



Basildon Air Quality Management Plan

Appendix 2 – Public engagement summary

Date: 28 January 2021

Document Control Sheet

Document prepared by:

Essex
Highways
Victoria
House
Chelmsford
CM1 1J

T 0345 603 7631
E airqualityproject@essexhighways.org
W www.essex.gov.uk/airquality

Report Title	Basildon Air Quality Survey – Public engagement summary
Project Number	B3553P10
Status	Final
Revision	1
Control Date	28/01/21

Record of Issue

Issue	Status	Author	Date	Check	Date	Review	Date
01	Final	TS	25/01/21	GB	28/01/21	GL	28/01/21

Approved for Issue By	Date
CB (Project Manager)	28/01/21

Organisation	Contact	Number of Copies
Essex County Council	Mark Robinson	1 by email
Basildon Council	Martin Howlett	1 by email

© Copyright 2021 Jacobs U.K. Limited. The concepts and information contained in this document are the property of Jacobs. Use or copying of this document in whole or in part without the written permission of Jacobs constitutes an infringement of copyright.
Limitation: This report has been prepared on behalf of, and for the exclusive use of Jacobs' Client, and is subject to, and issued in accordance with, the provisions of the contract between Jacobs and the Client. Jacobs accepts no liability or responsibility whatsoever for, or in respect of, any use of, or reliance upon, this report by any third party

Background

To support further development of our proposals to relocate the pedestrian and cyclist route in East Mayne to address air quality issues, we shared our preferred option with the public and invited them to have their say as part of a public engagement exercise.

Across a four-week period – Friday, 13 November 2020 to Monday, 14 December 2020 – we engaged with the public on a preferred option to address air quality in East Mayne, Basildon, which currently exceeds legal limits. Because of the COVID-19 pandemic, we were unable to run any face-to-face public engagement events and, instead, focused on digital engagement. This centred on an online survey hosted on the Essex County Council consultation portal, which residents, businesses and visitors to Basildon, as well as any other interested parties, were encouraged to complete.

A brochure complemented the survey to set the scene, provide the background to the project and the subject of air quality, explain the preferred option and outline other efforts to tackle air pollution in Basildon. To ensure the survey and supporting information remained accessible to certain demographics and traditionally hard-to-reach groups, as well as those without internet access or online competency, we made printed engagement brochures available on request and used some traditional communications channels, such as letters and press releases, to complement other digital approaches.

In total, we received 164 responses to the survey – all of which were submitted online.

The data collected as part of the survey has enabled us to gain a fuller understanding of people's views on air quality and our proposals to help inform the decision-making processes and our outline business case for the scheme. It has also enabled us to identify potential issues and concerns and to ensure that any feedback about our proposals can be taken into consideration as they are developed further.

Survey responses summary

The public engagement survey proved a valuable insight into people's thoughts about air quality, sustainable modes of travel and our scheme to relocate the pedestrian and cyclist route.

Feedback showed the public felt the information provided as part of the public engagement was 'helpful'.

The survey showed the majority of people believe that tackling areas of poor air quality in Basildon is an important issue.

High numbers of respondents expressed concern about the health impacts of poor air quality, as well as the effect it has on the environment and the economy.

Air pollution is seen as the most concerning impact of traffic congestion, ahead of longer journey times and road safety.

More than half of respondents supported the scheme or had a 'neutral' view about it. However, just over a third expressed opposition.

Just over half of respondents believed the proposals would have an impact in reducing people's exposure to air pollution.

We have noted concerns expressed about the impacts of the preferred option on the route and journey times for pedestrian and cyclists, traffic flow and congestion.

A full list of the comments made about the preferred option and our response to each can be found on the following pages of this report.

In addition, further analysis of responses has been carried out and a public engagement report has been compiled. This will shortly be published on the project webpage at: www.essex.gov.uk/airquality, and on the [Basildon Air Quality Survey page on the Essex County Council consultation portal](#).

The public will have an additional opportunity to comment as part of the statutory public notice period in early 2021.

Statistical summary

- 81% of respondents indicated they felt improving air quality was an important issue
- 74% said they were concerned about the impacts of poor air quality on the health of them, their family and friends
- 88% were concerned about the impacts of poor air quality on the environment
- 60% were concerned about the impacts of poor air quality on the economy
- 63% of those who responded to the survey said that, given the need to bring air quality in East Mayne to legal levels in the shortest possible time, they were either supportive (or very supportive) of the preferred option or described their views on the option as 'neutral'. 37% described themselves as opposed (or very opposed) to the preferred option
- 52% of respondents indicated they thought the preferred option would have an impact in reducing people's exposure to air pollution, while 46% said they thought it would have no significant impact and 2% did not know
- 96% of people described the information provided as part of the public engagement as either helpful (73%) 'neither helpful nor unhelpful' (23%)
- 69% of respondents to the survey responded to the non-mandatory question 'Do you have any comments to make about the preferred option?' 95% of respondents who described themselves as opposed (or very opposed) to the preferred option responded to the question. 53% of respondents who described themselves as supportive (or very supportive) of the preferred option or described their views on the option as 'neutral' responded to the question.

The following table contains all comments made by respondents to the survey when asked if they had any comments to make about the preferred option and the project team's response to each of those. It should be noted that many of the responses contain a large amount of detail and make various points. Effort has been made to respond to each comment as fully as possible.

Comment	Sentiment	Response
Moving the crossings is a short-term fix. The real problem is the huge level of vehicle use on the A127. This is a road built in the 1950s and has seen no improvement since despite house building in South Essex continuing at pace.	Negative	<p>The ministerial directive from Government specifically outlines the need for us to resolve air quality exceedances on East Mayne, Basildon, in the shortest possible time. Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way to achieve compliance in the area and in the shortest possible time, as required by law. While we recognise the wider need to reduce travel demand through providing safer, greener and healthier alternatives to driving and are doing so through a number of other schemes and initiatives, we do not believe this can be done in a proportionate or quick enough way as part of this particular project.</p> <p>A Task Force consisting of local MPs, councillors and officers and other key partners has been developing a long-term vision for transport along the A127 corridor and identifying potential improvements. More information is available online.</p>
<p>It's a waste of time and money in my opinion as it would make very little difference in time spent at the crossings and it actually makes it more complicated than it is at the moment.</p> <p>The council should really spend their time and resources on something more important and significant than this tiny little and insignificant change.</p>	Negative	<p>Doing nothing is not an option. Essex County Council and Basildon Borough Council have been directed by Government to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Computer modelling confirmed that if no further action was taken then compliance in East Mayne was not likely to occur until 2024 and, therefore, Essex County Council and Basildon Borough Council have a legal obligation to reach compliance sooner.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p>

		The Government (Defra) is funding the project and all of the work is being independently verified through its Joint Air Quality Unit (JAQU).
<p>Why do we have to pay? it's bad enough with road tax and the state of roads. If local travel options were not so expensive people would use public transport to help reduce air pollution.</p> <p>I won't ever pay extra money to drive where I live - how about local Councillors take a pay decrease, what about the fact your proposed idea is near an industrial estate?</p> <p>There will always be more pollution and those who avoid that area will block up the a13 then go via the a127 that way - disgusting!</p>	Negative	<p>Doing nothing is not an option. Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Computer modelling confirmed that if no further action was taken then compliance 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.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>The Government (Defra) is funding the project and all of the work is being independently verified through its Joint Air Quality Unit (JAQU).</p>
<p>It seems that you're not fixing the problem but wasting money to try to show you are doing something.</p> <p>Basildon council are renowned for pouring money down the drain in hair brain schemes, which don't do anything but cause commuter chaos while you put it in place.</p> <p>I lived in the area for 10 years, nothing really improved!</p>	Negative	<p>Doing nothing is not an option. Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Computer modelling confirmed that if no further action was taken then compliance 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.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p>

<p>The quantity of traffic these days is the issue in general not just in this spot. You will not lower fuel emissions with this scheme in my opinionated opinion.</p>		<p>The Government (Defra) is funding the project and all of the work is being independently verified through its Joint Air Quality Unit (JAQU).</p> <p>A Task Force consisting of local MPs, councillors and officers and other key partners has been developing a long-term vision for transport along the A127 corridor and identifying potential improvements. More information is available online.</p>
<p>Waste of money. One of the most ridiculous schemes I've ever seen proposed.</p>	<p>Negative</p>	<p>Doing nothing is not an option. Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Computer modelling confirmed that if no further action was taken then compliance 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.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>The Government (Defra) is funding the project and all of the work is being independently verified through its Joint Air Quality Unit (JAQU).</p>
<p>Just add another cost to our lives, its ok we will just make another person redundant to pay for another tax</p>	<p>Negative</p>	<p>Doing nothing is not an option. Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Computer modelling confirmed that if no further action was taken then compliance 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.</p>

		<p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>The Government (Defra) is funding the project and all of the work is being independently verified through its Joint Air Quality Unit (JAQU).</p>
Seems like a waste of money to me, maybe you should use this money for fixing potholes and roads instead!	Negative	<p>Doing nothing is not an option. Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Computer modelling confirmed that if no further action was taken then compliance 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.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>The Government (Defra) is funding the project and all of the work is being independently verified through its Joint Air Quality Unit (JAQU). The project will not directly impact on funding available for highways maintenance or other schemes.</p>
What a waste of money - not only that you will add yet another set of traffic lights down East Mayne, resulting in more stationary traffic and more air pollution.	Negative	<p>Doing nothing is not an option. Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Computer modelling confirmed that if no further action was taken then compliance 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.</p>

		<p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>The Government (Defra) is funding the project and all of the work is being independently verified through its Joint Air Quality Unit (JAQU).</p> <p>Our traffic modelling work shows that without action delay and congestion in the area is set to worsen in the peak and inter-peak periods by 2022 because of increases in traffic. This, of course, would worsen the air quality problems. In devising our scheme, which removes the need for pedestrians and cyclists to cross at the point of highest air quality pollution, we considered several configurations of signals. The chosen scheme is considered to provide the best configuration, on balance, with delays on some turning movements offset by improvements in other turning movements. It is recognised that the priority of keeping traffic moving on East Mayne has been balanced with a slight increase in queues on Christopher Martin Road, because of the introduction of a new crossing. However, traffic queues would be regularly monitored as part of the air quality monitoring plan. Consequently, there would be regular opportunity to review signal timings and respond to any excessive queuing or delay, which ultimately should further contribute to air quality improvements.</p>
<p>This is probably the biggest waste of money at this time. I'm sure in a few years' time when we are driving electric cars it would be moved bad for convenience to people walking.</p>	<p>Negative</p>	<p>We have to take action now and doing nothing, while waiting for longer term changes, is not an option. Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Although air quality will improve over time as people upgrade to newer, cleaner vehicles, including electric vehicles, our computer modelling confirmed that if no further action was taken then compliance in East Mayne was not likely to occur until 2024 and, therefore, Essex County Council and Basildon Borough Council have a legal obligation to reach compliance sooner.</p>

		<p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>The Government (Defra) is funding the project and all of the work is being independently verified through its Joint Air Quality Unit (JAQU).</p>
Waste of a lot of money for a few who cycle and walk. This will bring no benefit to anyone else	Negative	<p>Doing nothing is not an option. Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Computer modelling confirmed that if no further action was taken then compliance 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.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>The Government (Defra) is funding the project and all of the work is being independently verified through its Joint Air Quality Unit (JAQU).</p>
It seems like a complete and utter waste of public money - pot holes need more urgent repair than putting in a new crossing.	Negative	<p>Doing nothing is not an option. Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Computer modelling confirmed that if no further action was taken then compliance 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.</p>

