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Wednesday, 8 May 2024

To All Councillors:

As a Member or Substitute of the **Community & Environment Committee**, please treat this as your summons to attend a meeting on **Thursday, 16 May 2024 at 6.00 pm** in the **Council Chamber, Town Hall, Bank Road, Matlock, DE4 3NN**

Yours sincerely,

Helen Mitchell
Director of Corporate and Customer Services

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AGENDA

1. APOLOGIES FOR ABSENCE

Please advise the Democratic Services Team on 01629 761133 or email committee@derbyshiredales.gov.uk of any apologies for absence.

2. APPROVAL OF MINUTES OF PREVIOUS MEETING (Pages 5 - 10)

6 March 2024

3. RECEIVE THE MINUTES OF SUB-COMMITTEE MEETINGS (Pages 11 - 18)

To receive the minutes of the following Sub-Committee meetings:

- Local Plan Sub-Committee – 17 April 2024
- Biodiversity Sub-Committee – 18 April 2024

4. PUBLIC PARTICIPATION

To enable members of the public to ask questions, express views or present petitions, **IF NOTICE HAS BEEN GIVEN**, (by telephone, in writing or by email) **BY NO LATER THAN 12 NOON OF THE WORKING DAY PRECEDING THE MEETING**. As per Procedural Rule 14.4 at any one meeting no person may submit more than 3 questions and no more than 1 such question may be asked on behalf of one organisation.

5. INTERESTS

Members are required to declare the existence and nature of any interests they may have in subsequent agenda items in accordance with the District Council's Code of Conduct. Those interests are matters that relate to money or that which can be valued in money, affecting the Member, her/his partner, extended family and close friends. Interests that become apparent at a later stage in the proceedings may be declared at the time.

6. QUESTIONS PURSUANT TO RULE OF PROCEDURE NUMBER 15

To answer questions from Members who have given the appropriate notice.

7. ASHBOURNE AIR QUALITY MANAGEMENT AREA ACTION PLAN AND AIR QUALITY MONITORING (Pages 19 - 126)

This report provides a further update in relation to the Ashbourne Air Quality Management Area Action Plan following the meeting of the Community and Environment Committee held on 6 March 2024 and a final warning letter received from DEFRA in respect of the late submission of the Action Plan.

8. HOUSEHOLD SUPPORT FUND ROUND 5 (Pages 127 - 134)

The Spring Budget included an announcement concerning Household Support Fund Round 5 (HSF5). Further details have only just been published and the scheme will operate in a very similar fashion to the previous rounds, though it is only for the first 6 months of 2024/25. Derbyshire County Council have indicated they will pass on a proportion of their £5m allocation, with around £900,000 for district and borough councils. As with the previous rounds it is proposed to deliver grants directly to residents through the Housing Team and Revenues and Benefits service. The HSF has been a significant factor behind the District Council's ability to perform its homelessness prevention duties.

9. HOUSING DISPOSAL - 2 DALE VIEW, OVER HADDON (Pages 135 - 144)

The Council housing stock of 40 homes includes a property built in 1883. The elderly tenant who had lived at the property for over 40 years recently passed away. The property needs considerable renovation and retrofit to meet modern standards. Such a scheme is considered to be unviable and approval is sought to dispose of the property.

Members of the Committee - Councillors Martin Burfoot (Chair), Peter O'Brien (Vice-Chair), Robert Archer, Anthony Bates, Kelda Boothroyd, Matt Buckler, David Chapman, Peter Dobbs, Marilyn Franks, Gareth Gee, Susan Hobson, Dermot Murphy, Andy Nash, Peter Slack and Steve Wain

Substitutes – Councillors John Bointon, David Burton, Neil Buttle, Nigel Norman Edwards-Walker, Joanne Linthwaite, Simon Ripton, Roger Shelley and Nick Whitehead

NOTE

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Community & Environment Committee

Minutes of a Community & Environment Committee meeting held at 6.00 pm on Wednesday, 6th March, 2024 in the Council Chamber, Town Hall, Bank Road, Matlock, DE4 3NN.

