



Essex County Council

Essex Climate Action Commission

10:00	Tuesday, 08 September 2020	Online Meeting
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For information about the meeting please ask for:

David Claydon, Delivery Manager for the Essex Climate Action Commission

Telephone: 033301 36027

Email: climate.commission@essex.gov.uk

Membership (Quorum: 7, including the Chair):

Lord John Randall (Chairman)
Prajwal (Co-Chair)
Daniel (Co-Chair)
Cllr. James Abbott
Catherine Cameron
Mark Carroll
Natalie Chapman
Cllr. Peter Davey
Ian Davidson
Peta Denham
Toddington Harper
Prof. P Hobson
Cllr. Ivan Henderson
Heather Hilburn
Prof. Aled Jones
John Lippe
Cllr. Sue Lissimore
Dr Simon Lyster

Cllr. Mike Mackrory
Dr Laura Mansell-Thomas
Prof. Jacqueline McGlade
Cllr. Robert Mitchell
Right Revd. Roger Morris
Rob Pilley
Prof. Jules Pretty
Dr Adam Read
Jake Richards
Jo Roberts
Chloe Rose
Jonathan Stephenson
Prof. Graham Underwood
Cllr. Simon Walsh
Jenni Wiggle
Charlotte Williams
Rob Wise
Dr Poone Yazdanpanah

Essex Climate Change Action Commission meeting information

Meetings will be audio recorded for public dissemination. Commission members should note that all discussions in the main Commission meetings will, unless by exception, to be agreed in advance by the Chair, be released into the public domain.

The Commission Meetings will be held virtually using Zoom. Please do not attend County Hall as no one connected with this meeting will be present.

If you have specific access requirements or a need for documents in large print, Braille, Easy Read or alternative languages, please contact the Secretariat of the Commission before the meeting takes place.

The agenda is also available on the Essex County Council website, www.essex.gov.uk. From the Home Page, click on 'Running the council', then on 'How decisions are made', then 'council meetings calendar'. Finally, select the relevant committee from the calendar of meetings.

Secretariat to support the work of the Commission:

David Claydon, Delivery Manager for the Essex Climate Action Commission

Philip Oldershaw, Cabinet Adviser to Cllr Walsh, ECC Cabinet Member for Environment & Climate Change Action

Gemma Bint, Democratic Services Officer

Jo Boyd-Wallis, Senior Strategy Adviser

		Pages
1	Welcome (10:00 - 10:05) - Lord Randall, Chairman	
2	Introduction to 'Slido' (10:05 - 10:10) - David Claydon Throughout the meeting Commissioners will be given the opportunity to vote for their preferred recommendations. Commissioners will be provided with the information to access Slido ahead of the meeting.	
3	Transport presentation from the Transport Special Interest Group (10:10 - 10:55) - Tracey Vickers, Head of Sustainable Transport at ECC	3 - 31
4	Q&A and Discussion Session (10:55 - 11:30) - All Commissioners will discuss the information provided in the previous session, seeking clarification via a question and answers session.	
5	Communications Update (11:30 - 11:40)	
6	Recommendation Summary & Next Steps (11:40 - 11:50) - Lord Randall This session will summarise the outcome of the 'Slido' feedback to provide Commissioners with a view of the prioritised list of Transport recommendations to be submitted for consideration by Essex County Council.	
7	Meeting Close (11:50 - 12:00) - Lord Randall	



ECAC TRANSPORT WORKSTREAM PRE- READ

Place & Public Health

8th September 2020

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ESSEX IN NUMBERS

1.4 million
population (2nd in
England)

1,300 miles of road

12 districts

4 main towns / cities: Basildon, Chelmsford,
Colchester & Harlow

4 strategic roads: M11, M25, A12 and A120

4 major roads A13, A127, A130 and A414

2 International Gateways: Stansted
airport and Harwich sea port

3 main rail lines from London + **1** tube line

58 railway stations + **8** tube stations

9 miles average commuting distance
(2.5miles) above the national average

60% live in urban areas

30% live less 3 miles from their job

150,000 commute into London daily

806,200 cars

6% of traffic is HGV

49% Co2 emissions from transport

9.59 bn vehicle miles travelled on roads

10 AQMA sites

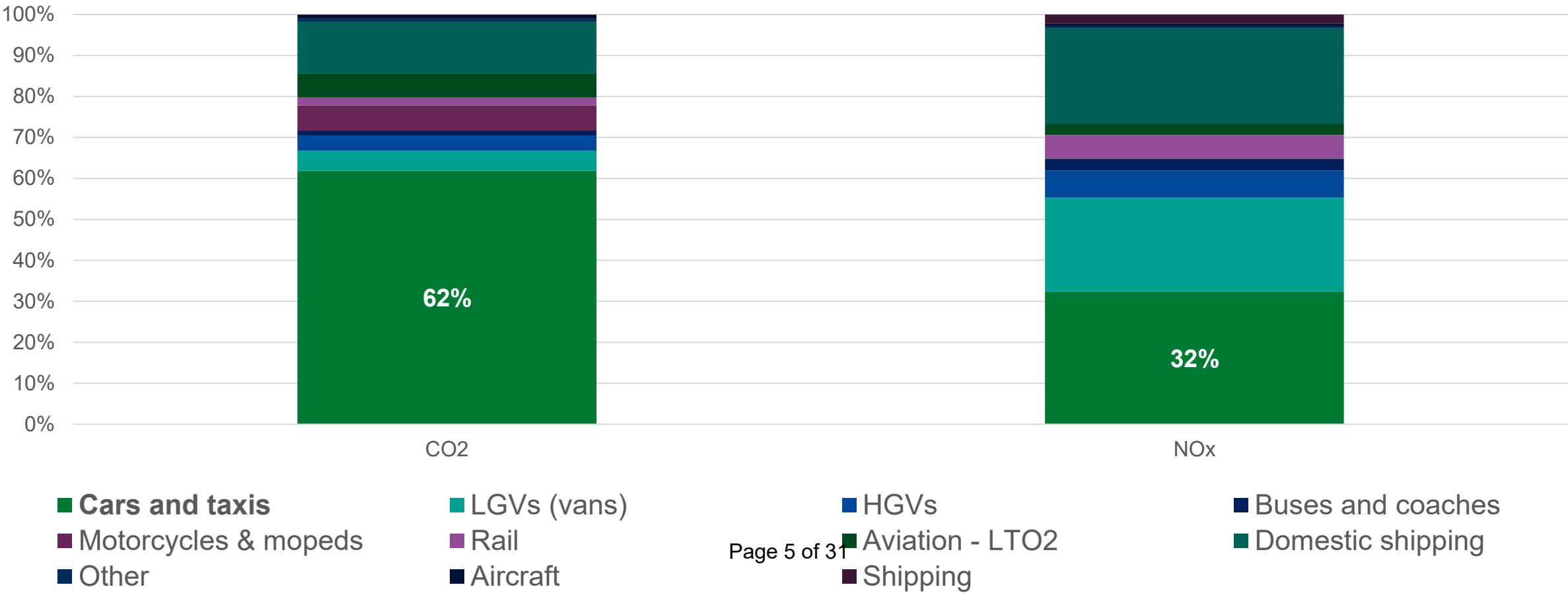
60 public EV charge points

3,636 electric /plug-in cars



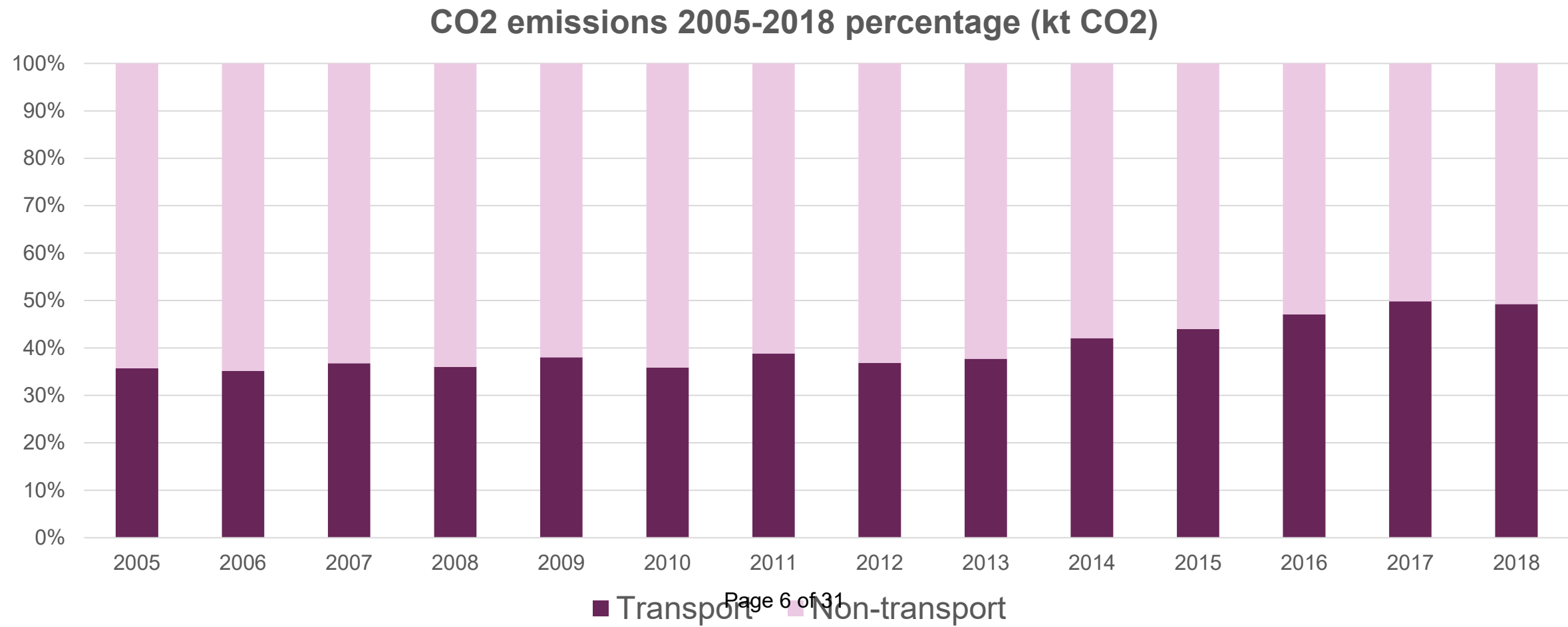
2017 UK EMISSIONS BY TRANSPORT MODE

CO2 and NOx Emissions by Transport Mode





EMISSION FROM TRANSPORT IN ESSEX ARE INCREASING





IMPACTS OF CONGESTION



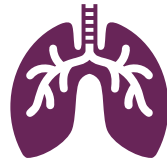
The UK ranked in the **top ten most congested countries** in the world, the third most congested in Europe behind Russia and Turkey (Inrix)