		<p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>The Government (Defra) is funding the project and all of the work is being independently verified through its Joint Air Quality Unit (JAQU). The project will not directly impact on funding available for highways maintenance or other schemes.</p>
<p>All you are doing is slowing and stopping the traffic more making our journey times even longer!! This is already a bottle neck and now you want to add more traffic lights and stop us moving more!!! This can only mean more pollution whilst standing still longer waiting for pedestrians which are phew!!! STOP WAISTING OUR MONEY AND STOPPING US GETTING FROM A TO B PLEASE!!! I live in Wickford and work in Basildon and YOU ARE MAKING MY JOURNEY HELL BY STOPPING US IN TRAFFIC JAM'S!!!!!! PLEASE DO NOT ADD MORE TRAFFIC LIGHTS!!!!!!</p>	Negative	<p>Doing nothing is not an option. Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Computer modelling confirmed that if no further action was taken then compliance 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.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>The Government (Defra) is funding the project and all of the work is being independently verified through its Joint Air Quality Unit (JAQU). The project will not directly impact on funding available for highways maintenance or other schemes.</p> <p>Our traffic modelling work shows that without action delay and congestion in the area is set to worsen in the peak and inter-peak periods by 2022 because of increases in traffic. This, of course, would worsen the air quality problems. In devising our scheme, which removes the need for pedestrians and cyclists to cross at the point of highest air quality pollution, we considered several configurations of signals. The chosen scheme is considered to provide the best configuration, on balance, with delays on some turning movements offset by</p>

		<p>improvements in other turning movements. It is recognised that the priority of keeping traffic moving on East Mayne has been balanced with a slight increase in queues on Christopher Martin Road, because of the introduction of a new crossing. However, traffic queues would be regularly monitored as part of the air quality monitoring plan. Consequently, there would be regular opportunity to review signal timings and respond to any excessive queuing or delay, which ultimately should further contribute to air quality improvements.</p>
<p>I feel that this seems to be a pointless exercise. It will cost a lot of money and not solve the problem. Cyclists and pedestrians will still need to walk through the affected area, and I do not feel it is just cars that are the issue. I also think that a lot of schoolchildren use this route to travel to Wickford schools and would continue to use the old route and put themselves at risk of harm/traffic accidents.</p>	Negative	<p>Doing nothing is not an option. Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Computer modelling confirmed that if no further action was taken then compliance 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.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>The Government (Defra) is funding the project and all of the work is being independently verified through its Joint Air Quality Unit (JAQU).</p> <p>We acknowledge that our proposals would cause some inconvenience to pedestrians and cyclists and would increase their journey times, particularly those travelling between the east side of East Mayne and the Nevendon junction, but, crucially, the scheme would reduce people's exposure to air pollution in the worst affected section of the central reservation.</p> <p>Safety is of paramount importance and the proposed scheme is also still subject to a road safety audit.</p>

<p>The main reason for poor air quality is the constant build-up of traffic due to the Fortune of War roundabout and lane closures on the A127/ A132. We just had 2 weeks of lane closures and they weren't even working in the road during this time. The slip road from cranes farm road to A132 was closed off with no work taking place.</p>	<p>Negative</p>	<p>Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Computer modelling confirmed that if no further action was taken then compliance 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.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>Potential improvements to various junctions along the A127, including a potential scheme at the Fortune of War, are being developed as part of a separate project. A Task Force consisting of local MPs, councillors and officers and other key partners has also been developing a long-term vision for transport along the A127 corridor and identifying potential improvements. More information is available online.</p>
<p>The route is still the same no matter where you put traffic lights. Traffic will remain the same sitting for even longer at more traffic lights</p>	<p>Negative</p>	<p>Doing nothing is not an option. Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Computer modelling confirmed that if no further action was taken then compliance 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.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p>

		<p>The Government (Defra) is funding the project and all of the work is being independently verified through its Joint Air Quality Unit (JAQU). The project will not directly impact on funding available for highways maintenance or other schemes.</p> <p>Our traffic modelling work shows that without action delay and congestion in the area is set to worsen in the peak and inter-peak periods by 2022 because of increases in traffic. This, of course, would worsen the air quality problems. In devising our scheme, which removes the need for pedestrians and cyclists to cross at the point of highest air quality pollution, we considered several configurations of signals. The chosen scheme is considered to provide the best configuration, on balance, with delays on some turning movements offset by improvements in other turning movements. It is recognised that the priority of keeping traffic moving on East Mayne has been balanced with a slight increase in queues on Christopher Martin Road, because of the introduction of a new crossing. However, traffic queues would be regularly monitored as part of the air quality monitoring plan. Consequently, there would be regular opportunity to review signal timings and respond to any excessive queuing or delay, which ultimately should further contribute to air quality improvements.</p>
One of the main reasons for congestion at this junction is the fact that traffic queues up the A132 into Wickford, backing traffic up to the slip road from the Southend bound A127	Neutral	<p>Noted.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>Our traffic modelling work shows that without action delay and congestion in the area is set to worsen in the peak and inter-peak periods by 2022 because of increases in traffic. This, of course, would worsen the air quality problems. In devising our scheme, which removes the need for pedestrians and cyclists to cross at the point of highest air quality pollution, we considered several configurations of signals. The chosen scheme is considered to provide the best configuration, on balance, with delays on some turning movements offset by</p>

		<p>improvements in other turning movements. It is recognised that the priority of keeping traffic moving on East Mayne has been balanced with a slight increase in queues on Christopher Martin Road, because of the introduction of a new crossing. However, traffic queues would be regularly monitored as part of the air quality monitoring plan. Consequently, there would be regular opportunity to review signal timings and respond to any excessive queuing or delay, which ultimately should further contribute to air quality improvements</p> <p>While we recognise the wider need to reduce travel demand, we do not believe this can be achieved in a proportionate or quick enough way as part of this particular project, where compliance must be achieved in the shortest possible time.</p> <p>Wider improvements to the A132 and A127 are outside the scope of this project but are being considered as part of other projects.</p>
Benefits bus passengers boarding buses North/East bound as walking distance from Sainsbury's is reduced. Consider moving N/E bus stop to the north of crossing/ site northbound signals behind bus stop to assist bus movements.	Positive	Noted.
Close the nearest bus stop and have the bus go in and stop at Sainsbury's which enable you to remove that set of lights so you do not have two lots of revving engines one after the other and extend the path from the roundabout to the crossing by the bus stop outside Sainsbury's and install high fences to stop people	Neutral	<p>Simply removing the route is not an option because it is known to be used by people and provides a necessary route in all directions.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p>

<p>crossing the road in the wrong places. Not many people walk or cycle to Sainsbury's from Basildon or Wickford</p>		<p>Various options to relocate the crossing route were considered, however our technical work concluded that these would result in traffic queuing back on to the A127, which would have a negative impact on air quality and would have been a road safety risk. These options were, therefore, discounted.</p> <p>Moving the bus stops is not necessary to accommodate the proposed scheme and is, therefore, outside the scope of this project.</p>
<p>The option as it stands would hinder long standing aspirations for a northbound bus lane from Paycocke Rd to Christopher Martin Road. This is the top priority corridor for required bus improvements in the county at present, and we believe can also play a much more robust role in enticing motorists to change mode between Wickford and Basildon to more sustainable travel, than other modes will in this instance.</p> <p>We would request that the west side cycle lane is set further back in the verge, such that if/when a bus lane is introduced, it does not require the cycle lane to be relocated or risk de-railing the potential for a bus lane. This would also then represent more appropriate and forward thinking use of scarce public sector monies.</p>	<p>Negative</p>	<p>Doing nothing is not an option. Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Computer modelling confirmed that if no further action was taken then compliance 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.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>There are no plans to change the existing shared cycling/pedestrian route on the west side of East Mayne as part of these proposals.</p>

<p>This is a short-term sticking plaster solution to overcome an immediate problem but not address the wider pollution problem.</p>	<p>Negative</p>	<p>Doing nothing is not an option. Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Computer modelling confirmed that if no further action was taken then compliance 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.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>Our technical work shows that the preferred option would be likely to achieve some improvement to air quality in East Mayne. Crucially, it would reduce people's exposure to air pollution at the roadside when using the shared-use footway/cycleway in the central reservation.</p> <p>We are also proposing active air quality monitoring in the area which would allow traffic signals to be adjusted accordingly to better manage traffic flows and reduce congestion. This would have additional air quality benefits.</p>
<p>It is at best a work around. It will hopefully improve the lives of those using that particular crossing but it's not a total solution.</p>	<p>Negative</p>	<p>Doing nothing is not an option. Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Computer modelling confirmed that if no further action was taken then compliance 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.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of</p>

		<p>achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>Our technical work shows that the preferred option would be likely to achieve some improvement to air quality in East Mayne. Crucially, it would reduce people's exposure to air pollution at the roadside when using the shared-use footway/cycleway in the central reservation.</p> <p>We are also proposing active air quality monitoring in the area which would allow traffic signals to be adjusted accordingly to better manage traffic flows and reduce congestion. This would have additional air quality benefits.</p>
It seems a small difference and I can't see how it will have any impact at all, if the problem is as bad as you say surely removal of the crossings altogether and replace with a covered in bridge for cyclists and pedestrians to use, and relocating the end of Christopher Martin Road to an exit on the roundabout, more expensive I know, but a lot more effective, do away with all the traffic lights and crossings completely	Negative	<p>Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Having assessed various options, including a potential footbridge, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>Unfortunately, the suggestions made would take longer to implement, would not accommodate the north-south cycle route and would not result in compliance in the shortest possible time.</p>
Do not see how this helps, the pollution in the central reservation shouldn't be significantly worse than 10m away on the pavements, it adds 3 more lights and road crossings for pedestrians and cyclists and adds an	Negative	<p>We acknowledge that our proposals would cause some inconvenience to pedestrians and cyclists and would increase their journey times, particularly those travelling between the east side of East Mayne and the Nevendon junction. Although the scheme does not improve air quality in the central reservation, crucially it removes people's exposure to air pollution in the worst affected section.</p>

extra set of lights for cars, thereby increasing congestion and pollution.		<p>Our traffic modelling work shows that without action delay and congestion is set to worsen in the peak and inter-peak periods by 2022 because of increases in traffic. This, of course, would worsen the air quality problems. In devising our scheme, which removes the need for pedestrians and cyclists to cross at the point of highest air quality pollution, we considered several configurations of signals. The chosen scheme is considered to provide the best configuration, on balance, with delays on some turning movements offset by improvements in other turning movements. It is recognised that the priority of keeping traffic moving on East Mayne has been balanced with a slight increase in queues on Christopher Martin Road, because of the introduction of a new crossing. However, traffic queues would be regularly monitored as part of the air quality monitoring plan. Consequently, there would be regular opportunity to review signal timings and respond to any excessive queuing or delay, which ultimately should further contribute to air quality improvements.</p>
This is madness. All it will do is hold traffic longer increasing pollution.	Negative	<p>Doing nothing is not an option. Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Computer modelling confirmed that if no further action was taken then compliance 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.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law. Our technical work shows that the preferred option would be likely to achieve some improvement to air quality in East Mayne. Crucially, it would reduce people's exposure to air pollution at the roadside when using the shared-use footway/cycleway in the central reservation.</p>

		<p>Traffic modelling shows that without action delay and congestion in the area is set to worsen in the peak and inter-peak periods by 2022 because of increases in traffic. This, of course, would worsen the air quality problems. In devising our scheme, which removes the need for pedestrians and cyclists to cross at the point of highest air quality pollution, we considered several configurations of signals. The chosen scheme is considered to provide the best configuration, on balance, with delays on some turning movements offset by improvements in other turning movements. It is recognised that the priority of keeping traffic moving on East Mayne has been balanced with a slight increase in queues on Christopher Martin Road, because of the introduction of a new crossing. However, traffic queues would be regularly monitored as part of the air quality monitoring plan. Consequently, there would be regular opportunity to review signal timings and respond to any excessive queuing or delay, which ultimately should further contribute to air quality improvements.</p>
Making people wait at the additional crossings would surely increase the amount of pollution people are exposed to with cars sitting next to them waiting for them to cross. The current format works in my opinion.	Negative	<p>We acknowledge that our proposals would cause some inconvenience to pedestrians and cyclists and would increase their journey times, particularly those travelling between the east side of East Mayne and the Nevendon junction, but crucially the scheme would reduce people's exposure to air pollution in the worst affected section of the central reservation.</p>
Creating more light controlled crossing will surely produce more emissions and reduce air quality even further? I've never seen a crowd of people or cyclists waiting to cross at these junctions! As less people are travelling to work and now working from home, this scheme is a very expensive way of trying to change the air pollution, which may	Negative	<p>Doing nothing is not an option. Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law. Our technical work shows that the preferred option would be likely to achieve some improvement to air quality in East Mayne. Crucially, it would reduce people's</p>

