in relation to safety, traffic flow, parking, waste/recycling, air quality, retail offers and leisure opportunities.

By 2050 people can easily get in, out and around our borough and we have a world class digital infrastructure.

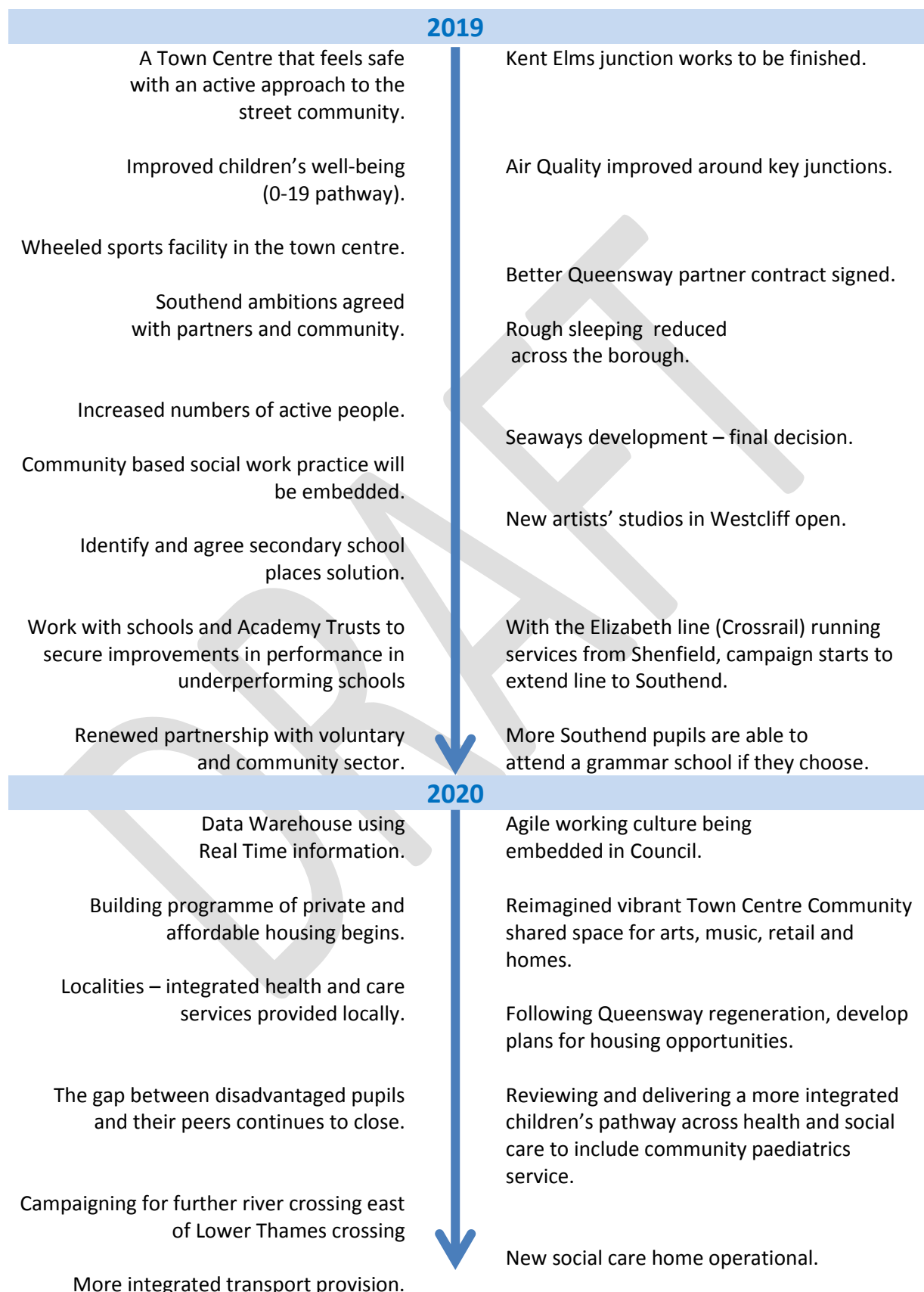
In five years' time:

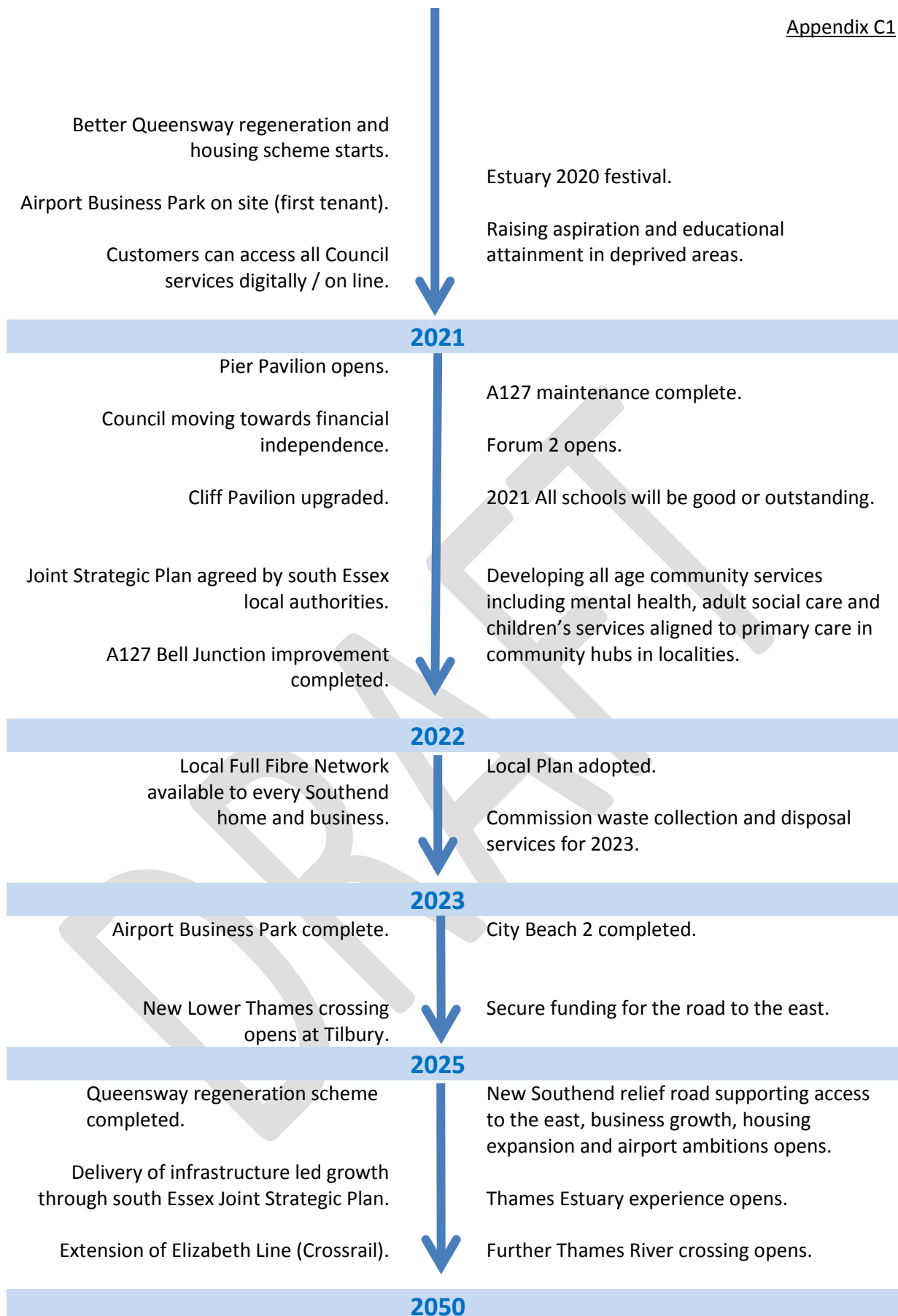
- It is easier for residents, visitors and people who work here to get around the borough.
- People have a wide choice of transport options.
- We are leading the way in making public and private travel smart, clean and green.
- Southend is a leading digital city with world class infrastructure.

DRAFT

Southend-on-Sea Five Year Roadmap to 2023

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SOUTHEND 2050 ENGAGEMENT OVERVIEW



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Southend 2050 Evidence Report



Introduction

The Southend 2050 engagement programme reached over 35,000 people over the summer of 2018 with over 4000 people actually taking part in the conversation. A whole host of different methods were used to conduct open and ambitious conversations in locations right across the borough. These included facilitated workshops with business leaders, deliberative sessions with targeted resident representatives, meetings with local interest and community groups, engagement at public events and venues and in-depth 1:1 interviews with residents. This report brings together a highlight of the activity that took place and an insight into the evidence that has been used to develop the Ambition & Outcomes and Five Year Roadmap for Southend 2050.

Everyone had the same challenge – to think about Southend in 2050. People were asked:

- “What would you miss most if you left Southend-on-Sea?”
- “What makes you want to live/shop/work/do business in Southend-on-Sea?”
- “What would a great day/week/year look like for you?”
- “Who might need to be involved to help create your ideal Southend of the future?”



The word cloud above is made up from the conversations about Southend 2050. The size of the text indicates how frequently the issues were raised.

Scope and Reach of Engagement

Events



55 events
2,300 People engaged face to face

Online



Southend 2050 advert appeared in Facebook feeds **58,434** times

27,925 people saw the Southend 2050 advert inviting participation

With



Councillors
Staff
Businesses
Key partners
Community Groups
Volunteers
Young people
Schools
Older people
Visitors

Surveys



1,160 people completed the online Southend 2050 survey (incl. non residents)

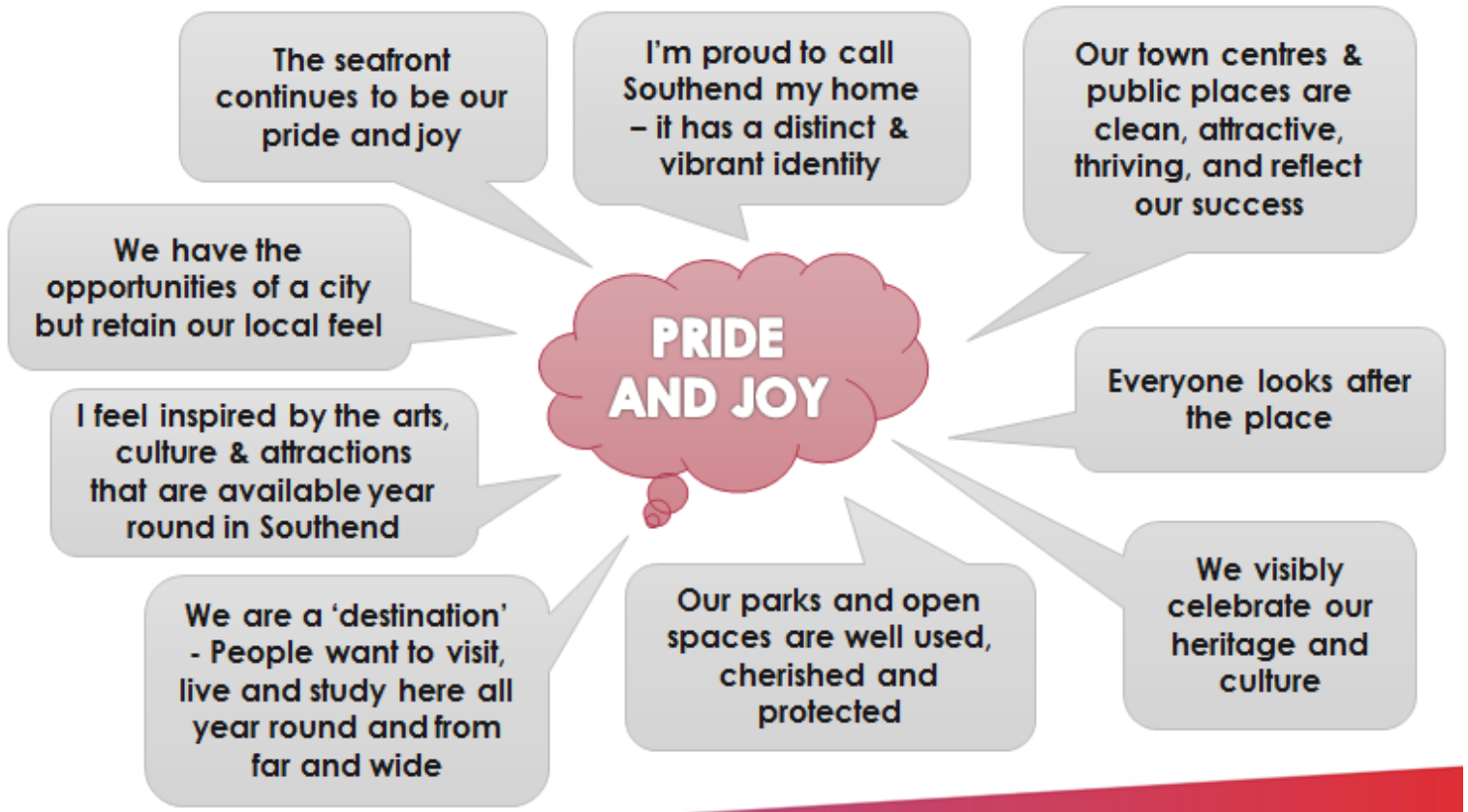
1,220 people completed a residents perception survey

115 responses on the Southend 2050 Stickyworld online forum

Good coverage across all wards

What people told us they want for Southend-on-Sea's future

Summary of key messages from the engagement, grouped thematically.



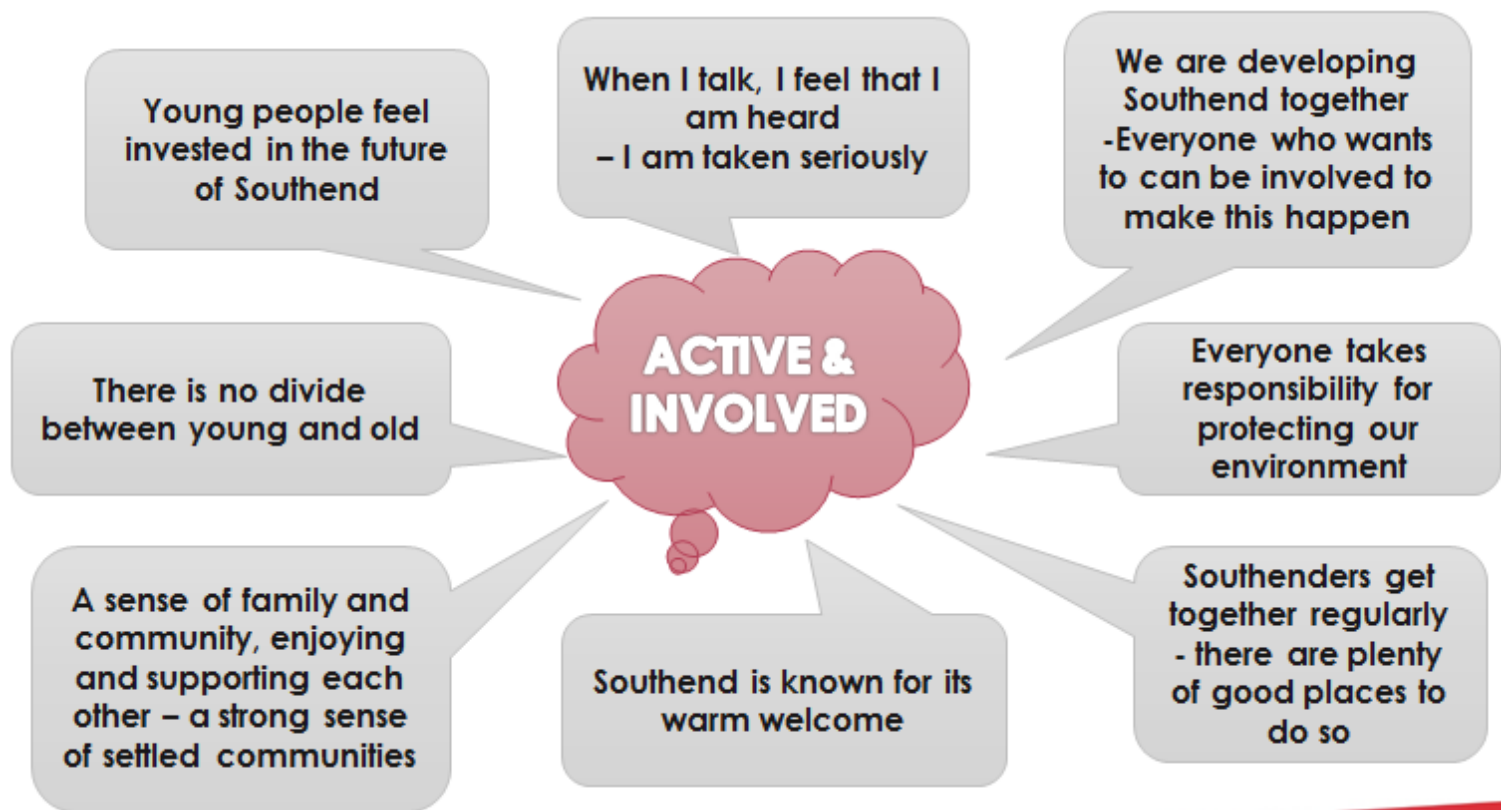
What people told us they want for Southend-on-Sea's future

Summary of key messages from the engagement, grouped thematically.



What people told us they want for Southend-on-Sea's future

Summary of key messages from the engagement, grouped thematically.



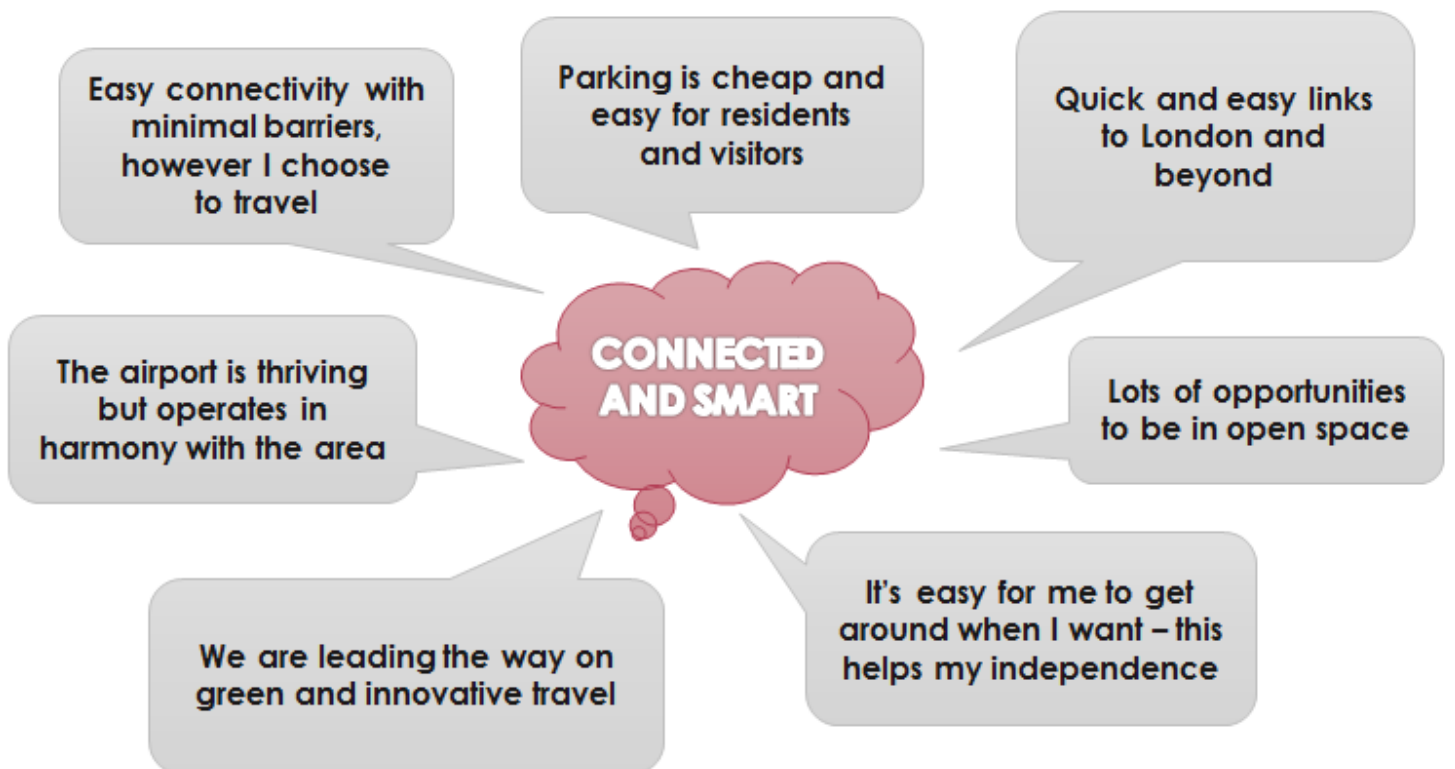
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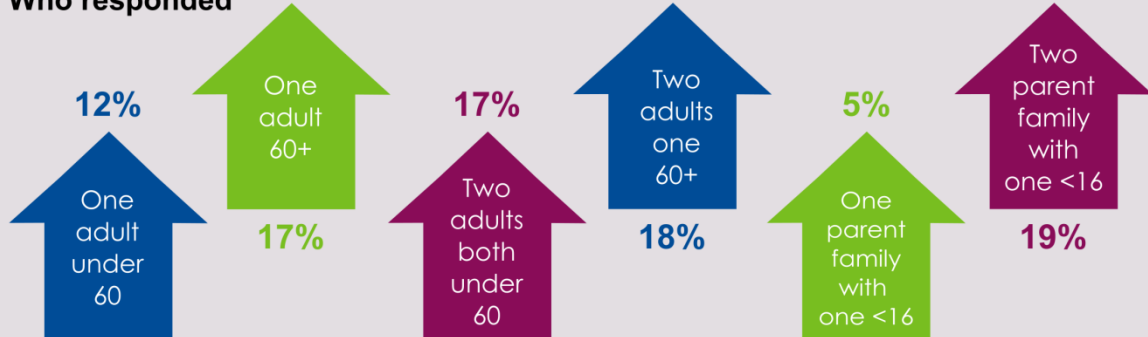
What people told us they want for Southend-on-Sea's future

Summary of key messages from the engagement, grouped thematically.



Southend Residents' Perception Survey 2018

Who responded



75%

Of residents are satisfied with local area as a place to live

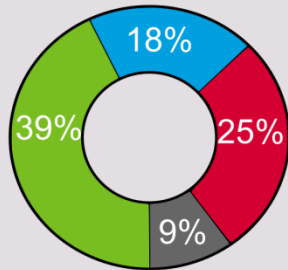
Top Likes

- Seaside / Beach
- Location / Convenient
- Close to Family / Friends
- Public Transport
- Parks / Open Spaces

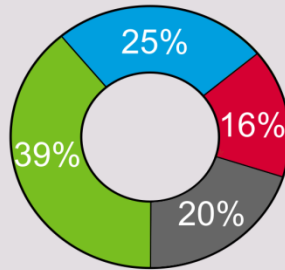
Top Dislikes

- Roads / Pavements
- Crime
- Anti Social Behaviour
- Parking
- Congestion
- Litter

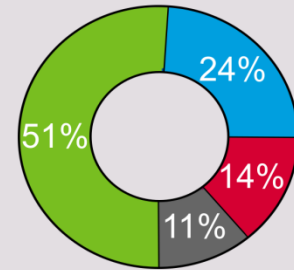
Neighbourhoods



Residents work together to improve their neighbourhood



Good relations between different ethnic and religious communities



Good relations between older and younger generations

■ Agree
 ■ Neither agree or disagree
 ■ Disagree
 ■ Don't know

56%

Agree people from different backgrounds get on well together

38%

Feel informed by Southend Council about the services and benefits it provides

Less than **1 in 4** residents agree that they can influence decisions affecting their local area, with more than twice this proportion disagreeing

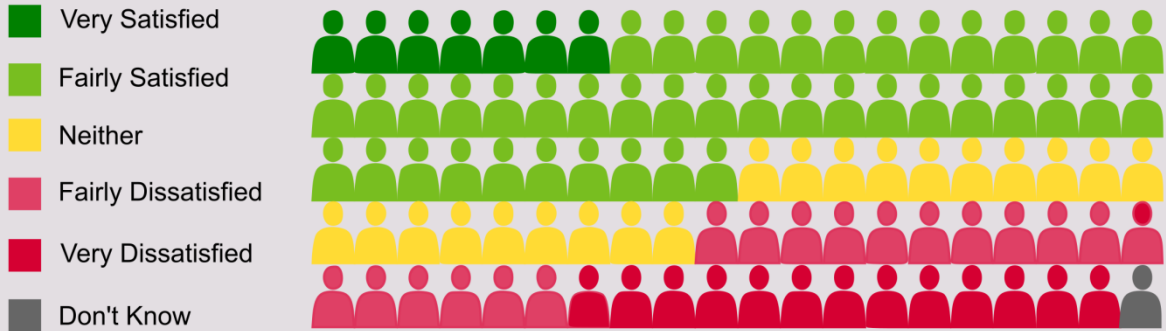
30%

Of all residents feel Southend Council acts on their concerns, with almost half disagreeing

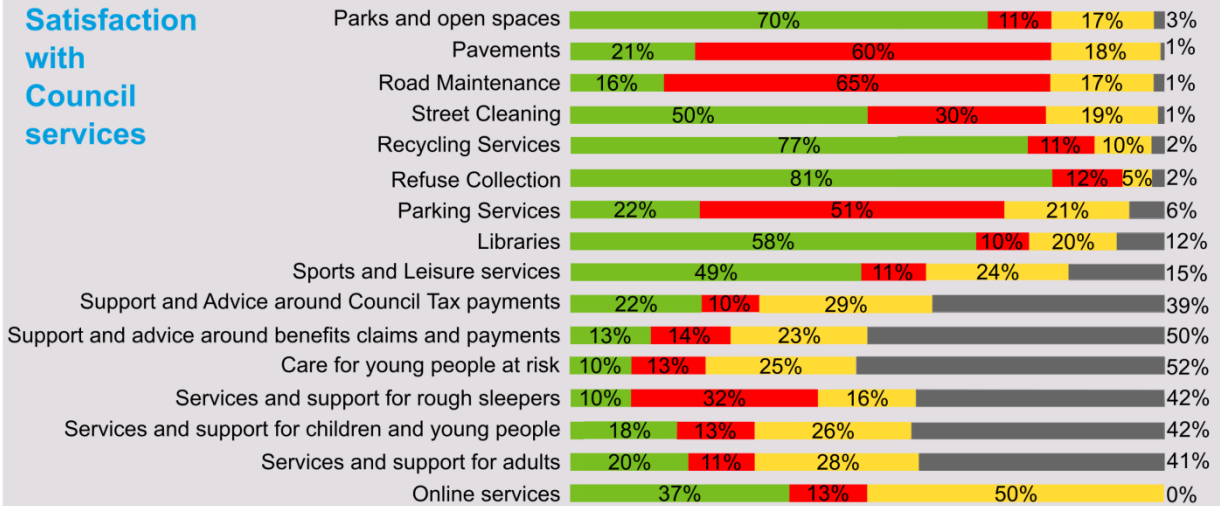
Survey took place between 1st June and 1st August 2018. Paper surveys were distributed to 5000 random residential addresses in Southend, stratified by ward. 1239 surveys were completed and returned. Results have been weighted by age, gender and ethnicity using the latest population data.

Southend Residents' Perception Survey 2018

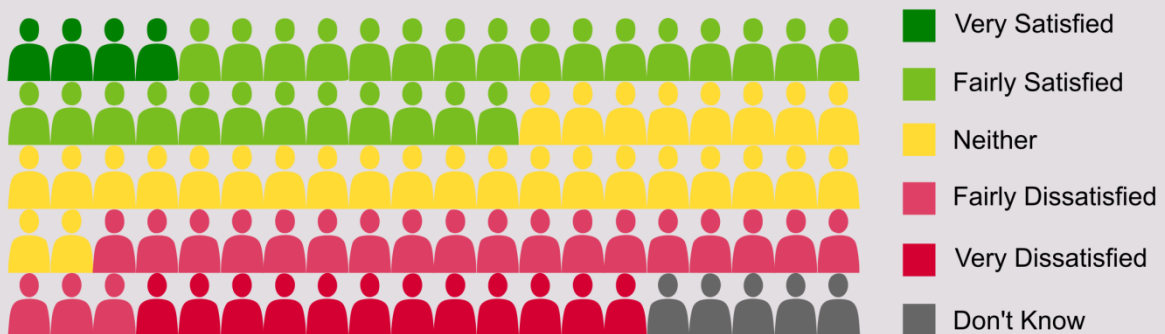
50% Satisfied with the Council overall



Satisfaction with Council services



32% Agree Southend Council provides value for money



* The don't know responses are notable here 23% compared to 4% in benchmark data.

An insight into some of the key things that the Council manages and maintains....

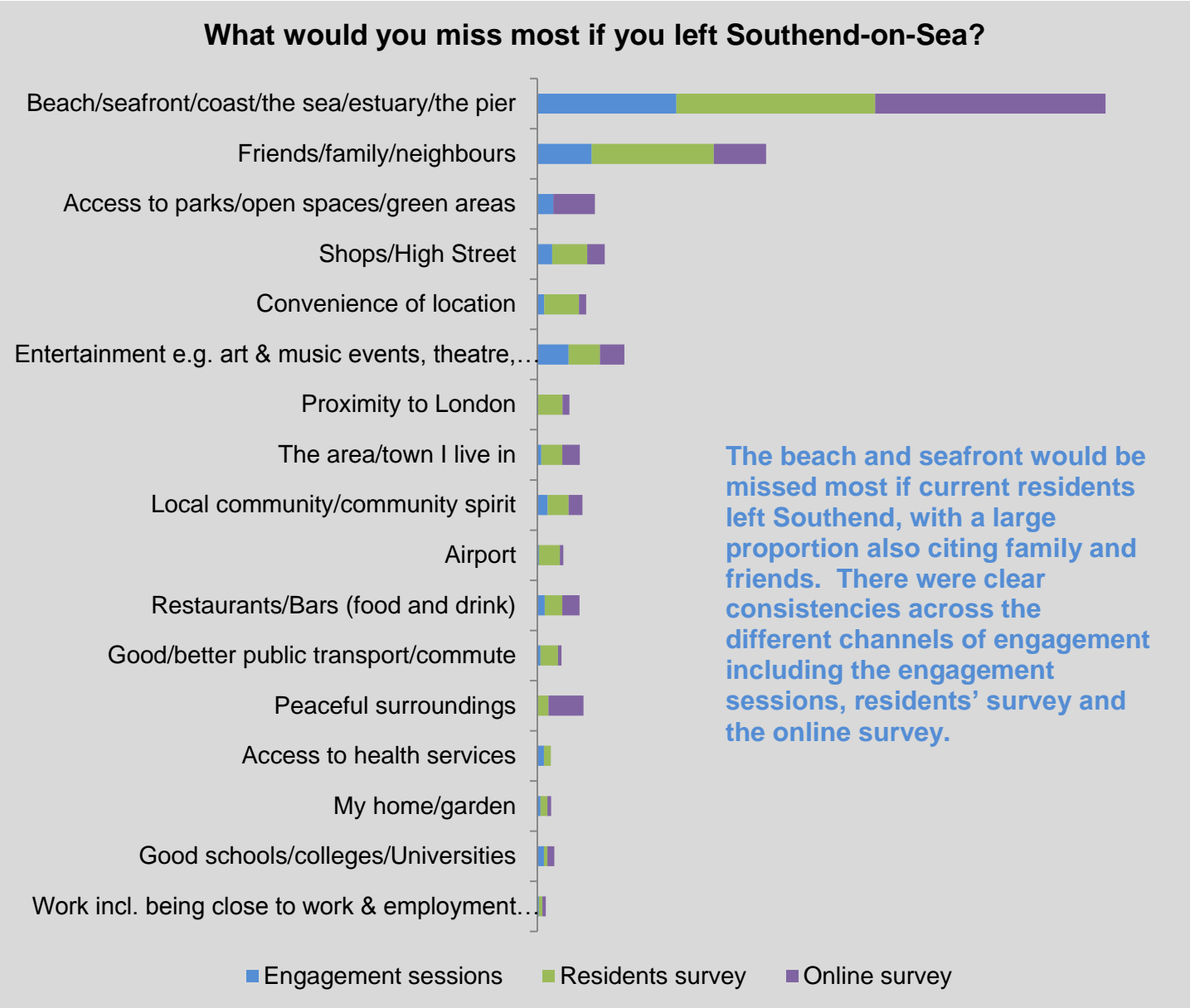


And some key achievements during 2017/18.....

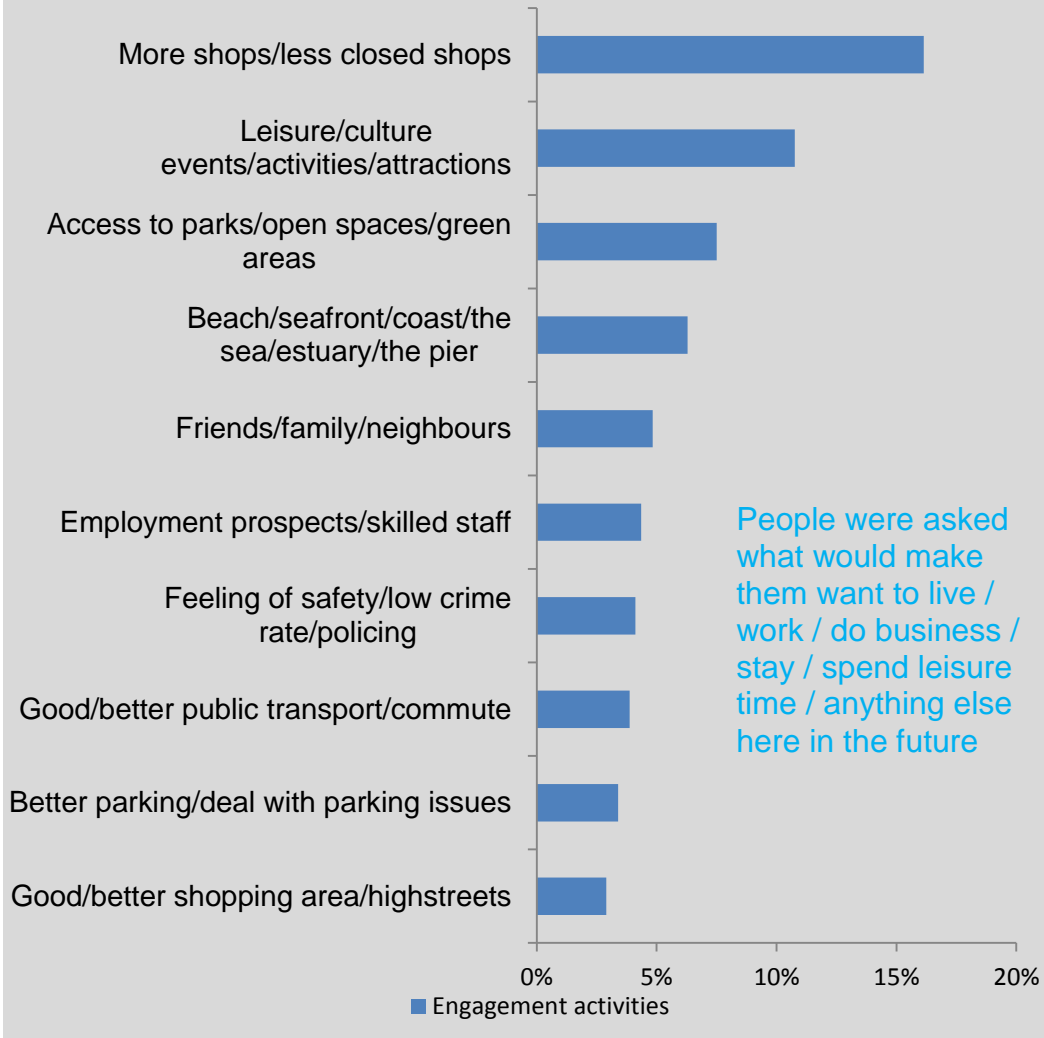


Emerging messages from the 2050 engagement activities

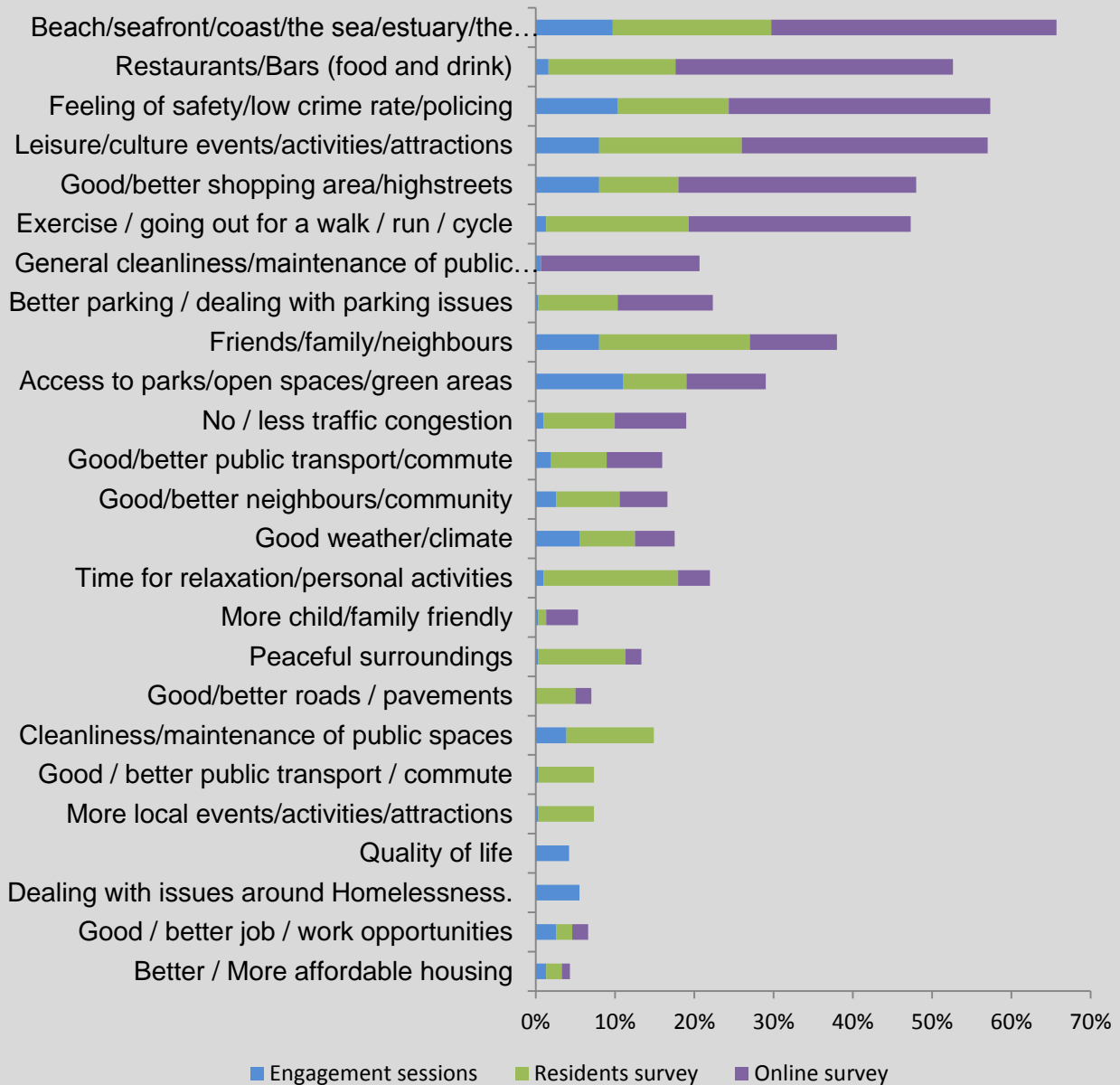
The thousands of comments have been systematically processed and coded to present some very clear emerging themes. Highlights from each of the engagement events and activity have been summarised in this report.



What would make you want here in the future?



Thinking about the future, what would a great day look like for you?



Who might need to be involved?

The word cloud below is a summary of *who* people said might need to be involved to help create their ideal Southend-on-Sea of the future.



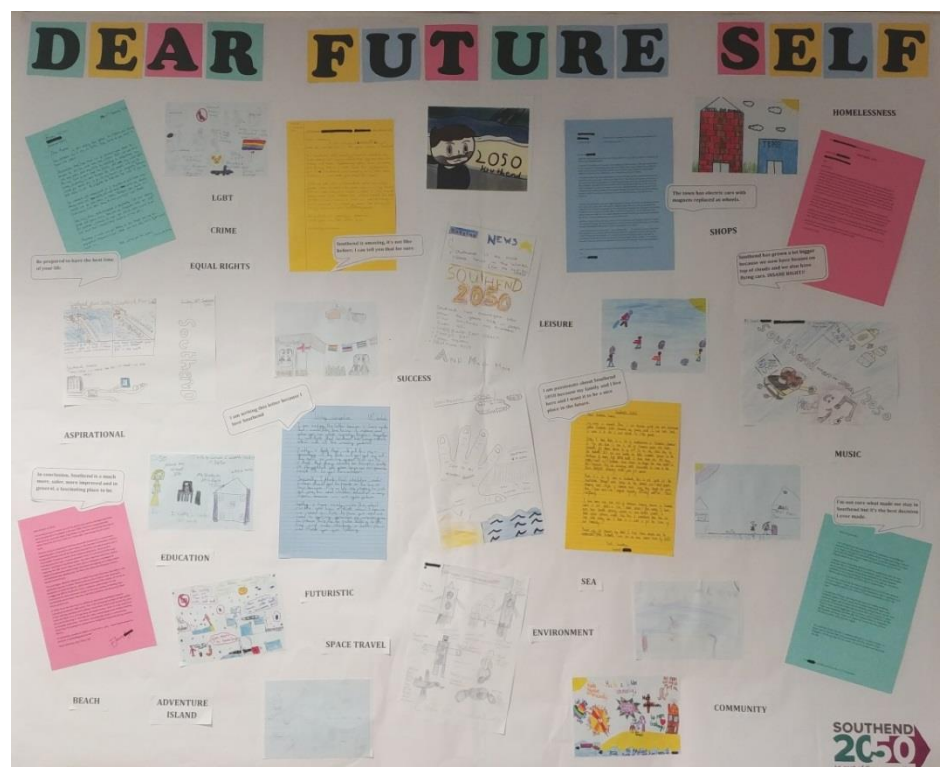
Southend 2050 Schools Participation

The Southend 2050 competition was set up to engage young people across the borough, to be creative in expressing their views for their future in Southend on Sea. Leading on from the success of the Love Letter to Southend project that many children enjoyed, we want to invite a range of different pupils from across the schools network to actively participate in creating the vision for a future Southend in 2050. We wanted to ensure that we provided a range of opportunity to do this across the different ages and so slightly staggered the concepts for the different age groups, ensuring that the tasks set were appropriate for their ages and skill levels.

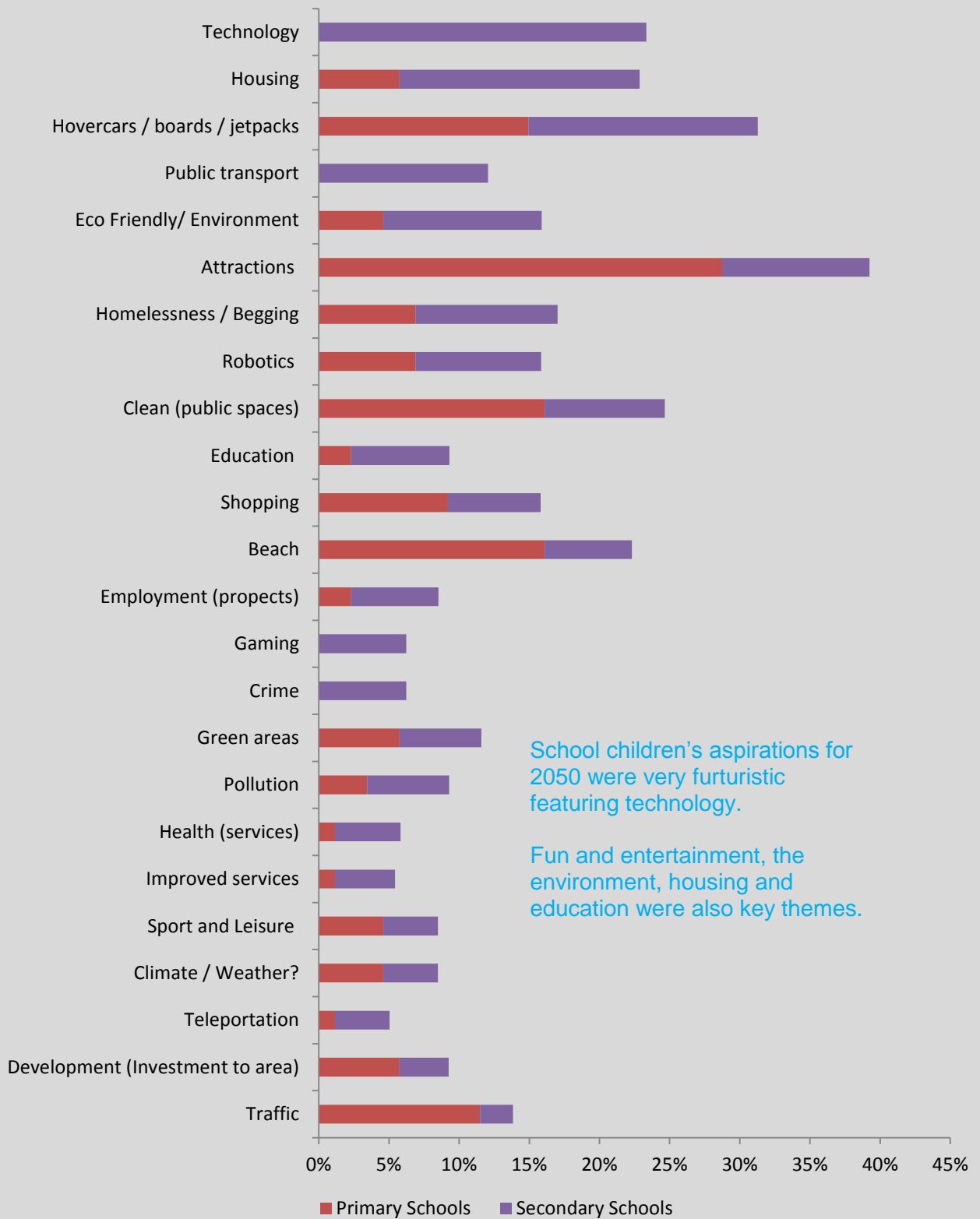
- 5-11 year olds in Primary school were asked to participate by creating their own postcards which represent their lives in Southend in 2050. We provided blank A5 postcards, which were ready for some words, poems or pictures. Whether it was painting, writing, drawing, sewing or collage, we invited pupils to get creative and tell us what they think their lives will be like in the future.
- 11-18 year olds in secondary school were asked to write a letter (A4 one sided) from their future self, exploring their lives and the town in 2050 or to create an A4 poster promoting Southend in the year 2050

The timescales for the work were set for the first 3 weeks of the new 2018/19 school term, it was agreed that this was a good time to ask for some early engagement from schools as they start a fresh year.

All primary and secondary schools were sent the information in the 1st week of September with a closing date set for Friday 21st of September. Return postage paid envelopes were provided to those sent out by post and have been offered to secondary schools who received their invites by email. We received a total 342 entries from 6 schools.



School children's aspirations for 2050



Highlights from the engagement events

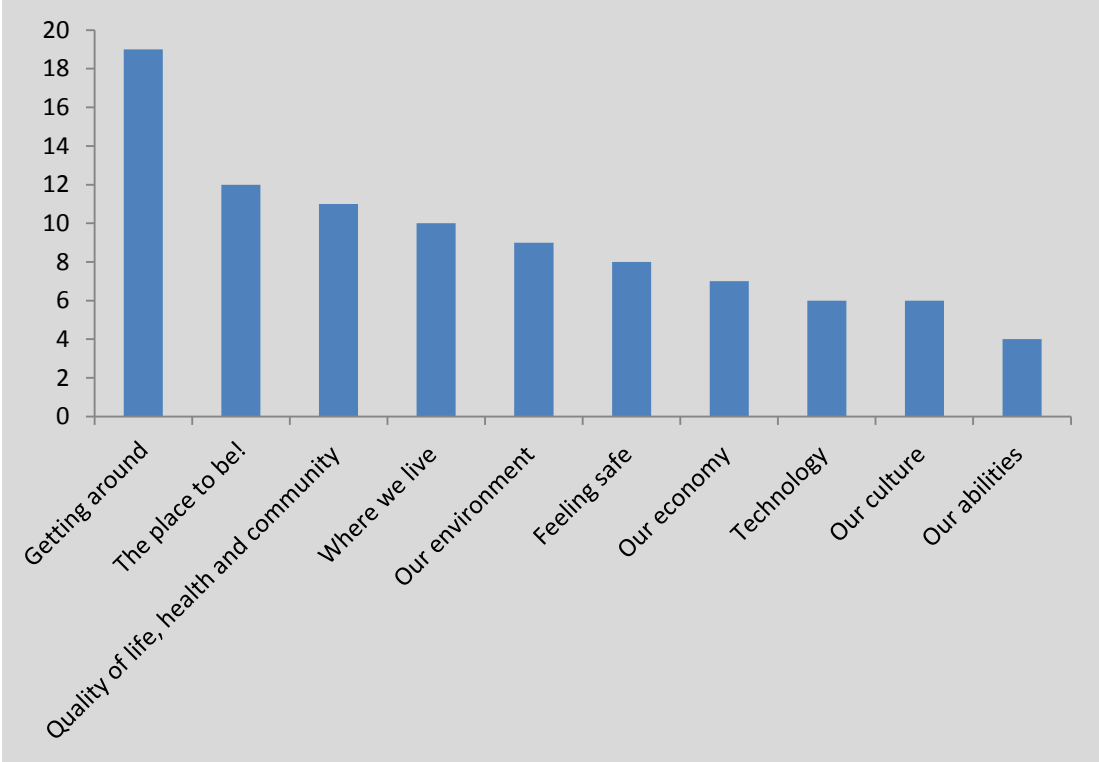
Essex Chambers of Commerce Engagement Event

Southend Council’s Chief Executive presented Southend 2050 to approximately 60 members of the local business community.

Participants were invited to respond to the question “what are your aspirations for Southend in 2050 – what kind of borough do we want to be?”

The below reflects a summary of responses, grouped into themes in order of popularity:

- 1. **Getting around** - themes around effective transportation and accessibility
- 2. **The place to be!** - becoming a vibrant destination of choice
- 3. **Quality of life, health and community** - having quality services and connected communities that enhance wellbeing
- 4. **Where we live** - accessible housing, appropriate for everyone’s needs
- 5. **Our environment** - clean and green coast and open spaces
- 6. **Feeling safe** - less crime, more policing, feeling safe whenever and wherever
- 7. **Our economy** - vibrant, quality sustainable economy, reflected in town centre areas
- 8. **Technology** - Smart, digital, creative centre, tech driven infrastructure
- 9. **Our culture** - improved sporting and cultural status and facilities
- 10. **Our abilities** - our people are well equipped for the changing world of work



Community Development Headspace Session

The Group were invited to select a range of images from around the borough, which represented a Southend future “where it all went right” and “where it all went wrong”. This generated lots of discussion about local assets, opportunities and challenges and helped us identify a number of aspirational themes to help inform the Southend 2050 vision discussion:

Aspirational themes

- Facilitate the growth of businesses in the Borough
- Support cohesion across Southend’s increasingly diverse communities
- Create opportunities for young people to thrive inside/outside the classroom
- Rejuvenate the town centre and create a welcoming, community-focused environment
- Reduce reliance on cars and improve transport connections in the Borough
- Create prosperity across the Borough and ensure that large businesses play their part in supporting the aspirations of residents



Southend Interfaith Working Group session

The Southend Interfaith Working Group is made up of representatives from different faith groups across the borough and meets on a bi-monthly basis. Members took part in a visioning discussion, stimulated by a range of representative visual images. Participants were invited to use the images to represent their ideal/desired future for Southend.

This generated broad discussions with several key emerging themes, including:

- Ageing population: implications as well as opportunities
- Housing need and pressures: opportunity to explore less traditional/more radical, flexible and creative solutions.
- Community: value of diversity and integrated communities + wealth of ability/resource/assets in communities – how to empower people/unlock that potential?
- Technology: people doing community differently now
- Media/comms: value and importance of positive stories, celebration / comms
- Value of quality/accessible schooling
- Getting around: be innovative with low cost travel options/solutions

A group member subsequently invited some of their congregation members to express their own sense of vision for Southend.

Themes included a future Southend-on-Sea being a place of:

- Prosperity, health and creativity - everyone is equipped and empowered to fulfil their potential and for the common good
- Good governance and noble leadership
- High employment and businesses thriving - of excellent commerce, education and technologically advanced
- Healthy families – children are nurtured – the vulnerable are protected and poverty is addressed
- Low crime - a drug free area where everyone feels safe
- Peace and calmness, where wellness thrives
- That Southend is a leader amongst cities, where people come to learn – a gateway to Europe and beyond

Visioning sessions x 3

A total of fifty participants, including stakeholders, community members and council staff attended three separate Southend 2050 'interactive vision sessions'.

Participants were invited to respond to the four Southend 2050 questions:

- What would you miss most if you left Southend-on-Sea?
- What will make you want to live, shop, work, do business, stay, spend leisure time here in the future?
- Thinking about Southend in the future, what would a great day/ week/ year look like for you?
- Who might need to be involved to help create your ideal Southend-on-Sea of the future?

Responses affirmed the importance of the following:

- Quality of high street and shops / choice / independent & specialist shops
- Improving aesthetics of public spaces – people centred design - safe, clean, pleasant
- Broad partnerships - Everyone has a part to play. Community involvement (in developments)
- Our current assets are valuable – our cultural offer/events and the beach/seafront/parks etc
- All areas are important (to promote) – not just seafront / High Street
- Heritage/preservation - "Blowing our own trumpet" – making the most of our history/ assets
- Value of family/relationships/neighbours/community spirit/friendliness - Feeling safe
- More activities for family and children
- Pride for our town -
- Appropriate and affordable housing – no homelessness.
- Education, sports facilities, health – reduced GP wait times
- Easy flow of movement around the borough – proper/intentional cycling networks. Ease and affordability of parking
- Improved infrastructure to support population

All member engagement session

Councillors and senior staff came together for an evening session, to imagine what a future Southend-on-Sea might be like and to consider any related implications.

A summary of key discussion themes and considerations are listed below:

Town centre areas - Economy / offer, atmosphere and culture, built environment and accessibility

Housing and growth - Planning and design, transportation, people and communities

Community safety and vulnerability - Active community, demographic change, partnerships, communication, crime-prevention

Leisure and culture - Local assets, community accessibility, creative possibilities, learning from other areas

Health and wellbeing -Getting around/active travel, quality community centred services, supporting people to live well, community resilience

Education and skills - Greater equality, life skills and lifelong learning, impact of positive community and family life as well as aspects such as housing and surrounding environment such as green spaces, physical activity, strong economy and opportunities

Staff engagement sessions

A broad range of internal discussion sessions enabled staff to consider their individual and departmental roles, responsibilities and involvement in developing, sharing and participating in the Southend 2050 conversation.

These included:

- Corporate Management Team sessions
- Extended Senior Leadership Group sessions
- Public Health Team session
- Staff forums joint engagement session
- Department for Place Equalities group session
- Public Protection team session

Southend Business Partnership (SBP) Executive

Project team members attended a Southend Business Partnership (SBP) Executive meeting to share an overview of the Southend 2050 conversation and invite participation. Team members subsequently delivered a Southend 2050 presentation and hosted a marketplace stand at a Southend Business Partnership Breakfast Briefing network session, engaging with numerous delegates to promote the Southend 2050 conversation.

Deliberative Events

- Two deliberative workshop events were held on Saturdays in June and July, 10am-2pm, at the Civic Centre
- 50 people took part in total, recruited to reflect the make-up Southend-on-Sea population in terms of gender, age, socio-economic background and ethnicity.
- The events were led by a lead facilitator from Traverse with participants divided evenly between 3 tables, each led by a table facilitator who guided them through each activity and captured notes

WHAT WOULD MAKE YOU WANT TO LIVE IN SOUTHEND IN THE FUTURE?

- Good (affordable) – helping young people to stay living locally
- A range of jobs and a prosperous place - helping young people to work locally
- 'Things to do' – facilities for different age groups, arts and entertainment venues and events
- Sense of community and things to be proud of - thriving neighbourhoods, independent businesses
- Education – good schools, diverse university courses
- Transport making it a place that's easy to get around and to get in and out of
- Safe and pleasant environment (police presence, less ASB)

WHAT WOULD MAKE YOU WANT TO WORK IN SOUTHEND IN THE FUTURE?

- Grow jobs in a wider range of sectors e.g. technology and creative sectors
- Salary growth to reduce the pull of London
- Encourage business start-ups with cheap office space and start-up loans
- Businesses and education institutions working together to encourage young people to stay in the area (local firms recruiting leavers, apprenticeships, clear career progression)
- Transport that enables ease of movement
- Wider 'liveability' issues covered above e.g. safer and cleaner, more cultural amenities, attractive public spaces

WHAT WOULD MAKE YOU WANT TO SPEND TIME IN SOUTHEND IN THE FUTURE?

- Well-maintained, attractive sea front
- A better leisure offer for visitors – more to do at the seafront, improved theme park and family attractions
- More vibrant town centre – better shopping offer, night life to attract young people, independent shops and restaurants
- Big annual events like the air show (lots of mentions of the air show!) plus concerts, races, other shows
- Develop the arts, cultural and heritage scene as other towns have done
- Safe and clean environment – more welcoming
- Keeping things affordable
- Making it easier to park

MANAGING TENSIONS AND MAKING CHOICES

Participants were presented with three pairs of 'pen portraits' describing fictional local people who have different priorities on a specific topic and a fourth which described two versions of the future. These were used to focus people's minds about the sort of future they would prefer for Southend.

Each scenario was discussed by two groups.

Following a discussion, each participant was given 5 counters to place on the spectrum to indicate their preferences.



'A walk in the park or a foot on the ladder?'

A walk in the park



Karen is 54 and moved to Shoebury from London nearly 30 years ago. She was glad to get away from the hustle and bustle of the big city, and has always liked the quality of life she enjoys in Southend-on-Sea, with its parks and sea front.

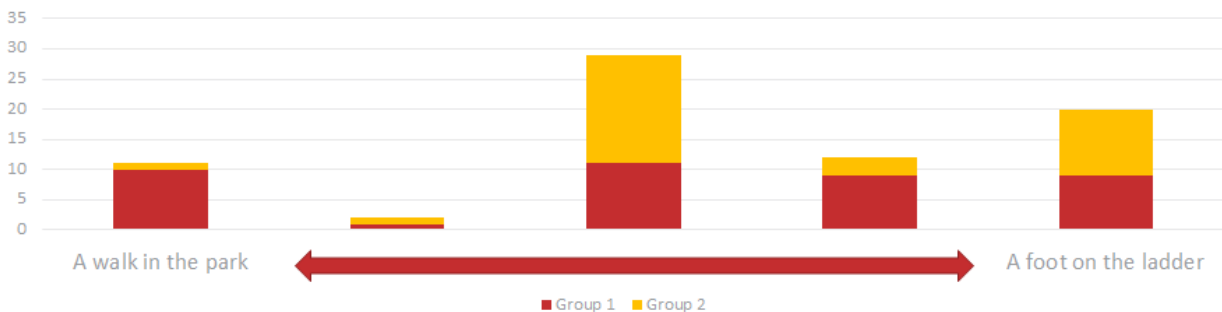
She is worried that too many new homes are being built in the borough, that the population is getting too big and that the character of the area will be ruined over time.

A foot on the ladder



Karen's neighbour Dan is 28. After a few years renting, he and his girlfriend are living back with his parents to save money for a deposit on a flat. He'd like to stay in the area but property prices are making that difficult so they are thinking of moving away.

He wants to see more new, affordable homes being built to meet demand.



- Sympathy for both characters – needs compromise on both sides
- Younger participants more likely to sympathise with Dan and older participants with Karen
- Scepticism that affordable housing often isn't affordable enough
- General view that whilst more development is needed, the infrastructure should be put in place to match; green spaces around developments should be preserved so that people are not 'crammed in'; and for some people it was important that new development fits with local character (not 'ugly modern' buildings)

‘Laptops and lattes or buckets and spades?’

Laptops and lattes



Jackie runs a small graphic design company and wants to expand, but struggles to recruit. She thinks that the combination of good rail links to London, reasonably priced office space and quality of life could attract many more professional people to move here – and set up their own businesses – if only the town could market itself differently.

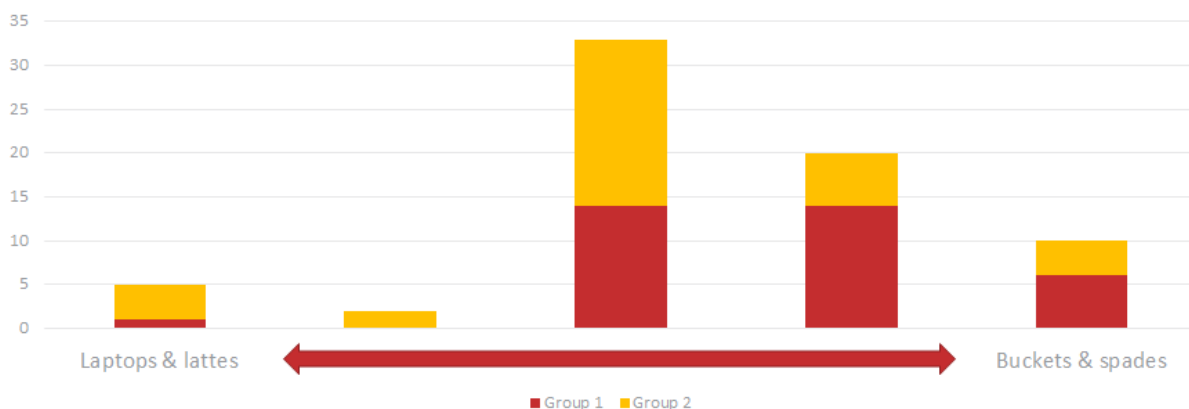
She feels that too many day-trippers ruin the area for the locals, and thinks the ‘bucket and spade’ image is out of date. She wants Southend to re-brand itself as more of a modern business destination rather than a seaside resort.

Buckets and spades



Graham is 40 and runs an ice cream parlour on the seafront. He thinks the borough is failing to reach its potential as a destination and wants more tourists encouraged to visit Southend in the summer months.

He wants to see the town return to its heyday with crowds coming into the town to enjoy their leisure time by the beach. He thinks this will be good for the local economy and help to improve the area’s image.



- People are positive about making Southend attractive to small professional businesses like Jackie’s, but also want to see Southend work for people like Graham
- Some felt that seaside towns have a bad image – especially outside holiday season – so expanding Southend’s ‘brand’ would be positive, keeping and attracting more young & skilled people
- However, there was a strong feeling that the ‘buckets and spades’ image is part of Southend’s soul – it can’t just be ditched – and other towns (like Brighton) manage to project both images – so it did not need to be either/or – in fact there would be strength in this diversity

‘Gateway to the world or a haven of tranquillity?’

Gateway to the world



Local businessman Doug wants to see Southend maximise its potential as a major transport hub for Essex by expanding activity at the airport.

He runs a manufacturing business based in the area and thinks Southend could grow its economy if businesses could get access to more overseas markets via the airport – and the improved road infrastructure to support it. This, he says, could generate skilled jobs and income for the area.

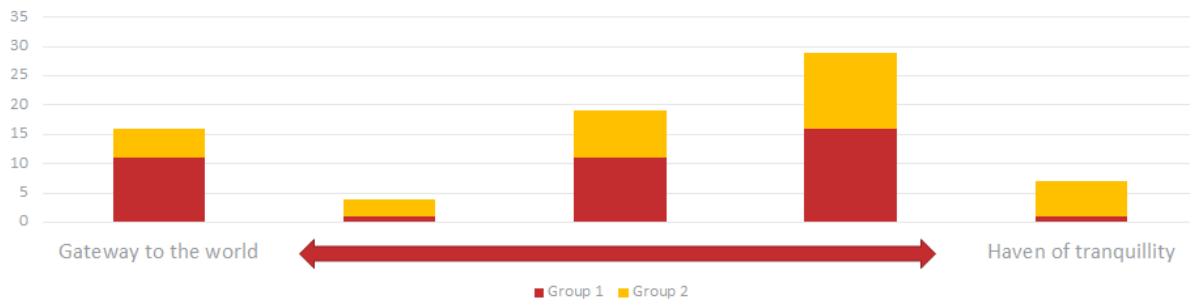
Haven of tranquillity



Nina is a recent graduate and works for a wildlife charity. She grew up in Leigh and wants to stay in the area, even though most of her friends are moving elsewhere.

She is concerned that a marked growth in air and road traffic will increase noise pollution, impact on air quality and undermine the peacefulness of the countryside around Southend.

She also thinks that as most people travelling into Southend will go straight into London, there won't be much gain for Southend itself.



- On the one hand, people were positive about the boost to jobs and growth, and that it made sense to maximise the economic benefits of the airport
- Others did not want more pollution from expanding air travel, some feeling that the economic benefits were in any case insufficient as it makes Southend ‘a departure lounge not a destination’
- Green space needs to be protected and its benefits maximised in future.
- More divergent views on this and less obvious room for accommodating both future visions – although some talked about measures to reduce the impacts on wildlife habitats, for instance

‘Southend the city or a borough of contrasts?’

Southend the city



10 years in the future:

Southend on Sea is a bustling city with a growing population to match. Like other cities, it has a busy urban centre where most people live, work and socialise (and to a lesser extent, shop). There has been a lot of new residential development since 2020, mostly apartments rather than houses with gardens. Almost all the big shops have disappeared from the high street, which has been redeveloped as a mix of residential apartments with small shops, cafes, restaurants and community venues below.

Centrally located businesses benefit from having so many people living within walking distance, so the centre of Southend is buzzing round the clock. Different parts of the city have their identities, but they are clearly part of one city and see themselves as a modern, urban community. Some people feel that the friendliness and distinctiveness of the old days has gone, however.

Borough of contrasts



10 years in the future:

Southend on Sea is a borough of contrasts – and prides itself on being a place where you can ‘get away from it all’. Its different towns and neighbourhoods have retained and even enhanced their distinctive identities, with residents tending to associate themselves with their own part of the borough rather than Southend as a single entity.

Building has been limited since 2020 as local people fight to retain the character and sense of open space that is so valued. People aspire to live away from the Centre and will often spend their leisure time close to where they live – Leigh, Thorpe, Shoebury etc – whilst Southend Centre struggles to attract a mix of residents, visitors and businesses.

Total across all six groups



- Some associated the city vision with negatives – bland and charmless, not distinctive, crime, and rising house prices with some ‘left behind’. A small number reacted very strongly against the idea of Southend as a city.
- Others were very positive about the reinvigoration of Southend centre implied by the city vision, with apartments and new businesses filling current gaps to make for a more thriving, vibrant and welcoming place
- Most liked the retention of local character in the ‘contrasts’ vision – but some also thought this scenario suggested a ‘stagnant’ future that would suit retired people but would not provide the affordable homes or jobs that others would need
- Overall, participants wanted elements of both - a Southend that can grow and move with the times but which preserves local character and heritage – and they gave examples of cities which manage both, so felt it didn’t need to be a choice between the two

Southend Association of Voluntary Services' Thematic Group sessions x 2

Participants at SAVS Thematic Group, which included representatives of local charities, group representatives and community members, were invited to respond to several questions:

What would you miss most if you left Southend?

Key themes: Open spaces, character of the place, the people, facilities, location

What we wouldn't miss:

Lack of public transport, poor state of pavements, loss of historic buildings, provision for dogs in the town

Thinking about Southend in the future what would a great day look like for you?

Key priorities: Good high street, diverse things to do, quality of open spaces, ease of parking vs less congestion (contrast), improved/affordable and varied (e.g. trams & open top buses) public transport, preservation of historic buildings, safe environment (low crime)

What role would volunteering play in your ideal Southend of the future?

Key themes: Enables innovation without being hindered by red tape, huge range of interpersonal benefits e.g. improving self-esteem/social isolation/community cohesion, supporting people into employment, huge resource with positive impact on service demand but recognising resource implications

In the second thematic group session, participants considered the future of partnership working and the role of the voluntary sector, in more depth.

Community Safety Partnership (CSP)

A project team member attended a Southend CSP meeting to invite the CSP to engage in the Southend 2050 conversation and consider how they might want to be involved going forward. Members took part in a short visioning discussion, stimulated by a range of representative visual images.

User research conversations x 3 (in-depth resident interviews)

Three residents participated in comprehensive interview discussions about their lives and aspirations for the borough.

Key themes of conversation were:

Quality of life

- Love how close I am to the sea – the open feel of the area as well as how close London is. Love all the parks and open spaces
- Having moved from London, wellbeing is better in Southend - feels more positive. Life is smoother, calmer, not so fast paced/calmer

- People are friendlier (than London). By the water feels better for wellbeing. Feels like an escape from Monday - Friday work. There's a calmness, nice landscape, positive feel.
- Would miss Southend's environment and landscape, love living by the water. Been to all local parks in different areas. Park run in Shoeburyness on a Saturday.
- Quality, accessibility and equality of schools and education is important for my children

Challenges/opportunities

- Retaining local talent, with the draw of London – could work to develop the university town environment and encourage students to remain here after studies
- Improved public transport network could help reduce congestion
- Too much reliance on tourism? What happens during the rest of the year... more focus on sustainable businesses?
- High street can currently feel intimidating - Sad about the shops closing in the town centre
- Concern about profile of homelessness/begging – can feel intimidating and put people off coming to the area
- Feeling of concern about a sense of increasing levels of crime/disrespectful behaviour – would like to feel safer
- Need more of a 'yes culture' for creative ideas – minimising obstacles and bureaucracy

Identity

- "I prefer Southend to Brighton, has more of an identity. Feels individual. Lots of positives about Southend, lots of potential". Southend should maintain its identity despite development
- Opportunity to maximise profile through things like Jamie Oliver's TV programme
- Value of celebrating and experiencing local heritage/history (e.g. history walks etc with a by-product of connecting people) – opportunity to use various media outlets to focus on this and advertise opportunities to experience it
- Don't have to sell the idea to others of moving out of London to Southend. Has a friend that said she can see herself living here. Had a negative connotation of Southend growing up. People still have that idea if you're from London but had a friend from Kent who found it amazing and stunning. It's all in the landscape, need different things for different people. Taking people to places they don't see on a day trip. The place seems to be developing itself.
- Kids love the sea life centre and arcades on seafront. So caters for everyone. Once people come they enjoy it, residents taking people to places off the beaten track.

Community

- Strong sense of community / people looking out for each other
- Desire to get involved/connect with other like-minded people. Passionate about the upkeep of Southend
- Value of communications and advertising to let people know what's going on in the borough and how to get involved

Economy

- Opportunity to explore different approach to increase quality/occupancy in high street areas
- Importance of moving with the times. Most shops are closed by the time commuters arrive back in town, but people want to support local businesses – opportunity for selective late night openings?
- Exciting to see all the redevelopment on Victoria Avenue – would like to see similar exciting regeneration in Southend High Street – perhaps less concentration on shops and more on activities

General

- I think it's great having these visions for 32 years' time and trying to address the here and now and seeing how things transpire
- Airport is such a strength - so accessible and easy

Networking and cake event at the Hive

Project team members hosted a 'Networking and Cake' event at the Hive, which involved numerous local business representatives. Following a Southend 2050 presentation from the Council's Chief Executive, project team members engaged with participants to highlight the various ways to be involved in the Southend 2050 conversation.

Figuring it out group LGBTQIA

This was a great little group to interact with, they were particularly enthusiastic about inclusive communities and how we all need to work better together. This group were animated about the message that more people need to be involved that 'care' and that 'acceptance' is a key attribute that it wants Southend to have in the future.

Healthy Schools

We attended the Healthy Schools network meeting to share the narrative for the Southend 2050 work and the links for the online engagement tools. The information was well received and the network agreed that it would be beneficial to identify an activity to specifically engage children and young people through the schools, colleges and SLN. Further information was released to the group throughout the summer and their input helped us to develop the schools art and writing competition.

London to Southend Classic Car Run

We had a good response at the event, people were willing to stop and chat for a few minutes, and it was a good event to move around the crowd whilst they wandered through the amazing cars. We had a range of conversations that produced some rich responses.