The average amount of **CO2 emitted by new cars has risen** for the third year in a row – by 2.7% to 127.9g/km (SMMT)



Direct and indirect **costs of congestion is £37.7 billion**, an average of £1,168 per driver. (IPPR)







People in the UK are **64 times as likely to die** of air pollution as those in Sweden and twice as likely as those in the US (WHO)



Poor air quality causes **40,000 to 50,000 early deaths** in the UK and the cost of these health impacts is estimated at £20 billion every year

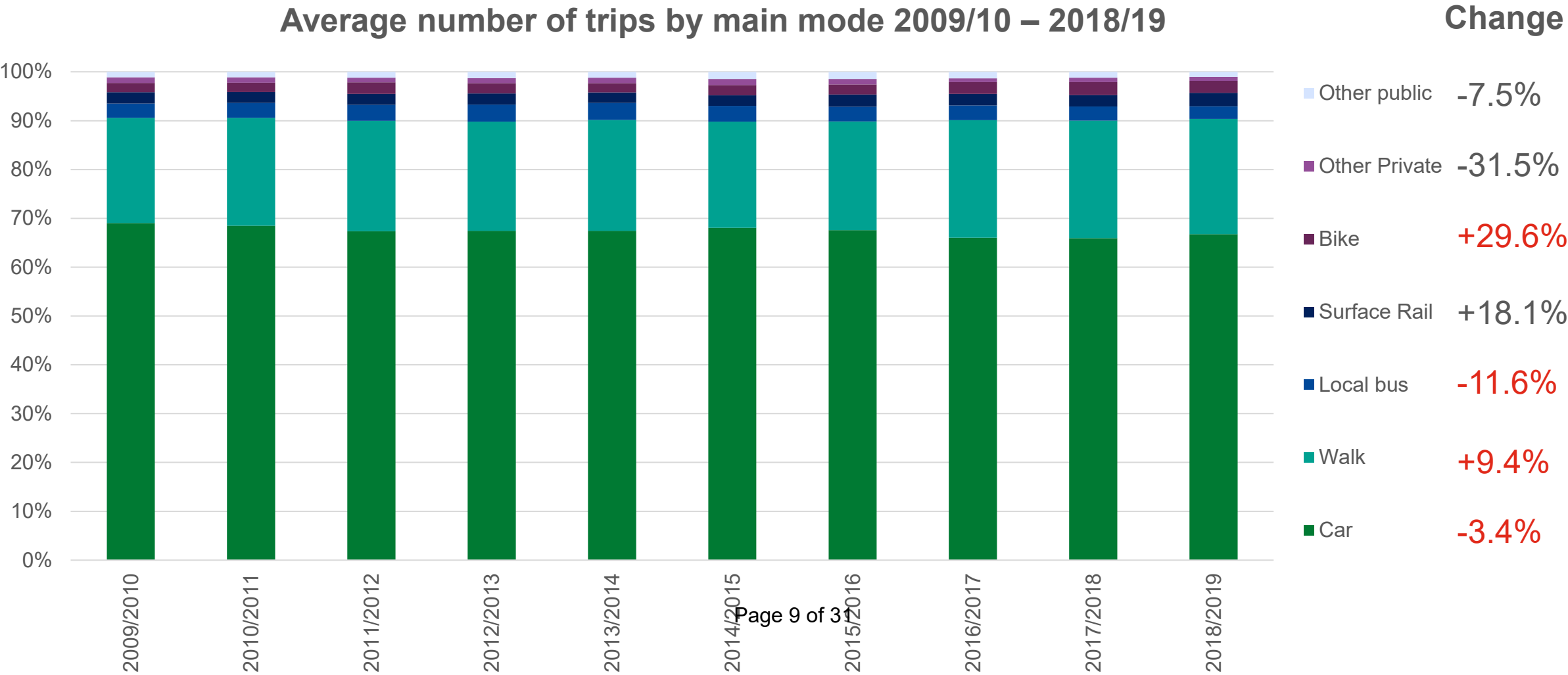


CAR OWNERSHIP IS INCREASING IN EAST OF ENGLAND

	<div></div> <div>No car</div>		<div></div> <div>1 car / van</div>		<div></div> <div>2 cars / vans</div>		<div></div> <div>Average</div>	
Year	2002/03	2018/19	2002/03	2018/19	2002/03	2018/19	2002/03	2018/19
Number of households (%)	20	15	42	44	38	42	1.26	1.38
Growth	-37%		+3%		+9%		+9%	



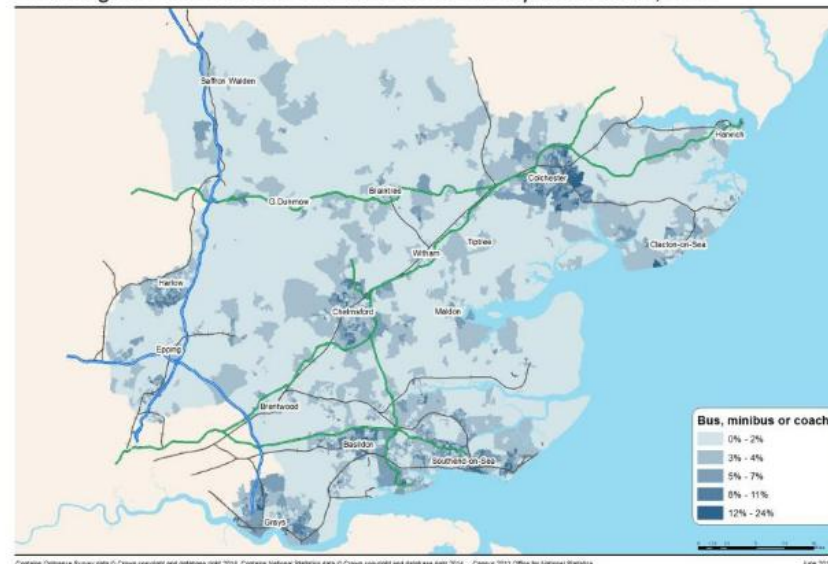
BUT USING THE CAR SLIGHTLY LESS





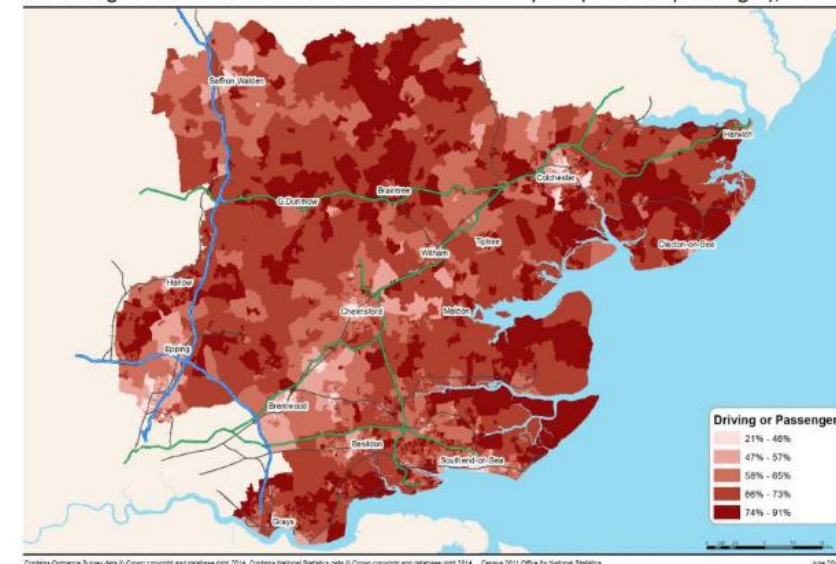
ESSEX RESIDENTS MOSTLY COMMUTE BY CAR

Percentage of Essex residents who travelled to work by bus or coach, 2011



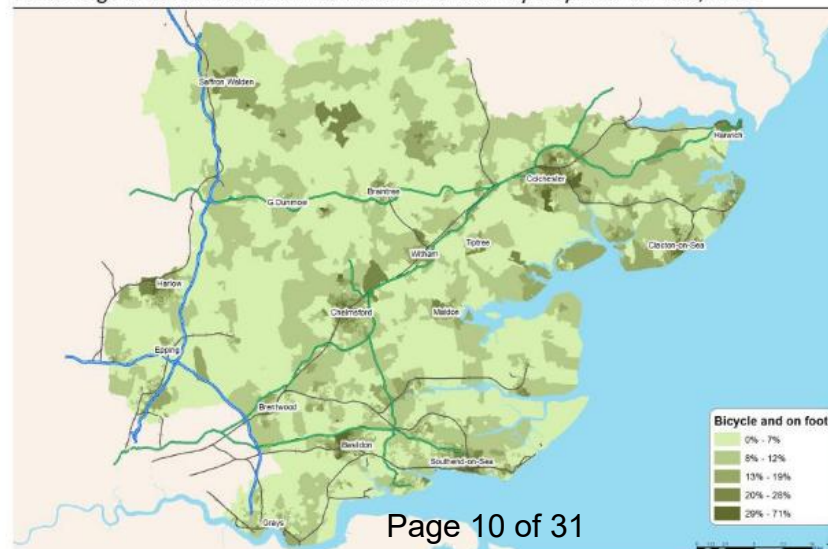
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Percentage of Essex residents who travelled to work by car (driver or passenger), 2011



