Essex Highways

Our journey to cleaner travel in Basildon

Public engagement brochure

November 2020

Safer, greener, healthier

Basildon Council
BASILDON · BILLERICAY · WICKFORD

Essex County Council

Contents

Your views are important to us and this is an opportunity for us to tell you more about our work so far and for you to help shape our journey to cleaner travel in Basildon.

The best way to tell us what you think is by completing our online survey. The survey opens on Monday 16 November and closes on Sunday 13 December.

You can also find the latest information and a range of questions and answers on our website at:

www.essex.gov.uk/airquality

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Foreword

Poor air quality has been identified as the biggest environmental risk to human health in the UK and we have a responsibility to do everything we can to tackle it to ensure our residents live safer, greener and healthier lives.

Air pollution caused by vehicle emissions on our roads can trigger various illnesses and health conditions, as well as having a negative impact on both the environment and the economy.

In Basildon, although air quality is generally good, there are hotspots around the busy Basildon Enterprise Corridor that the Government has identified as suffering from high levels of air pollution which exceed national safe limits. We have a legal responsibility to resolve these issues as soon as possible and have already implemented a new 50mph speed limit to improve air quality on a section of the A127. We have also been working tirelessly to identify and assess the best solution to address exceedances in East Mayne, just south of the A127.

We have listened carefully to local views and know that there are significant concerns about a potential charging clean air zone and are determined to ensure that any solution is not only going to be effective, but also proportionate, particularly given the continued impact of the COVID-19 pandemic.

> We are, therefore, delighted to have identified a preferred option that would have no significant impact on residents or businesses, but would reduce people's exposure to air pollution and ensure compliance with legal air quality levels in 2022.

The scheme involves relocating existing pedestrian/cyclist crossings and would also complement wider efforts to improve air quality in Basildon.

The Government expects us to address the problems as soon as possible and it is critical we now work as quickly as we can to progress the right solution for Basildon. However, our work does not stop there. We are on a mission to improve air quality across Essex by transforming the way we all travel, but we cannot do it alone. Indeed, we can all do our bit to help improve the air we breathe by swapping some journeys to cycling, walking or public transport, especially for shorter trips.

Despite the challenges and negative impacts of COVID-19, for many of us the pandemic has already provided the catalyst to make some positive changes to aspects of our lives, including the way we travel and a renewed focus on our health and well-being. Vehicle use has declined, air quality has improved, and many more people are walking and cycling, with obvious health benefits.

To support those changes, we have introduced 'safer, greener, healthier' measures in various towns across the county to help people to socially distance and move around safely, while also supporting the fundamental need to shift towards more sustainable forms of transport. Sadly, as restrictions eased, the number of vehicles on our roads quickly increased and things could easily revert right back to where they were before the outbreak if we let them. We are at an important cross-roads.

Together, we have an exciting opportunity to create a sustainable transport legacy and be part of the journey to cleaner travel in Basildon.

Cllr Kevin Bentley, Deputy Leader of Essex County Council and Cabinet Member for Infrastructure

Introduction

Almost 190,000 people live in Basildon and the borough is home to big multinational companies, as well as thousands of successful small and medium enterprises, providing more than 88,000 jobs. Outside of London, Basildon is the largest business area and economy across the Thames Estuary, and has an exciting and ambitious regeneration strategy. There is lots to be excited about for the future, but we must also focus on the present and ensure those living and working in the borough enjoy healthier lives.

Air pollution, mainly caused by vehicles on the roads, is having a harmful effect on the health of people living, visiting and working in parts of Basildon and must be addressed.

Engine technology is improving and emissions from vehicles will gradually fall as people buy newer, less polluting vehicles, but this is not happening quickly enough to protect the children growing up in Basildon right now and could be further delayed by the financial impacts of COVID-19. Although the pandemic initially resulted in a general decrease in traffic, particularly during the first lockdown, the number of vehicles on our roads has quickly climbed back up close to pre-COVID levels and our roadside monitoring shows air quality in areas of Basildon is still above legal levels. We must act now to reduce people's exposure to air pollution and make improvements to air quality.

Air quality is a problem across many areas of the UK and is certainly not unique to Basildon. In fact, air quality in the borough is generally good. However, the Basildon Enterprise Corridor is a busy business area and a through-route for many vehicles, with congestion issues worsening the air quality problems caused by vehicle emissions. Locations on a stretch of the A127 and two areas to the south of it (notably on the A132 East Mayne) in Basildon have been identified as exceeding legal limits for nitrogen dioxide, caused mainly by diesel and older petrol vehicles. Essex County Council and Basildon Borough Council were directed by Government to improve air quality on the A127 as quickly as possible and a new 50mph speed limit was introduced earlier this year to tackle the issue.