PRESENT

Councillor Martin Burfoot - In the Chair

Councillors: Robert Archer, Anthony Bates, David Chapman, Peter Dobbs, Marilyn Franks, Gareth Gee, Susan Hobson, Dermot Murphy, Peter Slack, Steve Wain and Simon Ripton

Present as substitute – Councillor(s): Simon Ripton

Helen Mitchell (Director of Corporate and Customer Services (Monitoring Officer)), Tim Braund (Director of Regulatory Services), Steve Capes (Director of Regeneration & Policy), Amanda Brown (Economic Development Manager), Karen Carpenter (Environmental Health Officer), Amanda Goodwill (Environmental Health Manager), Vikki Hatfield (Neighbourhoods Manager) and Angela Gratton (Democratic Services Officer)

Note:

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APOLOGIES

Apologies for absence were received from Councillor(s): Peter O'Brien, Kelda Boothroyd, Matt Buckler and Andy Nash

344/23 - APPROVAL OF MINUTES OF PREVIOUS MEETING

It was moved by Councillor Anthony Bates, Seconded by Councillor Peter Dobbs and

RESOLVED (unanimously)

That the minutes of the meeting of the Community and Environment Committee held on 7 December 2023 be approved as a correct record.

The Chair declared the motion **CARRIED**.

345/23 - RECEIVE THE MINUTES OF SUB-COMMITTEE MEETINGS

It was moved by Councillor Peter Slack, seconded by Councillor Gareth Gee and

RESOLVED (unanimously)

That the minutes of the following Sub-Committee meetings be received:

- Local Plan Sub-Committee – 30 November 2023
- Local Plan Sub-Committee – 20 December 2023
- Local Plan Sub-Committee – 01 February 2024

The Chair declared the motion **CARRIED**.

346/23 - PUBLIC PARTICIPATION

There was no public participation.

347/23 - INTERESTS

Item 9 – Planning Appeal: Leys Farm, Wyaston Road, Ashbourne

Councillor Peter Dobbs declared a non-pecuniary interest in Item 9 as being named as the Councillor fronting the Council's case.

Item 10 – UK Shared Prosperity Fund / Rural England Prosperity Fund: Town Centre Improvements Grants for Approval

Councillor Martin Burfoot declared a non-pecuniary interest in Item 10 due to being a member of Matlock Community Vision.

Councillor Steve Wain declared a non-pecuniary interest in Item 10 due to being a member of Matlock Town Council.

Councillor Marilyn Franks declared a non-pecuniary interest in Item 10 due to being a member of Matlock Town Council

Item 11 – Capital Bid for Inclusion into the Capital Programme 2024-25

Councillor Steve Wain declared a non-pecuniary interest in Item 11 due to being a member of Matlock Town Council.

Councillor Marilyn Franks declared a non-pecuniary interest in Item 11 due to being a member of Matlock Town Council.

348/23 - QUESTIONS PURSUANT TO RULE OF PROCEDURE NUMBER 15

None.

349/23 - ASHBOURNE AIR QUALITY MANAGEMENT AREA ACTION PLAN AND AIR QUALITY MONITORING

The Director of Regulatory Services introduced a report providing Members with an update in relation to the Ashbourne Air Quality Management Area Action Plan in respect of the questions raised at the meeting of the Community and Environment Committee held on 7 December 2023 and a warning letter received from DEFRA in respect of the late submission of the Action Plan.

He explained a response was now needed to respond to DEFRA's warning letter which had been triggered by the absence of a valid AQAP and because a revised submission date for the AQAP had not been agreed with DEFRA. Members were asked to consider the situation and to determine how they wish officers to respond to the DEFRA warning letter noting DEFRA's current deadline of 8 March 2024 for the submission of the AQAP.

The Environmental Health Manager informed Members a response had been received from Derbyshire County Council regarding the two questions raised by the Community and Environment Committee at the December meeting a copy of which had been circulated to Members.

Neill Bennett, DCC Assistant Director, Highways Commissioning informed Members that Derbyshire Highways alongside PLACE colleagues are committed to supporting the AQAP in collaboration with DDDC colleagues and would provide a Highways interventions and position summary to Members after the meeting. To optimise interventions to provide the best outcomes for Ashbourne it is essential that all activities are evidence led, are subject to review and updated as work packages are developed and are implemented. Clearly, this means that whilst the areas identified for action were based on a joint assessment and agreement at the time, as knowledge and technologies develop, and the wider series of interventions via BSIP, Levelling Up, DEFRA and Highways capital funded projects are developed and implemented, the action plan will have to be reviewed.