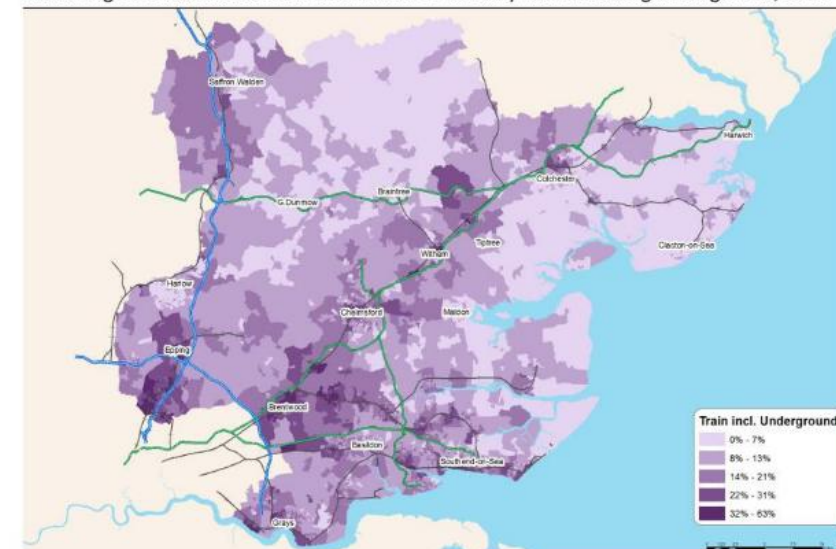
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Percentage of Essex residents who travelled to work by bicycle or on foot, 2011



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Percentage of Essex residents who travelled to work by train including underground, 2011

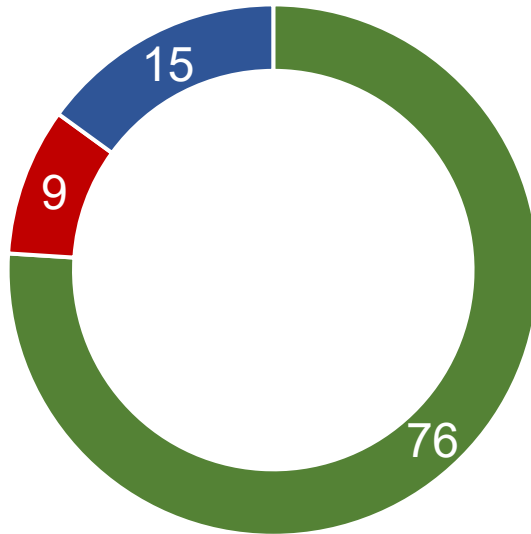


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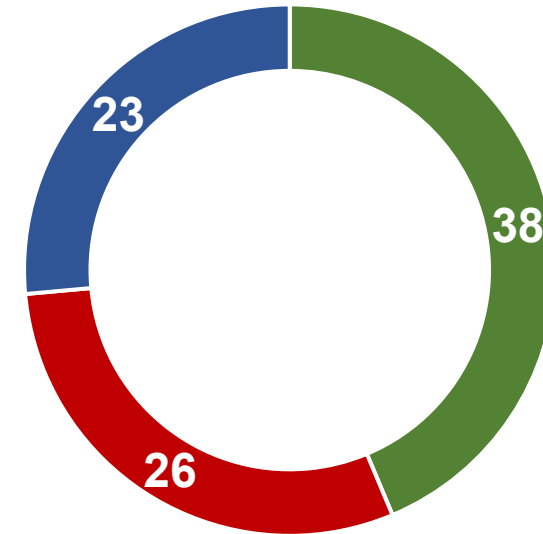
PUBLIC ATTITUDES TO CLIMATE CHANGE AND CAR USE (OR WHAT PEOPLE BELIEVE VS WHAT THEY DO)

For the sake of the environment, everyone should reduce how much they use their cars



■ Agree ■ Disagree ■ Neither agree nor disagree

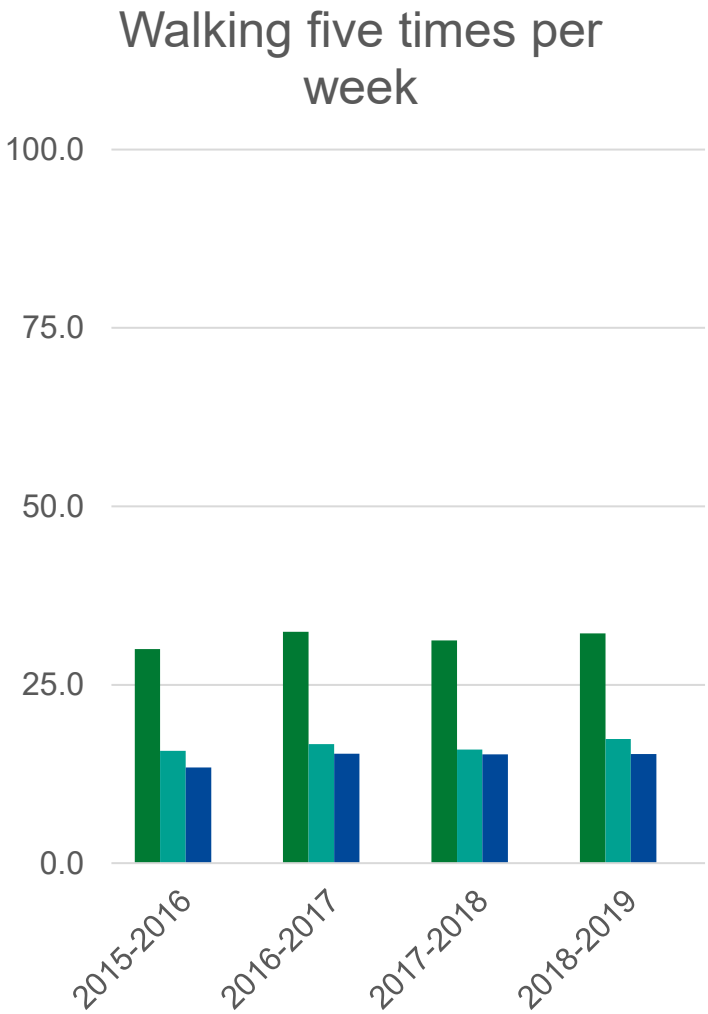
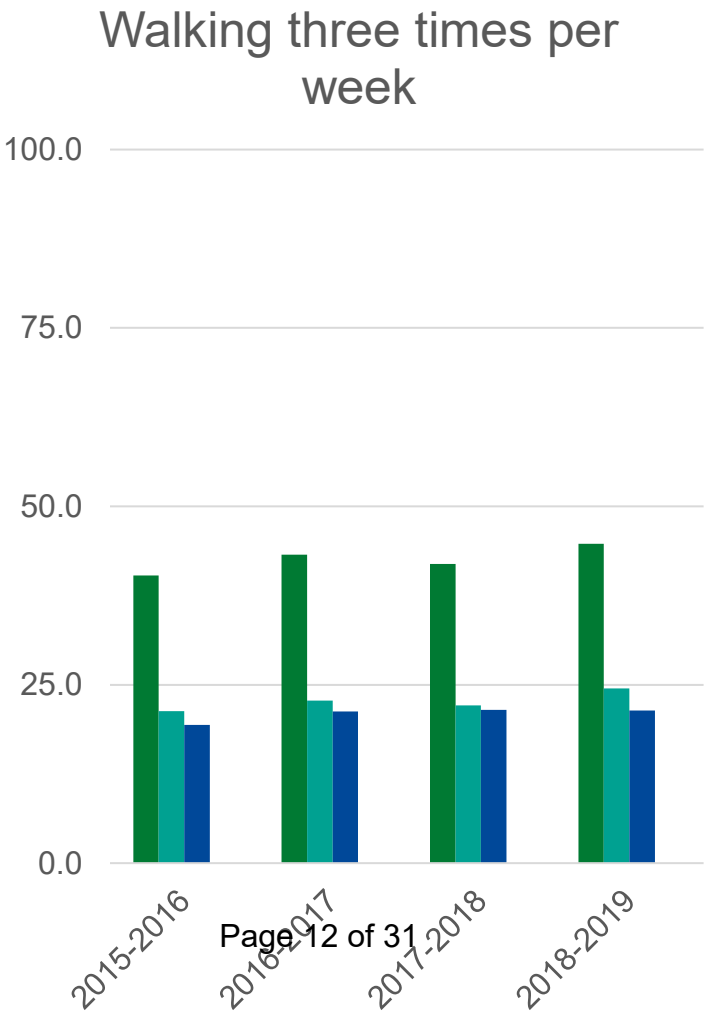
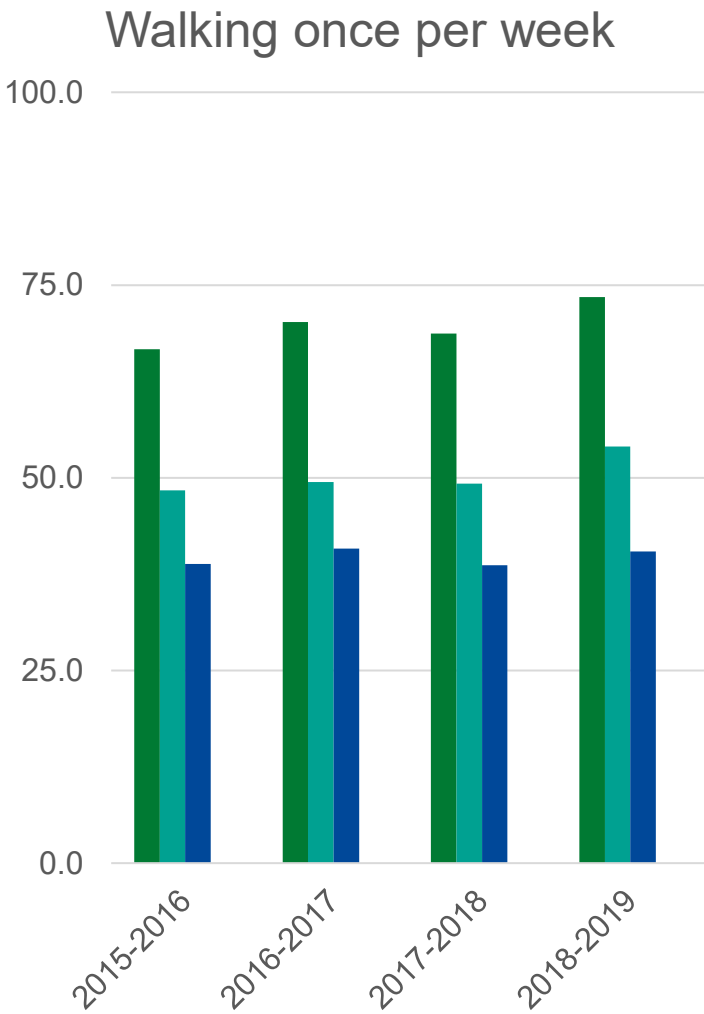
I am willing to reduce the amount I travel by car, to help reduce the impact of climate change