- 19 Residents responded
- 14 Visitors responded
- 8 respondents identified that they had a younger family
- 8 respondents identified that they were between the ages of 12-19
- Many people identified that they would miss their family, friends and homes
- Shops, travel, the high street and safety were all reoccurring themes across the responses

Southend Youth Council (11-18's)

It was an exciting session with the Youth Council members engaging well with the pictures of Southend and raising some valid points about the look and feel of Southend as well as observing that some images can be perceived as both negative and positive dependent of the personal perspective. Pictures that were particularly popular during the exercise represented parks, open spaces, the seafront and the high street. Those that created particularly discussion were those of rubbish, drug paraphernalia and the voting smoking bins. Themes that came out of the engagement work include safety, community transport, future jobs and youth involvement.



Project 49 Visioning & Engagement Sessions

This was a fantastic audience for the project to engage with; at times we had to think innovatively, often using pictures, emoticons and other tools to ensure that conversations were grounded and that the audience had a clear understanding of what was being asked.

We had a fantastic response from the group sessions, with conversation often being aided by each of the participants and with that focus carrying the conversation through.

It was clear that many people were passionate about the town centre and high street and were concerned about what would be there in the future. As a place to go and be the beach and pier raised much pride and passion amongst the comments, often being a focus for events and activities for them. The participants are a particularly active group and wanted to ensure that Southend provides a range of activities and facilities across the borough to enable them to live as independently as possible. Families, carers, communities and services that provide them with support were mentioned often and are clearly central to the safety and development of adults with learning disabilities. Being able to live independently was also the focus of many comments, and an active concern for now and for the future. Transport and safe roads was a reoccurring theme across the feedback and a subject that raised particular passion and comments, accessibility, safety and timing were all areas covered in comments on transport and roads.



30 Minutes to the Future sessions x 3

These drop in sessions provided an opportunity for people to find out more about Southend 2050, to reflect on their own aspirations for the borough and consider how they might like to be involved in the conversation going forward. One attendee went on to participate in one of the User Research in-depth Southend 2050 resident interviews.

Don Giovanni Live screening

The crowd were actively engaged in their social conversations often included friends and family in the conversation and their responses. The seafront, the pier and the parks were a focus for what many would miss if they left Southend. There was definitely a want from the respondents to have more activities (physical, social and cultural) and more things to do for working age people across the area and that we need to move forward to foster and nurture more community spirit. Community Safety, support for the older generation and transport around Southend were also key themes raised

Learning Disability Partnership Forum Visioning Session

With the service users, current activities and the support they receive are important to them and are key to their ability to live as independently as possible, in fact they would like to attend more activities and would like to ensure that LD service users continue to get these opportunities in the future.

It was also identified that looking to the future that the towns local utilities such as the seafront, the high street and the green spaces are all important to this key audience and that the use of these local facilities is again a key part in being as independent as possible.

Transport and travel was a key aspect of the conversations, there was some positive feedback but also some comments around improving the road safety and key bus links, it was agreed that it can be difficult and time consuming to travel across the borough.

The ability to work and to be supported to do so created some good discussion on some tables, people wanted to be able to live and work locally to ensure a good quality of life and to achieve balance between home and work lives.

Southend Hospital Engagement Session

The interest shown by NHS staff was really positive to see, as they took the time to give thoughtful responses, or took information cards to complete at home. As some respondents were in intergenerational groups, it was encouraging to see them engaging in conversations, in the café, about Southend and where they saw the future going. When asked what the participant would miss about Southend, 'family/friends' was a common response. Although this has been a common answer across our engagement

events, it may be more prevalent in the hospital as most people we interacted with were there for their friends/family.

Transport and the facilities across Southend were also common themes in the responses gathered, particularly the issues around the current shopping provision in the high street. Future concerns were expressed around education and job opportunities.

Southend Carnival Beer Festival

This was an interesting audience for the project to engage with; the conversations were lively and emphatic, providing some interesting and honest answers to the questions. Those engaged were passionate about the spaces around them and how we can maintain these effectively in the future, protecting our natural resources and beauty spots. There was reoccurring comments on family friends and community being an important part of peoples futures as well as a focus on travel and transport, particularly the movement of traffic across the town at peak periods.

Children's Carnival Day

This was a great planned event to attend, slightly dampened by the damp start but it brightened up, there were around 80 families in attendance who were all busy at the stands, stalls or watching the performers. Most respondents felt that they would miss the area they lived the sea, their family friends. They wanted to see more accessible activities for families and safer communities for the future, transport and the flow and movement were also a concern, as well as the high street.



Age Concern 50+

We really enjoyed engaging with such an active audience that had a lot of opinions and views on Southend. Although all participants enjoyed the clubs at Age Concern, all mentioned that they would like more activities – both physical and social – for their age group. Regularly, the desire for intergenerational groups surfaced, where some favourite past activities included shows with the local college.

There were mixed opinions on the public transport in Southend, where some believed that the borough has good bus services/routes, while others thought buses were too crowded and didn't accommodate to the elderly.

Almost all participants also spoke about the shops in Southend. Many believed that there wasn't enough variety (a common response across a range of topics, where similarly activities should be more varied). They wished for more traditional shops that reminded them of their past in Southend.

Southend Carnival

Three staff members were stationed at City Beach approaching people visiting for the Carnival. More cards were handed out than the number of responses collected, as many local residents wanted to really think about the quality of their response so opted to return their response cards via the drop in boxes stationed at all Southend Libraries. The duration of collecting responses was approximately 1 hour 45m, finishing as onlookers attentions were focused toward the noise of the oncoming Carnival procession.

This engagement activity also served as a campaign to raise awareness to the 2050 conversation in the form of Southend 2050's own float. The float was a visual representation of Southend's past, present and future, inviting people to join the discussion about the future of Southend (Mention quotes attached to float and the 'back to the future' style banner to the rear of the lorry).



The feedback collected on the night was from a mixture of residents and visitors. Comments were particularly focused on activities across Southend, including the previous airshow and more activities for families to participate in parking and accessibility was a key feature for both residents and visitors. Crime reduction and community safety were priority subjects and all felt that there needed to be more working together of police, the council and other key organisations to achieve a better Southend in the future.

Children's Centres and A Better Start

It was a pleasure to attend such a variety of different sessions across the 2 organisations, parents were welcoming and open to talking about their aspirations, particularly for their children heading into the future. The responses gathered focused very much on the facilities across Southend, people would miss the beach and the seafront. People were quick to praise groups and services such as ABSS and the children's centres and want to ensure that projects like this continue to support children and families into the future. Safety came out as a clear theme, people want to know that issues around antisocial behaviour, drug use and homelessness are a priority to be dealt with. Transport across the borough was another reoccurring theme, with many feeling that the local transport systems need to be improved to become more timely and usable. There was a focus from some respondents on services for children with SEN and Autism and a need to provide consistent support and information for families to live successfully and independently.



Age Concern AGM

What emanated from the meeting was an overwhelming enthusiasm and passion for the community. It was also noted recognition for self-ownership of health and wellbeing matters, made possible when supported from grass roots organisations and key partners. That empowerment is achievable given the right tools, and a new society that recognises their portion of responsibility in their own care.

Amid conversations circling the room a geographical pride and sense of community spirit was unavoidable presence, from repeated comments I soon realised that Southend is a fairly unique in its drive to use community groups as a key tool in enabling and effecting positive change for their community. All spoke with passionate accounts of the need to improve various elements of Southend but each with a vested interest and sense of ownership in matters evidently close to their hearts.

The meeting was rather constructive in its suggestions for improvement as many recognised the Councils limitations and contributing factors as society changes on the whole. It was great to hear the shared experiences of those comparing geographical positives and negatives for the town of Southend, and also understand in relation how those changes have had their impact over the course of many years.

Another key vibe from this group was not only the great understanding of the constraints in reaching a 'perfect' Southend, but for the level of tolerance those attending had for difference in their community and in turn, the need for all differing groups to work together for a prosperous future.

Business Improvement District (BID) workshop sessions

The Southend 2050 conversation was introduced to BID members at their meeting in June 2018 by Southend Council's Strategic Director, Transformation. BID members agreed that they would like to engage further in the conversation and a date for a more in depth session was arranged for 5th September 2018. The 5th Sept session used a range of imagery to promote discussion and explore future aspirations and present concerns for Southend-on-Sea. BID members and representatives, local business owners and staff, stakeholders, Southend Council officers (who provided session facilitation) attended the session.

Here and now

- Struggling with an aspirational future vision when it feels like there is so much that needs urgent attention in the here and now – Importance of 'quick wins'
- Brexit implications

Community, safety and atmosphere

- Generally, people want to create a sense of community
- Homelessness/rough sleeping and nuisance street begging + associated anti-social behaviour is becoming known outside of Southend
- Crime, anti-social behaviour - lack of Police presence/support

Transport, traffic and parking

- Positivity about the airport – could there be a Crossrail connection?
- Feeling that issues with traffic flow (A130 and A127) and parking are affecting tourism – importance of maximising footfall – suggestion of some time-limited free parking areas around the town centre to encourage footfall
- It's becoming difficult to attract and retain base wage/extended hours town centre staff in view of public transport running times and costs plus expanded parking permit-restricted areas and increasing parking charges

Design, development and infrastructure

- A sense that the Town Centre, being designed in the 1960s, needs to evolve to cater to the needs of now – spatial issues/sense of need for more open space
- Projected populations and the impact on housing, schools and infrastructure
- Planning applications - long drawn out process

Attracting people

- The Seaside! Need this to be our anchor. Sense that the seafront is our biggest asset
- We need to be open to change, stop shutting ourselves off to (sometimes radical) ideas.
- Developing a unique Southend
- Londoners moving to Southend – but tourists and visitors complain.
- People move to Southend, but work in the City.
- Need for improved social aspects for Southend
- Fears that in 2050 Southend will be a ghost town (businesses closed)
- Hotels – we need a better class

Working together

- Recognition of Council's limitations.
- Desire to be genuinely heard and included – to develop a culture of listening.
- Feeling that older people need to be more open to change and the future.



Southend SOUP event

This was a useful audience for the project to engage with; the group was lively and passionate, providing some interesting and unique answers. As people already interested and active in their communities the answers given often reflected their understanding of the need to work together and share responsibility and ideas. There was a clear sense of needing to progress and update as a town but also of reflection on positive aspects of life that Southend had given them over the years. The sea side was a prominent feature in the comments and there was a clear want to make the most of this unique feature, as well as all of the other open spaces across the borough such as the parks. The town centre was clearly creating some concern amongst the respondents, and it's clear that some new thinking needs to be applied to improve people's perception of the space and their use of it. Finally the group portrayed a sense of pride in the town across the comments, recognising that although there is opportunity for improvement there is also a need to celebrate and share some of the positive aspects of Southend.

Southend Health and Wellbeing Board (HWB) and NHS Southend Clinical Commissioning Group (CCG) Governing Body

Southend Health and Wellbeing Board (HWB) partners were invited to engage in the Southend 2050 conversation in a letter from the HWB Chair and accompanying YouTube video invitation from the Councils' Chief Executive in early summer 2018.

A subsequent follow up discussion happened at September's HWB meeting in which the HWB was invited to consider how they might like to continue to engage in the ongoing conversation and also, what might be the longer term implications of the work for health and wellbeing in Southend-on-Sea.

A project team member shared an update on the process and progress of the Southend 2050 work at a subsequent NHS Southend CCG Governing Body meeting, inviting the CCG to continue to engage in the ongoing Southend 2050 conversation.

Southend Pier Visitor Information Centre August – September

For those that did contribute, it was refreshing to know that the Pier is still a valued attraction to Southend, and also that community are incited as those needed to create an ideal vision Southend for 2050.

Highlights -

- The value of family and friends
- Culture / Community
- Safety / Policing
- Housing / Employment
- Parking

Southend Libraries

Overall it was great to get a good mix of views about Southend from across the Borough. Clearly some areas have a different view about where they live in comparison to others, but it is evident that people have an appreciation for their varied surroundings and mixed environment – The sea, green spaces. People view the importance of leisure and social and outdoor activities in their lives and are keen to improve not just the visuals of their everyday places but to improve the standard of services that they are getting. The role of communities, police, Government, travel industries and local businesses in creating an idea Southend shows that groups from all areas are viewed as important if Southend is improve identified issues such as crime, drug misuse and homelessness.

Directory of Engagement

Name of event	Audience	Type of event	Date	Numbers attending
Essex Chambers of Commerce Engagement Event	Businesses	Workshop	30/1/18	60
Extended Senior Leadership Group Session	Staff	Workshop	14/02/18	40
Community Development Headspace Session	Staff	Workshop	07/03/18	20
Southend Interfaith Working group session	Faith Groups	Workshop	15/03/18	10
Public Health Team Planning session	Staff	Workshop	30/04/18	30
Visioning session 1	Staff, partners and community representatives	Workshop	21/05/18	9
All member engagement session	Councillors and Senior staff	Workshop	04/06/18	50
Visioning session 2	Staff, partners and community representatives	Workshop	04/06/18	21
Staff forums joint engagement session	Staff	Presentation, discussion	08/06/18	2
Visioning session 3	Staff, partners and community representatives	Workshop	12/06/18	21
Department for Place Equalities group	Staff	Workshop	13/06/18	8
Southend Carers and Cake Information Morning (Project 49)	Residents, Local Service providers	Public event, engagement	13/06/18	20
Southend Business Partnership (SBP)	Businesses	Presentation and discussion.	14/06/18	20

Executive				
Southend Business Partnership (SBP) Business Briefing	Businesses	Presentation and market place stand	14/06/18	100
Deliberative event 1	Selected representative community members	Workshop	16/06/18	24
SAVS thematic group session 1	3 rd Sector Partners and volunteers	Workshop	27/06/18	15
Deliberative event 2	Selected representative community members	Workshop	07/07/18	24
Community Safety Partnership	Partners	Presentation, discussion	10/07/18	10
CMT Walk and talk session	Senior staff	Workshop	31/07/18	6
SAVS thematic group session 2	3 rd Sector Partners and volunteers	Workshop	08/08/18	15
Public protection team engagement session	Staff	Workshop	08/08/18	25
User Research Conversation 1	Residents	In depth interview	01/08/18	1
User Research Conversation 2	Residents	In depth interview	04/09/18	1
User Research Conversation 3	Residents	In depth interview		1
Networking and cake event at the Hive	Businesses	Public event, engagement	25/05/18	30
Figuring it out group LGBTQIA	Residents, Local Service providers	Public event, engagement	27/06/18	7
Southend BID Meeting	Businesses		28/06/18	40
Little Heroes Parent	Residents, Local	Public event,	29/06/18	6

Peer Support Group	Service providers engagement			
Healthy Schools	Residents, Local Service providers		29/06/18	10
London to Southend Classic Car Run	Residents, visitors	Public event, engagement	01/07/18	60
Engagement Meeting NHS	Residents, Local Service providers		02/07/18	18
Southend Youth Council (11-18's)	Young people	Public event, engagement	04/07/18	21
30 Minutes to the Future session	Staff, residents	Drop in	04/07/18	5
Service User Engagement Morning (Project 49)	Residents, Local Service providers, vulnerable groups	Workshop	05/07/18	20
30 Minutes to the Future session	Staff, residents	Drop in	06/07/18	1
30 Minutes to the Future session	Staff, residents	Drop in	09/07/18	2
Don Giovanni Live screening	Residents and visitors	Public event, engagement	12/07/18	12
Project 49 Visioning & Engagement Session	Residents, Local Service providers, vulnerable groups	Public event, engagement	13/07/18	1 2
Project 49 Birthday and Wellbeing Day	Residents, Local Service providers, vulnerable groups	Public event, engagement	13/07/18	45
LDPF Visioning Session	Residents, Local Service providers, vulnerable groups	Public event, engagement	30/07/18	36
Southend Hospital	Residents,	Public event,	02/08/18	14

Engagement Session	visitors, Children and adults with disabilities (all ages) carers, parents.	engagement		
Project 49 Visioning & Engagement Session	Residents, staff, Local Service providers, children / adults with LD, carers, parents, children and adults with mental health issues	Workshop	09/08/18	20
Daddies Takeover Day	Residents, Local Service providers, working aged adults, children with LD, parents 0-5, 6-18, children with mental health issues	Public event, engagement	11/08/18	10
Southend Carnival Beer Festival	Residents, visitors, local businesses	Public event, engagement	12/08/18	40
Southend Hospital Engagement Session	Residents, visitors, Children and adults with disabilities (all ages) carers, parents.	Public event, engagement	14/08/18	15
Children's Carnival Day	Residents, visitors, Local Service providers, local businesses, Children with LD, children and young people, parents, carers	Public event, engagement	15/08/18	25
Age Concern 50+	Older people,	Public event,	16/08/18	14

	carers, disabilities, volunteers	engagement		
Southend Carnival	Residents and visitors young / old	Public event, engagement	18/08/18	1120
A Better Start Southend Stay And Play Event	Residents, Local Service providers, Children 0-5, parents, working adults 18-65	Public event, engagement	22/08/18	
Summercourt Children's centre fun day for ABSS / family action	Residents, Local Service providers, Children 0-5, parents, working adults 18-65	Public event, engagement	29/08/18	90 across all sessions
Blenheim Children's Centre	Residents, Local Service providers, Children 0-5, parents, working adults 18-65	Public event, engagement	10/09/18	
Prince Avenue Children's Centre	Residents, Local Service providers, Children 0-5, parents, working adults 18-65	Public event, engagement	12/09/18	
Eastwood Children's Centre	Residents, Local Service providers, Children 0-5, parents, working adults 18-65	Public event, engagement	13/09/18	
A Better Start Southend Nature Trail Westcliff	Residents, Local Service providers, Children 0-5, parents, working adults 18-65	Public event, engagement	30/08/18	14

Age Concern AGM	Residents, Local Service providers, local 3 rd sector organisations, Adults with disabilities, carers, older adults	Public event, engagement	04/09/18	60
BID workshop sessions	Residents, local businesses, service providers, staff	Members event, engagement	05/09/18	13
Southend SOUP event	Residents, Working age adults, parents	Public event, engagement	08/09/18	25
Southend Health and Wellbeing Board	Partners	Presentation and discussion	19/09/18	20
NHS, Southend CCG Governing Body	Partners	Presentation and discussion	26/09/18	18

Residents' Survey 2018

Southend on Sea Borough
Council

Key Findings



Understanding
People.

Presentation Content

Background

Southend as a place to live

Community interactions

Southend 2050

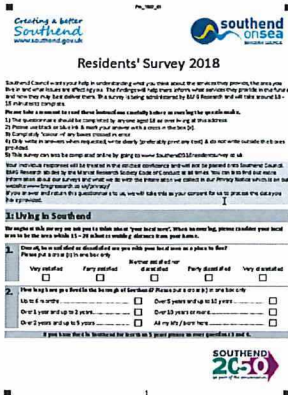
Southend Council

Work and employment

Housing

Health

Methodology



A random sample of 5,000 Southend residential addresses was drawn proportionally by ward for use in this research

Each address was sent a paper questionnaire with a freepost return envelope along with details of how the survey could be completed online

3 weeks after the initial mail out a reminder mailing was sent to non-responders containing a second copy of the questionnaire. Fieldwork ran between 20th June and 1st August 2018

1,239 surveys were returned, equating to a 25% response rate. 129 of the surveys were completed online (10% of the total)

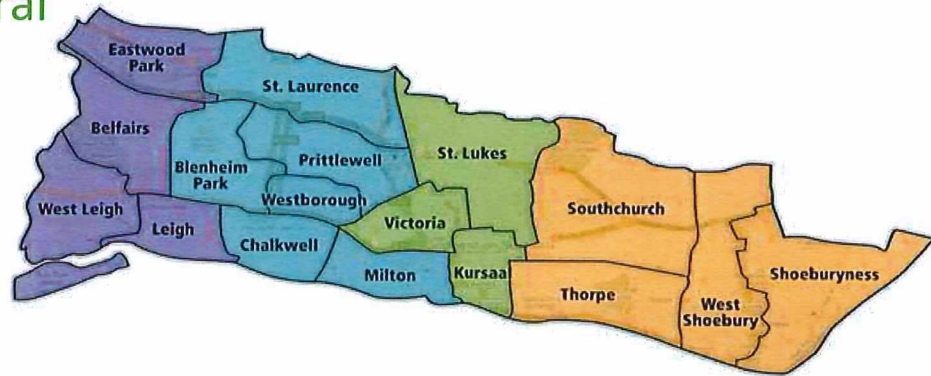
To eliminate the effect of differential response rates by geography and demographic groups, the final data has been weighted by ward, age, gender and ethnicity using the latest population data

Confidence intervals and analysis

- The sample of 1,239 residents has a maximum confidence level of +/-2.77 at a 95% level of confidence. This means that the borough level results from this sample are no more than 2.77%-percentage points different to the results that would have been achieved from a census of the borough population.
- Statistically significant variations are referenced throughout this analysis and are show by figure that are bold and underlined or with a circle. These differences have been identified using the t-test. Where the groups being compared are binary e.g. males vs. females the significance is against the opposing group. Where significance testing has been applied across multiple groups e.g. age bands, the significance shown is against the total sample (e.g. residents aged 75+ are significantly more likely than the borough average to...).

Analysis based on these localities features throughout this report to assist with identifying spatial variations in satisfaction and priorities

- West
- West Central
- East Central
- East



The data can also be split by ward. However, as the sample bases at ward level are below 100, ward level analysis is not statistically robust.

Acorn data has been appended to the dataset to assist with segmenting the survey responses

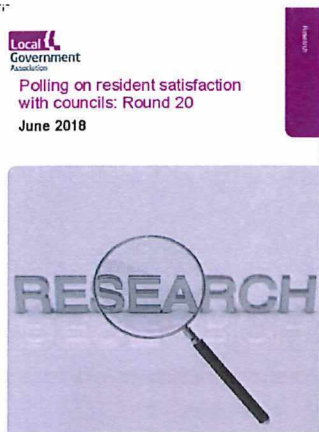
Acorn is a powerful consumer classification that segments the UK population. By analysing demographic data, social factors, population and consumer behaviour, it provides precise information and an understanding of different types of people.

Sample sizes are sufficient within the residents' survey data to review responses among the following groups:

- Affluent achievers
- Rising Properties
- Comfortable Communities
- Financially Stretched
- Urban Adversity

Group	Type	Description	
1 Affluent Achievers	Types		
A Lavish Lifestyles	1	Exclusive enclaves	
	2	Metropolitan money	
	3	Large house luxury	
	B Executive Wealth	4	Asset rich families
		5	Wealthy countryside commuters
		6	Financially comfortable families
		7	Affluent professionals
		8	Prosperous suburban families
	C Mature Money	9	Wealthy edge of towners
10		Belted-off villagers	
11		Settled suburban, older people	
12		Retired and empty nesters	
13		Hipsters downsizers	
2 Rising Prosperity	Types		
D City Sophisticates	14	Townhouse cosmopolitans	
	15	Younger professionals in smaller flats	
	16	Metropolitan professionals	
	17	Socialising young renters	
E Career Climbers	18	Career driven young families	
	19	First time buyers in small, modern homes	
	20	Mixed metropolitan areas	
	21	Mixed metropolitan areas	
3 Comfortable Communities	Types		
F Countryside Communities	21	Farms and cottages	
	22	Larger families in rural areas	
	23	Owner occupiers in small towns and villages	
G Successful Suburbs	24	Comfortably off families in modern housing	
	25	Larger family homes, multi-ethnic areas	
	26	Some professional families, owner occupied neighbourhoods	
H Steady Neighbourhoods	27	Suburban semis, conventional attitudes	
	28	Owner occupied terraces, average income	
	29	Established suburbs, older families	
I Comfortable Seniors	30	Older people, neat and tidy neighbourhoods	
	31	Elderly singles in purpose-built accommodation	
	32	Educated families in terraces, young children	
J Starting Out	32	Educated families in terraces, young children	
	33	Smaller houses and starter homes	
	33	Smaller houses and starter homes	
4 Financially Stretched	Types		
K Student Life	34	Student flats and halls of residence	
	35	Term time terraces	
	36	Educated young people in flats and tenements	
L Modest Means	37	Low cost flats in suburban areas	
	38	Semi-skilled workers in traditional neighbourhoods	
	39	Fading owner occupied terraces	
	40	High occupancy terraces, many Asian families	
M Striving Families	41	Labouring semi-rural estates	
	42	Struggling young families in post-war terraces	
	43	Families in right-to-buy estates	
	44	Post-war estates, limited means	
N Poorer Pensioners	45	Pensioners in social housing, semis and terraces	
	46	Elderly people in social rented flats	
	47	Low income older people in smaller semis	
	48	Pensioners and singles in social rented flats	
5 Urban Adversity	Types		
O Young Hardship	49	Young families in low cost private flats	
	50	Struggling younger people in mixed tenure	
	51	Young people in small, low cost terraces	
P Struggling Estates	52	Poorer families, many children, terraced housing	
	53	Low income terraces	
	54	Multi-ethnic, purpose-built estates	
	55	Deprived and ethnically diverse in flats	
	56	Low income large families in social rented semis	
Q Difficult Circumstances	57	Social rented flats, families and single parents	
	58	Singles and young families, some receiving benefits	
	59	Deprived areas and high rise flats	

Benchmarking sources



- Satisfaction with the local area
- Feelings of safety during the day and after dark
- People of different backgrounds getting on well
- Haringey Council keeping residents informed about the services and benefits it provides

NatCen
Society Research that works for society

Fragmented Communities?

The role of cohesion, community involvement and social mixing

Authors: Kelly Sprake and Sarah Tippin
Date: March 2018

- People of different backgrounds getting on well
- Sense of belonging to community
- Interactions with neighbours

A mixture of households responded to the survey

Q29. Which of the following categories best describes the people living in your home?



One adult aged under 60 (12%)



One adult aged over 60 (17%)



Two adults both under 60 (17%)



Two adults, at least one aged 60+ (18%)



One parent family with children, with at least one under 16 (5%)

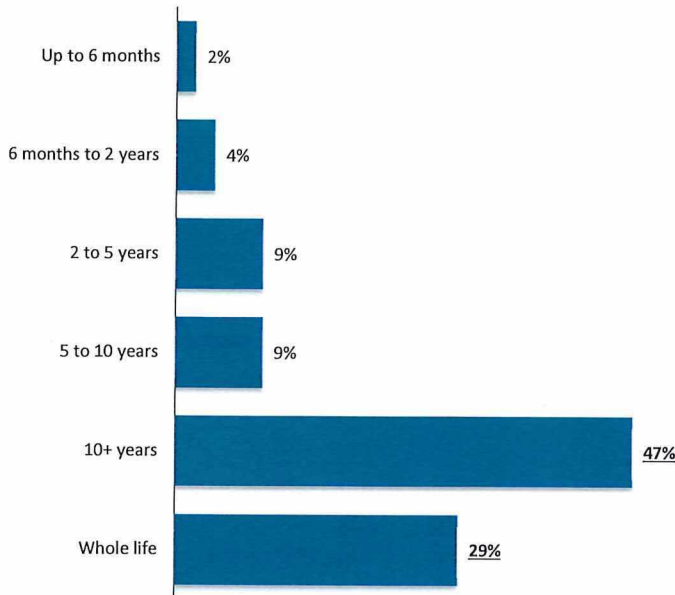


Two parent family with children, with at least one under 16 (19%)

Other = ⁹²12%

Population stability – Just over three in four residents (78%) have lived in the borough for over ten years. 6% have arrived in the borough within the last 2 years

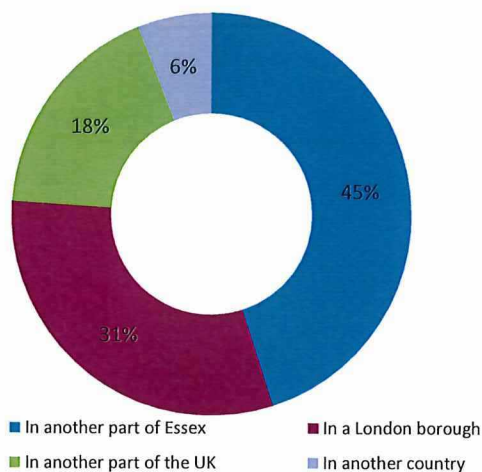
Q2. How long have you lived in the borough of Southend?



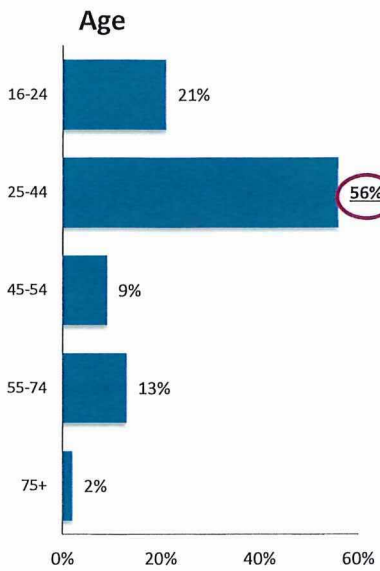
Unweighted sample base: 1242

Origin of new arrivals – just under half of arrivals in the last 5 years came from another part of Essex, with a further third coming from a London Borough. Just over one in twenty (6%) came direct to Southend from another country

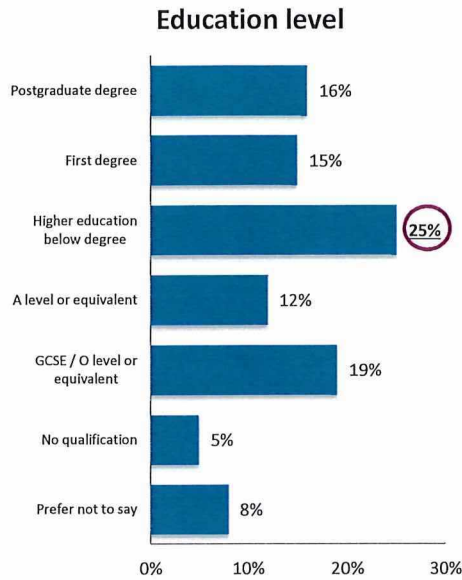
Q3. Before living in Southend did you live...? Base: Where lived in Southend for less than 5 years



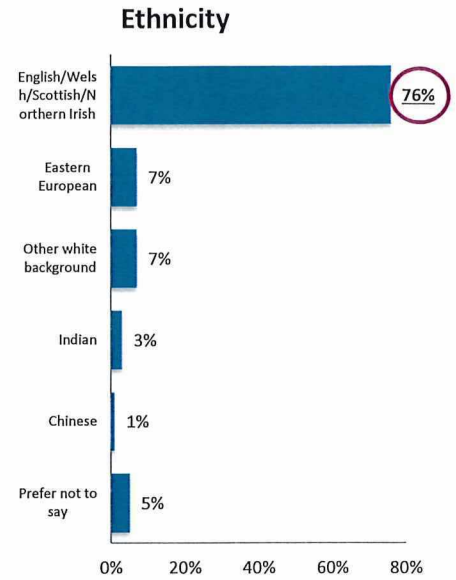
New arrivals within the last two years tend to be younger, well educated and white



Q41. What was your age on your last birthday? (Where length of time living in Southend is 0-2years) Sample: 47



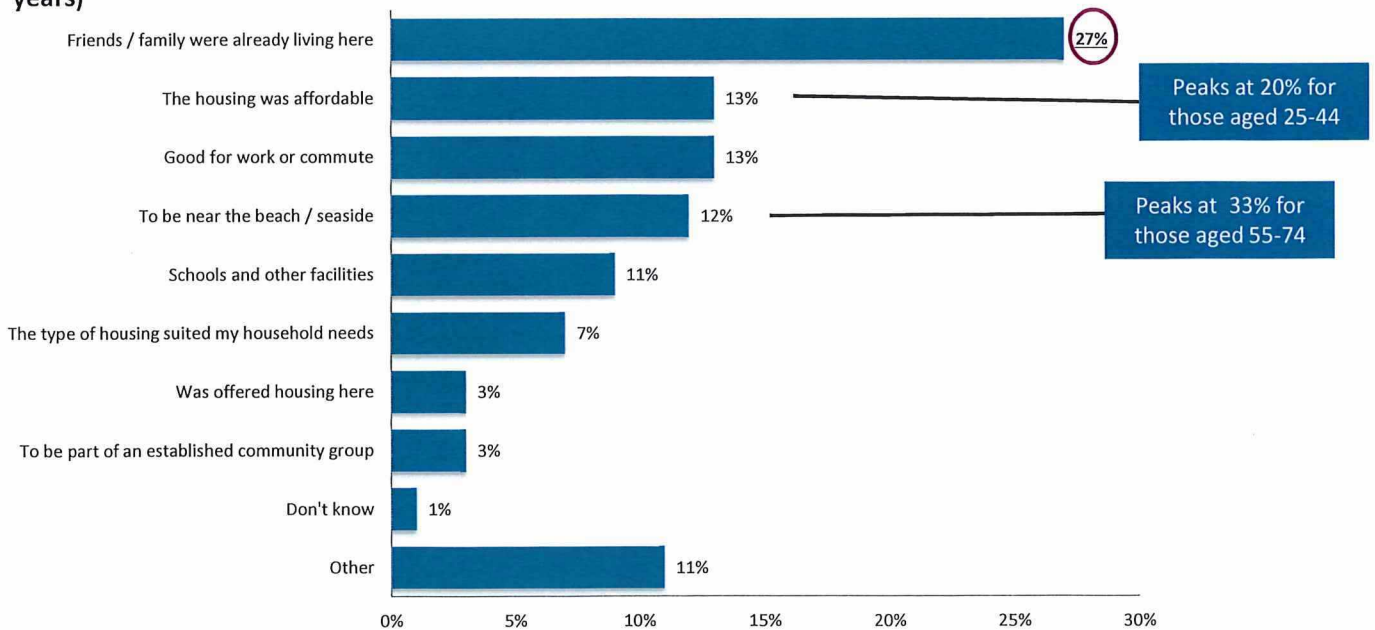
Q17. What is the highest educational qualification you have obtained? (Where length of time living in Southend is 0-2years) Sample: 47



Q44. To which of these groups do you consider you belong to? (Where length of time living in Southend is 0-2years) Sample: 49

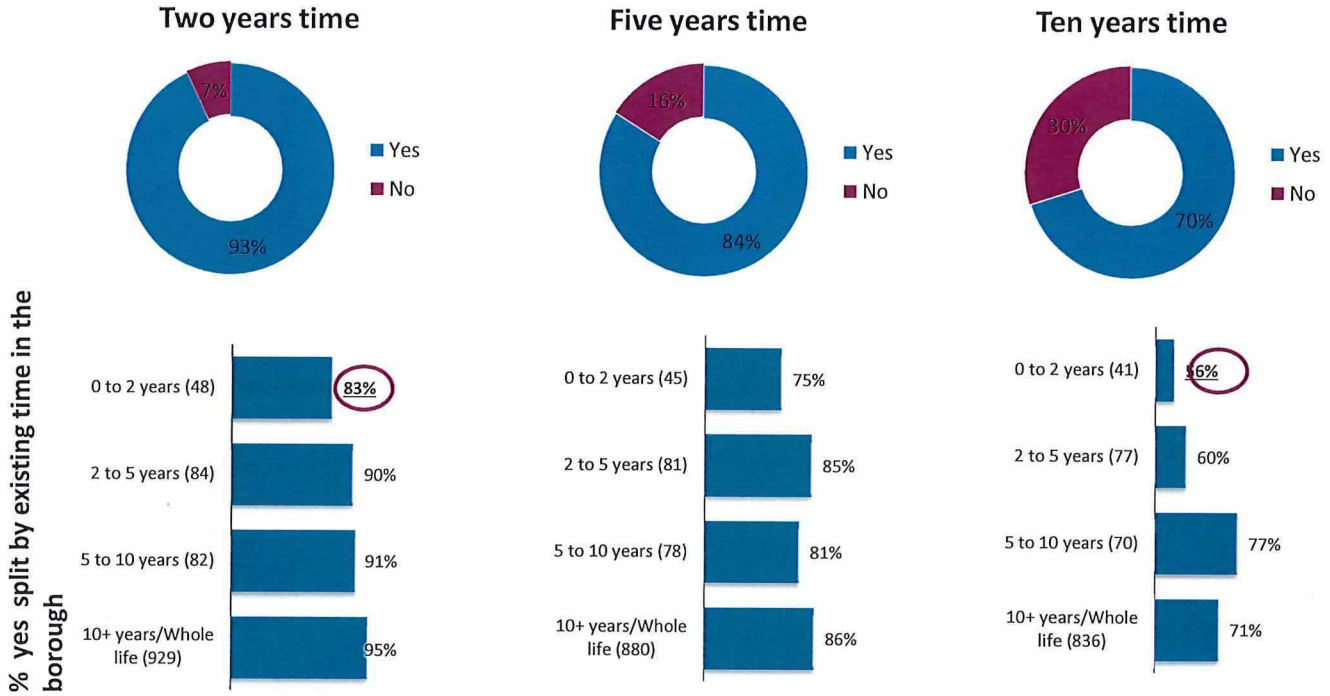
Friends and family were the most commonly mentioned single reason for moving to Southend (27%). Affordable housing, convenience for commuting and a seaside location are also key pull factors

Q4. Which of these reasons best describes why you came to Southend? (Where arrived in last 5 years)



Only half (56%) of those who have arrived in the borough in the last two years anticipate being a Southend resident in ten years time, suggesting that in the long term further population turnover is likely

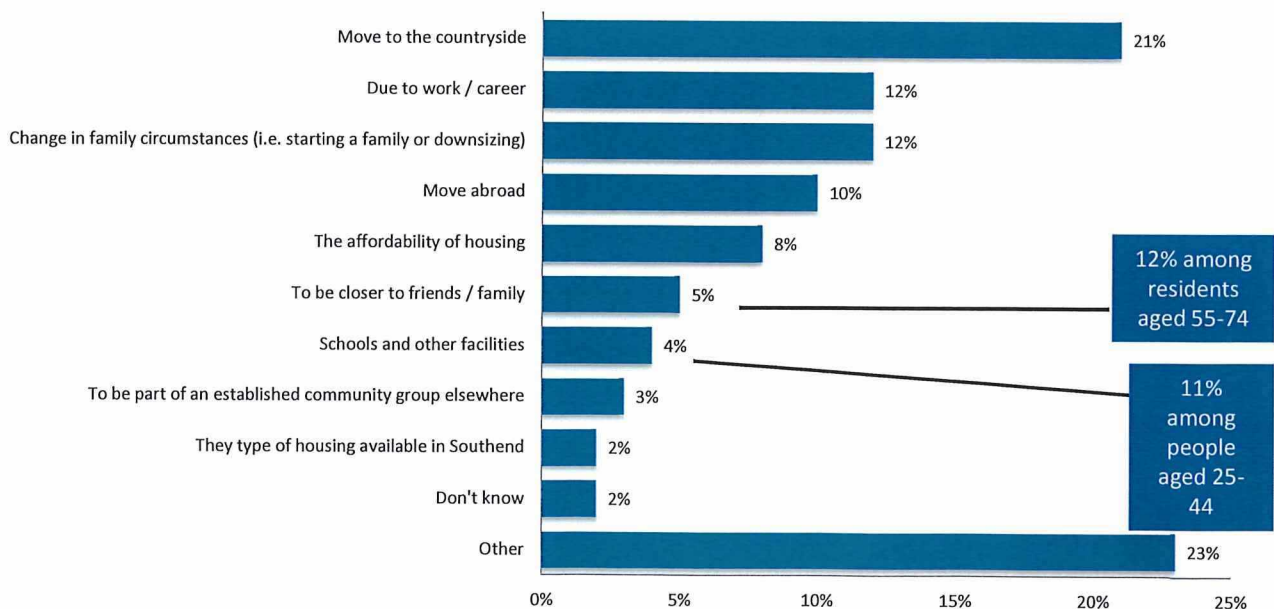
Q7. Are you likely are to be living in Southend in...?



Unweighted sample base: 1150, 1090, 1030

Just over a fifth of residents gave moving to the countryside as the reason that best describes why they might leave Southend. Those who stated 'Due to work and career', tended to be more educated, wealthier, and younger

Q8. Which of these reasons best describes why you might move away from Southend? (Where likely to move from Southend)



Unweighted sample base: 241

Three in four residents are satisfied with their local area as a place to live (75%), below the LGA benchmark of 82%. However, by neighbourhood there is a 23-percentage point variation between area satisfaction in West (89%) and East Central (66%)

Q1. Overall, how satisfied or dissatisfied are you with your local area as a place to live? – local area defined last 15-20 minutes walk from home



LGA Benchmark (June 18):
82% satisfied

Unweighted sample: 1239

Interactions between local satisfaction and other variables

Q1. Overall, how satisfied or dissatisfied are you with your local area as a place to live? – local area defined last 15-20 minutes walk from home

Older age groups and retirees were overwhelmingly satisfied. 80% for those aged 55-74, and 84% for both those aged 75+ and retirees.

Overwhelmingly, those satisfied with the way Southend Council runs things tended to be satisfied with the local area (90%).

One in five (20%) who disagreed they had good friendships/associations in the local were dissatisfied, this rises to 30% for those who said they felt isolated in their local area.

Residents who felt safer, tended to be more satisfied, for example: 92% of those who felt safe after dark were satisfied with their local area.

Those satisfied tended to agree with the statement 'People from different backgrounds get on well together' (86%), with those disagreeing feeling more dissatisfied (34%).

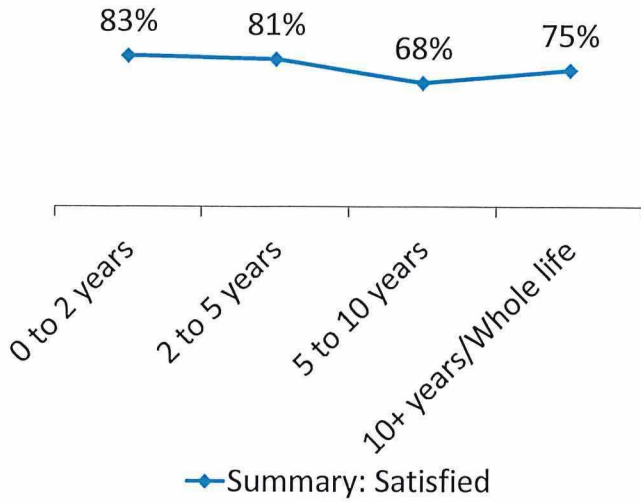
By Acorn categorisation, Affluent Achievers were the most satisfied (85%). Moreover, with the exception of Comfortable Communities, the overall trend was the more challenging the background, the less satisfied.

82% who said they would likely remain in Southend were satisfied, however just over one in four (28%) who said they would be likely to leave were dissatisfied.

Unweighted sample: 1239

Satisfaction with the local area is higher among those who have recently arrived in the Borough

Southend average: 75%



Satisfaction by location previous to Southend



■ Another part of Essex
 ■ London borough
 ■ Another part of the UK
 ■ Another country

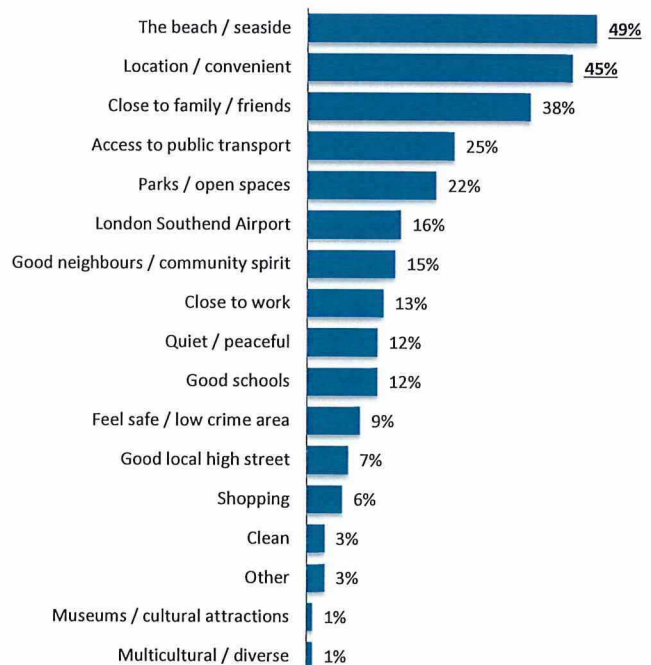
	Another part of Essex	London borough	Another part of the UK	Another country
	86%	89%	66%	74%
Unweighted base	68	49	21	7

Q1. Overall, how satisfied or dissatisfied are you with your local area as a place to live?
Sample: 1239

Top reasons why residents like living in the area

Q5. What do you MOST like about living in this area?

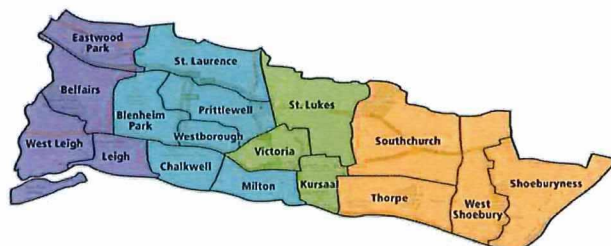
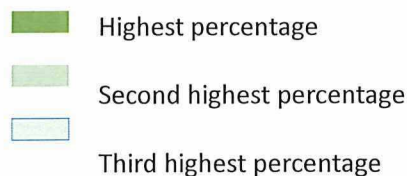
- The beach / seaside
- Location / convenient
- Close to family / friends
- Access to public transport
- Parks / open spaces



The top 3 reasons given for liking the local area are consistent per locality, although the order varies somewhat per area

Q5. What do you MOST like about living in this area?

	West	West Central	East Central	East
Location / convenient	54%	46%	36%	42%
Parks / open spaces	24%	24%	17%	21%
Quiet / peaceful	17%	6%	9%	21%
Access to public transport	19%	24%	29%	31%
Feel safe / low crime area	16%	7%	5%	7%
Good neighbours / community spirit	24%	14%	7%	13%
Shopping	4%	7%	13%	3%
Clean	2%	3%	1%	6%
Close to family / friends	35%	39%	39%	37%
Close to work	10%	15%	18%	10%
Good schools	11%	15%	9%	11%
Good local high street	12%	5%	8%	3%
The beach / seaside	40%	47%	49%	62%
London Southend Airport	9%	14%	24%	18%
Museums / cultural attractions	*%	2%	*%	0%
Multicultural / diverse	*%	1%	3%	*%
Other	4%	2%	4%	1%
Don't know	*%	0%	1%	0%
Unweighted bases	271	397	175	288

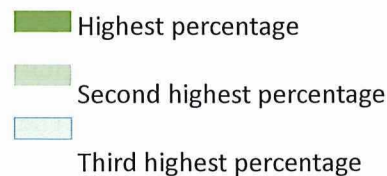


Unweighted sample: 1131

Local area 'likes' per Acorn group (top 3 highlighted in the table below)

Q5. What do you MOST like about living in this area?

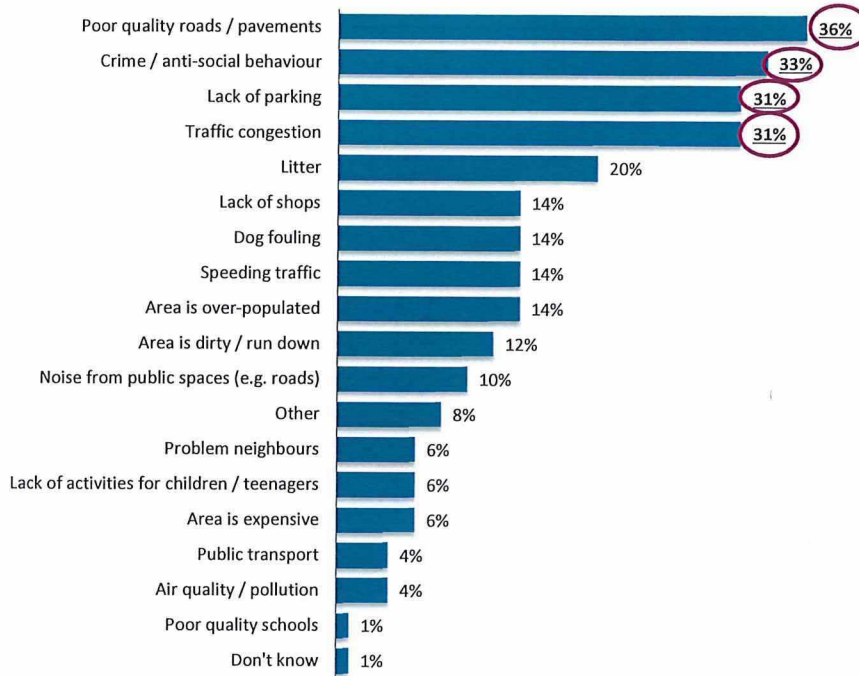
	Affluent Achievers	Rising Prosperity	Comfortable Communities	Financially Stretched	Urban Adversity
Location / convenient	46%	63%	42%	33%	49%
Parks / open spaces	24%	18%	27%	22%	17%
Quiet / peaceful	19%	5%	14%	10%	8%
Access to public transport	26%	22%	23%	26%	24%
Feel safe / low crime area	13%	11%	8%	8%	6%
Good neighbours / community spirit	16%	11%	21%	9%	10%
Shopping	3%	3%	7%	6%	11%
Clean	5%	3%	3%	2%	2%
Close to family / friends	38%	24%	37%	46%	39%
Close to work	7%	11%	15%	16%	18%
Good schools	13%	13%	10%	18%	9%
Good local high street	6%	13%	4%	5%	9%
The beach / seaside	54%	57%	53%	47%	37%
London Southend Airport	14%	11%	17%	15%	16%
Museums / cultural attractions	0%	2%	1%	1%	1%
Multicultural / diverse	0%	0%	1%	2%	1%
Other	4%	2%	2%	4%	2%
Don't know	0%	0%	*%	*%	0%
Unweighted bases	293	82	369	165	217



Unweighted sample: 1131

When considering local 'dislikes' issues associated with driving (parking, traffic congestion and poor quality roads) are mentioned by about a third of the residents. Crime/ASB was also a common response at this question.

Q6. And, what do you MOST dislike about living in this area?



Unweighted sample: 1106

Strongest 'dislike's per Acorn group vary (top 3 highlighted in the table below)

Q6. And, what do you MOST dislike about living in this area?

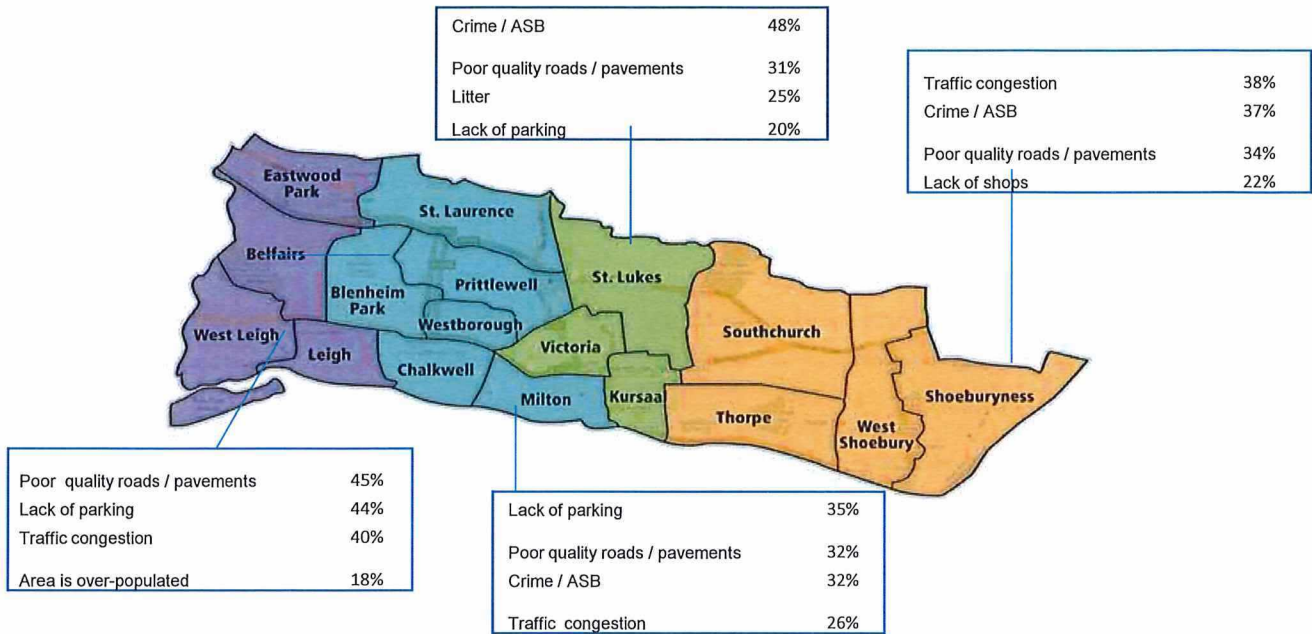
	Affluent Achievers	Rising Prosperity	Comfortable Communities	Financially Stretched	Urban Adversity
Noise from public spaces (e.g. roads)	6%	12%	9%	24%	5%
Lack of parking	30%	43%	30%	34%	28%
Traffic congestion	47%	30%	37%	18%	14%
Crime / anti-social behaviour	23%	49%	29%	34%	39%
Litter	13%	20%	27%	18%	22%
Public transport	2%	2%	8%	4%	3%
Lack of shops	17%	15%	13%	12%	16%
Area is dirty / run down	6%	12%	7%	19%	21%
Problem neighbours	1%	15%	3%	4%	14%
Dog fouling	12%	21%	14%	12%	16%
Poor quality roads / pavements	42%	30%	39%	35%	30%
Speeding traffic	18%	6%	13%	12%	14%
Air quality / pollution	5%	2%	3%	7%	3%
Area is over-populated	15%	7%	13%	10%	19%
Poor quality schools	1%	1%	2%	1%	1%
Lack of activities for children / teenagers	5%	0%	8%	7%	9%
Area is expensive	8%	11%	5%	4%	7%
Other	14%	5%	8%	7%	6%
Don't know	0%	2%	*%	1%	1%
Unweighted base	289	84	362	159	207

Highest percentage
 Second highest percentage
 Third highest percentage

Unweighted sample: 1106

Priority issues vary by neighbourhood, with crime/ASB a significantly higher concern among East Central (48%) residents. Poor quality roads and pavements are most commonly a concern in West (45%), while litter is more frequently mentioned in East Central (25%)

Q6. And, what do you MOST dislike about living in this area?



Unweighted sample: 1106

Less than one in ten residents feel unsafe during the day (8%), compared to over four in ten residents after dark (42%). Safety perceptions are below the benchmarks provided by recent LGA polling



Day

Safe

81%

Unsafe

8%

LGA Polling Benchmark
June 18

94% safe



After dark

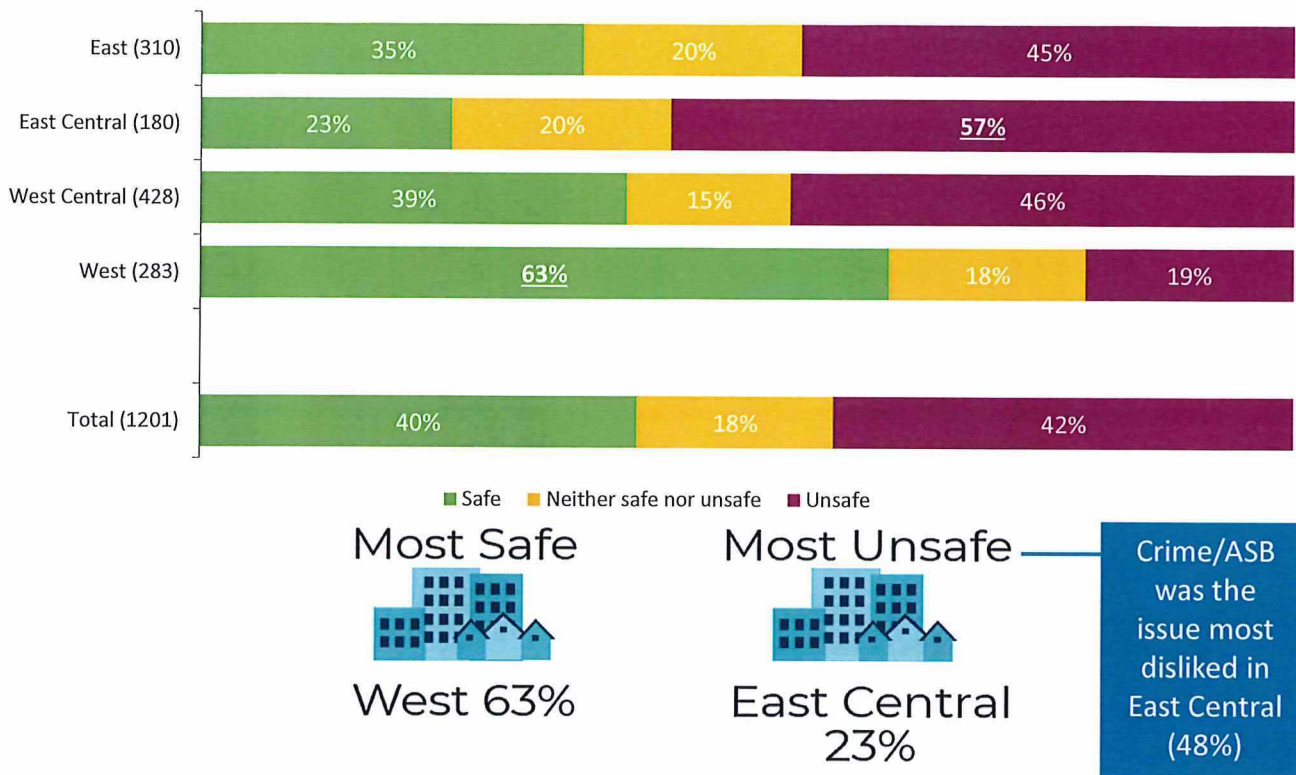
40%

42%

78% safe

Q14/1. How safe or unsafe do you feel when outside in your local area...? :During the day Sample: 1215
Q14/2. How safe or unsafe do you feel when outside in your local area...? : After dark Sample: 1201

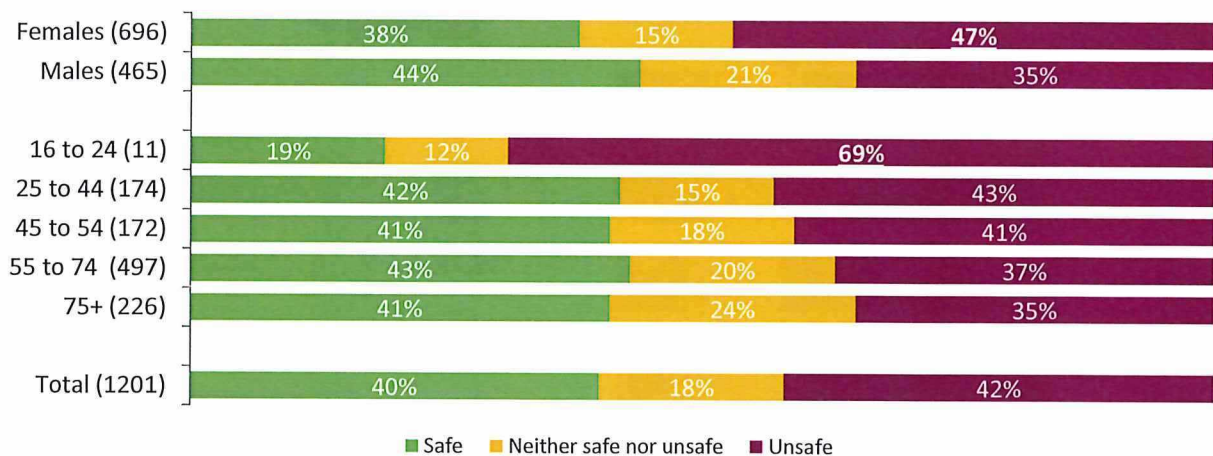
Perceptions of safety after dark vary by 40-percentage points by locality, with over half of East Central residents feeling more unsafe (57%), than safe (23%), after dark



Q14/2. How safe or unsafe do you feel when outside in your local area...? : After dark Sample: 1201

Females are significantly more likely to feel unsafe in their local area after dark. Excluding those aged 16-24 for whom the sample base is very low, it is younger residents rather than older residents who are more likely to feel unsafe after dark

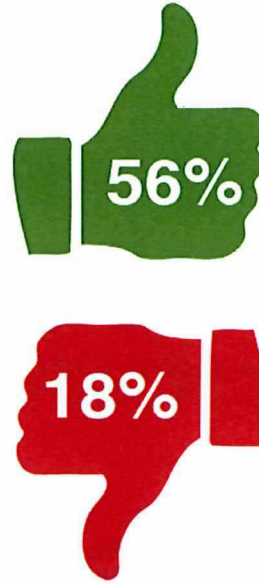
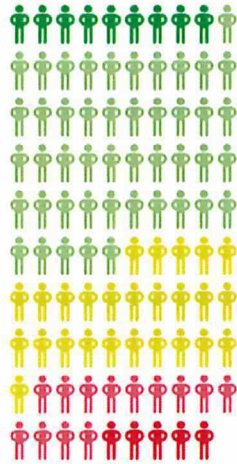
How safe or unsafe do you feel when outside in your local area...? : After dark



Q14/2. How safe or unsafe do you feel when outside in your local area...? : After dark Sample: 1201

Just over half of all residents agree that their local area is a place where people from different backgrounds get on well together, this is in line with the Nat Cen benchmark of 55%

Q12. To what extent do you agree or disagree that your local area is a place where people from different backgrounds get on well together?



64% of residents who are satisfied with their area as a place to live, agree that their local area is a place where people from different backgrounds get on well together. Among those who are dissatisfied with their neighbourhood 30% agree this is the case.

Definitely agree (9.09%) Tend to agree (46.46%) Neither (26.26%)
Tend to disagree (13.13%) Definitely disagree (5.05%)

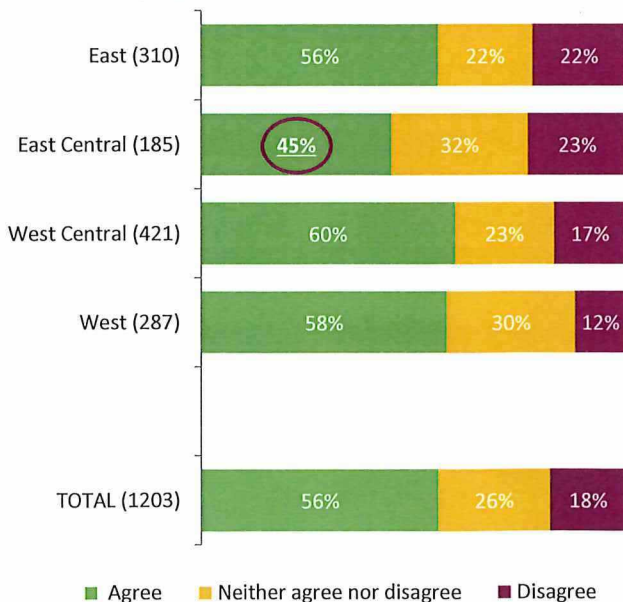
Nat Cen Benchmark: 55 % agree

Unweighted sample: 1203

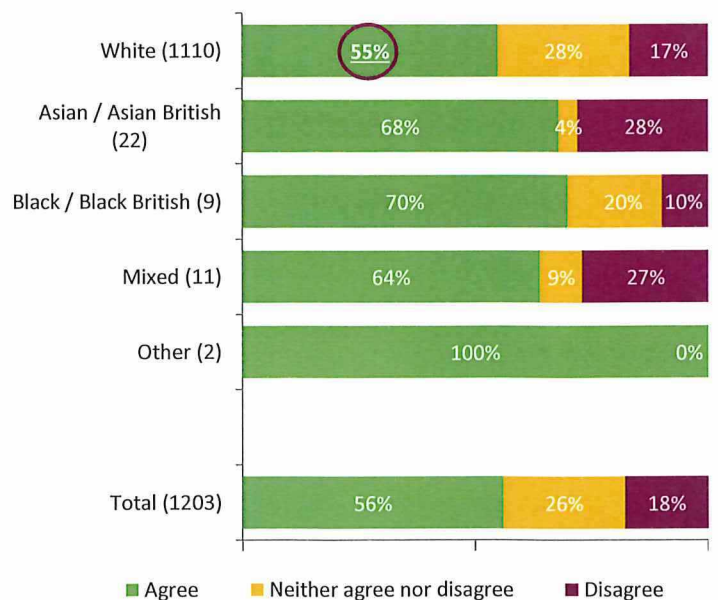
East Central residents are less likely than those in other localities to agree that their local area is a place where people from different backgrounds get on



Views by neighbourhood

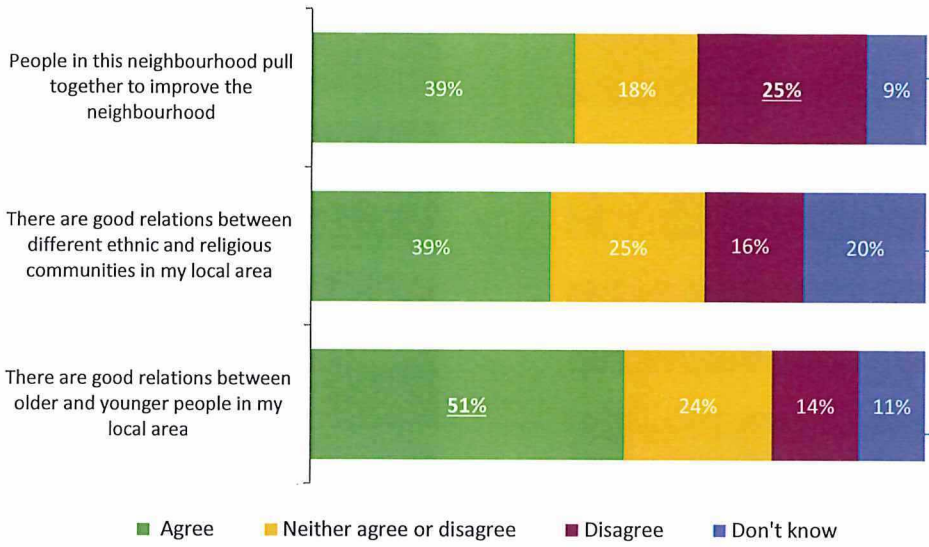


Views by ethnicity



Stronger cohesion is perceived between older and younger people rather than different ethnic and religious communities, with one in four residents disagreeing that people pull together to improve their neighbourhood

Q13. To what extent do you agree or disagree with the following statements?



Results vary substantially by neighbourhood. 51% of those in West agree with this statement compared to East Central where only 20% agree and 34% disagree.

Ethnicity does not show significant variation, except for those who are white, where just over one in four disagreed (27%).

No significant variation evident by ethnicity. Levels of agreement are consistent by religious group, except for those with no religion, where just over one in five disagreed (22%).

There is a 10 percentage points between the highest agreeing area, West Central (43%) and the lowest East Central (33%)

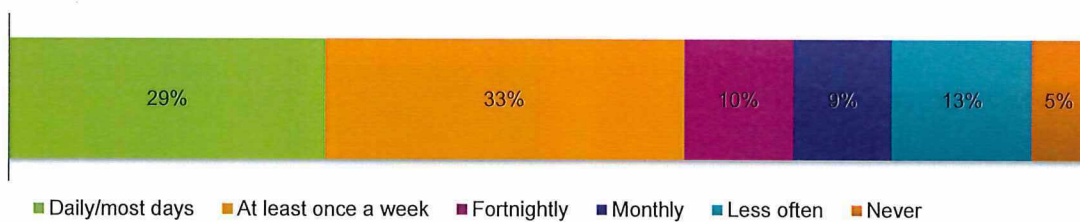
Levels of disagreement vary by age group, with those in older age groups agreeing (63% in 75+) but the youngest age group disagreeing (43%).

There is little variation by area, except for in West (58%), where agreement is 12% higher than in the lowest scoring area East Central (46%).

Unweighted sample: 1198, 1179, 1187 (Top-Bottom)

Regular neighbour interactions (at least monthly) are commonplace (81%) and are above the Nat Cen benchmark of 75%. Such interactions are lowest in the East Central locality (74%)

Q15. How often do you chat to any of your neighbours, more than to just say hello?

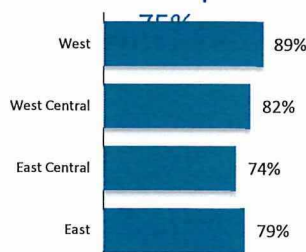


Once a month or more
81%

Less often than month or never
18%



Nat Cen comparison

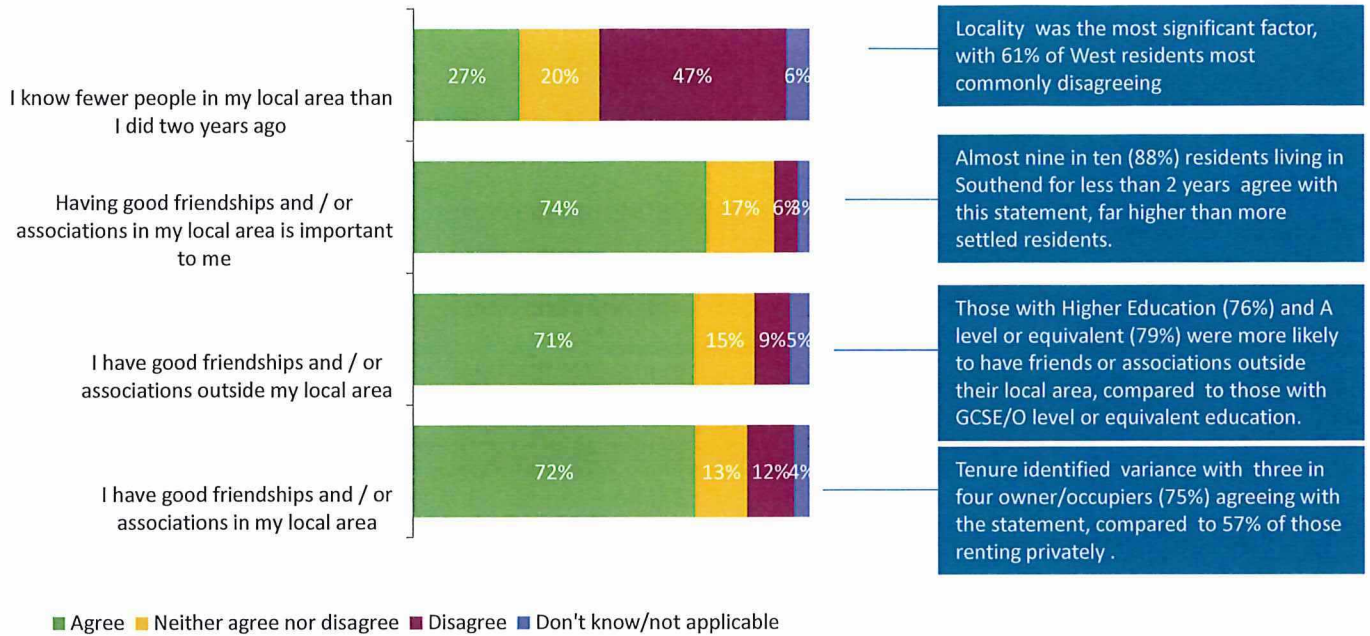


89% of residents who agree people from different backgrounds get on well together regularly talk to neighbours (at least monthly).

Unweighted sample: 1214

Further insight into community interactions

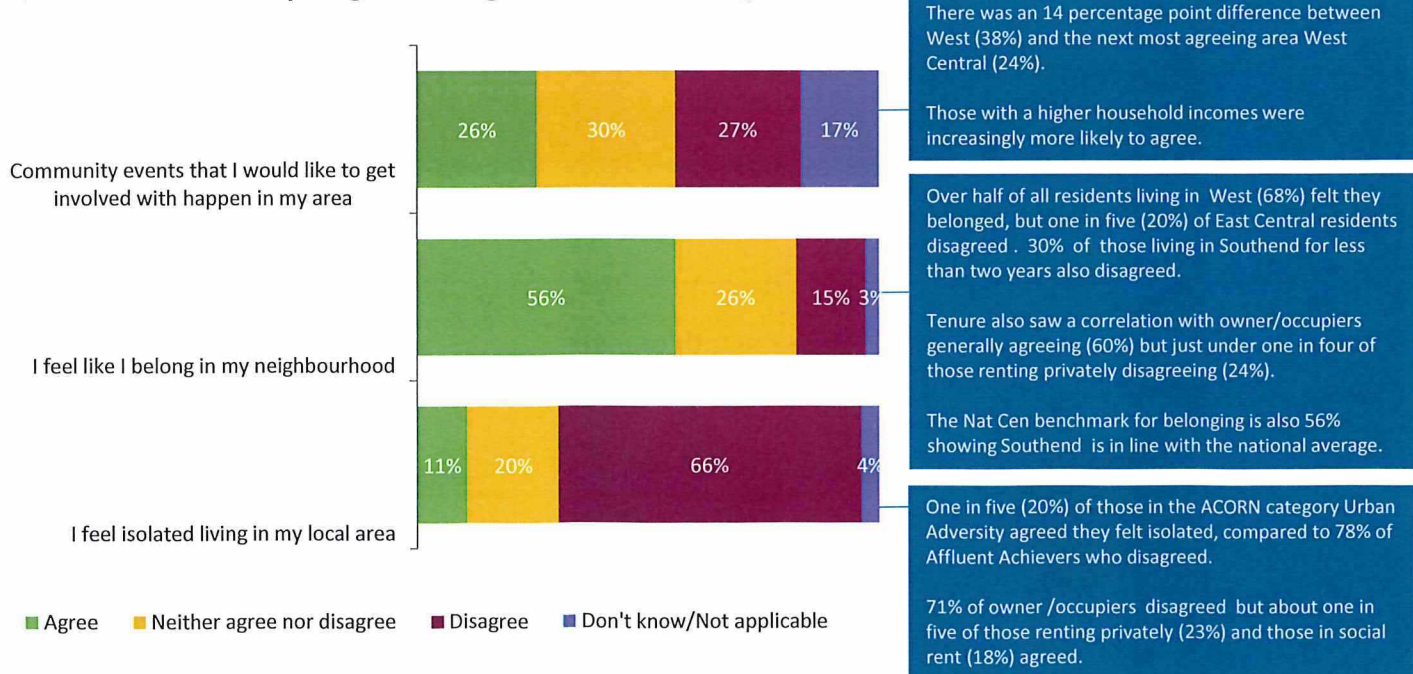
Q16. To what extent do you agree or disagree with the following statements?