They were also directed to carry out further analysis to establish what measures would be needed to bring air quality to within legal

levels as soon as possible on East Mayne and protect pedestrians and cyclists, in particular, who are currently exposed to high levels of air pollution. Strong evidence is needed to demonstrate the likely effectiveness of any potential solution and we have been gathering and analysing a lot of information to show the expected impacts of the various options that have been considered. This work has been taking place for several months.

We are pleased to now be able to share our preferred option – the relocation of shared pedestrian/cyclist crossings in East Mayne. The proposed scheme, which is subject to Government approval, would reduce people's exposure to poor air quality by providing more direct crossing points and complement wider initiatives to improve air quality throughout Basildon.

> This public engagement is an opportunity for us to tell you more about the project, share our proposals and for you to tell us what you think as we continue our journey to cleaner travel in Basildon. Improving poor air quality and reducing our exposure to it will mean more people, especially children, live safer, greener and healthier lives both now and in the future.

More information about air quality in Basildon is available in:

Basildon Council's 2020 Air Quality Annual Status Report

Air pollution

What is air pollution?

Air pollution is a term for the different types of pollution in the air around us, while air quality is the extent to which the air in a particular area is pollution-free.

Many things cause air pollution, including transport, domestic heating and some industrial processes. Air pollution is rarely visible to the naked eye but just because we cannot see it, does not mean it is not there. Historically, the main air pollution problem was high levels of smoke and sulphur dioxide caused by the burning of fossil fuels such as coal, used for domestic and industrial purposes.

Today, however, the biggest threat to clean air is road traffic, making up an estimated 55% of nitrogen dioxide emissions in Essex. Petrol and diesel vehicles emit a variety of pollutants, including oxides of nitrogen (NOx) and particulate matter (PM_{10} and $PM_{2.5}$). Particulate matter is made up of partially-burned fuel – petrol or diesel – together with engine oils, tiny specks from worn tyres, brake discs and road dust.

The majority of NO_x emitted is in the form of nitric oxide (NO). When NO reacts with other gases present in the air, it can form nitrogen dioxide (NO_2), which is harmful to health.

What are the impacts of air pollution?

Pollutants from vehicles can travel long distances and have a huge impact on our lives and the environment around us.

Health

Both the World Health Organisation and Public Health England recognise poor air quality as the largest known environmental risk to public health. In total, about 40,000 deaths a year in the UK are attributable to outdoor air pollution.**

> In Basildon, almost 6% of all deaths (people aged over 30) each year can be attributed to air pollution, which is slightly higher than the national average, while many more people suffer with various health conditions caused or contributed to by polluted air.

Longer term exposure to air pollution can increase your risk of lung cancer, high blood pressure and heart disease. There are also suggestions it can increase the likelihood of you developing Type 2 diabetes and dementia.

It is also thought likely that exposure to air pollutants increases the likelihood or severity of COVID-19 infection.

Even short-term exposure to high levels of air pollution can trigger asthma, affect lung function and increase hospital admissions.

Air pollution, in particular nitrogen dioxide, is damaging to the health of all of us but particularly young children and those with existing heart and lung problems. Children are still developing their organs and immune systems and their smaller bodies and airways make them especially vulnerable. There are also links between exposure to high levels of air pollution and low birth weight and reduced lung function, while it can even result in premature birth or pregnancy loss.

16,675 people in the Basildon and Brentwood area suffer from asthma*.

High concentrations of NO_2 can trigger attacks

Economy

Health problems resulting from exposure to air pollution have a high cost to people who

*Figure is based on the NHS Basildon And Brentwood CCG area in 2018/19

**Source: 'Every breath we take – the lifelong impact of air pollution' - Royal College of Physicians, and Royal College of Paediatrics and Child Health, 2016

suffer from associated illnesses, our health services and businesses, and are estimated to cost the UK about £20 billion every year**.

Air pollution particularly threatens economic growth by impacting upon people of working age. If staff have to take days off work because of air pollution-related illnesses, then businesses and the economy suffer.

It also affects productivity and results in significant costs to the NHS – money which could otherwise be spent on treating other illnesses.

Environment

> Air pollution is responsible for significant damage to the natural environment.

NO_2 contributes to the pollution of soil and watercourses, which impacts on animal and plant life, as well as biodiversity in sensitive habitats. Road traffic emissions also contribute to local ozone production, which has health impacts and damages agricultural crops, forests and plants.

Estimated contribution to NO_x emissions in Essex (2017)

Source:
National Atmospheric Emissions Inventory, Emission Map Data for NOx in 2017.