■ Agree ■ Disagree ■ Neither agree nor disagree

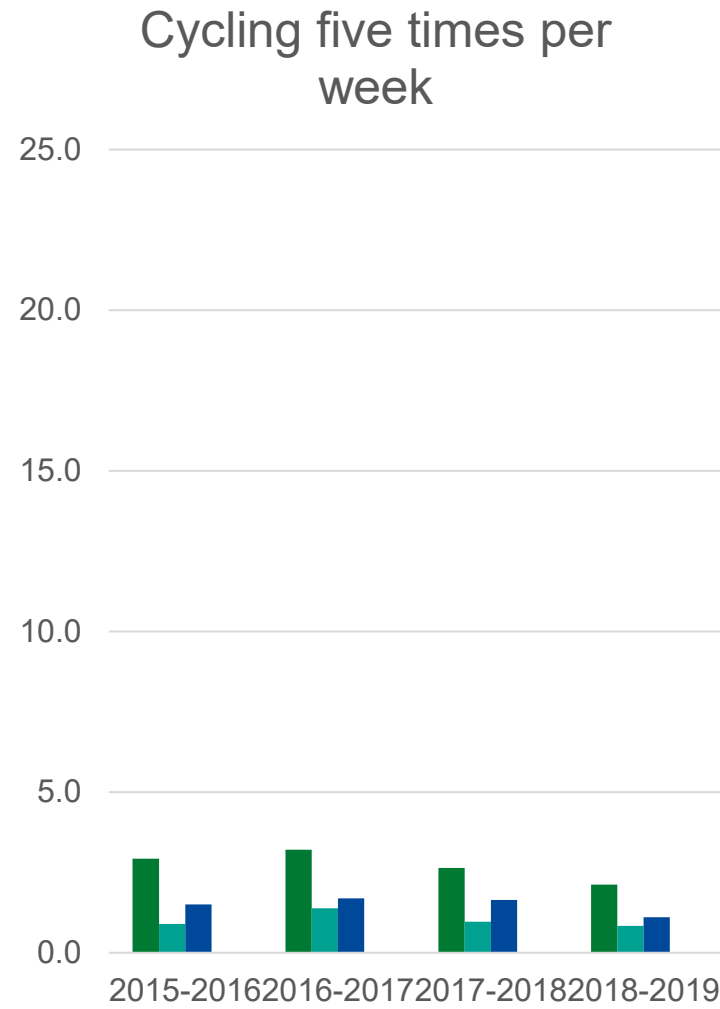
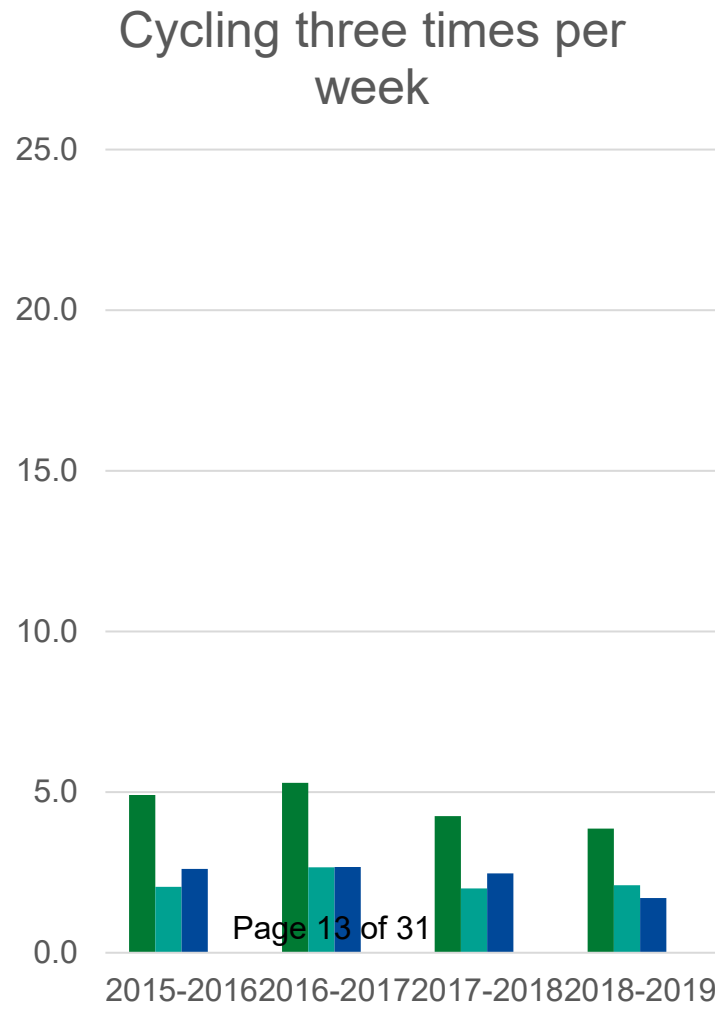
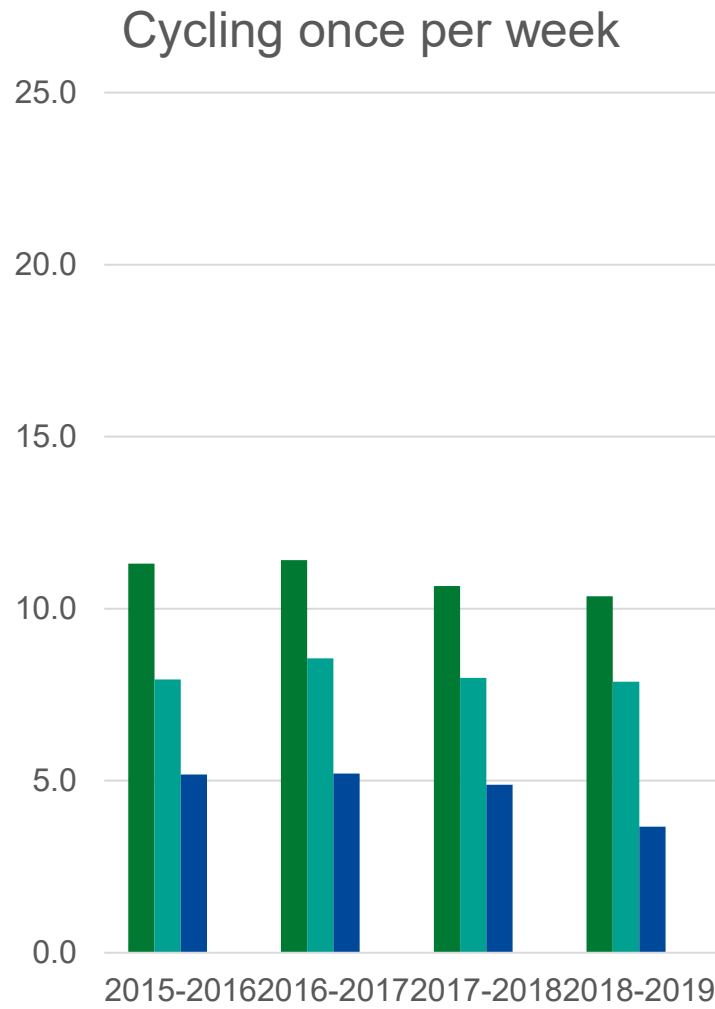


WALKING IN ESSEX HAS SEEN A SIGNIFICANT INCREASE





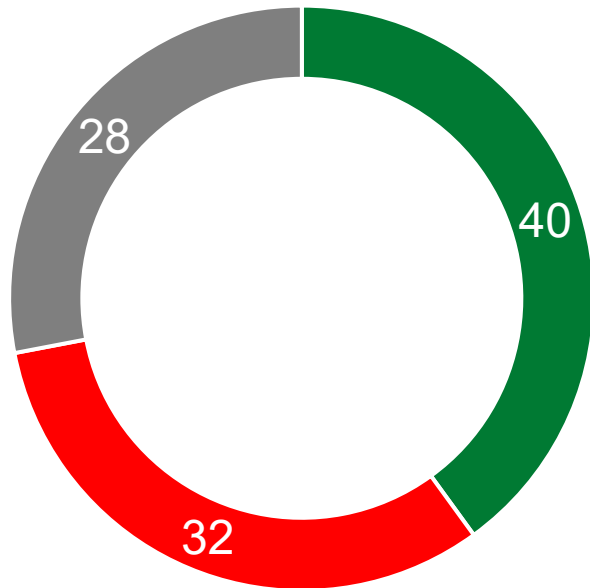
CYCLING IN ESSEX HAS SEEN NO CHANGE





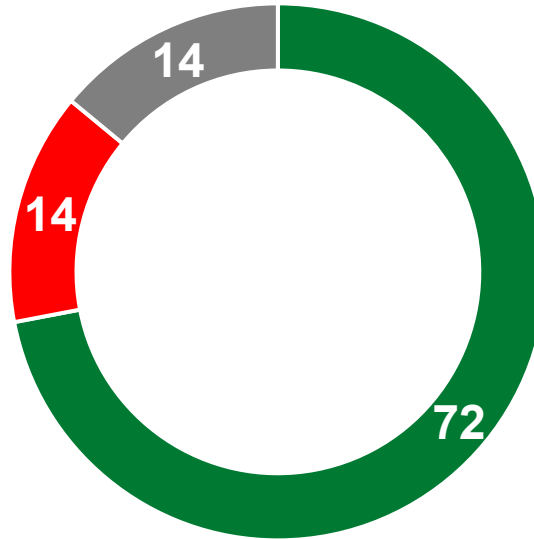
PUBLIC ATTITUDES TO LOW TRAFFIC NEIGHBOURHOODS

To what extent are you in favour of closing residential streets to through traffic?