<p>decrease naturally with fewer commuters, also the inconvenience during the works would have a very negative impact on the surrounding area.</p>		<p>exposure to air pollution at the roadside when using the shared-use footway/cycleway in the central reservation.</p> <p>It should be noted that, in line with the <i>Directive 2008/50/EC of the European Parliament and of the Council of 21 May 2008 on ambient air quality and cleaner air for Europe (Annex III)</i>, compliance is not to be assessed where road traffic conditions are less predictable, e.g. around major junctions.</p> <p>Traffic modelling shows that without action delay and congestion in the area is set to worsen in the peak and inter-peak periods by 2022 because of increases in traffic. This, of course, would worsen the air quality problems. In devising our scheme, which removes the need for pedestrians and cyclists to cross at the point of highest air quality pollution, we considered several configurations of signals. The chosen scheme is considered to provide the best configuration, on balance, with delays on some turning movements offset by improvements in other turning movements. It is recognised that the priority of keeping traffic moving on East Mayne has been balanced with a slight increase in queues on Christopher Martin Road, because of the introduction of a new crossing. However, traffic queues would be regularly monitored as part of the air quality monitoring plan. Consequently, there would be regular opportunity to review signal timings and respond to any excessive queuing or delay, which ultimately should further contribute to air quality improvements.</p>
<p>This isn't about reducing air pollution - this is about moving those likely to suffer from it away from its source. You're tackling the symptom, not the cause, and in doing so leaving cyclists 'trapped' at Nevendon for almost three times longer.</p>	<p>Negative</p>	<p>Doing nothing is not an option. Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Computer modelling confirmed that if no further action was taken then compliance 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.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of</p>

		<p>achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>We acknowledge that our proposals would cause some inconvenience to pedestrians and cyclists and would increase their journey times, particularly those travelling between the east side of East Mayne and the Nevendon junction, but crucially the scheme would reduce people's exposure to air pollution in the worst affected section of the central reservation.</p> <p>We are continuing to look at ways we could enhance the scheme during the detailed design process to achieve greater separation of cyclists from pedestrians and traffic, if and where possible</p> <p>While we recognise the wider need to reduce travel demand through providing safer, greener and healthier alternatives to driving and are doing so through a number of other schemes and initiatives, we do not believe this can be achieved in a proportionate or quick enough way as part of this particular project, where compliance must be achieved in the shortest possible time.</p>
Looking at the plan, although you might take cyclists and pedestrians away from the central reservation where the levels are higher, surely the fact you will make them cross more crossings and, hence, increase the time they are at this busy junction will mean they will overall still be exposed as much if not more to pollution?	Negative	<p>We acknowledge that our proposals would cause some inconvenience to pedestrians and cyclists and would increase their journey times, particularly those travelling between the east side of East Mayne and the Nevendon junction, but crucially the scheme would reduce people's exposure to air pollution in the worst affected section of the central reservation. It should be noted that, in line with the <u>Directive 2008/50/EC of the European Parliament and of the Council of 21 May 2008 on ambient air quality and cleaner air for Europe (Annex III)</u>, compliance is not to be assessed where road traffic conditions are less predictable, e.g. around major junctions.</p>
How does this improve things? Longer journeys, longer waits!	Negative	<p>Doing nothing is not an option. Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time.</p>

		<p>Computer modelling confirmed that if no further action was taken then compliance 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.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>Our traffic modelling work shows that without action delay and congestion in the area is set to worsen in the peak and inter-peak periods by 2022 because of increases in traffic. This, of course, would worsen the air quality problems. In devising our scheme, which removes the need for pedestrians and cyclists to cross at the point of highest air quality pollution, we considered several configurations of signals. The chosen scheme is considered to provide the best configuration, on balance, with delays on some turning movements offset by improvements in other turning movements. It is recognised that the priority of keeping traffic moving on East Mayne has been balanced with a slight increase in queues on Christopher Martin Road, because of the introduction of a new crossing. However, traffic queues would be regularly monitored as part of the air quality monitoring plan. Consequently, there would be regular opportunity to review signal timings and respond to any excessive queuing or delay, which ultimately should further contribute to air quality improvements.</p>
<p>The proposal requires pedestrians and cyclists to wait at 5 sets of traffic lights (not including the other sets to cross the other slip roads)</p> <p>I fail to see how increasing the time it takes to travel the longer distance and the extra time involved in waiting</p>	Negative	<p>We acknowledge that our proposals would cause some inconvenience to pedestrians and cyclists and would increase their journey times, particularly those travelling between the east side of East Mayne and the Nevendon junction, but crucially the scheme would reduce people's exposure to air pollution in the worst affected section of the central reservation.</p>

at these 5 sets of traffic lights would decrease the pedestrian/cyclist exposure to traffic fumes.		We are continuing to look at ways we could enhance the scheme during the detailed design process to achieve greater separation of cyclists from pedestrians and traffic, if and where possible
Unnecessary, prolonged additional delays to cyclists, thus exposing them to more traffic fumes and causing inconvenience by adding time to their commute.	Negative	<p>We acknowledge that our proposals would cause some inconvenience to pedestrians and cyclists and would increase their journey times, particularly those travelling between the east side of East Mayne and the Nevendon junction, but crucially the scheme would reduce people's exposure to air pollution in the worst affected section of the central reservation. It should be noted that, in line with the Directive 2008/50/EC of the European Parliament and of the Council of 21 May 2008 on ambient air quality and cleaner air for Europe (Annex III), compliance is not to be assessed where road traffic conditions are less predictable, e.g. around major junctions.</p> <p>We are continuing to look at ways we could enhance the scheme during the detailed design process to achieve greater separation of cyclists from pedestrians and traffic, if and where possible</p>
Moving these crossings is a near pointless exercise. You're talking about a number of changes that would impact and worsen traffic congestion, thus air quality.	Negative	<p>Doing nothing is not an option. Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Computer modelling confirmed that if no further action was taken then compliance 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.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p>

		<p>Our traffic modelling work shows that without action delay and congestion in the area is set to worsen in the peak and inter-peak periods by 2022 because of increases in traffic. This, of course, would worsen the air quality problems. In devising our scheme, which removes the need for pedestrians and cyclists to cross at the point of highest air quality pollution, we considered several configurations of signals. The chosen scheme is considered to provide the best configuration, on balance, with delays on some turning movements offset by improvements in other turning movements. It is recognised that the priority of keeping traffic moving on East Mayne has been balanced with a slight increase in queues on Christopher Martin Road, because of the introduction of a new crossing. However, traffic queues would be regularly monitored as part of the air quality monitoring plan. Consequently, there would be regular opportunity to review signal timings and respond to any excessive queuing or delay, which ultimately should further contribute to air quality improvements.</p>
<p>This isn't about reducing air pollution. It's simply moving walkers and cyclists away from the pollution to reduce their exposure. It's not a solution - it's a fudge.</p> <p>If I'm walking it would not be so bad. If I'm cycling, I don't want to have to keep stopping and putting my feet down - especially in poor weather. This 'solution' makes me stop even more than currently and will incentivise me to not use that route</p>	Negative	<p>Doing nothing is not an option. Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Computer modelling confirmed that if no further action was taken then compliance 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.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>We acknowledge that our proposals would cause some inconvenience to pedestrians and cyclists and would increase their journey times, particularly those travelling between the east side of East Mayne and the Nevendon junction, but</p>

		<p>crucially the scheme would reduce people's exposure to air pollution in the worst affected section of the central reservation.</p> <p>We are continuing to look at ways we could enhance the scheme during the detailed design process to achieve greater separation of cyclists from pedestrians and traffic, if and where possible</p> <p>Various schemes and initiatives have also 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 planned. More information is available on our website.</p>
<p>Moving pedestrians and cyclists to one side of the road to the other will not materially reduce their exposure to air pollution. They would still be too close to the main road breathing in toxic fumes from heavy traffic. The only way to materially improve air quality is to reduce the amount of traffic and to improve traffic flow (reducing stop/start and idling). You need to do this either through:</p> <ol style="list-style-type: none"> 1) charging polluting vehicles entering busy road sections (charging CAZ) 2) completely banning polluting vehicles from entering busy road sections (non-charging CAZ) 3) reallocating road space to bus priority lanes, cycle lanes and green/pedestrian space, so it reduces demand for travel overall 	Negative	<p>The Government's benchmark position for areas that exceed legal air quality limits at the roadside like this is a charging clean air zone, which would charge certain vehicle owners for driving in a specified zone if their vehicle fails to meet certain emissions standards. Our studies concluded that a charging clean air zone would take longer to implement than our preferred option, while we also think it would have a disproportionate impact on businesses and residents. We firmly believe that a charging clean air zone would be the wrong course of action and have, therefore, been looking at potential alternatives to address the exceedances. Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>Crucially, our scheme would reduce people's exposure to air pollution in the worst affected section of the central reservation. It should be noted that, in line with the Directive 2008/50/EC of the European Parliament and of the Council of 21 May 2008 on ambient air quality and cleaner air for Europe (Annex III), compliance is not to be assessed where road traffic conditions are less predictable, e.g. around major junctions.</p>

<p>This area is already a nightmare to navigate on foot or bike, the proposals simply make an already convoluted crossing even worse.</p>	<p>Negative</p>	<p>We acknowledge that our proposals would cause some inconvenience to pedestrians and cyclists and would increase their journey times, particularly those travelling between the east side of East Mayne and the Nevendon junction, but crucially the scheme would reduce people's exposure to air pollution in the worst affected section of the central reservation.</p> <p>We are continuing to look at ways we could enhance the scheme during the detailed design process to achieve greater separation of cyclists from pedestrians and traffic, if and where possible</p> <p>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 planned. More information is available on our website.</p>
<p>I feel that reducing the amount of time a person is within the central res is only finding a loophole to resolve the issue and you're not considering the wider issue of poor air quality in the whole area.</p> <p>Pedestrians still have to walk along East Mayne to reach the crossing. It seems like a lot of investment just to change the duration someone is between East and west bound carriages.</p> <p>Reducing overall traffic and lorries in the area would be more beneficial for a wider Basildon.</p>	<p>Negative</p>	<p>Doing nothing is not an option. Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Computer modelling confirmed that if no further action was taken then compliance 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.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>While we recognise the wider need to reduce travel demand through providing safer, greener and healthier alternatives to driving and are doing so through a number of other schemes and initiatives, we do not believe this can be achieved in a proportionate or quick enough way as part of this particular project, where compliance must be achieved in the shortest possible time.</p>

<p>By introducing a further set of traffic lights, you are going to increase stand still traffic. When traffic accelerates away from the traffic lights, which will be a short distance as there are still a further two more sets of traffic lights when approaching the roundabout, will increase vehicle emissions. Whereas, if traffic is allowed to flow freely, without the traffic light control, vehicle engines speed will not be increased to pull away from a traffic light.</p>	<p>Negative</p>	<p>Doing nothing is not an option. Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Computer modelling confirmed that if no further action was taken then compliance 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.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>Our traffic modelling work shows that without action delay and congestion in the area is set to worsen in the peak and inter-peak periods by 2022 because of increases in traffic. This, of course, would worsen the air quality problems. In devising our scheme, which removes the need for pedestrians and cyclists to cross at the point of highest air quality pollution, we considered several configurations of signals. The chosen scheme is considered to provide the best configuration, on balance, with delays on some turning movements offset by improvements in other turning movements. It is recognised that the priority of keeping traffic moving on East Mayne has been balanced with a slight increase in queues on Christopher Martin Road, because of the introduction of a new crossing. However, traffic queues would be regularly monitored as part of the air quality monitoring plan. Consequently, there would be regular opportunity to review signal timings and respond to any excessive queuing or delay, which ultimately should further contribute to air quality improvements.</p>
<p>I don't feel this will have any significant impact on the overall air quality for those residents living on or near East Mayne, and rather benefits</p>	<p>Negative</p>	<p>Doing nothing is not an option. Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Computer modelling confirmed that if no further action was taken then compliance</p>