Unweighted sample: 1170, 1193, 1181, 1201 (Top – Bottom)

Further insight into community interactions, with Southend in line with the Nat Cen benchmark of 56% for belonging

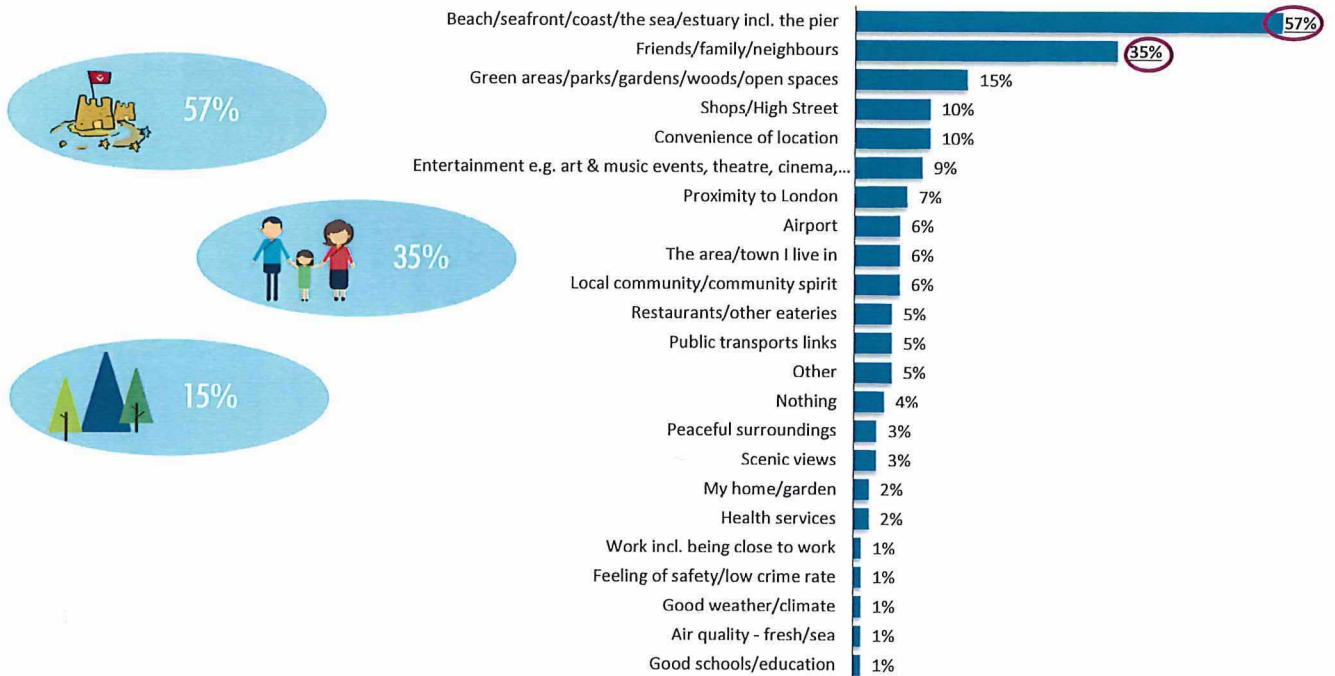
Q16. To what extent do you agree or disagree with the following statements?



Unweighted sample: 1169, 1179, 1155 (Top – Bottom)

The beach and seafront would be missed most if current residents left Southend, with over a third (35%) also citing family and friends

Q9. What would you miss most if you left Southend?



Unweighted sample: 1074

Example comments on aspects that residents would miss most if they left Southend

Q9. What would you miss most if you left Southend?

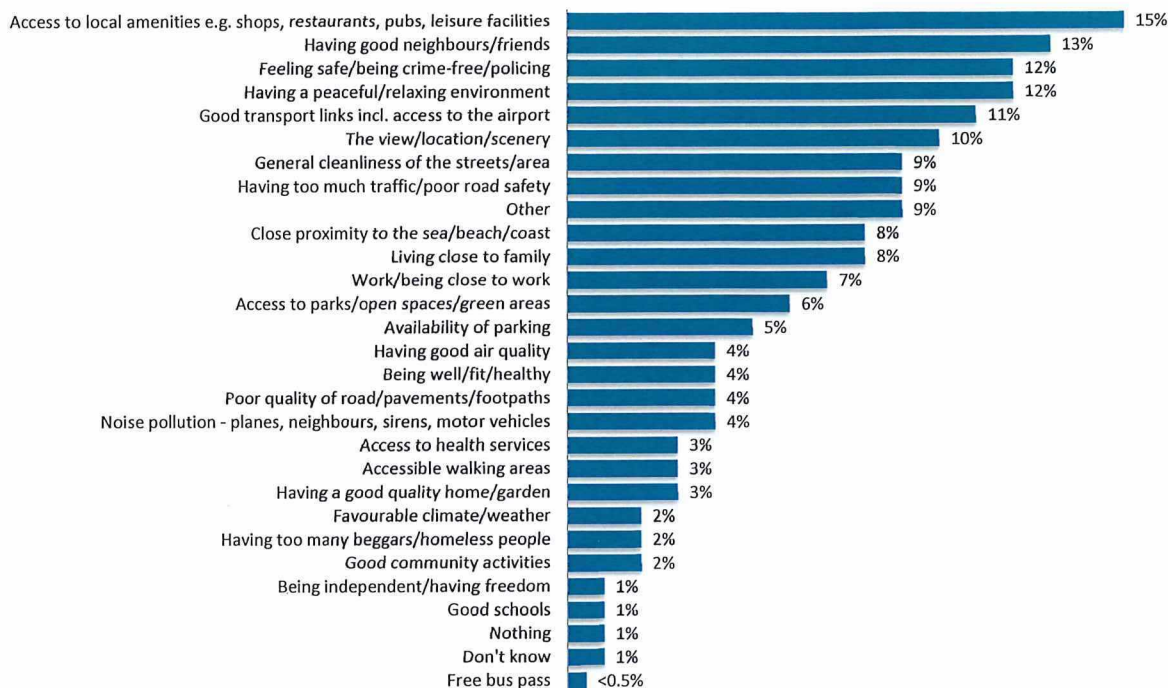
Resident comments include:

- A seaside town where all my family and friends are
- Family nearby to help with childcare
- The ability to be in the countryside or at the beach in a short time
- I would miss the local parks and amusements and the beach
- My friends and family who all live locally
- Lovely location e.g. Beach and woods
- Fresh sea air
- Family and friends and the community feel and locality of living in Leigh-on-Sea
- Green belt, open spaces, country parks and seafront walks
- Fresh air. Good neighbours. A good life!

Unweighted sample: 998

There was no clear aspect that would make the most difference to residents day-to-day quality of life, with access to local amenities only having a slim majority

Q10. What makes the most difference to your quality of life on a day-to-day basis?

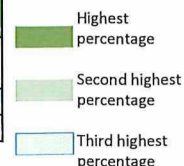


Unweighted sample: 998

Top three aspects that make the most difference to residents day-to-day quality of life by Acorn group

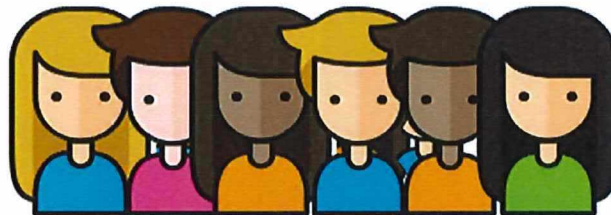
Q10. What makes the most difference to your quality of life on a day-to-day basis?

	Affluent Achievers	Rising Prosperity	Comfortable Communities	Financially Stretched	Urban Adversity
Feeling safe/being crime-free/policing	12%	27%	10%	11%	11%
Having a peaceful/relaxing environment	12%	11%	12%	12%	10%
Having good neighbours/friends	14%	7%	16%	12%	10%
Close proximity to the sea/beach/coast	13%	8%	6%	7%	5%
Access to local amenities e.g. shops, restaurants, pubs, leisure facilities	19%	13%	14%	14%	14%
Living close to family	7%	1%	11%	7%	11%
Good transport links incl. access to the airport	13%	9%	11%	10%	12%
The view/location/scenery	12%	12%	10%	6%	8%
General cleanliness of the streets/area	8%	11%	10%	7%	12%
Having too much traffic/poor road safety	10%	9%	13%	6%	5%
Other	5%	11%	6%	16%	11%
Unweighted base	263	80	314	151	186



Unweighted sample: 998

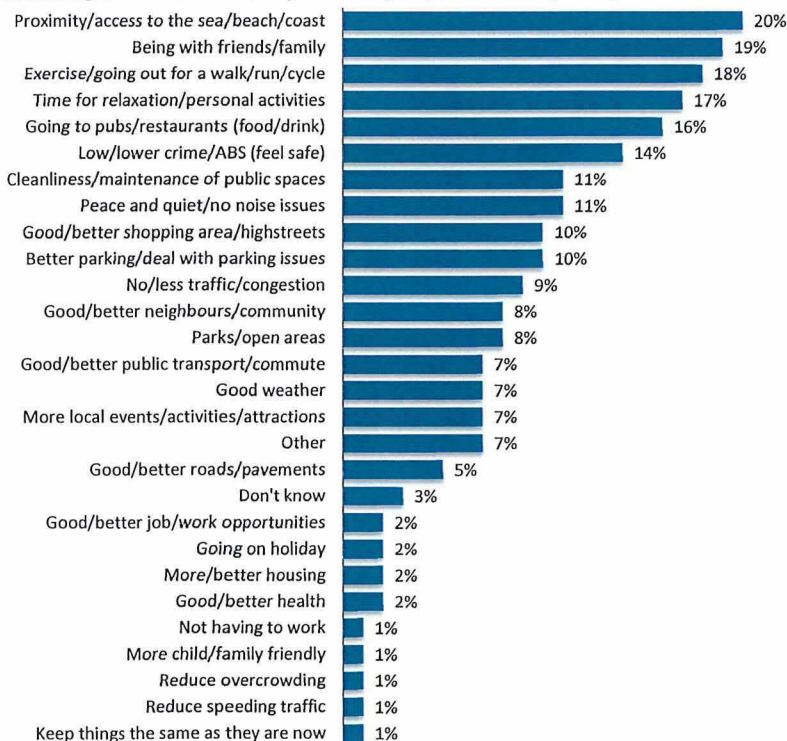
Example comments on aspects that make the most difference to residents day-to-day quality of life



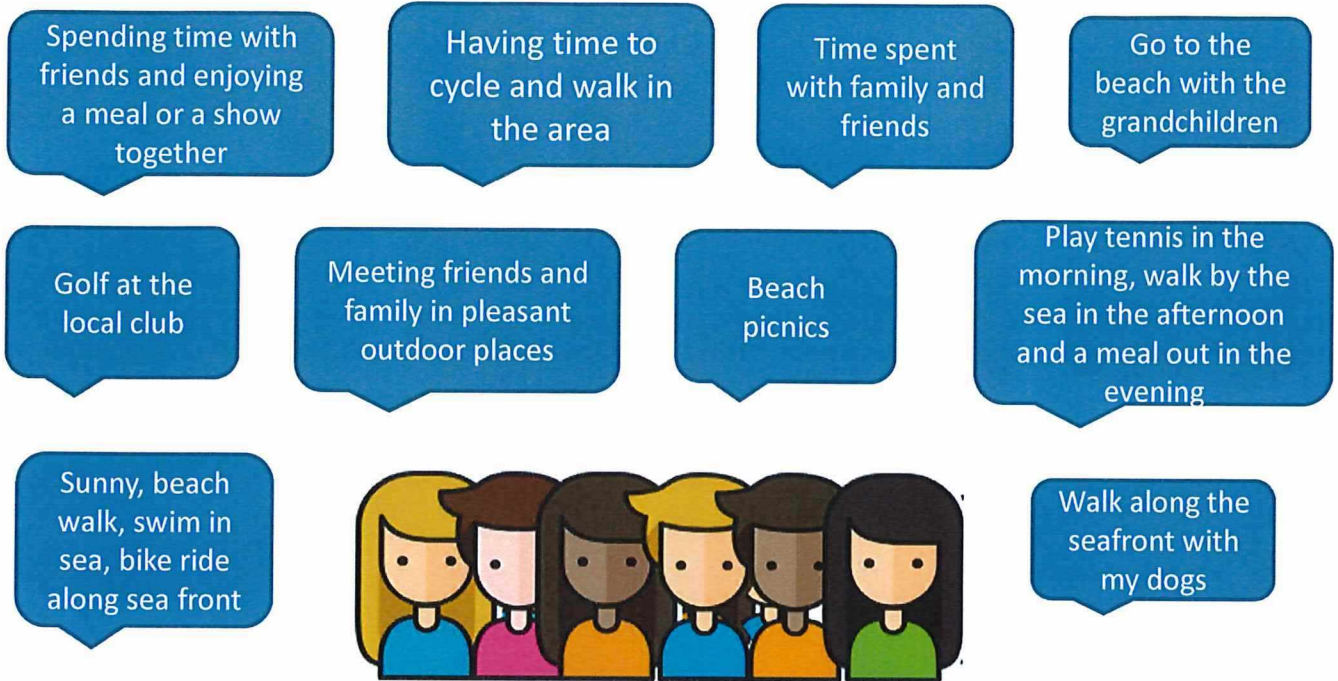
Q10. What makes the most difference to your quality of life on a day-to-day basis?
Unweighted sample: 998

Leisure activities (food/drink, being with friends/family, the beach) were the most popular options for what a great week or day might look like for residents

Q11. Thinking about the future where you currently live, what would a great day or week look like for you?



Example comments on aspects that would make a great day or week for residents



Q11. Thinking about the future where you currently live, what would a great day or week look like for you?
Unweighted sample: 889

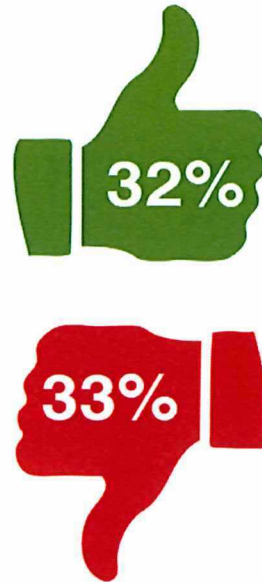
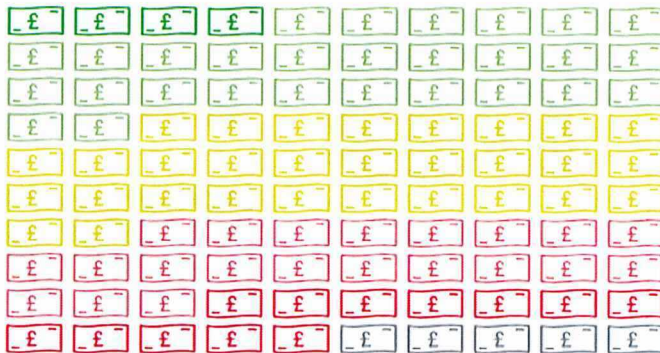
Half of all resident are satisfied with the way Southend Council runs things, but this is 11-percentage points below the LGA benchmark. Older residents tend to be more satisfied but spatially this satisfaction is consistent.

Q32. And now taking everything into account, how satisfied or dissatisfied are you with the way Southend Council runs things?



The proportion of residents agreeing that Southend Council provides value for money at 32% is below the LGA benchmark of 45%. Three in ten residents give a neutral response to this question.

Q33. To what extent do you agree or disagree that Southend Council provides value for money?



LGA Polling Benchmark – June 18

45% satisfied
Residents who have spent 10 years+ in Southend were 18% less likely to agree that Southend Council provides good value for money compared to those who have lived in Southend 5-10 years (the next lowest scoring group, 45%)

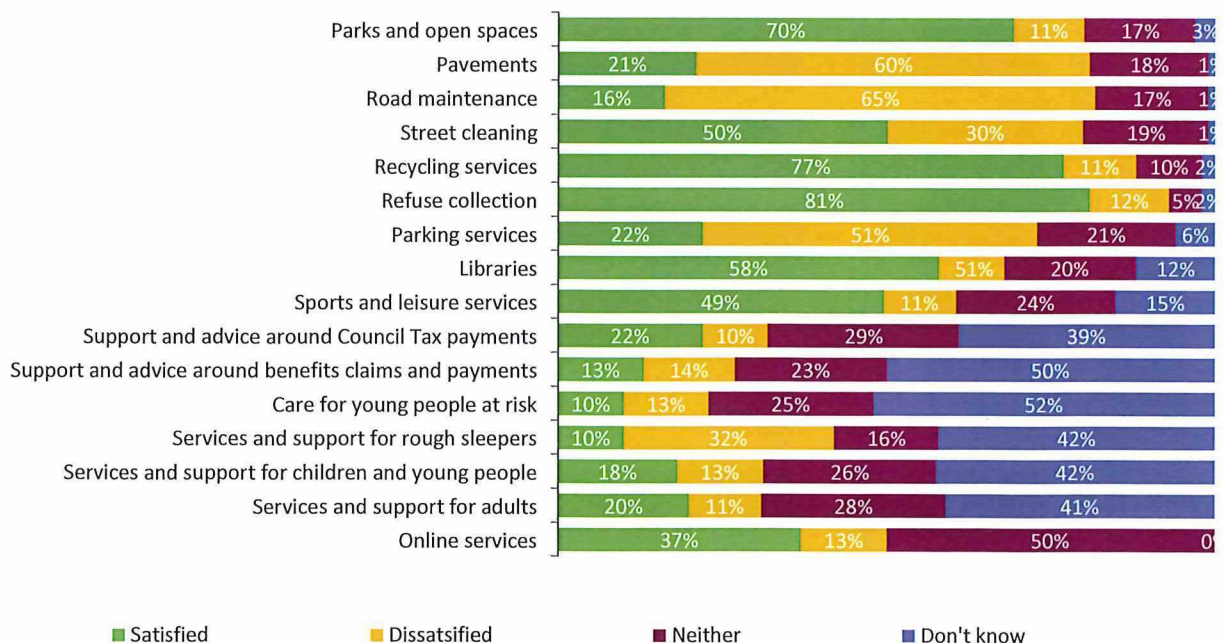
■ Strongly agree (4%)
 ■ Tend to agree (28%)
 ■ Neither (30%)
■ Tend to disagree (21%)
 ■ Strongly disagree (12%)
 ■ Don't know (5%)

Unweighted sample base: 1218

When considering specific services residents are least satisfied with pavements, road maintenance over three in four residents are satisfied with refuse collection and recycling services

Q34. To what extent do you agree you are satisfied with the core Council services listed below?

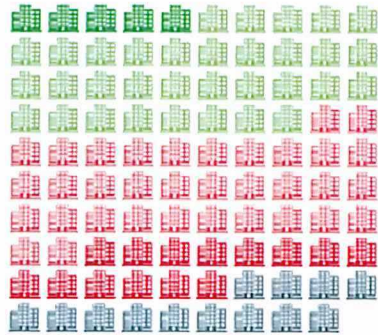
Q35. How satisfied or dissatisfied are you with the Council online services?



Unweighted sample: 1199, 1199, 1206, 1210, 1206, 1232, 1188, 1192, 1191, 1198, 1197, 1199, 1200, 1199, 1198, 1164(Top – Bottom)

Almost half of all residents (49%) do not feel informed by Southend Council on the services and benefits it provides. There is a fifteen percentage point difference between Southend and the LGA benchmark on this measure

Overall, how well informed do you think Southend Council keeps residents about the services and benefits it provides?



■ Very well informed (5.05%)
 ■ Fairly well informed (33.33%)
■ Not very well informed (34.34%)
 ■ Not well informed at all (14.14%)
■ Don't know (13.13%)



LGA Polling Benchmark – June 18

53% very or fairly well informed

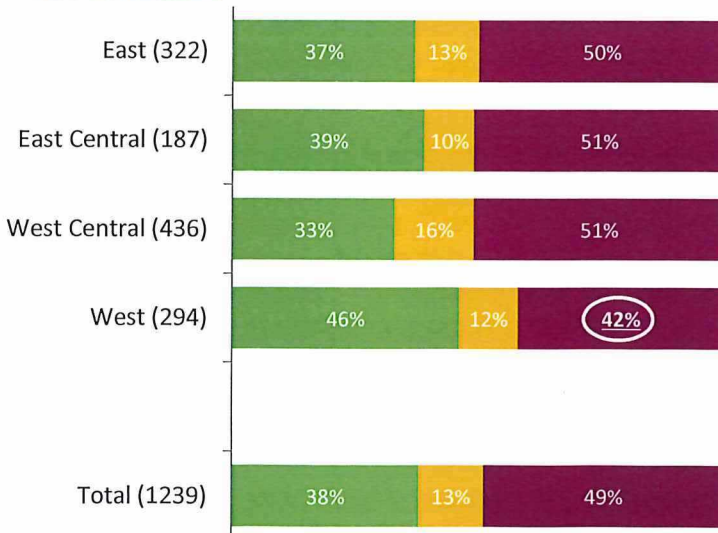
74% of those who are dissatisfied with the way Southend Council runs things, did not feel informed on the services and benefits it provides

Unweighted sample base: 1239

Residents aged 16-24 are least likely to feel informed about Council Services and benefits. Those living in West more commonly feel informed than residents in other areas



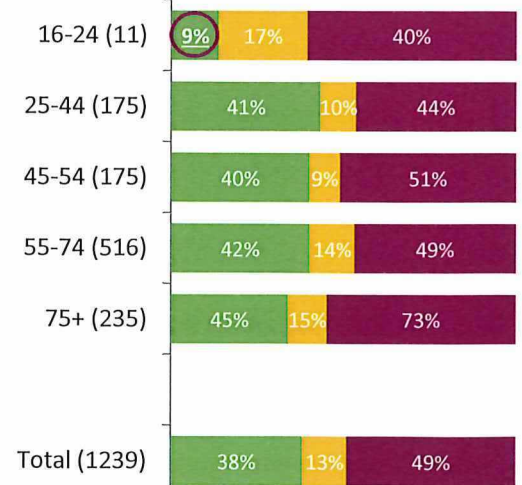
Views by neighbourhood



■ Informed
 ■ Don't know
 ■ Not informed



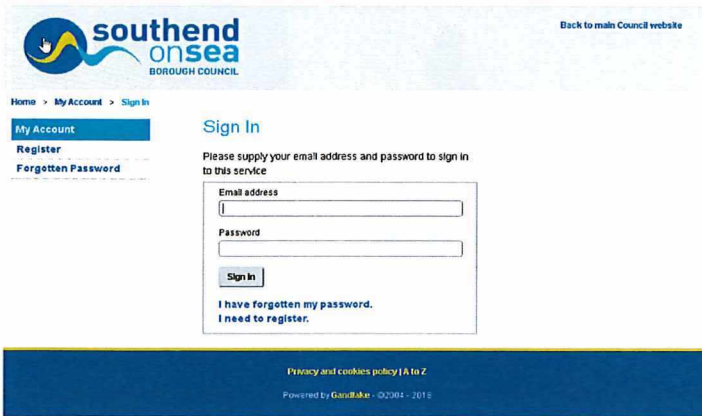
Views by age



Q37. Overall, how well informed do you think Southend Council keeps residents about the services and benefits it provides?

Sample:1239

There remains scope to increase MySouthend usage even among age groups who are more internet savvy



37% of residents say they use MySouthend

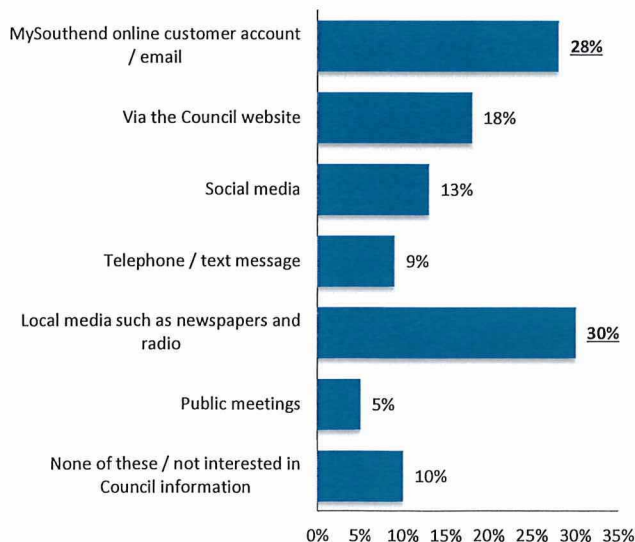
Usage peaks at 59% among those aged 25-44 (59%) and those aged 45-54 (50%). Among those aged 75+ just 16% are users.

Usage is notably higher among those who rent privately (61%)

Among users of MySouthend satisfaction with the Council's online services rises to 55% compared to 24% among non users.

Q36. Do you use the MySouthend online customer website?
Sample:1225

Preferred communication channels to receive information from Southend Council



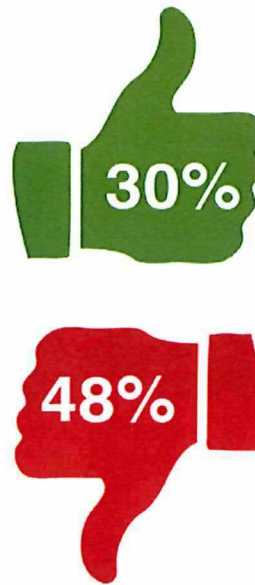
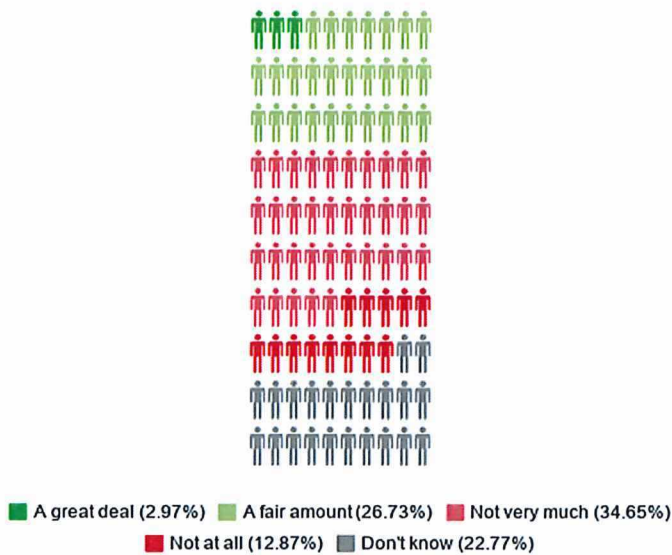
Just under one in three residents aged 16-24 said none of these/ not interested in the council (31%).

Over half of all residents aged 16-54 preferred an online method of communication (MySouthend, Council website, social media), whereas more than one in three 55-74 year olds (38%) and over half of those aged 75+ (54%) preferred local media.

Q38. How would you prefer to receive information from Southend Council? Sample: 1123

Just under a third of all residents feel Southend Council acts on their concerns, with almost half disagreeing. This is significantly lower than the LGA polling benchmark. The don't know responses are notable here (23% compared to 4% in the benchmark data).

Q39. To what extent do you think that Southend Council acts on the concerns of local residents? LGA Polling Benchmark – June 18



53% their council acts on concerns of local residents either 'a great deal' or 'a fair amount'

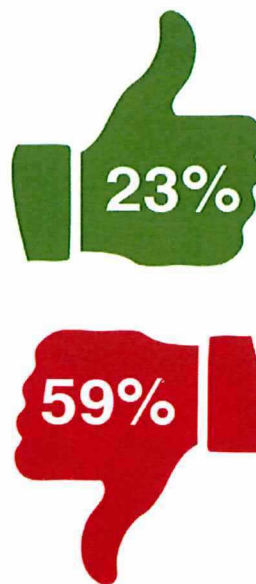
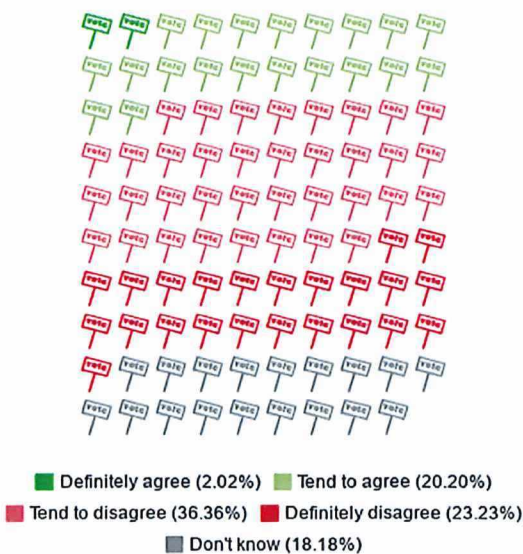
Residents who did not feel informed about Southend Council's services and benefits were more likely to feel Southend Council did not act on the concerns of local residents (70%)

Those with higher household income were less likely to feel Southend Council acts on the concerns of local residents

Unweighted sample base: 1236

Less than one in four residents agree that they can influence decisions affecting their local area, with more than twice this proportion disagreeing

Q40. Do you agree or disagree that you can influence decisions affecting your local area?

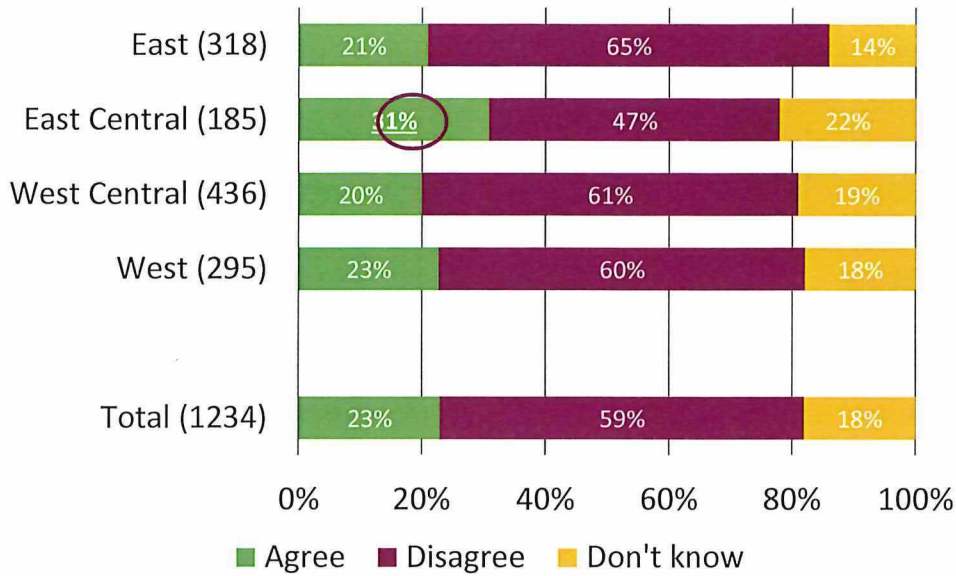


Men are more likely than women to disagree that they can influence decisions (64%).

Unweighted sample base: 1234

Just under a third (31%) of those living in East Central agree that they can influence decisions affecting their local area, 8-percentage points higher than the survey average

Q40. Do you agree or disagree that you can influence decisions affecting your local area?

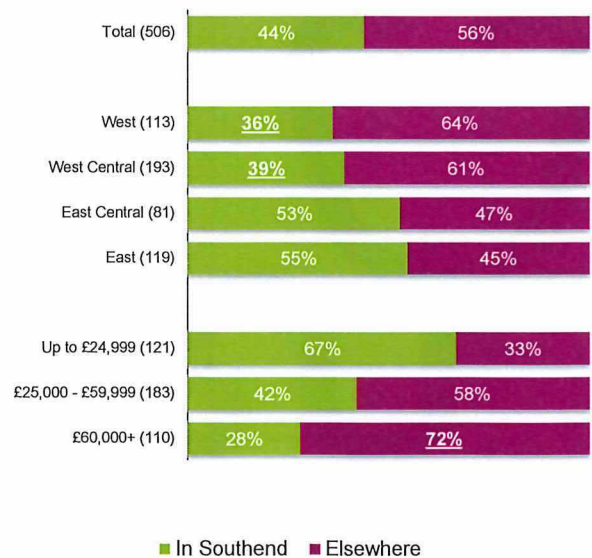
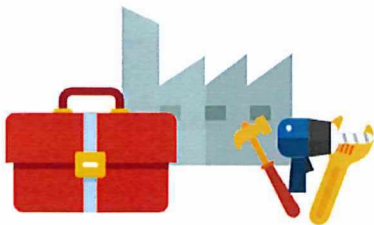


Unweighted sample base: 1234

Around two in three residents living in West and West Central work outside of Southend. The proportion working outside the borough rises by household income level

Q19. Is your employment or work in Southend or elsewhere? (Where employed or self employed)

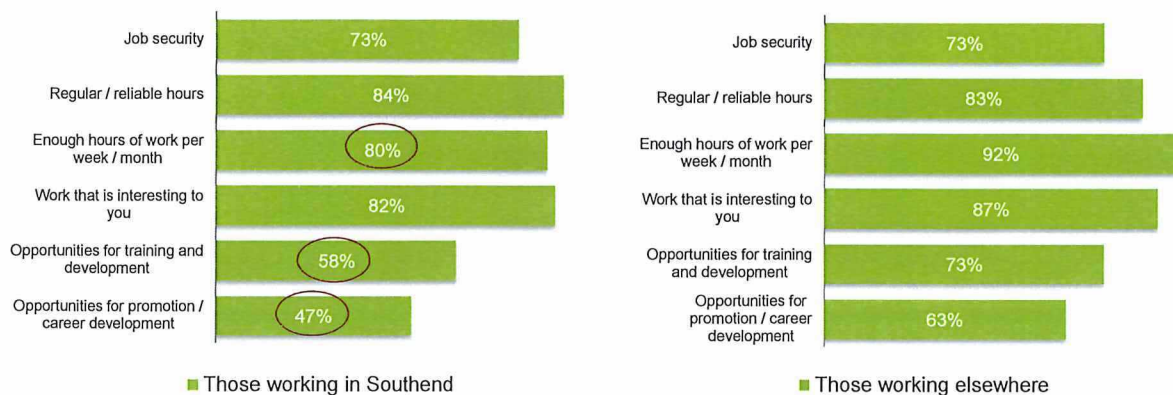
Just over four in five residents that have lived in Southend for less than two years work outside the borough (83%), whereas those who have spent 10 years + living in Southend are more likely to work in there (51+).



Unweighted sample base: 506

When rating aspects of their work quality, those working within Southend are significantly less likely to say that their current employment offers what they want in terms of working hours and opportunities

Q20. Does your current employment offer what you want in terms of? (All those in employment)



38% have very good work quality (answer yes to all six aspects)

48% have very good work quality (answer yes to all six aspects)

Unweighted sample base: 264 /239

Self reported Physical Health

Q22. Now thinking about your physical health over the last 12 months, how has your health been in general? Would you say it's been...?



Good: 68%

Neither good nor bad: 18%

Bad: 12%

30% of respondents said they had a long-standing illness, disability or infirmity. Of which 64% said this limited their activities.

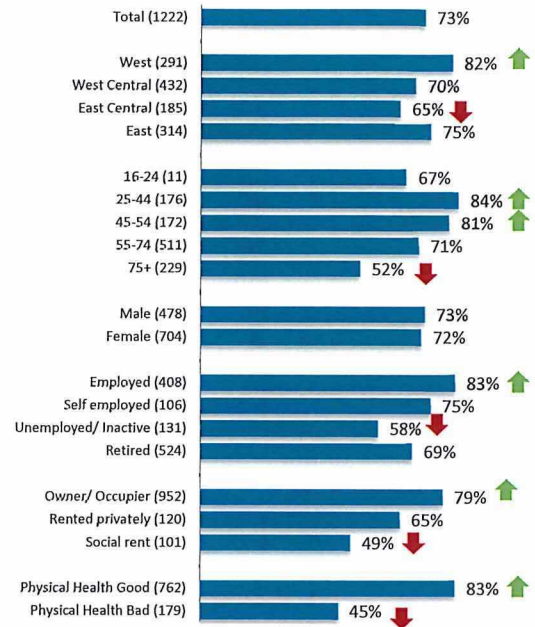
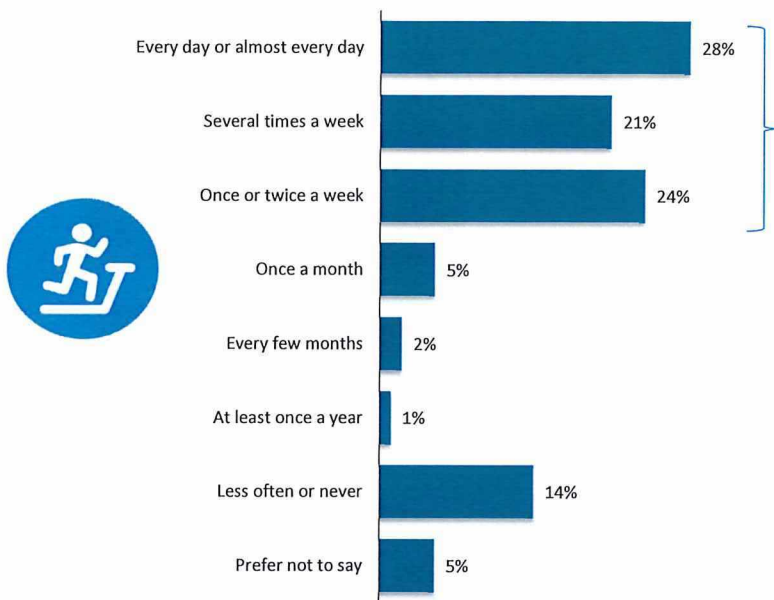
Bad proportion is significantly higher among

- Those aged 55+ (21%)
- Those who are a carer (22%)
- Those who have a long-standing illness/disability/infirmity (34%)
- Those who are unemployed/inactive (34%) or retired (15%)
- Those with no qualifications (21%)
- Households with an income of £24,999 or less (17%)
- Those in social housing (27%)
- Acorn category – urban adversity (17%)

Unweighted sample base: 1233

Close to three quarters (73%) of residents exercise at least once a week

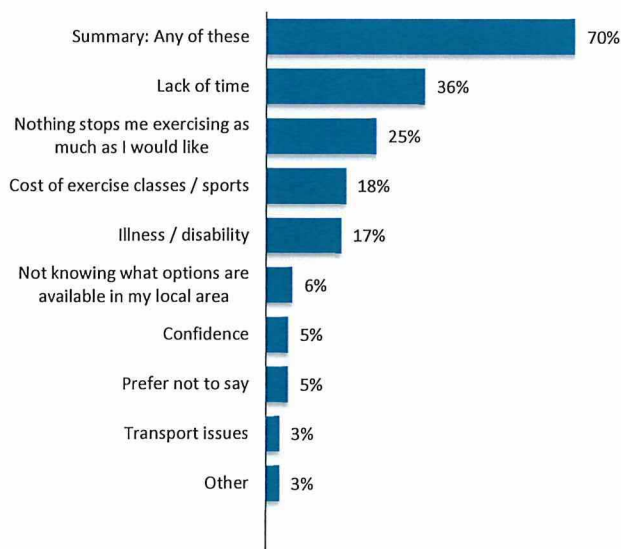
Q25. How often do you play sport or do any physical activity like swimming, running, football, dancing, exercise classes, going to the gym, going for a walk etc?



Unweighted sample base: 1222

Key barriers to exercising more are a lack to time (36%), followed by cost issues (18%) and illness/disability (17%)

Q26. Do any of these things stop you from exercising as much as you would like?



Significantly higher among

Those under the age of 54 (50%)
 Those with children in household (63%)
 Those employed (60%) or self employed (57%)

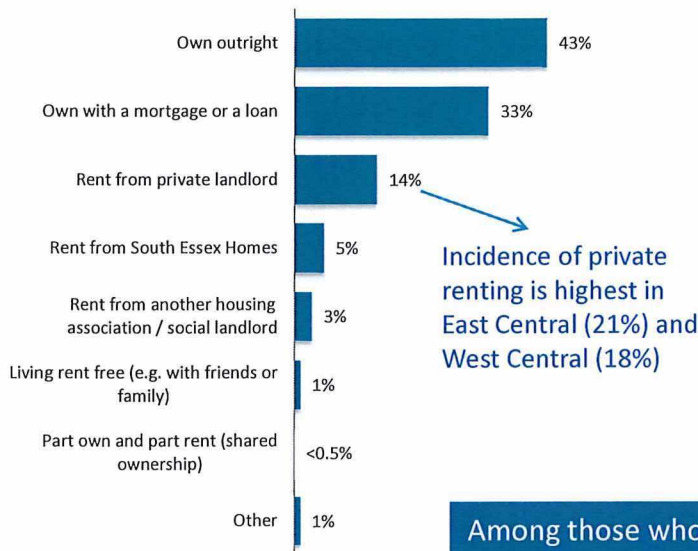
Those aged 16 to 24 (34%), 25 to 34 or 45 to 54 (both 23%)
 Female (23%)
 Those in employment (23%)
 Those with children in household (25%)
 Those in social housing (25%)
 Those with household income up to £24,999 (23%)
 Those in East Central Southend (24%)

Exercise barriers were most likely to be identified among:
 Females (77%)
 Those who do not feel safe during the day (87%) or after dark (74%)
 Those who disagree they have good associations in local area (85%)
 Those with bad health (92%)
 Those with children (86%)
 Exercise barriers are least likely to be identified in East (65%)

Unweighted sample base: 1179

The majority of residents own their house, whether that be outright (43%) or via a mortgage or loan (33%)

Q27. Does your household own or rent its accommodation?



Incidence of private renting is highest in East Central (21%) and West Central (18%)

Among private renters

- 11% share their home with other individuals who also pay rent
- 8% share their home with another family

Among those who have moved to the borough in the last two years 52% own their home with a mortgage or a loan, 10% own outright, 32% rent privately and 4% rent from South Essex Homes

Unweighted sample base: 1211

One in seven residents had caring responsibilities with a half saying they find it easy to meet their caring responsibilities

Q30. Do you have caring responsibilities?

Q31. How easy is it for you to meet your caring responsibilities and the other demands on your time such as work and family?

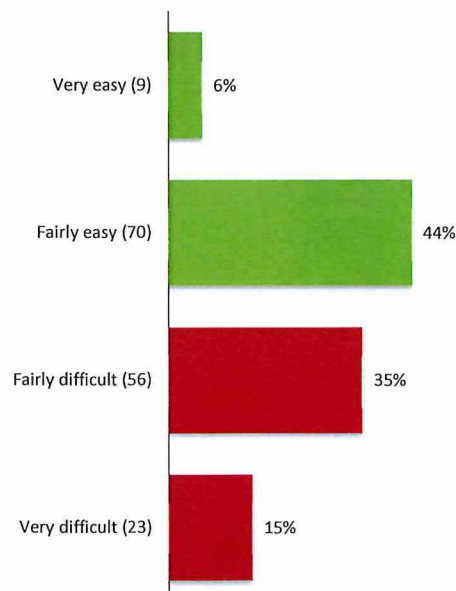
14% of residents have caring responsibilities



Just under one in five of East's residents are carers (18%)

One in five of those with no qualifications is a carer (20%)

Older age groups are more likely to be carers with 21% of people aged 55-74 and 20% of those aged 75+ having caring responsibilities, compared to 8% of those aged 25-44



Unweighted sample base: 1190

Change in key indicators since 2013

The last Southend residents' survey was completed in 2013 using the same postal methodology. Comparing the results from both datasets on key indicators show that area perceptions are stable. Views on the Council however, have generally fallen in this five year period.

% Agree/Satisfied	2013	2018
Satisfaction with the local area as a place to live	74%	75%
Agreement that area is a place where different backgrounds* get on well together	50%	56%
Satisfaction with way Council runs things	56%	50%
Agree Council provides value for money	40%	32%
Feel informed about Council services and benefits	47%	38%
Council acts on concerns of residents	38%	30%

* The 2013 question referenced ethnic backgrounds whereas the 2018 question did not

Key messages

Southend as a place to live

- While 78% of the population have lived in the borough for over ten years or for their whole life, survey responses do suggest that the borough population is changing, with 6% of residents having moved to the borough within the last two years.
- Over three quarters of new arrivals (76%) have come from another part of Essex or a London borough, with only 6% coming to Southend directly from another country. The dominant characteristics of new arrivals are that they are: white and are aged 25-44.
- For over a quarter (27%) of those who have arrived in Southend in the last five years, friends and family already living in the area was the reason which best described why they came to Southend. The affordability of housing, the convenience for commuting and the beach/seaside location were also key factors.
- These attractive elements of the borough are also reflected in the responses given to the questions included in the research as part of the wider Southend 2050 consultation. When asked what they would miss most if they left Southend, the most common responses were the beach /seafront/the sea (57%), friends family and neighbours, green areas and open space (15%) and the convenience location (10%).
- The factors that contribute to positive quality of life (by inference potential priority issues for Southend Borough Council and its partners) are access to amenities such as shops and restaurants (15%), neighbours and friends (13%), a peaceful environment, feeling safe/lack of crime (12%) and good transport links (11%).
- Crime/ ASB (33%) and issues associated with driving (poor quality roads/ pavements 36%, lack of parking 31%, and traffic congestion 31%) were the factors most disliked by residents. However, it should be noted that this survey did not explore the perceived severity of such issues.

Key Messages

- 75% of Southend residents are satisfied with their local area as a place to live, with over one in four (28%) stating they are very satisfied. However, this is slightly below the most recent LGA benchmark. Survey responses also suggest that perceptions of safety in the borough are below average both during the day and after dark.
- Probing these responses further, identifies key spatial variations. Residents living in the East Central locality (where local area satisfaction is significantly lower at 66%) are least likely to feel safe after dark and are most likely to cite crime/ASB as something they dislike most about their area. The 48% of residents in East Central who cite this issue is significantly higher than elsewhere in the borough.
- The results on community cohesion perceptions are on balance, positive and are in line with national benchmarks. 56% of residents agree that their local area is a place where people from different backgrounds get on well together compared to 55% from recent Nat Cen research. This indicator of cohesion is lowest at 45% among East Central residents.
- Stronger cohesion is perceived between older and younger people rather than different ethnic and religious communities, but this is driven by the relative proportions of residents answering don't know to each question rather than differences in disagreement.

Key Messages

Views on the Council and its Services

- Overall, half (51%) of all respondents are satisfied with the way the Council runs things (50%) which is below the LGA benchmark of 61%. Southend residents also have below benchmarks perceptions on the extent to which the Council provides value for money and the extent to which it keeps residents informed. Interactions within these variables are evident within the data set. For example among those who disagree that the Council keeps them informed just 35% are satisfied with the way the council runs things compared to 70% among those who do feel informed. However, this data does not allow us to identify the extent of the causation in this relationship.
- Only a minority of residents (23% agree that they can influence decisions that affect their local area. The fact that more than twice this number (59%) disagree is particularly notable. Just under a third of all residents feel Southend Council acts on their concerns, with almost half disagreeing. This is significantly lower than the LGA polling benchmark. The don't know responses are notable here (23% compared to 4% in the benchmark data).
- When considering the Council's online services it appears that here remains scope to increase MySouthend usage even among age groups who are more internet savvy, given that 27% of all residents use MySouthend, peaking at 59% of 25-44 year olds.
- Among MySouthend users, 55% are satisfied with the Council's online services, significantly above the 24% observed among non-users. However, it should be noted that the question was about all online services, not just MySouthend.
- The most favoured communication methods from the Council among all residents are MySouthend or email (28%) and local media (30%), with younger age groups preferring online methods of communication.

Key Messages

Work and homes

- The importance /convenience of Southend as a base for commuters identified elsewhere in the dataset is further emphasised by the fact that 56% of residents who are either employed or self employed say that they work elsewhere rather than in Southend. Analysis of responses to this question by household income shows that the higher the income the more likely that individuals work outside of the borough.
- When rating aspects of their work quality, those working within Southend are significantly less likely to say that their current employment offers what they want in terms of working hours and opportunities. Using 6 aspects of work quality to generate an index of quality of work shows that this index is 10% points lower in Southend relative to elsewhere.
- The majority of residents own their house, whether that be outright (43%) or via a mortgage or loan (33%). Among those who have moved to the borough in the last two years 52% own their home with a mortgage or a loan, 10% own outright, 32% rent privately and 4% rent from South Essex Homes. So more than six in ten new arrivals are purchasing a home.

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Report of Deputy Chief Executive (Place)

to
Cabinet

on

6th November 2018

Report prepared by Carl Robinson, Director of Public
Protection

Adoption of a Low Emission Strategy (part of the Air Quality Action Plan)

Cabinet Member: Councillor Mark Flewitt

Part 1 (Public Agenda Item)

1. Purpose of Report

To seek adoption by Cabinet of the Low Emission Strategy (“the Strategy”). The policy contained in the Strategy aims to improve health outcomes through reducing emissions from transport and supports sustainable development across Southend on Sea Borough Council. The Strategy is an integral part of the Council’s Air Quality Action Plan for Air Quality Management Area No. 1 (**Appendix 1**). See Cabinet report 18/029 (**Appendix 2**)

2. Recommendations

It is recommended that Cabinet approves and adopts the Low Emission Strategy contained in **Appendix 3**.

3. Background

Taking action to improve air quality is crucial in order to improve the health of the population. There is growing evidence that air pollution is a significant contributor to preventable ill health and early death. These health impacts impose a cost on the economy estimated to run into billions.

In June 2018 the Council adopted its first Air Quality Action Plan. A key priority of the action plan is to develop and implement a Low Emission Strategy.

3.1 Legislative Background

Air quality limit values for the protection of human health have been set by two EU Air Quality Directives 2008/50/EC and 2004/107/EC. These were transposed into UK Law via the Air Quality Standards Regulations 2010.

Action is then driven by the UK's Air Quality Strategy which sets out equivalent Air Quality Objectives (AQOs).

Part IV of the Environment Act 1995 places a statutory duty on all local authorities in the UK to periodically review and assess air quality within their areas. This is to determine the likelihood of complying with prevailing health based air quality objectives for a number of pollutants. The UK Air Quality Strategy, Policy and Technical Guidance provide the over-arching themes for local air quality management in the UK.

Local Authorities that identify a breach of any of the air quality objectives in their area are required to formally declare an Air Quality Management Area. Once declared the authority has a duty under Section 84 (2) of the Act to produce an Air Quality Action Plan which has already been adopted by the Council. The Low Emission Strategy is a natural extension and an integral part of the action plan

Local Authorities are not legally obliged to meet the air quality objectives but they must be able to demonstrate that they are working towards the objectives, and are expected to adopt a Low Emission Strategy as part of the air quality action planning process.

3.2 Air Quality Action Planning

In order to effectively discharge duties under the Local Air Quality Management regime the Council is required to report on air quality throughout the Borough. This function is undertaken by Regulatory Services.

Regulatory Services will continue to ensure that ambient air quality is monitored after the implementation of the strategy. The team will report regularly on progress, both through the local air quality management reporting schedule to DEFRA and via the Council's Corporate Priority Actions Protocol: Action 1718 PLACE PPC03.

3.3 The Action Planning Process

Action planning is an essential part of the local air quality management process, providing a practical opportunity for improving air quality in areas where review and assessment has shown that national measures will be insufficient to meet one or more the air quality objectives. A suitable air quality action plan should include the adoption of a Low Emission Strategy.

The aims of the Strategy are to:

- a. To take actions that will reduce emissions from transport in the area and support sustainable development.
- b. To reduce emissions from all classes of vehicles, and to work with all groups who travel or generate traffic, including emissions from Council owned or leased fleet and staff vehicles (driven for business use).

- c. To improve the understanding of air pollution as an issue that should be considered during the development of policy, and to influence decisions made in the greater area. To raise awareness to the fact that we all have a role to play.
- d. To actively seek funding opportunities to implement stretching and innovative measures, especially the opportunity to increase the use of (Ultra) Low Emission Vehicles.

3.4 Priorities for Action

- i. Reducing Transport Emissions via the Local Transport Plan (LTP3), Southend Local Plan and Joint Spatial plan.
- ii. Southend Intelligence Hub, Smart (“Connected”) City Journey and Digital Strategy.
- iii. Land Use Planning and Development Control via Low Emission Infrastructure.
- iv. Sustainable Procurement.
- v. Reducing Emissions from Commercial Vehicles.
- vi. Reducing Emissions from Car and Light Goods Vehicles.
- vii. Reducing Emissions from Taxis.
- viii. Reducing Emissions from Buses.
- ix. Raising Awareness.

3.5 Southend 2050

The strategy and associated actions have clear links to the ambitions around the Southend 2050 work, especially in respect of protecting and improving the quality of life for those most vulnerable in our community; health improvements being at the heart of the strategy. The strategy will help to ensure Southend is leading the way in making public and private travel smart, clean and green.

4. Other Options

None, the strategy is an integral component of the Air Quality Action Plan (AQAP) the adoption of which was a statutory duty.

5. Reasons for Recommendations

It was a statutory duty to adopt an AQAP. Taking action to improve air quality via a Low Emission Strategy is part of the air quality action planning process, and crucial in order to improve the health of Southend-on-Sea residents.

6. Corporate Implications

6.1 Contribution to Council’s Vision & Corporate Priorities

The vision of the Council is to “Create a Better Southend” supported by the five corporate aims of a “Clean, Safe, Healthy and Prosperous Southend, led by an

Excellent Council”. This vision will be reflected in and provide a clear focus for the actions outlined in the Low Emission Strategy.

6.2 Financial Implications

The priorities for action of the strategy are a combination of existing and new initiatives. Implementation of these will incur no additional costs as the funding will be met by existing budgets and/or securing new (national, European) funding streams.

6.3 Legal Implications

The council has a statutory duty to create and implement an AQAP, of which the Low Emission strategy is an integral part. DEFRA “expect” all authorities with an Air Quality Management Area to adopt such a strategy.

6.4 People Implications

Actions to improve air quality will have a positive impact for residents of all age groups and visitors to Southend.

6.5 Property Implications

No implications.

6.6 Consultation

The formal consultation period was 20 August to 5 October 2018.

Stakeholder consultation is a fundamental aspect of Local Air Quality Management, and a legal requirement under Schedule 11 (s90) of the Environment Act 1995.

Internal Stakeholders Consulted:

- Strategic Transport Policy.
- Public Health.
- Planning and Development Control.
- Energy and Sustainability.
- Procurement.
- Economic Development.
- Members.

External Stakeholders Consulted:

- Transport Companies.
- Key Freight Operators.
- Key Local Businesses.

- Local Environment/Transport Group.
- Chambers of Commerce.
- Local Community Representatives and Residents.
- DEFRA.
- Essex Local Authorities.

The Air Quality Action Planning Steering Group will oversee the implementation of the strategy and report back as necessary.

6.7 Equalities and Diversity Implications

To be completed once consultation results are reviewed.

6.8 Risk Assessment

At high concentrations nitrogen dioxide (NO₂) and particulate pollution cause a range of health effects. Delay in the adoption and implementation of the strategy is a risk to the health of residents particularly within the Air Quality Management Area declared in 2016.

Failure to meet or strive towards the air quality objectives is a breach of European Union and UK law respectively. Fines may be imposed by the EU on the UK. DEFRA have issued a policy statement with respect to Part 2 of the Localism Act 2011 indicating that if fines were to be imposed by the EU and the local authority was responsible for permitting the breach, the authority could be required to pay the full cost.

6.9 Value for Money

A successful joint application by Southend, Essex CC, Rochford, Colchester and Chelmsford LAs for Clean Bus Technology funding (£1.1m) was confirmed in January 2018.

The new measures contained within the Strategy will be fully costed in line with financial requirements.

6.10 Community Safety Implications

No implications.

6.11 Environmental Impact

Air pollutants from transport include nitrogen oxides, carbon monoxide, hydrocarbons and particulates, all of which have a potentially damaging impact on the health of flora and fauna.

7. Background Papers

2018 Air Quality Annual Status Report for Southend-on-Sea Borough Council
DEFRA Policy Guidance (PG) 16 April 2016

8. Appendices

1. Air Quality Action Plan for AQMA No. 1
2. Cabinet Report No 18/029
3. Low Emission Strategy



Southend-on-Sea Borough Council Air Quality Action Plan

In fulfilment of Part IV of the
Environment Act 1995
Local Air Quality Management

November (2017)

Local Authority Officer	William Pegram
Department	Regulatory Services
Address	Civic Centre, Victoria Avenue, Southend-on-Sea, Essex SS2 6ER
Telephone	Telephone 01702 215000
E-mail	billpegam@southend.gov.uk
Report Reference number	AQAP1
Date	November 2017

Foreword by Portfolio Holder

“Everyone has the right to breathe clean air and public interest in air quality has been at an all-time high.

The most immediate air quality challenge is tackling the problem of nitrogen dioxide (NO₂) around our roads – the only statutory air quality obligation the UK is currently failing to meet.

Southend-On-Sea Borough Council provides a high quality environment for residents, visitors and businesses and generally enjoys good air quality. There are, however, traffic hot-spots giving rise to unacceptable levels of air quality, and this has become a serious public health concern for many Cities and large Towns throughout the UK.

Given that the primary source of the pollutants is vehicle emissions, finding solutions is a challenge for us all to rise to. There are enterprising plans for investment to build and regenerate but this vision needs to be matched with improvements to air quality.

We fundamentally believe that the needs of the local community are at the heart of what we do at the Council. It is our objective to work together with communities to solve problems locally and participate in decisions that affect them and as a result build stronger more resilient communities.

An improvement to air quality requires an integrated and collaborative approach on the part of both internal and external stakeholders including the Community.

In developing this action plan, partnership working will be a key prerequisite. We will need to take an innovative and creative approach. The plan has been structured to incorporate both Borough wide actions and more specific actions aimed at local traffic hot-spots.

Together we shall work towards making the Borough “A Better Place to Live”, to work in and to visit.

On behalf the Council we would like to thank everyone who has been involved in the development of this Air Quality Action Plan which will identify local priorities, deliver improved outcomes and make a real difference to the lives of local people.”

Signed Mark Francis Portfolio Holder

Executive Summary

This Air Quality Action Plan (AQAP) has been produced as part of our statutory duties required by the Local Air Quality Management framework. It outlines the action we will take to improve air quality in the Borough between 2018 and 2021.

This is the Borough Council's first air quality action plan and has been triggered primarily to address the air quality concerns associated with the Air Quality Management Area (AQMA) declared along a stretch of the A217, Prince Avenue, Southend in November 2016. The AQMA is our first priority. The secondary purpose of the action plan is to address air quality across the whole Borough.

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

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

We have developed actions that can be considered under the following priority work areas:

- Southend Intelligence Hub - SMART City Journey and Digital Strategy
- Strategic Planning and Transport Policy
- Public Health and Raising Awareness
- Land Use Planning and Development Control

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

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

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

- Sustainable Innovation
- Low Emission Air Quality Strategy (LEAQS)
- Community Engagement

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

The emphasis of the plan is to firstly, develop measures that will provide the necessary emissions reductions to achieve the air quality objectives within specified timescales, and, secondly, to act as a live document which can be continually reviewed and developed to ensure current measures are progressing and new measures are brought forward.

Responsibilities and Commitment

This AQAP was prepared by the Regulatory Services section of the Borough Council with the support and agreement mainly of the following departments:

- Public Health
- Strategic Planning and Transport Policy
- ICT
- Energy and Sustainability
- Land Use Planning and Development Control

It has been approved by the Cabinet and Full Council and will be subject to an annual review. Progress each year will be reported in the Annual Status Reports (ASRs) produced by the Borough Council as part of our statutory Local Air Quality Management duties.

If you have any comments on this AQAP please send them to Bill Pegram at Southend-on-Sea Borough Council, Civic Centre, Victoria Avenue, Southend SS2 6ER Email: BillPegram@southend.gov.uk

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1. Introduction

This report outlines the actions that Southend-on-Sea Borough Council will deliver between 2018 and 2021 in order to reduce concentrations of air pollutants and exposure to air pollution; thereby positively impacting on the health and quality of life of residents and visitors to the Borough.

It has been developed in recognition of the legal requirement on the local authority to work towards Air Quality Strategy (AQS) objectives under Part IV of the Environment Act 1995 and relevant regulations made under that part and to meet the requirements of the Local Air Quality Management (LAQM) statutory process.

The Plan will be reviewed periodically and progress on measures set out will be reported on annually within the Council's air quality Annual Status Report (ASR) submitted to DEFRA.

Taking action to improve air quality is crucial in order to improve the health of the population. There is growing evidence that air pollution is a significant contributor to preventable ill health and early death. These health impacts impose a cost on the economy estimated to run into billions.

The most immediate air quality challenge is tackling the problem of nitrogen dioxide (NO₂) concentrations around roads – the only statutory air quality obligation the UK is currently failing to meet.

This document has been produced by Southend-on-Sea Borough Council and constitutes our first Air Quality Action Plan (AQAP). It has been triggered primarily to address the air quality concerns associated with the Air Quality Management Area (AQMA) declared along a stretch of the A127, Prince Avenue, Southend in November 2016. Its secondary purpose is to address air quality issues by a wider, cross Borough approach with so-called “soft” indirect actions.

It is a statutory duty for the Council to develop an AQAP following the declaration of an AQMA in response to an identified breach of the annual mean air quality objective for nitrogen dioxide.

The vision of the Council is to **“Create a Better Southend”** supported by the five corporate aims of a “Clean, Safe, Healthy and Prosperous Southend, led by an

excellent Council". This vision will be reflected in and provide a clear focus for the actions outlined in this document.

1.1 Legislative Background

Air quality limit values for the protection of human health have been set by two EU Air Quality Directives 2008/50/EC and 2004/107/EC. These were transposed into UK Law via the Air Quality Standards Regulations 2010.

Action is then driven by the UK's Air Quality Strategy which sets out equivalent Air Quality Objectives (AQOs).

Part IV of the Environment Act 1995 places a statutory duty on all local authorities in the UK to periodically review and assess air quality within their areas. This is to determine the likelihood of complying with prevailing health based air quality objectives for a number of pollutants. The UK Air Quality Strategy, Policy and Technical Guidance provide the over-arching themes for local air quality management in the UK.

Local Authorities that identify a breach of any of the air quality objectives in their area are required to formally declare an Air Quality Management Area. Once declared the authority has a duty under Section 84 (2) of the Act to produce an Air Quality Action Plan (AQAP).

Local Authorities are not legally obliged to meet the air quality objectives but they must be able to demonstrate that they are working towards the objectives.

In order to effectively discharge duties under the Local Air Quality Management regime the Council is required to report on air quality throughout the Borough. This function is undertaken by Regulatory Services.

Regulatory Services will continue to ensure that ambient air quality is monitored after the implementation of this AQAP. The team will report regularly on progress, both through the local air quality management reporting schedule to DEFRA and via the Council's Corporate Priority Actions Protocol: Action 1718 PLACE PPC03.

1.2 The Action Planning Process

Action planning is an essential part of the local air quality management process, providing a practical opportunity for improving air quality in areas where review and assessment has shown that national measures will be insufficient to meet one or more the air quality objectives. A suitable air quality action plan should include the following:

1. Quantification of the source contributions to the pollution burden for example by vehicle categories. This allows action plan measures to be targeted more effectively.
2. Evidence that available options have been considered on the grounds of cost, feasibility and potential scale of impact.
3. Quantification of expected improvement in air quality.
4. Confirmation of how the Council will discharge its powers and also work in partnership with other stakeholders in pursuit of the relevant air quality objective.
5. Clear timescales within which the authority and other stakeholders propose to implement the various measures contained in the plan.
6. Quantification of the expected impacts of the proposed measures, and where possible, an indication as to whether these will be sufficient to demonstrate compliance with the objective/s.
7. Identification of how the Council intends to monitor and evaluate the effectiveness of the plan.
8. Prompt the formation of a Steering Group to enable and drive forward all of the above.

The emphasis of AQAPs should be to firstly, develop measures that will provide the necessary emissions reductions to achieve the air quality objectives within specified timescales, and, secondly, to act as a live document which can be

reviewed periodically (at least once a year) and developed to ensure current measures are progressing and new measures are brought forward.

This AQAP has been written to incorporate the following priority work areas:

1. Southend Intelligence Hub – SMART City Journey and Digital Strategy
2. Strategic Planning and Transport Policy
3. Public Health and Raising Awareness
4. Land Use Planning and Development Control
5. Sustainable Innovation
6. Low Emission Air Quality Strategy (LEAQS)
7. Community Engagement

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

The main source of air pollution in the Borough is road traffic emissions from major roads, notably the A13, A127 and A1159. Other pollution sources including commercial, industrial and domestic sources also make a contribution to background pollutant concentrations. Exceedances of the annual mean air quality objective for nitrogen dioxide continue to be observed at three semi-permanent sites in or close to the existing AQMA boundary. One temporary site (of eight) associated with a major improvement scheme at A127 Kent Elms junction also shows an exceedance.

Neighbouring Rochford District Council is home to London Southend Airport which is close to the administrative boundary with Southend. The Council monitors air quality at roadside locations nearby. Airside operations are expected to only make an imperceptible contribution to background pollutant concentrations.

In November 2016 Southend-on-Sea Borough Council declared its first Air Quality Management Areas (AQMA) centred at the junction between Prince Avenue, Hobblythick Lane and Rochford Road (also known as “The Bell Junction”). Here exceedances of the annual mean Air Quality Objectives for nitrogen dioxide were confirmed by a Detailed Assessment completed in July 2016.

The Council has 25 semi-permanent and 8 temporary passive diffusion tube sites at which air quality is measured to ensure that we remain informed of air quality especially at locations where traffic volumes are high, and that if exceedances are recorded, then appropriate measures can be swiftly implemented.

As a Unitary Authority, the Council is responsible for highways, transportation and strategic planning. As a single tier authority, the relevant departments of Environmental Health, Public Health, Strategic Transport Policy, Planning and Sustainability are able to work effectively together to keep air quality a high priority, supported by the same Local Plan and Local Transport Plan objectives

For more information please refer to the latest Air Quality Annual Status Report (ASR) 2018.

3. The Council's Air Quality Corporate Priorities

3.1 Southend Intelligence Hub – SMART CITY Journey

The connection of the Council's 31 Urban Traffic Control sites to the newly deployed pan borough full fibre network presents the opportunity to monitor a raft of traffic and environmental characteristics simultaneously in real time. The intention is to relay data captured this way back to the Council's Intelligence Hub and host it for analytical purposes within the CISCO City Connected Digital Platform. The provision of the Intelligence Hub and the ability to cross reference data captured in this way is key to Southend's SMART CITY ambitions. As step one, the Intelligence Hub will see the co-location of three core 24/7 services: public space CCTV, traffic management and tele-care. See section 5.1 Southend Intelligence Hub on page 26.

3.2 Public Health Context

Air pollution affects mortality from cardiovascular and respiratory conditions, including lung cancer. In its report on 'The Mortality Effects of Long-Term Exposure to Particulate Air Pollution in the United Kingdom', published in 2010, the Committee on the Medical Effects of Air Pollutants (COMEAP) estimated the mortality burden of existing levels of air pollution on the population of the UK as being equivalent to 29,000 deaths and an associated loss to the population of 340,000 life-years. Local authorities, working together with the public, can implement measures to reduce exposure to air pollution as well as reducing polluting emissions through, for instance, active travel plans.

See section 5.3 Public Health and Raising Awareness on page 38.

3.3 Transport Planning and Policy Context

The Council is now working to LTP3 with a current implementation plan covering 2015-2021 reflecting the Governments spending plan.

Local Transport Plans steer the implementation of national transport policies at the local level. As a strategic document the LTP does not contain details of

schemes, but sets out a long term transport strategy, a shorter term implementation plan and a number of supporting strategies.

Transport needs to be linked with wider economic, social and environmental objectives. The LTP3 has therefore been developed within the context provided by a range of policy documents, including the Southend Core Strategy.

The long term transport strategy vision is linked to the Council's long term vision of:

“Creating a better Southend” which is supported by five aims resulting in a Clean, Safe, Healthy and Prosperous Southend Led by an Excellent Council.”

See section 5.2 Strategic Planning and Transport Policy on page 31.

3.4 Land Use Planning Context

A key priority for the Borough Council is to integrate air quality considerations with other policy areas such as Land Use Planning and Development Control. Many developments have the potential to increase the pollution burden and it is appropriate that these developments are required to mitigate or offset this in order to help to achieve an overall reduction in local air pollution. It is therefore essential to identify how we can bring air quality considerations into the planning process at the earliest possible stage. It is no longer satisfactory to simply demonstrate that a development is no worse than the existing or previous land use on a particular site.

See Land Use Planning and Development Control section on page 41.

3.5 Source Apportionment of Traffic Emissions in AQMA and Agglomeration Zone

Source apportionment is the process of identifying the contribution each individual source of a pollutant such as nitrogen dioxide makes to the overall level. These consist of background sources and locally generated sources.

The AQAP measures presented in this report are intended to be targeted towards the predominant sources of emissions within the Borough which is traffic.

We have assessed the contribution each category of vehicle type makes to the overall pollution burden.

A source apportionment exercise was carried out by external consultants on the Council's behalf in 2016 during completion of the Detailed Assessment. Annual Average Daily Traffic (AADT) flows and queuing data were provided by SBC after traffic counts were carried out across the Borough. Through the use of ADMS-Roads modelling, concentrations at relevant receptors at The Bell junction and Cuckoo Corner were predicted. This identified that the maximum concentration in this area was estimated at Prince Avenue on the approach to Cuckoo Corner. Source contributions to NO_x concentrations at this receptor were calculated, including regional and local background concentrations and concentrations as a result of traffic sources. Figure 1 shows the percentage contributions to NO₂ concentrations.

Figure 1. Source Apportionment of NO₂ Concentrations on Prince Avenue, including petrol and diesel contribution

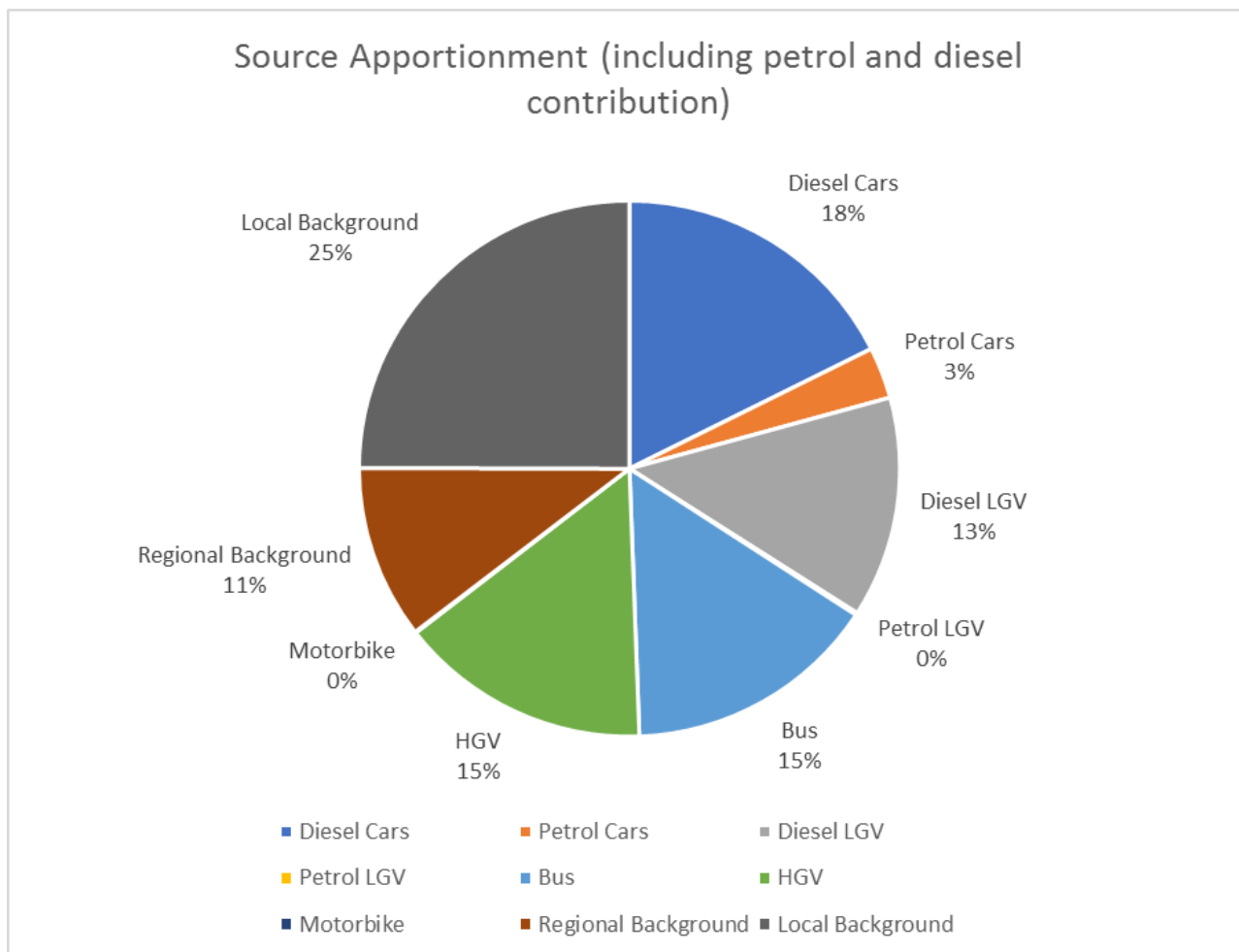


Figure 1 shows that the highest proportion of NO₂ emissions can be attributed to cars (21%), with buses, HGVs and LGVs contributing roughly the same proportion each. Therefore, there is no standout source contribution so measures will be focussed on reducing vehicle emissions as a whole.