**Source: 'Every breath we take – the lifelong impact of air pollution' - Royal College of Physicians, and Royal College of Paediatrics and Child Health, 2016

Developing the right solution for Basildon

Over the last three years, we have carried out extensive investigation of air quality exceedances in Basildon.

Despite wider efforts to help reduce air pollution in the area, the reduction in traffic because of the COVID-19 pandemic and people gradually upgrading to cleaner vehicles over time, our work has shown us that this may not be enough to bring the air quality in East Mayne to within legal limits quickly enough.

We have, therefore, been investigating a series of options and scenarios to see whether they could potentially address the issue. These include engineering options, low emission measures and, at the direction of the Government, a charging clean air zone – to act as a benchmark against which all options must be measured.

We have been collecting and assessing a significant amount of information to ensure we can present the required evidence to Government about the likely impact of any potential schemes. This has included capturing data from Automatic Number Plate Recognition (ANPR) cameras about traffic movements and some initial engagement with businesses to get a better understanding of their vehicles and operations. This information, together with what we already know about air quality and traffic in the area, has enabled us to use computer models to predict the expected impact of the various measures.

> In August 2020, the Government, which is funding the project and has been independently verifying all of the work through its Joint Air Quality Unit (JAQU), advised it was happy for a preferred option to be identified and for us to prepare a business case for the proposed scheme.

The following pages outline our preferred option in more detail and explain why the other options that were considered have been discounted.

For a more detailed explanation of air quality legislation and the need for intervention in Basildon, see our technical summary (page 18).

Preferred Option

Relocation of pedestrian/cyclist crossings

Overview

A series of similar engineering options have been explored. All involved relocating the existing pedestrian and cycle route in East Mayne away from the central reservation to reduce people's exposure to air pollution at the roadside when using the shared-use footway/cycleway.

Following further detailed assessment, we selected a favoured design, described on the next page.

> Our technical work has shown this measure would result in compliance with legal air quality levels in East Mayne in 2022, while avoiding any disproportionate impact on residents and businesses.

It would also complement wider projects and initiatives to encourage a shift to safer, greener and healthier travel and transport and improve air quality across Basildon.

The measure has, therefore, now been identified as our preferred option to resolve the air quality exceedances in East Mayne.

Description

The original crossing would be retained from the Sainsbury's side of East Mayne over to the central

Current Layout

reservation. The existing footway/cycleway in the central reservation, going north towards the A127, would be closed up to the junction with the roundabout under the A127, stopping people being exposed to high levels of nitrogen dioxide in the central reservation.

Pedestrians and cyclists would instead cross from the central reservation to the west side of East Mayne, using a new toucan crossing - a type of crossing that also allows bicycles to be ridden across.

The existing shared-use footway/cycleway would be used along the west side of East Mayne up to Christopher Martin Road. A new button-controlled phase would be added to the existing traffic signals to allow pedestrians and cyclists to cross Christopher Martin Road, while the existing pedestrian and cyclist crossing point between the junction of East Mayne/Christopher Martin Road and the central reservation would be closed.

An improved shared-use footway/cycleway would take people from the north side of Christopher Martin Road. At the junction with the roundabout, a new button-controlled phase would be added to the existing traffic signals to allow pedestrians and cyclists to cross to the central reservation and continue along the existing route under the A127.

The central reservation area would be returned to grass and any unnecessary street furniture, such as some of the existing fencing, would be removed. Potential landscaping options are also being considered. No changes are anticipated to vehicle lanes or access to and from adjoining roads, including Christopher Martin Road.

Proposed Layout

Other options considered

More than 40 other options have been considered to reduce the number of more polluting vehicles using East Mayne and, therefore, resolve the air quality exceedances in the shortest possible time. However, our studies have shown they would not be sufficiently effective, would take longer to implement, be too difficult to evidence or would have a disproportionate impact on residents and businesses.

Among the other options were:

Travel demand management

A marketing-led behaviour change campaign was considered to encourage people to switch to cleaner vehicles and use more sustainable modes of travel such as walking, cycling and buses.

Commercial vehicle upgrade grants

We considered a measure which would have involved working with businesses in the Basildon Enterprise Corridor to upgrade their lorries and vans, which are some of the largest contributors to nitrogen dioxide in the area. Grants could also have been available to incentivise the upgrades.

Strategic re-routing

Installing road signage to highlight pollution levels and direct non-compliant lorries using East Mayne as a through-route to use alternative routes was explored as another potential option.

Charging clean air zone (CAZ)

> The Government directed us to prepare a case for a charging clean air zone (CAZ) to provide a benchmark, against which other options could be compared. The expectation is that any other alternative measure must address the air quality exceedances in a similar or quicker timescale.