<p>the people who work in units in this area or the small proportion of residents who may choose to walk to Sainsbury's.</p> <p>Whoever is using the crossing is still going to be subject to the same amount of pollution but for a smaller amount of time, it does nothing to reduce this.</p>		<p>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.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>Crucially the scheme would reduce people's exposure to air pollution in the worst affected section of the central reservation.</p>
<p>The preferred option is not going to improve anything at the junction. To take traffic via three crossings instead of two does not make any sense and is more likely to increase pollution.</p> <p>The issue with East Mayne junctions is that Christopher Martin Road should not be an exit route onto East Mayne, as the lights here stop traffic flowing in East Mayne to the Nevendon Junction. If this was removed there would be only one set of lights for traffic to deal with (if you moved the crossing to the roundabout). There are still exits for the Cranes estate on Cranes Farm Road, East Mayne at the kidney junction and at Mayflower.</p>	Negative	<p>Doing nothing is not an option. Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Computer modelling confirmed that if no further action was taken then compliance 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.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>Our traffic modelling work shows that without action delay and congestion in the area is set to worsen in the peak and inter-peak periods by 2022 because of increases in traffic. This, of course, would worsen the air quality problems. In devising our scheme, which removes the need for pedestrians and cyclists to cross at the point of highest air quality pollution, we considered several configurations of signals. The chosen scheme is considered to provide the best configuration, on balance, with delays on some turning movements offset by improvements in other turning movements. It is recognised that the priority of</p>

		<p>keeping traffic moving on East Mayne has been balanced with a slight increase in queues on Christopher Martin Road, because of the introduction of a new crossing. However, traffic queues would be regularly monitored as part of the air quality monitoring plan. Consequently, there would be regular opportunity to review signal timings and respond to any excessive queuing or delay, which ultimately should further contribute to air quality improvements.</p> <p>More complex changes to the access arrangements to East Mayne and Christopher Martin Road would</p>
<p>I think I'm correct in saying that most pollution is caused when a vehicle is stationary with the engine running i.e. revving up to pull away. This option has 5 sets of traffic lights so therefore 5 causes of pollution.</p>	Negative	<p>Our technical work shows that the preferred option would be likely to achieve some improvement to air quality in East Mayne. Crucially, it would reduce people's exposure to air pollution at the roadside when using the shared-use footway/cycleway in the central reservation.</p> <p>Our traffic modelling work shows that without action delay and congestion in the area is set to worsen in the peak and inter-peak periods by 2022 because of increases in traffic. This, of course, would worsen the air quality problems. In devising our scheme, which removes the need for pedestrians and cyclists to cross at the point of highest air quality pollution, we considered several configurations of signals. The chosen scheme is considered to provide the best configuration, on balance, with delays on some turning movements offset by improvements in other turning movements. It is recognised that the priority of keeping traffic moving on East Mayne has been balanced with a slight increase in queues on Christopher Martin Road, because of the introduction of a new crossing. However, traffic queues would be regularly monitored as part of the air quality monitoring plan. Consequently, there would be regular opportunity to review signal timings and respond to any excessive queuing or delay, which ultimately should further contribute to air quality improvements.</p>
<p>I have walked along the existing route on several occasions, the new</p>	Negative	<p>We acknowledge that our proposals would cause some inconvenience to pedestrians and cyclists and would increase their journey times, particularly those</p>

<p>route will take me longer and make no appreciable difference to my exposure to traffic fumes. It is a thoroughly pointless exercise and a terrible waste of money. In fact, it is very likely that it will make the air quality worse because traffic will be subjected to longer delays. I am appalled that you are seriously considering implementing this supposed solution.</p>	<p>travelling between the east side of East Mayne and the Nevendon junction, but crucially the scheme would reduce people's exposure to air pollution in the worst affected section of the central reservation.</p> <p>Doing nothing is not an option. Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Computer modelling confirmed that if no further action was taken then compliance 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.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>The Government (Defra) is funding the project and all of the work is being independently verified through its Joint Air Quality Unit (JAQU).</p> <p>Our technical work shows that the preferred option would be likely to achieve some improvement to air quality in East Mayne. Crucially, it would reduce people's exposure to air pollution at the roadside when using the shared-use footway/cycleway in the central reservation.</p> <p>Our traffic modelling work shows that without action delay and congestion in the area is set to worsen in the peak and inter-peak periods by 2022 because of increases in traffic. This, of course, would worsen the air quality problems. In devising our scheme, which removes the need for pedestrians and cyclists to cross at the point of highest air quality pollution, we considered several configurations of signals. The chosen scheme is considered to provide the best</p>
--	---

		configuration, on balance, with delays on some turning movements offset by improvements in other turning movements. It is recognised that the priority of keeping traffic moving on East Mayne has been balanced with a slight increase in queues on Christopher Martin Road, because of the introduction of a new crossing. However, traffic queues would be regularly monitored as part of the air quality monitoring plan. Consequently, there would be regular opportunity to review signal timings and respond to any excessive queuing or delay, which ultimately should further contribute to air quality improvements
<p>Anyone travelling to the roundabout will pass within close proximity of the A127 anyway. Moving the traffic lights doesn't look to alleviate any of the problem.</p> <p>Adversely it will add an extra set of traffic lights to East Mayne, delaying drivers in busy periods at an already overly congested junction</p>	Negative	<p>Our technical work shows that the preferred option would be likely to achieve some improvement to air quality in East Mayne. Crucially, it would reduce people's exposure to air pollution at the roadside when using the shared-use footway/cycleway in the central reservation.</p> <p>Our traffic modelling work shows that without action delay and congestion in the area is set to worsen in the peak and inter-peak periods by 2022 because of increases in traffic. This, of course, would worsen the air quality problems. In devising our scheme, which removes the need for pedestrians and cyclists to cross at the point of highest air quality pollution, we considered several configurations of signals. The chosen scheme is considered to provide the best configuration, on balance, with delays on some turning movements offset by improvements in other turning movements. It is recognised that the priority of keeping traffic moving on East Mayne has been balanced with a slight increase in queues on Christopher Martin Road, because of the introduction of a new crossing. However, traffic queues would be regularly monitored as part of the air quality monitoring plan. Consequently, there would be regular opportunity to review signal timings and respond to any excessive queuing or delay, which ultimately should further contribute to air quality improvements</p>
The crossing relocation means to walk from Sainsbury's you go from have 2 road to cross to now 4 roads	Negative	Doing nothing is not an option. Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time.

<p>in the proposed change.</p> <p>This does nothing to solve the source and prioritises cars over people.</p>		<p>Computer modelling confirmed that if no further action was taken then compliance 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.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>The Government (Defra) is funding the project and all of the work is being independently verified through its Joint Air Quality Unit (JAQU).</p> <p>We acknowledge that our proposals would cause some inconvenience to pedestrians and cyclists and would increase their journey times, particularly those travelling between the east side of East Mayne and the Nevendon junction, but crucially the scheme would reduce people's exposure to air pollution in the worst affected section of the central reservation.</p> <p>While we recognise the wider need to reduce travel demand through providing safer, greener and healthier alternatives to driving and are doing so through a number of other schemes and initiatives, we do not believe this can be done in a proportionate or quick enough way as part of this particular project.</p>
<p>The staggered nature of the crossing is disappointing. To reduce exposure to poor air there should be no wait time in the middle of East Mayne. Crossing points should be continuous and never staggered in between lanes of polluting traffic.</p>	<p>Negative</p>	<p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>We are continuing to look at ways we could enhance the scheme during the detailed design process to achieve greater separation of cyclists from pedestrians and traffic, if and where possible</p>

<p>You are adding more traffic lights so more congestion more pollution</p>	<p>Negative</p>	<p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>Our traffic modelling work shows that without action delay and congestion in the area is set to worsen in the peak and inter-peak periods by 2022 because of increases in traffic. This, of course, would worsen the air quality problems. In devising our scheme, which removes the need for pedestrians and cyclists to cross at the point of highest air quality pollution, we considered several configurations of signals. The chosen scheme is considered to provide the best configuration, on balance, with delays on some turning movements offset by improvements in other turning movements. It is recognised that the priority of keeping traffic moving on East Mayne has been balanced with a slight increase in queues on Christopher Martin Road, because of the introduction of a new crossing. However, traffic queues would be regularly monitored as part of the air quality monitoring plan. Consequently, there would be regular opportunity to review signal timings and respond to any excessive queuing or delay, which ultimately should further contribute to air quality improvements</p>
<p>The preferred option is going to have very little impact because the increased number of road crossings will slow the traffic more so there will be more stationary traffic for longer causing more pollution.</p> <p>Basildon effectively funnels all traffic onto a few very congested exits. And measures which constrict these flows</p>	<p>Negative</p>	<p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>Our traffic modelling work shows that without action delay and congestion in the area is set to worsen in the peak and inter-peak periods by 2022 because of increases in traffic. This, of course, would worsen the air quality problems. In devising our scheme, which removes the need for pedestrians and cyclists to cross at the point of highest air quality pollution, we considered several</p>

<p>will slow traffic, cause greater congestion and therefore greater pollution.</p> <p>For cyclists there will be more crossings which will delay their journey, and expose them to more pollution because they are waiting at the roadside for longer.</p> <p>To reduce pollution, consider making the traffic flow smoothly so the volume of traffic dissipates easily, preferably smoothly so there is less stop start traffic.</p>		<p>configurations of signals. The chosen scheme is considered to provide the best configuration, on balance, with delays on some turning movements offset by improvements in other turning movements. It is recognised that the priority of keeping traffic moving on East Mayne has been balanced with a slight increase in queues on Christopher Martin Road, because of the introduction of a new crossing. However, traffic queues would be regularly monitored as part of the air quality monitoring plan. Consequently, there would be regular opportunity to review signal timings and respond to any excessive queuing or delay, which ultimately should further contribute to air quality improvements.</p> <p>We acknowledge that our proposals would cause some inconvenience to pedestrians and cyclists and would increase their journey times, particularly those travelling between the east side of East Mayne and the Nevendon junction, but crucially the scheme would reduce people's exposure to air pollution in the worst affected section of the central reservation.</p> <p>While we recognise the wider need to reduce travel demand through providing safer, greener and healthier alternatives to driving and are doing so through a number of other schemes and initiatives, we do not believe this can be done in a proportionate or quick enough way as part of this particular project.</p>
<p>Will take longer for pedestrians and cyclists to go the same distance</p> <p>Fewer cars will be able to leave Christopher Martin Road during rush hour causing more pollution with the proposed new light location</p> <p>An elevated crossing or a subway will reduce pollution on the southbound carriage as the lights could then be</p>	Negative	<p>We acknowledge that our proposals would cause some inconvenience to pedestrians and cyclists and would increase their journey times, particularly those travelling between the east side of East Mayne and the Nevendon junction, but crucially the scheme would reduce people's exposure to air pollution in the worst affected section of the central reservation.</p> <p>Our traffic modelling work shows that without action delay and congestion in the area is set to worsen in the peak and inter-peak periods by 2022 because of increases in traffic. This, of course, would worsen the air quality problems. In devising our scheme, which removes the need for pedestrians and cyclists to cross at the point of highest air quality pollution, we considered several</p>

<p>removed, but the northbound carriage will still need traffic lights due to traffic on Christopher Martin Road</p>	<p>configurations of signals. The chosen scheme is considered to provide the best configuration, on balance, with delays on some turning movements offset by improvements in other turning movements. It is recognised that the priority of keeping traffic moving on East Mayne has been balanced with a slight increase in queues on Christopher Martin Road, because of the introduction of a new crossing. However, traffic queues would be regularly monitored as part of the air quality monitoring plan. Consequently, there would be regular opportunity to review signal timings and respond to any excessive queuing or delay, which ultimately should further contribute to air quality improvements.</p> <p>Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Having assessed various options, including a potential footbridge, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>The suggestions made would take longer to implement, would not accommodate the north-south cycle route and would not result in compliance in the shortest possible time.</p>
<p>Making these proposed changes to the crossings will expose pedestrians to more pollution as it will take significantly longer to cross the road, waiting for more traffic lights to change and taking a longer route than with the present layout. Vehicles create more pollution when they are standing still at traffic lights as well. The traffic needs to flow, not be stopped at even more traffic lights! I</p>	<p>Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Computer modelling confirmed that if no further action was taken then compliance 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.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p>

believe that this money could be better spent making safer crossings at Gardiner's Lane and Cranfield Park Road, under the A127. These public rights of way have been closed with signs "fatal incident site, do not cross", but pedestrians still cross at these places. They were public rights of way, long before the A127 was made into a dual carriage way.		<p>We acknowledge that our proposals would cause some inconvenience to pedestrians and cyclists and would increase their journey times, particularly those travelling between the east side of East Mayne and the Nevendon junction, but crucially the scheme would reduce people's exposure to air pollution in the worst affected section of the central reservation. Our technical work shows that the preferred option would also be likely to achieve some improvement to air quality in East Mayne.</p> <p>The Government (Defra) is funding the project and all of the work is being independently verified through its Joint Air Quality Unit (JAQU).</p> <p>The suggested schemes are outside the scope of this project.</p>
From the plan I cannot see that this change would have a sufficient impact.	Negative	<p>Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Computer modelling confirmed that if no further action was taken then compliance 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.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law. Crucially, the scheme would reduce people's exposure to air pollution in the worst affected section of the central reservation.</p>
Does nothing to reduce pollution from high levels of traffic.	Negative	<p>Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Computer modelling confirmed that if no further action was taken then compliance in East Mayne was not likely to</p>