It was moved by Councillor Peter Dobbs, Seconded by Councillor Steve Wain and

RESOLVED (Unanimously)

1. That the update in relation to the 2 questions for Derbyshire County Council raised by the December meeting of this Committee are noted.
2. To engage with DEFRA to explain the reasons why the submission of the AQAP has been delayed and to seek to agree a new date for the submission of the AQAP.

The Chair declared the motion **CARRIED**.

6.47 Neill Bennett, DCC Assistant Director, Highways Commissioning left the meeting.

350/23 - DERBYSHIRE DALES CORPORATE PLAN: WORKING GROUPS

The Director of Regeneration and Policy introduced a report updating Members on progress made by the four Derbyshire Dales Corporate Plan Working Groups, established by Council on 14 December 2023, which are under the remit of this committee.

It was moved by Councillor Peter Dobbs, Seconded by Councillor Robert Archer and

RESOLVED (unanimously)

The report and appendices were noted.

The Chair declared the motion **CARRIED**.

6.51 pm Meeting adjourned.

7.05 pm Meeting reconvened.

351/23 - PLANNING APPEAL: LEYS FARM, WYASTON ROAD, ASHBOURNE

7.05 pm Councillor Dobbs left the meeting due to having a non-pecuniary interest.

The Director of Regeneration and Policy introduced a report seeking use of the General Reserve for fees in connection with defending an appeal at a Planning Inquiry relating to an application recommended for approval which was refused by the Planning Committee.

It was moved by Councillor Robert Archer, Seconded by Councillor Anthony Bates and

RESOLVED

1. That an Urgent Decision is sought to approve a supplementary revenue budget in 2023/24 for additional expenditure of up to £100,000 in respect of a planning appeal, to be financed from the General Reserve.
2. That the approach to defending the appeal as set out in section 3 of the report is agreed.

Voting

11 For

1 Against

0 Abstained

The Chair declared the motion **CARRIED**.

7.08 pm Councillor Peter Dobbs rejoined the meeting.

352/23 - UK SHARED PROSPERITY FUND / RURAL ENGLAND PROSPERITY FUND: TOWN CENTRE IMPROVEMENTS GRANTS FOR APPROVAL

The Economic Development Manager introduced a report to consider the decision of the UK Shared Prosperity Fund (UKSPF) Board in relation to Improvements to Town Centres, to meet the spend and output requirements before 31st March 2025. Funding has been provided by the Department for Levelling Up, Housing and Communities and the Department for Environment, Farming and Rural Affairs (DEFRA). Following the Council meeting in December 2023, a call for projects was issued.

Members were informed that the UKSPF Partnership Board had considered full, detailed appraisals of the following projects and had approved unanimously the capital grants, figures subject to final costings and subject to match funding where indicated:

It was moved by Councillor Steve Wain, Seconded by Councillor Peter Slack and

RESOLVED (unanimously)

That in accordance with the decisions of the UKSPF Partnership Board, capital allocations are approved as follows:

- Matlock Western Gateway Phase 1 - £268,000
- Town Centre Improvement Fund: Matlock: Hall Leys Park Project - £450,737
- Town Centre Improvement Fund: Wirksworth: The Meadows Rejuvenation Project – £150,000

The Chair declared the motion **CARRIED**.

353/23 - CAPITAL BID FOR INCLUSION INTO THE CAPITAL PROGRAMME 2024-25

The Neighbourhoods Manager introduced the report seeking Members approval for one new bid (comprising of four projects) for a capital project to be referred to Council on 4th April 2024 for inclusion in the District Council's Capital Programme 2024/25. As required by financial regulations, a full business case has been completed for each proposed capital project. A grant from the UK Shared Prosperity Fund covers approximately 61% of the estimated project cost with the other 39% to be match funded.

The Council are in a position to carry out several significant improvements in Hall Leys Park, Matlock as detailed below. A sizable funding contribution of up to £450,737 is available from UKSPF towards these projects, requiring match funding of £279,263 from the Council's capital resources:

- Replace the Skatepark,
- Replace the paddling pool with a Splash Pad reducing repair and maintenance costs,
- Refurbish the pathways with resin bonded surface and
- Working with Derbyshire County Council introduce a multi-user trail to connect section of the White Peak Loop.