A charging CAZ is a designated area that vehicle owners are charged for driving within if their vehicle fails to meet certain emission standards. They work on the basis that the charge would encourage a proportion of people to upgrade to cleaner vehicles and deter others with higher emission vehicles from driving in the zone.

The charging CAZ that was used as a benchmark was a class C, meaning that private cars and motorbikes would not have been charged. Affected vehicles would have been required to pay the charge only if they did not comply with the following Euro emissions standards: Diesel – Euro 6 (most new registrations after 1 September 2015), Petrol – Euro 4 (most new registrations after 1 January 2006).

Based on the charging CAZ we were directed to consider, the CAZ would have been in place in an area south of the A127 between East Mayne and Upper Mayne, including Cranes Farm Road.

Our studies concluded that a charging CAZ would take longer to implement and, therefore, would not result in compliance with legal air quality limits in the shortest possible time.

> We know there are also significant concerns about the disproportionate impact a charging CAZ would have on businesses and residents, especially in light of the continued financial impact of the COVID-19 pandemic. We share those concerns, which is why we were committed to fully exploring all possible alternatives and are pleased to have now identified an alternative preferred option.

Decision Making Process

The following factors explain the key considerations in the decision-making process for this project.

Objective fulfilment

The chosen option's key objective is to achieve compliance with legal air quality levels in East Mayne in the shortest possible time.

Stakeholder feedback

Feedback from stakeholders forms one part of the decision-making process. It is important we consider people's views before making decisions and proceeding with projects. In this case, anecdotal feedback has already been considered and this engagement exercise and a subsequent statutory public notice period will provide people with an opportunity to have their say on the proposed scheme.

Cost / benefit

The option must demonstrate sufficient benefits in relation to the cost, be proportionate and must be approved by the Government, which is funding the project. The wider economic impact, such as any effect on businesses or the local economy, must also be considered.

Engineering feasibility

The chosen option must be feasible from an engineering point of view. Some initial ideas can prove to be unfeasible during the course of design stages.

Environmental considerations

Any potential environmental impacts must be considered when identifying a chosen option.

What else is being done to improve air quality in Basildon?

Various schemes and initiatives have already been developed to help improve overall air quality in the Basildon area and encourage a shift to cleaner forms of travel and transport, while a number of others are still planned.

A127 speed limit reduction A new 50mph speed limit was introduced on a stretch of the A127 in Basildon earlier this year to improve air quality and road safety. Tests showed that a section of the road between east and west Basildon exceeded national air quality safe limits for nitrogen dioxide. Vehicles' engines work more efficiently at about 50mph than 70mph; producing fewer emissions from their exhausts. Reducing speeds from 70mph to 50mph can, therefore, reduce harmful emissions by up to 20 per cent, as well as improving journey time reliability.

> The reduction in speed limit from 70mph to 50mph is expected to reduce nitrogen dioxide on the A127 to safe levels by 2021 and reduce personal injury collisions on this stretch of the road.

Our latest work shows the new speed limit is also likely to tackle an exceedance in Upper Mayne by 2021.

Electric vehicle charging points Basildon Borough Council received Government funding to install additional electric vehicle charging facilities across Basildon to support the uptake of electric vehicles. A number of rapid and fast electric vehicle chargers have now been installed in car parks across the borough, including some specifically for use by taxis and private hire vehicles. Basildon now has more electric vehicle charging points than any other area in Essex and is within the top 40% in the country.

Cycling Cycle facilities along Upper Mayne and Cranes Farm Road were upgraded last

year as part of a Defra-funded scheme, linking key commercial and recreational locations. Further route improvements have also been made, connecting residential areas and schools to the west, as far as Laindon link, as part of the Basildon Flagship Cycle Route.

Buses Government funding was secured to help reduce emissions from buses along the A127 corridor. Bus companies are using the funding to upgrade their vehicles.

Basildon Integrated Transport Package A package of transport improvements was developed to support growth and regeneration in Basildon, reduce congestion, encourage increased use of sustainable transport and improve air quality.

> The improvements are being completed in three waves, with work currently underway in Basildon town centre to create a sustainable transport hub around the bus and railway stations, including the installation of new cycle parking and real-time bus service information boards, and upgrading of shared crossings to enable future cycleway improvements linking to the Basildon Enterprise Corridor.

E-scooter trial Basildon is among six areas of the county where Essex County Council is considering a pilot electric scooter hire scheme. The trial would seek to provide people with a zero carbon, socially distanced alternative to short car journeys, reducing congestion and air pollution. A preferred supplier has been chosen and schemes are being discussed with the local districts. A final decision on whether to proceed will be made shortly.