		<p>occur until 2024 and, therefore, Essex County Council and Basildon Borough Council have a legal obligation to make it compliant sooner.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law. Crucially, the scheme would reduce people's exposure to air pollution in the worst affected section of the central reservation.</p>
<p>I don't understand how moving a crossing will reduce vehicle emissions, this appears to be another waste of money the only solution to reduced emissions is to lower the number of vehicles using this access to the A127. Make the Mayflower retail park A127 junction accessible to both directions of the A127, taking some of the traffic away from East Mayne.</p>	Negative	<p>The ministerial directive from Government specifically outlines the need for us to resolve air quality exceedances on East Mayne, Basildon, in the shortest possible time. Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law. Crucially, the scheme would reduce people's exposure to air pollution in the worst affected section of the central reservation.</p> <p>While we recognise the wider need to reduce travel demand through providing safer, greener and healthier alternatives to driving and are doing so through a number of other schemes and initiatives, we do not believe this can be done in a proportionate or quick enough way as part of this particular project.</p> <p>The suggested schemes are outside the scope of this project.</p>
<p>The proposed solution does nothing to reduce the quality of air in a zone identified as being above desired limits. Moving people away from that area is not tackling the source of the problem. The proposed solution does not improve in any meaningful way,</p>	Negative	<p>Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Computer modelling confirmed that if no further action was taken then compliance 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.</p>

<p>such as safety or journey times, the experience for cyclists and pedestrians using that section of road. A solution that provided a safer and quicker route for pedestrians and cyclists would encourage more to use greener methods of transport reducing the pollution at that site. As it currently stands reconfiguring the road without meaningful improvements for those choosing to travel by environmentally friendly methods and the disruption for motorists, cyclists and pedestrians seems to be about avoiding paying a charge, not a commitment to investment in future proof sustainable transport solutions.</p>	<p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>Our technical work shows that the preferred option would be likely to achieve some improvement to air quality in East Mayne.</p> <p>While we recognise the wider need to reduce travel demand through providing safer, greener and healthier alternatives to driving and are doing so through a number of other schemes and initiatives, we do not believe this can be achieved in a proportionate or quick enough way as part of this particular project, where compliance must be achieved in the shortest possible time.</p> <p>We acknowledge that our proposals would also cause some inconvenience to pedestrians and cyclists and would increase their journey times, particularly those travelling between the east side of East Mayne and the Nevendon junction, but crucially the scheme would reduce people's exposure to air pollution in the worst affected section of the central reservation.</p> <p>Safety is of paramount importance to us and the proposed scheme is also still subject to a road safety audit.</p> <p>We are also continuing to look at ways we could enhance the scheme during the detailed design process to achieve greater separation of cyclists from pedestrians and traffic, if and where possible</p> <p>In addition, 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 planned. More information is available on our website.</p>
---	---

<p>The proposed route would increase exposure to air pollution for cyclists. This is because we would spend time waiting at the additional crossings. A preferred option would be dedicated, segregated cycle lanes which would encourage many people to get out of their cars and cycle to work. This would have a sustainable, positive affect on pollution levels. The current proposal does nothing to reduce pollution at all and is therefore a waste of tax funds. The public sector is duty bound to deliver value for money through its spending. This proposal does not demonstrate any of the value measures for public spending. I passionately object to public money being wasted on such projects which are clearly non-sensical. If this is the only way to comply with regulations, there must be a flaw in the regulation. The narrative provided indicates that we need to do something quickly in order to comply. I don't know when the regulation came into force, I wonder whether we could have acted sooner to make positive changes to improve the town, rather than wait until the last minute and waste public money.</p>	<p>Negative</p>	<p>Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Computer modelling confirmed that if no further action was taken then compliance 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.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>Our technical work shows that the preferred option would be likely to achieve some improvement to air quality in East Mayne. We acknowledge that our proposals would also cause some inconvenience to pedestrians and cyclists and would increase their journey times, particularly those travelling between the east side of East Mayne and the Nevendon junction, but crucially the scheme would reduce people's exposure to air pollution in the worst affected section of the central reservation.</p> <p>While we recognise the wider need to reduce travel demand through providing safer, greener and healthier alternatives to driving and are doing so through a number of other schemes and initiatives, we do not believe this can be achieved in a proportionate or quick enough way as part of this particular project, where compliance must be achieved in the shortest possible time.</p> <p>We are also continuing to look at ways we could enhance the scheme during the detailed design process to achieve greater separation of cyclists from pedestrians and traffic, if and where possible.</p> <p>In addition, various schemes and initiatives have already been developed to help improve overall air quality in the Basildon area and encourage a shift to cleaner</p>
---	-----------------	--

		<p>forms of travel and transport, while a number of others are planned. More information is available on our website.</p> <p>The UK Government reports to the European Commission on its compliance with the European Air Quality Directive, which assesses exposure at roadside locations. 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). 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.</p>
<p>It does not seem to deal with the main issue, which is too many cars using too little space on the roads and a traffic light system/ roundabout structure that does not adapt to or assist increased traffic levels.</p> <p>As the cars will still be churning out the same amount of toxic gasses but you are simply moving people a little further from those gasses in theory, the end result will be an irrelevance as you cannot control how the wind blows and therefore people walking will still be breathing in the toxins, dependent upon how easily that</p>	Negative	<p>Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Computer modelling confirmed that if no further action was taken then compliance 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.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>Our technical work shows that the preferred option would be likely to achieve some improvement to air quality in East Mayne. Crucially, the scheme would reduce people's exposure to air pollution in the worst affected section of the central reservation.</p>

<p>cloud of toxins can move towards them.</p> <p>You need either to support cars and build better roads and infrastructure to keep them moving, or you ban them. There is no middle way.</p> <p>Your idea comes across as the usual PC fudge. No-one is happy, everyone is mildly confused.</p>		<p>While we recognise the wider need to reduce travel demand through providing safer, greener and healthier alternatives to driving and are doing so through a number of other schemes and initiatives, we do not believe this can be achieved in a proportionate or quick enough way as part of this particular project, where compliance must be achieved in the shortest possible time.</p> <p>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 planned. More information is available on our website.</p> <p>When modelling air quality, meteorological and canyon effects are taken into account.</p>
<p>Moving the crossing is clearly just a ploy to make it meet government criteria as opposed to fixing the issue at hand.</p> <p>The fact that the A127 needs the Fortune of War junction removed, a third lane from the M25 junction all the way into Southend and the road speed to be raised back to 70mph so traffic is not at a standstill, also rectifying the bottleneck where the dual carriageway way into Wickford moves to a single lane, this will only continue to get worse as the population of Wickford rises, the roads cannot cope with the amount of vehicles entering Wickford and thus cause the junction at East Mayne to</p>	<p>Negative</p>	<p>Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Computer modelling confirmed that if no further action was taken then compliance 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.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>While we recognise the wider need to reduce travel demand through providing safer, greener and healthier alternatives to driving and are doing so through a number of other schemes and initiatives, we do not believe this can be achieved in a proportionate or quick enough way as part of this particular project, where compliance must be achieved in the shortest possible time.</p>

<p>block up causing more issues with the A127.</p> <p>The A127 is no longer fit for purpose in its current design and needs to be either widened or redesigned as it clearly cannot cope with the amount of vehicles that use it on a daily basis, at nearly every junction from the M25 all the way to Victoria Avenue in Southend there are issues that cause the traffic to build excessively, unless these are all dealt with you will always have pollution problems around the main junctions.</p>		<p>Potential improvements to various junctions along the A127, including a potential scheme at the Fortune of War, are being developed as part of a separate project. A Task Force consisting of local MPs, councillors and officers and other key partners has also been developing a long-term vision for transport along the A127 corridor and identifying potential improvements. More information is available online.</p>
<p>I cannot see it will make any difference. The issue is the amount of traffic due to delivery vehicles and the industrial areas which are forever expanding. Tax them not normal residents.</p>	<p>Negative</p>	<p>The Government's benchmark position for areas that exceed legal air quality limits at the roadside like this is a charging clean air zone, which charges certain vehicle owners for driving in a specified zone if their vehicle fails to meet certain emissions standards. Our studies concluded that a charging clean air zone would take longer to implement than our preferred option, while we also think it would have a disproportionate impact on businesses and residents. We firmly believe that a charging clean air zone would be the wrong course of action and have, therefore, been looking at potential alternatives to address the exceedances. Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law. Crucially, our scheme would reduce people's exposure to air pollution in the worst affected section of the central reservation.</p> <p>While we recognise the wider need to reduce travel demand through providing safer, greener and healthier alternatives to driving and are doing so through a number of other schemes and initiatives, we do not believe this can be achieved in</p>

		a proportionate or quick enough way as part of this particular project, where compliance must be achieved in the shortest possible time.
<p>The preferred option will defer the problem but not solve it.</p> <p>The main cause is traffic congestion so unless we do something about that the root cause will remain.</p> <p>Charging won't work just look at London. The charge makes money but does not solve the problem.</p> <p>Good, reliable, reasonably priced public transport would help more I think. Our money would be better spent encouraging people on to buses or better still a tram system like Croydon?</p>	Negative	<p>Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Computer modelling confirmed that if no further action was taken then compliance 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.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>While we recognise the wider need to reduce travel demand through providing safer, greener and healthier alternatives to driving and are doing so through a number of other schemes and initiatives, we do not believe this can be achieved in a proportionate or quick enough way as part of this particular project, where compliance must be achieved in the shortest possible time.</p> <p>Potential improvements to various junctions along the A127, including a potential scheme at the Fortune of War, are being developed as part of a separate project. A Task Force consisting of local MPs, councillors and officers and other key partners has also been developing a long-term vision for transport along the A127 corridor and identifying potential improvements. More information is available online.</p>
<p>Does not matter if you move it or not the air quality will be the same.</p> <p>Seems to me unless this is tackled correctly i.e. taking cars off road, with introducing cheap electric cars</p>	Negative	<p>Doing nothing is not an option. Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Computer modelling confirmed that if no further action was taken then compliance in East Mayne was not likely to occur until 2024 and, therefore, Essex County</p>

<p>enough charging points your scheme is waste money. Pedestrians have to cross the road somewhere. Cyclists should not matter - they use road without tax or insurance so how this crossing helps them I don't understand. Global warming is a problem but until its tackled globally our little bit won't make a difference.</p>		<p>Council and Basildon Borough Council have a legal obligation to make it compliant sooner.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law. Crucially, our scheme would reduce people's exposure to air pollution in the worst affected section of the central reservation.</p> <p>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..</p>
<p>This option does not improve the air quality or even attempt to reduce pollution. It is just moving pedestrians and cyclists slightly further away from the road. Additionally, they would spend longer at the roadside waiting to cross. If you want to encourage greener travel then you should improve cycle paths and cycle lanes.</p>	<p>Negative</p>	<p>Doing nothing is not an option. Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Computer modelling confirmed that if no further action was taken then compliance 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.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>Our technical work shows that the preferred option would be likely to achieve some improvement to air quality in East Mayne. Crucially, it would reduce people's exposure to air pollution at the roadside when using the shared-use footway/cycleway in the central reservation.</p>