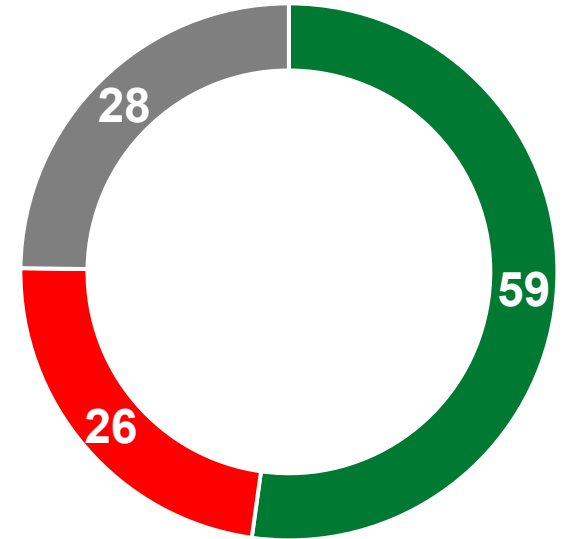
■ In favour ■ Against ■ Neutral

To what extent are you in favour of having speed limits of 20 miles per hour in residential streets?



■ In favour ■ Against ■ Neutral

To what extent are you in favour of having speed bumps to slow down traffic in residential streets?



■ In favour ■ Against ■ Neutral



WALTHAM FOREST LOW TRAFFIC NEIGHBOURHOOD

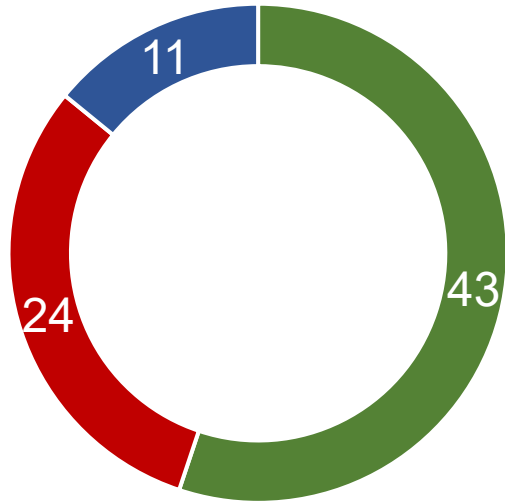
- ↓ **10,000** fewer car journeys per day
- ↓ Motor traffic levels fall by **over half** inside the residential area
- ↓ Collision rates reduced
- ↑ Residents walking and cycling more
- ↓ Vehicles **speeds reduced from 21.6mph to 9.5mph**





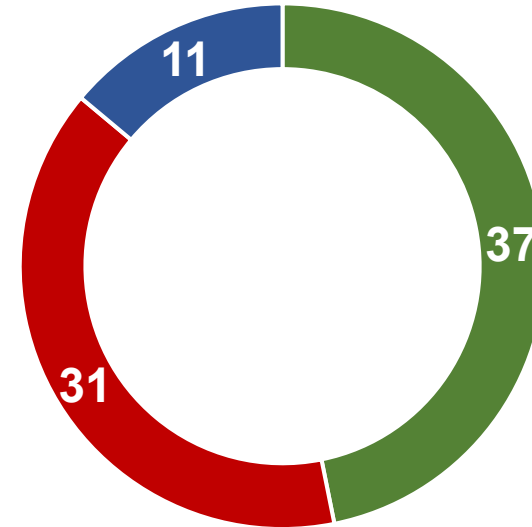
PUBLIC ATTITUDES TO WALKING AND CYCLING

Many of the journeys of less than two miles that I now make by car I could just as easily walk



■ Agree ■ Disagree ■ Neither agree nor disagree

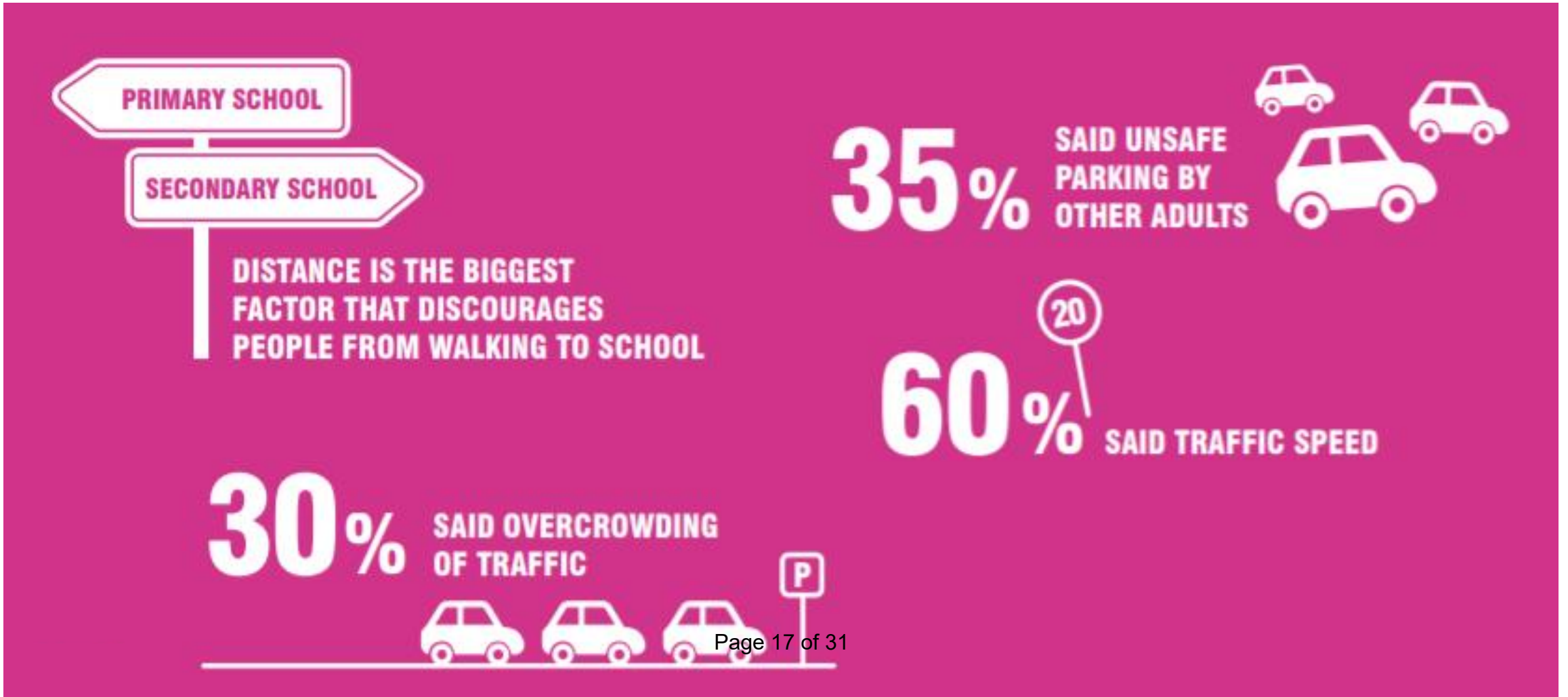
Many of the journeys of less than two miles that I now make by car I could just as easily cycle, if I had a bike