Essex Climate Action Commission An independent cross-party commission on climate change has been set up by Essex County Council and recently discussed how drastic changes to transport in Essex could help reduce the county's carbon emissions, agreeing a range of recommendations it will put forward to the council. In addition, it is currently developing a 15-year business plan to achieve 'generational change', with the ambition of making Essex County Council one of the most environmentally sound councils in the UK.

> This plan will involve setting targets for various environmental aspects, including air quality, over the short, medium and longer term.

Liftshare Essex County Council has worked closely with Liftshare to develop the Essex Car Share scheme, which operates across Basildon and provides commuters with a car sharing service which helps cut congestion and air pollution, while also saving people money.

ForwardMotion ForwardMotion is a behaviour change initiative designed to encourage people to think differently about the way they travel around south Essex. It is run by South Essex Active Travel (SEAT) - a collaboration between Southend-on-Sea Borough Council, Essex County Council and Thurrock Council – and offers support that makes alternative travel more accessible, including bespoke cycle training, personalised travel plans, advice and much more.

A127 junction improvements Potential junction improvement options on the A127 are being explored, including at the Fortune of War junction. Emerging schemes would seek to have a positive impact on air quality in Basildon by reducing congestion.

Emergency Active Travel bid - Wickford Essex County Council has bid for further Emergency Active Travel funding from the Government for five transformational schemes, including one in Wickford. The proposals build on recent Safer, Greener, Healthier emergency measures and the Wickford project is the first part of a long-term plan to create an improved cycle link between Wickford and Basildon, which will eventually enhance the whole cycle and walking network across the Basildon borough.

> The initial section of the new route would involve a series of improvements through residential areas from Nevendon Road, in the south of the town, to Wickford town centre and Wickford Railway Station.

How you can help

We can all play our part in helping reduce air pollution by making small changes to the way we travel, especially for shorter journeys.

You may even have noticed an improvement in air quality during the COVID-19 pandemic, largely as a result of the reduction in traffic on the roads and increased walking and cycling. We would like to see those trends continue and have been implementing a number of measures across the county to encourage increased walking and cycling as part of our Safer, Greener, Healthier initiative.

By swapping some journeys to cycling, walking or public transport, we can help improve the air we all breathe.

Walking and cycling not only helps take cars off the road and improve air quality, but also has significant health benefits. Even 30 minutes of walking a day can help to improve your energy levels and mental health, while just a 15-minute cycle ride twice a day would meet the Government's recommended minimum level of physical activity for adults.

People who cycle are also likely to be less stressed and are more productive. Employers can encourage their staff to hop on a bike through the Government's Cycle to Work tax incentive scheme.

For children, walking or cycling can help encourage healthy growth and development, reduce anxiety and stress, and improve muscular strength, endurance and flexibility.

Could you swap some car journeys to cycling, walking or public transport, especially for shorter trips? Our Stop. Swap.GO! campaign is making getting around Essex by bus, bike or on foot easier and more rewarding than ever before.

If travelling differently isn't an option, could you consider a hybrid or electric vehicle when next replacing your car? Find out more about the latest Government grants available.

The following steps will also help ensure you are driving in a more environmentally-friendly way:

Remove unused roof racks, roof boxes and any other **extra weight** from your car

Change gears **at lower revs**

Avoid using air conditioning **unless you really need it**

Switch off your engine when your vehicle is stationary

Drive at an **appropriate speed**

Check your if tyres are at the **correct pressure**

Did you know? Car drivers are exposed to twice as much air pollution as pedestrians and nine times more than a cyclist

What happens next?

Our journey to cleaner travel is continuing and work to progress our preferred option will carry on in the coming months, alongside wider efforts to improve air quality in Basildon and across Essex.

The Government expects us to bring air quality in East Mayne to within legal levels as soon as possible and it is crucial that we now progress the project as fast as we can.

The feedback you give us as part of this public engagement will contribute to the case that is made for our proposals and help inform future decision-making processes.

The following timeline gives a rough indication of the next steps and approximate dates.

Winter 2020

Identification of a preferred option and submission of an outline business case

Winter 2020/Spring 2021

Statutory public notice period

Summer 2021

Submission of a final business case

Winter 2021

Scheme goes live

2022

Compliance with legal air quality limits

Have your say

We want to hear the thoughts of people who live, visit or work in Basildon about air quality and our preferred option for tackling the exceedances in East Mayne.

Your views are very important to us and this is an opportunity to be involved in helping shape our journey to cleaner travel in Basildon.

Because of the COVID-19 pandemic and continued social distancing restrictions, this public engagement is primarily online, however we are also doing everything we can to accommodate those without internet access or who prefer to contact us in other ways.