		<p>We acknowledge that our proposals would cause some inconvenience to pedestrians and cyclists and would increase their journey times, particularly those travelling between the east side of East Mayne and the Nevendon junction, but crucially the scheme would reduce people's exposure to air pollution in the worst affected section of the central reservation.</p> <p>While we recognise the wider need to reduce travel demand through providing safer, greener and healthier alternatives to driving and are doing so through a number of other schemes and initiatives, we do not believe this can be done in a proportionate or quick enough way as part of this particular project.</p> <p>Various schemes and initiatives have also 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 planned. More information is available on our website.</p>
<p>The moving of the footpath is not significantly impacting on the key issue here, which is emissions. Where are the increased environmental improvements, such as tree and shrubbery plantings in Basildon as a whole? Where are restrictions on vehicle users - the root cause of the pollution problem? It seems to me a futile waste of crucial funds to move pathways which will hardly impact on users or the wider issue about which there will be no change.</p>	Negative	<p>The Government's benchmark position for areas that exceed legal air quality limits at the roadside like this is a charging clean air zone, which charges certain vehicle owners for driving in a specified zone if their vehicle fails to meet certain emissions standards. Our studies concluded that a charging clean air zone would take longer to implement than our preferred option, while we also think it would have a disproportionate impact on businesses and residents. We firmly believe that a charging clean air zone would be the wrong course of action and have, therefore, been looking at potential alternatives to address the exceedances. Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>Our technical work shows that the preferred option would be likely to achieve some improvement to air quality in East Mayne. Crucially, it would reduce people's exposure to air pollution at the roadside when using the shared-use footway/cycleway in the central reservation.</p>

<p>This will not have any impact on the air quality in this area, only those passing through. I live nearby and since working from home have noticed that the air quality is affecting my breathing, I have a constant blocked nose which I have to use a nasal spray for 3-4 times a day and wakes me up at night because I can't breathe.</p>	Negative	<p>Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Computer modelling confirmed that if no further action was taken then compliance 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.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>Our technical work shows that the preferred option would be likely to achieve some improvement to air quality in East Mayne. Crucially, it would reduce people's exposure to air pollution at the roadside when using the shared-use footway/cycleway in the central reservation.</p>
<p>Poor. This option will make no difference in air quality in the highlighted area.</p>	Negative	<p>Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Computer modelling confirmed that if no further action was taken then compliance 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.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p>

		Our technical work shows that the preferred option would be likely to achieve some improvement to air quality in East Mayne. Crucially, it would reduce people's exposure to air pollution at the roadside when using the shared-use footway/cycleway in the central reservation.
In reducing air quality risk to pedestrians, how does walking alongside the same roads differ to walking along the central reservation? Look forward to a reply, please.	Negative	<p>Doing nothing is not an option. Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Computer modelling confirmed that if no further action was taken then compliance 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.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law. Crucially, the scheme would reduce people's exposure to air pollution in the worst affected section of the central reservation</p>
As there is no impact with the level of traffic I cannot see that this will have much of an impact on the level of pollution, only to slightly minimise the impact on cyclists.	Negative	<p>Doing nothing is not an option. Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Computer modelling confirmed that if no further action was taken then compliance 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.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law. Crucially, the scheme would reduce people's exposure to air pollution in the worst affected section of the central reservation.</p>

Yes. Do something more effective.	Negative	Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law. Crucially, the scheme would reduce people's exposure to air pollution in the worst affected section of the central reservation.
I am confused. The speed limit from the Fortune of War roundabout was reduced but not to the optimum speed to reduced emissions. Now you are saying that moving one crossing will make pollution levels now compliant. Your questionnaire is unclear and doesn't really explain it. This feels like a temporary fix. Air quality is an important. Pollution caused but traffic is only going to increase due to the over development of Basildon and all neighbouring boroughs. Continue to fight congestion charge. This won't solve anything. It will just move traffic to local roads and effectively increase overall pollution as these roads become gridlocked.	Negative	<p>Reducing speeds from 70mph to 50mph can reduce harmful nitrogen oxide emissions from car exhausts by up to 20 per cent, as well as improving road safety and journey time reliability.</p> <p>Doing nothing is not an option. Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Computer modelling confirmed that if no further action was taken then compliance 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.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law. Crucially, the scheme would reduce people's exposure to air pollution in the worst affected section of the central reservation.</p> <p>Further information about the proposed scheme is available in our online public engagement brochure and webpage, as referenced on the survey page.</p>
How is changing a small crossing, going to improve the volume of vehicle movements through that vicinity? How do you propose to move cyclist or pedestrians onto a roundabout then safely move them	Negative	<p>Doing nothing is not an option. Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Computer modelling confirmed that if no further action was taken then compliance in East Mayne was not likely to occur until 2024 and, therefore, Essex County</p>

<p>off the other side? What is the proposal for other side of A127? With any potential growth in vicinity of the industrial estates, traffic will increase further.</p>		<p>Council and Basildon Borough Council have a legal obligation to make it compliant sooner.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law. Crucially, the scheme would reduce people's exposure to air pollution in the worst affected section of the central reservation.</p> <p>Our traffic modelling work shows that without action delay and congestion in the area is set to worsen in the peak and inter-peak periods by 2022 because of increases in traffic. This, of course, would worsen the air quality problems. In devising our scheme, which removes the need for pedestrians and cyclists to cross at the point of highest air quality pollution, we considered several configurations of signals. The chosen scheme is considered to provide the best configuration, on balance, with delays on some turning movements offset by improvements in other turning movements. It is recognised that the priority of keeping traffic moving on East Mayne has been balanced with a slight increase in queues on Christopher Martin Road, because of the introduction of a new crossing. However, traffic queues would be regularly monitored as part of the air quality monitoring plan. Consequently, there would be regular opportunity to review signal timings and respond to any excessive queuing or delay, which ultimately should further contribute to air quality improvements.</p> <p>Under our proposals, pedestrians and cyclists would cross to the central reservation near the roundabout and continue along the existing route under the A127. No changes are proposed to the existing route beyond the crossing from East Mayne to the roundabout.</p> <p>Planned growth has been included in the traffic modelling.</p>
<p>You're making people stand at more crossings waiting for the green man</p>	<p>Negative</p>	<p>We acknowledge that our proposals would cause some inconvenience to pedestrians and cyclists and would increase their journey times, particularly those</p>

<p>(5 rather than 3) which will prolong their exposure to fumes</p>		<p>travelling between the east side of East Mayne and the Nevendon junction, but crucially the scheme would reduce people's exposure to air pollution in the worst affected section of the central reservation.</p> <p>Our technical work shows that the preferred option would be likely to achieve some improvement to air quality in East Mayne.</p>
<p>This isn't 'an engineering measure' but a bodge. Moving the people using the crossing will not affect the primary issue of air pollution caused by combustion vehicles. This option will result in people having to use more crossings to get to the same point and as such will introduce more risk to pedestrians/cyclists using the footway/cycleway.</p>	<p>Negative</p>	<p>Doing nothing is not an option. Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Computer modelling confirmed that if no further action was taken then compliance 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.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>We acknowledge that our proposals would cause some inconvenience to pedestrians and cyclists and would increase their journey times, particularly those travelling between the east side of East Mayne and the Nevendon junction, but crucially the scheme would reduce people's exposure to air pollution in the worst affected section of the central reservation.</p> <p>Our technical work shows that the preferred option would be likely to also achieve some improvement to air quality in East Mayne.</p> <p>It should be noted that, in line with the <i>Directive 2008/50/EC of the European Parliament and of the Council of 21 May 2008 on ambient air quality and cleaner</i></p>

		air for Europe (Annex III) , compliance is not to be assessed where road traffic conditions are less predictable, e.g. around major junctions.
Knowing how many people cross the other dual carriageways in Basildon I believe they would shortcut and not use the proper method, causing significant chance of accidents and injuries.	Negative	Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law. Safety is of paramount importance to us and safety fencing would be used to discourage people from crossing at other points. The proposed scheme is also still subject to a road safety audit.
My concern is based on my worsening COPD. While I do not live in the area you have referred to, other people do. Anything you do to improve air quality helps those of us who struggle to breath.	Positive	Noted
I cycle in Basildon to ride with friends and have not used this route yet	Neutral	N/A
The potholes need fixing as an urgent matter	Neutral	N/A for this project but noted
Do not charge us to use the A127 as it will kill the area.	Positive	The Government's benchmark position for areas that exceed legal air quality limits at the roadside like this is a charging clean air zone, which charges certain vehicle owners for driving in a specified zone if their vehicle fails to meet certain emissions standards. Our studies concluded that a charging clean air zone would take longer to implement than our preferred option, while we also think it would have a disproportionate impact on businesses and residents. We firmly believe that a charging clean air zone would be the wrong course of action and have, therefore,

		<p>been looking at potential alternatives to address the exceedances. Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p>
<p>Also need to look at another crossing, closer to the BP fuel station in the other direction. No option for safe crossing for cyclists going onto Cranes Farm Road from the Felmores/Burnt Mills area. The footbridge isn't suitable for cyclists!</p>	Neutral	<p>These proposals are outside the scope of this project but comments noted</p>
<p>It could cause delay to traffic travelling north on East Mayne onto the roundabout. From this point of view possibly a footbridge with slope for cycles might be better.</p>	Negative	<p>Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Having assessed various options, including a potential footbridge, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>The suggestion made would take longer to implement and would not result in compliance in the shortest possible time.</p> <p>Our traffic modelling work shows that without action delay and congestion in the area is set to worsen in the peak and inter-peak periods by 2022 because of increases in traffic. This, of course, would worsen the air quality problems. In devising our scheme, which removes the need for pedestrians and cyclists to cross at the point of highest air quality pollution, we considered several configurations of signals. The chosen scheme is considered to provide the best configuration, on balance, with delays on some turning movements offset by improvements in other turning movements. It is recognised that the priority of</p>

		keeping traffic moving on East Mayne has been balanced with a slight increase in queues on Christopher Martin Road, because of the introduction of a new crossing. However, traffic queues would be regularly monitored as part of the air quality monitoring plan. Consequently, there would be regular opportunity to review signal timings and respond to any excessive queuing or delay, which ultimately should further contribute to air quality improvements.
Would it have anything to do with building more houses? We all have to live somewhere when you put a lot of building in a small space how are people going to get around by car maybe?	Negative	Noted
Other things need to be addressed, like the amount of homes being created but not dealing with the infrastructure of Basildon. I.e. roads, doctors, schools, etc.	Negative	Noted
On behalf of the CCG I think that the proposals have the following potential impacts: - as a health commissioner we are supportive of improvements to the health of the population - looking at the proposal this may bring some improvements from the reduction of exposure to air pollution but on the face of it does little to reduce the overall volume of air pollution - as an employer - we have a number	Positive and negative aspects	Noted. Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law. Our traffic modelling work shows that without action delay and congestion in the area is set to worsen in the peak and inter-peak periods by 2022 because of increases in traffic. This, of course, would worsen the air quality problems. In devising our scheme, which removes the need for pedestrians and cyclists to cross at the point of highest air quality pollution, we considered several

<p>of employees that travel to work by car and will be impacted. Prior to the pandemic, staff would spend a considerable amount of time waiting in ques in peak times along Christopher Martin Road towards the East Main junction. On the face of it the wait will increase due to an additional cycle crossing - not sure how much the wait will increase by;</p> <p>- the CCG encourages travel by public transport, walking and cycling but to make this a reality there needs to be an improvement in infrastructure. The industrial area between Christopher Martin Road and West Mayne is geared to use by cars, vans and lorries and much could be done to encourage employees to travel by cycle. Slower vehicle speeds would be a number one objective and widening paths to enable separate cycle way / pedestrian access would also act as a significant benefit.</p>		<p>configurations of signals. The chosen scheme is considered to provide the best configuration, on balance, with delays on some turning movements offset by improvements in other turning movements. It is recognised that the priority of keeping traffic moving on East Mayne has been balanced with a slight increase in queues on Christopher Martin Road, because of the introduction of a new crossing. However, traffic queues would be regularly monitored as part of the air quality monitoring plan. Consequently, there would be regular opportunity to review signal timings and respond to any excessive queuing or delay, which ultimately should further contribute to air quality improvements.</p> <p>While we recognise the wider need to reduce travel demand through providing safer, greener and healthier alternatives to driving and are doing so through a number of other schemes and initiatives, we do not believe this can be achieved in a proportionate or quick enough way as part of this particular project, where compliance must be achieved in the shortest possible time.</p>
Any changes that reduce exposure to air pollution have got to be good in the long run.	Positive	Noted
The RHA welcomes that Essex County Council is considering an engineering solution to relocate the	Positive	Noted

footway/cycleway that obviates the need for a charging Clean Air Zone. This is a sensible, proportionate measure which we fully support.		
Something has to be done to improve air quality in this area and the preferred option will bring forward the necessary improvements	Positive	Noted
Seems sensible.	Positive	Noted
The preferred option appears to be a small step forward to tackle what is a serious issue. It will not have an adverse impact, but frankly, any positive results will be minimal and will not address the issues unless combined with a range of additional actions.	Positive	Noted. Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.
It seems like a simple and sensible solution	Positive	Noted
Seems adequate with least disruption	Positive	Noted
Another Basildon council issue, that has not been thought about properly, like everything else, particularly in Wickford where I live and the decimation of green land for more building, which is a blight on our environment, regardless of air quality	Negative	Noted. Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.