■ Agree ■ Disagree ■ Neither agree nor disagree



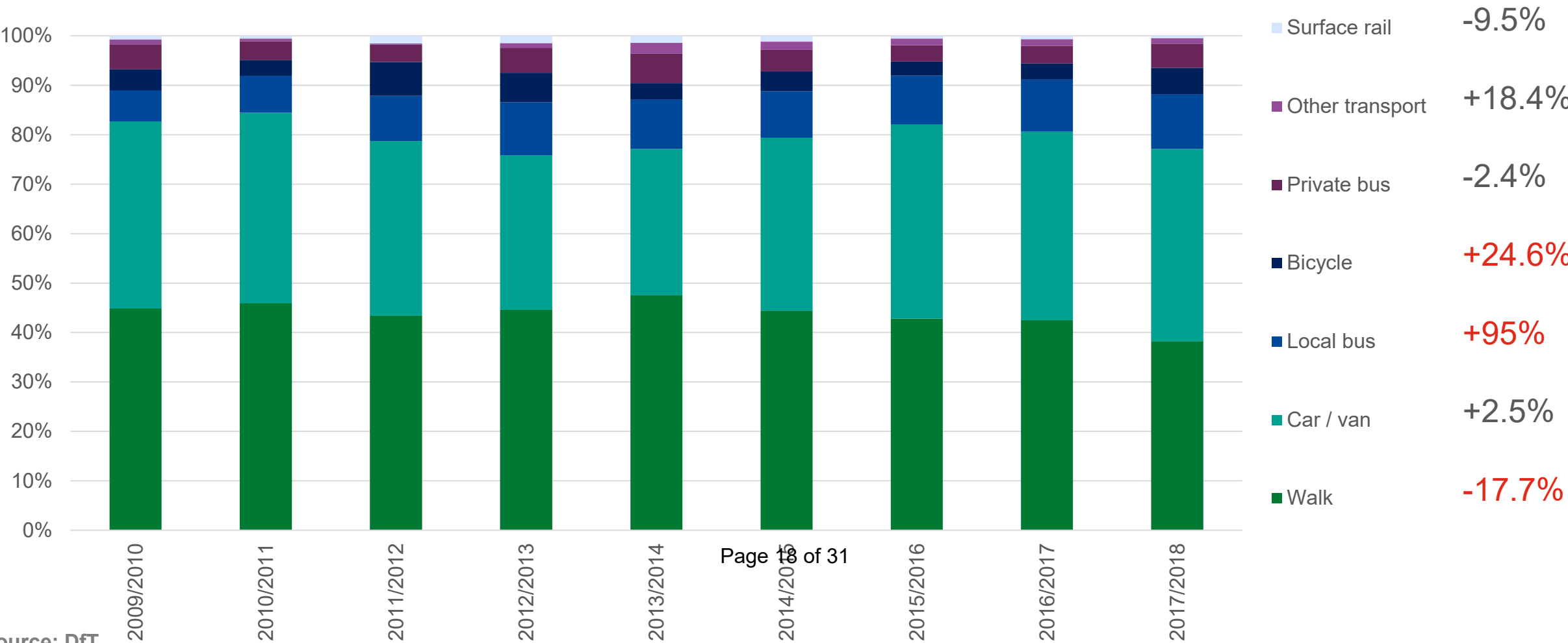
REASONS WHY CHILDREN DON'T WALK TO SCHOOL...





CYCLING TO SCHOOL IS INCREASING IN EAST OF ENGLAND BUT WALKING IS DECREASING

Average number of trips to and from school by main mode
2009/10 – 2018/19





CLEAR NEED FOR SCHOOL STREETS IN ESSEX

- Travelling to school by car is increasing – and is likely to further increase with Covid. Pre Covid- 25% cars at am peak time run
- 58% of primary pupils came to school by car compared with 52% in 2011. (Essex)
- 43% of secondary pupils came to school by car compared with 30% in 2011. (Essex)
- 2 in 5 parents of primary school children say they worry about pollution levels around their school
- A 2014 survey showed that an equal number of parents (32%) found driving the school run as stressful as their job (YouGov, 2014)
- Direct and indirect costs of congestion for all drivers amounted to more than £37.7 billion in 2017, an average of £1,168 per driver

80% BOYS
72% GIRLS
ARE PHYSICALLY
INACTIVE

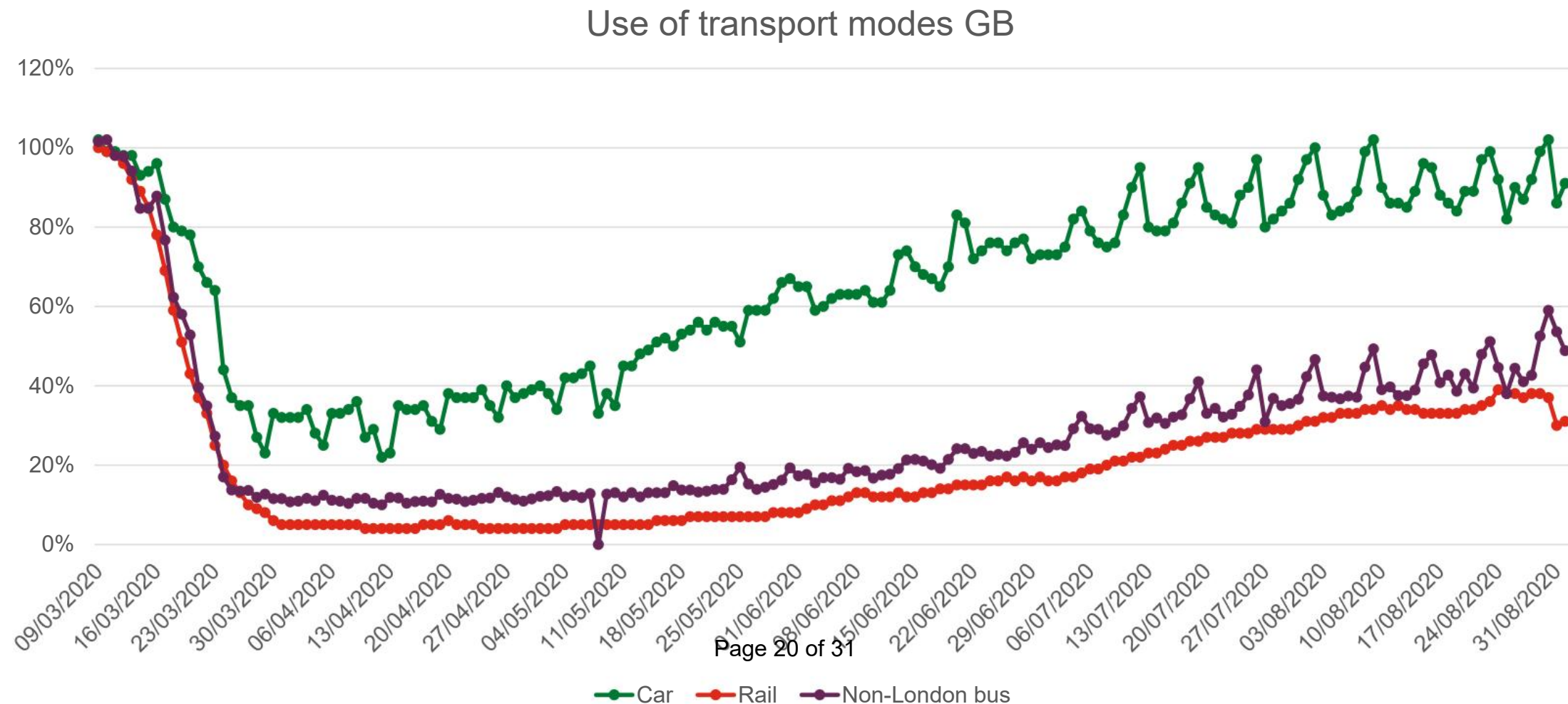
30%
CHILDREN ARE
OVERWEIGHT
OR OBESE

15%
OF CHILDREN
DEMONSTRATE
SYMPTOMS OF
MENTAL ILL-HEALTH



Figures are percentages of an equivalent day or week.