The best way to tell us what you think is by completing our online survey. The survey opened on Monday 16 November and will close on Sunday 13 December.

The survey questions are also available on the following pages of this brochure and can be printed, filled out and posted to the following address (please note the address is case sensitive): FREEPOST ESSEX HIGHWAYS ENGAGEMENT TEAM

They can also be returned by email to airqualityproject@essexhighways.org.

Alternatively, you can request a printed copy is sent to you by post by emailing airqualityproject@essexhighways.org. Please return your survey responses via the Freepost address.

Please respond to the survey only via one of the methods. We cannot accept responsibility for ensuring that responses sent in any other way are considered. All responses must include at least your name and postcode. When responding, please state whether you are responding as an individual or representing the views of an organisation. You have until 11:59pm on Sunday 13 December to respond to the survey. There is no guarantee that any responses received after this date will be considered. If they are, they will be labelled as late responses.

For all of the latest updates on the project and a range of questions and answers, please visit www.essex.gov.uk/airquality.

Air quality in Basildon

A technical summary

There is an extensive background to this project and a lot of complex technical information to understand. This section is intended to provide a more detailed summary for those who wish to know more about air quality legislation in the UK and the need for intervention in Basildon.

Air pollution is a problem across many areas of the country and is certainly not unique to Basildon.

In fact, according to local air pollution monitoring, air quality in Basildon is meeting UK Air Quality Objectives - a national system which assesses pollution exposure where people live. Unlike many other places in the UK, there has not been the need to declare any air quality management areas - local areas which consistently exceed Air Quality Objectives.

However, the UK Government also reports to the European Commission on its compliance with the European Air Quality Directive, which assesses exposure at roadside locations.

The EU legal limit value for concentrations of nitrogen dioxide (NO_2) is 40 micrograms per cubic metre (µg/m3) as an annual mean.

In 2017, the UK's failure to comply with the directive within agreed timescales prompted the Government to produce a National Air Quality Plan to deal with nitrogen dioxide emissions in the shortest possible timeframe. It identified three roadside locations along the A127 as likely to be non-compliant with the directive for nitrogen dioxide beyond 2020, two in Basildon and one in Rochford.

Further detailed assessment in 2018 confirmed locations in Rochford to be compliant with the directive and locations in Basildon to be non-compliant, with additional non-compliance identified to the south of the A127 in East Mayne (A132) and Upper Mayne (A176). The Basildon Enterprise Corridor is a busy business area and a through-route for many vehicles, with congestion problems worsening the pollution at roadside locations.

In order to comply with the directive in the shortest possible time, Essex County Council and Basildon Borough Council were directed by Government to develop an Air Quality Management Plan.

A new 50mph speed limit was introduced on a stretch of the A127 earlier this year to lower nitrogen dioxide in order to meet the European Air Quality Directive and further work showed that compliance in Upper Mayne would be achieved in 2021 without further intervention.

Computer modelling confirmed that if no further action was taken then compliance with the directive in East Mayne was not likely to occur until 2024 and, therefore, Essex County Council and Basildon Borough Council have a legal obligation to make it compliant sooner.

Survey

This survey is for you to provide information to be used by the Basildon Air Quality project. Under the GDPR we have a legal duty to protect any information we collect from you. The information will only be used for the purposes of this project and will not be kept longer than is necessary to do so, up to a maximum of five years. We share this information with our partners Jacobs, Ringway Jacobs and Basildon Council but we will not share your personal details with any other agency unless we have concerns that you or another individual may be at risk of harm or if it is required by law. We do not collect personal information for commercial purposes.

If you would like to find out more about how Essex County Council uses personal data, please go to www.essex.gov.uk/privacy or call 03457 430 430.

Essex County Council has a Data Protection Officer who makes sure we respect your rights and follow the law. If you have any concerns or questions about how we look after your personal information, please contact the Data Protection Officer at DPO@essex.gov.uk or by calling 03457 430 430 and asking to speak to the Data Protection Officer.

Section 1

Personal information

Title:

First Name

Surname

Postcode:

Email Address:

☐ **Please tick this box if you are happy to be contacted about the Basildon Air Quality Project in the future**

Which of the following best describes you?