Further refinement of the source apportionment calculation showed that diesel vehicles were responsible for a much higher proportion of NO₂ emissions than petrol vehicles.

3.6 Estimated Background Concentrations

DEFRA has made estimates of background pollution concentrations on a 1km² grid for the UK for seven of the main pollutants including NO₂, PM₁₀ and PM_{2.5}. Base year data was for 2011 and projections are made for years 2011 to 2013. Table 1 shows the estimated background values of the pollutants for the year 2015.

Table 1. DEFRA Mapped Background Annual Mean Pollutant Concentrations (µg/m³).

Grid Square Centre Coordinates 586500, 187500	2015
Nitrogen Dioxide, NO ₂	21.6
Nitrogen Oxides, NO _x	32.2
Particulate Matter PM ₁₀	17.6
Particulate Matter PM _{2.5}	2.3

The background source component comprises emissions from the following sectors:

- Domestic (including heating and cooking)
- Commercial and Industrial (heating)
- Other transport sources such as railways, airports and shipping
- Small Industrial processes such as those regulated under the environmental permitting regime
- Minor roads.

3.7 Southend Urban Area Agglomeration Zone - Source Apportionment

The Southend Urban Area Agglomeration Zone is made up of Southend-on-Sea Borough Council, Rochford District Council and Castle Point Borough Council. It is one of 28 national zones each with its own DEFRA action plan setting out national, regional and local actions. Locations of EU non-compliance are along the A127.

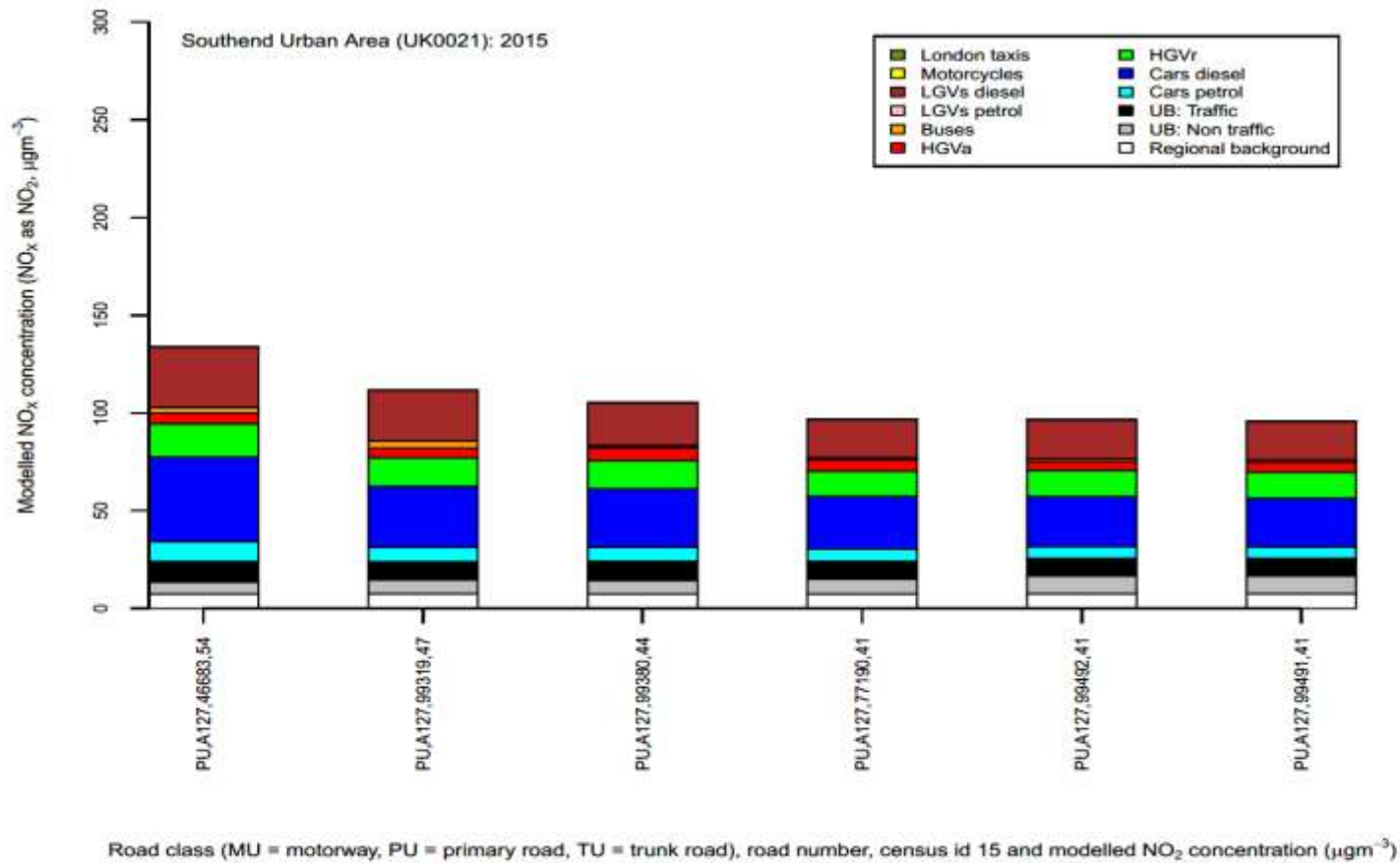
Local road traffic was the dominant source of NO_x for the reference year of 2015. The largest contribution was from diesel cars and diesel LGVs contributing approximately 32% and 23% respectively to the road link with the highest concentrations. Cars, LGVs, rigid HGVs and articulated HGVs were important sources on the primary roads with the highest concentrations. For all road links concentrations of NO_x from diesel cars were approximately four times greater than NO_x emissions from petrol cars. NO_x concentrations from petrol LGVs are a small component of total NO_x concentrations and less than 2% of total NO_x from LGVs. See Figure 2 below.

Data from both source apportionment analyses confirm that diesel vehicles are the main contributor of NO_x on our roads.

3.8 Agglomeration Zone Status

The assessment undertaken for the Southend Urban Area Agglomeration Zone indicates that the annual limit value was exceeded in 2015 but is likely to be achieved before 2020 through the introduction of national and local measures included in the baseline.

Figure 2. Annual mean roadside NO_x source apportionment for all roads exceeding the annual mean NO₂ limit value in 2015 in Southend Agglomeration Zone



3.9 Required Reduction in Emissions

Figure 3 below shows the AQMA boundary. The air quality objective (AQO) being exceeded at this location is the annual mean for nitrogen dioxide (NO₂) which is 40µg/m³.

Real time automatic monitoring as part of the Detailed Assessment undertaken in 2016 confirms an (annualised) annual mean of 44µg/m³. In order to calculate the required reduction in emissions, a road NO_x concentration of 67.5µg/m³ has been calculated using the NO_x to NO₂ calculator in line with Box 7.6 in LAQM.TG(16). The road NO_x concentration required to meet the 40 µg/m³ AQO is 57.6 µg/m³. Therefore, a reduction of 9.9 µg/m³ of road NO_x is required to meet the AQO at this location. This equates to a 15% reduction.

However, as part of the Bell Junction AQMA Strategic Highway Improvement impact assessment, further analysis of the required reductions in traffic emissions from the different vehicle categories will be undertaken. Parameters such as average speed and queue length will also be assessed in order to provide a basis for future monitoring of the effectiveness of the preferred option.

There are c125 residential units included in the AQMA boundary. Based on the Office for National Statistics there were on average 2.4 people per household in the UK in 2015. Therefore it is estimated that there are c300 people living within the AQMA boundary.

This was calculated in line with Technical Guidance LAQM.TG16 Chapter 7.

Figure 3. The A127 Bell Junction AQMA: Boundary in Green; Properties Affected in Yellow



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3.10 Immediate Key Priorities

Source apportionment has identified the following contributions to the overall NO₂ pollution burden in the AQMA:

Vehicle Type	Percentage Contribution
Diesel Cars	18
LGVs Diesel	13
Buses and Coaches	15
Artic and Rigid HGVs Diesel	15

Emissions from these vehicle categories will be the main focus for priorities 1 and 3 below.

- Priority 1 - Assess the air quality impact of the preferred option (of three) for the Bell Junction AQMA, A127 Strategic Highway Improvement.
- Priority 2 - Assess the air quality impact of the Kent Elms A127 Strategic Highway Improvement at this location, as well as the Bell Junction AQMA further east.
- Priority 3 - Development of a Low Emission Air Quality Strategy (LEAQS) which will attempt to target diesel cars (18%), diesel LGVs(13%) and buses (15%), all of which contribute significantly to the overall NO₂ pollution burden in the AQMA and on our roads generally.
- Priority 4 – Southend Intelligence Hub – SMART CITY Journey.

4. Development and Implementation of AQAP

4.1 Consultation and Stakeholder Engagement

Stakeholder consultation is a fundamental aspect of Local Air Quality Management, and a legal requirement under Schedule 11 (s90) of the Environment Act 1995.

The consultation process should be collaborative based and provide the way to better prepare and develop the action plan. It provides participants and, importantly, the public, with the information they need to contribute in a meaningful and constructive way.

The public health effects of poor air quality are well documented and DEFRA expect the highest level of support across the local authority (e.g. Chief Executive and Council level) to ensure all parts of the local authority are working effectively together.

Internal Stakeholders Consulted:

- Strategic Transport Policy
- Public Health
- Planning and Development Control
- Energy and Sustainability
- Procurement
- Economic Development
- Elected Members

External Stakeholders Consulted:

- Transport Companies
- Key Freight Operators
- Key Local Businesses
- Local Environment/Transport Group
- Chambers of Commerce
- Local Community Representatives and Residents especially in the vicinity of the AQMA.

- DEFRA
- Essex LAs

In developing this AQAP, we have worked with other local authorities, agencies, businesses and the local community to improve local air quality. Schedule 11 of the Environment Act 1995 requires local authorities to consult the bodies listed in Table 0.1. In addition, we have undertaken the following stakeholder engagement:

- Via the Council’s website
- Letters distributed directly to households along the AQMA

The response to our consultation stakeholder engagement is given in Appendix A.

Table 0.1 – Consultation Undertaken

Yes/No	Consultee
Yes	the Secretary of State
Yes	the Environment Agency
Yes	the highways authority
Yes	all neighbouring local authorities
Yes	other public authorities as appropriate, such as Public Health officials
Yes	bodies representing local business interests and other organisations as appropriate

4.2 Steering Group

The Steering Group members will be from SBC, chaired by the Director of Public Health and include a Transport Planning Policy Engineer, Air Quality Specialist and a relevant Portfolio Holder. The group will attend quarterly meetings in order to drive forward existing actions and to identify new initiatives as appropriate. As a priority, the steering group will collate and review the responses from internal and external stakeholders to establish suitable action moving forward. Progress will be reported via the Council's Annual Status Reports submitted to DEFRA, the Council's website and internal management team meetings.

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5. Action Plan Measures

The following tables describe the Borough Council's AQAP measures. Details include:

- a list of the actions that form part of the plan
- the responsible organisations who will deliver this action
- Indication of cost of implementing each action: **Low (<£25K), Medium (£25-£100K) or High (>£100K)**. Indication of expected benefit in terms of pollutant emission and/or concentration reduction – **Low (imperceptible reduction), Medium (up to $2\mu\text{g}/\text{m}^3$ reduction in concentration) or High (greater than $2\mu\text{g}/\text{m}^3$ reduction in concentration)** – based on the LLAQM Borough Air Quality Action Matrix used by London Authorities⁴ and professional experience. Where possible, the percentage reduction modelled in the LAQM Matrix has been applied to the $50.9\mu\text{g}/\text{m}^3$ highest modelled concentration in the Detailed Assessment
- the timescale for implementation
- how progress will be monitored

Note, although the actions are listed in accordance with the work area priorities as described in the main text, the NO₂ source apportionment data shown in Section 3.5-3.7 above will be a key factor in determining specific actions targeted towards certain vehicle categories, especially in the AQMA. More details will be provided in our Low Emission Air Quality Strategy currently in development

Please see future Air Quality Annual Status Reports for updates on implementation of these measures.

5.1 Southend Intelligence Hub - SMART CITY Journey and Digital Strategy

The connection of the Council's 31 Urban Traffic Control sites to the newly deployed pan borough full fibre network presents the opportunity to monitor a raft of traffic and environmental characteristics simultaneously in real time. The intention is to relay data captured this way back to the Council's

⁴ https://www.london.gov.uk/sites/default/files/air_quality_action_matrix.pdf

Intelligence Hub and host it for analytical purposes within the CISCO City Connected Digital Platform. The provision of the Intelligence Hub and the ability to cross reference data captured in this way is key to Southend's SMART CITY ambitions. As step one, the Intelligence Hub will see the co-location of three core 24/7 services: public space CCTV, traffic management and telecare.

Funding for the Intelligence Hub has been approved and subject to the final business case the Hub will be built in 2018/19.

The Hub will:

- Act as “eyes and ears” of the Borough, watching and monitoring activity.
- Act as the City Intelligence and Coordination Centre, responding in anticipation of incidents escalation.
- Enable the Council to generate income through the selling of services capable of being delivered through the SIH.

The SIH will see the upgrade and integration of systems and services provided within a modern environment on a 24/7 basis. It will also have the capability to facilitate an ambitious undertaking and could potentially co-locate key strategic and operational services from a range of partner organisations such as the NHS and Essex Police. It will in essence become a centralised operations suite for delivering borough-wide management via a wide range of partnership responses within Southend and neighbouring boroughs. In the initial formative period however, the focus will be on council services.

The overarching benefits could include:

1. The provision of a strategic and integrated approach to image capture, information dissemination and operational analysis of live incidents.
2. Intelligence-led responses to incidents including major emergencies
3. Delivery of enhanced traffic management on a borough wide basis.
4. Delivery of enhanced environmental monitoring (*including a pilot study of 10 remote air quality sensors*) and ultimately management solutions.
5. Activation of the community to have a healthier life style.
6. More effective and efficient use of available resources.

Whilst the Southend Intelligence Hub will not lead directly to improvements in air quality, it may be used to give a clearer picture of air quality across

Southend as a whole to more accurately target improvement measures. Also, it may be used to monitor the impact of AQAP measures implemented.

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Table 5.1 Southend Intelligence Hub-SMART City Journey Action Summary

No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Measurable By	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
1	Intelligence Hub-SMART City	Transport Planning and Infrastructure	Other	ICT, Strategic Transport Policy(SBC)	Aug 2017	Commence Jan 2018		N/A	On-going	Dec 2019	Major IT Infrastructure Up-grade for Southend
156 1.a	Pilot the CISCO City Connected Digital Platform (CDP) pulling together data sets in respect of traffic and environment. Understanding the relationship and automating predictive and preventative strategies	Transport Planning and Infrastructure	Other	ICT, Strategic Transport Policy(SBC)	"	2017	The identification of predictive and preventative strategies	"	"	Dec 2107	Cost Low Potential AQ Impact Medium to High through identification of possible strategies for further improvement

No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Measurable By	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
1.b	Provide a business case for the Creation of a Southend Intelligence Hub - SMART CITY	"	"	"	"		Completion	"	"		Cost Low Potential AQ Impact Low
1.c	Build the Intelligence Hub in Southend	"	"	"	"	2018/19	Hub in place, properly staffed and operational	"	"	Dec 2019	Cost High Potential AQ Impact Medium to High Single 24/7 solution for the Borough
1.d	Installation of 10 air quality sensors for UTMCI suitability (Pilot)	"	"	"	Completed 2017	Jan 2018	Pilot Completion and review of data collected	"	"	Jan 2019	Pilot study to test reliability, suitability for UTMCI May be used to monitor progress of other identified AQAP measures

5.2 Strategic Planning and Transport Policy

5.2.1 Local Planning Framework

The Southend Core Strategy (2007) Policy KP2: Development Principles, seeks to ensure that all new development, including transport infrastructure, contributes to economic, social, physical and environmental regeneration in a sustainable way, including reducing the need to travel (KP2.3.c), facilitating the use of travel modes other than the private car (KP2.3.e); respect, conserve and enhance and where necessary adequately mitigate effects on the natural environment, including the Borough's biodiversity and green space resources (KP2.4); promote improved and sustainable modes of travel (KP2.8); including appropriate measure in design, layout, operation and materials to achieve, avoidance or appropriate mitigation of actual and potential pollution impacts of development (KP2.11.c), enhancement to the ecological and amenity value of the environment where appropriate (KP2.11.e).

Policy KP3: Implementation and Resources, sets out that the Council will enter into planning obligations to ensure the provision of infrastructure and transportation measures, including improvements to cycling, walking and passenger transport facilities and services (KP3.2.b) and open spaces and green grid enhancements (KP3.2.f), and to require all development to have regard to, and where appropriate contribute to the delivery of, the Southend Local Transport Plan (KP3.4).

Policy CP3: Transport and Accessibility, makes provision for improvements to transport infrastructure and services, in partnership, to secure a step change in provision to achieve a modern integrated transport system, necessary to unlock key development sites and secure sustainable regeneration and growth. This includes, Policy CP3.6, safeguarding and enhancing the environment of 'Environmental Rooms', as defined in the Local Transport Plan.

Policy CP4: The Environment and Urban Renaissance, requires development proposals to contribute to the creation of a high quality, sustainable urban environment, including creating safe, permeable and accessible development and spaces that encourage walking and cycling within 'Environmental Rooms' (CP4.6); creating and maintaining a 'Green Grid' of high quality, linked and publicly accessible open spaces across the town, contributing to the wider

green grid (CP4.10); and preventing, reducing or remedying all forms of pollution including soil, water, noise and other forms of airborne pollution (CP4.14).

The Development Management DPD (2015) in Policy DM15: Sustainable Transport Management, highlights the role sustainable transport in Southend plays in supporting economic growth, including reducing carbon emissions, **improving local air quality, improving health through better air quality** and making walking and cycling an attractive and viable alternative.

It references the Southend Local Transport Plan, and highlights the need to locate development in areas that are sustainable, or that it can be demonstrated can be made sustainable and accessible by non-car modes and which reduce the overall need to travel. Developments that generate significant amounts of movement, are required to provide a supporting Transport Statement or Transport Assessment.

Policy DM15 also encourages the provision of facilities for charging electric vehicles and other ultra-low emission vehicles wherever practical and feasible.

5.2.2 Local Transport Plan (LTP3)

The Council is now working to LTP3 covering the period 2011-2026 with a current implementation plan covering 2015-2021 reflecting the Governments spending plan.

Local Transport Plans steer the implementation of national transport policies at the local level. As a strategic document the LTP does not contain details of schemes, but sets out a long term transport strategy, a shorter term implementation plan and a number of supporting strategies.

Transport needs to be linked with wider economic, social and environmental objectives. The LTP3 has therefore been developed within the context provided by a range of policy documents, including the Southend Core Strategy.

The long term transport strategy vision is linked to the Council's long term vision of:

"Creating a better Southend" which is supported by five aims resulting in a "Clean, Safe, Healthy and Prosperous Southend Led by an Excellent Council."

The Southend LTP3 contains the following key themes:

1. A thriving and sustainable local economy in the Borough;
2. Minimise environmental impact and promote sustainability for a greener Borough;
3. A safer Borough, and;
4. Reduce inequalities in health and wellbeing and a more accessible Borough.

The document incorporates four Action Plans covering the full range of schemes to be delivered with a clear focus on ensuring that their purpose is understood, that they interrelate and contribute to delivering a “Better Southend”.

5.2.3 The A127 Bell AQMA Highway Improvement

Three different potential highway improvement schemes are currently being considered, including potential air quality impacts. The preferred option will be chosen via a formal consultation process during 2018.

5.2.4 The A127 Kent Elms Highway Improvement

The A127 Kent Elms Junction improvements provide maximum benefit with three lanes heading eastwards, and a right hand turn lane providing improved capacity through the junction. An additional lane is also provided heading westward again providing greater capacity through the junction.

Together with a new footbridge the scheme will help deliver an improved local environment and contribute positively towards sustainable transport objectives. See ASR 2017 for more detail.

The potential air quality impact of the Kent Elms junction as well as further east along the A127 at the Bell Junction AQMA will be monitored and modelled, the former as part of a Detailed Assessment commissioned in December 2018.

Note that an Air Quality Assessment of the proposed road improvement works at the Kent Elms junction was undertaken in 2016. Dispersion modelling of all three potential scenarios suggested a slight improvement in air quality for nitrogen dioxide and particles at all receptor locations. See reference 19.

Table 5.2 Summary of Strategic Planning and Transport Actions

No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Measurable By	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
2	"A Better Southend"										
LTPA	Better Sustainable Transport and Mobility Management	Transport Planning and Infrastructure, Traffic Management	Other	SBC	n/a	On-going	Completion of Projects KP2	n/a	LTP3	On-going	Cost M-H Potential AQ Impact not quantified but improvements expected Corporate Priority Action
LTPB	Better Networks and Traffic Management Schemes	Traffic Management	Other	SBC	n/a	On-going	Completion of Projects KP2	n/a	LTP3	On-going	Cost M-H Potential AQ Impact not quantified but improvements expected Corporate Priority Action
LTPC	Better Partnership, Engagement and Sponsorship to Support Greater Efficiencies in Funding and Delivery	Transport Planning and Infrastructure	Other	SBC	n/a	On-going	Completion of Projects KP2	n/a	LTP3	On-going	Cost M-H Potential AQ Impact not quantified but improvements expected Corporate Priority Action

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No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Measurable By	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
LTPD	Better Operation of Traffic Control, Information and Communication Systems including Intelligent Transport Systems and Urban Traffic Management Control (UTMC)	Traffic Management	UTC, congestion management, traffic reduction	SBC	Completed	On-going	Completion of Projects Internal KP2	n/a	LTP3	On-going	Corporate Priority Action Cost Medium Potential AQ Impact expected but not quantified
3	A127 AQMA Strategic Highway Improvement, The Bell Junction	Traffic Management, Transport Planning and Infrastructure	UTC, congestion management, traffic reduction	Strategic Transport and Planning Policy	On-going	tbc	Completion of Project, Modelling and monitoring of AQ and traffic	Medium – concentration determined by modelling study commissioned	Scoping phase	March 2021	Infrastructure/traffic management improvements in and adjacent to AQMA Cost High Potential AQ Impact Medium
4	A127 Kent Elms Strategic Highway Improvement	Traffic Management, Transport Planning and Infrastructure	UTC, congestion management, traffic reduction	SBC	2016	2018/19	Post project modelling and monitoring of AQ and traffic KP2	Medium – concentration will be determined by post project modelling	Road works 80% complete, awaiting footbridge	June 2018 tbc	Potential AQ Impact quantified by diffusion tube monitoring and traffic modelling in progress/ to be undertaken Cost High
5	Promote Workplace, School and Personalised Travel Plans	Traffic Management, Transport Planning and Infrastructure	Promoting Travel Alternatives	SBC	Completed	On-going	Monitoring adoption rate	Low	Promotion On-going	On-going	Cost L-M Potential AQ Impact Low

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No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Measurable By	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
6	Promotion of Cycling via "Sustainable Motion" Project, "Cycle Southend", "Ideas in Motion" Project and Bike Hire Scheme	Promoting Travel Alternatives	Promotion of Cycling	SBC	Completed	On-going	Uptake levels	Low	On-going	On-going	Cost Low Potential AQ Impact Low
7	Promote and Encourage walking via "Ideas in Motion"	Promoting Travel Alternatives	Promotion of Cycling	SBC	Completed	On-going	Uptake levels	Low	On-going	On-going	Cost Low Potential AQ Impact Low
8	Promote Train Travel via "Ideas in Motion"	Alternatives to Private Vehicle Use	Other	SBC	Completed	On-going	Uptake levels	Low	On-going		Cost Low Potential AQ Impact Low
9	Encourage and Facilitate Home Working	Promote Travel Alternatives	Encourage and Facilitate Home Working	SBC	Completed	On-going	Uptake levels	Low	On-going	On-going	Cost Low Potential AQ Impact L-M
10	Encourage development of Car Clubs via Section 106 Agreements and Motion Hub	Alternatives to Private Vehicle Use	Car Clubs	SBC	Completed	On-going	Uptake levels	Low	On-going		Cost Low Potential AQ Impact Low

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No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Measurable By	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
11	Promote uptake of Sustainable Transport such as Electric Vehicles and Installation of Electric Charging Points	Promoting Low Emission Transport	Procuring alternative re-fuelling infrastructures to promote low emission vehicles and EV charging points	SBC	Completed	On-going	Uptake levels	Low – LLAQM indicates a reduction in NO ₂ concentration of 0.4-0.6 µg/m ³	Promotional Events Completed, Two +charging points installed		Cost Low Potential AQ Impact
12	Provision of Electric cars for staff business and private use	Promoting Low Emission Transport	Procuring alternative re-fuelling infrastructures to promote low emission vehicles and EV charging poin	SBC	Completed	On-going	Uptake levels	Low - LLAQM indicates a reduction in NO ₂ concentration of 0.4-0.6 µg/m ³	Two cars currently available	On-going	Cost Potential AQ Impact
13	Undertake a Park and Ride pilot for town centre, in order to assess viability and up-take rate for potential future implementation	Alternatives to Private Vehicle Use	Bus based Park and Ride	SBC	Completed	Completed	Uptake level	Low	Pilot completed	Phase One October 2017; Future phases tbc	Cost Low Potential AQ Impact Low
14	Apply for National Productivity Investment Funding (NPIF) for Infrastructure Projects	Transport Planning and Infrastructure	Other	SBC	n/a	n/a	Securing funding and completion of projects	n/a	On-going	On-going	Cost Low Potential AQ Impact not quantified

5.3 Public Health and Raising Awareness

5.3.1 Public Health Outcomes Framework

The Public Health Outcomes Framework originally published in 2012 sets out the (national) desired outcomes for public health and how these will be measured. The framework concentrates on two high level outcomes that set the vision to be achieved across the public health system. These are:

- Increased healthy life expectancy
- Reduced differences in life expectancy and healthy life expectancy between communities.

The outcomes reflect a focus not only on how long people live but also on how well they live at all stages of life. The second outcome focuses attention on reducing health inequalities between people, communities and areas. Using a measure of both life expectancy and healthy life expectancy will enable the use of the most reliable information available to understand the nature of health inequalities both within and between areas.

A set of supporting public health indicators will help focus understanding of progress year by year nationally and locally on those things that matter most to public health.

The indicators, which cover the full spectrum of public health and what can be currently realistically measured, are grouped into four domains:

1. Improving the wider determinants of health
2. Health improvement
3. Health protection
4. Healthcare public health and preventing premature mortality?

The domain of health protection includes air pollution (specifically PM_{2.5}) as a public health indicator. ***For the Southend area the mortality burden estimate for the local population is that 6.1% of all mortality for age group 25+ years is attributable to anthropogenic PM_{2.5} exposure***⁴.

5.3.2 Vulnerable Groups

Ensure healthcare professionals aware of the UK Daily Air Quality Index, and that they understand the health effects of long-term exposure to air pollution, to raise awareness of poor outdoor air quality and advise high risk groups on how to minimise their exposure and its impact. For example:

- Avoid or reduce strenuous activity outside, especially in highly polluted locations, busy roads, and particularly if experiencing symptoms such as sore eyes, a cough or sore throat
- Use an asthma reliever more often, as necessary
- Close external doors and windows facing busy roads at times when traffic is heavy or congested, in order to avoid highly polluted air entering the property.

Table 5.3 Public Health and Raising Awareness Summary of Actions

No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Measurable By	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
15	Undertake a Health Impact Assessment in order to better understand the health impacts of air pollution locally	Policy Guidance (Public Health)	Other	SBC	2018	2018 tbc	Completion	n/a	In progress	2019 tbc	Cost Low Potential AQ Impact n/a Local Morbidity and Mortality Study
16	Ensure that the relevant chapters of the JSNA have up to date pollution data and information about the impact of air quality on health. This can then be considered as we refresh the relevant JSNA chapters going forward.	Policy Guidance (Public Health)	Other	SBC	2018	2018 tbc	Completion	n/a	In progress	2019 tbc	Cost Low Potential AQ Impact n/a

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No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Measurable By	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
17	Raising Awareness with regard to air pollution in general e.g. domestic biomass burners, health effects, travel choices, benefits of personal behavioural change via e.g. social media, SBC website, and health alerts	Promoting Travel Alternatives and Public Health Information	Other	SBC	2018	On-going	Up-dates	Low	Links to DEFRA advice in progress	On-going	Cost Low Potential AQ Impact Low
18	Raising awareness of High Risk and Vulnerable Groups via e.g. social media, SBC website, health alerts	Promoting Travel Alternatives and Public Health Information	Other	SBC	2018	On-going	Up-dates	Low	On-going	On-going	Cost Low Potential AQ Impact Low
19	Promote National Clean Air Day 2017	Promoting Travel Alternatives and Public Health Information	Other	SBC	Completed	Completed	Completion	n/a	n/a	Completed June 2017	Cost Low Potential AQ Impact n/a Learn from 2017 event and promote event for 2018

5.4 Land Use Planning and Development Control

A key principle for Southend-on-Sea Borough Council is to integrate air quality considerations with other policy areas such as Land Use Planning. Many developments have the potential to increase the pollution burden and it is appropriate that these developments are required to mitigate or offset this in order to help to achieve an overall reduction in local air pollution. It is therefore essential to identify how we can bring air quality considerations into the planning process at the earliest possible stage. It is no longer satisfactory to simply demonstrate that a development is no worse than the existing or previous land use on a particular site.

5.4.1 Southend Central Area Action Plan (SCAAP)

The Southend Central Area Action Plan (SCAAP), when adopted, will form part of the Southend-on-Sea Local Planning Framework.

The SCAAP reflects the vision, strategic objectives and spatial strategy of the Southend Core Strategy (2007). The Core Strategy is a strategic level document that provides the framework for subsequent DPDs, including the SCAAP. It establishes housing and job growth targets for the SCAAP area, over a plan period of 2001- 2021.

5.4.2 Air Quality Supplementary Planning Guidance

This document will be produced in order to provide consistency in the way potential developments are considered in relation to their potential impact on local air quality and the need to provide an appropriate air quality assessment. Where developments take place in or adjacent to an AQMA mitigation measures must be considered as standard practice, particularly in cases where the development is new and does not simply replace an existing use. This is especially important where the development has provision for a large number of parking spaces significantly increasing the number of vehicle trips, and/or heating plant.

Guidance for dust management on construction sites and medium combustion plant (MCP) will be incorporated.

In some cases it may be necessary to recommend refusal when a development is so contrary to the objectives of the Air Quality Action Plan and Low Emission Air Quality Strategy.

This approach should potentially bring health benefits across the Borough, not just those living in the immediate area i.e. hot spots where the objectives are being exceeded. This is particularly important for nitrogen dioxide and small particulates as these pollutants have a significant potential impact on health. In order to reduce overall exposure, background pollution levels will need to be reduced, so it is essential that every development with the potential to increase the pollution burden must require mitigation or offsetting to help achieve an overall improvement in our local air quality.

5.4.3 Community Infrastructure Levy Bid (CIL) and Section 106 Agreements

The Council seeks to work constructively, in partnership with developers to foster a “thriving and sustainable local economy and to safeguard public health.”

The Community Infrastructure Levy and Section 106 Agreements provide a mechanism for achieving these outcomes. Funding is sought in respect of air quality action planning to assist with improving air quality within existing AQMAS and to prevent other hot-spots with elevated levels of pollution deteriorating into future AQMAS.

5.4.4 Green Infrastructure

Promoting Green Infrastructure has an important role to play in improving local air quality, helping communities offset their carbon impact, and reduce risk of surface water flooding. In urban areas trees, vegetation and green space can help to reduce pollutants and improve air quality by absorbing gaseous pollutants, lowering ambient temperatures, preventing pollutant concentration, and by producing oxygen during plant photosynthesis. In addition to using green infrastructure to mitigate the effects of poor air quality, opportunities exist at the community area scale to adapt our transport behaviours/adopt modal shift and utilise walking and cycling networks or consider travel around the town via public transport

5.4.5 Green Infrastructure Funding Bids

Increasing the volume of Green Infrastructure (GI) has many potential benefits such as surface water management, urban cooling (reducing heat from buildings), shading, increased biodiversity, aesthetics, water pollution removal and improvements in air quality.

Funding is being sought for the following three GI projects:

- Chalkwell Avenue
- Victoria Circus and
- Phase-one of “Better Queensway” - a £350 million regeneration scheme in Southend-on-Sea.

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Table 5.4 Land Use Planning and Development Control Summary of Actions

No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Measurable By	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
20	Produce and apply Air Quality Supplementary Planning Guidance for Developers including advice on Medium Combustion Plant (MCP)	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	SBC	2018	2018	Adoption and use	Low	None	Dec 2018	Cost Low Potential AQ Impact Low Document to be drafted and adopted
21	To secure funding for Air Quality Action Planning including monitoring and support for initiatives aimed at reducing air pollution directly or indirectly via S106 Agreements and the Community Infrastructure Levy	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	SBC	n/a	n/a	Level of funding secured	Low	On-going	On-going	Cost Low Potential AQ Impact L-M
22	Promote Green Infrastructure Initiatives	Policy Guidance and Development Control	Other	SBC	n/a	n/a	Completion of individual initiatives	Low	See Annual Status Reports	On-going	Cost Low Potential AQ Impact Low

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No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Measurable By	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
23	Apply for Green Infrastructure Funding Bids to help towards establishing Southend as a NATURE SMART CITY	Policy Guidance and Development Control	Other	SBC	n/a	n/a	Level of funding secured	Low	On-going	On-going	Cost Low Potential AQ Impact Low

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5.5 Sustainable Innovation

5.5.1 Urban Innovation Action

We are keen to involve all parts of the travel and transport sector and community in order to help tackle common issues around Urban Mobility in the Borough and deliver solutions and concepts as part of Urban Innovation Action (UIA) European Regional Development Fund (ERDF) funding bid. Emphasis throughout the bid is on innovation and how that can help find solutions to the challenges we currently face in the Borough. The key UIA work packages are:

1. Alternative Route Planning
2. Air Quality Management
3. Instrumenting Cities to collect and improve access to better data
4. Car Clubs and Autonomous Vehicles

The project could provide a “Borough Wide Mobility Hub” involving all parties where a resident or visitor can view, plan and book all parts of their journey and visit to, from and through Southend. A comprehensive service would include air, rail and road transport, car clubs, electric cars, car sharing, bicycle hire, buses, taxis and parking spaces together with extensive advice and notice provision extending through airlines, rail companies and the road network. Solutions to parking and reduction of congestion together with processes to reduce traffic in Air Quality Management Areas/hot-spots are expected to be included using open data i.e. real time public transport, delays, congestion, road works, incidents, events and tracking data, air quality, real time sensors and CCTV.

5.5.2 Low Carbon Energy and Sustainability Strategy

Our current Low Carbon Energy and Sustainability Strategy (2015-2020) focuses on a number of areas, one of which is “To Encourage Sustainable Travel and Transport”.

Our vision is “To reduce carbon emissions, congestion and air pollution associated with transport throughout the Borough.

We want to re-think the way we travel. Facilitating the use of electric vehicles is part of the solution, as is developing an integrated public transport system that makes it an easy choice to use the train, bus, walk or cycle for all the members of our community.”

5.5.3 Ideas in Motion - Promoting Active Travel

In 2017 the Borough Council led a funding bid with Essex County Council and Thurrock Council that secured over £3 million, building on the success of the award-winning Ideas in Motion project that promotes more sustainable and active modes of transport.

A new project called “South Essex Active Travel” will see jobseekers, young people, students and volunteers offered targeted travel advice and sustainable transport incentives to better connect them with jobs and education and training opportunities up to the year 2020.

South Essex Active Travel presents a fantastic opportunity to develop the three partner organisation’s work in using sustainable transport as a tool to accessing learning, jobs and skills. Essentially the project will deliver some excellent added value based around improving air quality, reducing carbon emissions and alleviating traffic congestion.

5.5.4 Local Energy Advice Programme

In 2017 the Borough Council launched the Local Energy Advice Programme (LEAP), an energy efficiency scheme funded by the Government's Energy Company Obligation (ECO) to help fund carbon reduction and energy efficiency measures geared towards tackling fuel poverty. We are one of just 25 local authorities in England benefitting from this exciting opportunity for local residents.

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Table 5.5 Sustainable Innovation Summary of Actions

No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Measurable By	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
24	Urban innovation Action (UIA) Funding Bids via European Regional Development Fund for "Innovative" Air Quality Initiatives	Policy Guidance	Other	SBC	Jan- Mar 2108	tbc	Success of funding application	n/a	2017 funding bid was unsuccessful	2018 bid to be completed by March 2018	Cost Low Potential AQ Impact not quantified
25	Low Carbon Energy and Sustainability Strategy 2015-2020	Promoting Low Emission, Sustainable Transport and Travel Alternatives	Other	SBC	Completed	2015-2020	Completion of projects	n/a	On-going	On-going	Cost Low Potential AQ Impact Low
26	"Ideas in Motion-South Essex Active Travel" Project (£3m funded)	Promoting Low Emission, Sustainable Transport and Travel Alternatives	Other	SBC, Essex County Council, Thurrock Council	2017/18	2017-2020	Completion of projects	Low	On-going	On-going	Cost Low in SBC context Potential AQ Impact Low £3m funding secured in 2017
27	Low Energy Advice Program (LEAP) Implementation	Promoting Low Emission Plant and Transport	Other	SBC	2017	2018-2019	Uptake level	Low	On-going	On-going	Cost Low Potential AQ Impact Low

5.6 Low Emission Air Quality Strategy

5.6.1 The Production and Implementation of a LEAQS

The purpose of the strategy is to reduce emissions from local traffic. The main pollutants of concern are nitrogen dioxide (NO₂) and particulate matter (PM). Particles cause the greatest harm to people's health, but evidence of the effects of nitrogen dioxide is growing too. Global pollutants such as carbon dioxide and other greenhouse gases are also a concern.

The strategy describes the steps the Council and partners will take to reduce the impact of transport emissions and support sustainable development. To do this we will work with all groups who travel or generate traffic in our area.

The Council will evaluate the success of and use the lessons learned during the period 2018 – 2020 to further develop the strategy for 2020 onwards.

Its production and implementation will be a key component of the Air Quality Action Plan 2017 and the following themes, amongst others, will be considered:

- Retro-fitting of fleet via a joint application for Clean Bus Technology Fund 2017-18
- Promotion of Low Emission (LEV) and Ultra Low Emission Vehicles (ULEVs)
- Electric Vehicles and charging points
- Sustainable Procurement
- Promotion of Modal Shift
- Reducing emissions from Taxis
- Commercial Vehicles, Freight Consolidation Centres
- Preferential parking tariffs for cleaner vehicles
- Promoting and raising awareness of the benefits of “No Idling Zones”
- Planning Policy
- Public and Business Advice and Raising Awareness
- Implement/enhance existing “Working from Home” policy in order to reduce emissions from commuting staff.

Table 5.6 Low Emission Air Quality Strategy (LEAQS) Action Summary

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No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Measurable By	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
28	LEAQS Strategy Development and Implementation	Policy Guidance and Development Control	Low Emission Strategy	SBC	2017	End of 2108	Development and implementation of specific initiatives	See action 28a below	In development	June 2108	The LEAQS will focus on a number of initiatives aimed at reducing vehicle emissions from various sources and will form an integral part of the AQ Action planning Program Cost Low Potential AQ Impact L-M
28a	Clean Bus Technology Fund Application	Vehicle Fleet Efficiency	Vehicle Retro-fitting	Essex CC, SBC, Colchester BC, Chelmsford CC	2017	2018	Success of bid and number of buses retro-fitted	High	Awaiting announcement from DEFRA due end January 2018	Application made in Nov 2017	£1.2m funding bid to retro-fit buses entering AQMAs in Essex (SCR technology and particle traps) Cost High Potential AQ Impact High

5.7 Community Engagement

5.7.1 Community Engagement and Corporate Aims

The vision of the Council is to “*Create a Better Southend*” supported by the five corporate aims of a “Clean, Safe, Healthy, Prosperous Southend led by an excellent Council”. These principles and values will be reflected in our work and provide a clear focus for actions we take. Our actions will be underpinned by the following Corporate Priorities:

- To create a safe environment across the town for residents, workers and visitors.
- To continue to promote the use of green technology and initiatives to benefit the local economy and environment.
- To encourage and enforce high standards of environmental stewardship.
- To actively promote healthy and active life styles for all.
- To work with and listen to our communities and partners to achieve better outcomes for all.
- To improve the life chances of our residents, especially our vulnerable children and adults, by working to reduce inequalities and social deprivation across our communities.
- To enable communities to be self-sufficient and foster pride in the town.

This is about people and place, fostering a sense of community belonging and self-sufficiency where communities can solve problems locally with our support.

Table 5.7 Community Engagement Action Summary

No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Measurable By	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
29	Promote Community Engagement in a local air quality context.	Public Information	Other	SBC	n/a	2018 onwards	Completion of initiatives	n/a	In development	On-going	Cost Low Potential AQ Impact n/a
30	Undertake Business Survey to inform policy decision making for 2017/18 onwards.	Public Information	Other	SBC	n/a	n/a	Completion	n/a	Completed	April 2017	Cost Low Potential AQ Impact n/a

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Addendum May 2018

As part of a Court judgement on the 2017 UK Air Quality Plan on 21 Feb 2018, the High Court found that the Government should have legally required a further group of 33 local authorities (the 'third wave' local authorities) **including Southend-on-Sea Borough Council** to take further steps to improve air quality.

These third wave local authorities have road links in exceedance of NO₂ concentration limits in 2018, 2019 or 2020 and are projected in the national modelling to become compliant by 2021. The road link relevant to SBC is the A127, and the projected year of compliance is the end of 2019.

In response to the Court judgment, DEFRA have issued a Ministerial Direction to require these local authorities to develop a feasibility study to consider measures that could bring forward compliance in the shortest possible time.

Alongside the Direction DEFRA issued guidance on how local authorities should develop their Targeted Feasibility Studies and grant letters to provide funding to support the development of the study.

The Targeted Feasibility Studies must be submitted to Government as soon as possible and by 31 July 2018 at the latest.

The studies will form the basis of a supplement to the UK Air Quality Plan to be published by 5th October 2018.

There are five parts to the Targeted Feasibility Study:

- Part 1: Understanding the problem
- Part 2: Developing a long list of measures for addressing the exceedances
- Part 3: Assessing deliverability/feasibility and compiling a short list
- Part 4: Evidencing the short list of measures to identify options that could bring forward compliance
- Part 5: Setting out a preferred option

The outcome of this study will be reported as part of the annual action plan up-date and in the Annual Status Report 2019 submitted to DEFRA.

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Appendix A: Response to Consultation

Table A.1 – Summary of Responses to Consultation and Stakeholder Engagement on the AQAP:

If not already implemented or being considered, reasonable suggestions will be assessed on their deliverability/feasibility

Consultee	Category	Response
Public	Promoting Travel Alternatives Traffic Management	Actions that aim to improve air quality are being implemented. These include the ' cycle Southend' scheme, encouraging walking and using the train. This will cut traffic on the road. Also highway improvements will ease congestion. Working with Planning to improve air quality is also important and effective. Section 106 agreements will promote use of electric cars and the installation of electric charging points
Public	Policy Guidance and Development Control	We were screened from the A127 by tall trees which not only gave us privacy, a nicer outlet but most importantly gave us some protection from air pollution but these have been removed. We were told that the trees were dead and had to be removed but we believe they were removed so the junction could be widened in the future to allow for better access to the new development 'Southend Business Park'. In my mind you have removed a good source of protection and if removing ALL the trees was not necessary this should never have happened. The same species of trees, planted I imagine, at the same time are still in place along the school boundary? A few small trees have been planted but will takes years to mature and give us any screening and protection and nothing like we had before. We think its an insult now put something through the door to tell us about the pollution in our area and to ask for feedback on tackling the problem knowing you have taken away a good source of protection.
	Policy Guidance and Development	Concentrate on areas of known accumulation of standing traffic, especially where they are near to schools and high density of residential property areas. Better sequencing of some traffic lights in the Borough

<p>Public</p>	<p>Control Traffic Management, promoting alternatives Modes of Travel</p>	<p>Greater encouragement not to use cars...make it easier and safer for cyclists and reliable public transport</p> <p>I think along the A127 more trees / bushes could be planted, esp by the bell junction where cars (and esp motorbikes sit revving their engines). The bushes (Ivy) ? could help to stop the fumes . How about along the a127 in the middle more bushes are planted.</p> <p>I'd like to see included in the plan a commitment to planting a significant number of trees in the affected areas. Furthermore, an immediate conservation of any non-private, existing trees within the affected area. As outlined in the BBC News article below, and based upon this study by US-based The Nature Conservancy (TNC), trees can cut air pollution. The study shows that trees can absorb small particulate matter from the air and would be ideally planted alongside the road as a barrier between the road and the residential properties. http://www.bbc.co.uk/news/science-environment-37813709 https://thought-leadership-production.s3.amazonaws.com/2016/10/28/17/17/50/0615788b-8eaf-4b4f-a02a-8819c68278ef/20160825PHAReportFINAL.pdf</p>
<p>Public</p>	<p>Transport Planning and Infrastructure</p>	<p>Make Southend a hostile environment for traffic so that motorists are less inclined to drive. Eg. stop widening junctions and stop chopping down pollution control trees.</p> <p>Park and Ride scheme (a proper one)</p>
<p>Public</p>	<p>Transport Planning and Infrastructure</p>	<p>Reducing private car use by investments in the bus fleet and other forms of public transport and making public transport or bicycling more convenient. Restricting private car use requires strong investment in public transport infrastructure, where alternative journey methods are not viable, steps could be taken with the aim of reducing emissions from all vehicles (making transport cleaner). Many properties in the borough do not have a private driveways making ownership of electric cars not practical - on street charging points or street light charging points could make a difference in people's choice of vehicle. Looking at factors other than road use; emissions from buildings through gas and oil consumption and emissions through the construction of new developments have a significant impact on air quality. Central heating and boilers account for a large amount of air emissions. Steps could be taken to target reducing energy use by buildings and reducing emissions from energy use by buildings (making electricity and heat generation cleaner). Commitments could also be undertaken to run campaigns to raise awareness of air pollution.</p>

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Public	Policy Guidance and Development Control	<p>Research shows that green plants have an even bigger impact on removing nitrogen dioxide from the air than previously thought, removing 40% Please see this article for more information: https://www.acs.org/content/acs/en/pressroom/presspacs/2012/acs-presspac-august-29-2012/green-plants-reduce-pollution-on-city-streets-up-to-eight-times-more-than-previously-believed.html We should have 'green billboards' along the road and in the central reservation or plant the central reservation with grasses and have more green plants generally.</p>
Public	Transport Planning and Infrastructure	<p>Take the traffic lights off the roundabout at Cuckoo Corner and we will get rid of the standing traffic which has increased ten fold between Cuckoo Corner and the Bell since they were put in.. Also it will decrease standing traffic between Cuckoo Corner and Fairfax Drive junction to Victoria Avenue and stop sending traffic along Manners Way leading up to Cuckoo Corner.</p>
Public	Alternatives to private vehicle use	<p>Car clubs None will work.</p>
Public	Transport Planning and Infrastructure, Promoting Travel Alternatives, Policy Guidance and Development Control	<p>A real commitment from the council to clean air so that real action is taken that actually makes a difference. Real political leadership to convince the public that real action needs to be taken.</p> <p>As Kent Elms junction not completed yet, The Bell improvements will be delayed</p> <p>Changing attitudes of people through awareness</p> <p>Lack of enforcement when measures breached. Lack of engagement by those encouraged to use the measures.</p>
Public	Transport Planning and Infrastructure, Promoting Travel	<p>Money and housebuilding targets are obstacles. We are nowhere near being a low carbon city, we have no levers to pull to genuinely get people out of cars and onto bikes and foot or strangers' cars, mass uptake of electric cars are</p>

	<p>Alternatives</p>	<p>decades away, and as for park and ride that was a fiasco which has been and gone and takes cars past The Bell anyway so irrelevant. Travel Plans are thus just lip service. Likewise for cycling, eg electric bike stands are nowhere near The Bell. We either need to CPO houses near roads to artificially end the AQSR breach, or close roads, or reduce vehicles. The Bell monitoring needs to extend up Rochford Road to Woodgrange Drive, not just the alley, as queues routinely stack back to there and you have only measured the mean average - at peak times are choking to death there. You may have to price some diesels off the road and government should reimburse that as diesels were their idea. Need to ban lorries, buses and diesels from Rochford Road and Manners Way. Stobart may need to fund access from the west to the airport so lorries and passengers are not needlessly dragged through housing to the east and doubled back to the airport. The user must pay especially as there is no discretionary spend available unless of course we reallocate funds from feasibility studies and architectural plans to saving lives. We can't wait for the Intelligence Hub as we already have data, we need reduces emissions not increased cabling and it would take two year even if it goes to plan. LTP3 is no use now as it won't achieve anything until 2021. Putting in a left turn lane for eastbound A127 is not due until March 2019 at best and will simply change the shape of the breach zone as traffic will do less idling at The Bell, only to achieve more traffic accelerating up Rochford Road attracted by the faster turn, especially diesel lorries currently put off by the sharp turn and preferring Manners Way. It is improper to text victims to stay away from roads.</p>
<p>Public</p>	<p>Transport Planning and Infrastructure, Promoting Travel Alternatives</p>	<p>Required investment could be a barrier if the council do not have the sufficient resources needed.</p> <p>The council having the money and the manpower to carry out actions to help alleviate the fumes.</p> <p>The Council needs to admit that the traffic lights on Cuckoo Corner roundabout have undoubtedly caused the knock on effect of high pollution due to the amount of standing traffic they have created. This can also be said of the chaos caused at Victoria Circus. Once these facts have been acknowledged then the only barrier to overcome is actually removing the traffic lights.</p> <p>You need to consult all of the property owners who border the Bell Junction AQMA. The highlighted yellow properties is not enough.</p>
<p>Public</p>	<p>Transport Planning and Infrastructure, Promoting Travel</p>	<p>Greater communication with and engagement of the public as a whole; I have heard about this as I have a keen interest in local issues and green issues but there is a lack of awareness in the general public.</p>

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	<p>Alternatives</p>	<p>I have lived on this stretch over road between Cuckoo Corner and the Bell for 22 years. When the lights were going to be put into the roundabout I monitored the traffic myself. In the morning rush hour with only two lanes approaching the roundabout from the Bell the most amount of cars queuing was five deep. They now go right back to the Bell even though a third lane was put in place. When its not rush hour traffic still regularly piles back up to Topps Tiles (30 cars back). As soon as the light were put on I could taste the pollution in the air when I went outside my front door. The only time we don't get standing traffic is on the odd occasion when the lights haven't been working at all and traffic has flowed freely again. Even at midnight you can be left waiting for a green light as the traffic lights are light sensitive. If the traffic lights go out of sync in rush hour the effects are even worse. Queues go up Manners Way as far as the parade of shops which is near to the airport!! Traffic becomes gridlocked on the roundabout, it is appalling to have suffered it for so long.</p> <p>I would like an explanation as to how the planned road layout changes to the Bell junction will reduce air pollution. I cannot find this published anywhere and it seems to be the single biggest planned action that could reduce air pollution in the area.</p>
<p>Public</p>	<p>Transport Planning and Infrastructure, Promoting Travel Alternatives</p>	<p>Replace whoever caused or allowed a) removal pollution control barrier at The Bell and b) junction widening.</p> <p>Research shows that green plants have an even bigger impact on removing nitrogen dioxide from the air than previously thought, removing 40% Please see this article for more informat https://www.acs.org/content/acs/en/pressroom/presspacs/2012/acs-presspac-august-29-2012/green-plants-reduce-pollution-on-city-streets-up-to-eight-times-more-than-previously-believed.html We should have 'green billboards' along the road and in the central reservation or plant the central reservation with grasses and have more green plants generally</p> <p>There is a need to look at other Borough plans/consultations which link in and have an effect on this subject e.g. the current primary school catchment consultation. Concerns raised that areas are under immediate flight paths.</p>

<p>Public</p>	<p>Transport Planning and Infrastructure, Promoting Travel Alternatives</p>	<p>· We live in Larke Rise. My concern is that we were screened from the A127 by tall trees which not only gave us privacy, a nicer outlet but most importantly gave us some protection from air pollution but these have been removed. We were told that the trees were dead and had to be removed but we believe they were removed so the junction could be widened in the future to allow for better access to the new development 'Southend Business Park'. In my mind you have removed a good source of protection and if removing ALL the trees was not necessary this should never have happened. The same species of trees, planted I imagine, at the same time are still in place along the school boundary? A few small trees have been planted but will takes years to mature and give us any screening and protection and nothing like we had before. We think its an insult now put something through the door to tell us about the pollution in our area and to ask for feedback on tackling the problem knowing you have taken away a good source of protection.</p>
<p>Historic England</p>	<p>Transport Planning and Infrastructure, Promoting Travel Alternatives</p>	<p>We have reviewed the Air Quality Action Plan Technical Report and Non-Technical Summary. As a general comment, Historic England welcomes the proposed measures to improve the Air Quality in the Borough. Air quality can affect the historic environment in a number of ways including affecting the masonry of buildings, or the general setting in the broadest sense of heritage assets (eg reduction in noise and vibration and improvement in air quality through reduction in traffic etc).</p> <p>We welcome section 6.4 which seeks to link air quality considerations with other policy areas including planning and note the intention to produce an Air Quality Supplementary Planning Document. There are certainly benefits to be achieved through greater consideration of air quality, climate change and energy efficiency in the Planning process.</p>
<p>Public</p>	<p>Transport Planning and Infrastructure, Promoting Travel Alternatives</p>	<p>There are however occasions when certain historic environment considerations may outweigh conflict with air quality considerations. The use of modern construction techniques on a listed building, for example, may detrimentally affect existing historic fabric elsewhere in the building therefore risking damage to the heritage asset contrary to the objective of the NPPF to conserve and enhance the historic environment. We raise concerns that this type of construction may not be appropriate for certain developments affecting the historic environment. A sustainable approach should secure a balance between the benefits that such development delivers and the environmental costs it incurs. The policy should seek to limit and mitigate any such cost to the historic environment. Listed buildings, buildings in conservation areas and scheduled monuments are exempted from the need to comply with energy efficiency requirements of the Building Regulations where compliance would unacceptably alter their character and appearance. Special considerations under Part L are also given to locally listed buildings, buildings of architectural</p>

		<p>and historic interest within registered parks and gardens and the curtilages of scheduled monuments, and buildings of traditional construction with permeable fabric that both absorbs and readily allows the evaporation of moisture. In developing policy covering this area you may find the Historic England guidance Energy Efficiency and Historic Buildings - Application of Part L of the Building Regulations to historically and traditionally constructed buildings https://historicengland.org.uk/images-books/publications/energy-efficiency-historic-buildings-ptl/ to be helpful in understanding these special considerations. Finally, we should like to stress that this opinion is based on the information provided by the Council in its consultation. To avoid any doubt, this does not affect our obligation to provide further advice and, potentially, object to specific proposals, which may subsequently arise where we consider that these would have an adverse effect upon the historic environment.</p>
<p>Natural England</p> <p>Friends of the Earth</p>	<p>Transport Planning and Infrastructure, Promoting Travel Alternatives</p> <p>Transport Planning and Infrastructure, Promoting Travel Alternatives, Policy Guidance and Development Control, Policy Guidance Public Health</p>	<p>Natural England does not consider that this Air Quality Area Action Plan poses any likely risk or opportunity in relation to our statutory purpose, and so does not wish to comment on this consultation.</p> <p>I am responding to the air quality action plan public consultation on behalf of SEE FoE.</p> <p>The SEE FoE team finds Southend Borough Council (SBC) actions to be exceptionally frustrating, as you may have detected from my last letter on the topic in The Echo, but I will keep this response polite. The team has however agreed to help with the delivery of 20,000 leaflets that I have just sent for printing. That leaflet tackles pollution and other issues, and there we have allowed the frustration with SBC to show !</p> <p>Method of response to the consultation.</p> <p>Your online form doesn't quite fit with the response that is needed and so I am responding via email.</p> <p>Background</p> <p>The SBC action plan notes that there are serious health consequences of toxic air but doesn't spell out the detail. I wonder if the councillors knew just how serious the situation is whether they might take the matter more seriously. I ask that the consequences are put into future documents. Poor air quality: -</p> <ul style="list-style-type: none"> · Permanently damages the lungs of children.

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		<ul style="list-style-type: none"> · Causes cardio vascular disease and heart attacks. · Causes 40,000 premature deaths in the UK. · Causes dementia, cancer and obesity. · Causes asthma attacks in vulnerable people. · Is linked to falling sperm counts (halved over the last 40 years). · Is linked to premature births. <p>That last point has only recently been drawn to my attention and, in case that is the case for SBC too, I attach this link: - https://postcourier.com.pg/air-pollution-linked-premature-births-scientists-warn/</p>
<p>Friends of the Earth</p>	<p>Transport Planning and Infrastructure, Promoting Travel Alternatives, Policy Guidance and Development Control, Policy Guidance Public Health</p>	<p>SBC: A history fo failure</p> <p>Before an action plan can move forward effectively it is important to acknowledge the mistakes of the past: -</p> <ul style="list-style-type: none"> · SBC has historically pursued land use policies designed to increase traffic, including relocating the town centre swimming pool and large shopping facilities to the edge of town and plans to relocate the football club, perhaps with a shopping centre, cinema and flats, to the edge of town. The council's poor land use planning increases car use and is guaranteed to increase pollution. · By expanding Southend Airport SBC knew this would increase traffic (traffic which contributes to the toxic air in the council's one "Air Quality Management Area"). · SBC has historically sought to increase the car parking provision thereby increasing traffic in the town. It continues to seek to increase pollution from cars by vigorously pursuing a new car park as part of the planned seafront museum scheme and it has recently purchased the former gas works site for £7 million and plans to spend a further £2 million there to build a new car park.

		<ul style="list-style-type: none"> · SBC has failed to encourage greater bus use by refusing to support selected areas of bus lane along the A13. This signal to the bus operators made it clear to the private sector that SBC had limited interest in promoting public transport. This in turn impacts upon the bus operators' willingness to invest larger sums in zero emission vehicles. · SBC was so keen to facilitate high levels of car use that it was even willing to construct some of the most dangerous cycle lanes in the country to preserve as many car parking bays as possible – the network of cycle lanes beside car parking bays. · SBC has spent many tens of £millions on road widening and junction alternations along the A127, facilitating greater car use and decreasing the public funds that would otherwise have been allocated to public transport, walking & cycling.
<p>Friends of the Earth</p>	<p>Transport Planning and Infrastructure, Promoting Travel Alternatives, Policy Guidance and Development Control, Policy Guidance Public Health</p>	<p>"Soft" measures to tackle air pollution</p> <p>The action plan advocates the use of "soft" persuasive measures to encourage residents to use our cars a little less. Unfortunately soft measures cannot overcome the weight of pressure that the council exerts to encourage us to use our cars more. While this group supports a range of "soft" measures the public health crisis outlined above necessitates more dynamic action.</p> <p>What is needed</p> <p>SBC policy on development and land use planning must be completely transformed so that all decisions are aligned with the overriding need to reduce car use and pollution. SBC policy should be changed to specifically support traffic and car parking reduction policies. It also needs to implement policies that will support a rapid shift to zero emission vehicles. This group calls for: -</p> <ul style="list-style-type: none"> · A ban on new edge of town/out of town developments. · The vast majority of new homes must be built around the public transport hubs and along the public transport corridors. · At least half of all new flats should be offered at a discount if the owners do not own or use a car (enforced by parking restrictions in neighbouring streets).

		<ul style="list-style-type: none"> · All land use policies must be designed so as to reduce car ownership and car use. · SBC should seek to engage with developers to build more flats for the retired along public transport corridors, with no provision for car parking (to encourage the retired to stop driving sooner and to release more family sized houses for young families). · SBC must engage with seafront traders and the business community in a new way - explaining that we may see 1 feet of sea level rise by 2050 and there is a chance of over 8 feet of sea level rise by 2100. Together with increased extreme weather events, that come with rapid climate change, seafront traders must be helped to understand they may lose all assets by 2050. If this outcome is to be avoided it is absolutely essential that every sector of society joins an unprecedented effort to reduce energy use, including in road transport. · An ultra low emissions zone should be introduced in the centre of Southend and gradually expanded outwards (see the Oxford and London initiatives). · Year 1 zone should be south of Queensway, North of Royal Terrace, West of the A1160 and East of Princes Street/Runwell Terrace/Prittlewell Square. · Year 2 zone should be extended to include all central Southend seafront car parks. · Year 3 zone should be further extended north to include 200 metres either side of Victoria Avenue from Southend Victoria Station to Cuckoo Corner roundabout. · SBC should establish if an ultra low emissions zone could be enforced by the civil enforcement team as they patrol car parks. Both public and privately owned car parks should be monitored. · (See: https://tfl.gov.uk/modes/driving/ultra-low-emissionzone/check-your-vehicle?intcmp=32646) · SBC should engage with Thurrock, Basildon and Chelmsford councils seeking agreement to implement ultra low emission zones in the centre of each town with these being expanded every year. · An A127 congestion charging regime should be investigated to establish if this would reduce total traffic or merely shift vehicles from the A127 to less suitable roads. If modelling shows that total traffic would be reduced by
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		<p>road charging this group would also support that proposal.</p> <ul style="list-style-type: none"> · A programme should be initiated of allocating an ever growing proportion of car park bays to zero emissions vehicles (5% per annum), with such bays being positioned at the most convenient positions of each car park for shoppers/users (only disabled drivers should be given greater priority).
<p>Friends of the Earth</p>	<p>Transport Planning and Infrastructure, Promoting Travel Alternatives, Policy Guidance and Development Control, Policy Guidance Public Health</p>	<ul style="list-style-type: none"> · SBC should undertake a new review into the use of bus lanes along the A13, developing a programme that will support rapid growth in bus use; encouraging car drivers to use the bus instead of driving along the A127. · Bus use growth policy should be developed with bus operators; with SBC agreeing to radical and favourable policies being deployed if bus operators invest in zero emission/ultra low emissions vehicles. · SBC should consider bringing control of the buses back under direct public control.
<p>DEFRA (December 2017)</p>	<p>Commentary</p>	<p>This Appraisal Report covers the Draft Air Quality Action Plan submitted by Southend Borough Council in relation to the AQMA declared along a stretch of the A217, Prince Avenue, Southend in November 2016. The AQMA was declared for exceedance of the annual mean objective for nitrogen in the area also known as “The Bell Junction”.</p> <p>There are continuing exceedances of the annual mean objective for nitrogen dioxide at a single monitoring location within the AQMA, close to the Bell Junction, and also at additional locations outside of the current AQMA. These issues were discussed within the response to the 2017 ASR report for Southend in July 2017.</p> <p>In addition to developing an Action Plan, the Council are expecting to issue a draft Low Emission Strategy by the end of 2017.</p> <p>The current areas of potential exceedance include the proposed new Kent Elms junction developments on the A127 as described in the ASR report, are likely to impact on changes to traffic flows along this section of the A127. This suggests that the impact of measures proposed within the draft AQAP need to include an extended area along the A127, where Southend Borough Council are the responsible authority.</p> <p>The timetable for progress on the A127 AQMA junction scheme improvements is not clear, however a data of 2017 was stated for expected completion.</p>

The draft Action Plan is the first Action Plan under development for Southend.

This response forms part of the statutory consultation on the draft Action Plan that is subject to further development following public consultation.

The Council is advised to take consideration of the commentary below in the further development of the Air Quality Action Plan.

The Action Plan requires re-submission using the latest Action Plan report template from Defra which can be found [here](#).

Commentary

1. The Council have submitted a draft Air Quality Action Plan in it's early stages of development to address the AQMA declared along a section of the A217 Prince Avenue, Southend.
2. The A217 at the nearby Kent Elms Junction is the subject of a major infrastructure project. The impact of this scheme on traffic flows and traffic management along the area designated within the AQMA has yet to be determined, but may have a significant impact upon the extended area close to the A127 subject to raised pollution levels.
3. The draft AQAP has included a source apportionment of road traffic sources, but it is not evident that the procedure outlined in Box 7.5 of LAQM.TG(16) has been followed. Essentially the source apportionment has reviewed vehicle emissions and highlighted the relative impact of the contribution of emissions from different vehicle classes and fuel types. There is no detail provided in relation to what data was used within this process other than a reference to local traffic data.
4. If the data from source apportionment is to reliably inform the Action Plan process, the traffic data needs to include local details on traffic congestion, queuing and delays on the relevant road sections. It is only when

emissions from congested traffic are accounted for that a realistic picture of traffic emissions can be considered as a basis for developing further actions.

5. The purpose of source apportionment is to provide an informed starting point in relation to where measures that are likely to be effective in addressing the pollution exceedances, need to be targeted. It is likely that traffic management measures that consider the management of traffic through the AQMA area will be required to address the pollution exceedances.

6. The nature of the extent of the challenge at the Bell Junction AQMA simply states that there is an exceedance of 4µg/m³, which requires addressing. The expectation within an Action Plan is to derive estimates of the required reductions in traffic emissions levels, as a basis for determining further action.

7. This process is described in detail within the latest Technical Guidance LAQM TG(16) from Defra in Chapter 2, Section 7.104-106 and Box 7.6. The Guidance makes clear that:

“The AQAP should only be considered in detail once the source and extent of the problem are clearly understood”.
[Ref: LAQM TG(16) para 2.30]

8. The draft AQAP makes clear that the measures within the plan have been written to incorporate priority work areas which is acceptable provided the subsequent list of measures are then subject to a process of feasibility, cost benefit assessment, and impact assessment, in relation to delivering the required levels of emissions reductions suggested from source apportionment. There need to be measures developed in the AQAP that specifically target the key sources that give rise to the pollution exceedances alongside more generic measures linked to current policies and programmes. [Ref:LAQM TG(16) para 2.36-2.42]

9. The Technical Guidance then makes clear that for measures that have been subject to impact assessment and prioritisation, that it is required to agree monitoring and evaluation of success. [Ref:LAQM TG(16) para 2.43-2.45]

10. The Technical Guidance gives details on Consultation, highlighting that Local Authorities should consider the extent and degree of consultation at both a local level, and for Statutory Consultation required during the formulation of their AQAP. [Ref: LAQM TG(16) para 2.46-2.50]

11. The draft AQAP outlines the steps in the AQAP process but does not make clear what steps the Council expects to make in relation to further development of the AQAP. It is not clear whether a Steering Group has been

formed and to what extent they may have influenced the measures within the current draft AQAP. The Technical Guidance makes clear that early engagement with appropriate stakeholders is vital at the outset. [Ref: LAQM TG(16) para 2.31ff]

12. The draft AQAP also refers to the Consultation Process and Steering Group, and refers to potential internal and external stakeholders, suggesting that no further consultation on the draft AQAP is currently taking place.

13. The measures listed within the draft AQAP clearly represent a sound basis for beginning the Action Plan process, but as outlined above there is considerable further development of measures required before a final Action Plan is developed.

14. In order for the plan to be effective in addressing emissions control to reduce air pollution emissions, there needs to be an additional level of assessment applied at the start of the process.

15. This process is clearly described for the development of Air Quality Action Plans, within the latest Policy and Technical Guidance from Defra, particularly Chapter 2 of LAQM TG(16), which details the recommended approach for developing an action plan. The basis of the approach involves gaining an understanding of the current level of excess emissions giving rise to the air quality exceedance, with knowledge from a source apportionment of which pollution sources are contributing to the excess. Without this approach, there is no basis for assuming that measures that are otherwise prescribed to reduce emissions are likely to be effective.

16. Hence air pollution emissions reduction targets, should underpin the further development of Action Plan.

17. The latest Technical Guidance LAQM TG(16), para 2.69 makes clear, as a minimum AQAP's should include the following:

- Quantification of source contributions (e.g. HGVs, buses, taxis, other transport, industrial or domestic sources etc.) responsible for the exceedance of the relevant objective; knowing the source of the problem will allow the AQAP measures to be effectively targeted;
- Quantification of impacts of proposed measures including, where feasible, expected emission and concentration reductions (either locally obtained and/or via national monitoring/modelling statistics). It is important that the local authority shows how it intends to monitor and evaluate the effectiveness of the plan;

		<p>18. The Council will need to consider the impact of the highways infrastructure developments from the Kent Elms junction on the AQMA section of the A127, and any other relevant highways schemes, when assessing the measures that are likely to be effective in addressing effective actions to deliver emissions reductions.</p> <p>19. It is clear that the draft AQAP is at an early stage of development and not yet at a stage where Public Consultation is appropriate. The report should be presented for public consultation, when AQAP measures have been subject to further assessment and prioritisation, as discussed within this report.</p> <p>20. The current draft AQAP has not been presented on the current Defra AQAP Template. All future AQAP reports need to be presented using the latest Defra AQAP Template which can be located on this web page: https://laqm.defra.gov.uk/review-and-assessment/report-templates.html</p>
DEFRA May 2018	Commentary	<p>This Appraisal Report covers the Draft Air Quality Action Plan submitted by Southend Borough Council in relation to the AQMA declared along a stretch of the A217, Prince Avenue, Southend in November 2016. The AQMA was declared for exceedance of the annual mean objective for nitrogen in the area also known as “The Bell Junction”.</p> <p>The draft Action Plan has been re-submitted using the latest report template, further to a previous submission and appraisal in November 2017.</p> <p>The draft Action Plan has been approved by the Cabinet and Full Council and the report state that it will be subject to an annual review, by reporting in the Annual Status Reports.</p> <p>An addendum to this AQAP draft report makes clear that Defra have identified</p>

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	<p>Southend-on-Sea Borough Council within a group of 33 ('third wave') local authorities where further steps are required to improve local air quality. This now requires the local authority to develop a feasibility study to consider measures that could bring forward compliance in the shortest possible time.</p> <p>For Southend Borough Council, the road link relevant to SBC is the A127, and the projected year of compliance is the end of 2019. The Council are now required to submit their Targeted Feasibility Study to Government as soon as possible and by 31 July 2018 at the latest. The study will be included as a supplement to the UK Air Quality Plan to be published by 5th October 2018.</p> <p>The current AQMA is declared for the Bell Junction, yet the most recent ASR report highlighted that three of the four monitoring sites showing exceedances are outside of the AQMA boundary, including the Kent Elms junction and an extended area along Victoria Avenue.</p> <p>This continues to suggest that the impact of measures proposed within the draft AQAP need to include an extended area along the A127, where Southend Borough Council are the responsible authority.</p> <p>The AQAP report highlights that the Council has simultaneous initiatives that can expect to influence the management of traffic through the areas identified with exceedances of air quality objectives, including the main priorities identified for action:</p>
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- Priority 1 - Assess the air quality impact of the preferred option (of three) for the Bell Junction AQMA, A127 Strategic Highway Improvement.
- Priority 2 - Assess the air quality impact of the Kent Elms A127 Strategic Highway Improvement at this location, as well as the Bell Junction AQMA further east.
- Priority 3 - Development of a Low Emission Air Quality Strategy (LEAQS) which will attempt to target diesel cars (18%), diesel LGVs(13%) and buses (15%), all of which contribute significantly to the overall NO₂ pollution burden in the AQMA and on our roads generally.
- Priority 4 – Southend Intelligence Hub – SMART CITY Journey.

This response forms part of the statutory consultation on the draft Action Plan that is subject to further development.

The Council is advised to take consideration of the commentary below in the further development of the Air Quality Action Plan.