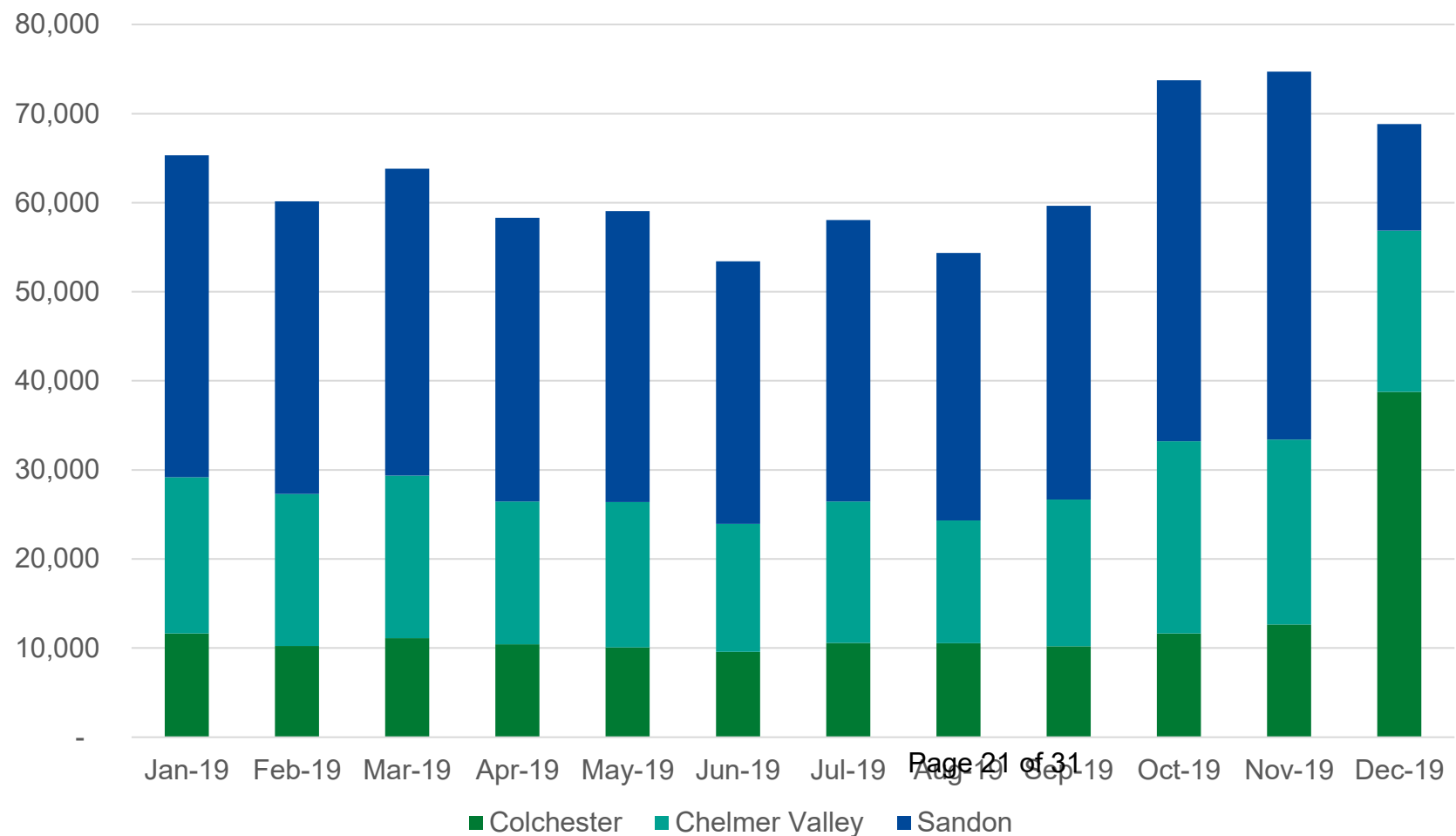
THE BUS INDUSTRY IS IN INTENSIVE CARE





ESSEX PARK & RIDE DATA

Passenger numbers at Essex P&R sites



749K
annual
passengers trips
shifted onto other
modes of
transport



NOTTINGHAM WORKPLACE LEVY REDUCES TRAFFIC AND GENERATES REVENUE

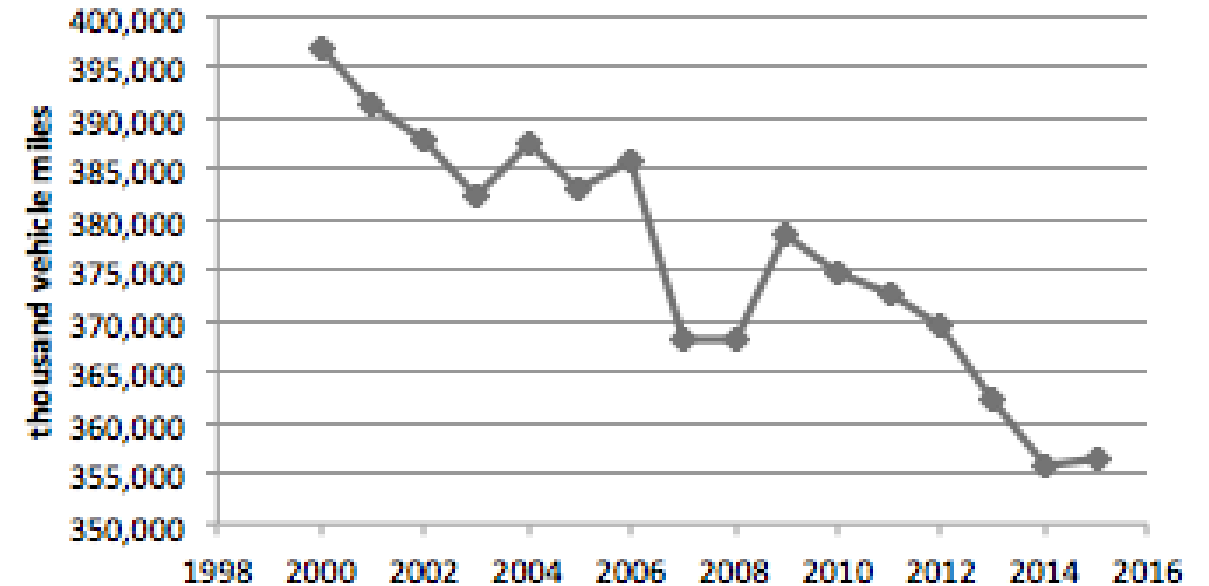
- It applies to all workplaces with 10+ parking spaces
- There are around 24,800 spaces affected, approximately 60% of the total available.

Scheme costs and benefits

- 2013 £7.8 million
- 2014 £8.4 million
- 2015 £9.1 million
- 2016: £9.3 million

Economic benefit of £10 delivered for each £1 raised by the WPL. £3 of external funding generated for every £1 raised by WPL.

Nottingham car traffic





BENEFITS OF CONGESTION CHARGING



- Introduced October 2002
- Traffic has reduced by 90%
- Pedestrian numbers increased by 11%.
- Expected 50% drop in vehicles.
- Revenues £300,000 per annum
- 50% reduction in HGV/LGV activity
- Increase in bus patronage.

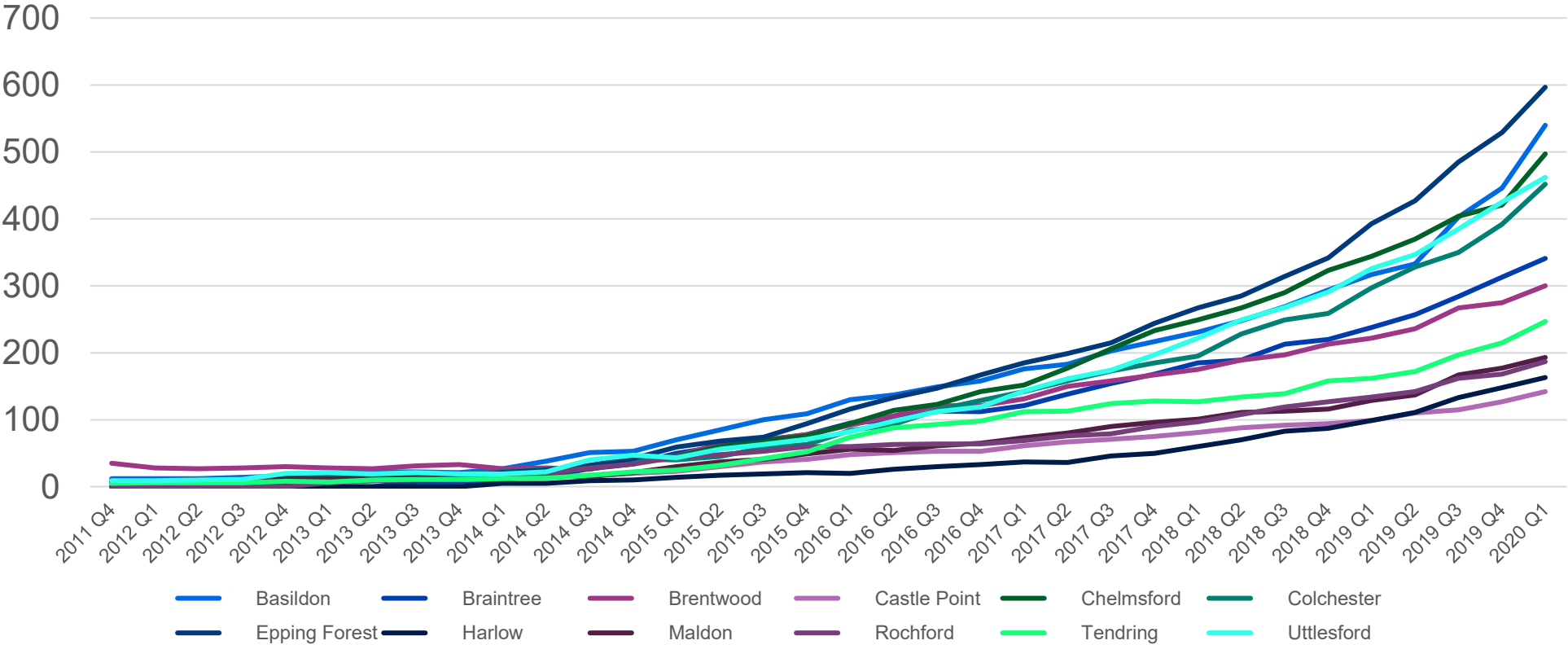


- Introduced Sept 2003
- Congestion cut by 30 %
- Traffic cut by 15 %
- Co2 cut by 19%
- NOx cut by 12%
- Housing values increased around 5%
- £230m revenue in 18/19



4,121 EV REGISTERED IN ESSEX

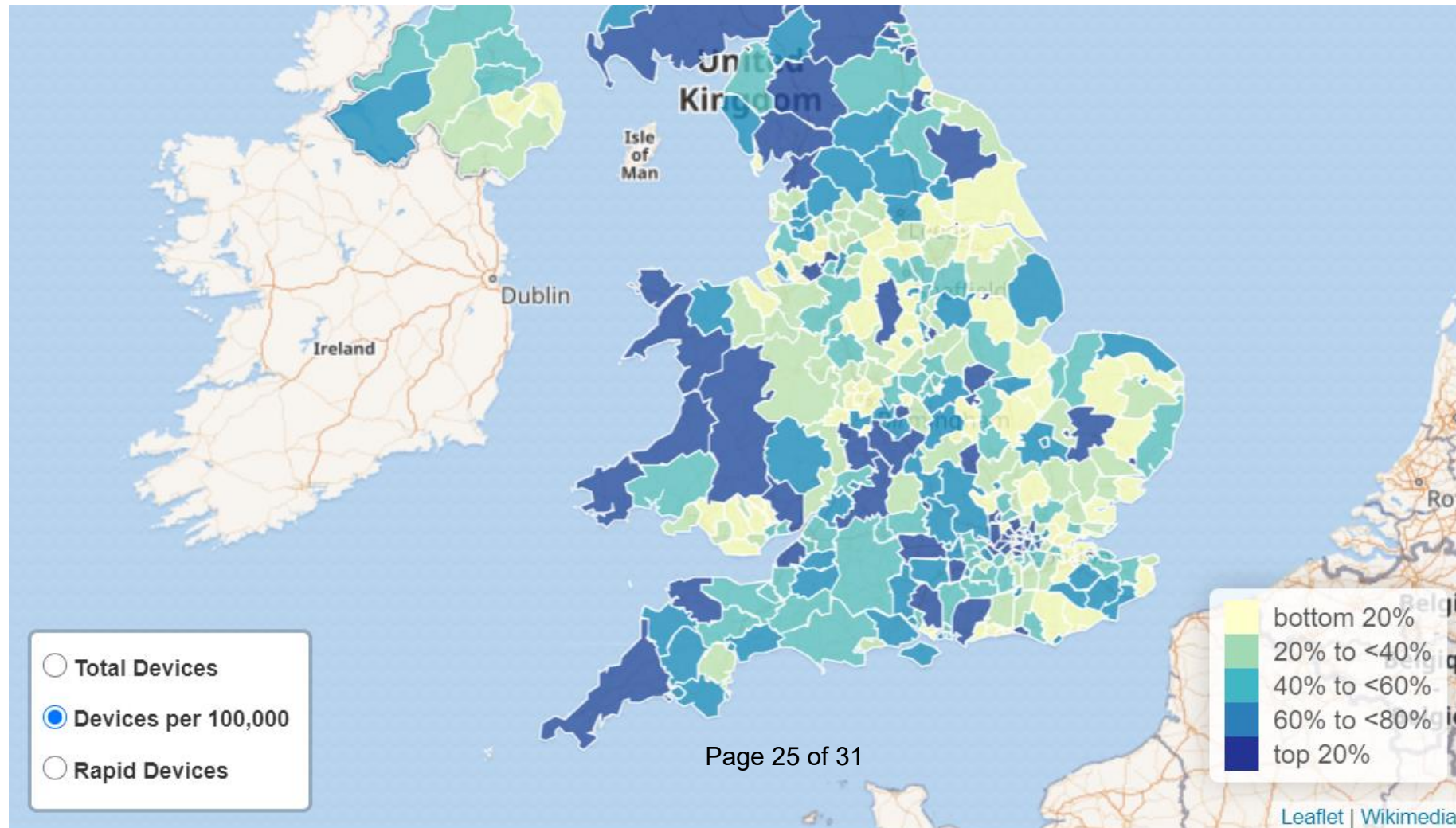
Plug-in Cars, Vans and Quadricycles in Essex