- ☐ Someone who lives in Basildon
- ☐ Someone who works in Basildon
- ☐ Someone who visits Basildon
- ☐ Someone responding on behalf of a business or organisation based in Basildon.
- ☐ Someone responding on behalf of a business or organisation based outside
- ☐ Basildon but which travels or operates in the area
- ☐ Another interested party

If you are responding on behalf of a business or organisation, what is the name of that business or organisation:

If you are responding on behalf of a business or organisation, which of the following best describe the organisation you are representing:

- ☐ Public sector or civil service
- ☐ Government organisation
- ☐ Small and medium sized enterprises (SMEs), retailer, trader or service provider
- ☐ Bus organisation or operative
- ☐ Taxi or private hire operator
- ☐ Taxi or private hire driver
- ☐ Freight and haulage organisation
- ☐ Campaign or charity group
- ☐ Healthcare
- ☐ Industry or manufacturing
- ☐ Educational or academic institution
- ☐ Environmental
- ☐ Trade organisation
- ☐ Other, please specify:

☐ **If you are responding on behalf of a business or organisation, please tick this box to confirm you have permission to do so**

Section 2

Air quality

How would you describe air quality in Basildon at present?

- ☐ Very good
- ☐ Fairly good
- ☐ Neither good nor poor
- ☐ Fairly poor
- ☐ Very poor

Do you believe that tackling areas of poor air quality in Basildon is an important issue?

- ☐ Yes
- ☐ No
- ☐ Don't know

How concerned are you about the impacts of poor air quality on the health of you, your family and friends?

- ☐ Very concerned
- ☐ Fairly concerned
- ☐ Neither concerned nor unconcerned
- ☐ Fairly unconcerned
- ☐ Very unconcerned

How concerned are you about the impacts of poor air quality on the economy?

- ☐ Very concerned
- ☐ Fairly concerned
- ☐ Neither concerned nor unconcerned
- ☐ Fairly unconcerned
- ☐ Very unconcerned

How concerned are you about the impacts of poor air quality on the environment?

- ☐ Very concerned
- ☐ Fairly concerned
- ☐ Neither concerned nor unconcerned
- ☐ Fairly unconcerned
- ☐ Very unconcerned

Section 3

Preferred option

What impact do you think our preferred option (the relocation of pedestrian/cyclist crossings in East Mayne) would have in reducing people's exposure to air pollution?

- ☐ A very significant impact
- ☐ A significant impact
- ☐ Some impact
- ☐ No significant impact
- ☐ Don't know

What impact do you think the preferred option (the relocation of pedestrian/cyclist crossings in East Mayne) would have on residents and visitors?

- ☐ Very positive
- ☐ Fairly positive
- ☐ Neither positive or negative
- ☐ Fairly negative
- ☐ Very negative

What impact do you think the preferred option (the relocation of pedestrian/cyclist crossings in East Mayne) would have on local businesses?

- ☐ Very positive
- ☐ Fairly positive
- ☐ Neither positive or negative
- ☐ Fairly negative
- ☐ Very negative

What impact do you think the preferred option (the relocation of pedestrian/cyclist crossings in East Mayne) would generally have on the routes of those using the crossing points?

- ☐ Significant longer
- ☐ Longer
- ☐ No difference
- ☐ Shorter
- ☐ Significant shorter

Given the need to bring air quality in East Mayne to legal levels in the shortest possible time, how would you best describe your views about the preferred option (the relocation of pedestrian/cyclist crossings in East Mayne)?

- ☐ Very supportive
- ☐ Supportive
- ☐ Neutral
- ☐ Opposed
- ☐ Very opposed

Do you have any comments to make about the preferred option?

Are there any other measures you think we should be exploring to improve air quality in the area more generally?

Section 4

Travel

What impacts of traffic congestion concern you the most?
(Please rank your top three - 1 = the impact that concerns you most)

- ☐ Impact on public service vehicles e.g. buses, ambulances etc.
- ☐ Impact on the local economy
- ☐ Air pollution
- ☐ Noise pollution
- ☐ Longer journey times
- ☐ Unreliable journey times
- ☐ Rat-running on residential streets
- ☐ Road safety
- ☐ Other, please specify:

What type of transport do you usually use for your daily commute or most common journey?
(Please tick one box)

- ☐ Car / Van
- ☐ Car (Passenger)
- ☐ Motorcycle
- ☐ Taxi
- ☐ Bus
- ☐ Train
- ☐ Cycle
- ☐ Walk
- ☐ Other, please specify:

How important are the following factors in influencing the type of transport you use for your daily commute or most common journey?