Commentary

1. Many of the comments made in respect to the latest ASR and previous draft Action Plan report are still relevant.
2. The Council have re-submitted a draft Air Quality Action Plan to address the AQMA declared along a section of the A217 Prince Avenue, Southend. The

		<p>evidence that is currently available from latest monitoring suggests that there are pollution hotspots outside the designated AQMA at Bell Junction.</p> <ol style="list-style-type: none"> 3. It will be important to ensure that the monitoring programme is extended to cover areas along the A127 and Victoria Avenue that may be subject to exceedances of the air quality objectives. Areas of further exceedances should be included within the AQMA boundary, and taken into consideration for development of AQAP measures. 4. The road network through Southend, including the section of the A127 within the AQMA has clearly been subject to some significant developments, including the major infrastructure project to the A217 at the nearby Kent Elms Junction. 5. The impact of this scheme on traffic flows and traffic management along the area designated within the AQMA has yet to be determined, but may have a significant impact upon the extended area close to the A127 subject to raised pollution levels. 6. Key Action Plan measures for further development within the latest draft AQAP report include: <ul style="list-style-type: none"> • Review the current position at A127 Kent Elms Crossroads and junction of West Street and Victoria Avenue where diffusion tube data suggests an exceedance. Real time automatic monitoring as part of a Detailed Assessment is being considered. • The A127 Kent Elms Corner Junction alterations aimed at improving traffic flow, reducing queue length and congestion. • Review the current AQMA boundary with a view to extending the boundary to
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include West Street and the Kent Elms junction/newly identified areas of exceedance.

7. It appears that a detailed assessment of the strategic highway network in Southend is required. This could be used to determine the extent that further traffic management measures can be used to reduce emissions in key pollution hotspots.
8. There is some doubt on the validity of the calculations presented in the report used as a basis for determining relevant AQAP measures. We have previously commented on the figures presented for required level of emissions reductions, based upon source apportionments.
9. There remains some significant doubt over the calculation presented within section 3.9 of the report. The nature of the extent of the challenge at the Bell Junction AQMA simply states that there is an exceedance of 4µg/m³, which requires addressing. The expectation within an Action Plan is to derive estimates of the required reductions in traffic emissions levels, as a basis for determining further action.
10. The figures presented in section 3.9 appear to refer to monitoring data from a background monitoring site, which is unlikely to be representative of roadside pollution in the AQMA.

		<p>11. The report also refers to a Detailed Assessment that was completed in July 2016, in relation to the Bell Junction. We have previously commented that no details of this assessment have been presented, yet the report states that through the use of ADMS-Roads modelling, concentrations at relevant receptors at The Bell junction and Cuckoo Corner were predicted. This identified that the maximum concentration in this area was estimated at Prince Avenue on the approach to Cuckoo Corner.</p> <p>12. The report states, <i>“However, as part of the Bell Junction AQMA Strategic Highway Improvement impact assessment, further analysis of the required reductions in traffic emissions from the different vehicle categories will be undertaken. Parameters such as average speed and queue length will also be assessed in order to provide a basis for future monitoring of the effectiveness of the preferred option”</i>.</p> <p>13. We recommend that priority is made to carry out this assessment as a basis for re-evaluating the level and extent of emissions reductions required across the major road network in Southend. This should be used to inform the further development of the action plan.</p> <p>14. If the data from source apportionment is to reliably inform the Action Plan process, the traffic data needs to include local details on traffic congestion, queuing and delays on the relevant road sections. It is only when emissions from congested traffic are accounted for that a realistic picture of traffic emissions can be considered as a basis for developing further actions.</p>
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	<p>15. The Council will need to consider the impact of the highways infrastructure developments from the Kent Elms junction on the AQMA section of the A127, and any other relevant highways schemes, when assessing the measures that are likely to be effective in addressing effective actions to deliver emissions reductions.</p> <p>16. The purpose of source apportionment is to provide an informed starting point in relation to where measures that are likely to be effective in addressing the pollution exceedances, need to be targeted. It is likely that traffic management measures that consider the management of traffic through the AQMA area will be required to address the pollution exceedances.</p> <p>17. The latest Technical Guidance LAQM TG(16) from Defra in Chapter 2 highlights the essential elements in relation to what makes an effective AQAP. Paragraph 2.09-2.19 lists the key common requirements for developing an effective AQAP, in relation to ensuring there is appropriate local monitoring and assessment (source apportionment) as a basis for developing relevant measures.</p> <p>18. LAQM TG(16) Section 7.104-106 and Box 7.6. makes clear that: <i>“The AQAP should only be considered in detail once the source and extent of the problem are clearly understood”.</i> [Ref: LAQM TG(16) para 2.30]</p> <p>19. The draft AQAP makes clear that the measures within the plan have been written to incorporate priority work areas which is acceptable provided the</p>
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		<p>subsequent list of measures are then subject to a process of feasibility, cost benefit assessment, and impact assessment, in relation to delivering the required levels of emissions reductions suggested from source apportionment. There need to be measures developed in the AQAP that specifically target the key sources that give rise to the pollution exceedances alongside more generic measures linked to current policies and programmes. [Ref:LAQM TG(16) para 2.36-2.42]</p> <p>20. The Technical Guidance then makes clear that for measures that have been subject to impact assessment and prioritisation, that it is required to agree monitoring and evaluation of success. [Ref:LAQM TG(16) para 2.43-2.45]</p> <p>21. Responses from the public consultation (Appendix A) suggest that there is significant local opinion that some recent infrastructure changes, including the installation of traffic lights at Cuckoo Corner Roundabout (Bell Junction) have resulted in additional queuing and added to local pollution levels.</p> <p>22. These comments should emphasise the need to develop a co-ordinated approach across the Council to clarify the impacts of recent infrastructure changes, and ensure further schemes are assessed in relation to air quality impacts.</p> <p>23. The measures listed within the draft AQAP clearly represent a sound basis for developing the Action Plan process, but as outlined above there is a requirement for further assessment of measures before the Action Plan can be</p>
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completed.

24. In order for the plan to be effective in addressing emissions control to reduce air pollution emissions, there needs to be an appropriate level of source apportionment and assessment of traffic management schemes applied to at the start of the process. We are unable to comment further on the source apportionment as the details within the detailed assessment report have not been presented.

25. This process is clearly described for the development of Air Quality Action Plans, within the latest Policy and Technical Guidance from Defra, particularly Chapter 2 of LAQM TG(16), which details the recommended approach for developing an action plan. The basis of the approach involves gaining an understanding of the current level of excess emissions giving rise to the air quality exceedance, with knowledge from a source apportionment of which pollution sources are contributing to the excess. Without this approach, there is no basis for assuming that measures that are otherwise prescribed to reduce emissions are likely to be effective.

26. Hence air pollution emissions reduction targets, should underpin the further development of Action Plan.

27. The latest Technical Guidance LAQM TG(16), para 2.69 makes clear, as a minimum AQAP's should include the following:

- Quantification of source contributions (e.g. HGVs, buses, taxis, other transport, industrial or domestic sources etc.) responsible for the

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		<p>exceedance of the relevant objective; knowing the source of the problem will allow the AQAP measures to be effectively targeted;</p> <ul style="list-style-type: none"> Quantification of impacts of proposed measures including, where feasible, expected emission and concentration reductions (either locally obtained and/or via national monitoring/modelling statistics). It is important that the local authority shows how it intends to monitor and evaluate the effectiveness of the plan;
<p>SBC Consultation Round 2 April 2018</p>		<p>Question 2: Are any significant actions/initiatives already being undertaken or committed to that could improve air quality?</p> <ul style="list-style-type: none"> Yes, Hub-SMART City and CISCO City Connected Digital Platform. a) Promoting Green Infrastructure. In 2017, against protests from local residents, 50 mature trees on green land at the junction of the A127 and Rochford Rd were felled and replaced with 22 immature saplings resulting in higher levels of exposure to traffic noise and pollution. This went against the councils declared policy of 2 for 1 tree replacement. b) Encourage cycling and walking. I, and arthritic 70 year old walk and cycle daily so encouraging others will only work if it is safe to do so. Whilst it is illegal to cycle on undesignated pavements I would be extremely reluctant to leave the safety of a cycle/footpath to join a crowded road with hostile motorists and

tightly packed juggernauts on the A127. I would therefore advise a change in regulation allowing cyclists to use all footpaths.

Question 3: Are any significant actions/initiatives missing that could improve air quality?

- From the moment the traffic lights were installed on Cuckoo Corner roundabout the level of queuing traffic has increased tenfold causing a haze of fumes which was never there before outside my house, which is between Cuckoo Corner and the Bell junction.
- Also badly affected is Manners Way approaching Cuckoo Corner.
- Identification and analysis of traffic flows accessing and traversing borough using ANPR and DVLA data.
- The trees that screened us from the A127 were removed a short while ago. Interestingly the same species of tree, planted at the same time have remained along the boundary with the school and the A127. I suspect the trees that bordered Larke Rise and the A127 were removed so that a further lane can be put in to replicate the Kent Elms junction, although, we were told the trees needed to be removed due to their condition. It seems inappropriate that you should now consult us on air quality. As well as adding to the poor air quality by removing the trees, the noise level has greatly increased. I am too worried now to open my windows due to the increased pollution and noise. Trees have been planted but are so small that they will make no contribution for many years to come. I was so very saddened that these trees were removed. I use the A127 every day and have seen no positive improvement at the Kent Elms junction since it has been widened, if anything three lanes merging in to two is likely to just cause more accidents.

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- I am aware of the plan to increase the number of lanes at The Bell junction. It has been stated that a survey of queues and standing traffic is to be undertaken. One simple no cost solution to reducing queues is to reduce the number of traffic light changes and sequences. For example. Slip road traffic traveling east turning right into Hobblythick and slip road traffic traveling west turning right into Rochford Rd. Why is this traffic held against a red light. Other junctions allow traffic in slips to be given a green light at the same time as straight ahead traffic. Putting in a give way filter lane on the junction would allow queues to move forward allowing either clearance of the main carriageway at the back of the queue and or allowing more cars onto the slip. Currently traffic in the east bound slip is held until the west bound carriageway is stopped. At busy times the slip overflows onto the main carriageway causing a jam to form. On the west bound carriageway all three lanes are given a green light at the same time whilst the east bound is held allowing slip traffic to exit to Rochford Rd. Unfortunately the slip is too short to hold more than 3 cars so if your in the main lane intending to take the slip you will invariably miss the green light and wait for the next sequence. Prohibit articulated lorries from using Rochford Rd. They take a disproportionate amount of time to make the tight turns off and on to Rochford road and also block both lanes whilst maneuvering.
- Along the a127 we need more plants - we live by the bell junction and have recently had a stretch of trees removed. we have noticed more noise - we cannot now sleep with the windows open, the pollution is much worse and cannot have the windows open. trees have been planted but will not help us for many years to screen any noise / pollution at all. Further down the a127 along new house builds they have screened the houses with fences and bushes giving a cushion between the road and the houses. I have seen no positive improvement with the progress road junction (which seems very dangerous) or the kent elms junction (again which seems very dangerous). We have major lorries turning down left at

the bell which just adds to the noise levels and the pollution. If the bell corner is the only area is Southend with a AQAP this must addressed asap, with the school being on this stretch of road surely it must be a priority for all residents of Southend. with the airport expansion and roots hall moving this must be addressed urgently before more traffic is due.

- As an older resident living very happily in Larke Rise - i was very disappointed to see the removal of our existing barrier of trees. they screened my house from the road - stopping lots of the noise and the pollution. Since they have been removed i have noticed more noise and pollution. I am not as happy now to leave open my windows at night time. My son showed me an article about placing green billboards along the road side - ivy covered - privacy and reduce pollution. the perfect barrier. Action needs to be taken quickly to fix the air quality as we all breath in this air and we don't know the damage it is doing to older and younger people alike.

Question 4: Are any of the Actions listed in the AQAP Technical Report no longer relevant?

Yes, is says there is a park and ride system in place, however, I have never seen it and I don't know where it is.

Yes, Further take-up of work-from-home seems likely to diminish as those who can probably do by now and this mode is not viable for every profession

Question 5: Are there any barriers that need to be overcome for us to take up these measures in the plan?

- The Council needs to swallow its pride and admit along with the Victoria Circus fiasco that's the only reason the Air Quality is so poor along this stretch of Victoria Avenue and Prince Avenue is because the traffic lights were installed on Cuckoo Corner roundabout and prior to this we didn't have a problem. I have lived in the same house for over 20 years and only the other day the smog was so bad over Priory Park I couldn't get my breath and therefore couldn't walk my dogs (I don't suffer from breathing problems normally). I have had a constant grazed feeling in my throat for the past two years which I can only put down to

this terrible situation.

- Commuting using current electric vehicle technology requires access to charging points either at work or at home. Many of Southend's residential streets have only unallocated on-street parking (as do many work locations), making use of chargers very problematic. There is some pilot work needed here but perhaps at a national level.

Question 6: Please tell us about anything else you feel is necessary as part of the Air Quality Action Plan

- When on the odd occasion the traffic lights have stopped working completely, the traffic flows perfectly well as it did prior to the lights being installed on Cuckoo Corner roundabout. On day one I personally phoned the Council to tell them how bad the queues were and since then have had to report serious congestion when the lights go out of synchronisation causing queues going up to the Bell junction on Prince Avenue and at least two thirds along Manners Way towards the airport as well as Victoria Avenue and Priory Crescent. This happens probably weekly or fortnightly. It is intolerable and all the other measures you have laid out in your Action Plan are flimsy and on the hope that suddenly everyone is going to cycle or use public transport.
- The elephant in the room is analysis of traffic flows and consideration of re-routing traffic - in particular where do the vehicles using the Bell interchange start and finish their journeys. Both A13 and A127 feed traffic into Southend which then often diffuses through rat-runs. The A127 is fast approaching its centenary, when built it served as a northern access road, bypassing the western half of the Borough but has since been subsumed within the townh to become a local rather than trunk road. I suggest more cross authority cooperation within South East Essex (east of the A130) on both air pollution and traffic regulation. The plan ought to consider the revival of the M12 / "road to the north" running from the A130 to Cherry-Orchard, Fosset's and Bournes Green, such a road would facilitate direct access to the eastern half of the borough without passing through Eastwood, Leigh and Westcliff. Naturally any such road scheme (which passes through green belt) would have an environmental impact to be mitigated by a

		<p>flanking "linear arboretum" to be accessible for recreational purposes and linking existing public green spaces to become a country park.</p> <ul style="list-style-type: none">• As we live near the bell, this cannot go on - it must be fixed sooner rather than later.
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Appendix B: Reasons for Not Pursuing Action Plan Measures

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

Action category	Action description	Reason action is not being pursued (including Stakeholder views)

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Appendix C:

1. Link to Detailed Assessment 2016



37327 Southend Detailed Assessment 2016_final_issue2_v3.zip

2. Link to Annual Status Report 2017



ASR SOUTHEND 2017 FINAL.zip

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Glossary of Terms

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
AQS	Air Quality Strategy
ASR	Air quality Annual Status Report
Defra	Department for Environment, Food and Rural Affairs
EU	European Union
LAQM	Local Air Quality Management
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxides
PM ₁₀	Airborne particulate matter with an aerodynamic diameter of 10µm (micrometres or microns) or less
PM _{2.5}	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
µgm ⁻³	Microgram – One millionth of a gram
LEV	Low Emission Vehicle
ULEV	Ultra Low Emission Vehicle
LDV	Light Duty Vehicle

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2. DEFRA LAQM Policy Guidance LAQM
PG16: <http://laqm.defra.gov.uk/documents/LAQM-PG16-April-16-v1.pdf>
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4. Public Health Outcomes Framework: <http://www.phoutcomes.info/>
5. Air Quality - A Briefing for Directors of Public Health, March 2017
6. DEFRA Low Emission Strategies - Good Practice Guide, January 2010
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Amec, Foster, Wheeler Environment and Infrastructure UK Ltd
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11. Public Protection Service Plan 2016-17: Southend-on-Sea Borough Council
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12. Corporate Plan and Annual Report 2016: Southend-on-Sea Borough Council
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Public Health England April 2104
14. Local Transport Plan 3 Implementation Plan 21015/16-2020/21: Southend-on-Sea Borough Council www.southend.gov.uk
15. Colchester Air Quality Action Plan 2016-2021: <http://colchester.gov.uk>

16. Air Quality Action Plan for Wiltshire October 2014: Wiltshire Council

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17. Air Pollution: Outdoor Air Quality and Health: NICE Guideline Draft 2016
(The National Institute for Health and Care Excellence)

18. Aylesbury Air Quality Action Plan December 2010: Aylesbury Vale District
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19. Air Quality Assessment of Proposed Road Improvement Works at the Kent
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Infrastructure UK Ltd

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Southend-on-Sea Borough Council

Report of the Deputy Chief Executive (Place)
To
Cabinet
On
19th June 2018

Age
nda
Item
No.

Report prepared by: Carl Robinson Director Public Protection

Adoption of Air Quality Action Plan
Cabinet – Cabinet Member: Councillor Flewitt
“A Part 1 Public Agenda Item.”

1. Purpose of Report

To seek adoption by Cabinet of the Air Quality Action Plan (AQAP) (**Appendix 1**) detailing measures to try to improve air quality within the Air Quality Management Area (Southend on Sea Borough Council) (No.1) (**Appendix 2**). The adoption of the AQAP would meet the Council’s statutory duty to develop an Air Quality Action Plan (AQAP) to try to improve air quality within the AQMA.

2. Recommendation

That the statutory duty of the Borough Council as described in the Environment Act 1995 be discharged by accepting and adopting the Air Quality Action Plan for the Air Quality Management Area (Southend on Sea Borough Council) (No 1) Order 2016.

3. Background

- 3.1 Under the provisions of the Environment Act 1995, all Local Authorities are required to undertake a review and assessment of air quality within their area. This is to determine the likelihood of complying with prevailing health-based air quality objectives for a number of pollutants.
- 3.2 The air quality limit values for the protection of human health have been set by two EU Air Quality Directives 2008/50/EC and 2004/107/EC. These were transposed into UK law via the Air Quality Standards Regulations 2000.
- 3.3 The UK Air Quality Strategy, Policy and Technical Guidance provides the overarching themes for local air quality management in the UK. Local authorities that identify a breach of any of the air quality objectives in their area are required to formally declare an Air Quality Management Area. Once declared the authority has a duty under Section 84(2) of the Act to produce an Air Quality Action Plan to improve air quality.

- 3.4 The National Air Quality Strategy details the Government's proposals for tackling air quality on a national basis and sets out equivalent Air Quality Objectives (AQOs)
- 3.5 In order to effectively discharge duties under the Local Air Quality Management regime the Council is required to report on air quality in the Borough to DEFRA. This function is undertaken by Regulatory Services.
- 3.6 Where there are exceedences in the air quality objectives the Council must declare an Air Quality Management Area (AQMA). Once declared the Council is then required to develop an air quality action plan (AQAP) which must be accepted by DEFRA as being adequate to bring the AQMA into compliance.
- 3.7 The UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations 2017 predicts that by the year 2028 all national zones, which will include the main routes in Southend will be compliant for nitrogen dioxide.
- 3.8 Regulatory Services will continue to ensure that ambient air quality is monitored after the implementation of the AQAP and will report regularly on progress. This will be through the formal reporting process to DEFRA and via the Council's Corporate Priority 1819 PLACE PPC03.
- 3.9 There is one Air Quality Management Area (**Appendix 2**) within Southend, which was declared on 7th November 2016. It was designated in relation to likely breaches of the Nitrogen Dioxide (NO₂) Annual Mean Objective as specified in the Air Quality Regulations 2000.
- 3.10 Taking action to improve air quality is crucial in order to improve the health of the population. There is growing evidence that air pollution is a significant contributor to preventable ill health and early death.
- 3.11 There are over 700 AQMA's declared in the UK, 90% of the AQMA's are related to traffic emissions. In the Essex area there are AQMA's in Rochford (including Rayleigh Town Centre), Chelmsford, Epping Forest, Thurrock, Brentwood, and Uttlesford.
- 3.12 The main source of air pollution in the Borough is road traffic emissions from major roads, notably the A13, A127 and A1159. Other pollution sources including commercial, industrial and domestic sources also make a contribution to background pollutant concentrations.

3.13 **Current Position**

The DEFRA Technical Guidance required the Council to develop an Air Quality Action Plan to take measures to try to improve the air quality within the Air Quality Management Area (Southend on Sea Borough Council) (No. 1) within one year of the designation of the AQMA.

- 3.14 Nationally the most immediate air quality challenge is tackling the exceedences of nitrogen dioxide (NO₂) concentrations around roads. This is the only statutory air quality objective the UK is currently failing to meet.

3.15 There has been extensive consultation on the AQAP which has delayed its formal implementation within the year. There are, however, measures already in place to improve air quality including consideration of re-engineering proposals around The Bell interchange.

3.16 **The Action Planning Process**

Action planning is an essential part of the local air quality management process, providing a practical opportunity for improving air quality in areas where review and assessment has shown that national measures will be insufficient to meet one or more the air quality objectives. The AQAP should and does include the following:

- Quantification of the source contributions to the pollution burden for example by vehicle categories. This allows action plan measures to be targeted more effectively.
- Evidence that available options have been considered on the grounds of cost, feasibility and potential scale of impact.
- Quantification of expected improvement in air quality.
- Confirmation of how the Council will discharge its powers and also work in partnership with other stakeholders in pursuit of the relevant air quality objective.
- Clear timescales within which the authority and other stakeholders propose to implement the various measures contained in the plan.
- Quantification of the expected impacts of the proposed measures, and where possible, an indication as to whether these will be sufficient to demonstrate compliance with the objective/s.
- Identification of how the Council intends to monitor and evaluate the effectiveness of the plan.
- Prompt the formation of a Steering Group to enable and drive forward all of the above.

3.17 The emphasis of AQAPs should be to firstly, develop measures that will provide the necessary emissions reductions to achieve the air quality objectives and secondly, to act as a live document which can be periodically reviewed and developed to ensure current measures are progressing and new measures are brought forward. Timescales for the actions are detailed in the AQAP.

3.18 The AQAP has been written to incorporate the following priority work areas:

- Southend Intelligence Hub – SMART City Journey and Digital Strategy;
- Strategic Planning and Transport Policy;
- Public Health and Raising Awareness;
- Land Use Planning and Development Control;
- Sustainable Innovation;
- Low Emission Air Quality Strategy (LEAQS);
- Community Engagement.

4. Other Options

The Local Authority has a statutory duty to develop an AQAP where an AQMA has been declared.

5. Reasons for Recommendation

The Council has a statutory duty to try to improve air quality in the Borough through the development of an AQAP.

6. Corporate Implications

6.1 Contribution to Council's Vision & Corporate Priorities

The vision of the Council is to 'Create a Better Southend' supported by the five corporate aims of a Clean, Safe, Health and Prosperous Southend, led by an Excellent Council. The implementation of the AQAP to improve air quality will have a positive impact on vulnerable groups, providing a clear focus for the actions outlined in the AQAP. There is no known negative impact to the priorities of the Council.

6.2 Financial Implications

The AQAP consists of existing initiatives as well as new actions. Implementation of most of these actions will incur no additional costs as the funding will be met by existing budgets. Those actions identified as new will be met through securing new (National/European) funding streams.

6.3 Legal Implications

The Council has a statutory duty to review air quality in the Borough and to take action in line with DEFRA Technical Guidance (TG) 16. Where an AQMA has been designated an AQMA the local authority must develop an AQAP to try to improve air quality with the AQMA.

6.4 People Implications

None

6.5 Property Implications

None

6.6 Consultation

6.6.1 Stakeholder consultation is a fundamental aspect of Local Air Quality Management, and a legal requirement under Schedule 11 (s90) of the Environment Act 1995. The action plan has undergone two rounds of formal consultation.

6.6.2 The consultation process should be collaborative based and provide the way to better prepare and develop the action plan. It provides participants and, importantly, the public, with the information they need to contribute in a meaningful and constructive way.

6.6.3 The public health effects of poor air quality are well documented and DEFRA expect the highest level of support across the local authority (e.g. Chief Executive and Council level) to ensure all parts of the local authority are working effectively together.

6.6.4 Internal Stakeholders Consulted:

- Strategic Transport Policy;
- Public Health;
- Planning and Development Control;
- Energy and Sustainability;
- Procurement;
- Economic Development;
- Members.

External Stakeholders Consulted:

- Transport Companies;
- Key Freight Operators;
- Key Local Businesses ;
- Local Environment/Transport Group;
- Chambers of Commerce ;
- Local Community Representatives and Residents;
- DEFRA;
- Essex Las;
- Residents within the AQMA.

6.6.5 The action plan underwent a full 12 week consultation between November 2017 and January 2018. Following review of the feedback the action plan was circulated for a second (4 weeks) round of consultation which finished on 1st June 2018. The feedback from both consultations can be viewed in Appendix B of the action plan attached.

6.6.6 DEFRA have accepted the proposed Air Quality Action Plan.

6.6.7 If not already implemented or being considered, reasonable suggestions will be assessed on their deliverability and feasibility. These will be included in future reviews of the action plan to be completed at least once a year.

6.6.8 The Steering Group will be chaired by the Director of Public Health and include inter alia, a Transport Planning Policy Engineer, Air Quality Specialist and a relevant Portfolio Holder (tbc).

6.7 Equalities and Diversity Implications

The Equalities Impact assessment has not identified any actions.

6.8 Risk Assessment

At high concentrations NO₂ is an irritant that can cause inflammation of the airways and the delay in the declaration and implementation of an air quality action plan is a risk to the health of residents within the AQMA.

Failure to meet or strive towards the air quality objective is a breach of European Union law and fines may be imposed by the EU on the UK. DEFRA have issued a policy statement with respect to Part 2 of the Localism Act 2011 indicating that if fines were to be imposed by the EU and the local authority was responsible for permitting the breach, the authority could be required to pay the full cost.

6.9 Value for Money

A joint application was made by Southend, Rochford, Colchester and Chelmsford local authorities and Essex County Council for Clean Bus Technology funding. An award of £1.2M was made in December 2017.

The new measures contained within the AQAP will be fully costed in line with financial requirements.

6.10 Community Safety Implications

None

6.11 Environmental Impact

Air pollutants from transport include nitrogen oxides, carbon monoxide, hydrocarbons and particulates, all of which have a damaging impact on the health of fauna and flora.

7. Background Papers

DEFRA Technical Guidance (TG) 16 April 2016;
DEFRA Policy Guidance (PG) 16 April 2016;
2017 Air Quality Annual Status Report for Southend on Sea Borough Council
Cabinet Report confirming the AQMA on 20th September 2016 (Minute 276 refers) and noted at Council on 20th October 2016 (Minute 400 refers).
Consultation Responses

8. Appendices

Appendix 1 Air Quality Action Plan;
Appendix 2 Air Quality Management Area (Southend on Sea Borough Council) (No.1)

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Low Emissions Strategy 2018

Southend-on-Sea Borough Council



Foreword by Portfolio Holder:

“Everyone has the right to breathe clean air and public interest in air quality has been at an all-time high.

Southend-On-Sea Borough Council provides a high quality environment for residents, visitors and businesses and generally experiences good air quality. There are, however, traffic hot-spots giving rise to unacceptable levels of air quality, and this has become a serious public health concern for many cities and large towns throughout the UK.

Given that the primary source of the pollutants is vehicle emissions, finding solutions is a challenge for us all to rise to. There are enterprising plans for investment to build and regenerate but this vision needs to be matched with improvements to air quality.

We fundamentally believe that the needs of the local community are at the heart of what we do at the Council. It is our objective to work together with communities to solve problems locally and participate in decisions that affect them and as a result build stronger more resilient communities.

An improvement to air quality requires an integrated and collaborative approach on the part of both internal and external stakeholders.

In developing and implementing this strategy partnership working will be a key prerequisite. We will need to take an innovative and creative approach.

Together we shall work towards making the Borough “A Better Place to Live”, to work in and to visit.

On behalf the Council we would like to thank everyone who has been involved in the development of this Low Emission Strategy which will identify local priorities, deliver improved outcomes and make a real difference to the lives of local people.”

Signed

Portfolio Holder

Executive Summary

Southend-on-Sea Borough is a healthy place to live and work, but as in all large towns and cities, emissions from cars, vans, buses and heavy goods vehicles lead to poor air quality.

In November 2016 the Council formally declared its first Air Quality Management Area at the A127 Bell Junction. This led to the development of an Air Quality Action Plan (AQAP) proposing a number of measures with the potential to improve local air quality. The plan was given Corporate Priority status (Action Code 1718 Place PPC03).

A key priority of the AQAP is to develop and implement a Low Emission Strategy (LES). The LES will provide a comprehensive plan and mechanisms for reducing road transport emissions in the Borough and should be read in conjunction with and as a part of the AQAP. The Council has developed the strategy to tackle road transport related pollution and improve health outcomes. It will achieve this through implementing innovative policies and measures that seek to reduce vehicle emissions by helping to accelerate the uptake of cleaner fuels and technologies. It is believed that this approach will also reduce vehicle emissions of carbon and noise. In addition to the AQAP, the strategy supports and compliments other key Council strategies such as the Low Carbon Energy and Sustainability Strategy 2015 – 2010 (LCESS), Local Transport Plan (LTP3) and the Local Plan.

A LES provides a comprehensive framework for vehicle emission reduction initiatives involving a range of stakeholders capable of influencing outcomes directly or indirectly. While the Council has the ability to implement certain measures, the LES also identifies areas of work requiring a partnership approach with key stakeholders.

The Priorities for Action are:

- Reducing emissions via the Local Transport Plan (LTP3), Southend Local Plan and the Joint Spatial plan.
- The Southend Intelligence Hub, Smart City Journey and Digital Strategy.
- Land Use Planning, Development Control and Low Emission infrastructure.
- Procurement.
- Reducing emissions from commercial vehicles, passenger cars and light goods vehicles, borough wide access and parking strategy.
- Reducing emissions from taxis and buses.
- Raising awareness.

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1. Introduction

Southend is a healthy place to live and work, but as in all large towns and cities emissions from cars, vans, buses and heavy goods vehicles lead to poor air quality.

In November 2016 the Council formally declared its first Air Quality Management Area at the A127 Bell Junction. This led to the development of an Air Quality Action Plan (AQAP) proposing a number of measures with the potential to improve local air quality. The plan was given Corporate Priority status (Action Code 1718 Place PPC03).

A key priority of the AQAP is to develop and implement a Low Emission Strategy (LES). This LES will provide a comprehensive plan detailing mechanisms for reducing road transport emissions in the Borough from 2018 to 2021 and should be read in conjunction with and as a part of the AQAP.

There is significant growth planned for the Borough over the coming years which will increase potential demand for travel and consequently affect emissions.

The Council has developed the strategy to tackle road transport related pollution and improve health outcomes. It will achieve this through implementing innovative policies and measures that seek to reduce vehicle emissions by helping to accelerate the uptake of cleaner fuels and technologies. It is believed that this approach will also reduce vehicle emissions of Carbon and noise. In addition to the AQAP, the strategy supports and compliments other key Council strategies such as the Low Carbon Energy and Sustainability Strategy 2015 - 2010 (LCESS), Local Transport Plan (LTP3) and the Local Plan.

Everyone has a role to play in improving air quality, including individuals, businesses, public sector organisations and local and national Government. The Council recognise the importance of collaboration and that together they can provide the strategic commitment to implement a range of actions, both at a policy level and practical level, to improve air quality for the people of Southend.

1.1 Strategic Aims

The strategic aims are:

- a. To take actions that will reduce emissions from transport in the area and support sustainable development.
- b. To reduce emissions from all classes of vehicles, and to work with all groups who travel or generate traffic, including emissions from Council owned or leased fleet and staff vehicles (driven for business use).
- c. To improve the understanding of air pollution as an issue that should be considered during the development of policy, and to influence decisions made in the greater area. To raise awareness to the fact that we all have a role to play.
- d. To actively seek funding opportunities to implement innovative measures, especially the opportunity to increase the use of Low Emission Vehicles.
- e. To evaluate the success of the strategy and report annually. To use the lessons learned to develop the strategy into the future.

1.2 Scope and Purpose

A LES provides a comprehensive framework for vehicle emission reduction initiatives involving a range of stakeholders capable of influencing outcomes directly or indirectly. While the Council has the ability to implement certain measures, the LES also identifies areas of work requiring a partnership approach.

It will therefore identify key policy mechanisms and stakeholders in an integrated approach to emissions reduction that will produce outcomes complimentary to other corporate strategies

In their published plans to improve local air quality the Department for Environment, Food and Rural Affairs (DEFRA) has stated that "as a minimum we expect all local authorities with areas currently exceeding the required levels to consider putting in place a Low Emission Strategy. Such a strategy could be used to set out a range of commitments and actions to tackle pollution as part of a coherent multi-year programme and ensure they identify and exploit the national assistance available"

1.3 Public Health

There is growing evidence that air pollution is a significant contributor to preventable ill health and early death. These health impacts impose a cost on the UK economy estimated to run into billions. Although significant progress has been made in improving some aspects of air quality over previous decades, further progress is both necessary and possible. This will require a combination of innovative national and local approaches.

Local authorities have a major role to play. The transfer of additional responsibilities for public health to local government in 2013 has presented a major opportunity for Directors of Public Health and Councillors to take action to enhance this leadership on air quality.

1.4 Collaboration: The Importance of Partnership Working

To achieve the objectives of the LES it is essential that the Council and all other stakeholders (public and private) work in partnership with a focus on delivery and securing adequate funding.

Working in collaboration with stakeholders we can:

- Enable the identification of effective measures to reduce road transport emissions.
- Raise awareness of transport emissions and their effects on public health, and promote initiatives to reduce pollution.
- Recognise good practice, benchmark activity and engage the wider community.
- Identify funding opportunities and work in partnership to secure such funding.
- Monitor progress of initiatives aimed at reducing emissions and at appropriate intervals review the LES.

1.5 Priorities for Action

The priorities for action are:

- Reducing emissions via the Local Transport Plan (LTP3), Southend Local Plan and the Joint Spatial plan.
- The Southend Intelligence Hub, Smart City Journey and Digital Strategy.
- Land Use Planning, Development Control and Low Emission infrastructure.
- Procurement.
- Reducing emissions from commercial vehicles, passenger cars and light goods vehicles, borough wide access and parking strategy.
- Reducing emissions from taxis and buses.
- Raising awareness.

1.6 Steering Group

This initiative will be driven by the Air Quality Action Plan Steering Group which will meet quarterly to monitor progress and identify opportunities for delivering schemes within the Borough and beyond.

2. Sources of Air Pollution in the Borough

2.1 The Current Position

The main source of air pollution in the borough is road traffic emissions from major roads, notably the A127 and the A13. Other pollution sources including commercial, industrial and domestic also contribute to background pollution concentrations.

Exceedances of the annual mean Air Quality Objective for nitrogen dioxide (NO₂) have been consistently recorded at one location in Southend on the A127.

In 2016 an air quality detailed assessment undertaken by consultants recommended that the Council should declare their first Air Quality Management Area (AQMA) around the junction of Prince Avenue, Rochford Road and Hobblythick Lane, known locally as “The Bell Junction”. The formal AQMA declaration was completed in November 2016. See the Air Quality Action Plan for details.

2.1 Source Apportionment of Traffic Emissions (AQMA and Agglomeration Zone)

Source apportionment is the process of identifying the contribution each individual source of a pollutant such as nitrogen dioxide makes to the overall level. These consist of background sources and locally generated sources.

2.2 Locally Generated Sources

In Southend-on-Sea Borough the primary source is traffic and we have assessed the contribution each category of vehicle type makes to the overall pollution burden.

Local traffic data was used to calculate detailed source apportionment of vehicle types. The default fleet compositions in the DEFRA Emissions Factor Toolkit were used to derive emissions and give an estimation of source contributions for the following vehicle types:

- Motorbikes.
- Petrol/Diesel Cars.
- Light Goods Vehicles (LGVs).
- Rigid Heavy Goods Vehicles (HGVs).
- Articulated HGVs.
- Buses/Coaches.

2.3 Southend Urban Area Agglomeration Zone - Source Apportionment

The Southend Urban Area Agglomeration Zone is made up of Southend-on-Sea Borough Council, Rochford District Council and Castle Point Borough Council. It is one of 28 national zones each with its own DEFRA action plan setting out national, regional and local actions.

Local road traffic was the dominant source of nitrogen dioxide for the reference year of 2015. The largest contribution was from cars at the location of maximum exceedance with

a contribution of $54.4\mu\text{g}\text{m}^{-3}$ of NO_x out of a total of $142.9\mu\text{g}\text{m}^{-3}$. Cars, LGVs, rigid HGVs and articulated HGVs were important sources on the primary roads with the highest concentrations. For all road links concentrations of NO_x from diesel cars were approximately four times greater than NO_x emissions from petrol cars. NO_x concentrations from petrol LGVs are a small component of total NO_x concentrations and less than 2 per cent of total NO_x from LGVs.

Data from both source apportionment analyses confirm that diesel vehicles are the main contributor of NO_x on our roads.

For more information please refer to the Air Quality Action Plan.

3. Priorities for Action

3.1 Reducing Transport Emissions

The Local Transport Plan (LTP3) contains a number of general measures aimed at minimising the impact of road transport on air quality. The LTP3 Implementation Plan has four main Guiding Principles:

A Thriving and Sustainable Local Economy in the Borough

- Reduce congestion.
- Improve use of sustainable modes and public transport.
- Better car parking management.
- Network maintenance.
- Sustainable transport to support regeneration.

Minimise Environmental Impact and promote Sustainability for a Greener Borough.

- Reduce CO2 emissions.
- “Maintain Air Quality”.
- Increase resilience at the transport network due to Climate Change.
- Make use of technology.
- Protect and enhance the natural and built environment.

A Safer Borough

- Maintenance of highway infrastructure.
- Road safety engineering and enforcement.
- Education, training and publicity.
- Support safety partnerships.

Reduce Inequalities in Health and Well Being and a more accessible Borough

- Walking, cycling and physical activity.
- Access to healthcare.
- All public transport is fully accessible by 201.
- Quality of door to door travel.

3.1.1 The new Southend Local Plan and Joint Spatial Plan

The new Southend-on-Sea Borough Council Local Plan is being prepared for adoption by 2020 and will draw upon the latest national policy and guidance. It will feature initiatives and policy in line with the national policies and corporate aims on reducing transport related emissions levels. Public consultation will take place on several occasions (with the first round of consultation taking place by the end of 2018) to fully consider and address the community’s views on the matter.

The Joint Spatial Plan which is being prepared in partnership with all the South Essex Authorities is also exploring the ways in which the strategic transport network serving South Essex can be enhanced to reduce congestion and promote sustainable travel patterns and therefore lowering vehicle emissions per journey.

3.2 Southend Intelligence Hub, Smart City Journey and Digital Strategy

The connection of the Council's 31 Urban Traffic Control sites to the newly deployed pan borough full fibre network presents the opportunity to monitor a raft of traffic and environmental characteristics simultaneously in real time. The intention is to relay data captured this way back to the Council's Intelligence Hub and host it for analytical purposes within the CISCO City Connected Digital Platform. The provision of the Intelligence Hub and the ability to cross reference data captured in this way is key to Southend's SMART CITY ambitions. As step one, the Intelligence Hub will see the co-location of three core 24/7 services: public space CCTV, traffic management and telecare.

Funding for the Intelligence Hub has been approved and subject to the final business case the Hub will be built in 2018/19.

The Hub will:

- Act as "eyes and ears" of the Borough, watching and monitoring activity.
- Act as the City Intelligence and Coordination Centre, responding in anticipation of incidents escalation.
- Enable the Council to generate income through the selling of services capable of being delivered through the hub.

The hub will see the upgrade and integration of systems and services provided within a modern environment on a 24/7 basis. It will also have the capability to facilitate an ambitious undertaking and could potentially co-locate key strategic and operational services from a range of partner organisations such as the NHS and Essex Police. It will in essence become a centralised operations suite for delivering borough-wide management via a wide range of partnership responses within Southend and neighbouring boroughs. In the initial formative period however, the focus will be on council services.

The overarching benefits could include:

1. The provision of a strategic and integrated approach to image capture, information dissemination and operational analysis of live incidents.
2. Intelligence-led responses to incidents including major emergencies.
3. Delivery of enhanced traffic management on a borough wide basis, potentially reducing congestion, queueing length and improving traffic flow.
4. Contributing data to a variable parking tariff program.
5. Delivery of enhanced environmental monitoring (including a pilot study of 10 remote air quality sensors) and ultimately management solutions.
6. Activation of the community to have a healthier life style.
7. More effective and efficient use of available resources.

3.3 Land Use Planning and Development Control

The planning process cannot solve immediate air quality issues, however, the National Planning Policy Framework (NPPF) recognises that air quality is a material consideration and that planning can play an active role in delivering sustainable developments that allow

future residents, businesses and visitors to make low emission vehicle choices. The NPPF states that planning policies should:

“Sustain compliance with and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas (AQMA) and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts from individual sites should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. So far as possible these opportunities should be considered at the plan-making stage, to ensure a strategic approach and limit the need for issues to be reconsidered when determining individual applications. Planning decisions should ensure that any new development in AQMAs and Clean Air Zones is consistent with local air quality action plans”.

Effective planning policies can play a significant role in helping sustain air quality improvements by providing infrastructure to encourage alternatives to the private car and by both discouraging the use of high emission vehicles and supporting the uptake of low emission vehicles (LEV) including the provision of LEV refuelling facilities such as Electric Vehicle charging points.

National Planning Practice Guidance (NPPG) states that mitigation may include the contribution of “funding of measures including those identified in air quality action plans and low emission strategies designed to offset the impact on local air quality arising from new development” The NPPG also states that where sustained compliance with EU Limit Values (or equivalent) is prevented a local authority is to “consider whether planning permission should be refused”.

Therefore local Planning and Development policy has an essential role to play in minimising the impacts of new development on air quality and public health.

3.3.1 Low Emission Infrastructure

The Council will endeavour to work with private sector partners to help identify and implement low emission vehicle infrastructure, including:

- EV Charging including provision of rapid charging and charging for properties that do not have off street parking.
- Natural Gas Refuelling Infrastructure.

Natural gas been identified as a cost effective alternative to diesel, achieving both lower NO_x and particulate emissions and potentially significant carbon savings where bio-methane is integrated into the supply.

The Department for Transport predicts that 20 per cent of all HGVs could be either dedicated or dual fuelled gas vehicles by 2020. The “Technology Strategy Board” is currently undertaking a Low Carbon Truck Trial including the assessment of dual fuel HGVs (see Gas Vehicle Hub www.gasvehiclehub.org). The Office for Low Emission Vehicles released £4m funding in 2016 for the development of gas refuelling stations near to the motorway network to assist with the reduction in emissions from freight vehicles.

With the revised NPPF (2018), new policy has been introduced requiring the installation and provision of ultra-low emission vehicle charging facilities to enable their take up and effective use.

The new Southend Local Plan will need to consider this new national policy when being prepared. There are likely to be policies for development management based directly upon the NPPFs requirements for “the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles” at both residential and non-residential developments and that developments should “be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, convenient locations”.

3.4 Sustainable Procurement

National legislation and guidance encourages the public sector to support the uptake and deployment of low emission vehicles via sustainable procurement decisions. The Council’s Low Emission Strategy will provide a platform to review our procurement procedures and identify areas that have potential to reduce vehicle emissions associated with council activities such as:

- Contracts relating to goods and services provided to the Council.
- Procurement of vehicles.

3.4.1 Goods and Services

Local Authorities are required to consider “best value”, rather than lowest cost, when making procurement decisions.

The Public Services (Social Value) Act 2012 came enforceable in January 2013. For the first time the Act places a duty on public bodies to consider social value, including environmental considerations, ahead of certain procurement activities, and states that the authority must consider:

- a) How what is proposed to be procured might improve the economic, social and environmental well-being of the relevant area, and
- b) How, in conducting the process of procurement, it might act with a view to securing that improvement.

The Act provides scope to include the consideration of vehicle emissions arising from contract delivery and their impact on the health of the community.

3.4.2 Sustainable Award Criteria for Contracts

Sustainability should be a criterion in all procurement decisions, and vehicle emissions should be considered when decisions to award contracts are made.

The extent to which organisations give priority to vehicle emissions will depend on circumstance and cost. However, a scoring matrix for tender evaluation will be considered as part of the LES. As a minimum eg “evidence that current (or previous) Euro Standards apply to a significant fraction of the fleet and/or a commitment to increasing up-take can be demonstrated”.

3.4.3 Local Sourcing

Local sourcing is practised widely by local authorities who encourage local contractors to bid for council contracts. Such initiatives have the potential to support the local economy while helping reduce overall mileage. Local sourcing offers the potential for lighter goods vehicles to be used for deliveries. Also, helping local suppliers develop emission strategies can provide a competitive advantage in procurement decisions.

3.4.4 Procurement of Public Sector Vehicles

The Cleaner Road Transport Vehicle Regulations 2011 require public sector organisations to consider the energy use and environmental impact of vehicles they buy or lease. A key concept of the regulations is the consideration of whole life costs whereby the operational costs over a vehicles life, including pollution damage costs, are taken into account rather than just the initial purchase price. This helps to redress the issue of low emission vehicles costing more than conventional vehicles, while potentially having lower operational costs that outweigh the purchase premium.

3.4.5 Current Fleet Composition and Activity

The Council fleet is contracted out to Veolia. As of March 2018, all vehicles are Euro-Standard VI.

3.5 Reducing Emissions from Commercial Vehicles

Many commercial fleet operators have strategies in place to reduce emissions through their corporate social responsibility (CSR) agendas and due to high annual mileages, many blue chip companies will keep their HGVs for only 3 to 5 years meaning that the cleanest, Euro VI HGVs already provide a significant share of the total HGV fleet.

The Council's Local Transport Plan (LTP3) recognises the importance of the freight sector to the economy of Southend Borough. However, the contribution to the pollution burden from road freight is acknowledged. This Low Emission Strategy will compliment transport policy by seeking the introduction of cost effective measures aimed at road freight emissions reduction.

Road freight is not exclusively defined as Heavy Duty Vehicles (HGVs). Light Goods Vehicles (LGVs) such as vans are also a significant component and vehicle numbers have increased substantially along with the growth of home delivery services.

This LES recommends strategic measures to reduce emissions from road freight transport and facilitate a transition to low emission fuels and technologies.

3.5.1 Criteria for Sustainable Emissions

The Council will endeavour to work in partnership with freight organisations to ensure that "best practice emission criteria" are considered in all relevant procurement decisions with priority given to those organisations utilising LEVs and fuels.

Emission standards for commercial fleet operations associated with new planning applications shall meet current or chronologically next closest European Emission Standard.

The Council will also endeavour to work in partnership with industrial, commercial, retail and freight associations towards the development of recommended emission standards for freight vehicles accessing urban areas with a view to implementing an industry recognised Low Emission Freight Recognition Scheme or equivalent.

3.5.2 Sustainable Freight Consolidation Centres

Many commercial organisations and logistics companies already consolidate freight activity in the Essex. The potential for utilising low and ultra-low emission vehicles for the final stages of the deliveries associated with any potentially new consolidation centres will be considered.

3.6 Reducing Emissions from Passenger Cars and LGVs

For many car ownership is an essential requirement for domestic life and commuting. However, the number of cars on our roads continues to increase and accordingly their impact on the pollution burden is significant. Existing source apportionment data indicates that diesel cars and LGVs contribute 58 per cent of the NO_x emissions within the AQMA and 52 per cent of PM₁₀.

A key national issue is the significant increase in the number of diesel cars, rising from under 20 per cent of the car fleet in 2000 to over 50 per cent in 2014. Europe has the highest proportion of diesel cars in the world.

Many diesel vehicles have been purchased because they have been perceived to be environmentally friendly and the Government provides a reduced vehicle excise duty to support take up. While diesel cars may generally be more fuel efficient than petrol cars especially during long journeys there remains a question mark regarding the suitability of diesel cars for use in urban areas. Some studies suggest that unless they are travelling in excess of 12,000 miles per year owners are unlikely to recover the increased cost of purchasing and maintaining a diesel vehicle compared to petrol.

3.6.1 European Emission Standards (Euro Standards)

In Europe since 1993 attempts to regulate vehicle emissions have been undertaken via the “Euro Standards” regime. In order for manufacturers to sell vehicles within EU member states they must limit exhaust emissions to a level dictated by the latest Euro Standard assessed during a standardised in door test cycle. This methodology has been criticised for not being representative of the reality of external driving conditions. Emission projections assume the standards will be met but there is currently a move to amend the Euro 6 regulations to use more realistic and representative testing in the vehicle approval process. Also Euro 5 and 6 diesel cars have had compliance issues especially with NO_x requirements.

Even if Euro 6 diesel cars were to achieve their regulated emission limits in representative driving conditions studies data suggest additional measures will be required to improve air quality including the promotion and take up of low and ultra-low emission vehicles.

Many car owners are unaware of the impact their vehicle emissions have on local air quality and there have been mixed messages from Government. The LES will encourage provision

of information to raise awareness of passenger vehicle emissions and their impact on health. Additionally, information will be provided on the Total Cost of Ownership (TCO) of cars, including emissions, to assist the public in making better informed purchasing decisions.

The LES will seek to encourage the take up of low and ultra-low emission vehicles through the provision of information and incentives. This would be in line with an observed increase in sales of plug-in electric vehicles in the UK in the last two years.

The Government currently provides a £5000 grant towards the purchase of ultra-low emission cars including plug in vehicles, and will continue to support the charging infrastructure required to support take-up. The LES also recognises that the majority of vehicle charging will be at home and at work and proposes measures to support Ultra Low Emission Vehicle (ULEV) uptake including:

- Promotion of differential parking charges for low and ultra-low emission vehicles.
- Promotion of preferential parking places for ultra-low emission vehicles.
- Promotion of differential car allowance rates for low and ultra-low emission vehicles.
- Promotion of ultra-low emission vehicle pool cars, car clubs and lease cars.
- Consideration of reducing business rates for companies demonstrating a commitment to the significant use of ULEVs.
- Additional incentives from businesses for customers who use ULEVs.
- Ensure adequate recharging/refuelling infrastructure to support ULEV use especially in areas where no off street parking is available through the use of rapid charging facilities and other forms of public charging infrastructure such as charging through streetlights.
- Introduce minimum recharging standards for all new developments as part of the Southend Planning Procedures.

3.6.2 Borough Wide Parking and Access Strategy 2018

This strategy (currently in draft) aims to:

- a. Achieve a step-change in travel information provision, adopting an approach centred on meeting the needs of travellers and addressing their pain points of queuing to access Southend-on-Sea, finding car parks and finding a space to park.
- b. Provide a framework for moving from the current position to an integrated smart city data platform into which a network of specialist providers provide reliable, access-controlled feeds, leading to a more efficient parking system.
- c. Effectively manage peak periods of visitor demand through a range of measures including:
 - Encouraging travel behaviour change by Southend residents and visitors on peak days through dedicated peak-day communications.
 - Improving existing information resources and extensive use of websites and social media.
 - Providing visitors to the Borough with comprehensive, up to date pre-trip and pre-arrival information about all travel and payment options available through a range of media.
 - Providing visitors to the Borough with improved travel information during their trip to Southend through a range of media and systems.
 - Improving wayfinding from car parks to key visitor destinations.

- Actively manage traffic on days of high visitor demand through a range of on the ground interventions.
 - Continually improve the visitor experience through engagement with visitors to understand their experiences and behaviours.
- d. Improve signage to principal car parks across the Borough through:
- Directing drivers to the most appropriate car park.
 - Raising awareness of other seafront locations in the Borough from Leigh and Chalkwell to Shoeburyness to spread the demand.
 - Encouraging use of less well used car parks, particularly on days of high demand.
 - Providing guidance on the most appropriate route to the car parks, particularly on days of high demand.
 - Adopting state of the art dynamic signage infrastructure to allow for variable signage which responds to the different patterns of demand in Southend.
- e. Support the visitor economy through dynamic changes to parking tariffs for Summer weekends to better balance the demand for parking between the seafront and town centre car parks.
- f. Engage stakeholders early and frequently during implementation of the strategy.

3.7 Reducing Emissions from Taxis

The Council has 276 licensed Hackney Carriages and 154 Private Hire Vehicles which operate at some point in the urban area, the vast majority of which are diesel vehicles. The Council will not licence any vehicle over 5 years old on first licensing. Wheelchair accessible vehicles may be six years old. Vehicles are licensed for 8 years with 6 monthly extensions up until 10 years. Wheelchair accessible vehicles are licensed for up to 20 years.

The Council will consider introducing a licensing standard based on emissions or age restrictions, linked to Euro standards e.g. minimum Euro 4 for petrol and Euro 6 for diesels, as adopted by Birmingham City Council.

The Council will encourage taxis to turn off their engines when idling in AQMAs or hot spots, and promote the general benefits of non-idling.

3.7.1 Incentives for LEVs, ULEVs and Electric Vehicles

The Office for Low Emission Vehicles (OLEV) 2015-2020 program includes £20m made available for local authorities to support the uptake of ULEV taxis. Round 2 of the scheme will release £6M in 2019.

Note that all applications for funding are subject to approval.

There are a number of measures that will be explored to encourage the uptake of Low Emission Vehicles (LEVs) and Ultra-Low emission Vehicles (ULEV) such as:

- Low emission taxi ranks for hybrids and alternatively fuelled vehicles.
- Preferential queuing facilities at existing ranks.
- Public sector contracts based on emissions for the provision of private hire services.

- Rapid charging facilities for ULEVs (remote from taxi ranks to prevent vehicles from sitting in the rank to charge e.g. public car parks or near facilities for drivers to use when taking a break.
- The Ultra-Low Emission Vehicle (ULEV) Taxi Scheme will provide local authorities with funding to install electric vehicle charging infrastructure for taxi and private hire use.
- LoCASE grants can be awarded for the replacement of Taxis with Electric or Hybrid vehicles. Taxi operators can access a 40 per cent grant and up to £20K per company to support the purchase of “green” vehicles when they are replacing their current vehicles.
- Provide information about car emissions and Total Cost of Ownership (TCO) of alternative, cleaner vehicles to taxi drivers.
- The Electric Blue scheme is committed to improvement of air quality across the UK by promoting Electric Taxis, and new Clean Air Zone technologies. Electric Blue's aim is to install and operate a national vehicle charging network powered completely by renewable energy, in locations based on the deep understanding of operational profiles of taxis, delivery fleets and other high mileage vehicles. Based on practical experience and real world data, it aims to identify to local authorities, taxi and other high mileage fleet operators, journeys which can be readily electrified.
- Wireless Semi-Dynamic Charging for Electric Taxis (WS-CET): WS-CET will consider the viability of charging electric taxis at taxi ranks within Southend. This will also include work to analyse taxi operations to assess how viable using electric taxis is for local operators and the optimum locations for wireless charging which would assist taxis to top up their batteries during their working day. WS-CET will be based around a new wireless charging technology using a charging bar set into the highway, in this case within the taxi rank. The technology includes a newly patented way to improve safety. The benefit of this technology is that a taxi will be able to charge at all points within the taxi rank as it moves forward in the queue thereby increasing the available charging opportunity whilst also lowering costs when compared to other wireless induction techniques. For this project the Consortium would be The Council, Algret Innovations (technology provider), University of Birmingham, Electric Blue (taxi analysis), and possibly other local authorities. Local taxi operators will be informed about the bid and one of the larger operators will be sought as a project partner.
- Town Centre EV Charging Hubs (TCEVCH): TCEVCH will consider the provision of rapid charging hubs with 6-8 charging stations powered by renewable energy. The hub will be positioned in the town centre close to facilities provided and to local transport links. Additional facilities will be provided by the hub including a system to allow users to book their charge to improve confidence in charging availability and measures to improve vehicle security when compared to public car parks.
- Renewable Fleet Fuels (ReFuel): If awarded, ReFuel will work with 4 EU countries and UK universities to test and promote the provision of alternative fuel vehicles. In Southend, the project will install solar canopies on up to 100 car park spaces all of which will have EV charging facilities. Power demand and supply will be regulated using a large battery co-located with the solar canopies. Other partners will work on fuel cell and gas powered vehicles allowing Southend to learn within the project.
- The Council already works with e-Car Club to provide a fleet of EVs available to hire by the hour and makes provision for staff to be able to use these cars as pool cars for work journeys. The Council will consider ways to promote and grow the car club.

3.8 Reducing Emissions from Buses

Public Transport as a viable alternative to car use is an essential prerequisite to improving air quality and the number of car journeys. Moreover, the public transport fleet should positively contribute to improving local air quality.

The Council will work in partnership with Essex County Council, neighbouring authorities and local bus operators (mainly Arriva and First) in order to identify ways to reduce the pollution burden from buses especially in AQMAs and traffic hot-spots. Funding streams will be identified and sought.

Monitoring and modelling show that diesel buses are a major contributor of NO_x (18 per cent) and airborne particles (8 per cent of PM₁₀) in the AQMA. They also contribute to CO₂ emissions.

Replacing old with brand new vehicles is capable of generating significant reductions in NO_x and particulates, but it remains uncertain whether bus operators will invest significantly in new Euro VI buses for Southend. Retro-fitting may be the realistic viable alternative based on experience of other local authorities. Significant reductions in bus emissions can be achieved by clean bus technology retro-fitting. At a cost of £13000 per vehicle Selective Catalytic Reduction (SCR) technology can improve emissions of older buses almost to the equivalent of Euro VI.

Note that in February 2018 the Council (along with Essex CC, Rochford and Colchester DCs) were successful in securing approximately £1.1m to retro-fit 60 buses, 42 of which use the A127 corridor. Buses will be fitted with SCR technology and particle traps capable of reducing emissions by up to 90 per cent.

The Government's Low Emission Bus Scheme offers £30m of funding for Low Emission Buses which is most applicable where local air quality is an issue. LEVs such as electric, natural gas powered and hybrids are included and the Council will raise awareness and encourage operators to make applications and seek other funding streams to improve their fleet.

Additional measures to be considered are:

- Introduction of introducing fuel efficient driver training as part of any test carried out when appointing or re-appraising drivers.
- In-vehicle real time information about current fuel efficiency, gear selection, speed, or telematics to provide next day information about driving behaviour.
- Training staff drivers to reduce their vehicle emissions by behavioural changes such as reducing rapid accelerations and decelerations and correct gear selection to improve fuel consumption.
- Switching off engines when practical and safe when parked by the road side and when dropping off people or deliveries.
- Maintaining vehicles including tyre pressures to the optimum pressure.
- Raising awareness that reducing vehicle emissions will reduce both fuel costs and air pollution.

3.9 Raising Awareness

General Public and Businesses

The Council will provide the public with information on how:

- Health is affected by exposure to air pollution (not just NO_x and Particulates), especially vulnerable groups such as asthma sufferers.
- Travel choices contribute to pollution and exposure to levels of local pollution.
- Engine idling affects air quality inside vehicles as well as outside.
- To minimise exposure by altering travel habits or routes (this includes restricting time spent with an engine “idling” particularly near schools).

The Council will provide information to businesses that they can reduce road traffic related air pollution and improve fuel efficiency. For example:

- Ensuring their drivers develop an energy efficient driving style.
- Scheduling deliveries to minimise congestion, optimise vehicle movements and fuel efficiency.
- Encouraging employees to cycle, walk to work, use public transport.

3.9.1 Smart Vehicle Purchasing

The Council will provide an information service on e.g. our website and social media platforms.

Appendix 1. Summary Table of Themes and Actions

	Measure	Description	Lead Authority	Planning Phase	Implementation Phase	Measurable By	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
	Title									Cost: Low <£25K, Medium £25-£100K, High >£100K
1	Reducing Traffic Emissions LTP3 Better Sustainable Transport and Mobility Management	Transport Planning and Infrastructure, Traffic Management	SBC	n/a	On-going	Completion of Projects	n/a	LTP3	On-going	Cost M-H Potential AQ Impact not quantified but improvements expected
2	LTP3 Better Networks and Traffic Management Schemes		SBC	n/a	On-going	Completion of Projects	n/a	LTP3	On-going	Cost M-H Potential AQ Impact not quantified but improvements expected

	Measure	Description	Lead Authority	Planning Phase	Implementation Phase	Measurable By	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
3	LTP3 Better Partnership, Engagement and Sponsorship to Support Greater Efficiencies in Funding and Delivery	Transport Planning and Infrastructure Traffic Management and Reduction UTC, Congestion Management,	SBC	n/a	On-going	Completion of Projects	n/a	LTP3	On-going	Cost M-H Potential AQ Impact not quantified but improvements expected
4	LTP3 Better Operation of Traffic Control, Information and Communication Systems including Intelligent Transport Systems and Urban Traffic Management Control (UTMC)		SBC	n/a	On-going	Completion of Projects	n/a	LTP3	On-going	Cost Medium Potential AQ Impact expected but not quantified

	Measure	Description	Lead Authority	Planning Phase	Implementation Phase	Measurable By	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
5	Southend Intelligence Hub and SMART CITY Journey	Enhanced Traffic Management UTC, Congestion Management Traffic Reduction Provide Data for Variable Parking Tariffs	SBC	Pilot Discussion Stage	On-going	Completion of Projects	n/a	LTP3	On-going	Cost Medium Potential AQ Impact expected but not quantified
6	Land Use Planning and Development Control Low Emission Infrastructure	Electric Vehicle and Charging Points Promoting Low Emission Transport Procuring alternative re-fuelling infrastructures to promote low emission vehicles and EV charging points	SBC	n/a	On-going	Uptake Levels	n/a	Promotional Events Completed, Two +charging points installed	On-going	Cost High Potential AQ Impact but not quantified
7	Sustainable Procurement	Sustainable Procurement Policy Promoting Low Emission Transport Procuring Low Emission vehicles	SBC	2018	On-going	Uptake Levels	n/a		On-going	Cost Medium-High Potential AQ Impact but not quantified

	Measure	Description	Lead Authority	Planning Phase	Implementation Phase	Measurable By	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
8	Reducing Emissions from Commercial Vehicles	Promoting Low Emission Transport Promoting alternative re-fuelling infrastructures to promote low emission vehicles	SBC	2018/19	On-going	Uptake Levels	n/a		On-going	Cost Medium - High Potential AQ Impact but not quantified
9	Reducing Emissions from Cars and LGVs	Procuring Low Emission vehicles	SBC	2019	n/a	Uptake levels	n/a		On-going	Cost Low-High Potential AQ Impact but not quantified
10	Reducing Emissions from Buses	Procuring Low Emission vehicles Clean Bus Technology Fund	SBC and Fleet Owners Arriva and First	n/a	On-going	Uptake levels	YES	£1.1m funding secured in collaboration with Essex CC and others	On-going	60 Buses in Essex to be retrofitted in 2018, 41 of which access A127 corridor
11	Reducing Emissions from Taxis	Promoting and Procuring Low Emission Transport – Various Initiatives and Funding Streams	SBC , OLEV and Hire Companies	2018/19	n/a	Uptake levels	n/a		On-going	Cost Low - High Potential AQ Impact but not quantified
12	Raising Awareness of Public Health Issues and Smart Vehicle Purchasing	Raising Awareness of High Risk and Vulnerable Groups via e.g. Social Media, SBC Website, Health Alerts Promoting Travel Alternatives and Public Health Information	SBC	2018	In Progress	Up-dates	n/a		On-going	Cost Low

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Glossary

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
AQS	Air Quality Strategy
ASR	Air Quality Annual Status Report
Defra	Department for Environment, Food and Rural Affairs
EU	European Union
LAQM	Local Air Quality Management
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxides
PM ₁₀	Airborne particulate matter with an aerodynamic diameter of 10µm (micrometres or microns) or less
PM _{2.5}	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
µgm ⁻³	Microgram – One millionth of a gram
LEV	Low Emission Vehicle
ULEV	Ultra-Low Emission Vehicle
LDV	Light Duty Vehicle
LES	Low Emission Strategy
OLEV	Office for Low Emission Vehicles

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Low Emissions Consultation Analysis

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

The campaign could also be accessed in many ways

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

The results

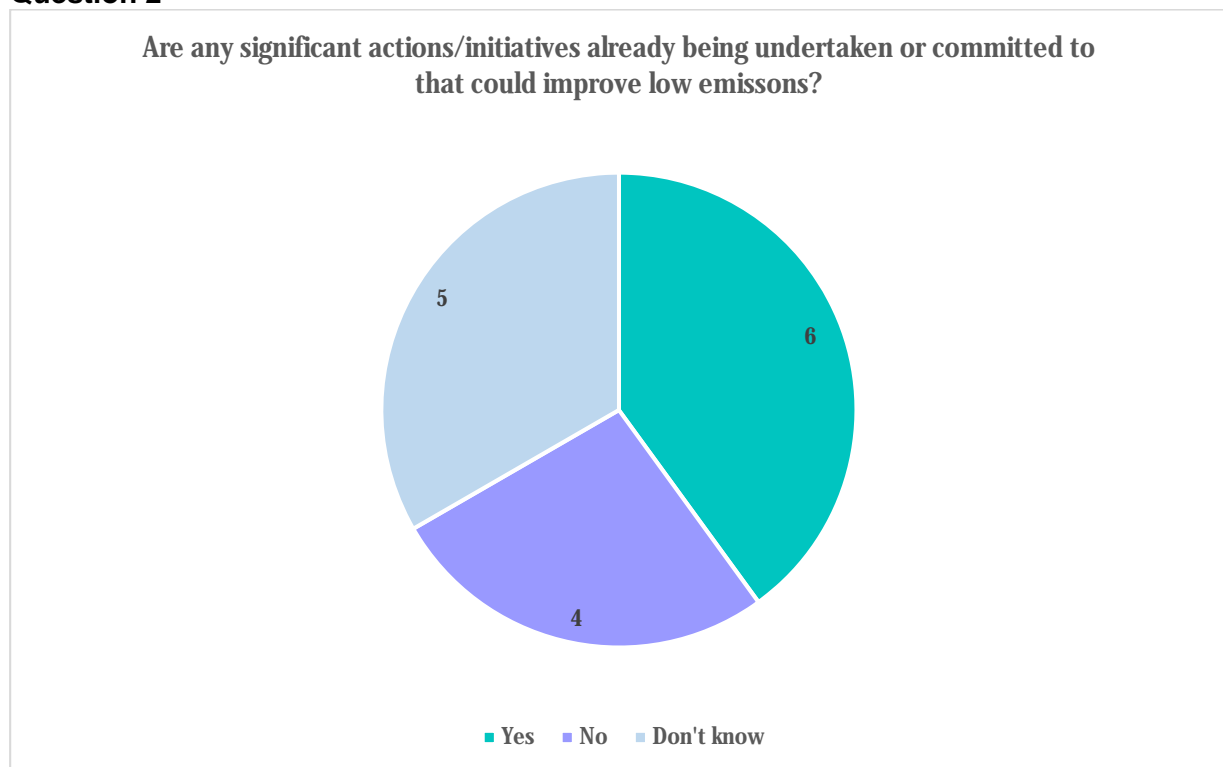
A total of 20 people accessed and responded to the consultation using either the paper questionnaire or online, responding to the questions set and using the free text part to raise any other issues in relation to Low Emissions.

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

Question 1

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

Question 2

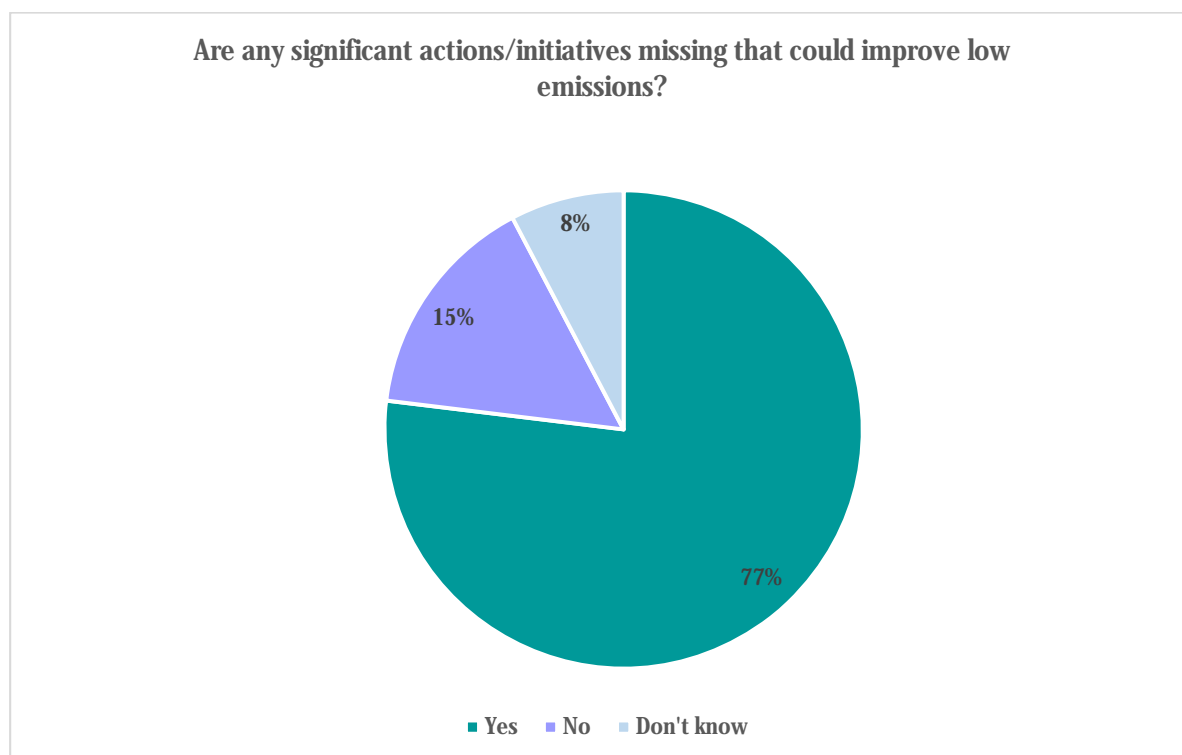


15 people responded to this question and of those that responded positively 5 submitted further comment below.

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

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

Question 3



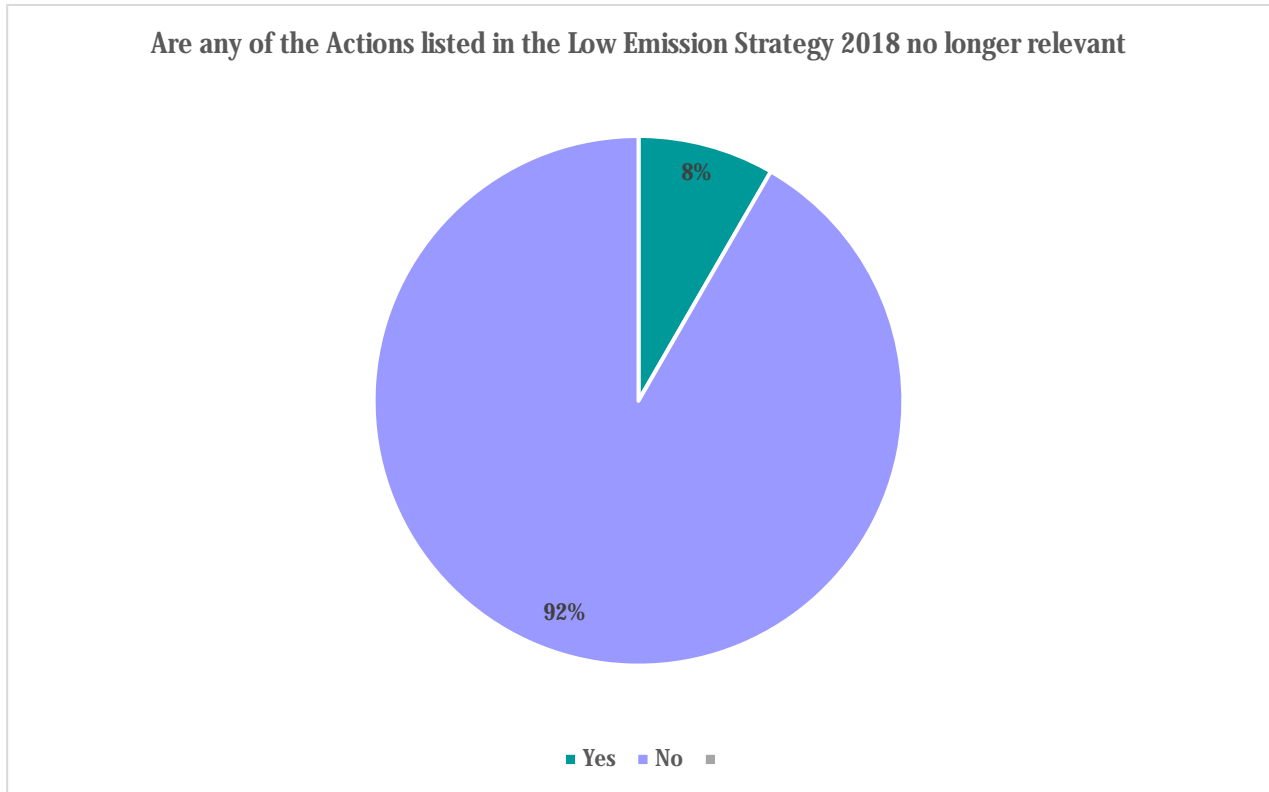
77% of the respondents agreed that there are significant/ initiatives actions missing that could be done to improve low emissions.