It was moved by Councillor Steve Wain, Seconded by Councillor Simon Ripton and

RESOLVED (unanimously)

That £279,263 of match funding for the Hall Leys Park Improvement Capital Bid for year 2024/25, summarised in the report, be approved by this Committee, and recommended to Council for inclusion in the capital programme.

The Chair declared the motion **CARRIED**.

Meeting Closed: 7.35 am

Chair



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Local Plan Sub-Committee

Minutes of a Local Plan Sub-Committee meeting held at 6.00 pm on Wednesday, 17th April, 2024 in the Committee Room, Town Hall, Matlock DE4 3NN.

PRESENT

Councillor Peter O'Brien - In the Chair

Councillors: Martin Burfoot, Nigel Norman Edwards-Walker, Gareth Gee, Susan Hobson, David Hughes, Lucy Peacock and Roger Shelley

Steve Capes (Director of Place and Economy), Mike Hase (Planning Policy Manager), Esther Lindley (Principal Planning Policy Officer) and Tommy Shaw (Democratic Services Team Leader)

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APOLOGIES

Apologies for absence were received from Councillor(s): Robert Archer and Matt Buckler

427/23 - APPROVAL OF MINUTES OF PREVIOUS MEETING

It was moved by Councillor Roger Shelley, Seconded by Councillor Gareth Gee and

RESOLVED

That the minutes of the meeting of the Local Plan Sub-Committee held on 01 February 2024 be approved as a correct record.

Voting

07 For

00 Against

01 Abstentions

The Chair declared the motion **CARRIED**.

428/23 - PUBLIC PARTICIPATION

There was no public participation.

429/23 - INTERESTS

There were no declarations of interest.

430/23 - LOCAL PLAN PUBLIC CONSULTATION - HOUSING OPTIONS

The Policy Manager introduced a report which provided, for Members consideration, proposals for the first round of public consultation on the review of the Derbyshire Dales Local Plan.

The previous meeting of this Sub-Committee considered a report which presented outline proposals for public consultation on the Derbyshire Dales Local Plan. At that meeting it was resolved to approve the proposals, whilst considering several additional suggestions for implementation into the consultation process. It was also resolved that a future report would be considered by this Sub-Committee, setting out precise details of the forthcoming public consultation.

It was noted within the report that in developing the options for the public consultation, a number of alternatives were prepared. These alternatives were then considered and discussed extensively with the Chair and Vice-Chair of this Sub-Committee following the previous meeting. As a result, it was considered that there were three options with potential to be put forward for public consultation. Details of these options were presented to Members within the report and its appendices.

It was moved by Councillor David Hughes, seconded by Councillor Gareth Gee and

RESOLVED (unanimously)

1. That preparations for the public consultation proceed, on the basis that estimated housing need and the availability of major development sites be taken into account, with support through policies for appropriate levels of development in smaller communities.

That, the following topics therefore be included in the public consultation process:

- An appropriate level of development in smaller communities.
- The viability of identified major sites.

2. That the details of the public consultation set out in Appendix 1 be developed into formal public consultation documentation to be agreed in conjunction with the membership of this Sub-Committee.
3. That public consultation commence on 9th May 2024 for a period of six weeks ending on 20th June 2024.
4. That a further report on the results of the public consultation be considered by a future meeting of this Sub-Committee.

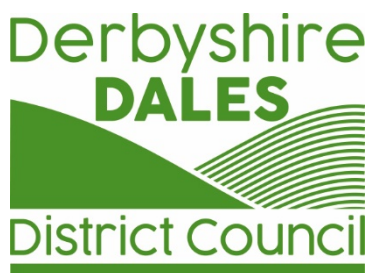
5. That decisions on the future site allocations in the Local Plan be undertaken as part of the detailed development of the policy and proposals, and be subject to consultation as part of the Regulation 18/19 consultations during the latter part of 2024 and during Spring 2025.

The Chair declared the motion **CARRIED**.

Meeting Closed: 7.40 pm

Chair

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Biodiversity Sub-Committee

Minutes of a Biodiversity Sub-Committee meeting held at 6.00 pm on Thursday, 18th April, 2024 in the Committee Room, Town Hall, Matlock DE4 3NN.