It's ridiculous. People will have to wait at 6 sets of lights.	Negative	<p>Doing nothing is not an option. Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Computer modelling confirmed that if no further action was taken then compliance 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.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>We acknowledge that our proposals would cause some inconvenience to pedestrians and cyclists and would increase their journey times, particularly those travelling between the east side of East Mayne and the Nevendon junction, but crucially the scheme would reduce people's exposure to air pollution in the worst affected section of the central reservation.</p>
I live by the road mentioned and think something needs to be done as such a busy road and lots of built up areas	Positive	Noted. Further improvements to East Mayne are outside the scope of this project.
Anything that improves the environment is a positive step	Positive	Noted
No tangible benefit	Negative	<p>Doing nothing is not an option. Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Computer modelling confirmed that if no further action was taken then compliance 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.</p>

		<p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>Our technical work shows that the preferred option would be likely to achieve some improvement to air quality in East Mayne. Crucially, it would reduce people's exposure to air pollution at the roadside when using the shared-use footway/cycleway in the central reservation.</p>
Can you tell me the difference in the air quality between the old crossing and the new proposed crossing?	Neutral	Our technical work shows that the preferred option would be likely to achieve some improvement to air quality in East Mayne. Crucially, it would reduce people's exposure to air pollution at the roadside when using the shared-use footway/cycleway in the central reservation.
I suspect the East Mayne problem is likely to be due to the very high number of large diesel lorries accessing the incinerator on the Burnt Mills estate throughout the day. In addition to other such polluting vehicles using the Basildon section of the A127 and East Mayne to access Pitsea tip.	Neutral	We have used automatic number plate recognition cameras to identify fleet movements and the types of diesel vehicles traveling in the area. This has been factored into our investigation into the sources of air quality exceedances. The only option to effectively to reduce vehicle emissions would be a charging clean air zone, which would not deliver compliance in the shortest possible time.
This area does not need doing it is fine as it is. The pollution will still be there no matter what. In 2030 electric cars will be on the road so not long to wait for an improvement. That's all	Negative	Doing nothing is not an option. Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Computer modelling confirmed that if no further action was taken then compliance in East Mayne was not likely to occur until 2024 and, therefore, Essex County

<p>over the UK not just our little area you are trying to change. Leave it alone</p>		<p>Council and Basildon Borough Council have a legal obligation to make it compliant sooner.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>Although air quality will improve over time as people upgrade to newer, cleaner vehicles, including electric vehicles, our computer modelling confirmed that if no further action was taken then compliance 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.</p> <p>The UK Government reports to the European Commission on its compliance with the European Air Quality Directive, which assesses exposure at roadside locations. 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). 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.</p>
<p>Once we are forced to have electric cars will the 50mph speed limit be restored back to national speed limit?</p>	<p>Neutral</p>	<p>The 50mph speed limit not only reduces vehicle emissions but was also implemented for road safety purposes so is unlikely to change.</p>

<p>The problem is not just Basildon it is everywhere so trying to improve air quality in one specific area will not help due to wind direction each day and volume of traffic at certain times of day. Electric cars are the only way.</p>	<p>Neutral</p>	<p>Doing nothing is not an option. Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Computer modelling confirmed that if no further action was taken then compliance 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.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>The UK Government reports to the European Commission on its compliance with the European Air Quality Directive, which assesses exposure at roadside locations. 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). 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.</p> <p>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</p>
--	----------------	--

		<p>taxis and private hire vehicles. Basildon now has more electric vehicle charging points than any other area in Essex.</p>
<p>As a cyclist and motorist who uses this junction on a daily basis by bicycle to get from Wickford to Basildon this is absolutely ridiculous.</p> <p>The way to reduce pollution is to encourage more people to cycle. This proposal adds three more traffic light-controlled crossing points to my already ridiculously complex journey to get across that roundabout.</p> <p>To get from Sainsburys to Nevendon Road currently requires 4 crossings traffic light crossings. This change will make it 7 traffic light crossings.</p> <p>That will mean I will spend even longer hanging around at the side of the road by the junction waiting for traffic lights to change. How would that reduce my exposure to emissions.</p> <p>If you do this I will leave my bike at home and use the car instead, it will be quicker.</p> <p>Seriously, talk to some cyclists in the</p>	Negative	<p>Doing nothing is not an option. Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Computer modelling confirmed that if no further action was taken then compliance 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.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>We acknowledge that our proposals would cause some inconvenience to pedestrians and cyclists and would increase their journey times, particularly those travelling between the east side of East Mayne and the Nevendon junction, but crucially the scheme would reduce people's exposure to air pollution in the worst affected section of the central reservation.</p> <p>While we recognise the wider need to reduce travel demand through providing safer, greener and healthier alternatives to driving and are doing so through a number of other schemes and initiatives, we do not believe this can be done in a proportionate or quick enough way as part of this particular project.</p> <p>Various schemes and initiatives have also 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 planned. More information is available on our website.</p>

<p>borough about what is needed to encourage cycling in the borough, because if making junctions even more inaccessible and harder to navigate is your best proposal to reduce emissions we have some serious problems.</p>		
<p>For pedestrians and cyclists travelling from Sainsburys towards Wickford the proposed changes increase the number of push-button crossings from 4 to 7. Provision for pedestrians and people cycling is bad enough already, and this just makes it worse. It will just be too slow to wait at each of these 7 crossings, thereby pushing the few people who do walk or cycle to drive. People walking and cycling shouldn't have to be the ones paying the price for a problem entirely caused by people driving, many of them entirely unnecessary (i.e. short trips that could be walked or cycled).</p>	<p>Negative</p>	<p>Doing nothing is not an option. Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to within legal limits in the shortest possible time. Computer modelling confirmed that if no further action was taken then compliance 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.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>We acknowledge that our proposals would cause some inconvenience to pedestrians and cyclists and would increase their journey times, particularly those travelling between the east side of East Mayne and the Nevendon junction, but crucially the scheme would reduce people's exposure to air pollution in the worst affected section of the central reservation.</p> <p>While we recognise the wider need to reduce travel demand through providing safer, greener and healthier alternatives to driving and are doing so through a number of other schemes and initiatives, we do not believe this can be done in a proportionate or quick enough way as part of this particular project.</p>

		Various schemes and initiatives have also 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 planned. More information is available on our website .
The main reason I avoid using cycle paths is that car users get priority over cycle path users. This introduces additional crossings which would take even more time to negotiate. Come up with a design that puts cyclists and pedestrians ahead of cars and lorries. This would reduce exposure to the poor air.	Negative	<p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>We acknowledge that our proposals would cause some inconvenience to pedestrians and cyclists and would increase their journey times, particularly those travelling between the east side of East Mayne and the Nevendon junction, but crucially the scheme would reduce people's exposure to air pollution in the worst affected section of the central reservation.</p> <p>While we recognise the wider need to reduce travel demand through providing safer, greener and healthier alternatives to driving and are doing so through a number of other schemes and initiatives, we do not believe this can be done in a proportionate or quick enough way as part of this particular project.</p>
More complex crossings mean that pedestrians and cyclists will spend longer waiting and breathing pollution. It will result in cars waiting for longer resulting in more pollution and longer waits for everyone involved. I already avoid going to Basildon due to traffic density and this will just increase that aversion.	Negative	<p>We acknowledge that our proposals would cause some inconvenience to pedestrians and cyclists and would increase their journey times, particularly those travelling between the east side of East Mayne and the Nevendon junction. Although the scheme does not improve air quality in the central reservation, crucially it removes people's exposure to air pollution in the worst affected section.</p> <p>Our traffic modelling work shows that without action delay and congestion is set to worsen in the peak and inter-peak periods by 2022 due to increases in traffic. This, of course, would worsen the air quality problems. In devising our scheme, which removes the need for pedestrians and cyclists to cross at the point of highest air quality pollution, we considered several configurations of signals. The chosen</p>

		<p>scheme is considered to provide the best configuration, on balance, with delays on some turning movements offset by improvements in other turning movements. It is recognised that the priority of keeping traffic moving on East Mayne has been balanced with a slight increase in queues on Christopher Martin Road, because of the introduction of a new crossing. However, traffic queues would be regularly monitored as part of the air quality monitoring plan. Consequently, there would be regular opportunity to review signal timings and respond to any excessive queuing or delay, which ultimately should further contribute to air quality improvements.</p>
<p>When you are on a bike the offset central arrangement of the crossing is very awkward to navigate. You have to get off your bike and on again to as the turning circle is too tight to slalom / you have to share the limited pavement with pedestrians.</p> <p>Could you consider a more streamlined crossing for bikes that is easier for cyclists? Maybe an independent one.</p> <p>There really needs to be more opportunities to cross over the A127 for cyclists too. It's very limited.</p>	Negative	<p>We acknowledge that our proposals would cause some inconvenience to pedestrians and cyclists and would increase their journey times, particularly those travelling between the east side of East Mayne and the Nevendon junction, but crucially the scheme would reduce people's exposure to air pollution in the worst affected section of the central reservation.</p> <p>We are continuing to look at ways we could enhance the scheme during the detailed design process to achieve greater separation of cyclists from pedestrians and traffic, if and where possible.</p> <p>Wider cycling improvements are outside the scope of this project.</p>
<p>I use these cycle paths on a daily basis and my main concern is the impact on those who actually use the routes - cyclists and pedestrians already have to walk further and we are forced to do so due to heavy</p>	Negative	<p>The Government's benchmark position for areas that exceed legal air quality limits at the roadside like this is a charging clean air zone, which charges certain vehicle owners for driving in a specified zone if their vehicle fails to meet certain emissions standards. Our studies concluded that a charging clean air zone would take longer to implement than our preferred option, while we also think it would have a disproportionate impact on businesses and residents. We firmly believe that a</p>

<p>traffic. Surely improving public transport links and discouraging use of vehicles would be a much better use of public money? We need to encourage people to use bicycles and to walk where they can - this just adds to the “make it easy for those in cars/vehicles” rather than tackling the reality of the most obese town in Essex with one of the worst pollution levels.</p>		<p>charging clean air zone would be the wrong course of action and have, therefore, been looking at potential alternatives to address the exceedances. Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>We acknowledge that our proposals would cause some inconvenience to pedestrians and cyclists and would increase their journey times, particularly those travelling between the east side of East Mayne and the Nevendon junction, but crucially the scheme would reduce people’s exposure to air pollution in the worst affected section of the central reservation.</p> <p>We are continuing to look at ways we could enhance the scheme during the detailed design process to achieve greater separation of cyclists from pedestrians and traffic, if and where possible.</p> <p>While we recognise the wider need to reduce travel demand through providing safer, greener and healthier alternatives to driving and are doing so through a number of other schemes and initiatives, we do not believe this can be done in a proportionate or quick enough way as part of this particular project.</p> <p>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 planned. More information is available on our website.</p> <p>The Government (Defra) is funding the project and all of the work is being independently verified through its Joint Air Quality Unit (JAQU).</p>
<p>I don't think it will have any benefit to either pedestrians or cyclists or road users. Regarding cleaner air in Basildon, the</p>	<p>Negative</p>	<p>Noted.</p> <p>Essex County Council and Basildon Borough Council have been directed to establish what measures would be needed to bring air quality in East Mayne to</p>

