

## Air Quality Consultation Submissions with Council Responses

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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