PRESENT

Councillor Matt Buckler - In the Chair

Councillors: Martin Burfoot, John Bointon, Stuart Lees, Roger Shelley and Peter Slack

Ashley Watts (Director of Community and Environmental Services), Joanna Hill (Climate Change Project Officer), Samantha Grisman (Clean & Green Manager) and Angela Gratton (Democratic Services Officer)

Public: 1

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APOLOGIES

Apologies for absence were received from Councillor(s):

431/23 - APPROVAL OF MINUTES OF PREVIOUS MEETING

It was moved by Councillor Stuart Lees, Seconded by Councillor Peter Slack and

RESOLVED (unanimously)

That the minutes of the meeting of the Biodiversity Sub-Committee held on 24 October 2023 be approved as a correct record.

The Chair declared the motion **CARRIED**.

432/23 - PUBLIC PARTICIPATION

In accordance with the procedure for public participation, Mr Mike Walton (Local Resident) commented on biodiversity in the Dales and on Morledge specifically. Mr Walton informed the members he had had a very helpful meeting with the Director of Community and Environmental Services and the Clean & Green Manager and was happy with the outcome.

The Clean and Clean Manager thanked Mr Walton and suggested to him if there are Community groups who would like to get involved in wild flower planting they should get in touch with the District Council and discussions can take place on the areas and provisions.

433/23 - INTERESTS

Item 5 - Biodiversity Action Plan:

Councillor Matthew Buckler declared a pecuniary interest in Item 5 due to his role with Derbyshire Wildlife Trust.

Councillor Peter Slack declared a non-pecuniary interest in Item 5 due to being a member of Wilder Wirksworth.

Councillor Martin Burfoot declared a non-pecuniary interest in Item 5 due to being a Member of Matlock in Bloom.

Councillor John Bointon declared a pecuniary interest in Item 5 and 8 due to having a contract to cut verges and pathways for Doveridge Parish Council.

434/23 - UPDATE ON THE MANAGEMENT OF COUNCIL OWNED LAND AND THE VERGES PROJECT

The Clean & Green Manager gave an update on the management of council owned land and the verges project and informed members they were working with the Consultants on the development of the plan and opportunities to merge with the wider plan.

The Technical team have created a Biodiversity sites map, this will hopefully go on the website and be made interactive, working towards including existing areas too.

Feedback from Biodiversity actions taken already:

- 79 sites were left and cut once against 46 last year.

- 12 sites – sown, that can be watched and cut at the end of the season.

- 1 site (ARC) had a mid-year cut and an end of season cut.

- Bee Kind Embrace Nature signs were put on sites.

- Border cut on verges.

- At least one survey.

- 7 locations where orchids are growing.

- 3 locations have the rare bee orchid growing: Derwent Way at Matlock, Calver Crossroads and B6001 Hassop Road, Calver.

- 124 different wildflower species now growing.

The border cut has made the verges look more managed and gives an area where signs can be placed, this year when the team tried to mow the verges for the first time, they were too wet.

The District Council will try to grow the Active Community Groups volunteers as this will be very helpful in spreading the word and look at what package would be needed.

Wye Valley Project / Pathfinders is a very positive project, the District Council has joined as have all districts within the County.

As part of the Pathfinder project last year, we cut and collated 48.2 tonnes of green waste from 34104 square meters.

The vehicles travelled an additional 2412 miles removing the green waste from sites across the district back to our Northwood depot for processing.

435/23 - UPDATE ON DEVELOPMENT OF COUNCIL BIODIVERSITY ACTION PLAN

Lucy Sumner, Senior Ecologist and Helen Millar, Assisting Ecologist from SLR Consulting presented an update on the progress so far on the development of the plan for the biodiversity duty 2024 – 27 the broad themes are:

- Council Workstreams
- Flooding
- Agriculture
- Development and Biodiversity Net Gain
- Nature and People
- Green Ventures

During debate Councillor Buckler asked for the name to be changed from Biodiversity Action Plan to 'Nature Development Plan' all members agreed to this.

The District Councils main role will be to lead and support, making contact where there are existing groups exist and suggesting they have a council representative on group and find out what level of work is required.