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

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

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

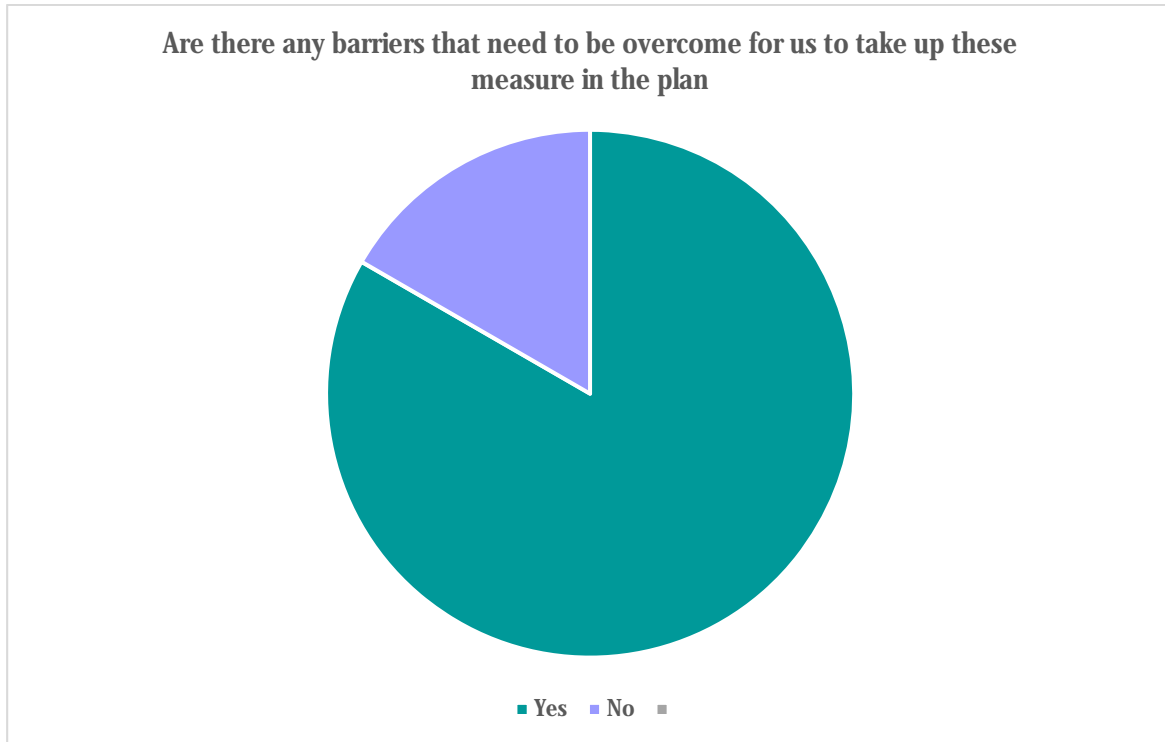
Question 4



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

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

Question 5



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

5.1:

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

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

Question 6:

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

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

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

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

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

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

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

Other responses

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

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

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

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

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

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

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

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

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

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

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

Southend-on-Sea Borough Council

Agenda
Item No.

8

Report of Chief Executive

To
Cabinet

On

6th November 2018

Report prepared by: Glyn Halksworth, Head of Housing &
Social Inclusion / Simon Ford, Group Manager Community
Safety

High Street Summit – Action Planning Update

Place Scrutiny Committee

Policy & Resources Scrutiny Committee

Cabinet Members: Councillors Lamb, Courtenay and Flewitt
Part 1 (Public Agenda Item)

1. Purpose of Report

- 1.1 To update Cabinet on work being undertaken following the High Street Summit which took place on 24th September 2018, including the emerging action plan and approaches being organised through which to coordinate and drive this work.

2. Recommendations

It is recommended that:

- 2.1 Cabinet endorses progress being made and directs further work as required.
- 2.2 Cabinet endorses additional officer resource already aligned to support the implementation and delivery of this project.

3. Background

- 3.1 On 24th September a High Street Summit took place to consider actions that might be pursued in order to improve the current High Street offer. Concerns had been raised relating to rough sleeping and a number of aspects of anti-social behaviour, including aggressive begging and street drinking. The meeting involved representative of Southend BID and Essex Police, along with James Duddridge MP and councillors and officers of Southend Council.
- 3.2 The meeting sought to understand the differing perspectives relating to current pressures within the Southend High Street area and to agree a number of outcomes and associated actions that could be pursued to improve the current situation. A number of short-term actions were agreed including better coordination of existing support work in the town centre; a commitment to explore the feasibility of enforcement powers and to implement those

appropriate to the aims of this work; and a commitment to better coordinate and resource communications work, including support to recruit a dedicated communications lead across the partnership. Support and enforcement services were collectively tasked with effectively tackling the presence of rough sleepers, begging, street-drinking and other anti-social behaviour from the High Street.

- 3.3 The meeting agreed that a dedicated action plan would be developed through which to drive this work forwards at pace. Key responsibility for this was given to Simon Ford and Glyn Halksworth, but with a requirement that this would be supported by a broader Council and Essex Police officer group. Action has already been taken to set up initial task and finish group meetings through which to initiate and coordinate this work. In addition to this an officer within the Housing & Social Inclusion service has been tasked with overseeing this on a half-time basis for the next 3 months, with the potential for further extension. As will be seen from the attached draft action plan work is already underway in other aspects of the project.
- 3.4 The draft action plan is attached as Appendix 1 and seeks to capture all actions agreed at the Summit, as well as clarifying ownership of these, key milestones required and progress. This work is at an initial stage and further understanding needed in respect of resources that may be required to implement and deliver the agreed work.

4. Other Options

None.

5. Reasons for Recommendations

- 5.1 This project is recognised as strategically important for Southend, both from a business and public service perspective. The feedback received by business, the Council and Essex Police about Southend High Street has been negative in recent months and is seen to be reflective of a diminishing attractiveness of the town centre to local residents, workers and visitors. From the perspectives of economic vibrancy, our reputation as tourist and visitor destination, and the collective and individual organisational reputations about our leadership of place, this is a vital project for the town. The recommendations are made in order to secure the best chance of delivering the aims of this partnership project.

6. Corporate Implications

- 6.1 Contribution to Council's Vision & Corporate Priorities

This project supports a number of the Council's corporate priorities relating to community safety, health, and economic development.

6.2 Financial Implications

There are already known additional costs in order to support the joint provision of a communications lead for the work, and further resource may be required for officer time as well as for works such as street cleaning, hoarding shop fronts and signage. Some of this resource may be recoverable by way of charges to shop landlords. A fuller understanding of these resources will emerge in the next few weeks.

6.3 Legal Implications

Advice is being taken in respect to enforcement powers available to support the ambitions of this project, principally via the Anti-social Behaviour, Crime and Policing Act 2014, Vagrancy Act 1824, and potential bye-laws.

6.4 People Implications

Existing officer resource has been aligned to the project. Additional officer resources both directly employed by Southend Council and commissioned support services will be coming on stream in respect of rough sleeping and community safety in the next 3 months. Further resource may be required and this will be understood in the coming weeks.

6.5 Property Implications

None identified.

6.6 Consultation

No discrete consultation has been undertaken at this stage other than work delivered in support of Southend 2050, and housing / homelessness strategic projects.

6.7 Equalities and Diversity Implications

The objective of this project is to ensure that Southend High Street is an inclusive place and that the needs of vulnerable groups are met in such a way as they get the support needed to desist from rough sleeping, street-drinking, drug use, begging and anti-social behaviour. Equally the project seeks to ensure that the High Street is accessible to residents, works and visitors and that the street scene is not a deterrent to this. An Equality Analysis of the project has not been undertaken at this point but equality implications will be considered as the project develops.

6.8 Risk Assessment

No separate risk assessment has been conducted at this stage. Dynamic risk assessments will be undertaken during street-based elements of the project.

6.9 Value for Money

No analysis of this has yet been undertaken.

6.10 Community Safety Implications

As indicated above many elements of this project relate to anti-social behaviour. There are also links to drug-related crime and gang activity within the town centre foot print which have contributed to the negative environment being addressed. This project is intended to positively impact both these areas. Additionally a proactive approach to the removal of discarded / abandoned property such as sleeping bags and rucksacks is consistent with the management approach required to combat security risks.

6.11 Environmental Impact

The project will positively impact the High Street environment, including through the increased cleaning of shop doorways and other areas associated with rough sleeping.

7. Background Papers

7.1 None.

8. Appendices

8.1 Appendix 1 – Southend High Street Action Plan V7.

**Southend High Street Summit
Action Plan
2018**

Outcome (a): Rough Sleeping: End rough sleeping in the High Street

Action: Ensure structures are in place to end rough sleeping in High Street **(medium and longer term outcomes to be added)**

Owners: Glyn Halksworth/ Simon Ford

Timeframe: By 31/10/18

Resources required: TBD/ Pending RSI additional outreach etc.

Tasks	Deadline	Milestones / updates	Status
1. Improve our understanding of best practice and enforcement options.			
1.1. Identify best practice	08/10/18	25/9/18- Commissioned library brief from the House of Commons library	
1.2. Identify national guidance	08/10/18	08/10/2018- Correspondence received from HoC library which refers to a number of briefing documents which may be of assistance.	
1.3. Raise at House of Commons	08/10/18	to be arranged	
1.4. Commission legal understanding of enforcement actions	08/10/18	20/9/18- Internal legal guidance commissioned regarding enforcement options/suitability	
1.5. Invite Minister to visit and witness local issues.		to be arranged	
2. Visible multi-agency patrols			
2.1. Continue current commitment and increase frequency	Ongoing	27/9/18- Joint High Street outreach conducted 28/9/18- Rough Sleeper count conducted 14/10/18- Town Centre Multi-Agency Day Of Activity booked for November which will also include the Joint High Street Outreach Team (multi agency approach) 19/10/18- Frequency of Joint High Street outreach patrols increased to every 2 weeks. Future dates confirmed.	

**Southend High Street Summit
Action Plan
2018**

Tasks	Deadline	Milestones / updates	Status
2.2. Ensure Street Ranger Support contributes to visible multi agency patrols	08/10/18	08/10/2018- Street Ranger contribution agreed for future visible multi- agency patrols 12/10/18- Communications set up for outreach services, patrols and other relevant agencies to liaise on a daily basis, including up to date information as to number of emergency bed spaces available for rough sleepers.	
2.3. Operation Reflex (Police)	Ongoing	Ongoing Operation	
3. Street Scene/Maintenance issues			
3.1. Board up recesses of dormant Units	08/10/18	26/10/18 - work commenced with new occupiers of vacant units in the High Street regarding use of artworked boards in the short term and will develop a brief for wider uses and animation of the High Street. LGF3b bid submitted today, investment panel meets 8th December. A positive outcome would fund some activity.	
3.2. Advise and seek permission from retailers	08/10/18	11/10/18 Action completed - list of business giving permission now supplied. Key locations are included within this.	
3.3. Maintain/clear rubbish from doorways	08/10/18	25/9/18- Additional Clearance undertaken by Veolia. 26/10/18 - Veolia involved in process for removal of abandoned items.	
3.4. Invoice landlords of work conducted with empty units			
3.5 Explore options for widening access to DISC		Work ongoing	
3.6. Evaluation and Monitoring of above activity		Impact evaluation to follow once maintenance work as been completed	
4. Unattended rough sleeper belongings and tents			
4.1. Clarify/understand legislative powers to remove, store and return abandoned property (PSPO?)		8/10/18 (see also above actions (sn 1) 4/10/18 (see also actions under development by T&F Group) 26/10/18 - Process for removal / storage of abandoned items drafted with Legal input. Anticipated to be implemented w/c 5th November	
4.2. Commission notices to sticker abandoned property		11/10/18 To follow outcomes from T&F Group. 26/10/18 - Included in the process for removal / storage of abandoned items	

**Southend High Street Summit
Action Plan
2018**

Tasks	Deadline	Milestones / updates	Status
4.3. Agree process for storing removed items		(See above)	
5. Better coordinate town centre support and enforcement activity			
5.1. Establish Task and Finish group (See Tab T&F Group)	08/10/18	4/10/18 T&F group held (powers and processes) - actions under development. Next meeting due 2/10/18	

**Southend High Street Summit
Action Plan
2018**

Outcome (b): Begging: Reduce, begging and associated ASB

Action: (In addition to actions already described under rough sleeper element of this plan): Use available schemes/enforcement to manage begging

Officer: Senior Inspector Neil Doney, Superintendent Mick Morris

Timeframe: November 2018

Resources required: TBD

Tasks	Deadline	Milestones / updates	Status
1. Develop alternative giving platform			
1.1. Explore possibility of development of a 'community chest' to receive donations, which can then be disseminated to appropriate projects who work in support of the town centres' needs, including rough sleeping etc.	15/10/18	To be linked to Support Southend website / don't give campaign. 18/10/18- Research and best practice has been sought from other authorities - development under way 26/10/18 - Campaign now agreed as 'Make a Change'. Developed for launch w/c 29th October	
2. Explore enforcement powers			
2.1. Ensure full understanding of available powers and of resource required to utilise these (ASB legislation, Vagrancy Act 1824)	19/10/18	(See Tab T&F Group- actions being developed) - this has informed the work around potential use of Public Spaces Protection Orders.	

**Southend High Street Summit
Action Plan
2018**

Outcome (c): Communications: Improve communications to ensure a consistent approach and enable better understanding of key issues

Action: Improve key messages and communications strategy to the wider community including local residents and businesses

Owners: Adam Keating

Timeframe: 30.11.18

Resources required: TBD

Tasks	Deadline	Milestones / updates	Status
1. Tackle the common assumption that people who are begging are also homeless by communicating key messages about engagement/enforcement with the wider community including local residents and businesses			
1.1. Visual impact posters around ATMs		26/10/18 - 'Make a Change' campaign agreed & due to be launched w/c 29th October	
1.2. Launch the 'Make a Change' campaign		26/10/18 - 'Make a Change' campaign agreed & due to be launched w/c 29th October	
1.3. Literature- Echo blog		to be developed	
2. Public relations/communication management.			
2.1. Recruit a Joint dedicated communications resource for 12 months	30.11.18	Agree investment from partners; recruit; worker in place.	

**Southend High Street Summit
Action Plan
2018**

Tasks	Deadline	Milestones / updates	Status
2.2. Partnership approach to engage with members of the community who want to help rough sleepers, encourage to work with us to enable 'buy in' to the strategic approach being led by the council and its partners	30.12.18	1. Set meetings with soup kitchen providers to agree Council operational requirements and promote 'buy in' to Make a Change campaign 2. Meet with all commissioned homelessness and related support services 26/10/18 - 'Make a Change' campaign to be launched w/c 29th October	

**Southend High Street Summit
Action Plan
2018**

Outcome (d). Magnetism: Make the High Street feel safer and attractive to local community and visitors			
Action: (In addition to actions already described under rough sleeper element of this plan): Make Southend an attractive place for new business and leisure			
Cooney		Timeframe: TBD	
Resources required: Community grants - High St Safety, culture; current contracts (Veolia, outreach etc.)			
Tasks	Deadline	Milestones / updates	Status
1. Raise town centre profile and improve public image of the area			
1.1. Maintain Purple Flag status		01/10/18 Re-inspection due early December 2018	
1.2. Commence community grant process to support High Street Safety at key events / night-time economy	08/10/18	01/10/18 Round one funding opportunities marketed; bids received and evaluated; projects commence; delivery ends / evaluated; round two &c.	
1.3. Commence community grant process to support cultural events to include focus on town centre offers	08/10/18	01/10/18 Round one funding opportunities marketed; bids received and evaluated; projects commence; delivery ends / evaluated; round two &c.	
1.4 Complete High Street highway inspection and safety Audit	08/10/18	04/10/2018 High Street audit completed from Pier Head to Vic Circus, no safety issues identified. Potential cosmetic improvements identified, estimated time for completion March 2019.	
1.5 Improve look of Town Centre highway.		25/10/18 - Review of the Town Centre highway / street furnitre etc agreed to be undertaken, dates to be arranged.	
1.6 Improve 'look and feel' of town centre		02/10/18 Monthly reviews to identify defects/ issues to be undertaken and a rolling log of issues will be actioned and reported monthly to Place DMT.	
2. Commission town centre events that offer a vibrant choice of leisure and entertainment for a diversity of ages, groups, lifestyles and cultures.			
2.1 Commissioning events		25/10/18 - Plans being developed for an event in 2019. Southend Safety Advisory Group involved in Event Management Plans	

**Southend High Street Summit
Action Plan
2018**

Outcome (e): ASB/Enforcement: Improve anti-social behaviour enforcement in the High Street

Action: (in addition to actions already described under rough sleeper element of this plan): Utilise pending increase in Police/ Community Safety Officers/resource, use powers of enforcement such as CBOs.

Owners: Simon Ford

Timeframe: 31.10.18

Resources required: Community safety enforcement team - investment to bring forwards

Tasks	Deadline	Milestones / updates	Status
1. Community Safety Enforcement Team			
1.1. Recruit team manager	31/10/18	Interim Arrangement in place - commenced recruitment process 1/10/18	
1.2. Recruit 6 officers	30/11/18	Completed	
1.3. Develop partnership induction /training	30/11/18	Completed	
OTHER ACTIONS COVERED ELSEWHERE			

**Southend High Street Summit
Action Plan
2018**

Outcome (f): Street Drinking: Reduced street drinking and improve interventions for street drinkers.

Action: (in addition to actions already described under rough sleeper element of this plan): Increase range and efficacy of enforcement and support interventions to street-drinkers

Owners: Glyn Halksworth

Timeframe: 31.12.18

Resources required: Rough Sleeper initiative specialist outreach workers

Tasks	Deadline	Milestones / updates	Status
1. Utilise discretionary powers to require a person to stop drinking and confiscate alcohol or containers of alcohol from people who are consuming or about to consume alcohol in public places where the order is in effect			
1.1. No drinking zone signage to be updated and installed	31.10.18	01/10/18 Signs commissioned; signs installed	
1.2. Ensure full understanding of resource required to enforce and ensure this is programmed into service delivery of Community Safety Enforcement Team	30.11.18	Completed	
2.Improved interventions provided to street drinkers (Blue Light)			
2.1. Rough Sleeper Initiative implementation	15.11.18	01/10/18 Recruit to RSI posts 05/10/18 Sit up service developed and launched (provided by HARP) Work under way to recruit to 4 additional outreach worker posts & coordinator Initial street count held	

**Southend High Street Summit
Action Plan
2018**

Tasks	Deadline	Milestones / updates	Status
2.2. Develop treatment resistant drinker pathway	31.12.18	18/10/18- Research under way.	

ACTION	BY WHEN	COMMENT
Establish <i>Designated Powers</i> to facilitate CPW CPN CBO + other (FPN?)	19 th Oct	Existing powers being utilised on CBW's / CBO's. Input provided to the report prepared on wider use of Powers to include potential to utilise Public Spaces Protection Orders. To be progressed further depending on outcome of PSPO report
Establish regulations / process to engage Soup Kitchens	2nd November	Process being developed to include any relevant regulations, and to be further dicussed by Leader Group
PSPO construction covering street drinking, begging, obstruction, unattended bags, (security risk), and other relevant matters	19 th Oct	25th October - Report finalised to consider introducing a PSPO with key input from the Leader Group.
BYE LAW review e.g. highway obstruction, camping to include toilets, car parks and parks and other relevant matters	19 th Oct	25th October - Review undertaken and feeds into report on PSPO / wider powers, as well as identifying current Bye Laws available to Officers.
PROCESS to remove abandoned items (storage, notice, disposal)	31st Oct	26th October - draft process finalised for implementing w/c 5th November to include removal, notice, storage, collection and disposal of items.
Date Of Next meeting	2nd Nov 1400 (room tba)	19/10/18 Meeting held and actions progressed as above.

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Southend-on-Sea Borough Council

Agenda
Item No.

9

Report of Deputy Chief Executive (Place)

To
Cabinet
On

6th November 2018

Report prepared by Adam Penn,
Regulatory Services Manager

Gambling Act 2005 - Approval of Statement of Gambling Licensing Policy

Place Scrutiny Committee
Cabinet Member: Councillor Flewitt
Part 1 (Public Agenda Item)

1. Purpose of Report

- 1.1 To update Members on the outcome of the formal consultation process in respect of the Gambling Licensing policy.
- 1.2 To set out a proposed final statement for the purposes of the Gambling Act 2005 (in order to meet the timetable for introduction by 31st January 2019).

2. Recommendations

- 2.1 **That Cabinet recommends to Council that the Statement of Gambling Licensing Policy, set out in Appendix 1, be adopted.**

3. Background

- 3.1 The Council's Statement of Policy under the Act was approved on 3rd March 2017 and came into force on 24th April 2017. It is valid for a maximum period of 3 years or until the next statutory review date, whichever is sooner. The current policy expires on 30th January 2019, and the Council, as the Licensing Authority is required to adopt a new one by 3rd January 2019.
- 3.2 The Act requires that the policy is kept under constant review and amended before the statutory period ends where significant change is identified.
- 3.3 On 23rd July 2018 the Council published a draft statement of Licensing Policy. In line with best practice, a formal consultation was carried out, with the request that responses be received by 2nd September 2018. The consultation exercise involved the following elements.

- a) The despatch of a letter to the holders of existing licenses and permits for Adult and Family Entertainment amusement centres the proprietors (or head office) of all betting shops, bingo halls and casinos. The same notification procedure was operated for a range of trade association and voluntary groups, legal firms and others with known interests. This gave a brief explanation the consultation process, and gave details of the availability of the draft policy document. The proposed changes were highlighted within the draft policy.
 - b) Utilising details held within the departmental records, the same approach was taken for a sample of lottery permit holders and alcohol licensed premises holding gaming machine permits.
 - c) A letter was also sent to a range of residents associations, tenants groups and focus groups.
 - d) Letters were sent to key charities, interest and support groups.
 - e) Letters and a link to the policy were sent to all of the Responsible Authorities under the Gambling Act, other relevant sections of the Council
 - f) All Members of the licensing committee were emailed a copy of the draft policy together with details of how to comment.
 - h) Inclusion of the draft policy document on the Council's website in the Consultation Section.
 - i) Continuing response to enquiries, by Officers of the Licensing Team, in person or by telephone.
 - j) In total around 350 letters and emails were sent out at the start of the consultation period.
- 3.4 The full list of consultees is appended to the Policy document
- 3.5 As a result of the consultation process 9 written responses were received. Two of which were received a licence holders, and one from Public Health. The only Responsible Authority to respond was The Gambling Commission. Copies and an analysis of the responses can be found in **Appendix 2**
- 3.6 The changes to the statement of policy document, (in comparison to the existing one) include some general updates, address corrections etc. and the following matters: -
- a) A new section on underage test purchasing advising licensees that we carry out tests and outlining our expectations if they do their own tests. (Section 13.6) (Amended in response to consultation outcomes)
 - b) A paragraph advising licensees that their local area risk assessment should be available on site for inspection. (14.13)
 - c) A commitment to work with Public Health on future reviews of the Local Area Profile. (14.16)
 - d) Clearer guidance to applicants on the requirements of layout plans submitted with their application. (14.27 & 25.2)
 - e) A specific section on fixed odds betting terminals outlining expected minimum control measures and stating the Licensing Authority view on the emerging trend of fitting privacy screens in betting shops. (21.5 & 21.6).

This accords with The Gambling Commission's Guidance to Licensing Authorities, 5th Edition.

4. Other Options

- 4.1 Should the Council fail to approve a final Statement of Policy, it will be in breach of its statutory duty under Section 349 of The Gambling Act 2005 which requires the policy to be reviewed.
- 4.2 It is not considered that another option exists.

5. Reasons for Recommendations

- 5.1 To enable the Council to comply with its statutory duty under Section 349 of The Gambling Act 2005.

6. Corporate Implications

- 6.1 Contribution to Council's Vision & Corporate Priorities

A statement of licensing policy will be instrumental in the effective assessment of applications, and in helping to ensure proper conduct of approved premises. It is thus supportive of the Council's Vision. Further, the licensing objective of "preventing gambling from being a source of crime or disorder, being associated with crime or disorder, or being used to support crime" is central to the Council's Critical Priority of creating a Safer and Prosperous Southend.

- 6.2 Financial Implications

The annual licence fees form part of the overall budget for the Council; however fee levels do not form part of this policy. The Act requires that fees are set at a level which covers the cost of administering the system without making a profit with a statutory maximum fee for each type of licence.

- 6.3 Legal Implications

Section 349 of the Gambling Act requires all licensing authorities to prepare and publish a statement of the principles that they propose to apply in exercising their functions under the Act during the three-year period to which the policy applies.

- 6.4 People Implications

No people implications

- 6.5 Property Implications

No property implications

6.6 Consultation

Section 349 of the Gambling Act requires that all Licensing Authorities consult on a draft policy prior to approving a final policy. The list of persons to be consulted when preparing this Licensing Authority's Statement of Policy is outlined at annex A in the policy. Details of the consultation can be found in section 3.3 of this report.

6.7 Equalities and Diversity Implications

An equalities assessment was carried out for this policy.

6.8 Risk Assessment

The main risk identified is that failure to adopt a policy which has regard to the Gambling Commission 'Guidance to Licensing Authorities', would put the Council in breach of its statutory duty under the Act.

6.9 Value for Money

The annual licence fees form part of the overall budget for the Council; however fee levels do not form part of this policy. The Act requires that fees are set at a level which covers the cost of administering the system without making a profit with a statutory maximum fee for each type of licence.

6.10 Community Safety Implications

None.

6.11 Environmental Impact

None.

7. Background Papers

7.1 Gambling Act 2005.

7.2 Gambling Commission Guidance to Local Authorities, September 2015, 5th Edition. Updated September 2016

8. Appendices

8.1 **Appendix 1:** Statement of Gambling Licensing Policy.

8.2 **Appendix 2:** Overview and an analysis of the letters received in response to the consultation process



GAMBLING LICENSING POLICY STATEMENT 2019-2022

Gambling Policy Document – Adopted 3rd January 2019

KEY:

Red = Changes proposed at consultation stage

Green = Changes in response to consultation correspondence received

Version History

Version No:	Period to which policy applies:	Review date:
1	2007-09	2009
2	2010-12	2012
3	2013-16	2015
4	2016-19	2017
5	2017-19	2018
6	2019-22	2021

FINAL

SOUTHEND-ON-SEA BOROUGH COUNCIL GAMBLING LICENSING POLICY STATEMENT

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PART A

1.0 INTRODUCTION

1.1 This Statement of Licensing Policy sets out the principles by which Southend-on-Sea Borough Council, as the Licensing Authority under the Gambling Act 2005 (referred to in this document as 'the Act'), intends to apply in discharging its functions to licence premises for gambling under the Act as well as:-

- designating the body responsible for advising the Authority on the protection of children from harm;
- determining whether or not a person is an "Interested Party";
- exchanging information with the Gambling Commission and others; and
- inspecting premises and instituting court proceedings for offences committed under the Act.

2.0 THE LICENSING OBJECTIVES

2.1 In exercising most of its functions under the Act, Licensing Authorities must have regard to the Licensing Objectives as set out in Section 1 of the Act. The Licensing Objectives are:-

- Preventing gambling from being a source of crime or disorder, being associated with crime or disorder or being used to support crime;
- Ensuring that gambling is conducted in a fair and open way; and
- Protecting children and other vulnerable persons from being harmed or exploited by gambling.

3.0 DESCRIPTION OF THE DISTRICT

3.1 The County of Essex comprises 12 District and 2 Unitary Authorities. Southend-on-Sea Borough Council is one of those Unitary Authorities. The number of premises licensed under the Act saw steady growth when the legislation came into force but started to stagnate in 2012 and decreased in 2013 and 2014. There has been little change since then although in 2016 there was some small growth in the Adult Gaming Centre sector. A map of the area is attached to this Policy document at Annex 'D'

4.0 RESPONSIBILITIES UNDER THE ACT

4.1 The Act introduced a licensing regime for gambling, to be conducted by the Gambling Commission and by Licensing Authorities, depending on the matter to be licensed.

4.2 Southend-on-Sea Borough Council is the Licensing Authority for the area shown on the attached map, whose responsibilities must be discharged by the Licensing Committee created under Section 6 of the Licensing Act 2003.

4.3 The Gambling Commission is responsible for issuing Operating and Personal Licences to persons and organisations who:-

- operate a casino;
- provide facilities for playing bingo or for pool betting;
- provide betting or act as intermediaries for betting.
- make gaming machines available for use in Adult Gaming Centres and Family Entertainment Centres;
- manufacture, supply, install, adapt, maintain or repair gaming machines;
- manufacture, supply, install or adapt gambling machine software; or
- promote a lottery.

4.4 The Licensing Authority is responsible for licensing premises in which gambling takes place. All types of gambling are included, other than spread betting and the National Lottery. It is also responsible for issuing permits for premises with gaming machines and for receiving notices from operators wishing to use unlicensed premises for gambling on a temporary basis. The Licensing Authority has additional responsibility for the registration of certain types of exempt Small Society Lotteries.

4.5 The Licensing Authority cannot become involved in the moral issues of gambling and must aim to permit the use of premises for gambling in so far as it thinks it :-

- a) in accordance with any relevant Code of Practice under Section 24 of the Act;
- b) in accordance with any relevant Guidance issued by the Gambling Commission under Section 25;
- c) reasonably consistent with the Licensing Objectives (Subject to paragraphs a) and b))and
- d) in accordance with the Licensing Authority's Statement of Licensing Policy (subject to paragraphs a) and c)).

Before the Licensing Authority can determine an application for a Premises Licence, an Operating and Personal Licence, or both, must have been obtained from the Gambling Commission.

5.0 STATEMENT OF LICENSING POLICY

5.1 The Licensing Authority is required by the Act to publish a Statement of Licensing Policy which contains the principles it proposes to apply when exercising its functions under the Act.

5.2 This Policy must be reviewed and published every three years. The Policy must also be reviewed from 'time to time' and any proposed amendments and/or additions must be subject to fresh consultation. The 'new' Policy must then be published.

5.3. This Policy takes effect on **31st January 2019**, and replaces the policy previously in force.

6.0 CONSULTATION

6.1 In producing this Policy, the Licensing Authority consulted widely before finalising and publishing it. In addition to the statutory consultees (listed below), the Council chose to consult with additional local groups and individuals. A full list of all groups and persons consulted is provided at Annex 'A'.

6.2 The Act requires that the following parties are consulted by the Licensing Authority:-

- The Chief Officer of Police for the Authority's area;
- One or more persons who appear to the Authority to represent the interests of persons carrying on gambling businesses in the Authority's area; and
- One or more persons who appear to the Authority to represent the interests of persons who are likely to be affected by the exercise of the Authority's functions under the Act.

6.3 The other groups and people consulted included:-

- Organisations, working with people who are problem gamblers,
- Responsible Authorities under the Act.
- Public Health

6.4 Consultation took place between 23rd July and 2nd September 2018

7.0 APPROVAL OF POLICY

7.1 This Policy was approved at a meeting of the full Council on ??? and was published via its website on ???. Copies are available on request.

7.2 It should be noted that this Policy does not override the right of any person to make an application, to make representations about an application, or to apply for a review of a licence, as each case will be considered on its own merit and according to the requirements of the Act.

8.0 DECLARATION

8.1 The Licensing Authority declares that it has had regard to the Licensing Objectives, formal Guidance issued to Licensing Authorities and any responses from those consulted during the consultation process, and will adopt the Principles of Better Regulation.

8.2 The Council recognises its responsibilities under equality legislation and will monitor the impact of these statutory duties through its various corporate schemes such as the Councils "Comprehensive Equality Policy".

9.0 RESPONSIBLE AUTHORITIES

9.1 A full list of the Responsible Authorities designated under the Act and their contact details are given in Annex 'B'. It should be noted that under the Act, the Licensing Authority itself is designated as a Responsible Authority.

9.2 The Licensing Authority is required to designate, in writing, a body that is competent to advise it about the protection of children from harm. In making this designation the following principles have been applied:-

- the competency of the body to advise the Licensing Authority;
- the need for the body to be responsible for an area covering the whole of the Licensing Authority's area; and

- the need for the body to be answerable to democratically elected persons rather than any particular interest group etc.

9.3 In accordance with the Gambling Commission's Guidance to Local Authorities, the Licensing Authority designates Southend-on-Sea Borough Council's Department of [Safeguarding for Children](#).

10.0 INTERESTED PARTIES

10.1 Interested Parties can make representations about licensing applications or apply for a review of an existing licence. An Interested Party is defined in the Act as follows:-

'... a person is an interested party in relation to a premises licence or in relation to an application for or in respect of a premises if, in the opinion of the Licensing Authority which issues the licence or to which the application is made, the person:-

- a) lives sufficiently close to the premises to be likely to be affected by the authorised activities,*
- b) has business interests that might be affected by the authorised activities, or*
- c) represents persons who satisfy paragraphs (a) or (b).'*

10.2 Interested parties can be people who are democratically elected such as councillors and Members of Parliament. Where appropriate this will include county, parish and town councillors.

Interested parties can also be trade associations, trade unions, residents' associations and tenants' associations. Providing that these people represent those living or having business interests in the area which might be affected, no specific evidence of authorisation is required.

Otherwise, the licensing authority will generally require a third party to produce some form of authorisation to speak on behalf of an interested party.

10.3 Whether a person is an interested party will be determined on a case by case basis. The types of organisations which may be considered to have business interests will be given a wide interpretation.

10.4 In determining if a person lives or has business interests sufficiently close to the premises that they are likely to be affected by the authorised activities, the Licensing Authority will consider the following factors:-

- The size of the premises;
- The nature of the premises;
- The distance of the premises from the location of the person making the representation;
- The potential impact of the premises (e.g. number of customers, routes likely to be taken by those visiting the establishment);
- The circumstances of the complaint. This does not mean the personal characteristics of the complainant but the interest of the complainant, which may be relevant to the distance from the premises;
- The catchment area of the premises (i.e. how far people travel to visit); and
- Whether the person making the representation has business interests in that catchment area that might be affected.

10.5 The Licensing Authority will decide if a representation made in respect of an application is valid based on the following factors:

- It is not frivolous or vexatious.
- It raises issues that relate to Guidance issued by the Gambling Commission.
- It raises issues that relate to this policy.
- It relates to the Licensing Objectives.

11.0 EXCHANGE OF INFORMATION

11.1 In its exchange of information with parties listed in Schedule 6 of the Act, the Licensing Authority will have regard to:-

- the provisions of the Act, which include the provision that the Data Protection Act 1998 will not be contravened;
- the Guidance issued by the Gambling Commission;
- relevant Legislation and Regulations

11.2 In accordance with Section 350 of the Gambling Act 2005, the Licensing Authority may exchange information with the following statutory bodies or individuals:

- A constable or police force
- An enforcement officer
- A licensing authority
- Her Majesty's Revenue and Customs
- The Gambling Appeal Tribunal
- The Secretary of State
- Scottish Ministers
- Any other person or body designated by the Secretary of State in accordance with the Act.

11.3 The Licensing Authority may also exchange information provided by applicants with law enforcement agencies for purposes connected with the prevention and detection of crime, but we will only share any personal details for this purpose ~~unless~~ if required to do so by law.

12.0 PUBLIC REGISTER

12.1 The Licensing Authority is required to keep a public register and share information in it with the Gambling Commission and others. Regulations prescribe what information should be kept in the register. Copies of the register may be obtained on payment of a fee.

13.0 COMPLIANCE AND ENFORCEMENT

13.1 In exercising its functions with regard to the inspection of premises and to instituting criminal proceedings in respect of offences specified, the Licensing Authority will follow best practice. This requires that actions should be

- Proportionate – Intervention will only be when necessary. Remedies should be appropriate to the risk posed and costs identified and minimised.
- Accountable – The Authority must be able to justify decisions and be subject to public scrutiny.
- Consistent – Rules and standards must be joined up and implemented fairly.
- Transparent – Enforcement should be open and regulations kept simple and user friendly.

- Targeted – Enforcement should be focused on the problems and minimise side effects.

13.2 The Licensing Authority will endeavour to avoid duplication with other regulatory regimes, so far as is possible, and adopt a risk based inspection programme. All enforcement action is taken having regard to the Regulatory Services Enforcement policy.

13.3 The main enforcement and compliance role of the Licensing Authority in terms of the Act, is to ensure compliance with the Premises Licence and other permissions which it authorises. The Gambling Commission is the enforcement body for Operating and Personal Licences. Concerns about the manufacture, supply or repair of gaming machines are not dealt with by the Licensing Authority but will be notified to the Gambling Commission.

13.4 The Licensing Authority will keep itself informed of developments as regard to the Department for Business, Energy & Industrial Strategy in its consideration of the regulatory functions of Local Authorities, and will have regard to best practice.

13.5 Where appropriate, complaints will be investigated in accordance with the stepped approach outlined in the Regulatory Services Enforcement Policy. A copy of this document is available on the Council website. In the first instance we encourage complaints to be raised directly with the licensee or business concerned.

13.6 As part of its ongoing inspection regime, The Licensing Authority may carry out test purchasing to ascertain if a licensee has robust policies in place to prevent underage gambling. Licence holders will always be advised of the outcome of the test. Where operators carry out their own test purchasing, and The Licensing Authority is unable to obtain the results from the Primary Authority, we would expect this information to be provided by the operator when requested. Should the results show a failure then the Licensing Authority will, in the first instance, work with the operator to review and improve their policies and procedures.

13.7 Where there is a Primary Authority Scheme in place, the Licensing Authority will seek guidance from the Primary Authority before taking any enforcement action on matters covered by that scheme. At the time of the publication of this policy there were four Primary Authority arrangements with host local authorities:

- Ladbrokes/Corals - Milton Keynes
- Paddy Power - Reading
- William Hill - City of Westminster

PART B PREMISES LICENCES

14.0 GENERAL PRINCIPLES

14.1 Premises Licences are subject to the permissions/restrictions set out in the Act as well as the specific mandatory and default conditions detailed in Regulations issued by the Secretary of State. The Licensing Authority is able to exclude default conditions and also attach others, where it is thought appropriate.

14.2 In accordance with section 150 of the Act, premises licences can authorise the provision of facilities on:

- casino premises
- bingo premises
- betting premises, including tracks and premises used by betting intermediaries
- adult gaming centre premises (for category B3, B4, C and D machines)
- family entertainment centre premises (for category C and D machines) (note that, separate to this category, the licensing authority may issue a family entertainment centre gaming machine permit, which authorises the use of category D machines only).

14.3 Each case will be decided on its merits, and will depend upon the type of gambling that is proposed, as well as taking into account how the applicant proposes that the Licensing Objective concerns can be overcome.

14.4 The Licensing Authority is required by the Act, in making decisions about Premises Licences, to permit the use of premises for gambling so far as it thinks it:-

- a) in accordance with any relevant Code of Practice under Section 24 of the Act;
- b) in accordance with any relevant Guidance issued by the Gambling Commission under Section 25;
- c) reasonably consistent with the Licensing Objectives (Subject to paragraphs a) and b))and
- d) in accordance with the Licensing Authority's Statement of Licensing Policy (subject to paragraphs a) and c)).

14.5 Definition of Premises

In the Act 'premises' is defined as including 'any place'. It is for the Licensing Authority (having due regard for the Gambling Commission Guidance) to determine on the merits of each application whether different parts of a building can be regarded properly as separate premises.

The Licensing Authority will pay particular attention to applications where access to the licensed premises is through other premises (which themselves may be licensed or unlicensed).

14.6 Demand

Demand is a commercial consideration and is not an issue for the Licensing Authority.

14.7 Location

Location will only be a material consideration in the context of the Licensing Objectives.

14.8 The Act is clear that demand issues (e.g. the likely demand or need for gambling facilities in an area) cannot be considered with regard to the location of premises but that considerations in terms of the licensing objectives can. The Licensing Authority will pay particular attention to the objectives of protection of children and vulnerable persons from being harmed or exploited by gambling, as well as issues of crime and disorder.

14.9 In order for location to be considered, the Licensing Authority will need to be satisfied that there is sufficient evidence that the particular location of the premises would be harmful to the licensing objectives. From 6th April 2016, it is a requirement of the Gambling Commission's Licence Conditions and Codes of Practice (LCCP), under section 10, that licensees assess the local risks to the licensing objectives posed by the provision of gambling facilities at their premises and have policies, procedures and control measures to mitigate those risks. In making risk assessments, licensees must take into account relevant matters identified in this policy.

- 14.10** The LCCP also states that licensees must review (and update as necessary) their local risk assessments:
- a) to take account of significant changes in local circumstance, including those identified in this policy;
 - b) when there are significant changes at a licensee's premises that may affect their mitigation of local risks;
 - c) when applying for a variation of a premises licence; and
 - d) in any case, undertake a local risk assessment when applying for a new premises licence.
- 14.11** The Licensing Authority expects the local risk assessment to consider as a minimum:
- whether the premises is in an area of deprivation
 - whether the premises is in an area subject to high levels of crime and/or disorder
 - the ethnic profile of residents in the area, and how game rules, self-exclusion leaflets etc. are communicated to those groups
 - the demographics of the area in relation to vulnerable groups
 - the location of services for children such as schools, playgrounds, toy shops, leisure centres and other areas where children will gather
- 14.12** In every case the local risk assessment should show how vulnerable people, including people with gambling dependencies, are protected.
- 14.13** Other matters that the assessment may include:
- The training of staff in brief intervention when customers show signs of excessive gambling, the ability of staff to offer brief intervention and how the manning of premises affects this.
 - Details as to the location and coverage of working CCTV cameras, and how the system will be monitored.
 - The layout of the premises so that staff have an unobstructed view of persons using the premises.
 - The number of staff that will be available on the premises at any one time. If at any time that number is one, confirm the supervisory and monitoring arrangements when that person is absent from the licensed area or distracted from supervising the premises and observing those persons using the premises.
 - Arrangements for monitoring and dealing with under age persons and vulnerable persons, which may include dedicated and trained personnel, leaflets, posters, self-exclusion schemes, window displays and advertisements not to entice passers-by etc.
 - The provision of signage and documents relating to games rules, gambling care providers and other relevant information be provided in both English and the other prominent first language for that locality.
 - Where the application is for a betting premises licence, other than in respect of a track, the location and extent of any part of the premises which will be used to provide betting machines.

The Licensing Authority expects all licensed premises' to have their local area risk assessment available on site for inspection by an authorised officer at all times when they are trading.

- 14.14** Such information may be used to inform the decision the council makes about whether to grant a licence, to grant a licence with special conditions or to refuse an application.
- 14.15** This policy does not preclude any application being made and each application will be decided on its merits, with the onus being upon the applicant to show how the concerns can be overcome.
- 14.16 Local Area Profile**
Each locality has its own character and challenges. In order to assist applicants, where there is an issue in a local area which impacts on how the applicant should complete their

risk assessment, the Licensing Authority has published a local area profile (LAP). The LAP is published as a separate document to this policy and does not form part of it. The LAP may be reviewed by the Licensing Authority at any time. **Such a review would not constitute a review of this policy. On reviewing the LAP the licensing authority will work with other parties, including Public Health, to gather appropriate information.**

14.17 The LAP should be given careful consideration when making an application. Applicants may be asked to attend a meeting with licensing officers to discuss the LAP and assessment, appropriate measures to mitigate risk in the area and how they might be relevant to their application. The local area profile will be presented to any subsequent licensing sub-committee when they determine an application that has received representations. The LAP should not be taken as the definitive overview of a particular area and applicants are encouraged to use their own local knowledge in addition to the content of the LAP to inform their local risk assessments.

14.18 The Licensing Authority recognises that it cannot insist on applicants using the local area profiles when completing their risk assessments. However, an applicant who decides to disregard the LAP should be alert to the risk that they may face additional representations and the expense of a hearing as a result. A template of a suggested local risk assessment form for is included at **Annex D**. Applicants **and licence holders** may use this template or create their own.

14.19 Duplication with other Regulatory Regimes

Duplication with other statutory/regulatory regimes will be avoided where possible. The Licensing Authority will not consider whether a licence application is likely to be granted Planning Permission or Building Control consent.

14.20 The Licensing Objectives

Premises Licences granted must be reasonably consistent with the three Licensing Objectives. With regard to these Objectives, the following will be considered:-

- **Preventing gambling from being a source of crime or disorder, being associated with crime or disorder, or being used to support crime –**

The Licensing Authority is aware that there is a distinction between disorder and nuisance and that the prevention of nuisance is not a Licensing Objective under the Act.

Whilst the Licensing Authority is aware that the Gambling Commission takes a leading role in preventing gambling from being a source of crime, it will pay attention to the proposed location of gambling premises in terms of this Licensing Objective.

Where an area has known high levels of organised crime, the Licensing Authority will consider carefully whether gambling premises are suitable to be located there and the need for conditions, such as the provision of Door Supervisors.

- **Ensuring that gambling is conducted in a fair and open way –**

The Gambling Commission does not generally expect Licensing Authorities to be concerned with ensuring that gambling is conducted in a fair and open way. However, the Licensing Authority will familiarise itself with operator licence conditions and will communicate any concerns to the Gambling Commission about misleading advertising or any absence of required game rules or other matters as set out in the Gambling Commission's Licence Conditions and Code of Practice.

- **Protecting children and other vulnerable persons from being harmed or exploited by gambling –**

In practice, the Objective of protecting children from being harmed or exploited by gambling often means preventing them from taking part in, or being in close proximity to, gambling.

There is no definition of the term 'vulnerable person' in the Act, but this could include people who are gambling beyond their means and people who may not be able to make informed or balanced decisions about gambling due to a mental impairment, or substance misuse of alcohol or drugs.

The Licensing Authority will consider very carefully whether applications for Premises Licences in respect of gambling premises located close to schools, centres for gambling addicts, or residential areas where there may be a high concentration of families with children, should be granted, and will fully scrutinise the control measures outlined in an operator's local area risk assessment in this regard.

The Licensing Authority will consider whether specific measures are required at particular premises, with regard to this licensing objective. Appropriate measures may include supervision of entrances / machines, segregation of areas etc.

14.21 Conditions & Plans

The Licensing Authority is aware that the mandatory and default conditions imposed by the Gambling Commission will normally be sufficient to regulate gambling premises. In exceptional cases where there are specific risks or problems associated with a particular locality, specific premises or class of premises the Authority may consider attaching individual conditions related to the Licensing Objectives.

Any conditions attached to Licences will be proportionate and will be:-

- relevant to the need to make the proposed premises suitable as a gambling facility;
- directly related to the premises and the type of licence applied for;
- fairly and reasonably related to the scale and type of premises; and
- reasonable in all other respects.

In addition, the Licensing Authority will examine how applicants propose to address the Licensing Objectives. In considering applications the Licensing Authority will particularly take into account the following, if deemed appropriate:-

- Proof of age schemes;
- Closed Circuit Television;
- Door Supervisors;
- Supervision of entrances/machine areas;
- Physical separation of areas;
- Location of entrances;
- Notices and signage;
- Specific opening hours; and
- With particular regard to vulnerable persons, measures such as the use of self-barring schemes, provision of information, leaflets, helpline numbers for organisations such as GamCare;

14.22 It is recognised that there are conditions which the Licensing Authority cannot attach to Premises Licences. These are:-

- any conditions on the Premises Licence which make it impossible to comply with an Operating Licence condition;
- conditions relating to gaming machine categories, numbers, or method of operation;
- conditions which provide that membership of a club or body be required (the Act specifically removes the membership requirement for casino and bingo clubs and this provision prevents it being reinstated);
- conditions in relation to stakes, fees, and the winning of prizes.

14.23 Credit

Credit facilities are prohibited from being provided in casinos and bingo licensed premises. Cash machines (ATM's) may be installed in such premises but the Licensing Authority may apply conditions as to where they are sited.

14.24 Betting Machines [See Annex C for definition]

In relation to Casinos, Betting Premises and Tracks, the Licensing Authority can restrict the number of betting machines, their nature and the circumstances in which they are made available by attaching a licence condition to a Betting Premises Licence or to a Casino Premises Licence (*where betting is permitted in the Casino*).

14.25 When considering whether to impose a condition to restrict the number of betting machines in particular premises, the Licensing Authority, among other things, shall take into account:-

- the size of the premises;
- the number of counter positions available for person to person transactions; and
- the ability of staff to monitor the use of the machines by children and young persons or by vulnerable persons.

14.26 In deciding whether to impose conditions to limit the number of betting machines, each application will be considered on its own merit and account will be taken of Codes of Practice or Guidance issued under the Act.

14.27 In all applications where a plan is required to be submitted, The Licensing Authority expectation is that, it will be in a scale of 1:100 unless otherwise agreed in writing and that, as a minimum, it will show the following (as appropriate to the type of application):

- The extent of the proposed licensed area
- All entry and exit points (including fire exits)
- CCTV camera positions
- Positions of betting terminals, high pay out machines (including fixed odds betting terminals) and ATM's
- Any fixed or permanent structures including counters
- Privacy screens (see also section 21 of this policy)
- All unlicensed areas under the control of the licensee including any 'sterile area's' and toilet and kitchen facilities be they for staff or public use.

15.0 PROVISIONAL STATEMENTS

15.1 An application for a provisional statement may be made in respect of premises which the applicant

- expects to be constructed
- expects to be altered
- expects to acquire a right to occupy.

The applicant should refer to the Act and the detailed information provided in the Guidance

16.0 REVIEWS

16.1 Applications for a Review of a Premises Licence may be made by Responsible Authorities and Interested Parties.

16.2 It is for the Licensing Authority to decide whether the review is to be carried out. This decision will generally be on the basis of whether the request for the review is relevant to the matters listed below:-

- Whether the grounds for the request raises issues relevant to the principles to be applied by the Licensing Authority and set out within the Licensing Authority Statement of Policy;
- Whether the grounds for the request are frivolous or vexatious.
- Whether the grounds for the request would certainly not cause the Licensing Authority to alter/revoke/suspend the Premises Licence;
- Whether the grounds for the request are substantially the same as previous representations or requests for a review.
- In accordance with any relevant codes of practice issued by the Gambling Commission.
- In accordance with any relevant guidance issued by the Gambling Commission.
- Reasonably consistent with the Licensing Objectives.

16.3 In accordance with the Guidance. The Licensing Authority can also initiate a review of a Licence on the basis of any reason which it thinks is appropriate

17.0 ADULT GAMING CENTRES

17.1 An Adult Gaming Centre is defined in Annex 'C'. Entry to these premises is age restricted.

17.2 The Licensing Authority will take account of any conditions applied to an Operating Licence in respect of such premises.

18.0 LICENSED FAMILY ENTERTAINMENT CENTRES

18.1 A Licensed Family Entertainment Centre is defined in Annex 'C'. Entry to these premises is not generally age restricted although entry to certain areas may be restricted, dependent on the category of machines available for use.

18.2 The Licensing Authority will take account of any conditions applied to an Operating Licence in respect of such premises.

19.0 CASINOS

19.1 A casino is defined in Annex 'C'. Entry to these premises is age restricted

19.2 The Licensing Authority is empowered to pass a resolution not to issue new licences for casinos in its area. No such resolution has been made.

19.3 The Licensing Authority will take account of any conditions applied to an Operating Licence in respect of such premises.

19.4 Betting Machines

Conditions may be imposed, in accordance with paragraphs 14.24, 14.25 and 14.26 ~~14.13~~, above.

19.5 In deciding whether to impose conditions to limit the number of betting machines, each application will be on its own merits and account will be taken of Codes of Practice or Guidance issued under the Act.

19.6 Credit

Credit facilities are prohibited in casinos, however, this does not prevent the installation of cash dispensers (ATMs) on the premises, although the Licensing Authority may attach conditions as to the siting of such machines.

20.0 BINGO PREMISES

- 20.1** Bingo is defined in Annex 'C'. Entry to these premises is not generally age restricted although entry to certain areas may be restricted, dependent on the category of machines available for use.
- 20.2** The Licensing Authority will take account of any conditions applied to an Operating Licence in respect of such premises.
- 20.3 Credit**
Credit facilities are prohibited in premises licensed for Bingo, however, this does not prevent the installation of cash dispensers (ATMs) on the premises, although the Licensing Authority may attach conditions as to the siting of such machines.
- 21.0 BETTING PREMISES**
- 21.1** Betting is defined in Annex 'C'. Entry to these premises is age restricted.
- 21.2** The Licensing Authority will take account of any conditions applied to an Operating Licence in respect of such premises.
- 21.3 Betting Machines**
Conditions may be imposed, in accordance with paragraphs 14.24, 14.25 and 14.26 above.
- 21.4** In deciding whether to impose conditions to limit the number of betting machines, each application will be on its own merits and account will be taken of Codes of Practice or Guidance issued under the Act.
- 21.5 Fixed Odds Betting Terminals (FOBT's)**
In respect to nationally expressed concerns that exist in relation to the potentially adverse impact FOBT's may have on vulnerable groups of adults, The Licensing Authority will give due consideration to the need to apply conditions to betting shop premises licences including, but not limited to, setting out minimum staffing levels to ensure sufficient staff are on the premises to enable staff to comprehensively promote responsible gambling, adequately protect players, particularly in relation to players who are deemed to be vulnerable and to prevent under 18 year olds accessing gambling facilities.
- 21.6** The Licensing Authority expects FOBT's to be positioned in such a way that they can be appropriately monitored by staff particularly where those staff are positioned at a counter away from the machines. In general the Authority is of the view that 'privacy screens' will hamper this and will expect the local area risk assessment to take this into account where applicants intend to construct such screens. Particular attention should be paid to the Gambling Commission's Social Responsibility Codes in this regard, especially code 9.11.1. Where an existing licensee adds 'privacy screens' a variation application will be required
- 22.0 TRACKS**
- 22.1** A Track is defined in Annex 'C'. Entry to these premises may be age restricted. Please refer to the Gambling Commission Guidance.
- 22.2** The Licensing Authority will take account of any conditions applied to an Operating Licence in respect of such premises.
- 22.3 Betting Machines**
Conditions may be imposed, in accordance with paragraphs 14.24, 14.25 and 14.26 above.
- 22.4** In deciding whether to impose conditions to limit the number of betting machines, each application will be on its own merits and account will be taken of Codes of Practice or Guidance issued under the Act
- 23.0 TRAVELLING FAIRS**

- 23.1 The facilities for gambling (being category D machines and/or equal chance prize gaming without a permit) must amount to no more than an ancillary amusement at the fair. The Licensing Authority will determine whether this requirement is being met.

PART C PERMITS

- 24.0 The Act introduced a range of permits for gambling which are granted by Licensing Authorities. Permits are required when premises provide a gambling facility but either the stakes and prizes are very low or gambling is not the main function of the premises. The permits regulate gambling and the use of gaming machines in a specific premises. With the exception of limiting machine numbers on Licensed Premises Gaming Machine permits, the Licensing Authority may only grant or reject an application for a permit. No conditions may be added.

25.0 UNLICENSED FAMILY ENTERTAINMENT CENTRE GAMING MACHINE PERMITS

- 25.1 Where a premises does not hold a Premises Licence but wishes to provide Gaming machines, it may apply to the Licensing Authority for a Permit. It should be noted that the applicant must show that the premises will be wholly or mainly used for making gaming machines available for use.

- 25.2 The Licensing Authority requires the applicant to submit a scale plan of the premises showing the areas which the permit will cover together with any other areas under the control of the licensee. Generally, this will be at a scale of 1:100 but other scales may be submitted with prior agreement from the Licensing Authority. Full details can be found in section 14.27

- 25.3 The Licensing Authority will expect the applicant to show that there are written policies and procedures in place to protect children from harm. Harm in this context is not limited to harm from gambling but includes wider child protection considerations. The suitability of such policies and procedures will be considered on their merits, however, they may include:-

- A basic Disclosure & Barring Service check or equivalent criminal record check for the applicant and the person(s) having the day to day control of the premises;
- Proof of age schemes;
- How the applicant proposes to ensure that children will be protected from harm whilst on the premises;
- Training covering how staff would deal with:-
 - unsupervised, very young children being on the premises,
 - children causing perceived problems on/around the premises, or
 - suspected truant children

In addition applicants should be able to demonstrate a full understanding of maximum stakes and prizes (and that staff are suitably trained in this respect)

26.0 (ALCOHOL) LICENSED PREMISES GAMING MACHINE PERMITS

- 26.1** There is provision in the Act for premises licensed to sell alcohol for consumption on the premises to automatically have two gaming machines, of Categories C and/or D via a notification to the Licensing Authority.
- 26.2** Gaming machines can only be located on licensed premises that have a bar for serving customers.
- 26.3** Premises restricted to selling alcohol only with food, will not be able to have gaming machines or apply for a Permit.
- 26.4** Where an application for more than two gaming machines is received, the Licensing Authority will specifically have regard to the need to protect children and vulnerable persons from harm or being exploited by gambling and will expect the applicant to satisfy the Authority that there will be sufficient measures to ensure that under 18 year olds do not have access to the adult only machines. Measures will cover such issues as:-
- Adult machines being in sight of the bar;
 - Adult machines being in sight of staff who will monitor that the machines are not being used by those under 18;
 - Appropriate notices and signage; and
 - As regards the protection of vulnerable persons, the Licensing Authority will consider measures such as the use of self-barring schemes, provision of information, leaflets/help line numbers for organisations such as GamCare.
 - Relevant codes of practice issued by the Gambling Commission

The Licensing Authority can decide to grant an application with a smaller number of machines and/or a different category of machines than that applied for but conditions other than these cannot be attached.

27.0 PRIZE GAMING PERMITS[See Annex C for definition]

- 27.1** The Licensing Authority will expect the applicant to show that there are written policies and procedures in place to protect children from harm. Harm in this context is not limited to harm from gambling but includes wider child protection considerations. The suitability of such policies and procedures will be considered on their merits, however, they may include:-
- A basic Disclosure & Barring Service check or equivalent criminal record check for the applicant and the person having the day to day control of the premises.
 - Proof of age schemes
 - How the applicant proposes to ensure that children will be protected from harm whilst on the premises.
 - Training covering how staff would deal with:-
 - unsupervised, very young children being on the premises,
 - children causing perceived problems on/around the premises, and
 - suspected truant children

In addition applicants should be able to demonstrate a full understanding of maximum stakes and prizes (and that staff are suitably trained in this respect)

In making its decision on an application for a Permit, the Licensing Authority does not need to have regard to the Licensing Objectives but must have regard to any Gambling Commission guidance.

28.0 CLUB GAMING AND CLUB MACHINE PERMITS

- 28.1** Members' Clubs and Miners' Welfare Institutes may apply for a Club Gaming Permit and/or a Club Gaming Machine Permit, but are restricted by category and number of machines and to equal chance gaming and games of chance.
- 28.2** Commercial clubs may apply for a club machine permit, subject to restrictions
- 28.3** The gambling provided under the authority of a club gaming permit must also meet the following conditions:
- (a) in respect of gaming machines:
- no child or young person may use a category B or C machine on the premises
- that the holder must comply with any relevant provision of a code of practice about the location and operation of gaming machines.
- (b) the public, children and young persons must be excluded from any area of the premises where the gaming is taking place.
- 28.4** Section 273 of the Act sets out the conditions that will apply to the club machine permit, including that in respect of gaming machines no child or young person uses a category B or C machine on the premises and that the holder complies with any relevant provision of a code of practice about the location and operation of gaming machines.

PART D

OCCASIONAL AND TEMPORARY PERMISSIONS

29.0 TEMPORARY USE NOTICES (TUN)

29.1 A 'TUN' is defined in Annex 'C'.

29.2 A TUN may only be granted to a person or company holding an Operating Licence relevant to the temporary use of the premises. Regulations issued by the Secretary of State prescribe the activities to be covered. At present a Temporary Use Notice can only be issued for equal chance gaming.

29.3 For the purposes of a TUN, a set of premises is the subject of a TUN if any part of the premises is the subject of the Notice. This prevents one large premises from having a TUN in effect for more than 21 days per year by giving a Notice in respect of different parts.

29.4 The definition of a "set of premises" will be a question of fact in the particular circumstances of each Notice that is given. In considering whether a place falls within the definition of "a set of premises", the Licensing Authority will consider, amongst other things, the ownership/occupation and control of the premises.

29.5 The Licensing Authority will object to Notices where it appears that their effect would be to permit regular gambling in a place that could be described as one set of premises.

30.0 OCCASIONAL USE NOTICES

30.1 Occasional Use Notices (OUN) are defined in Annex 'C'.

30.2 The Licensing Authority has very little discretion as regards these Notices, aside from ensuring that a statutory limit of 8 days in a calendar year is not exceeded.

30.3 The Licensing Authority will, however, consider the definition of a track and whether the applicant is permitted to avail him/herself of the Notice.

31.0 SMALL SOCIETY LOTTERIES

31.1 The definition of a Small Society Lottery is contained in Annex 'C' and these require registration with the Licensing Authority.

32.0 APPENDICES

32.1 Appendices have been attached to this Statement providing further information and guidance and they are intended only to assist readers and should not be interpreted as legal advice or as constituent of the Licensing Authority's policy. Readers of this document are strongly advised to seek their own legal advice if they are unsure of the requirements of the Act, or the guidance or regulations issued under the Act.

33.0 DELEGATION OF POWERS

33.1 The Licensing Authority has agreed a scheme of delegation for discharging its functions under the Act.

34.0 DEFINITIONS – Annex 'C'

35.0 FEES – Annex 'F'

36.0 USEFUL CONTACTS

The Gambling Commission maintains a list of useful contacts on organisations involved in gambling and their contact details can be found on the Commission's website www.gamblingcommission.gov.uk Some of these organisations provide codes of practice on their particular interest area.

ANNEX 'A'

List of Consultees

The draft policy was placed on the Council Website and in accordance with the Act the following organisations and individuals were consulted as part of the formal consultation exercise on the Statement of Gambling Licensing Policy.

- All responsible Authorities for the Gambling Act (as specified in Annexe 2).
- Holders of Premises Licences and Permits under the Gambling Act 2005
- Gamblers Anonymous,
- The Licensing Committee
- Public Health

In addition to those specifically consulted, no requests were received for copies of the draft Policy Document.

(note the consultation list is deliberately light as this policy was previously reviewed in 2017. Accordingly there a few changes. The Act prescribes a statutory three yearly review and this version is in compliance with that requirement.)

In addition to those specifically consulted, no requests were received for copies of the draft Policy Document, although the web page where it was located received ??? 'hits'

ANNEX 'B'

Contact Details for the Licensing Authority and Responsible Authorities

The Licensing Authority is:

The Licensing Authority
Public Protection Division (Floor 13)
Southend-on-Sea Borough Council
Civic Centre
Victoria Avenue
Southend-on-Sea, SS2 6ZG

Telephone: 01702 215005

Email: licact2003@southend.gov.uk

The Responsible Authorities are:

- a) The Chief Officer of Police
Essex Police Licensing Unit
PO Box 12306
Police Station
Newland Street,
Witham, CM8 2AS

Telephone: 101 ext 452035

E:mail licensing.applications@essex.pnn.police.uk

Guidance from Essex Police on their expectations for licence applications can be found on their website at: www.essex.police.uk/licensing

- b) The Fire and Rescue Authority
Essex County Fire and Rescue Service
Southend Service Delivery Point
Sutton Road (Rear of Fire Station)
Southend-on-Sea, SS2 5PX

Telephone 01376 576740

- c) The Local Planning Authority
The Development Control Section
Southend-on-Sea Borough Council
Civic Centre
Victoria Avenue
Southend-on-Sea. SS2 6ZG

Telephone: 01702 215327

- d) The Local Authority with functions related to prevention of risk of pollution of the environment:-

The Environmental Protection Team
Public Protection Division (Floor 13)
Southend-on-Sea Borough Council
Civic Centre, Victoria Avenue
Southend-on-Sea SS2 6ZG

Telephone: 01702 215005

Email: environmentalprotection@southend.gov.uk

- e) The body designated by the Licensing Authority as being competent to advise on the Authority about protection of children from harm.

The Department of Safeguarding for Children.

(Child Protection Advisor)

Southend-on-Sea Borough Council

Civic Centre, Victoria Avenue

Southend-on-Sea SS2 6ZG

Telephone: 01702 534417

Email: safeguardingforchildren@southend.gov.uk

- f) The Gambling Commission
Victoria Square House
Victoria Square
Birmingham
B2 4BP

Telephone: 0121 230 6500

- g) HM Revenue and Customs
Excise Processing Teams
BX9 1GL

Telephone: 03000 516023

Email: NRUBetting&Gaming@HMRC.gsi.gov.uk

- h) In relation to vessels only, the Navigation Authority having functions in relation to any place where the vessel is or is likely to be while activities are carried on in reliance on a premises licence. For this purpose, correspondence should be sent to:

Surveyor-in-Charge
Maritime & Coast Guard Agency
Marine Office
Central Court
1B Knoll Rise
Orpington, BR6 0JA

Telephone: 01689 890400

Any further enquiries or assistance can be obtained from the Licensing Authority on the email address or telephone number given above. These addresses were correct at the time of going to press but are subject to change without notice. Any change made will not form part of a review of the Council's Statement of Licensing Policy

ANNEX 'C'

DEFINITIONS

Please note, definitions listed below are for guidance only and do not form part of the Council's Statement of Licensing Policy or will necessarily appear within it.

Term	Description
ATM	Auto teller machine or cash machine.
Adult Gaming Centre	Premises in respect of which an Adult Gaming Centre Premises Licence has effect.
Authorised Local Authority Officer	A Licensing Authority Officer who is an authorised person for a purpose relating to premises in that Authority's area.
Betting	In this Act "betting" means making or accepting a bet on— (a) the outcome of a race, competition or other event or process, (b) the likelihood of anything occurring or not occurring, or (c) whether anything is or is not true.
Betting Machines	A machine designed or adapted for use to bet on future real events [not a gaming machine].
Bingo	Bingo is not given a statutory definition in the Act other than that it means any version of the game irrespective of by what name it is described. It is to have its ordinary and natural meaning. Two types of bingo are commonly understood: <ul style="list-style-type: none">• cash bingo, where the stakes paid make up the cash prizes that are won• prize bingo, where various forms of prizes are won, not directly related to the stakes paid.
Casino	An arrangement whereby people are given an opportunity to participate in one or more casino games.
Casino Resolution	Resolution not to issue Casino Premises Licences.
Child	Individual who is less than 16 years old.
Club Gaming Machine Permit	Permit to enable the premises to provide gaming machines [3 machines of Categories B,C or D.]
Conditions	Conditions to be attached to licences by way of:-

	<ul style="list-style-type: none"> ❑ Automatic provision ❑ Regulations provided by Secretary of State ❑ Conditions provided by Gambling Commission ❑ Conditions provided by Licensing Authority <p>Conditions may be general in nature [either attached to all licences or all licences of a particular nature] or may be specific to a particular licence.</p>
Crane grab machine	A non-money prize machine in respect of which every prize which can be won consists of an individual physical object (such as a stuffed toy) won by a person's success in manipulating a device forming part of the machine so as to separate, and keep separate, one or more physical objects from a group of such objects.
Default Conditions	Conditions, prescribed in regulations, that will apply unless the Licensing Authority decides to exclude them. This may apply to all Premises Licences, to a class of Premises Licence or Licences for specified circumstances.
Delegated Powers	Decisions delegated either to a Licensing Committee, Sub-Committee or Licensing Officers.
Disorder	No set interpretation. However, likely to be connected to the way gambling is being conducted. In the case of Gambling Premises' Licences, disorder is intended to mean activity that is more serious and disruptive than mere nuisance.
Equal Chance Gaming	Games that do not involve playing or staking against a bank and where the chances are equally favourable to all participants.
Exempt Lotteries	<p>Lotteries specified in the Gambling Act as permitted to be run without a licence from the Gambling Commission. There are four types:</p> <ul style="list-style-type: none"> • Small Society Lottery [required to register with Licensing Authorities. • Incidental Non Commercial Lotteries. • Private Lotteries. • Customer Lotteries.
Family Entertainment Centre (FEC)	<p>There are two types of FEC:-</p> <p>A licensed FEC (ie one with a Premises Licence) has no limit on the number of category C or D machines permitted</p> <p>An unlicensed FEC (ie one with a Permit) has no limit on the number of category D machines permitted</p>

Fixed Odds Betting Terminals (FOBTs)	FOBTs are a type of gaming machine which generally appear in licensed bookmakers. (Betting Shops) FOBTs have 'touch-screen' displays and look similar to quiz machines familiar in pubs and clubs. They normally offer a number of games, roulette being the most popular.
Gaming & game of chance	In the Act "gaming" means playing a game of chance for a prize. and "game of chance"— (a) includes— (i) a game that involves both an element of chance and an element of skill, (ii) a game that involves an element of chance that can be eliminated by superlative skill, and (iii) a game that is presented as involving an element of chance, but (b) does not include a sport
Gaming Machine	Machine covering all types of gambling activity, including betting on virtual events, but not including home computers even though users can access online gambling websites.
Guidance to Licensing Authorities	Guidance issued periodically by the Gambling Commission
Incidental Non Commercial Lottery	A lottery promoted wholly for purposes other than private game, and which are incidental to non-commercial events [commonly charity fundraising events, lottery held at a school fete or at a social event such as a dinner dance]
Lottery	An arrangement which satisfies the statutory description of either a simple lottery or a complex lottery in Section 14 of the Act.
Members' Club	A club, as defined by the Licensing Act 2003, that must:- <ul style="list-style-type: none"> ❑ Have at least 25 members; ❑ Be established and conducted 'wholly or mainly' for purposes other than gaming; ❑ Be permanent in nature; ❑ Not be established to make commercial profit; ❑ Be controlled by its members equally.
Money prize machine	A machine in respect of which every prize which can be won as a result of using the machine is a money prize.

Non-money prize machine	A machine in respect of which every prize which can be won as a result of using the machine is a non-money prize. The winner of the prize is determined by: (i) the position in which the coin or token comes to rest after it has been inserted into the machine, together with the position of other coins or tokens which have previously been inserted into the machine to pay a charge for use, or (ii) if the insertion of a single coin to pay the charge for use enables the person using the machine to release one or more tokens within the machine, the position in which such tokens come to rest after being released, together with the position of other tokens which have previously been so released.
Occasional Use Notice (OUN)	Betting may be permitted on a 'track' by an OUN without the need for a full Premises Licence.
Odds	The ratio to which a bet will be paid if the bet wins. e.g. 3-1 means for every £1 bet, a person would receive £3 of winnings.
Off Course Betting	Betting that takes place other than at a track, i.e. at a licensed betting shop.
Off Course Betting - Tracks	Betting that takes place in a self-contained betting premises with the track premises providing facilities for off course betting, i.e. on other events, not just those taking place on the track. Normally operates only on race days.
On Course Betting - Tracks	Betting that takes place on a track while races are taking place.
Operating Licence	Licence to permit individuals and companies to provide facilities for certain types of gambling. It may authorise remote or non remote gambling.
Permits	Authorisation to provide a gambling facility where the stakes and prizes are very low or gambling is not the main function of the premises.
Personal Licence	Formal authorisation to individuals who control facilities for gambling or are able to influence the outcome of gambling. Cannot be held by companies.
Pool Betting – Tracks	For the purposes of the Gambling Act, pool betting is made on terms that all or part of the winnings: 1) Shall be determined by reference to the aggregate of the stakes paid or agreed to be paid by the persons betting 2) Shall be divided among the winners or 3) Shall or may be something other than money. For the purposes of the Gambling Act, pool betting is horse-race pool betting if it

	relates to horse-racing in Britain.
Private Lotteries	<p>There are three types of Private Lotteries:</p> <ul style="list-style-type: none"> ❑ Private Society Lotteries - tickets may only be sold to members of the Society or persons who are on the premises of the Society; ❑ Work Lotteries - the promoters and purchasers of tickets must all work on a single set of work premises; ❑ Residents' Lotteries - promoted by, and tickets may only be sold to, people who live at the same set of premises.
Prize Gaming	Where the nature and size of the prize is not determined by the number of people playing or the amount paid for or raised by the gaming. The prizes will be determined by the operator before play commences.
Prize Gaming Permit	A permit to authorise the provision of facilities for gaming with prizes on specific premises.
Regulations or Statutory instruments	Regulations are a form of law, often referred to as delegated or secondary legislation. They have the same binding legal effect as Acts and usually state rules that apply generally, rather than to specific persons or things. However, regulations are not made by Parliament. Rather, they are made by persons or bodies to whom Parliament has delegated the authority to make them, such as a minister or an administrative agency.
Representations	In the context of the Gambling Act representations are either positive statements of support or negative objections which are made in relation to a licensing application. Representations must be made in time, e.g. during a designated notice period.
Responsible Authorities	<p>Public Bodies that must be notified of all applications and who are entitled to make representations in relation to Premises Licences, as follows:-</p> <ul style="list-style-type: none"> ❑ The Licensing Authority in whose area the premises is partly or wholly situated ❑ The Gambling Commission ❑ The Chief Officer of Police ❑ Fire and Rescue Service ❑ The Planning Authority for the local authority area ❑ Environmental Health Service for the local authority area ❑ The Body competent to advise on the protection of children from harm

	<ul style="list-style-type: none"> □ HM Revenue and Customs □ Authority in relation to vulnerable adults □ Vessels only - the Navigation Authority whose statutory functions are in relation to waters where the vessel is usually moored or berthed, i.e. the Environment Agency, British Waterways Board, the Maritime and Coastguard Agency <p>Full details of Responsible Authorities for the Borough are contained in Appendix 'B' to this Policy.</p>
Skill machine / Skill with prizes machine	The Act does not cover machines that give prizes as a result of the application of pure skill by players. A skill with prizes machine is one on which the winning of a prize is determined only by the player's skill – any element of chance imparted by the action of the machine would cause it to be a gaming machine. An example of a skill game would be trivia game machines, popular in pubs and clubs, which require the player to answer general knowledge questions to win cash prizes.
Small Society Lottery	A lottery promoted on behalf of a non commercial society, i.e. lotteries intended to raise funds for good causes.
Society	The society, or any separate branch of such a society, on whose behalf a lottery is to be promoted.
Stake	The amount pledged when taking part in gambling activity as either a bet, or deposit to the bank or house (where the house could be a gaming machine).
Table gaming	Card games played in casinos.
Temporary Use Notice (TUN)	To allow the use of a premises for gambling where there is no Premises Licence but where a gambling operator wishes to use the premises temporarily for providing facilities for gambling.
Tote [or Totalisator]	"Tote" is short for Totaliser, a system introduced to Britain in 1929 to offer pool betting on racecourses.
Track	Sites where races or other sporting events take place, e.g. horse racing, dog racing or any other premises on any part of which a race or other sporting event takes place or is intended to take place.
Vehicles	Defined as trains, aircraft, sea planes and amphibious vehicles other than hovercraft. No form of commercial betting and gaming is permitted.
Vulnerable Persons	No set definition, but likely to mean group to include people who:- <ul style="list-style-type: none"> □ gamble more than they want to

	<ul style="list-style-type: none">□ gamble beyond their means who may not be able to make informed or balanced decisions about gambling due to a mental impairment, alcohol or drugs
Young Person	An individual who is not a child but who is less than 18 years old.