<p>council have allowed far too many trees to be cut down to make way for buildings to be built. Living in Laindon for 17 years I have noticed the air quality has been affected by this. We have a constant flow of traffic on the High Road since the estate on the site of Laindon High School and Archers fields has been built.</p>		<p>within legal limits in the shortest possible time. Computer modelling confirmed that if no further action was taken then compliance 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.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law. Crucially, the scheme would reduce people's exposure to air pollution in the worst affected section of the central reservation.</p> <p>Under our proposals, the central reservation area would be returned to grass and any unnecessary street furniture, such as some of the existing fencing, would be removed. An ecology impact assessment has been completed and landscaping is proposed.</p> <p>While we recognise the wider need to reduce travel demand through providing safer, greener and healthier alternatives to driving and are doing so through a number of other schemes and initiatives, we do not believe this can be done in a proportionate or quick enough way as part of this particular project.</p>
<p>This proposal (ref 1) is completely contrary to national and local objectives on environment and transport. So firstly I set out the reasons why it should be rejected, then I set out some alternatives that would provide a choice.</p> <p>The existing A132 non-motorised route from East Mayne towards Wickford was installed by the then</p>	<p>Negative</p>	<p>Locations in two areas to the south of the A127 (notably in East Mayne) in Basildon have been identified as exceeding legal limits for nitrogen dioxide - a harmful gas caused by vehicle emissions. If no further action was taken then compliance in East Mayne is not likely to occur until 2024 and, therefore, Essex County Council and Basildon Borough Council have a legal obligation to make it compliant in the shortest possible time.</p> <p>The Government's benchmark position for areas that exceed legal air quality limits at the roadside like this is a charging clean air zone, which charges certain vehicle owners for driving in a specified zone if their vehicle fails to meet certain emissions standards. Our studies concluded that a charging clean air zone would take longer</p>

<p>Basildon District Council something over 25 years ago. At the time I considered it to be a good solution and I nominated it for a national Cycling Scheme Award. It didn't win, due to the quality of other nominations at the time, but it shows the enthusiasm with which it was received. But now Essex County Council proposes to undo much of this good work.</p> <p>At the same time there is a huge focus on air quality, ECC proposes to make walking and cycling more difficult and hazardous, thereby directly and indirectly causing an increase in emissions and air pollution. It is of course a coincidence that on 03/12/20 the Prime Minister announced a new ambitious target to reduce the UK's emissions by at least 68% by 2030, compared to 1990 levels (ref 2). And on 30/11/20 a fresh inquest started into the death of Ella Adoo-Kissi-Debrah, which could result in the world's first listing of "air pollution" as a cause of death (ref 3).</p> <p>Rejection of the ECC existing scheme This is a terrible scheme that does</p>	<p>to implement than our preferred option, while we also think it would have a disproportionate impact on businesses and residents. We firmly believe that a charging clean air zone would be the wrong course of action and have, therefore, been looking at potential alternatives to address the exceedances. Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>We acknowledge that our proposals would cause some inconvenience to pedestrians and cyclists and would increase their journey times, particularly those travelling between the east side of East Mayne and the Nevendon junction, but crucially the scheme would reduce people's exposure to air pollution in the worst affected section of the central reservation. It should be noted that, in line with the <u>Directive 2008/50/EC of the European Parliament and of the Council of 21 May 2008 on ambient air quality and cleaner air for Europe (Annex III)</u>, compliance is not to be assessed where road traffic conditions are less predictable, e.g. around major junctions.</p> <p>Various options to relocate the crossing route were considered, some of which were similar to these suggestions. Two of the alternatives included pedestrian/cycle crossings on the eastern side of East Mayne, closer to the roundabout to the north, however our technical work concluded these would result in traffic queuing back onto the A127, which would have a negative impact on air quality and would have been a road safety risk. These options were, therefore, discounted.</p> <p>We recognise that our proposals are not well-aligned with the Department for Transport's LTN 1/20 guidance on cycle infrastructure design, however we simply cannot ignore our legal responsibility to resolve the air quality exceedances as set out in the government directive we received.</p>
--	--

<p>nothing to reduce emissions and punishes the innocent. At the same time that all other ECC documentation says it wants to encourage walking and cycling, ECC here makes a proposal that hugely disincentivises these sustainable modes. It is as if the scheme has one objective, to tick a certain box.</p> <p>I note that the ECC proposal would also seem to provide a new and additional set of traffic signals on the northbound carriageway of East Mayne. This new set of signals appears to be bizarre as the additional prospective stop for motor vehicles would actually increase emissions. ECC should note that it returns the configuration to that originally installed when the pedestrian and cycle route was provided something over 25 years ago. It was reconfigured to the current arrangement sometime later.</p> <p>It is stated that the A132 East Mayne corridor emissions have been identified as high. However, the changes made to the non-motorised route that are set out in this scheme do nothing to address the identified</p>	<p>We are also continuing to look at ways we could enhance the scheme during the detailed design process to achieve greater separation of cyclists from pedestrians and traffic, if and where possible. In this respect, we are currently considering the suggested alternatives and other observations we have received through the public engagement. We would not hesitate to make improvements to the scheme as long as they are not to the detriment of safety or air quality. Safety is of paramount importance to us and the proposed scheme is also still subject to a road safety audit. All alternative options have been referenced in the outline business case for the scheme and will be considered as part of the decision-making process.</p> <p>Our traffic modelling work shows that without action delay and congestion is set to worsen in the peak and inter-peak periods by 2022 due to increases in traffic. This, of course, would worsen the air quality problems. In devising our scheme, which removes the need for pedestrians and cyclists to cross at the point of highest air quality pollution, we considered several configurations of signals. The chosen scheme is considered to provide the best configuration, on balance, with delays on some turning movements offset by improvements in other turning movements. It is recognised that the priority of keeping traffic moving on East Mayne has been balanced with a slight increase in queues on Christopher Martin Road, because of the introduction of a new crossing. However, traffic queues would be regularly monitored as part of the air quality monitoring plan. Consequently, there would be regular opportunity to review signal timings and respond to any excessive queuing or delay, which ultimately should further contribute to air quality improvements.</p> <p>In summary, this project is a very difficult balancing act, but doing nothing is not an option and, ultimately, we must address the air quality exceedances as soon as possible, as required by law, irrespective of existing walking and cycling policies and guidance. We believe these proposals represent the most proportionate way of doing that, while recognising that they will cause some inconvenience.</p>
--	---

<p>problem. Instead the changes:</p> <ul style="list-style-type: none"> * Significantly increase the distance having to be walked or cycled. * Add up to 3 additional road crossings for pedestrians and cyclists, each presenting both waiting time and additional hazards. * Mean that pedestrians and cyclists will have to negotiate 7 sets of traffic signals between the east side of East Mayne and the road on towards Wickford. Motorists now have less than half this number, at 3 sets of signals. * Increase by a factor of approximately 5 the average time spent by cyclists in this part of the A132 corridor (increase from perhaps 20 seconds to 100 seconds). * Enforce a new waiting time to leave the central reservation of an average time approximating to the whole time taken to pass along the central reservation from end to end (perhaps 20 seconds for cyclists). * Provide an additional set of traffic signals, which would increase vehicle emissions. <p>There is no justification for penalising pedestrians and cyclists like this for</p>		<p>We are firmly committed to improving cycling and walking infrastructure and connectivity in Basildon and are in the process of developing the Basildon Borough Local Cycling and Walking Infrastructure Plan (LCWIP). This will provide a strategic approach to improving conditions for walking and cycling in the borough, identifying preferred routes and core zones for future development and outlining a prioritised programme of infrastructure improvements for future investment. We have also recently been awarded Emergency Active Travel funding from the Government for a transformational Safer, Greener, Healthier scheme in Wickford. The proposals are expected to include a series of improvements through residential areas from Nevendon Road, in the south of the town, to the town centre and Wickford Railway Station, including a new cycle corridor. The 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. More information is available on our website.</p>
--	--	---

<p>the stated problems caused exclusively by motorists. Specifically:</p> <ul style="list-style-type: none"> * There is no assessment of the disincentive to cycling and walking caused by the 5 times increase in travel time through the affected area from something like 20 seconds to 100 seconds (timings for cyclists). This includes further distance travelled, average waiting time at the 3 additional road crossings and the 4 new sharp right angle bends having to be made for users from the east side of East Mayne. * There is no record of the increase in emissions to which pedestrians and cyclists will be exposed considering that they will have to wait stationary at the newly enforced crossing to leave the central reservation and that they are in the corridor for 5 times as long. * There is no risk assessment for the hazards caused by the 3 additional road crossings that pedestrians and cyclists will make. * There is no evidence that the route changes will be anything but a major disincentive to walking and cycling. <p>The ECC Strategies for Walking (ref</p>		
--	--	--

<p>4) and Cycling (ref 5) explain how ECC will make these sustainable modes more attractive. The ECC Cycling Plan for Basildon Borough (ref 6) sets out the importance of this route (Table 7.3 Wickford 3, Wickford to Basildon (Enterprise Corridor)) with the objective of improving it, particularly north of the A127. Yet these publicly declared aspirations and intentions are ignored in this new proposal.</p> <p>Additions that would provide choice Whilst a 'do nothing' is the best solution for the walking and cycling route, there is the possibility of additionally providing pedestrians and cyclists on the east side of East Mayne travelling on the Wickford corridor with a choice to remain on the east side of East Mayne.</p> <p>The 'east side' route from the location near to Sainsburys could optionally remain on the east side. This could progress north, cross the slip road off the A127 westbound carriageway and then turn immediately left to cross the southbound section of the roundabout. From here it could continue clockwise around the</p>		
---	--	--

<p>roundabout and link with the existing crossing point off the East Mayne central reservation. Both of these new crossing points are already under traffic signal control. They would mean that the number of road crossings would remain at 4 for pedestrian and cyclists taking the full A132 route on this side to and from Wickford. Widening of the existing path alongside East Mayne would be required, and a section of new path provided around the roundabout until it links with the existing path. Pedestrian and cycle indications would be desirable on the existing traffic signals. However the distance travelled is significantly increased, which is why it should be provided as a choice and not enforced.</p> <p>It would be expected that the east side of East Mayne has lower emissions than the west side because motor vehicles are more free flowing.</p> <p>Another alternative would be to keep the route on the west side of East Mayne throughout. Pedestrians and cyclists should then be facilitated crossing the A127 westbound entry</p>		
---	--	--

<p>slip road by means of a filter on the traffic signals controlling the exit from East Mayne and turning left into the A127. This proposal would require more extensive highway and traffic signal works. However, it offers advantages for users on the west side of East Mayne.</p> <p>As an additional point, full and sufficient signage needs to be provided if any changes are made. Nothing about any of these routes is intuitive.</p> <p>Summary The ECC proposal will have one effect; to worsen motor traffic emissions because the walking and cycling route is made significantly less attractive and by the provision of an additional set of traffic signals. It works counter to the Prime Minister's stated objective of reducing emissions by at least 68%. The ECC should desist in penalising the solution to the stated problem. The ECC proposed scheme should therefore be scrapped forthwith. The possibility of providing a choice to suit users is offered which ECC should investigate.</p>		
---	--	--

<p>Problem is the layout of the road and trying to do everything! A light controlled roundabout leading to a pedestrian crossing leading to a very busy roundabout no flow of traffic heavy lorries going to waste disposal and water plant by another very busy roundabout! Nothing to encourage flow and just stop start which means non-stop build-up of Nitrogen Oxide!</p>	<p>Neutral</p>	<p>Noted.</p> <p>Having assessed various options, we believe the relocation of the pedestrian and cyclist route away from the central reservation is the most proportionate way of achieving compliance in the area and in the shortest possible time, as required by law.</p> <p>While we recognise the wider need to reduce travel demand, we do not believe this can be achieved in a proportionate or quick enough way as part of this particular project, where compliance must be achieved in the shortest possible time.</p>
<p>You should plant bushes on the old pathway to help clean the air and make it a wind breaker to help lower the pollution blowing on to pedestrians walking by.</p>	<p>Neutral</p>	<p>Under our proposals, the central reservation area would be returned to grass and any unnecessary street furniture, such as some of the existing fencing, would be removed. An ecology impact assessment has been completed and landscaping is proposed.</p> <p>Although this has been looked at, there is insufficient evidence that hedges or other fencing would sufficiently reduce nitrogen dioxide.</p>