Members agreed that across many of these themes the District Councils main role will be to support existing partnerships.

The Director of Community and Environmental Services suggested that the actions were prioritised. SLR agreed to produce a summary table and colour code the actions required and list the impact.

It was agreed to ask the Community Development Officer to give an update on the work of Community Groups in the district at the next Biodiversity Sub-Committee meeting.

436/23 - UPDATE ON THE DEVELOPMENT OF THE LOCAL NATURE RECOVERY STRATEGY (LNRS)

The Climate Change Officer updated members on the development of the Local Nature Recovery Strategy (LNRS) which will provide the process for nature recovery in Derbyshire lead by DCC as the responsible authority appointed by the government. A long-term vision and action plan will be formed and delivered in collaboration with partners, stakeholders and the public.

437/23 - UPDATE ON THE DERBYSHIRE DALES SWIFT CONSERVATION PROJECT

The Climate Change Officer gave an update on the Derbyshire Dale Swift Conservation Project which was approved at Council in December 2023. The Derbyshire Swift Conservation Project has been set up as a Charitable Incorporated Organisation and applied for National Lottery Heritage funding which is proceeding well.

Meeting Closed: 8.00 pm

Chair

Agenda Item 7

Community and Environment Committee 16 May 2024

ASHBOURNE AIR QUALITY MANAGEMENT AREA ACTION PLAN AND AIR QUALITY MONITORING

Report of Director of Place and Economy

Report Author and Contact Details

Amanda Goodwill, Environmental Health Manager
01629 761316 or amanda.goodwill@derbyshiredales.gov.uk

Karen Carpenter, Environmental Health Officer
01629 761227 or karen.carpenter@derbyshiredales.gov.uk

Wards Affected

Ashbourne North

Report Summary

This report provides a further update in relation to the Ashbourne Air Quality Management Area Action Plan following the meeting of the Community and Environment Committee held on 6 March 2024 and a final warning letter received from DEFRA in respect of the late submission of the Action Plan.

Recommendations

1. The response from Derbyshire County Council Highways on matters of a 20mph zone and weight limits in Ashbourne is noted.
2. The content of the Highways Interventions & Position Summary for Ashbourne provided by Derbyshire County Council is noted.
3. That the final warning letter from DEFRA is noted.
4. That the amended Air Quality Action Plan is approved for submission to DEFRA.
5. To note that an approved Air Quality Action Plan shall be subject to formal annual reporting to DEFRA and subsequently to the Community and Environment Committee, alongside ongoing monitoring by officers and partners.

List of Appendices

- Appendix 1 – Response from DCC (20mph zone & weight limits)
- Appendix 2 – Highways Interventions & Position Summary paper Mr Bennett DCC
- Appendix 3 – Director of Regulatory Services representation to DEFRA
- Appendix 4 – DEFRA response to representation
- Appendix 5 – DEFRA final warning letter
- Appendix 6 – DDDC Ashbourne Air Quality Action Plan (final draft)

Background Papers

Reports to the Community and Environment Committee – 7 April 2021, 23 June 2021, 17 November 2021, 23 February 2022, 29 June 2022, 1 November 2022, 9 February 2023, 13 July 2023, 7 September 2023, 26 October 2023, 7 December 2023, 6 March 2024.

Consideration of report by Council or other committee

Since the declaration of the Ashbourne Air Quality Management Area in April 2021, reports have been considered by the Community and Environment Committee, as detailed under the Background Papers heading above.

Council Approval Required

No.

Exempt from Press or Public

No

Ashbourne Air Quality Management Area Action Plan and Air Quality Monitoring

1. Background

1.1 At the meeting of the Community and Environment Committee held on 7 December 2023 it was resolved:

- That a supplementary budget estimate of £10,000 to facilitate a 12-month subscription to Earthsense be recommended to Council for approval.
- That Derbyshire County Council be formally requested to provide an explanation regarding their opposition to the implementation of a 20-mph speed limit zone within Ashbourne town centre, given the level of public support expressed during the consultation period; and
- That Derbyshire County Council be formally requested to provide an explanation of their objection to implementation of a weight limit on traffic entering Ashbourne town centre via the A515, in order to divert heavy traffic.