**Fore-
cast
196k
EV Cars
by 2030**



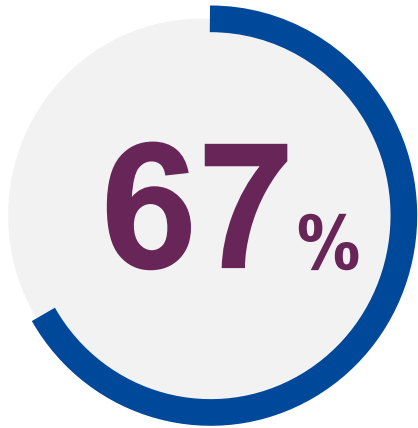
CHARGEPOINT DATA: DEVICES PER 100,000 POPULATION







EV DATA FOR ESSEX



of existing EV drivers
**would not have bought
an EV** if they did not have
access to overnight
charging



of charging by current EVs
drivers is done **at home**



**said they would be
encouraged** to make their
next car an EV if they were
**offered access to a
parking space** where they
could charge their EV
while it is parked

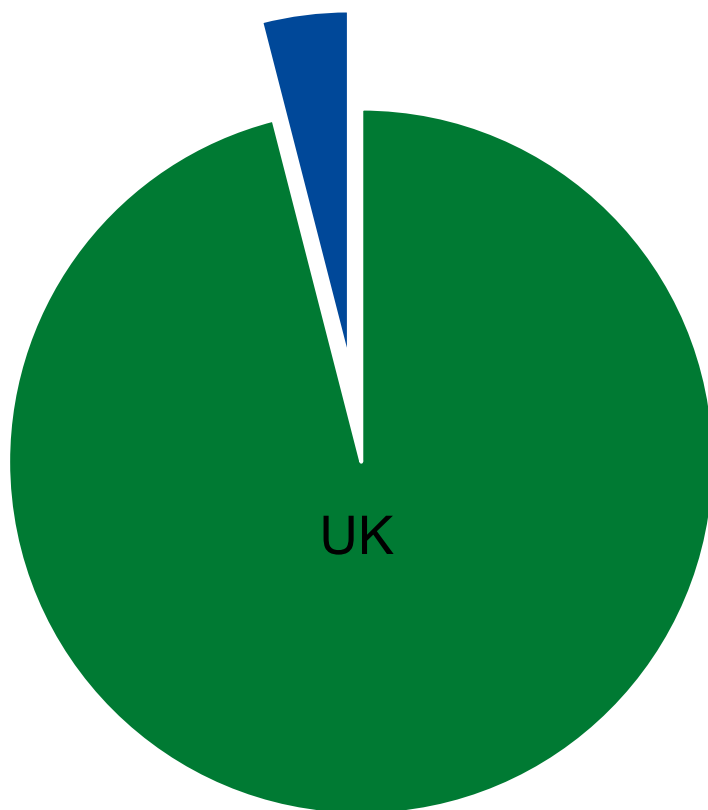


Estimated **on street
chargers** needed



FREIGHT IN ESSEX

2019 goods moved / lifted
Million tonne / kilometres
Essex



Goods lifted: the weight of goods carried, measured in tonnes

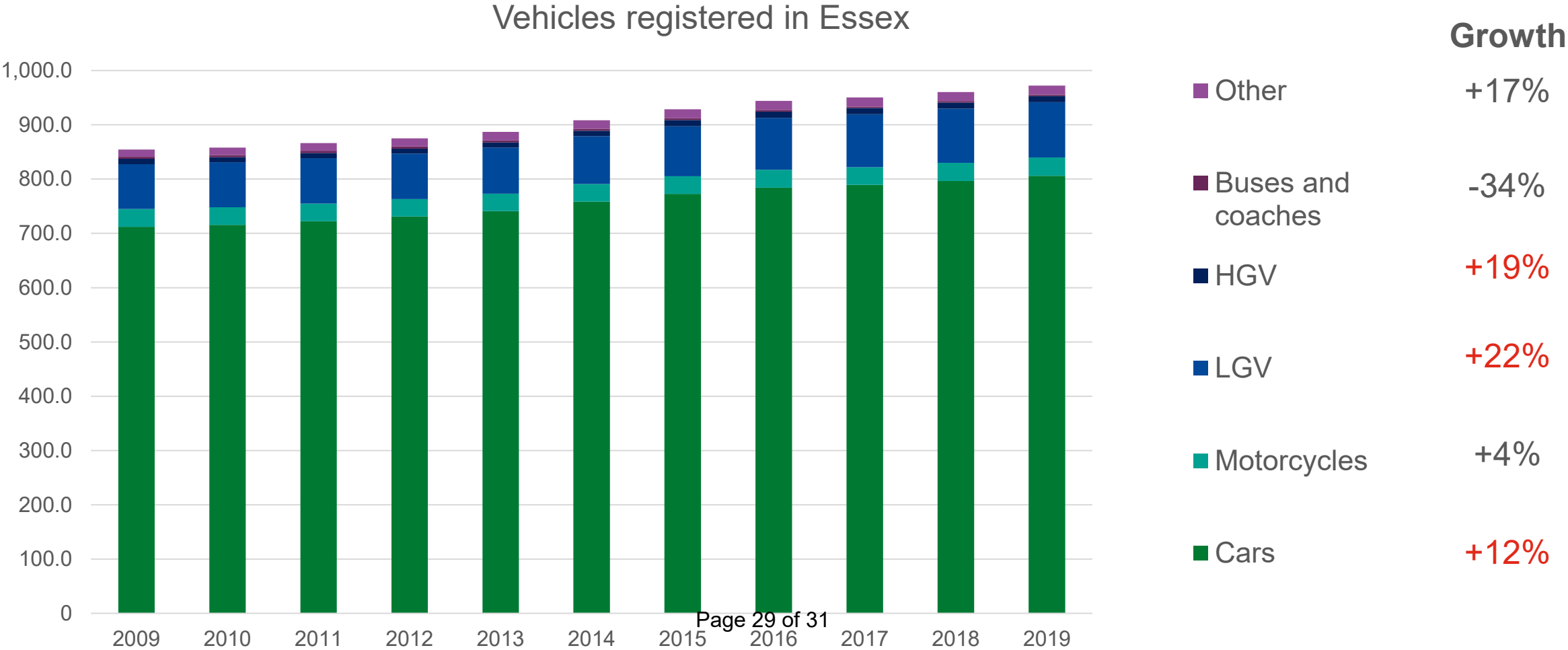
50% of goods lifted stay in Essex

Goods moved: is a measure of activity taking into account the weight of the load and distance through which it is hauled.

26% of good moved stay in Essex



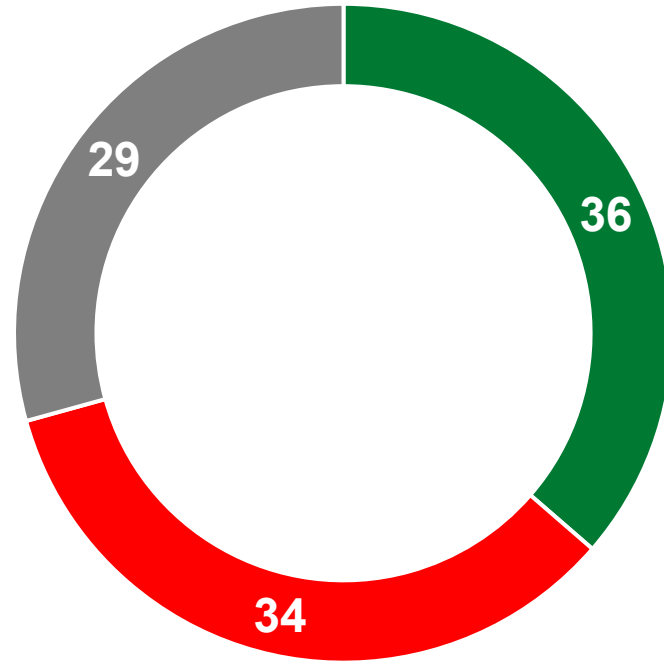
HGV & LGV HAVE HIGHEST REGISTRATION RATE IN ESSEX





DEBATE LESS CLEAR CUT ON CONGESTION CAUSED BY DELIVERIES

To what extent do you agree or disagree that vehicles making deliveries cause congestion in your local area?



Page 30 of 31
■ Agree ■ Disagree ■ Neither agree nor disagree



HAMMERSMITH & FULHAM ZERO-EMISSIONS FREIGHT HUB

- H&F Council set up a zero-emissions freight hub, Parcels Not Pollution In 2019
- E-cargobikes require 13 megajoules to delivery 1,000kg of groceries vs a diesel van 3,400MJ, and an electric van 2,400MJ