FINAL

ANNEX 'D'



ANNEX 'E'

Local Area Risk Assessment Example Template

1: Local Area			
No	Local Risks:	Licensing objective(s) at risk: (CD, FO or CV)	Control Measures
1.1			Systems
			Design
			Physical
1.2			Systems
			Design
			Physical
1.3			Systems
			Design
			Physical

2: Gambling Operation			
No	Local Risks:	Licensing objective(s) at risk: (CD, FO or CV)	Control Measures
2.1			Systems
			Design
			Physical
2.2			Systems
			Design
			Physical
3.3			Systems
			Design
			Physical

3: Internal and External Premises Design			
No	Local Risks:	Licensing objective(s) at risk: (CD, FO or CV)	Control Measures
3.1			Systems
			Design
			Physical
3.2			Systems
			Design
			Physical
3.3			Systems
			Design
			Physical

Actions following assessment:

1: Local Area

Action	Person/Dept tasked	Date tasked	Date completed

2: Gambling Operation

Action	Person/Dept tasked	Date tasked	Date completed

3: Internal and External Premises Design

Action	Person/Dept tasked	Date tasked	Date completed

Signed:		Date:	
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Print Name:	
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Notes: In addition to the requirement for existing licence holders to have a local area risk assessment, this risk assessment must be completed for all new premises or when the premises licence is varied. The assessment must also be reviewed when there are any significant changes to either the local circumstances and/or the premises. see section 14 of this policy)

Risks: Area of consideration that may impact on one or more of the licensing objectives
Local Risks: These are the identified factors that may pose a risk to the licensing objectives by virtue of the provision of gambling facilities at the premises

Licensing Objectives: these are the three licensing objectives under the Gambling Act 2005 to which the risk factors have been identified as potentially impacting. For ease of reference within this assessment the objectives have been given codes that should be used to replace the full objective. These codes are CD for the Crime and Disorder objective, FO for the Fair and Open objective and CV for the protection of children and the vulnerable.

Control Measures: These are measures that the operator can put in place to mitigate the risk to the licensing objectives from the risk factors. These control measures are split into three categories, systems, design and physical.

The fact that there are three subsections in each section of the template should not be taken to suggest that you should limit your assessment to three risks for each section. The above template is an example only. You are at liberty to use your own design.

ANNEX 'F'

Non statutory fees are reviewed by the Licensing Authority on an annual basis in accordance with the Gambling (Premises Licence Fees) (England and Wales) Regulations 2007. Details of current fees can be obtained by contacting

The Licensing Authority
Public Protection Division (Floor 13)
Department for Place
Southend-on-Sea Borough Council
Civic Centre
Victoria Avenue
Southend-on-Sea
Essex SS2 6ZG

Telephone: 01702 215005

Email: licact2003@southend.gov.uk

or alternatively by viewing the Council's Website www.southend.gov.uk

Gambling Act Draft Licensing Policy Consultation

A six week consultation was launched until 2nd September 2018, which consisted of letters and emails to local businesses and residents who have requested to be informed of our consultations. A webpage containing the Draft Gambling Act Licencing Policy draft document, including the Licensing Conditions was publicised and a media release was issued.

Approximately 350 letters and emails were sent out to giving direct notification to local residents and businesses and the information was forwarded to the Southend Business District, which includes a number of business in and around the Town Centre. Relevant bodies enforcing the Act and supporting vulnerable groups were also consulted, as were all those specifically required by the Gambling Act 2005 (the Act)

The results

A total of 9 respondents have responded to the consultation, no actual questions were set as we wanted responses and opinions on the content within the draft policy. Below are the comments received in full.

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Comments	
National Licensing & Development Manager – William Hill	Licensing Authority (LA) Response
<p>Further to the publication of your draft Gambling Policy (2019-2022), we wish to respond on the following two points:</p> <p><i>13.6 As part of its ongoing inspection regime, The Licensing Authority may carryout test purchasing to ascertain if a licensee has robust policies in place to prevent underage gambling. Licence holders will always be advised of the outcome of the test. Where operators carry out their own test purchasing, The Licensing Authority expect to be advised of the results. Should the results show a failure then the Licensing Authority will, in the first instance, work with the operator to review and improve their policies and procedures.</i></p> <p>We would not expect to inform every individual Local Authority of our own</p>	<p>Where Primary Authority agreements exist the LA does not</p>

test purchasing results, as we have over 2300 shops within approximately 350 different Local Authorities. This would create a significant amount of work, and as you aware from your paragraph following at 13.7, Primary Authority Schemes are in place in relation to Age Verification testing, for this very purpose. Our own results are shared with the Primary Authority, as well as the Gambling Commission, and if there are any concerns, then they will work with us to seek improvement. That is why the Primary Authority scheme is in place, and individual contact with each Authority is therefore unnecessary. We would therefore request that this section be amended to remove this requirement, in line with the approach all other Local Authorities take.

21.6 The Licensing Authority expects FOBT's to be positioned in such a way that they can be appropriately monitored by staff particularly where those staff are positioned at a counter away from the machines. In general the Authority is of the view that 'privacy screens' will hamper this and will expect the local area risk assessment to take this into account where applicants intend to construct such screens. Particular attention should be paid to the Gambling Commission's Social Responsibility Codes in this regard, especially code 9.11.1. Where an existing licensee adds 'privacy screens' a variation application will be required

We would not agree that a full premises licence variation is required for the installation of privacy screens around gaming machines. When we install such a set-up, we would, as a responsible operator, consider the suitable positioning of the machine within the premises, and the ability of staff to be able to monitor the machines fully, which we feel would be the considerations you would be concerned with, as shown in the first part of this paragraph. So although we would be more than happy to discuss any concerns you may have, and introduce appropriate measures to alleviate

carry out its own test purchasing operations. This presents some difficulties for the LA in assessing the 'local picture' and where we are unable to obtain the results from the Primary Authority, we would expect this information to be provided by the operator. We would expect large chains to welcome the opportunity to work with the LA and sharing results forms part of that relationship. The policy is clear that this is an expectation and not a requirement.

Outcome – rewording of section 13.6 to reflect the above

The Gambling Act 2005 (Premises Licences and Provisional Statements) Regulations 2007 state
Regulation 4
(2) The plan must show—
(b) where the premises include, or consist of, one or more buildings, the location of any external or internal walls of each such building;
(c) where the premises form part of a building, the location of any external or internal walls of the building which are

these concerns if the situation arose, we certainly feel that the requirement for a full licence variation is unnecessary. The Gambling Commission's own current documentation states that 'Plans must include: the boundary of the premises, external and internal walls, points of exit and entry (plus a description of where exit leads to and entry leads from)'. So, even the position of the gaming machines is not actually a requirement. We do show the positions of our machines on licence plans, and also any screens around them, as we feel this is beneficial to Local Authorities, but we do not agree there can be a need to make a variation, for the movement of a fixture which need not be shown. If there is any concern, it can be discussed without such application having to be made.

I would appreciate it if you could give further consideration to these comments, before the final Policy is produced.

included in the premises;

Regulation 8

Where the application is for a betting premises licence, other than in respect of a track, the plan must show the location and extent of any part of the premises which will be used to provide facilities for gambling in reliance on the licence

It is the view of the LA that to not show privacy screens certainly does not show the 'extent' of facilities for gambling in reliance on the licence and could be argued to be an internal wall.

In addition the Gambling Commission guidance 5th edition states: "*Licensing authorities should ensure that they request all the information required from an applicant for a new premises or for a variation to an existing premises in order to satisfy themselves as to the matters set out at s153 of the Act. This includes the codes of practice and this Guidance. The approach in adding case specific conditions can equally be deployed in respect of an existing unit where concerns arise or when changes are made to the operating model*".

Further, the Licence conditions and codes of practice at 9.1. – Gaming Machines in Gambling Premises, specifically sites the following social responsibility code for betting premises, "9.1.1 – 2 "*Facilities for Gambling must only be offered in a manner which provides appropriate supervision of those facilities by staff at all times*"

Adding screens is a change to both the operating model and

	<p>the plan submitted at the time of the original application and is likely to hinder appropriate supervision. In the LA view this requires a variation application. It is worthy of note that the Gambling Commission did not agree with the respondent's position (in their consultation response) in regard to the requirement for a variation application.</p> <p>Outcome – No Change to policy, save that a typo at section 21.6 of the policy stating “9.11.1” is to be corrected to “9.1.1”</p>
<p>Poppleston Allen – for Power Leisure Bookmakers</p> <p>We note the Council’s proposals at paragraph 13.6 of the draft Statement of Gambling Policy which require that:</p> <p><i>“Where operators carry out their own test purchasing, The Licensing Authority expect to be advised of the results. Should the results show a failure then the Licensing Authority will, in the first instance, work with the operator to review and improve their policies and procedures.”</i></p> <p>Our comments are as follows:</p> <ol style="list-style-type: none"> 1. A statement of Gambling Policy cannot place an obligation upon a licence holder. This must be done by way of a premises licence condition. The wording of the proposed condition states that there is an expectation by the Council to be advised of test purchase results. The Gambling Act 2005 does not give any right this expectation. We are also concerned about the potential for disparity between those operators who do not report all test purchase results and those that do. 2. The Licence Conditions and codes of practice do not place any further 	<p>Licensing Authority (LA) Response</p> <p>Where Primary Authority agreements exist the LA does not carry out its own test purchasing operations. This presents some difficulties for the LA in assessing the ‘local picture’ and where we are unable to obtain the results from the Primary Authority, we would expect this information to be provided by the operator. We would expect large chains to welcome the opportunity to work with the LA and sharing results forms part of that relationship. The policy is clear that this is an expectation and not a requirement.</p>

<p>mandatory obligation on the licence holder in respect of test purchases.</p> <p>Under the LCCP licensees are expected consider how they monitor the effectiveness of their policies and procedures for preventing underage gambling (for example by taking part in a collective test purchasing programme) and should be able to explain to the Commission or licensing authority what approach they have adopted</p> <p>Our client is committed to working in partnership with the Gambling Commission and local authorities to continue to promote best practice and compliance in support of the licensing objectives.</p>	<p>Outcome – rewording of section 13.6 to reflect the above</p>
<p>Health Improvement Practitioner – Public Health Southend Council</p> <p>Thank you for the invitation to provide a response to the gambling consultation. As a Public Health team we are encouraging a Health in All Policies approach to Council and wider system working. By adopting a ‘whole council’ approach to tackling gambling related harm as promoted by recent LGA guidance¹ we can work collaboratively to improve outcomes for those that live, work and visit Southend. We welcome the new gambling policy as an opportunity to further understand and mitigate the risk of harm that problem gambling can bring to the community of Southend.</p> <p>This consultation response details areas where we feel a stronger focus could be made within the new policy and/or future policies to protect those most at risk of harm from gambling and to align the policy with the emerging corporate Drug, Alcohol, Problem Gambling and Tobacco Control Strategy</p> <p>Summary and Recommendations:</p> <p>The refresh of the Gambling Licensing policy has been a timely opportunity to explore how public health can further support the Council’s regulatory responsibility to reduce the harm that gambling can cause to individuals and communities and the health and social inequalities that gambling can</p>	<p>Licensing Authority (LA) Response</p>

exacerbate. Below are recommendations for the policy refresh and regulatory practice- we would welcome further conversations as to how we can support the implementation of these recommendations.

1. To include a section on Problem Gambling within the policy to explicitly state the emerging public health issues in relation to gambling and how this fits with the licencing objective to protect children and vulnerable people from harm

The purpose of the Statement of Licensing Policy is to set out the principles by which Southend-on-Sea Borough Council, as the Licensing Authority under the Gambling Act 2005 intends to apply in discharging its functions to licence premises for gambling under the Act. Section 153(1) of the Act states *“In exercising their functions under this Part a licensing authority shall aim to permit the use of premises for gambling in so far as the authority think it—*

(a)in accordance with any relevant code of practice under section 24,

(b)in accordance with any relevant guidance issued by the Commission under section 25,

(c)reasonably consistent with the licensing objectives (subject to paragraphs (a) and (b)), and

(d)in accordance with the statement published by the authority under section 349 (subject to paragraphs (a) to (c)).”

While the act sets out the protection of the vulnerable as an objective and this will be taken into account when judging an application in accordance with Section 153(c), the correct policy to address problem gambling would be Public Health’s (PH) Gambling, Alcohol, Smoking & Drugs strategy. A member of the licensing authority sits on the panel creating that document. In addition the LA produces a Local Area Profile for use of applicants in risk assessing the impact of their

<p>2. To stipulate that the Responsible Authority will work with Public Health colleagues to review local area profiles to ensure more detailed public health knowledge and intelligence regarding proliferation of gambling establishments, proximity to vulnerable populations and other relevant data are used to inform future licensing decisions and consider using mapping tools to communicate this information. This work will also support the development of other local Joint Strategic Needs Assessment products.</p> <p>3. To amend wording around test purchasing to include test purchasing for problem gambling measures such as self-exclusion. There should also be a piece of work external to the policy development that looks at pathways for intelligence gathering regarding poor practice to inform our test purchasing programme.</p> <p>4. To strengthen our requirements of industries to make more robust use of the risk assessment process and to support licensees to do this with best practice examples and other support mechanisms.</p>	<p>application. Included within this is PH data on depravation. The LA would be happy to incorporate addition information from PH at the next review of that document and reference the PH strategy within it.</p> <p>Outcome – no change to policy</p> <p>THE LA already do work with PH on the local area profile but this can be stated in the policy.</p> <p>Outcome – addition at section 14.16</p> <p>It would be impossible to test self-exclusion as the very nature of the exclusion is that the details of the excluded person are confidential and only known to the premises staff and the excluded person. Thus the only ‘tester’ could be the excluded person them self.</p> <p>Outcome – no change to policy</p> <p>Local area risk assessments (LARA) have only been in the policy since last year. Thus the LA is still in the ‘learning stage’ in regard to their effectiveness and at this point best practice examples are few and far between. As the LARA systems</p>
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<p>5. There is an amendment required to the name/address for responsible authority as there is no longer a Department for Children and Learning and (assuming it should no longer be based at Queensway House).</p> <p>6. Ensure that all appropriate bodies are proactively approached for consultation on this policy.</p> <p>Feedback on current draft policy: Below is feedback on the current draft policy collated through discussions at Public Health DMT and in discussions with the Drug and Alcohol Commissioning Team. There is broad topic based considerations that are included along with some very specific feedback including wording of the document etc</p> <p>Problem Gambling: Whilst the current draft references the licensing objectives and the protection of children and other vulnerable persons, there could be strengthening of our definition of vulnerability and more explicit description</p>	<p>evolves best practice examples can be added to the Local Area Profile, a document provided by the LA as a support mechanism in producing LARAs.</p> <p>Outcome – no change to policy (Note: Changes to the Local Area Profile are delegated to Officer level)</p> <p>Agreed</p> <p>Outcome – Updated in 9.3 and Annex B</p> <p>The Act specifies who should be consulted as a minimum and the LA went way beyond the legal minimum. In excess of 350 consultees were contacted and advised of the consultation including appropriate bodies</p> <p>Outcome – no change to policy</p> <p>The policy states at 14.20 <i>“There is no definition of the term ‘vulnerable person’ in the Act, but this could include people who are gambling beyond their means and people who may</i></p>
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of gambling related harm and “problem gambling”. Whilst there is not currently a strong recognition of gambling as a Public Health issue in the UK it is an emerging topic, following work from countries including Canada, New Zealand and Australia.

The harm caused by gambling is unequal in distribution, with those who are economically inactive and living in deprived areas suffering the most harm. At a population level, there are lots of people experiencing small amounts of harm from gambling, and a small number of people that experience high levels of harm. The harms from gambling to wider society include fraud, theft, loss of productivity in the workforce.

The harms caused by gambling for the individual include anxiety, stress, depression, and alcohol and substance misuse. These factors are likely to have a wider impact on family and friends. Further family problems can include ‘money troubles’ and family breakdown, as well as neglect and domestic abuse. There are higher rates of separation and divorce among problem gamblers compared to the general population. Further impacts of gambling include the inability to function at work, and financial problems which can lead to homelessness. The complexity of gambling means that individuals experiencing severe harm from gambling often gamble using several different products and channels.

The co-occurrence of alcohol and gambling problems has been well-documented. Amongst people with alcohol misuse disorders, rates of problem gambling are eight times higher. In addition, many people in a longitudinal study in Glasgow also documented that alcohol premises were often situated alongside gambling premises; providing an environmental association between the two types of behaviour that moves beyond the level of the individual. There is also significant evidence of co-occurrence of

not be able to make informed or balanced decisions about gambling due to a mental impairment, or substance misuse of alcohol or drugs.” The LA is of the opinion that without a legal definition, vulnerable persons could actually be excluded from protection if there is a specified definition within the policy.

Outcome – no change to policy

gambling and other substance misuse, in addition there is a strong correlation between the severity of substance use and the severity of problem gambling. Whilst the causative relationship between problem gambling and mental health illness is not clearly established increasing gambling is associated with reduced mental health status.

Proximity of Premises to vulnerable populations

Proximity to gambling facilities has been correlated with increased participation in gambling, and problem gambling. The density of gambling outlets is also linked to greater gambling-related harm.

Whilst the definition of the population described under the “protection of children from harm” licensing objective is clear (those under the age of 18), the definition of “vulnerable people” is less so. To understand proximity of gambling establishments to places where vulnerable people may frequent, these places may include hospitals, residential care homes, medical facilities, doctor’s surgeries, council housing offices, job centre offices, sheltered housing, hostels, foodbanks, educational establishments, payday loan shops and addiction clinics/help centres. Places where alcohol or drug dependant people or those consuming alcohol at high risk levels may congregate should also be taken into consideration due to the aforementioned co-occurrence risk.

Local Area Profiles:

Research in England shows that the placement of gambling venues is not random: there are more gambling machines in deprived communities. Gambling problems and harms impact the poorest in our society the most. Lower income households spend a higher proportion of their income on gambling.

A significant portion of the policy recognises potential issues with the location of gambling premises specifically in sections 14.7 to 14.18. The Local Area Profile maps their proximity to places where vulnerable people may frequent and requires operators and applicants to risk assess the impact of their operation or application on the locale.

Outcome – no change to policy.

Harm caused by problem gambling may be exacerbated in deprived areas and the proliferation of betting shops risks creating a causal link between clustering and poverty. A study by Geofutures found that, while there are no statistically significant differences in problem gambling prevalence, problem gambling and moderate risk prevalence rates were higher among those who lived in areas of higher clustering.

A number of other local authorities have used mapping tools relevant key indicators, these maps enable officers and licensees to understand the current picture in Southend specific geographies. These maps can influence licensing decisions and inform risk assessments and mitigating actions to reduce risk of harm. Key indicators that could be mapped include; areas of high crime/anti-social behaviour, areas of access to alcohol, areas within close proximity to vulnerable populations (see above), areas of high existing proliferation, areas of high deprivation.

Fixed Odds Betting Terminals (FOBT):

Currently anyone gambling on a FOBT can bet between £1 and £100 every 20 seconds on casino games such as virtual roulette, or simulated horse and greyhound races, potentially losing significant amounts of money and placing people - including the most vulnerable in society - at serious risk of significant harm

The Government Consultation proposing the introduction of a £2 maximum stake ended in January 2018 and the government has since announced that they will be enforcing the £2 limit. No timetable has yet been set for implementation and a 2 year “grace” period to allow the gambling industry time to adjust to the change in legislation means that the £100 maximum stake will remain in place until at least 2020.

The LA uses the Local Area Profile for exactly this purpose.

Outcome – no change to policy

The LA is aware of the government proposal and the potential timeline for its implementation. The Gambling Commission’s ‘Licence conditions and Codes of Practice’ address certain aspects of betting shop machines and operators are required by the Act to comply with these. In addition a specific section on fixed odds betting terminals has been added to the policy this time in response to national concerns about these machines. This outlines expected minimum control measures and stating the Licensing Authority view on the emerging trend of fitting privacy screens in betting shops. (21.5 & 21.6)

Outcome – no change to policy

Figures from the Campaign for Fairer Gambling suggest that there are twice as many FOBTs in the country's 55 most deprived areas as there are in the 115 richest districts, and they record more than double the losses.

Test Purchasing:

The main focus of test purchasing for Gambling is dedicated to the protection of children from harm. Whilst this is of course of paramount importance there is also potentially a role for test purchasing to protect those vulnerable individuals, for example testing self-exclusion practices by businesses. There are also many opportunities to engage existing services that may be supporting vulnerable people who are experiencing gambling related harm and co-occurrence issues (eg. Substance misuse), where intelligence could be gathered on poor practice and feedback provided to the authority to inform test purchasing programmes. It is further recommended that test purchasers are potentially recruited from such services in order to, as far as is possible, provide a plausible candidate rather than one that may be more readily identifiable as a test purchaser and thus undermine the intent of the approach.

Responsibility of the industry

There is a requirement for all licenced premises to complete risk assessments with relevant mitigating actions in relation to local area profiles and any other emerging issues. There are opportunities for local authorities to ensure robust risk assessments are undertaken, reviewed regularly and are disseminated to all staff. The licencing policy refresh provides an opportunity to stimulate further improvements in risk assessments and for the authority to provide best practice guidance for risk assessments. Improving the quality of local area profiles can also support businesses to improve their risk assessments and associated mitigating actions.

It would be impossible to test self-exclusion as the very nature of the exclusion is that the details of the excluded person are confidential and only known to the premises staff and the excluded person. Thus the only 'tester' could be the excluded person them self.

Outcome – no change to policy

Local area risk assessments (LARA) have only been in the policy since last year. Thus the LA is still in the 'learning stage' in regard to their effectiveness and at this stage best practice examples are few and far between. As the LARA systems evolves best practice examples can be added to the Local Area Profile, a document provided by the LA as a support mechanism in producing LARAs.

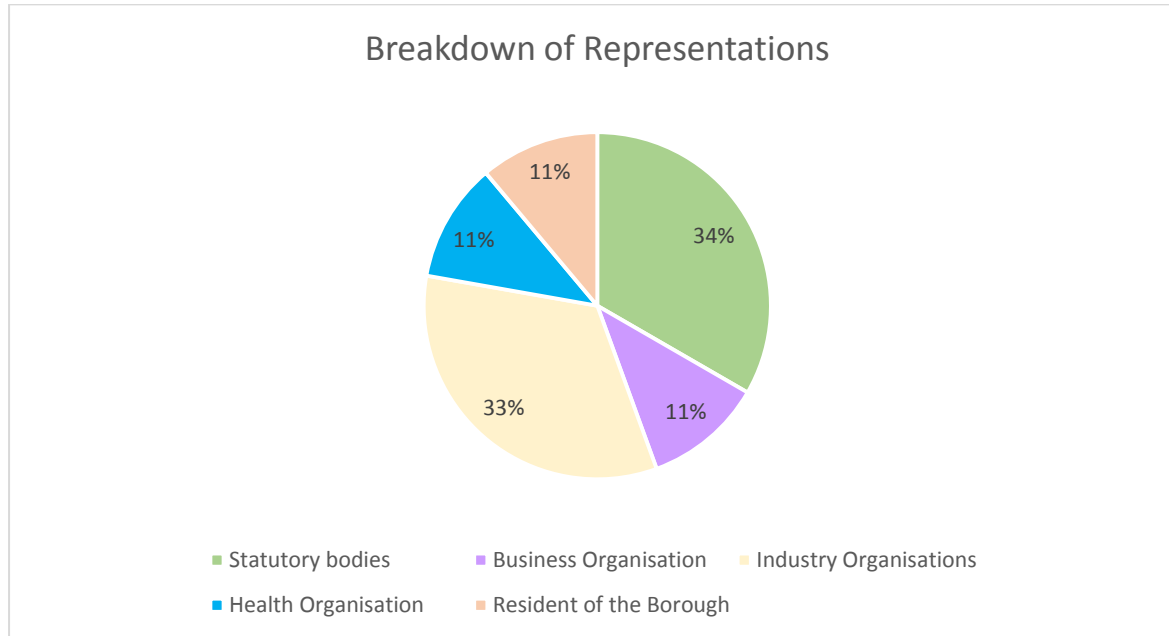
Outcome – no change to policy (Note: Changes to the Local Area Profile are delegated to Officer level)

<p>Consultation: LGA Guidance suggests that in developing statements of policy authorities should consult widely and with those who may have relevant insight on local risks and issues including:</p> <ul style="list-style-type: none"> • organisations working with people who are problem gamblers, such as Gamcare and family support groups • advocacy organisations, such as the Citizen’s Advice Bureau • homelessness and housing services / associations • local mental health teams and safeguarding boards • local businesses 	<p>All the bodies listed here are consulted.</p> <p>Outcome – no change to policy</p>
<p>Resident of the Borough</p> <p>My views on the Southend-on-Sea Gambling Licensing Policy are:</p> <ul style="list-style-type: none"> • There are far too many 'bricks and mortar' gambling venues in the Southend area already; for individuals with internet access the public has more than adequate access to online gambling • Limit/Cap the number of gambling venues in our area • Gambling is a non-essential household expense which can lead to financial difficulties/debt for individuals prone to gambling addiction • Where there has been recurring public disorder at a gambling venue, the license should be revoked when it is up for renewal and should NOT be replaced with another gambling venue 	<p>Licensing Authority (LA) Response</p> <p>Section 153 of the Act is specific in stating that ‘need’ cannot be taken into account when deciding an application. In 2015 the Government moved betting and payday loan shops out of the A2 planning class and into the ‘sui generis’ class. This means that planning permission is now required before a building can change to either of these uses; thus local authority controls on number of premises will be via the planning regime rather than the licensing one</p> <p>The LA has no power to cap the number of premises.</p> <p>See comments on problem gambling above in the response to public health.</p> <p>Southend does not suffer from ‘recurring public disorder at a gambling venues’ and if this was an issue there is the power for the police to review the licence. There is no power</p>

	<p>however to prevent a gambling application being made for the same site.</p> <p>Outcome – no change to policy</p>
Gambling Commission	Licensing Authority (LA) Response
<p>Thanks for the circulation of your policy statement, very comprehensive. Please can you signpost to the PA list on the Gambling Commission website http://www.gamblingcommission.gov.uk/for-licensing-authorities/Licensing-authority-toolkit/Premises-assessments/Premises-assessments-toolkit.aspx (as the list at 13.7 in the consultation isn't accurate any more)</p>	<p>Agreed</p> <p>Outcome – Section 13.7 updated to include the correct list of Primary Authority agreements.</p>
Essex Chambers of Commerce	Licensing Authority (LA) Response
<p>I am writing in response to the email below. We have considered the proposals contained in the Council's Gambling Licensing Policy Statement 2019 – 2022 and have no objections to them.</p>	<p>Outcome – no change to policy</p>
Historic England	Licensing Authority (LA) Response
<p>Historic England do not wish to make comments on the Gambling Policy but thank you for consulting us.</p>	<p>Outcome – no change to policy</p>
Port of London Authority (PLA)	Licensing Authority (LA) Response
<p>Just to confirm, the Port of London Authority (PLA) has no comments to make regarding this consultation, on the proposed gambling policy for Southend-on-Sea borough Council</p>	<p>Outcome – no change to policy</p>
Highways England	Licensing Authority (LA) Response
<p>Thank you for your consultation. The following is unlikely to have any impact on the strategic road network. We therefore offer no comments in this instance.</p>	<p>Outcome – no change to policy</p>

Breakdown of respondents

Of the nine responding the breakdown is



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Notice of Motion

Fire Safety

10

Southend Borough Council notes that:

Many of our tall buildings are in excess of 10 floors, for example buildings on the Queensway Estate are 17 floors. If there is a fire that blocks the stairwell above level 10, residents have no "plan B" as an escape route, the same circumstance that residents and fire rescue teams encountered at Grenfell. According to Essex Fire & Rescue, of the 55 tall buildings in Southend, 11 are above 10 stories.

Under the STAY PUT POLICY, residents are told that unless smoke or fire is entering their dwelling, they should remain in their homes and await rescue.

The STAY PUT POLICY can fail, and compartmentalisation can be compromised by retrofitting of plumbing, electrical upgrades, installing insulation or adding inferior products. Holes in walls that are not sealed with fireproof sealant, pipe work with fire collars, allow the passage of air, smoke and flames.

It has come to light that the STAY PUT POLICY at Grenfell failed and fire crews were surprised at the pace, the fire spread.

With single-staircase buildings, if the only exit is blocked, there is no plan B to escape. At Grenfell fire crews didn't have the equipment to reach the highest parts of the building. In Southend, the fire brigade has only ladders and platforms to reach level 10, so would need to call in equipment from another part of the county. Cuts to funding for the Fire Service has not only left it short of adequate equipment, but also trained fire-fighters to operate them. Residents awaiting rescue are told their homes are safe from fire for 30 minutes, which isn't a long time. According to Essex Fire & Rescue, 2 tall buildings in Southend have a Plan B for escape. Delays cost lives.

Warden operated fire alarms also result in delays, when automated responses and human error is considered, it adds to the risk factor. According to Essex Fire & Rescue, the number of tall buildings with a monitored alarm is 2.

Fire doors from five different suppliers have now been withdrawn from sale, after being identified by the government, as failing to meet safety standards.

The Ministry of Housing, Communities and Local Government has urged all housing providers to carry out new risk assessments, as has the National Fire Chiefs Council. Doors that under current building regulations, were supposed to withstand smoke and flames for 30 minutes, were barely lasting 15 minutes.

After the Lakamal House fire the Coroner, recommended retrofitting of sprinkler systems in all tall buildings. The big issue with this is cost implications for landlords, but the safety benefits are huge and it lessens the need for the installation of

automated alarms and gives residents piece of mind. Concerns in Southend that landlords of buildings which are earmarked for demolition, may be unwilling to spend large amounts in the short-term, but in the long-term these landlords have a duty of care over their residents and as such need to put the safety of residents first.

After Grenfell, South Essex Homes published a newsletter dated Summer 2017, in which residents were reassured that fire risk assessments had been carried out on all tall buildings.

Council notes that Fire Risk Assessor qualifications can be obtained in a matter of days, without any previous experience in the building or fire safety industry.

Only level 4 risk assessment is carried out by a qualified accredited fire safety engineer, who will open up the walls and check to see if the compartments, people's homes, are not compromised. Without these checks Southend Council cannot be confident it's residents are safe.

Furthermore, although most of the residential buildings in Southend have had risk assessments in the last year, of the tall commercial buildings, of which there are 16 in the borough, only South Essex College has carried out this test.

This council therefore supports a review of fire safety in all of its tall buildings, with a level 4 risk assessment and commits to undertake installation of mandatory automated fire alarms, with its partners South Essex Homes, where gaps in alarm provision are identified, to remove the warden element equation from fire safety risk.

This council believes that the residents of these buildings should also be protected with sprinkler systems and commits to write to the Secretary of State for the Home Department to lobby central government for the fire service to be provided with the resources needed to protect the public, delivered through central or local government. Only then can residents be confident in their fire safety protection.

Councillor Ware-Lane

Councillor Nevin

Southend-on-Sea Borough Council

Report of Strategic Director (Finance & Resources)
to
Cabinet
on
6 November 2018

Agenda
Item No.

11

Report prepared by:
Ian Ambrose, Head of Corporate Finance
Caroline Fozzard, Group Manager for Financial Planning and
Control

Revenue and Capital Budget Monitoring 2018/19 – September 2018

All Scrutiny Committees

Executive Councillor: Councillor John Lamb

A Part 1 Public Agenda Item

1 Purpose of Report

The budget monitoring report is a key tool in scrutinising the Council's financial performance. It is designed to provide an overview to all relevant stakeholders. It is essential that the Council monitors its budgets throughout the year to ensure that it is meeting its strategic objectives and that corrective action is taken where necessary.

2 Recommendations

That, in respect of the 2018/19 Revenue Budget Monitoring as set out in appendix 1 to this report, Cabinet:

- 2.1 Note the forecast outturn for the General Fund and Housing Revenue Account, as at September 2018;
- 2.2 Note the planned management actions of £3,230,000 to achieve that forecast outturn;
- 2.3 Approve the planned budget transfers (virements) of £2,610,170
- 2.4 Note the potential transfer of £1,293,000 from the Business Transformation Reserve in respect of the forecast General Fund overspend unless further management action and savings are identified to rebalance the budget; and
- 2.5 Note the potential transfer of £93,000 to the HRA Capital Investment Reserve in respect of the forecast HRA underspend.

That, in respect of the 2018/19 Capital Budget Monitoring as set out in appendix 2 of this report, Cabinet:

2.6 Note the expenditure to date and the forecast outturn as at September 2018 and its financing;

2.7 Approve the requested changes to the 2018/19 capital programme as set out in Section 2 of Appendix 2;

3 Background and Summary

Revenue

3.1 The forecast overall position at the end of September is a net overspend of £1,293,000 (1.1% of net expenditure) compared to £1,679,000 at the end of August.

3.2 In February 2018 the Council agreed for 2018/19 a General Fund revenue budget of £123.036M and a balanced Housing Revenue Account revenue budget. This report details the projected outturn position for 2018/19 based on information as at the end of September (period 6). The report includes details of

- General Fund Revenue Budget position;
- Progress in delivering the 2018/19 revenue savings ;
- Housing Revenue Account Revenue Budget position.

3.3 As at the end of September, the initial General Fund outturn is suggesting a net overspend of £4,829,000 (3.9% of net expenditure), being a projected portfolio overspend of £5,338,000 being partly offset by a £509,000 underspend on non-portfolio services. In the absence of any management action to bring the budget back into line, this sum would fall to be met from the General Reserves. That would reduce General Reserves below the optimal level set by the Council's Section 151 Officer in his adequacy of balances statement to the Council in setting the 2018/2019 budget. The cause of the overspend lies entirely within portfolios, with the most significant budget issues being within Adults and Housing, Children & Learning and Infrastructure.

3.4 Directors are proposing some management actions, totalling £3,230,000, which reduces the overspend of portfolio services to £2,108,000. In line with previous custom and practice, unless further management action and savings are identified to rebalance the budget, it is assumed that the residual overspend will be drawn down from earmarked reserves rather than impacting on the General Reserve.

3.5 There is also a proposal to utilise planned earmarked reserves totalling (£306,000), which alongside the (£509,000) non portfolio service underspend, results in the net overspend of £1,293,000.

3.6 The forecast for the Housing Revenue Account indicates that the HRA will have an income surplus of £562,000 in 2018/19. This is because early predictions are showing higher rental income than budgeted for. Offsetting this is a £469,000 increase in repairs, leaving a net forecast underspend of £93,000.

3.7 Full details of the budget issues facing each portfolio, together with an outline of the management action being undertaken and the residual pressures can be

found in the revenue budget monitor at appendix 1. That appendix also sets out the RAG status of the savings targets for each portfolio.

Capital

3.8 In February 2018 the Council agreed a capital programme budget for 2018/19 of £92.984M. This budget was revised at June Cabinet to £77.689M following approved re-profiles and other amendments. This report details the projected outturn position for 2018/19 based on information as at the end of September (period 6). The report includes details of progress in delivering the 2018/19 capital programme and in receiving external funding relating to that year.

3.9 Capital challenge meetings have been held with each department, led by the Leader and the Strategic Director for Finance and Resources. This was to ascertain whether:

- Any scheme or reduction in funding of a scheme could be withdrawn from the programme;
- Any schemes that could move on a year or two in the programme;
- Any schemes funded by borrowing that could be alternatively financed;
- The actual physical progress of each scheme (e.g. out to tender, site assembly, on site, etc.) and whether the current budget will be spent in 2018/19.

3.10 The outcomes of these capital challenge meetings are detailed in section 1 of Appendix 2 with Section 2 setting out the resulting requests to:

- Carry forward £18,546,000 of 2018/19 scheme budgets into future years;
- Bring forward £263,000 of budget from future years into 2018/19;
- Add scheme budgets totalling £1,172,000 into 2018/19 where new external funding has been received;
- Remove scheme budgets totalling £664,000 from 2018/19;

3.11 As at the end of September the expected capital outturn is £59,914,000.

4 Other Options

The Council could choose to monitor its budgetary performance against an alternative timeframe but it is considered that the reporting schedule provides the appropriate balance to allow strategic oversight of the budget by members and to manage the Council's exposure to financial risk. More frequent monitoring is undertaken by officers and considered by individual service Directors and the Council's Corporate Management Team (CMT) including approval of management action.

To the extent that there are options for managing the issues identified these are highlighted in the report in order to ensure that members have a full picture of the issues and proposed solutions as part of their decision making

5 Reasons for Recommendations

The regular reporting of Revenue and Capital Budget Monitoring information provides detailed financial information to members, senior officers and other interested parties on the financial performance of the Council. It sets out the key variances being reported by budget holders and the management action being implemented to address the identified issues.

Set alongside relevant performance information contained within the monthly performance report (MPR) pack it also informs decision making to ensure that Members' priorities are delivered within the agreed budget provision.

It is important that issues are addressed to remain within the approved budget provision or where they cannot be contained by individual service management action, alternative proposals are developed and solutions proposed which address the financial impact; Members have a key role in approving such actions as they represent changes to the budget originally set and approved by them.

6 Corporate Implications

6.1 Contribution to Council's Vision & Critical Priorities

The robustness of the Councils budget monitoring processes and the successful management of in-year spending pressures are key determinants in maintaining the Council's reputation for financial probity and financial stewardship.

6.2 Financial Implications

As set out in the body of the report and accompanying appendices.

6.3 Legal Implications

The report provides financial performance information. It is consistent with good administration for the Council to consider monitoring information in relation to plans and budgets that it has adopted.

Section 3 of the Local Government Act 1999 requires the Council as a best value authority to "make arrangements to secure continuous improvement in the way in which its functions are exercised, having regard to a combination of economy, efficiency and effectiveness". Monitoring of financial and other performance information is an important way in which that obligation can be fulfilled.

The Council is required by section 151 of the Local Government Act 1972 to make arrangements for the proper administration of its financial affairs. The Council is also required by section 28 of the Local Government Act 2003 to monitor its budget, and take corrective action as necessary. The Council's chief finance officer has established financial procedures to ensure the Council's proper financial administration. These include procedures for budgetary control.

It is consistent with these arrangements for the Cabinet to receive information about the revenue and capital budgets as set out in the report.

6.4 People Implications

None arising from this report

6.5 Property Implications

None arising from this report

6.6 Consultation

None arising from this report

6.7 Equalities Impact Assessment

None arising from this report

6.8 Risk Assessment

Sound budget monitoring processes underpin the Council's ability to manage and mitigate the inherent financial risks associated with its budget, due to the volatility of service demand, market supply and price.

The primary mitigation lies with the expectation on CMT and Directors to continue to take all appropriate action to keep costs down and optimise income (e.g. through minimising spending, managing vacancies wherever possible). Adverse variances will require remedial in-year savings and budget reductions. The back-stop mitigation would be to draw on reserves to rebalance the budget, but this will only be done at year end should other measures fail.

With the likely scale of funding pressures and future resource reductions, it is important that the Council holds a robust position on reserves and maintains the ability to deal with issues that arise during the financial year.

6.9 Value for Money

The budget set reflects the Council's drive to improve value for money and to deliver significant efficiencies in the way it operates. Monitoring the delivery of services within the budget set helps to ensure that the planned value for money is achieved.

6.10 Community Safety Implications

None arising from this report

6.11 Environmental Impact

None arising from this report

7 Background Papers

None

8 Appendices

Appendix 1 Revenue Budget Monitoring 2018/19 – September 2018

Appendix 2 Capital Programme Budget Monitoring 2018/19 – September 2018



Revenue Budget Monitor 2018/2019 - September 2018

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General Fund

Portfolio Summary

Portfolio	Original Budget			Virement £'000	Latest Budget			Initial Outturn £'000	Proposed Management Action £'000	Expected Outturn £'000	Forecast Variance £'000	Movement from Period 5
	Gross Expend £'000	Gross Income £'000	Net £'000		Gross Expend £'000	Gross Income £'000	Net £'000					
Leader	13,384	(2,448)	10,936	454	13,769	(2,379)	11,390	11,260	0	11,260	(130)	↓
Growth	8,880	(5,799)	3,081	(122)	9,856	(6,897)	2,959	2,806	0	2,806	(153)	↓
Adult and Housing	69,994	(27,117)	42,877	(1,482)	68,798	(27,403)	41,395	43,240	(1,775)	41,465	70	↑
Children and Learning	108,037	(74,481)	33,556	3,061	111,035	(74,418)	36,617	38,393	(1,151)	37,242	625	↓
Healthy Communities and Wellbeing	119,551	(105,915)	13,636	638	102,378	(88,104)	14,274	14,567	(15)	14,552	278	↓
Infrastructure	28,408	(14,235)	14,173	558	28,966	(14,235)	14,731	17,039	(200)	16,839	2,108	↑
Public Protection	17,515	(3,733)	13,782	229	17,744	(3,733)	14,011	13,410	(89)	13,321	(690)	↑
Portfolio Net Expenditure	365,769	(233,728)	132,041	3,336	352,546	(217,169)	135,377	140,715	(3,230)	137,485	2,108	↑
Reversal of Depreciation	(39,074)	10,793	(28,281)	0	(39,074)	10,793	(28,281)	(28,281)	0	(28,281)	0	↔
Levies	638	0	638	0	638	0	638	638	0	638	0	↔
Financing Costs	8,542	0	8,542	(308)	8,234	0	8,234	7,725	0	7,725	(509)	↓
Contingency	5,716	0	5,716	(1,598)	4,118	0	4,118	4,118	0	4,118	0	↔
Pensions Upfront Funding	(3,734)	0	(3,734)	0	(3,734)	0	(3,734)	(3,734)	0	(3,734)	0	↔
Non Portfolio Net Expenditure	(27,912)	10,793	(17,119)	(1,906)	(29,818)	10,793	(19,025)	(19,534)	0	(19,534)	(509)	↓
Net Operating Expenditure	337,857	(222,935)	114,922	1,430	322,728	(206,376)	116,352	121,181	(3,230)	117,951	1,599	↓
General grants	0	(2,380)	(2,380)	0	0	(2,380)	(2,380)	(2,380)	0	(2,380)	0	↔
Revenue Contribution to Capital	5,058	0	5,058	(2,475)	2,583	0	2,583	2,583	0	2,583	0	↔
Contribution to / (from) Earmarked Reserves	5,436	0	5,436	1,045	6,481	0	6,481	6,481	(306)	6,175	(306)	↑
Contribution to / (from) General Reserves	0	0	0	0	0	0	0	(4,829)	4,829	0	0	↔
Net Expenditure / (Income)	348,351	(225,315)	123,036	0	331,792	(208,756)	123,036	123,036	1,293	124,329	1,293	↓

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Overall Budget Performance

This report outlines the budget monitoring position for the General Fund and Housing Revenue Account for 2018/2019, based on the views of the Directors and their Management Teams, in light of expenditure and income to 30 September 2018.

The starting point for the budget monitoring is the original budget as agreed by Council in February 2018.

The forecast overall position as at the end of September is a net overspend of £1,293,000 (1.1% of net expenditure) compared to £1,679,000 at the end of August.

The resultant position arises from a net overspend of £4,829,000 (a projected portfolio overspend of £5,338,000 being partly offset by a £509,000 underspend on non-portfolio services). In the absence of any management action to bring the budget back into line, this sum would fall to be met from the General Reserves. That would reduce General Reserves below the optimal level set by the Council's Section 151 Officer in his adequacy of balances statement to the Council in setting the 2018/2019 budget. The cause of the overspend lies entirely within portfolios, with the most significant budget issues being within Adult & Housing, Children & Learning and Infrastructure.

However, Directors are proposing some management actions, totalling £3,230,000, which reduces the overspend of portfolio services to £2,108,000. In line with previous custom and practice, unless further management action and savings are identified to rebalance the budget, it is assumed that the residual overspend will be drawn down from earmarked reserves rather than impacting on the General Reserve.

There is also a proposal to utilise planned earmarked reserves totalling (£306,000), which alongside the (£509,000) non portfolio service underspend, results in the net overspend of £1,293,000

This represents an improved position compared to August 2018.

Portfolio	Latest Budget 2018/19 £000	Projected Outturn 2018/19 £000	September Forecast Variance £000	August Forecast Variance £000	Trend
Leader	11,390	11,260	(130)	(110)	↓
Growth	2,959	2,806	(153)	(126)	↓
Adult and Housing	41,395	41,465	70	61	↑
Children and Learning	36,617	37,242	625	634	↓
Healthy Communities and Wellbeing	14,274	14,552	278	286	↓
Infrastructure	14,731	16,839	2,108	1,993	↑
Public Protection	14,011	13,321	(690)	(779)	↑
Total Portfolio	135,377	137,485	2,108	1,959	↑
Non-Service Areas	(18,822)	(19,331)	(509)	(280)	↓
Earmarked Reserves	6,481	6,175	(306)	0	↓
Net Expenditure / (Income)	123,036	124,329	1,293	1,679	↓

Performance against Budget Savings Targets

As part of setting the Council budget for 2018/2019, a schedule of Portfolio and Corporate savings was approved totalling £7.594 million. These are required to achieve a balanced budget.

A monthly exercise is in place to monitor the progress of the delivery of these savings. A breakdown, by RAG status, of the Portfolio Savings is shown below:

	a	b	c	b+c	d	e	a-(b+c+e)
	Target	Green	Amber	Expected	Red -	Saving	a-(b+c+e)
	Saving	Green	Amber	Delivery of	Estimated not	mitigated	Residual
	£000	£000	£000	Savings	Deliverable	in year	Under /
				£000	£000	£000	(Over)
							Delivery
							£000
Leader	80	0	0	0	80	80	0
Growth	509	509	0	509	0	0	0
Adults and Housing	2,325	550	1,775	2,325	0	0	0
Children and Learning	840	99	741	840	0	0	0
Healthy Communities and Wellbeing	504	355	0	355	149	149	0
Infrastructure	1,006	206	800	1,006	0	0	0
Public Protection	30	12	0	12	18	18	0
	5,294	1,731	3,316	5,047	247	247	0
Non-Portfolio	2,300	2,300	0	2,300	0	0	0
	7,594	4,031	3,316	7,347	247	247	0

The current forecast is showing £247,000 of savings as being undeliverable in year. These savings are

£000			
Leader			
PL18	80	Print Contract Savings	Saving not deliverable due to on-going management fee funding requirements with new provider
Public Health			
PH1	54	Sexual Health	These contracts are being retendered in year, with no expected savings accruing in year, although it is anticipated that the full saving will be achieved for 2019/20. Funding has been drawn down from the Public Health reserve to meet the 2018/19 shortfall
PH2	95	0 - 5 Children's Public Health Service	
Public Protection			
PL9	15	Trade Licence to use Public Highway	Charging arrangements not in place for 2018/19; will be delivered in 2019/20
PL11	3	Food Hygiene Rating Scheme Re-assessment	
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Against these undeliverable savings, in year mitigations of £247,000 have been identified against the required savings total of £7.594 million.

Portfolio Performance – Leader

Current Budget	Initial Outturn	Management Actions	Expected Outturn	Forecast Variance
£000	£000	£000	£000	£000
11,390	11,260	0	11,260	(130)

There is currently a forecast underspend of (£130,000) in the Leader's Portfolio which equates to 1.1% of the £11.390M net budget allocation. The key variances are underspends against the Corporate Initiatives and Internal Audit budgets.

Services within the Leader's Portfolio tend to be dominated by staffing costs which are generally stable in nature. There are currently a number of restructures in progress which will result in service redesign and the transfer of some duties to other Departments and Portfolios across the Council. A number of vacancies in the internal audit team will result in a staffing underspend of (£50,000). Due to the proximity of Southend to London, it can be difficult to recruit to some positions making it necessary for the Council to pay at the higher scale points in order to recruit to the posts. During this financial year, a number of roles have been subject to Job Evaluation which has resulted in higher salaries being awarded with more staff joining the pension scheme creating additional pressure. Time limited Transformation Funding has been invested to fund various projects across the Portfolio with a view to improving business processes, adding long term value and supporting the vision for Southend 2050.

The residual saving for the Print Contract (PL19) totalling £80,000 is reflected within "Infrastructure" savings. At budget setting it was removed from the Corporate Core budget although the expenditure is ongoing. It is unlikely that the saving can be met although it is expected to be mitigated by other corporate underspends for this year.

A Treasury Management in-year saving of (£25,000) is forecast resulting from lower short-term borrowing and Money Market Fund brokerage fees. In previous years, the Corporate Initiatives budget has not been fully utilised and based on the profile of spend to date, it seems likely that this will be the case at the end of the current year; meaning that an underspend of (£50,000) has been forecast.

The budget for the post of Director of Legal & Democratic Services will not be fully utilised due to vacant hours. This is expected to result in a further (£25,000) underspend at year-end.

The methodology for allocating Merchant Fees relating to Card Payments has changed and is creating a potential £20,000 pressure in the Accounts Receivable team. This is being compounded by the removal of credit card surcharge payments which were previously charged to customers when settling their bills.

Court Costs and Barristers Fees relating to Child Protection have escalated in recent years with 32 active cases in Southend at the beginning of September. As yet a Children's Solicitor has not been appointed so it is not possible to ascertain whether the investment made in the 2017/18 budget can alleviate the additional pressure from Barrister Fees. The staffing underspend in the team is currently partly offsetting these additional fees but in no way

mitigating them. This resulted in £170,000 being transferred from Contingency to offset the pressure.

Portfolio Performance – Growth

Current Budget	Initial Outturn	Management Actions	Expected Outturn	Forecast Variance
£000	£000	£000	£000	£000
2,959	2,806	0	2,806	(153)

The forecast underspend of (£153,000) in the Growth Portfolio is 5.2% of the £2.959M net budget allocation.

Asset and Facilities Management

Over recent years, the Council has adopted a commercial strategy to property investments which is yielding additional income. The acquisition of retail units at Fossets Farm and rent increases on existing leases mean that an underspend of (£260,000) has been forecast at year-end.

The cost of the cleaning and security contract for the Civic Centre continues to exceed the budget. A saving of £75,000 was agreed in 2017/18 but this hasn't materialised and the current pressure is now £120,000. Attempts have been made to reduce the service without a noticeable impact but this hasn't been possible.

A wide range of responsive repairs and maintenance tasks have been completed in the Civic Centre this year, ranging from boiler repairs and emergency lighting servicing, to door security systems and electrical testing. The number of works which have taken place means that the budget provision is expected to be exceeded by £40,000.

Due to the conversions of schools to academies, a number of trusts have opted out of the schools property service run by the property and regeneration team and utilising their own contractors to deliver works. This is resulting in an income shortfall of £20,000. A number of staff in the property team are employed on the basis of delivering elements of the capital programme. However, due to slippage in the programme there are not as many hours spent on these projects as expected.

Economic Development and Regeneration

In December 2017, the 60 Minute Mentor Programme, funded by The Careers & Enterprise Company was extended in Southend due to its success. As a result, additional funding was received in 2017/18 and the balance of this was transferred to reserves in line with accounting practice in order to fund the expenditure incurred in 2018/19. The request to transfer this funding back to the Economic Development service is made at the end of this report.

Planning

Applications have been made for 4 significant development projects this year and as a result the income received in the Development Control team has been greater than expected. The current forecast is that an additional (£130,000) will have been received by the end of the financial year. In order to cope with the increased demand of these projects, some agency staff support is in place, and staffing supplements have been agreed to retain talented employees. This is expected to resulting in additional staffing costs of £63,000

Portfolio Performance – Adults and Housing

Current Budget	Initial Outturn	Management Actions	Expected Outturn	Forecast Variance
£000	£000	£000	£000	£000
41,395	43,240	(1,775)	41,465	70

The Adults and Housing Portfolio are forecasting a year end overspend variance of £70,000 as at the end of period 6, and this is less than 1% of the current net budget allocation of £41.395M. This forecast is assuming the delivery of all the £1.775M management actions.

The (£1.775M) management actions reflect the outstanding 2018/19 budget savings, which are currently being reported amber because they are yet to be delivered or are at risk of not being delivered. It must be noted that this forecast is being closely monitored because of the volatility of Adult Social Care budgets.

Adult Social Care

Adult Services are reporting a break even position on all external purchasing budgets, which is currently based on last year's commitment plus the 18/19 rate increase, assuming that planned savings will be delivered. The forecast has been based on last year's commitment because of the recent system change from Carefirst to Liquid Logic and Controcc, where the implementation project are finalising the opening financial forecasting commitment reports. There is therefore a degree of risk to the accuracy of these projections at this time.

The £70,000 pressure is on Social Work teams budgeted vacancy factor, which assumes a certain level of staffing turnover. At present it appears this will not be achieved because agency staff are being used to cover vacancies and manage current workloads.

Housing and Homelessness

General fund housing is forecasting a breakeven position at the end of period 6. Homelessness continues to be an issue in Southend and the hostels have been at full capacity, with some families placed in B&B accommodation.

Southend's bid for the Rough Sleeper Initiative Grant was successful and there is now a further £425,000 available in 2018/19. The service is now working on finalising the service level agreements with the partners to deliver the intended outcomes, which will focus on prevention and intervention. We also have £195,000 Flexible Homelessness Support Grant and £91,000 New Burdens Grant (Homelessness Reduction Act). Since the introduction of the Homelessness Reduction Act in April, we have seen a 51% increase in active homeless cases compared to same period last year. These grants are helping meet the existing demands and pressures, as well as investment in a drive towards further homelessness prevention.

Portfolio Performance – Children and Learning

Current Budget	Initial Outturn	Management Actions	Expected Outturn	Forecast Variance
£000	£000	£000	£000	£000
36,617	38,393	(1,151)	37,243	625

The Portfolio of Children and Learning are currently anticipating a final year end forecast overspend variance of £625,000 or equivalent 1.7% compared to the latest net budget allocation of £36.651M, and this is after the expectation that all current in year management actions of (£1.151m) to reduce the initial outturn forecasts are delivered.

The management actions of (£1.151m) therefore reflect any outstanding amber budgeted 2018/19 saving allocations targets which are either yet to be delivered or at risk of non-delivery, and these are identified as (£741,000) for this portfolio, alongside a further outstanding (£300,000) targeted savings against the Dedicated Schools Grant High Needs block, and a further targeted (£110,000) troubled families' payment by results income.

The final forecast overspend variance, after assuming the delivery of all management actions is £625,000, and is entirely attributable to financial pressures within Children Social Care. It must be noted, financial pressures within Children Social Care is now recognised as a national local authority issue as well as our own local authority position.

Children's Social Care

As previously reported and recognised, our local financial pressure, is due to both an increased demand for children's social care has which emerged since the middle of 2016/17, alongside an OFSTED inspection in July 2016 that has resulted in Children Social Care itself being under a transformational journey for the last 2 years.

To further explain, whilst additional social work capacity, training and development has been required to support child in need (an attributable budget pressure of £145,000 in totality). Southend has also experienced an increase in the numbers of children who have been taken into care including the complexity of the needs for some of those children.

Southend's current locally employed foster carers are also at maximum capacity. This combined with a private external care market that has reduced capacity regionally, has seen children social care experience higher average costs in external care placements since 2016/17, and this is practically apparent in the external residential care market (an attributable budget pressure of £290,000).

It also needs to be noted that once a child turns 16, they are transitioned over to the leaving care team, who will then fully support the costs of a child from 16 to 18 if they are in supported accommodation type placement. Therefore due to the increase in the numbers of looked after children and a private market that has reduced capacity, this has added to increased cost pressures (an attributable budget pressure of £190,000).

The directorate continues to look towards reducing these financial pressures on a longer term basis, but given the current known forecast, this is now very unlikely to be able to reduce this year's final total overspend position of £625,000.

It also needs to be noted, that in accordance with agreed budgeted savings for 2018/19, children Social care, are also still anticipating the full deliver of current outstanding budgeted savings of (£465,000), although these savings are either yet to be achieved or currently at risk of delivery in full.

Whilst in year financial pressures are now present, it must be recognised that the local authority both recognised and planned for this financial risk, and agreed the creation of the Children Social Care reserve at start of 2017/18. Whilst, any use of funding from a reserve is one off, its implementation can be used to aid financial pressures within in financial years and or cover unexpected events. The level and appropriateness of use for this reserve is considered annually as part of the Council's annual budget planning strategy.

Youth and Family Support

Youth and Family Support, is forecasting a final net expenditure position on-line to budget, but this is dependent upon the anticipated full delivery of (£210,000) management actions. The management action is entirely attributable to targeted additional troubled families' payment by results income levels compared to last financial year. (£100,000) relates to the additional 2018/19 budgeted targeted income, and a further (£110,000) covering the reduction in the fixed amounts of troubled families grants for both the attachment fees and service transformation grant, which are all distributed from the MHCLG.

Education and Schools

Education and Schools is forecasting a final net expenditure position on-line to budget, but this is also dependent upon the anticipated full delivery of (£476,000) management actions to reduce current spend forecasts.

(£300,000) of the management actions, is set against the High Needs budget which is funded through the Dedicated School Grants. If the (£300,000) is not achieved, this deficit will fall due to Dedicated Schools Grant reserve.

From the autumn term of 2016/17, the High Needs budget which is funded through the dedicated schools grant (DSG) has experienced considerable increase in costs associated to special school placements and funding awarded to mainstream schools. Independent provider placements have also increased where the high need budget is required to fund the education element of any looked after child placement.

There is significant demand on high needs budgets, and this is again both a local and national issue. Southend has also experienced an increase in the complexity of children cases, requiring an Educational, health and care plan and therefore this had pushed up the associated cost associated with those placements. This was particularly apparent within our local special schools and independent provider placements.

In response to the high need funding pressures and as presented and agreed through the Education Board, the High Needs dedicated schools grant budget has been constrained for the last two financial years and savings delivered to mitigate further spend pressures.

Further in year savings, are targeted from 2018/19 of £300,000 compared to 2017/18 spend levels, but will remain a challenge to deliver. If this was achieved, it would also allow a targeted pay back of £0.200mil to depleted DSG reserves.

Under the national funding formulae, Southend is also recognised as significantly underfunded on its high need block allocation and will therefore be receiving additional much needed funding towards its high needs block in 2019/20. However, as funding caps are applied on any gains from DSG funding distributions, it is currently unknown from what financial year Southend will receive its expected full funding allocation.

The remaining (£176,000) of required management actions, falls within the Council's Learning department. This is in line with the budgeted saving targets for 2018/19, which are therefore either outstanding or subject to risk of full delivery.

Maintained Schools Delegated

Forecast on line to budget. This reflects revenue funding that the department for education passports through to the local authority to support our maintained schools, and the enhanced pupil premium funding attached to our local looked after children.

Portfolio Performance – Healthy Communities and Wellbeing

Current Budget	Initial Outturn	Management Actions	Expected Outturn	Forecast Variance
£000	£000	£000	£000	£000
14,274	14,567	(15)	14,552	278

The forecast overspend of £278,000 in the Healthy Communities and Wellbeing Portfolio is 1.9% of the £14.274M net budget allocation.

Culture

The final costs relating to the Cultural Destinations project which was delivered by the Focal Point Gallery have been incurred in the 2018/19 financial year and primarily relate to the publication of the Radical Essex book. The grant to fund this publication was transferred to reserves at the end of 2017/18 and a request is made at the end of this report to transfer this funding back from reserves to fund these costs totalling £40,000.

The delivery partner of Twenty One have terminated their agreement with us and as a result, the venue is now only open for any events which were arranged prior to its closure. These events continue up until the end of October and most of them do not pay a hire charge for the venue. At this moment there is no agreed course of action for the future of the venue and therefore we remain liable for the Business Rates and running costs of the site resulting in an overspend of £18,000.

The costs incurred by the Focal Point Gallery in producing the Radical Essex publication which concludes the Cultural Destinations project have been incurred in 2018/19 rather than last year as originally anticipated. The balance of the grant funding was transferred to reserves and a request is now being made to release this ring-fenced grant funding.

The entire Grounds Maintenance service was brought in-house in January 2016 and after a period of time, the service have been able to understand their staffing requirements and the savings attached to this move have been delivered. One of the biggest challenges this year has been income generation. The service lost a number of contracts in 2017 which it has struggled to replace but the cost base has not been reduced to compensate for this. The current shortfall in income is forecast at £120,000.

The income received from outdoor sports teams and the Belfairs Golf Course has reduced considerably over the last 5 years. After a review to understand where this has taken place and the sports mostly affected by this, it is believed that the increase in budget gyms and the uptake of cycling has had an impact on organised team sports which subsequently has reduced the income this generates within our parks by £210,000.

The mobile library has been off of the road for over two months due to maintenance problems. Alternative service provision has been put in place and this revised service is reaching more people who have limited mobility themselves. We are using standard vehicles rather than a bespoke mobile library which is also proving cost effective. Any such proven savings can be built into the permanent budget for 2019/20.

Customer Services

During the period April to September, the Registrations team have recorded 10% fewer births (from 1,918 in 2017/18 to 1,725 in 2018/19) and 10% higher deaths (from 1,285 to 1,416). Notice of Marriages are 14% higher than the same period last year (from 587 to 671) but this trend is not reflected in the number of Weddings which are 19% lower than last year (from 355 to 288). Team leaders believe that more could be done to promote and market weddings in Council venues and that the organisation could capitalise on the interest shown by members of the public to get married at some of the more niche venues in the Borough (e.g. the pier, Southchurch Hall, Porters) if they were to be more widely available.

The Group Manager of the Customer Service team is leading the “Channel Shift” Project meaning that part of her salary costs can be capitalised. This, along with other staff vacancies, have resulted in an underspend of (£40,000) being forecast in the Customer Service team.

Revenues and Benefits

Council Tax collections are on target at 52.5% with Business Rates (NDR) collections being 54.5% against a target of 55%. NDR collections of arrears are significantly higher than budget partly due to settlement by Southend Borough Council of its share of the 2013 and 2014 charge for the Forum building. The collection of Council Tax Arrears is 0.9% below target at 23.4% however this situation is improving month on month, with the team hoping to meet the target at the end of the year. The collection of Council Tax from those in receipt of Council Tax Reduction (CTR) discounts remains strong and compares favourably to other areas in Essex, where collection rates are lower. Council Tax Baseline continues to increase with 450 properties more than when the base was set. This is in contrast to the NDR retained yield which continues to reduce despite the number of properties increasing.

Income from Court Costs is currently higher than anticipated when the budget was set and an underspend of (£50,000) is expected.

At the end of September there were 2,100 people receiving Housing Benefit or Council Tax Reduction (CTR) with Universal Credit (UC) as their income. 64 Housing Benefit claims were closed in September and migrated to UC (total since going live in July 2017 is 1,410) and the rate of Housing Benefit claims closure is slowing each month since the peak of 187 in November. The level of work outstanding is 5 days for both new claims and changes; with the error level remaining at 2% (from 4% at this stage in 2017-18). The introduction of Universal Credit means that the thresholds have reduced in line with the reduction in Subsidy.

As the volume of the Council's future Housing Benefit responsibilities is unknown, the core team is supplemented with outsourced services which, although more costly, will avoid possible future redundancy costs. The overspend on these contractors is offset by vacancies and additional transitional income awarded by the Department for Work and Pensions (DWP) resulting in a (£50,000) forecast underspend for the year.

Public Health

Public health is forecasting an online position as at the end of period 6. As with all activity driven services, it is challenging to predict an accurate outturn on some of the services like Smoking cessation and NHS Health Checks. However, based on current forecasts, Public health will be online. It should be noted that the Council are going out to tender the Sexual Health contract, and the 0-5 contract is currently under review.

Voluntary and Community Services

The Community Hub service which offers financial advice and support to has been commissioned for three years and will be delivered via the South Essex Community Hub. This is funded through a voluntary grant from the Council. Under the terms of the property lease, the Council remains liable for accommodation costs so the grant is reduced accordingly. There is a £15,000 pressure due to backdated rent which was not accounted for at the end of last year.

Portfolio Performance – Infrastructure

Current Budget	Initial Outturn	Management Actions	Expected Outturn	Forecast Variance
£000	£000	£000	£000	£000
14,731	17,039	(200)	16,839	2,108

The forecast overspend of £2.108M in the Infrastructure Portfolio is 14.3% of the £14.731M net budget allocation. The key variances are £733,000 within the highways maintenance budget, £418,000 for decriminalised parking, £497,000 relating to car parking and a £263,000 shortfall in streetworks regulation & compliance income.

Transport

As a result of the poor weather conditions in late February / early March labelled as the “Beast from the East”, the condition of the road network deteriorated and as a result there was a large increase in the number of defects on the highways and footways. An increase in the number of Highway Inspectors has also resulted in a greater area being inspected more frequently which is also identifying more defects than usual. The launch of MySouthend is giving residents the opportunity to report defects and these are focussing the Inspectors on verifying MySouthend calls which will ultimately result in more works to the Highway. All of these factors are resulting in a pressure of approximately £400,000 although over a period of time we will be able to understand better if this is a current spike in identification of defects, or the new norm under an enhanced inspection regime. There is a management action in place to review the categorisation of defects raised by Highways Inspectors to ensure that the correct timeframe is applied to the urgency of repairs.

There have been a number of incidents across the Borough which has resulted in damage to street furniture. Unfortunately due to a lack of evidence to identify the culprit the cost to rectify this damage has been met by the service area. With regards to street lighting, this is expected to result in an additional £100,000 of repairs and maintenance expenditure which with more information as to how the incident occurred, could have been recharged to the offender.

Income from rechargeable works has historically been low and based on current income a shortfall of £120,000 is likely. However the service area are engaging with an external insurance specialist on a payment by results trial basis in an attempt to pursue claims for damage to the Highway.

In order to deliver a number of projects within the Traffic Management team, a project manager has been employed on a fixed term contract until March 2019 for which there is no budget provision. This, alongside a reduction in the amount of staff time being spent on schemes within the capital programme and therefore being transferred from revenue to capital, is resulting in a forecast pressure of £115,000.

There has been on average a 14% increase in the number of PCN's issued against the same time period last year and a £69,000 increase in the income collected for those tickets as at the end of September. However there is still an anticipated shortfall in the income budget of £190,000. Although the value of old debt is reducing year on year, the anticipated bad debt provision is still £115,000 more than the budget provision. The number of PCN's

registered with the Traffic Enforcement Centre has also increased in 2018/19 in an attempt to collect old, outstanding debts. Although there is a cost associated with this registration, estimated at £58,000 for this financial year, it allows further opportunities for the debt to be collected. The implementation of a CCTV vehicle is expected to result in an increase in the number of PCN's issued, however there are start-up costs associated with this in year one.

The rollout from the parking and enforcement contract had a number of improvements and efficiencies over a number of years and savings were agreed in the budget to reflect these. Unfortunately, due to delays in the ICT infrastructure from third parties some of these efficiencies are yet to be implemented. This is resulting in an overspend of £55,000 in decriminalised parking and £53,000 in car parking.

As part of the 2018/19 budget, an increase of £700,000 in the income budget for car parking was agreed after independent advice from Steer Davies Gleave (SDG) which modelled the impact of removing the 1, 3 and 5 hour parking rates in a number of car parks. As at period 6, car parking income has increased significant, especially in June and July when we enjoyed a very dry spell and a heatwave. Within that, there has been an 11% shift in usage from on street car parks to off street surface car parks. From an analysis of 7 town centre car parks which have retained the same machines over this period, projections suggest that the off street car parks will perform even better than SDG suggested. However, due to the shift from on street to off street (where VAT is payable) the additional income from the removal of 1, 3 and 5 hour parking charges is currently being negated by the loss in on street parking income (where no VAT is payable). The total effect of this is an anticipated shortfall in income of £250,000. Of these 7 off street car parks, there has been a reduction in the number of transactions in all of them with the exception of Tylers / York Road, which is the only town centre car park which retained a 1 hour price band. Security at the University Square car park has been increased to 24 hours which increases the pressure on this budget to £120,000 and an additional £60,000 has been spent on upgrades to the pay & display machines within the borough.

The management system used to log and inspect streetwork permits had a number of changes made to it towards the end of the last financial year. These changes resulted in works which overran the length of their permits not being correctly categorised, and therefore the financial penalties which have been levied were not correct which is currently resulting in an income shortfall of £250,000. Work is currently underway to revisit these cases to charge the correct amount, but in the meantime, the system has been corrected and works are now being charged for correctly.

As a partner in the TRACE project (Walking and Cycling Tracking Services) funded by the EU, we were provided with grant funding at the beginning of the project to fund the expenditure incurred. This project has now ended and the balance of the funding has been paid back, this is due to less staff resources being needed than expected. This funding is currently in reserves and therefore a request is made to draw this funding to the service area to fund this payment.

Portfolio Performance – Public Protection

Current Budget	Initial Outturn	Management Actions	Expected Outturn	Forecast Variance
£000	£000	£000	£000	£000
14,011	13,410	(89)	13,321	(690)

The forecast underspend of (£690,000) in the Public Protection Portfolio is 4.9% of the £14.011M net budget allocation.

Cemeteries and Crematorium

Burials are higher in the first six months of the year at 242 compared to last year at 235. This is mirrored in Cremations (1,299 in the current year compared to 1,172 at the same time last year). Income of £1,258,000 achieved at Period 6 is over £129,000 higher than for the same period last year meaning that an underspend of (£80,000) has been forecast at year-end. This includes an anticipated £20,000 pressure due to the hospital processing more Public Health Act funerals. As at Period 6, only 4 of the 246 Mini Graves have been sold.

Flooding

There are a number of engineering vacancies within the Flood Defences section which are yet to be filled. Recruitment is ongoing, but until the posts are filled there will be an underspend on staffing costs within this team. No additional consultancy or contractor costs have been incurred during this time, and due to a lack of engineers, the expected contractor costs have reduced significantly due to no works being identified and this is resulting in a forecast underspend of (£210,000).

Regulatory Services

An element of licensing income relating to this year was received in 2017/18 when the license was renewed. In order to account for this correctly, the 2018/19 element of this income was transferred to reserves. A request is now being made to draw down this £203,000 down from reserves and into the service area. Due to internal promotions there is currently a vacancy within the team which will result in a staffing underspend of approximately (£50,000)

Income generated through the Building Control Trading Account is significantly less than in previous years. Currently the levels of income received are at their lowest levels since 2012/13. It is felt that this is due to increased levels of competition from private businesses, and the level of service provided by the contact centre who deal with a range of queries rather than specialising in Building Control.

Waste and Street Scene

Due to the Mechanical Biological Treatment plant (MBT) in Basildon continuing to fail to meet the performance requirements of the original specification, the reduced gate fee during the commissioning phase is still in place. This is allowing SBC to dispose of residual waste at a lower rate than the original business case. However, due to poor performance at the facility, the average cost per tonne for disposal this year has increased to £122, whereas the cost of landfill is £102. This, along with a change in the disposal of food waste which now

provides us with an income, is resulting in a forecast underspend of (£420,000). There is an opportunity to source a short term agreement for our waste disposal requirement from January 2020 up until October 2023 when the Waste Collection contract will expire with a view to procuring a joint waste collection and disposal contract from October 2023 onwards.

As a result of the revised agreement with Essex County Council relating to the waste Joint Working Agreement, we are continuing to receive a share of the Waste Infrastructure Grant in relation to the MBT. The value of this income in 2018/19 is forecast to be (£135,000).