	Very important	Important	Neutral or undecided	Unimportant	Very unimportant
Cost	☐	☐	☐	☐	☐
Convenience	☐	☐	☐	☐	☐
Environmental benefits	☐	☐	☐	☐	☐
Health benefits	☐	☐	☐	☐	☐
Journey time	☐	☐	☐	☐	☐
Journey reliability	☐	☐	☐	☐	☐
Distance of journey	☐	☐	☐	☐	☐
Weather	☐	☐	☐	☐	☐
Safety	☐	☐	☐	☐	☐
Lack of viable alternatives	☐	☐	☐	☐	☐

What, if anything, would encourage you to take the bus as an alternative to driving? (Please rank up to three. 1 = what would encourage you the most)

- ☐ Cheaper ticket prices
- ☐ Increased number of services
- ☐ More reliable services
- ☐ Improved bus priority measures (bus lanes, bus gates, priority at traffic lights)
- ☐ Better information, for example real time passenger information
- ☐ More direct routes
- ☐ Bus stop closer to where I live / end destination
- ☐ Better quality and cleaner buses
- ☐ New facilities on the bus e.g. wi-fi and charging point
- ☐ Improved access and egress from key junctions for buses
- ☐ Other, please specify:

What, if anything, would encourage you to cycle as an alternative to driving? (Please rank up to three. 1 = what would encourage you the most)

- ☐ More segregated routes
- ☐ Better connectivity / integration between existing routes
- ☐ Suitable changing / washing facilities at end destinations
- ☐ Better connectivity to the town centre
- ☐ Improved safety, security and lighting of routes
- ☐ Better wayfinding / signage
- ☐ Adequate cycle parking at end destination
- ☐ Improved maintenance of routes
- ☐ Free training to improve confidence
- ☐ Other, please specify:

What, if anything, would encourage you to walk as an alternative to driving? (Please rank up to three. 1 = what would encourage you the most)

- ☐ More segregated walking / cycling paths
- ☐ Better wayfinding / signage
- ☐ Improved maintenance of footpaths
- ☐ Improved safety, security and lighting of footpaths
- ☐ More benches and resting facilities
- ☐ Other, please specify:

Section 5

Engagement

How did you hear about this survey?

- ☐ Newspaper advert
- ☐ Newspaper article
- ☐ Social media
- ☐ Email newsletter
- ☐ Together magazine
- ☐ Word of mouth
- ☐ Email
- ☐ Online
- ☐ Letter
- ☐ Other, please specify:

Did you feel you had enough information to respond to this survey?

☐ Yes ☐ No ☐ Not sure

How helpful was the information we provided to you as part of this public engagement?

- ☐ Very helpful
- ☐ Fairly helpful
- ☐ Neither helpful nor unhelpful
- ☐ Fairly unhelpful
- ☐ Very unhelpful

Section 6

Demographic questions

In order to ensure the continued development of our Diversity and Equality practices, you are asked to complete the information below. You are not obliged to answer any of the questions, but the more information you supply, the more effective our monitoring will be. If you choose not to answer questions, it will not affect your participation.

The information you supply below is confidential and will be used solely for monitoring purposes.

Gender

- ☐ Female
- ☐ Male
- ☐ Non-binary
- ☐ Prefer not to say

Age

- ☐ Under 18
- ☐ 18-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65+
- ☐ Prefer not to say

Do you consider yourself to have a physical impairment?

☐ Yes ☐ No ☐ Prefer not to say

Do you consider yourself to have a sensory impairment?

☐ Yes ☐ No ☐ Prefer not to say

Do you consider yourself to have a learning difficulty or disability?

- ☐ Yes
- ☐ No
- ☐ Prefer not to say

Are you responsible for caring for an adult relative/partner, disabled child or other?

- ☐ Yes
- ☐ No
- ☐ Prefer not to say

Ethnicity

White

- ☐ British, English, Welsh, Scottish, Northern Irish
- ☐ Irish
- ☐ Gypsy / Roma
- ☐ Traveller of Irish Heritage
- ☐ Any other White background, please specify

Black/African/Caribbean, Black British

- ☐ Caribbean
- ☐ African
- ☐ Any other Black background, please specify

Mixed/multiple ethnic groups

- ☐ White and Black African
- ☐ White and Black Caribbean
- ☐ White and Asian
- ☐ Any other Mixed background, please specify:

Asian or Asian British

- ☐ Indian
- ☐ Pakistani
- ☐ Bangladeshi
- ☐ Chinese
- ☐ Any other Asian background, please specify:

Other answers

- ☐ Not Known
- ☐ Prefer not to say
- ☐ Any other background, please specify

Essex Highways

For the latest updates on the project, please visit:
www.essex.gov.uk/airquality

Sign up to Keep Me Posted email updates on topics you want to hear about at:
essex.gov.uk/keepmeposted

This information is issued by:
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twitter.com/essexhighways

You can contact us about this project in the following ways:
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www.essex.gov.uk/airquality

FREEPOST ESSEX HIGHWAYS ENGAGEMENT TEAM

The information contained in this document can be translated and/or made available in alternative formats, on request.

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Safer, greener, healthier

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