Non Portfolio Performance

Current Budget	Initial Outturn	Management Actions	Expected Outturn	Forecast Variance
£000	£000	£000	£000	£000
(19,025)	(19,534)	0	(19,534)	(509)

Financing Costs

The (£509,000) favourable variance is due to investment income from Property Funds (£350,000), interest from Schools (£152,000), in-house investments (£19,000), short-term borrowing interest (£26,000) partly offset by an overspend on short-dated bond funds £38,000.

Contingency

The Strategic Director of Finance and Resources has delegated authority to release funds held as contingencies within the approved budget. As at Period 6 the following drawdowns have been approved

Drawdowns agreed as at period 5	£000 868
New for period 6	
Inflationary increase and realignment of Business Rates	156
Inflationary increase for the Waste Collection Contract	209
Inflationary increase for the Concessionary Fares Contract	92
Inflationary increase for street lighting energy costs	233
Funding for contamination surveys	13
Funding to support planning applications	7
Funding to support the Special Educational Needs and Disability (SEND) inspection	20
Total	1,598

Revenue Contribution to Capital

The original budget for 2018/19 included planned revenue contributions for capital investments, via the use of Earmarked Reserves, of £5,058,000. Due to slippage from 2018/19 into 2019/20 agreed at Cabinet in June 2018, this budget has now decreased to £2,583,000. The Capital Reserve will fund £2,129,000 of this, £238,000 is funded from the Agresso Reserve and the remaining £216,000 is funded from the People Workforce Strategy Team and energy savings generated from energy efficiency projects.

Transfers to / (from) Earmarked Reserves

Net transfers to Earmarked Reserves totalling £5,436,000 were agreed by Council when setting the 2018/19 budget in February 2018. The current outturn position allows for further in-year net transfers to reserves totalling £1,045,000. Total net transfers to reserves for 2018/19 are therefore forecast to be £6,481,000.

The net change of £1,045,400 comprises the following agreed additional transfers

Transfers to Earmarked Reserves

- £2,547,000 to the Capital Reserve - due to capital programme re-profiling

Transfers from Earmarked Reserves

- (£1,095,000) from the Children's Social Care Reserve – for supporting the OFSTED improvement programme, edge of care team, and secured looked after children placements.
- (£113,600) from the Business Transformation Reserve – for specific projects agreed by CMT.
- (£22,000) from the Troubled Families Reserve – for supporting the targeting of additional troubled families payment by results income.
- (£11,000) from the Children Social Care Reserve – for the Children's local Safeguarding board
- (£20,000) from the Adult Social Care Reserve – for the Adult's safeguarding board
- (£240,000) from the Public Health Reserve – for the Interim Director of Public Health and unachieved 2018/19 Sexual health and 0-5 Contract savings.

However as part of the proposed management actions, there is a request to transfer a further £306,000 of earmarked reserves; namely

- (£203,000) from the Licensing Reserve to recognise income received in 2017/18 relating to part of 2018/19
- (£40,000) from the Grants Reserve to fund the final cost of the Cultural Destinations project, funded by the Arts Council
- (£23,000) from the Grants Reserve to fund 2018/19 costs relating to the 60 Minute Mentor programme, which has been extended in Southend.
- (£40,000) from the Grants Reserve to fund the reimbursement of the remainder of the TRACE (Walking and Cycling Tracking Services) grant

Finally unless further management action and savings are identified to rebalance the budget, there will be the need to transfer a further £1,599,000 from the Business Transformation Reserve for the projected residual overspend at year end.

Housing Revenue Account

	Original Budget			Virement £'000	Latest Budget			Initial Outturn £'000	Proposed Management Action £'000	Expected Outturn £'000	Forecast Variance £'000	Movement from Period 5
	Gross Expend £'000	Gross Income £'000	Net £'000		Gross Expend £'000	Gross Income £'000	Net £'000					
Employees	210	0	210	0	210	0	210	210	0	210	0	↔
Premises (excluding repairs)	790	0	790	0	790	0	790	790	0	790	0	↔
Repairs	4,930	0	4,930	0	4,930	0	4,930	5,399	0	5,399	469	↑
Supplies and Services	69	0	69	0	69	0	69	69	0	69	0	↔
Management Fee	5,579	0	5,579	38	5,617	0	5,617	5,617	0	5,617	0	↔
MATS	1,146	0	1,146	0	1,146	0	1,146	1,146	0	1,146	0	↔
Provision for Bad Debts	394	0	394	0	394	0	394	394	0	394	0	↔
Depreciation	6,284	0	6,284	0	6,284	0	6,284	6,284	0	6,284	0	↔
Capital Financing Charges	3,515	0	3,515	0	3,515	0	3,515	3,515	0	3,515	0	↔
Gross Expenditure	22,917	0	22,917	38	22,955	0	22,955	23,424	0	23,424	469	↑
			0									
Fees and Charges	0	(349)	(349)	0	0	(349)	(349)	(349)	0	(349)	0	↔
Dwelling Rents	0	(24,900)	(24,900)	(38)	0	(24,938)	(24,938)	(25,500)	0	(25,500)	(562)	↑
Other Rents	0	(1,372)	(1,372)	0	0	(1,372)	(1,372)	(1,372)	0	(1,372)	0	↔
Other Income	0	(27)	(27)	0	0	(27)	(27)	(27)	0	(27)	0	↔
Interest	0	(250)	(250)	0	0	(250)	(250)	(250)	0	(250)	0	↔
Recharges	0	(566)	(566)	0	0	(566)	(566)	(566)	0	(566)	0	↔
Non Department Net Expenditure	0	(27,464)	(27,464)	(38)	0	(27,502)	(27,502)	(28,064)	0	(28,064)	(562)	↑
Net Operating Expenditure	22,917	(27,464)	(4,547)	0	22,955	(27,502)	(4,547)	(4,640)	0	(4,640)	(93)	↑
Revenue Contribution to Capital	1,925	0	1,925	(1,515)	410	0	410	410	0	410	0	↔
Contribution to/ (from) Earmarked Reserves	2,622	0	2,622	1,515	4,137	0	4,137	4,137	0	4,137	0	↔
Contribution to/ (from) General Reserves	0	0	0	0	0	0	0	0	0	0	0	↔
Net Expenditure/ (Income)	27,464	(27,464)	0	0	27,502	(27,502)	0	(93)	0	(93)	(93)	↑

Use of general Reserves	
Balances as at 1 April 2018	3,502
(Use)/ contribution to in Year	0
Balance as at 31 March 2019	3,502

3,502	3,502	0	3,502	0	↔
0	0	0	0	0	↔
3,502	3,502	0	3,502	0	↔

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Overall Budget Performance

The HRA budget was approved by Council in February 2018 and anticipated an operating surplus of £4,547,000.

The closing HRA balance as at March 2018 was £3,502,000.

The latest forecast as at September 2018 indicates that the HRA will have an income surplus of (£93,000) in 2018/19. The main reasons are as follows:

- (£562,000) over recovery of rental income - This is because predictions as at the end of period 6 are showing higher rental income than budgeted for. The estimate assumes a 4% void allowance across all properties and the actual up to end of September has been less. Rather than increase the HRA balance, normal custom and practice would see this surplus transferred to the HRA Capital Investment Reserve.
- £469,000 revenue repairs overspend – This is due to the 18/19 contractual uplift of the main responsive repairs contract with Kiers.

Rather than increase the HRA balance, normal custom and practice would see this surplus transferred to the HRA Capital Investment Reserve.

Revenue Contribution to Capital Expenditure

The original budget for 2018/19 included planned revenue contributions for capital investments, via the use of Earmarked Reserves, of £1,925,000. Due to a reconsideration of the most appropriate way to finance the HRA capital programme this year, the level of RCCO has fallen to £410,000.

Transfers to / (from) Earmarked Reserves

Net transfers to Earmarked Reserves totalling £2,622,000 were agreed by Council when setting the 2018/19 budget in February 2018. The current outturn position allows for further in-year net transfers to reserves totalling £1,515,000. Total net appropriations to reserves for 2018/19 are therefore forecast to be £6,798,000.

The net change of £1,515,000 comprises the following planned appropriations

Transfers to Earmarked Reserves

- £1,515,000 to the Capital Investment Reserve due to programme re-financing

Finally based on the current forecasts, there will be the need to transfer a further £93,000 to the HRA Capital Investment Reserve in respect of the projected residual underspend at year end

Budget Transfers

In line with the approved financial procedure rules all budget transfers (Virements) over £50,000 between portfolio services or between pay and non-pay budgets are to be approved by Cabinet. Below is a table showing the transfers which fall within these parameters

	DR £000	CR £000
Transfers approved under delegated authority	143	(143)
Transfers over £50,000 previously reported	8,627	(8,627)
Transfers over £50,000 in this period for approval	2,610	(2,610)
Total Budget Transfers	11,380	(11,380)

The budget transfers for Cabinet approval this period are:

	£000
1) Merge of Support Teenage Pregnancy budget into Connexions team.	67
2) Correction to the Growth Hub (BEST) budget in line with agreed funding and resultant change in the South East Business Boost (SEBB) budget.	2,391
3) Final budget alignment of the Connexions team and saving delivered.	77
4) Final budget alignment of the Early Help team and saving delivered.	75
Total	2,610

Decisions Required

Members are asked to

- Note the forecast outturn for the General Fund and Housing Revenue Accounts as at September 2018
- Note the planned management actions of £3,230,000 to achieve that forecast outturn;
- Agree the planned budget transfers (Virements) of £2,610,170;
- Note the potential transfer of £1,293,000 from the Business Transformation Reserve in respect of the forecast General Fund overspend unless further management action and savings are identified to rebalance the budget; and
- Note the potential transfer of £93,000 to the HRA Capital Investment Reserve in respect of the forecast HRA underspend

General Fund

Leader Portfolio

Leader : Cllr John Lamb

Service Department	Original Budget			Virement £'000	Latest Budget			Initial Outturn £'000	Proposed Management Action £'000	Expected Outturn £'000	Forecast Variance £'000	Movement from Period 5
	Gross Expend £'000	Gross Income £'000	Net £'000		Gross Expend £'000	Gross Income £'000	Net £'000					
Corporate Planning and Policy												
a. Corporate and Non-Distributable Costs	1,919	(184)	1,735	47	1,966	(184)	1,782	1,707	0	1,707	(75)	↑
Corporate Services												
b. Department of the Chief Executive	634	0	634	(2)	632	0	632	607	0	607	(25)	↔
Financial Services												
c. Accountancy	2,131	(295)	1,836	0	2,131	(295)	1,836	1,836	0	1,836	0	↔
d. Accounts Payable	119	(4)	115	0	119	(4)	115	115	0	115	0	↔
e. Accounts Receivable	190	(77)	113	0	190	(77)	113	133	0	133	20	↑
f. Insurance	162	(247)	(85)	0	162	(247)	(85)	(85)	0	(85)	0	↔
g. Internal Audit	774	(271)	503	0	705	(202)	503	453	0	453	(50)	↓
h. Corporate Fraud	225	(52)	173	1	226	(52)	174	174	0	174	0	↔
i. Corporate Procurement	621	0	621	61	682	0	682	682	0	682	0	↔
Human Resources & Organisational Development												
j. Human Resources	1,815	(505)	1,310	29	1,844	(505)	1,339	1,339	0	1,339	0	↔
k. People and Organisational Development	414	(115)	299	(1)	413	(115)	298	298	0	298	0	↔
l. Tickfield Training Centre	370	(156)	214	2	372	(156)	216	216	0	216	0	↔
Legal and Democratic Services												
m. Democratic Services Support	371	0	371	0	371	0	371	371	0	371	0	↔
n. Mayoralty	191	0	191	6	197	0	197	197	0	197	0	↔
o. Member Support	730	0	730	0	730	0	730	730	0	730	0	↔
p. Elections and Electoral Registration	354	0	354	0	354	0	354	354	0	354	0	↔
q. Local Land Charges	197	(297)	(100)	0	197	(297)	(100)	(100)	0	(100)	0	↔
r. Legal Services	1,308	(245)	1,063	218	1,526	(245)	1,281	1,281	0	1,281	0	↔
Other Services												
s. Emergency Planning	82	0	82	0	82	0	82	82	0	82	0	↔
t. Corporate Subscriptions	85	0	85	0	85	0	85	85	0	85	0	↔
u. Strategy and Performance	692	0	692	93	785	0	785	785	0	785	0	↔
Total Net Budget for Department	13,384	(2,448)	10,936	454	13,769	(2,379)	11,390	11,260	0	11,260	(130)	↓

General Fund

Growth Portfolio

Growth : Cllr James Courtenay

Service Department	Original Budget			Virement £'000	Latest Budget			Initial Outturn £'000	Proposed Management Action £'000	Expected Outturn £'000	Forecast Variance £'000	Movement from Period 5
	Gross Expend £'000	Gross Income £'000	Net £'000		Gross Expend £'000	Gross Income £'000	Net £'000					
Asset and Facilities Management												
a. Asset Management	416	(16)	400	0	416	(16)	400	400	0	400	0	↔
b. Corporate and Industrial Estates	177	(3,319)	(3,142)	301	170	(3,011)	(2,841)	(3,101)	0	(3,101)	(260)	↓
c. Property Management and Maintenance	469	(111)	358	(11)	458	(111)	347	392	0	392	45	↔
d. Buildings Management	2,543	(110)	2,433	89	2,632	(110)	2,522	2,682	0	2,682	160	↔
Economic Development and Regeneration												
e. Economic Development	1,004	(578)	426	(68)	2,342	(1,984)	358	374	0	374	16	↑
f. Town Centre	206	(59)	147	(1)	205	(59)	146	129	0	129	(17)	↓
g. Better Queensway	0	0	0	0	0	0	0	0	0	0	0	↔
Planning												
h. Development Control	895	(631)	264	0	895	(631)	264	197	0	197	(67)	↔
i. Regional and Local Town Plan	284	0	284	0	284	0	284	284	0	284	0	↔
Tourism												
j. Resorts Services Pier and Foreshore	2,828	(957)	1,871	(431)	2,397	(957)	1,440	1,410	0	1,410	(30)	↔
k. Tourism	58	(18)	40	(1)	57	(18)	39	39	0	39	0	↔
Total Net Budget for Department	8,880	(5,799)	3,081	(122)	9,856	(6,897)	2,959	2,806	0	2,806	(153)	↓

General Fund

Adults and Housing Portfolio

Adults and Housing : Cllr Tony Cox

Service Department	Original Budget			Virement £'000	Latest Budget			Initial Outturn £'000	Proposed Management Action £'000	Expected Outturn £'000	Forecast Variance £'000	Movement from Period 5
	Gross Expend £'000	Gross Income £'000	Net £'000		Gross Expend £'000	Gross Income £'000	Net £'000					
Adult Social Care												
a. Adult Support Services and Management	298	0	298	213	511	0	511	511	0	511	0	↔
b. Business Support Team	1,776	(184)	1,592	(1)	1,775	(184)	1,591	1,591	0	1,591	0	↔
c. Strategy, Development and Commissioning	2,228	(590)	1,638	26	2,254	(590)	1,664	1,664	0	1,664	0	↔
d. People with a Learning Disability	14,427	(1,922)	12,505	(18)	14,409	(1,922)	12,487	12,912	(425)	12,487	0	↔
e. People with Mental Health Needs	3,653	(198)	3,455	(29)	3,624	(198)	3,426	3,426	0	3,426	0	↔
f. Older People	29,566	(16,464)	13,102	(2,085)	29,630	(18,613)	11,017	12,217	(1,200)	11,017	0	↔
g. Other Community Services	5,877	(4,574)	1,303	601	4,294	(2,390)	1,904	1,974	0	1,974	70	↑
h. People with a Physical or Sensory Impairment	4,614	(1,222)	3,392	1	4,650	(1,257)	3,393	3,393	0	3,393	0	↔
i. Service Strategy and Regulation	124	(69)	55	(1)	123	(69)	54	54	0	54	0	↔
Council and Private Sector Housing Investment												
j. Private Sector Housing	3,780	(1,119)	2,661	0	3,780	(1,119)	2,661	2,711	(50)	2,661	0	↔
k. Supporting People	2,433	0	2,433	(188)	2,245	0	2,245	2,345	(100)	2,245	0	↔
Homelessness												
l. Housing Needs and Homelessness	994	(658)	336	(1)	1,279	(944)	335	335	0	335	0	↔
Strategy and Advice												
m. Strategy and Planning for Housing	224	(117)	107	0	224	(117)	107	107	0	107	0	↔
Total Net Budget for Department	69,994	(27,117)	42,877	(1,482)	68,798	(27,403)	41,395	43,240	(1,775)	41,465	70	↑

General Fund

Children and Learning Portfolio

Children and Learning : Cllr Helen Boyd

Service Department	Original Budget			Virement £'000	Latest Budget			Initial Outturn £'000	Proposed Management Action £'000	Expected Outturn £'000	Forecast Variance £'000	Movement from Period 5
	Gross Expend £'000	Gross Income £'000	Net £'000		Gross Expend £'000	Gross Income £'000	Net £'000					
Childrens Social Care												
a. Children Fieldwork Services	4,379	(5)	4,374	896	5,275	(5)	5,270	5,415	0	5,415	145	↔
b. Children with Disabilities	1,175	(183)	992	0	1,175	(183)	992	992	0	992	0	↔
c. Childrens Specialist Support and Commissioning	2,624	(164)	2,460	151	2,775	(164)	2,611	2,876	(265)	2,611	0	↓
d. Inhouse Fostering and Adoption	4,911	(236)	4,675	98	5,009	(236)	4,773	4,773	0	4,773	0	↔
e. Leaving Care Placements and Resources	1,104	(232)	872	501	2,042	(669)	1,373	1,613	(50)	1,563	190	↔
f. Private Voluntary Independent Provider Placements	3,825	(120)	3,705	1,190	5,015	(120)	4,895	5,335	(150)	5,185	290	↔
Youth and Family Support												
g. Early Help and Family Support	1,723	(1,201)	522	261	1,984	(1,201)	783	993	(210)	783	0	↔
h. Youth Offending Service	1,894	(632)	1,262	(2)	1,834	(574)	1,260	1,260	0	1,260	0	↔
i. Youth Service	597	(96)	501	(29)	518	(46)	472	472	0	472	0	↔
Educational and Schools												
j. School Support and Education Transport	23,116	(11,213)	11,903	(14)	23,152	(11,263)	11,889	12,155	(166)	11,989	100	↑
k. Early Years Development and Child Care Partnership	12,023	(10,825)	1,198	(11)	11,569	(10,382)	1,187	1,197	(10)	1,187	0	↔
l. High Needs Educational Funding	11,906	(11,028)	878	20	11,927	(11,029)	898	1,098	(300)	798	(100)	↓
m. Southend Adult Community College	3,400	(3,186)	214	0	3,400	(3,186)	214	214	0	214	0	↔
Maintained Schools Delegated												
n. Maintained Schools Delegated Budgets	32,454	(32,454)	0	0	32,454	(32,454)	0	0	0	0	0	↔
o. Pupil Premium	2,906	(2,906)	0	0	2,906	(2,906)	0	0	0	0	0	↔
Total Net Budget for Department	108,037	(74,481)	33,556	3,061	111,035	(74,418)	36,617	38,393	(1,151)	37,242	625	↓

General Fund

Healthy Communities and Wellbeing Portfolio

Healthy Communities and Wellbeing : Cllr Lesley Salter

Service Department	Original Budget			Virement £'000	Latest Budget			Initial Outturn £'000	Proposed Management Action £'000	Expected Outturn £'000	Forecast Variance £'000	Movement from Period 5
	Gross Expend £'000	Gross Income £'000	Net £'000		Gross Expend £'000	Gross Income £'000	Net £'000					
Community Resilience and Cohesion												
a. Partnership Team	231	0	231	(1)	230	0	230	230	0	230	0	↔
b. Community Centres and Club 60	93	(1)	92	(9)	84	(1)	83	83	0	83	0	↔
Culture												
c. Arts Development	499	(233)	266	38	537	(233)	304	362	0	362	58	↑
d. Amenity Services Organisation	3,673	(683)	2,990	73	3,746	(683)	3,063	3,213	(15)	3,198	135	↑
e. Culture Management	146	(6)	140	0	146	(6)	140	140	0	140	0	↔
f. Library Service	3,378	(397)	2,981	1	3,379	(397)	2,982	2,982	0	2,982	0	↔
g. Museums and Art Gallery	1,995	(80)	1,915	15	2,010	(80)	1,930	1,930	0	1,930	0	↔
h. Parks and Amenities Management	1,812	(786)	1,026	141	1,953	(786)	1,167	1,377	0	1,377	210	↔
i. Sports Development	54	0	54	(1)	53	0	53	53	0	53	0	↔
j. Sport and Leisure Facilities	589	(304)	285	34	623	(304)	319	319	0	319	0	↔
k. Southend Theatres	647	(27)	620	26	673	(27)	646	646	0	646	0	↔
Customer Services												
l. Registration of Births Deaths and Marriages	330	(378)	(48)	0	330	(378)	(48)	(48)	0	(48)	0	↔
m. Customer Services Centre	1,976	(295)	1,681	34	2,010	(295)	1,715	1,675	0	1,675	(40)	↓
Revenues and Benefits												
n. Council Tax Collection	869	(607)	262	0	869	(607)	262	212	0	212	(50)	↓
o. Non Domestic Rates Collection	199	(306)	(107)	0	199	(306)	(107)	(107)	0	(107)	0	↔
p. Housing Benefit Administration	1,801	(1,195)	606	8	1,809	(1,195)	614	564	0	564	(50)	↓
q. Rent Benefit Payments	91,582	(91,685)	(103)	0	73,771	(73,874)	(103)	(103)	0	(103)	0	↔
Health												
r. Public Health	6,323	(6,480)	(157)	241	6,564	(6,480)	84	84	0	84	0	↔
s. Drug and Alcohol Action Team	2,270	(2,187)	83	24	2,294	(2,187)	107	107	0	107	0	↔
t. Young Persons Drug and Alcohol Team	273	(265)	8	(1)	272	(265)	7	7	0	7	0	↔
Voluntary and Community Services												
u. Support to Voluntary Sector	811	0	811	15	826	0	826	841	0	841	15	↔
Total Net Budget for Department	119,551	(105,915)	13,636	638	102,378	(88,104)	14,274	14,567	(15)	14,552	278	↓

General Fund

Infrastructure Portfolio

Infrastructure : Cllr Andrew Moring

Service Department	Original Budget			Virement £'000	Latest Budget			Initial Outturn £'000	Proposed Management Action £'000	Expected Outturn £'000	Forecast Variance £'000	Movement from Period 5
	Gross Expend £'000	Gross Income £'000	Net £'000		Gross Expend £'000	Gross Income £'000	Net £'000					
Transport												
a. Highways Maintenance	10,956	(1,708)	9,248	438	11,394	(1,708)	9,686	10,619	(200)	10,419	733	↑
b. Bridges and Structural Engineering	414	0	414	0	414	0	414	402	0	402	(12)	↓
c. Decriminalised Parking	1,171	(1,699)	(528)	(1)	1,170	(1,699)	(529)	(111)	0	(111)	418	↓
d. Car Parking Management	1,170	(7,222)	(6,052)	107	1,277	(7,222)	(5,945)	(5,448)	0	(5,448)	497	↓
e. Concessionary Fares	3,307	0	3,307	83	3,390	0	3,390	3,329	0	3,329	(61)	↓
f. Passenger Transport	417	(65)	352	(1)	416	(65)	351	422	0	422	71	↔
g. Road Safety and School Crossing	229	0	229	(1)	228	0	228	194	0	194	(34)	↔
h. Transport Planning	1,672	(1,990)	(318)	1	1,673	(1,990)	(317)	34	0	34	351	↑
i. Traffic and Parking Management	600	(5)	595	(1)	599	(5)	594	709	0	709	115	↔
j. Dial A Ride Service	105	(19)	86	5	110	(19)	91	91	0	91	0	↔
k. Transport Management	173	0	173	0	173	0	173	173	0	173	0	↔
l. Vehicle Fleet	550	(344)	206	6	556	(344)	212	212	0	212	0	↔
m. Digital Futures	6,193	(1,183)	5,010	(77)	6,116	(1,183)	4,933	4,933	0	4,933	0	↔
Other Services												
n. Enterprise Tourism and Environment Central Pool	1,451	0	1,451	(1)	1,450	0	1,450	1,480	0	1,480	30	↔
Total Net Budget for Department	28,408	(14,235)	14,173	558	28,966	(14,235)	14,731	17,039	(200)	16,839	2,108	↑

General Fund

Public Protection Portfolio

Public Protection : Cllr Mark Flewitt

Service Department	Original Budget			Virement £'000	Latest Budget			Initial Outturn £'000	Proposed Management Action £'000	Expected Outturn £'000	Forecast Variance £'000	Movement from Period 5
	Gross Expend £'000	Gross Income £'000	Net £'000		Gross Expend £'000	Gross Income £'000	Net £'000					
Community Safety												
a. Closed Circuit Television	549	(33)	516	(1)	548	(33)	515	485	0	485	(30)	↔
b. Community Safety	216	(32)	184	(2)	214	(32)	182	182	0	182	0	↔
Energy												
c. Climate Change	111	(144)	(33)	0	111	(144)	(33)	(33)	0	(33)	0	↔
Cemeteries and Crematorium												
d. Cemeteries and Crematorium	1,161	(2,566)	(1,405)	12	1,173	(2,566)	(1,393)	(1,473)	0	(1,473)	(80)	↑
Flooding												
e. Flood and Sea Defences	811	(11)	800	(2)	809	(11)	798	588	0	588	(210)	↓
Regulatory Services												
f. Regulatory Business	35	(14)	21	0	35	(14)	21	34	0	34	13	↑
g. Regulatory Licensing	100	(469)	(369)	19	119	(469)	(350)	(132)	0	(132)	218	↑
h. Regulatory Management	1,134	0	1,134	4	1,138	0	1,138	1,075	0	1,075	(63)	↓
i. Regulatory Protection	71	(13)	58	12	83	(13)	70	75	0	75	5	↑
j. Building Control	443	(440)	3	(1)	442	(440)	2	106	(89)	17	15	↓
Waste and Street Scene												
k. Public Conveniences	550	0	550	20	570	0	570	570	0	570	0	↔
l. Waste Collection	4,695	0	4,695	347	5,042	0	5,042	5,042	0	5,042	0	↔
m. Waste Disposal	5,264	0	5,264	(227)	5,037	0	5,037	4,614	0	4,614	(423)	↔
n. Street Cleansing	1,360	0	1,360	35	1,395	0	1,395	1,395	0	1,395	0	↔
o. Household Recycling	477	(7)	470	12	489	(7)	482	482	0	482	0	↔
p. Environmental Care	242	(4)	238	3	245	(4)	241	241	0	241	0	↔
q. Waste Management	296	0	296	(2)	294	0	294	159	0	159	(135)	↔
Total Net Budget for Department	17,515	(3,733)	13,782	229	17,744	(3,733)	14,011	13,410	(89)	13,321	(690)	↓

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**Capital Programme Budget
Monitoring 2018/19**

Period 6

**as at 30th September 2018
Departmental Summary**

Capital Programme Monitoring Report – September 2018

1. Overall Budget Performance by Investment Area

The revised Capital budget for the 2018/19 financial year is £77.689million which includes all changes agreed at June Cabinet. Actual capital spend at 30th September is £21.020million representing approximately 27% of the revised budget. This is shown in Section 3. (Outstanding creditors totalling £0.354million have been removed from this figure).

The expenditure to date has been projected to year end and the outturn position is forecast to reflect the Project Manager's realistic expectation. This is broken down by type of investment area as follows:

Service Area	Revised Budget 2018/19 £'000	Outturn to 30 th September 2018/19 £'000	Expected outturn 2018/19 £'000	Latest Expected Variance to Revised Budget 2018/19 £'000	Previous Expected Variance to Revised Budget 2018/19 £'000
Works to Property	1,761	135	1,170	(591)	-
Social Care	3,767	284	3,214	(553)	-
General Fund Housing	2,842	440	1,372	(1,470)	-
Schools	13,317	7,361	13,352	35	(2)
Culture & Tourism	8,750	2,982	7,095	(1,655)	(1,167)
Enterprise & Regeneration	12,521	1,692	4,841	(7,680)	-
ICT	3,950	1,733	3,431	(519)	-
Southend Pier	3,158	564	3,158	-	(1,069)
Highways & Infrastructure	13,108	2,865	10,736	(2,372)	-
S106/S38/CIL	1,322	144	1,145	(177)	(8)
Energy Saving	1,068	97	714	(354)	(354)
Community Safety	900	11	233	(667)	(400)
Council Housing & New Build Programme	11,225	2,712	9,453	(1,772)	(1,258)
Total	77,689	21,020	59,914	(17,775)	(4,258)

The above investment is proposed to be funded as follows:

Department	Council Budget £'000	Grant Budget £'000	Developer & Other Contributions £'000	Total Budget £'000
Total Budget	38,632	37,182	1,875	77,689
As a percentage of total budget	49.7%	47.9%	2.4%	
External Funding Received to date		13,704	1,698	15,402
External Funding Outstanding		23,478	177	23,655

Progress of Schemes for 2018/19

Works to Property

Works are currently on hold for the demolition of 62 Avenue Road following objections from Clifftown Conservation Society. This has led to the commissioning of a heritage expert to assess and cost the options for both repair and demolition and potential future use. This has resulted in the scheme being delayed until 2019/20 and £44k of the budget will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

A further planning application is required on the East Beach Café scheme and the full budget of £32k will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

A carry forward request of £170k will be included for the Seaways HCA Condition Funding scheme as these funds will not be required until the agreement becomes conditional.

Some viability work is being undertaken on the Civic East Car Park Redevelopment scheme during 2018/19 and the remaining budget of £42k will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

The £300k budget on the Queensway Commercial Property scheme will be vired over to the Commercial Property scheme and included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

The remaining £3k budget on the New Burial Ground scheme will be removed from the programme in the capital mid-year review report elsewhere on this agenda as all landscaping works are now complete.

The Priority works provision budget currently has £205k remaining unallocated.

Social Care

The Community Capacity grant is used to enable vulnerable individuals to remain in their own homes and to assist in avoiding delayed discharges from hospital. Plans for 2018/19 include the enhancement of an independent living centre and innovation site to demonstrate technological and robotic opportunities.

Funding from the Dementia Friendly scheme will contribute towards the Dementia Peer Network Development project. This will include set up costs to work across Southend and build on the current programme of asset based community development. This will help to promote people's health, happiness and wellbeing through assessing, identifying and utilising skills and resources within the community.

Grant funding of £163k is being utilised for Transforming Care Housing and placements are currently being reviewed. It is unlikely the works will go ahead in 2018/19 therefore the full budget will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

The 2018/19 budget of £300k to increase the level of Children's Residential Care Provision in Southend will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda to support investigation works on how to progress this scheme.

£30k of the £120k budget to support the SEND Module and Integration with Liquid Logic for Children's Social Services will be used to support the data cleansing works during 2018/19. The remaining £90k will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

General Fund Housing

The Private Sector Renewal scheme is in place to ensure that the private sector stock is kept in a good condition to enable the authority to assist its most vulnerable residents. A full service review is currently taking place exploring team objectives and options for delivering against these. Spend of £250k is forecast for 2018/19 and the remaining budget of £375k will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

The adaptations framework for the Disabled Facilities scheme commenced in early September with six new contractors following a successful workshop. Forecast spend is just over £900k with the remaining £800k to be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

This Empty Dwelling Management and Private Sector Housing Works in Default schemes have commenced later in the financial year than anticipated therefore budgets of £207k and £88k respectively will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda to continue the works in 2019/20.

Schools

Condition schemes for 2018/19 total £738k allocated to address larger condition items in schools where the cost is over the schools capabilities to fund. Most of these works were undertaken over the school summer holidays to minimise disruption to the schools. Retentions of £7k are being held for works completed last year at four primary schools.

Chalkwell Hall Infants school are currently trying to raise funds to remove their relocatables and build new classrooms. To allow the school time to investigate a way forward, the budget of £65k will be included as a carry forward request as a carry forward request in the capital mid-year review report elsewhere on this agenda to progress the scheme in 2019/20.

The Devolved Formula Capital scheme is an annual devolution of dedicated capital grant to all maintained schools. The grant for 2018/19 has now been confirmed as £125k. The grant amount has reduced significantly in recent years and will continue to do so as further maintained schools convert to academy status. The remaining £2k budget will be removed from the capital programme in the capital mid-year review report elsewhere on this agenda.

A purpose built nursery at the Renown Centre which faces Friars Primary School is under construction funded from a central government grant of £332k. This is part of a larger project to demolish the older community centre and decommissioned pupil referral unit building and replace them with nine affordable family homes.

Following on from the primary expansion programme, the secondary expansion programme is progressing. Both permanent and temporary additional secondary places are required from September 2018 onwards. For September 2018, a minimum of 120 new places in year seven have been made available along with further new places over the following years. This expansion will be across eight of the twelve Southend secondary schools.

Shoeburyness High School, St Thomas More High School, Belfairs Academy, The Eastwood Academy and St Bernard's High School have building contractors on site and their building works are at various stages. Two further schools are commencing feasibility studies and planning applications. These plans are to ensure that the Local Authority can meet its statutory duty of supplying a good school places to any local resident that requests one. Works at Wentworth Road are now complete and Southchurch High School works are progressing.

Investigations are on-going on ways to spend the £64k grant for Short Breaks for Disabled Children. It is unlikely that this will be spent in 2018/19 therefore the full budget will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

The Department for Education have awarded the Council funding of £230k for the improvement and expansion of special needs places. This is the first of three yearly allocations and feasibility studies are underway to ensure that the funding achieves the best value. A budget will be added in the capital mid-year review report elsewhere on this agenda.

Grant funding of £10k was received from the DfE for Temple Sutton Early Years to fund the conversion of two rooms at the school to permanently accommodate nursery children. There is a requirement to deliver 30 hours of free childcare. The budget will be added to the capital programme in the capital mid-year review report elsewhere on this agenda.

Budget of £74k will be removed from the Special Education Needs Improvement scheme as it transpired that this grant is in relation to revenue and has been transferred accordingly.

Culture and Tourism

Tender assessments have been completed for the main design team on the Forum II scheme and the cost consultant appointment has been approved by the project board. Design work commenced at the beginning of September and the planning application is to be submitted in April 2019. A duplicate budget has been identified on Local Growth Fund element of the scheme and budget of £500k will be removed from the capital programme in the capital mid-year review report elsewhere on this agenda.

The bid submitted to Sport England by Southchurch Bowls Club is currently being re-worked for resubmission. The outcome is unlikely to be known until 2019/20 so the Council's match funding of £20k will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

Some investigation is needed around the tender bids for the new Playground Gates and this is unlikely to be resolved until late in the financial year. The full budget of £123k will therefore be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

Works for the Parks Feasibility and Options Appraisals scheme are now being commissioned in house which has delivered a much lower cost than originally anticipated had the works been contracted externally. Budget of £75k will be removed from the capital programme in the capital mid-year review report elsewhere on this agenda.

Contractors are currently on site at the Cliffs Pavilion carrying out the external refurbishment works. The works are likely to continue into 2019/20 therefore £250k of the current budget will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

Works on the inner tow path at Southchurch Park are now complete and quotes are now being obtained for the exterior tow path works.

The specification for tender is being redrafted for the Energy Improvements in Culture Property Assets scheme with appointment of the contractor expected by February 2019. The full budget of £110k will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

Design works for the new lift at the Central Museum will commence once the final location has been decided. Listed building consent will be applied for once the decision has been made and there will be a 10 week lead time once the lift has been ordered. The budget of £249k will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda as it is unlikely the works will commence before 2019/20.

New sun shelters have been ordered as part of the Resorts Assets scheme which will utilise the remainder of the budget carried forward from 2017/18.

The scheme to replace play equipment in Sidmouth Park is currently being delayed by the badger setts which have caused disruption to two parks in the borough. Budget of £64k will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda as it is likely that this scheme will not take place until 2019/20.

The remaining £42k budget on the Belfairs Swim Centre scheme is being used to carry out essential works to the roof. This will not take place until 2019/10 therefore it will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

Key works on the Shoebury Common Regeneration scheme are unlikely to go to tender during 2018/19 therefore budget of £250k will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

Research is currently being undertaken to identify the correct products for the Prittlewell Prince Storage scheme. The £35k budget will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda as it is not anticipated to be required until 2019/20.

The Pump Priming budget is intended to be used as match funding for an external funding bid for some works on Southchurch Hall Gardens. This is unlikely to take place until 2019/20 therefore budget of £200k will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

Various contracts have been awarded as part of the Property Refurbishment Programme and spend of £750k is forecast for 2018/19. These contracts include works on the Palace Theatre, Shoebury Leisure Centre and public toilets. An accelerated delivery request of £263k will be included in the capital mid-year review report elsewhere on this agenda.

Enterprise and Regeneration

The full business case for the Airport Business Park was submitted to the SELEP Accountability Board in September and was successful in securing the funding. A full re-

profile has been agreed and £7.03million will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

The revised business case for the Incubation Centre scheme to convert the Atrium into eight smaller units has now been submitted and approved.

Competitive dialogue costs reduced significantly on the Better Queensway scheme due to a lower number of bidders than anticipated. £400k of the current budget will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda to help to resource the new partnership with the developer.

Feasibility studies are being scoped as part of the work with South Essex authorities on the Joint Strategic Plan for the Housing Infrastructure scheme. Studies will be commissioned once scoping work has been completed therefore the full budget of £250k will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

ICT

There are a number of significant dependencies on the Core Application and Database Migration scheme which leaves the likelihood of this scheme commencing in 2018/19 unknown at this stage. The full budget of £71k will therefore be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

Expenditure on the Intelligence Hub scheme will not commence until after approval at November Cabinet therefore £400k of the current budget will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda as it is unlikely the full budget will be utilised in 2018/19.

The Mobile Working and Enterprise Mobility scheme is in place to ensure that staff can work from home and in the borough securely. The full budget of £85k will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda as the review continues and spend is unlikely until 2019/20.

The Smart City Delivery scheme is in the process of being evaluated and part of the budget totalling £233k will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda to continue the main bulk of the project.

Phase two of the Development of the Liquid Logic Case Management System is underway including the development and delivery of web portals. A contribution of £270k from the Better Care fund will go towards the phase two costs and the budget will be uplifted to reflect this in the capital mid-year review report elsewhere on this agenda.

The first engagement session was held with the phase two service areas as part of the Channel Shift scheme on 6th September. A revised timeline was shared and agreed and a process review was undertaken with the environmental health team. Forms for the service area are currently being built to enable integration into the back office system.

Southend Pier

A survey has been carried out for the Pier Condition works scheme and the tender documents are in the process of being prepared which are anticipated to go out in November. Works are scheduled to commence in January.

Listed building consent has been received to use recycled timber on the outer pier head and a survey has been commissioned to check every timber beam for condition.

All works on the pier are dependent on the weather over the winter months and budgets will be reviewed on a monthly basis.

Highways and Infrastructure

Infrastructure

The contract for a geotechnical consultant is currently with procurement for tender for the Cliff Slip Investigation works scheme. The full budget will not be utilised in 2018/19 therefore £153k will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

Scheme designs are still being prepared for Marine Parade for the Resilience of the borough to flooding from extreme weather events project.

Highways

Implementation is on-going on the carriageway and footway improvements programme and the final schemes for 2018/19 have now been agreed.

The Highways Maintenance Potholes scheme is a demand led service and actions are taken on a daily basis to repair potholes that have met the necessary threshold. To bring the budget in-line with grant received in 2018/19, additional budget of £81k will be added to the capital programme in the capital mid-year review report elsewhere on this agenda.

The new entrance for the Coach Parking scheme is currently being designed which will provide appropriate provision utilising the full 2018/19 budget.

A bridge condition report has been produced to aid the works on the Local Transport Plan Bridge Strengthening scheme. Works are unlikely to commence until the third quarter therefore £300k of the 2018/19 budget will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

Transport

Work is underway to install the 12 real time bus screens on London Road to replace the old screens which are no longer working. Other works are taking place with regards to the cycle hub and electric charging points.

The A127 Growth Corridor projects will support the predicted growth associated with London Southend Airport and the Joint Area Action Plan (JAAP) proposals developed by Southend, Rochford and Essex County Councils to release land and create 7,380 high value jobs. The improvement will also support background growth of Southend and Rochford.

The final business case for A127 Kent Elms junction improvements has been approved by the SELEP and all funding has been received.

Phase two was completed at the end of June 2017 with three inbound lanes and two new pedestrian crossings in place. Footbridge foundations works on the south side are now complete. The new westbound lane was open to traffic from 9th September and completion works to the drainage and footway are now underway. Water main diversion works commenced at the beginning of September and once these are complete, the north footbridge foundation construction will commence. Footbridge installation is currently programmed for early 2019.

The business case for the Bell junction has been submitted and the public consultation ended on 9th September which is currently being reviewed. The option to be implemented will be dependent on the results of the consultation.

Southend Transport Model is an on-going scheme to support various multi modal transport projects. A review of the model is complete with options on updating the model to be considered.

Approval has been received to carry forward £2million of the Local Growth Fund Southend Central Area Action Plan scheme for Transport and this will be included in the capital mid-year review report elsewhere on this agenda.

S106/S38/S278 and Community Infrastructure Levy (CIL)

Affordable Housing S106 funding totalling £497k are not scheduled to progress until 2019/20 with seven sites highlighted for development. These budgets will be included as carry forward requests in the capital mid-year review report elsewhere on this agenda.

Various highway S106 schemes are scheduled to take place during 2018/19. There are also a number of S38, S278 and S78 schemes all at various stages. Some of the larger schemes include works on pedestrian crossings and footpath improvements at the airport and works at Fossetts Farm. Schemes totalling £226k will not progress in 2018/19 therefore these budgets will be included as carry forwards request in the capital mid-year review report elsewhere on this agenda.

S106 culture schemes relating to public art and maintenance at Shoebury Park are not expected to be fully utilised in 2018/19 therefore budgets totalling £25k will also be included as carry forward requests in the capital mid-year review report elsewhere on this agenda.

A number of new S106 funding streams have been received during 2018/19 mainly relating to affordable housing schemes with a small amount for highways. These total £581k and budgets will be added to the capital programme in the capital mid-year review report elsewhere on this agenda.

A S106 scheme relating to a transport contribution and another relating to an education contribution have been refunded to the developer therefore budgets of £8k and £2k respectively will be removed from the programme in the capital mid-year review report elsewhere on this agenda.

Energy Saving Projects

Several LED lighting projects have been identified from the energy efficiency budget including Priory Park workshops, the Travel Centre and the Civic Centre. A small amount of spend is expected in 2018/19 with the remaining £257k budget to be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

The Civic Centre boiler scheme is currently on hold and the full budget of £20k will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

A project is currently being assessed at Chalkwell Hall as part of the Solar Photovoltaics scheme. It is unlikely that the full budget will be spent in 2018/19 therefore £77k will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

Community Safety

Works are taking place to identify the most effective strategy for replacement and procurement of CCTV equipment. A further capital bid has been submitted for additional works identified and a carry forward request of £267k will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda to support this bid.

Consultants are currently undertaking a survey for the provision of a report on the vulnerability in the town centre as part of the Security Measures scheme. This report will inform some recommendations around the types of security which can be installed. Time scales will become apparent once the report has been produced but it is unlikely that the full budget will be spent in 2018/19 therefore £400k will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

Council Housing & New Build Programme

The contracts have been awarded for the bathroom, kitchen and rewiring programme as part of the decent homes works. The start date is dependent on the contractor's programme of works which will inform the schedule for the remainder of the year. Works have now commenced on the windows and doors renewals.

The Disabled Adaptations budget relates to minor and major adaptations in council dwellings. Spend depends on the demand for these adaptations and works are currently in progress for 2018/19.

The Sheltered Housing DDA works budget has been allocated for improvements to sheltered housing. No schemes have currently been identified therefore the £345k budget will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

No purchases have been identified as part of the Acquisition of Tower Block Leaseholds at Queensway scheme therefore the full budget of £169k will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda.

The Rochford Road construction is now up to second floor on the houses and the roof trusses are expected to be on site by early October on the flats. The bungalow in Audleys Close is progressing well with brick work up to roof level, roof trusses in place and roof tiling on-going. Audley Close is due for completion by the end of November 2018 and Rochford Road is scheduled for summer 2019. £1.258m will be included as a carry forward request in the capital mid-year review report elsewhere on this agenda to finalise the works post year end.

2. Requested Changes to the 2018/19 Capital Programme

Carry Forwards to Future Years

Scheme	Proposed Carry Forward £000
62 Avenue Road Demolition	44
East Beach Café	32
Queensway Commercial Property	300
Seaways – HCA Condition Funding	170
Civic East Car Park Redevelopment	42
PSH Works in Default – Enforcement Work	88
Private Sector Renewal	375
Disabled Facilities	800
Empty Dwelling Management	207
Transforming Care Housing	163
Children’s Residential Care Provision	300
SEND Module and Integration with Liquid Logic	90
AHDC Short Breaks for Disabled Children	64
Chalkwell Hall Infants – Replace Relocatables	65
S106 3 Acacia Drive – Affordable Housing	177
S106 Essex House – Affordable Housing	320
Cliff Slip Investigation Works	153
LTP Integrated Transport Block Bridge Strengthening	300
Sidmouth Park Replacement of play Equipment	64
Belfairs Swim Centre	42
Pump Priming	200
Shoebury Common Regeneration	250
Southchurch Park Bowls Pavilion	20
Playground Gates	123
Cliffs Pavilion – External Refurbishment Works	250
Central Museum Works	249
Prittlewell Prince Storage	35
Energy Improvements in Culture Assets	110
ICT Core Application and Database Migration	71
ICT Intelligence Hub	400
ICT Mobile Working and Enterprise Mobility	85
Wireless Borough City Deal	233
Airport Business Park	7,030
Better Queensway Regeneration	400
Housing Infrastructure Feasibility	250
Local Growth Fund SCAAP – Transport	2,000
S38 Fossetts Farm Bridleway	28
S106 22-23 The Leas – Bus Service Contribution	43
S106 Essex House – Bus Stop Improvement	3
S106 Avenue Works – Public Art	15
S106 North Shoebury Road – Shoebury Park Maint	10
S38 Garrison NBP Road Supplement Fee	5
S38/S278 Airport	65
S78 Bellway Homes	8
S38 Bellway Homes	74

Security Measures	400
CCTV Equipment Renewal	267
Civic Centre Boilers	20
Energy Efficiency Projects	257
Schools and Council Buildings Solar PV	77
Sheltered Housing DDA Works	345
Construction of New Housing on HRA Land	1,258
Strategic Acquisition of Tower Block Leaseholds	169
Total Carry Forwards	18,546

Accelerated Deliveries from Future Years

Scheme	Proposed Accelerated Delivery £000
Property Refurbishment Programme	263
Total Accelerated Delivery	263

New External Funding

Scheme	Proposed New External Funding £000
Temple Sutton – Early Years	10
Special Provision Capital Fund	230
S106 32-36 Valkyrie Road – affordable housing	218
S106 3-5 High Street – affordable housing	196
S106 845-849 London Road – affordable housing	143
S106 St Hildas – affordable housing	11
S106 University H-Way	13
ICT – Children’s & Adult’s Social Care – Liquid Logic	270
Highways Maintenance	81
Total New External Funding	1,172

Removal of Budgets

Scheme	Proposed Removal of Budgets £000
New Burial Ground	3
Devolved Formula Capital	2
SEN Improvement and Provision of School Places	74
S106 schemes	10
Parks Feasibility and Options Appraisals	75
Local Growth Fund Southend Central Area Action Plan Non-Transport	500
Total Removal of Budgets	664

Summary of Capital Expenditure at 30th September 2018

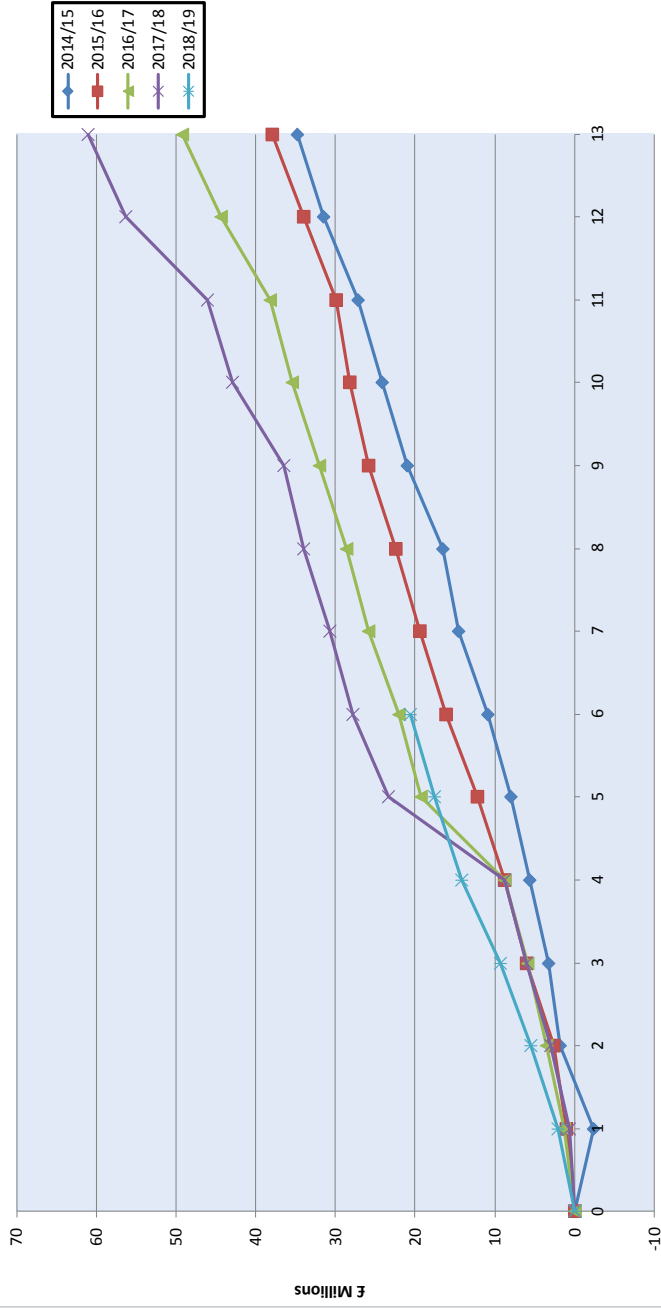
Section 3

	Original Budget 2018/19 £000	Revisions £000	Revised Budget 2018/19 £000	Actual 2018/19 £000	Forecast outturn 2018/19 £000	Forecast Variance to Year End 2018/19 £000	% Variance
Central Services	5,950	(4,291)	1,659	304	1,068	(591)	18%
People	25,591	(5,166)	20,425	8,085	18,506	(1,919)	40%
Place	52,031	(7,651)	44,380	9,919	30,887	(13,493)	22%
Housing Revenue Account	9,412	1,813	11,225	2,712	9,453	(1,772)	24%
	<u>92,984</u>	<u>(15,295)</u>	<u>77,689</u>	<u>21,020</u>	<u>59,914</u>	<u>(17,775)</u>	<u>27%</u>
Council Approved Original Budget - February 2018	92,984						
Central Services amendments	(55)						
People amendments	(696)						
Place amendments	425						
HRA amendments	-						
Carry Forward requests from 2017/18	6,795						
Accelerated Delivery requests to 2017/18	(2,584)						
Budget re-profiles (June Cabinet)	(19,467)						
New external funding	287						
Council Approved Revised Budget - June 2018	<u>77,689</u>						

Actual compared to Revised Budget spent is £21.020M or 27%

Section 4

Capital programme Delivery
Cummulative Capital Expenditure 2014/15 to 2018/19



Year	Outturn £m	Outturn %
2014/15	34.8	83.8
2015/16	37.9	97.0
2016/17	48.8	89.0
2017/18	61.0	95.0

1. Budget Performance and Financing by Department

Department	Revised Budget 2018/19 £'000	Outturn to 30 th September 2018/19 £'000	Expected outturn 2018/19 £'000	Latest Expected Variance to Revised Budget 2018/19 £'000	Previous Expected Variance to Revised Budget 2018/19 £'000
Central Services	1,659	304	1,068	(591)	-
People	20,425	8,085	18,506	(1,919)	(2)
Place	44,380	9,919	30,887	(13,493)	(2,998)
Housing Revenue Account (HRA)	11,225	2,712	9,453	(1,772)	(1,258)
Total	77,689	21,020	59,914	(17,775)	(4,258)

The capital programme is expected to be financed as follows:

Department	Council Budget £'000	Grant Budget £'000	Developer & Other Contributions £'000	Total Budget £'000
Central Services	1,655	-	4	1,659
People	5,418	14,508	499	20,425
Place	20,705	22,674	1,001	44,380
Housing Revenue Account (HRA)	10,854	-	371	11,225
Total	38,632	37,182	1,875	77,689
As a percentage of total budget	49.7%	47.9%	2.4%	

The funding mix for the total programme could change depending on how much grant and external contributions are received by the Council by the end of the year.

The grants and external contributions position to 30th September is as follows:

Department	Grant Budget £'000	Developer & Other Contributions Budget £'000	Total external funding budget £'000	External funding received £'000	External funding outstanding £'000
Central Services	-	4	4	-	4
People	14,508	499	15,007	6,295	8,712
Place	22,674	1,001	23,675	8,736	14,939
Housing Revenue Account (HRA)	-	371	371	371	-
Total	37,182	1,875	39,057	15,402	23,655

2. Departmental Budget Performance

Central Services

The revised capital budget for Central Services is £1.659million. The budget is distributed across various scheme areas as follows:

Department of the Chief Executive	Revised Budget 2018/19 £'000	Outturn to 30 th September 2018/19 £'000	Expected outturn 2018/19 £'000	Latest Forecast Variance to Year End 2018/19 £'000	Previous Forecast Variance to Year End 2018/19 £'000
Asset Management (Property)	1,154	125	566	(588)	-
Transformation	143	169	143	-	-
Cemeteries & Crematorium	157	10	154	(3)	-
Subtotal	1,454	304	863	(591)	-
Priority Works (see table)	205	-	205	-	-
Total	1,659	304	1,068	(591)	-

Priority Works	£'000
Budget available	600
Less budget allocated to agreed schemes	(395)
Remaining budget	205

Actual spend at 30th September stands at £0.304million. This represents 18% of the total available budget.

Department for People

The revised Department for People budget totals £20.425million.

Department for People	Revised Budget 2018/19 £'000	Outturn to 30 th September 2018/19 £'000	Expected outturn 2018/19 £'000	Latest Expected Variance to Year End 2018/19 £'000	Previous Expected Variance to Year End 2018/19 £'000
Social Care	3,767	284	3,214	(553)	-
General Fund Housing	2,842	441	1,372	(1,470)	-
Housing S106 Agreements	497	-	568	71	-
Children & Learning Other Schemes	116	-	52	(64)	-
Education S106 Agreements	2	-	-	(2)	-
Condition Schemes	803	380	738	(65)	-
Devolved Formula Capital	127	125	125	(2)	(2)
Early Years	332	10	342	10	-
Secondary School Places	11,939	6,845	12,095	156	-
Total	20,425	8,085	18,506	(1,919)	(2)

Actual spend at 30th September stands at £8.085million. This represents 40% of the total available budget.

Department for Place

The revised capital budget for the Department for Place is £44.380million. This includes all changes approved at June Cabinet. The budget is distributed across various scheme areas as follows:

Department for Place	Revised Budget 2018/19 £'000	Outturn to 30 th September 2018/19 £'000	Expected outturn 2018/19 £'000	Latest Expected Variance to Year End 2018/19 £'000	Previous Expected Variance to Year End 2018/19 £'000
Culture – Leisure	304	77	242	(62)	(42)
Culture - Parks	1,068	219	556	(512)	(314)
Culture - Libraries	1,186	8	686	(500)	(500)
Culture - Theatres	787	41	537	(250)	-
Culture - Museums	1,503	857	1,219	(284)	-
Other Culture & Tourism	4,147	1,781	4,100	(47)	(311)
Culture S106 Agreements	356	74	346	(10)	-
ICT Programme	3,807	1,563	3,288	(519)	-
Airport Business Park	11,230	1,338	4,200	(7,030)	-
Better Queensway Regeneration	1,010	351	610	(400)	-
Incubation Centre	31	-	31	-	-
Enterprise & Regeneration	250	-	-	(250)	-
Southend Pier	3,158	563	3,158	-	(1,069)
Coastal Defence & Foreshore	760	76	760	-	-
Highways and Infrastructure	2,899	915	2,527	(372)	-
Highways S106 Agreements	210	6	154	(56)	-
Parking Management	450	81	450	-	-
Section 38, 278 & 78 / CIL	246	64	66	(180)	(8)
Local Transport Plan	3,650	644	3,650	-	-
Local Growth Fund	4,848	1,099	2,848	(2,000)	-
Community Safety	900	11	233	(667)	(400)
Community Safety S106	11	-	11	-	-
Transport	501	54	501	-	-
Energy Saving Projects	1,068	97	714	(354)	(354)
Total	44,380	9,919	30,887	(13,493)	(2,998)

Actual spend at 30th September stands at £9.919million. This represents 22% of the total available budget.

Housing Revenue Account

The revised budget for the Housing Revenue Account capital programme for 2018/19 is £11.225million. The latest budget and spend position is as follows:

Housing Revenue Account	Revised Budget 2018/19 £'000	Outturn to 30 th September 2018/19 £'000	Expected outturn 2018/19 £'000	Latest Expected Variance to Year End 2018/19 £'000	Previous Expected Variance to Year End 2018/19 £'000
Decent Homes Programme	6,784	1,720	6,784	-	-
Council House Adaptations	884	230	884	-	-
Sheltered Housing	345	-	-	(345)	-
Other HRA	3,212	762	1,785	(1,427)	(1,258)
Total	11,225	2,712	9,453	(1,772)	(1,258)

The actual spend at 30th September of £2.712million represents 24% of the HRA capital budget.

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Report of Deputy Chief Executive (Place)

to

**Traffic Regulations Working Party
and Cabinet Committee**

on

1st November 2018

Report prepared by: Peter Geraghty,
Director for Planning and Transport

Proposed Guidance for Traffic and Parking Related Issues

**Cabinet Member: Councillor Moring
Part 1 Public Agenda Item**

1. Purpose of Report

- 1.1 To consider revisions to the current working practices to encompass any improvements and amendments.

2. Recommendation

That the Traffic Regulations Working Party and Cabinet Committee:

- a) **Note the contents of the report**
- b) **Consider and approve revised policies, processes and procedures as set out in Appendix 1 of the report.**
- c) **Instruct Officers to follow the revised policies for all future consideration of traffic & parking requests.**

3. Background

- 3.1 In January 2016, Members agreed to create a policy document to formalise working practices in relation to a number of traffic and parking related issues. Agreed practices ensure each issue is addressed consistently and fairly.
- 3.2 The guidance has been used since this time and to ensure our working practices reflect any lessons learnt from previous works along with any national developments, the document has been revised.
- 3.3 The revisions are set out in Appendix 1 to this report and amendments or deletions are highlighted. For clarity, the revisions are;
- *Adjustment of the response and support criteria in relation to Parking Permit controls.*

- *Adoption of the concept the road space should be shared to give an advantage to residents but to ensure the roads remain available for some levels of use during times when residents needs are lower.*
- *Formalising the requirement to consider the needs of business and other premises in the area.*
- *Clarification of the assessment process used for the consideration of pedestrian crossings.*
- *Clarification on where footway parking can be permitted (in the event that nationwide footway parking ban is introduced)*
- *A requirement that Members Requests must be supported by all ward Members.*
- *Members Requests being submitted online allowing appropriate audit trails and monitoring*

4. Other Options

- 4.1 Retain the existing working practice. From the significant works progressed since January 2016, a number of improvements have been identified along with suggested changes designed to ensure our agreed practices are clear and consistently applied. Retaining the current practice prevents these amendments being adopted.

5. Reasons for Recommendations

- 5.1 To enable Traffic & Parking Working Party to work efficiently and effectively to maximise benefits of limited resources to deal with its workload priorities and to ensure policies reflect local needs.

6. Corporate Implications

6.1 Contribution to Council's Vision & Corporate Priorities

- 6.1.1 The recommendation meets the objectives of the Local Transport and Implementation Plan.

6.2 Financial Implications

- 6.2.1 All schemes approved through the Traffic and Parking Working Party are funded through the Local Transport Capital Programme and the Council's own budgets.

6.3 Legal Implications

- 6.3.1 Statutory processes are always followed as necessary before implementing any schemes.

6.4 People Implications

- 6.4.1 Every effort is made to undertake design and consultation work within the existing resources.

6.5 Property Implications

- 6.5.1 None.

6.6 *Consultation*

6.6.1 Statutory consultation is always undertaken as necessary before implementing any schemes.

6.7 *Equalities and Diversity Implications*

6.7.1 The objectives of improving safety take account of all users of the public highway including those with disability or vulnerability.

6.8 *Risk Assessment*

6.8.1 Any works meeting the set criteria are risk assessed as part of the design process.

6.9 *Value for Money*

6.9.1 Updating the procedures and making the process more efficient will lead to better value for money.

6.10 *Community Safety Implications*

6.10.1 The guidance is designed to meet the objectives of improving safety and takes account of implications for community safety.

6.11 *Environmental Impact*

6.11.1 Improving quality of local environment is an integral part of Traffic & Parking policies and schemes' design.

7. Background Papers

7.1 Current policy in relation to the working practices.

8. Appendices

Appendix 1 - Proposed revised document setting out the policies, process and procedures for Traffic & Parking investigations

Appendix 2 – Proposed members request from layout

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Traffic & Parking - Members' Request

The Traffic Management Act 2004 places obligations on the Local Traffic Authority (LTA) regarding the way it assesses, implements and reviews its Traffic Regulation Orders which govern requests for waiting, loading and parking restrictions.

- 1) All Members requested are to be submitted on standard online form providing details of the nature of the problem, what are the issues, what is being asked for, what are the likely effects, level of support and to what extent any proposals will displace traffic?
- 2) Any proposals in this regard should have all ward Members Agreement.
- 3) All such requests are to be submitted at least eight weeks prior to the next available Traffic & Parking meeting. This will allow officers to undertake necessary initial investigations to check compliance with the policies.
- 4) All requests are to be investigated on the basis of first come first served basis, unless there is justification agreed by the Portfolio holder.
- 5) Officers are given delegated authority to assess all Members Request for yellow lines, and other minor traffic regulation requests against the set policy criterion. All minor schemes/requests that meet the policy criterion will be progressed through advertisement and implemented if there are no objections. If objected all such schemes are to be reported to the Committee.
- 6) Large schemes such as Residents Parking Schemes/ major traffic management schemes or projects of more than local relevance are to go to T & P for considerations in line with the requirements of the relevant policies.
- 7) The schemes that do not meet the set policy requirements, officers will inform appropriate ward councillors in writing, giving details of why it does not meet the criterion and where possible assist in providing details of other options that may be of assistance)(i.e. road safety education, training & promotion etc.).
- 8) A monthly list of requests received is to be produced for circulation to Members of the Traffic & Parking showing status.
- 9) All Members request that do not progress through the initial stage are to be reported as an information item to the T & P on six monthly basis.
- 10) All reports to show estimated cost of the scheme and an assessment of the benefits that it may result demonstrate value for money and assist in prioritisation.
- 11) All Members requests and other items reported to T & P where not approved are not to be resubmitted/ reconsidered within two years unless on substantial safety grounds demonstrated through accident analysis.
- 12) All Members' requests agreed by the committee are to be added at the bottom of the work programme unless the committee agrees a different priority which needs to be recorded on decision
- 13) All schemes on work programme are to be progressed with the impact on safety as a primary consideration to justify the use of the limited budgetary resources. Some schemes may slip from one financial year to another depending on the resources, both staffing and financial or may be delayed due to other high priority schemes agreed by the Traffic & Parking

Traffic & Parking Members' Request Form

Name	
Date Submitted	
Ward/s	
Location/Description	
Nature/description of problem	
What are the issues?	
What are the likely effects?	
If supported by other ward Members' (please add names)?	
What do you think is the level of support locally?	
To what extent any proposals will displace traffic/problem to the adjoining area?	

Officer Comments

Does the request meet any agreed criteria	
What benefit does the request provide	
Accident history	
What are the anticipated costs of progressing the request	
Costs/Benefit Analysis and Value for money	
Suggested priority and rationale	

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Southend-on-Sea Borough Council

Agenda
Item No.

13

Report of Deputy Chief Executive (Place)

to

**Traffic Regulation Working Party and Cabinet
Committee**

on

20th November 2018

Report prepared by: Peter Geraghty,
Director for Planning and Transport

Objections to Traffic Regulation Orders

**Cabinet Member : Councillor Moring
Part 1 Public Agenda Item**

1. Purpose of Report

- 1.1 For the Traffic Regulation Working Party and the Cabinet Committee to consider details of the objections to advertised Traffic Regulation Orders in respect of various proposals across the borough.

2. Recommendation

- 2.1 **That the Traffic Regulation Working Party consider the objections to the proposed Orders and recommend to the Cabinet Committee to:**

- (a) **Implement the proposals without amendment; or,**
(b) **Implement the proposals with amendment; or,**
(c) **Take no further action**

- 2.2 **That the Cabinet Committee consider the views of the Traffic Regulation Working Party, following consideration of the representations received and agree the appropriate course of action.**

3. Background

- 3.1 The Cabinet Committee periodically agrees to advertise proposals to implement waiting restrictions in various areas as a result of requests from Councillors and members of the public based upon an assessment against the Council's current policies.

- 3.2 The proposals shown on the attached **Appendix 1** were advertised through the local press and notices were displayed at appropriate locations informing residents and businesses of the proposals and inviting them to make

representations in respect of the proposals. This process has resulted in the objections detailed in **Appendix 1** of this report. Officers have considered these objections and where possible tried to resolve them. Observations are provided to assist Members in their considerations and in making an informed decision.

4. Reasons for Recommendations

- 4.1 The proposals aim to improve the operation of the existing parking controls to contribute to highway safety and to reduce congestion. Proposals for amendments in the Cliffs Pavilion area are designed to accommodate visitor parking in areas currently under used by residents.

5. Corporate Implications

5.1 Contribution to Council's Vision & Corporate Priorities.

- 5.1.1 Ensuring parking and traffic is managed while maintaining adequate access for emergency vehicles and general traffic flow. This is consistent with the Council's Vision and Corporate Priorities of Safe, Prosperous and Healthy.

5.2 Financial Implications

- 5.2.1 Costs for confirmation of the Order and amendments, in **Appendix 1**, if approved, can be met from existing budgets.

5.3 Legal Implications

- 5.3.1 The formal statutory consultative process has been completed in accordance with the requirements of the legislation.

5.4 People Implications

- 5.4.1 Works required to implement the agreed schemes will be undertaken by existing staff resources.

5.5 Property Implications

- 5.5.1 None

5.6 Consultation

- 5.6.1 This report provides details of the outcome of the statutory consultation process.

5.7 Equalities and Diversity Implications

- 5.7.1 Any implications will be taken into account in designing the schemes.

5.8 Risk Assessment

5.8.1 The proposals are designed to improve the operation of the parking scheme while maintaining highway safety and traffic flow and as such, are likely to have a positive impact.

5.9 Value for Money

5.9.1 Works associated with the schemes listed in **Appendix 1** will be undertaken by the Council's term contractors, selected through a competitive tendering process to ensure value for money.

5.10 Community Safety Implications

5.10.1 The proposals in **Appendix 1** if implemented will lead to improved community safety.

5.11 Environmental Impact

5.11.1 There is no significant environmental impact as a result of introducing the Traffic Regulation Orders.

6. Background Papers

6.1 None

7. Appendices

7.1 **Appendix 1** - Details of representations received and Officer Observations.

Road	Proposed By	Proposal	Comments	Officer Comment
Thorpe Esplanade	Members and officers through the budget consideration process	Introduce parking charges in controlled parking bays on Thorpe Esplanade.	<p>Objecting</p> <p>2 comments received in support of the proposals. The comments from residents of Thorpe Esplanade believe the introduction of parking charges will prevent the use of the bays by car traders, motor caravans staying several days and generate revenue for the community.</p> <p>24 Comments objecting to the proposal have been received.</p> <p>1 comment from a resident of Thorpe Esplanade stating that road tax and council tax are paid, a further charge to park is discriminatory.</p> <p>1 comment from a resident of Thorpe Esplanade. Charges will not generate significant income, adjacent roads will suffer from displaced parking.</p> <p>12 comments received from residents of roads adjacent to the area concerned that parking will be displaced into their streets. Increased congestion from motorists trying to find free parking. Swimmers will be deterred from using the area. Residents visitors will be charged to park as the side streets are subject to summer waiting restrictions. Hotel visitors will be encouraged to park in the side streets.</p> <p>10 comments received from beach hut owners and other users of the area concerned that parking charges will impact on them and other users of the area.</p>	<p>The proposal was designed to reduce the levels of longer term parking including use of the bays by traders offering cars for sale and caravans/motorhomes being parked for several days at a time. While offering vehicles for sale on the highway as part of a business is restricted, evidencing this is very difficult with traders using several contact numbers and addresses to avoid prosecution. Introducing charges will deter this use and ensure parking is available for those wishing to enjoy the quieter part of the seafront.</p> <p>As above, the proposals will increase parking availability as they are unlikely to be used by traders and caravan/motorhome owners to park for several days/weeks at a time.</p> <p>Parking charges encourage a turnover of parking and Beach Hut owners are able to purchase a parking permit for Thorpe Esplanade Car Park.</p> <p>The proposal is designed to try and reduce parking issues caused by traders/caravans using the areas for longer term parking. This will in turn ensure parking is available for short term use.</p> <p>While the proposal was included as part of 2018/19 budget process, No income forecast has been included in the budget for the financial year.</p> <p>Recommendation</p> <p>Members are asked to consider the proposals, the comments received and make a decision whether to implement the proposals as</p>

				advertised, implement the proposals with amendments or take no further action.
Cliffs Pavilion Area	Members and Officers	Convert some areas of permit only parking to shared permit/pay and display parking areas. Remove seasonal waiting restriction in Clifftown Parade and replace with shared permit/pay and display parking	<p>Objecting</p> <p>12 individual comments and 1 petition containing 18 signatories.</p> <p>1 comment concerned that the proposal will result in some residents not being able to park and suggesting pay and display spaces only be available from 5pm to 9pm weekdays.</p> <p>2 comments agreeing areas of Cambridge Road are under-utilised but Westcliff Parade is not.</p> <p>2 comments agreeing some of Cambridge Road is under used but concerned the eastern section will be problematic if implemented.</p> <p>1 comment relating to Scratton Road concerned that this will result in a return to the previous situation.</p> <p>1 comment disagreeing that Westcliff Parade is under-utilised.</p> <p>1 comment objecting to the entire proposal, no reasons stated.</p> <p>1 objection to the removal of waiting restrictions on Clifftown Parade due to the impact on residents.</p> <p>1 objection concerned will reduce availability on Clifftown Parade.</p> <p>1 comment concerned that parking availability will be reduced.</p> <p>1 comment praising the current scheme and impact on residents, concerned a return to the parking issues will result.</p> <p>1 comment sent on behalf of Tower Court residents requesting the retention of dedicated residents bays on Westcliff Parade.</p> <p>Petition with 18 signatories objecting to both elements of the proposal. No</p>	<p>The majority of the use is likely to be theatre patrons or customers attending events at a large hotel therefore evening parking will still be required.</p> <p>The proposal could be amended to provide areas of resident only parking in the western section of Cambridge Road.</p> <p>Monitoring undertaken during July and August in afternoons and early evenings suggests parking remains available. the proposal includes the removal of an area of waiting restrictions in Clifftown Parade and will provide approximately 40 additional spaces.</p> <p>This initial review is designed to maintain the improvements residents have experienced by the introduction of controls whilst accommodating other use in this area which contains residential, leisure and business use.</p>

			<p>grounds stated.</p> <p>Support</p> <p>4 comments.</p> <p>1 comment suggesting the addition of one-way traffic flow on Clifftown Parade.</p> <p>1 comment from Cliffs Pavilion (including press cuttings and letters from patrons evidencing issues created due to the current parking controls) agreeing the area includes under-used parking availability and welcoming the proposal due to the benefit to theatre patrons while protecting residents. the comment includes a number of complaints received by the theatre relating to patrons missing performances as they were unable to park.</p> <p>1 comment from Southend and District Pensioners Campaign welcoming the proposal as it will enable members to access the Cliffs Pavilion.</p> <p>1 comment agreeing Cambridge Road is under-utilised but concerned that the previous issues of long term parking will return.</p>	<p>Support is expressed for the proposal to provide non-resident parking.</p> <p>Recommendation</p> <p>While there have been objections to elements of the proposal, many concerns can be addressed by slight amendments including;</p> <p>Maintaining resident only parking areas in the eastern section of Cambridge Road and the northern side of Westcliff Parade and Clifftown Parade and implementing shared permit holder/pay and display parking on the south side of Clifftown Parade and Westcliff Parade.</p> <p>It is therefore recommend that the proposal be implemented with the amendments as described above.</p>
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