1.2 At the most recent meeting of the Community and Environment Committee (6th March 24), Members were updated on the status of the above matters. Notably, Council approval for the Earthsense subscription monies (25th January 2024) and the fact officers had written to County Council Highways colleagues requesting a response to the 20mph and weight limit questions posed by Committee, however at the time of writing the report no formal response had been received. In the absence of the latter, officers did secure the attendance of Mr Neill Bennett - Assistant Director Highways Commissioning from the County Council.

1.3 Mr Bennett was able to articulate the County position on the 20mph and weight limit issues, and talk to the County Council formal response from Mr Chris Henning – Executive Director (Place) on these matters as this communication was received on 6th February 2024 after the deadline for committee reports. Mr Bennett also took questions from Members, explained some of the road infrastructure changes both being planned and realised in Ashbourne which are represented in the draft Air Quality Action Plan, whilst also expressing the commitment of the County Council Highways to the various Ashbourne based projects. A copy of the County Council formal response was cascaded to Members at the time of receipt and is included at Appendix 1. This is also the case with the briefing paper from Mr Bennett, which swiftly followed the 6th March meeting and is included at Appendix 2.

1.4 At the 6th March meeting Members were also asked how they wished to respond to the District Council receiving a warning letter from DEFRA in relation to the late submission of a valid Air Quality Action Plan for the Ashbourne Air Quality Management Area. It was resolved that officers engage with DEFRA to explain the reasons why the submission of the AQAP has been delayed and to seek to agree a new date for the submission of the AQAP, noting DEFRA's current stated deadline of 8

March 2024. The Director of Regulatory Services Mr Tim Braund wrote to DEFRA 7th March 2024 (Appendix 3) with a response back received 21st March 2024. (Appendix 4). The said response confirmed DEFRA's adherence to the escalation of warnings procedure until such time as an AQAP is submitted. The said procedure concludes with a Secretary of State Direction to the Chief Executive.

- 1.5 Members are advised the District Council received a final warning letter from DEFRA dated 21st March 2024. A copy of the letter is included at Appendix 5. Member attention is directed to paragraph 2 of the letter which states - *If AQAP submission requirements have not been met by **21 May 2024**, the matter can be escalated to a Section 85 Secretary of State direction to the relevant Local Authority Chief Executive specifying action. You are therefore advised to ensure that the legal requirements for action plans are met swiftly*.

2. Key Issues

- 2.1 As noted in the background to this report, the December meeting of the Community and Environment Committee recommended to Council that a supplementary budget estimate of £10,000 be approved in order to facilitate a 12-month subscription to the Earthsense real-time monitoring system. This approval was confirmed at the meeting of Council held on 25 January 2024. Provision has been made to carry forwards this planned expenditure into the new financial year and officers are poised to procure the system. Further information about the implementation of the system will be submitted to future meetings of this Committee.
- 2.2 As outlined in the background section of this report, the District Council has received a final warning letter from DEFRA, which has been triggered by the continued absence of a valid Air Quality Action Plan (AQAP) in relation to the Ashbourne Air Quality Management Area (AQMA). This AQMA was declared in April 2021 and the proposed action plan has been the subject of the updating reports that have been considered by this Committee since that date. In summary, officers have worked together with colleagues from Derbyshire County Council and with representatives of Ashbourne Town Council and Ashbourne Town Team to develop a series of actions intended to address the issue of high levels of nitrogen dioxide in Buxton Road and St Johns Street. The proposed actions have also been subject to public consultation. Committee has considered those measures and debated the issue and has previously not considered that it could approve the draft action plan for submission to DEFRA. Officers have therefore continued to work with colleagues from Derbyshire County Council to seek updates in relation to the actions previously suggested for inclusion within the Action Plan given the time lag that has occurred. In particular, the wording of the first three proposed actions has required updating, as the various work strands of highway interventions morph towards their stages of operation within the town to achieve smooth traffic flow. In addition, the round table discussions with mineral and logistics operators went live in the New Year, the focus being transport issues in the High Peak and Ashbourne. This work strand has also required an update.

- 2.3 Officers have now completed the AQAP review with County colleagues and the final draft is included at Appendix 6 for Member consideration with a view to submission to DEFRA prior to the specified 21st May 2024 date.
- 2.4 Given the fact we now have an updated AQAP and the Council has been issued with a final warning for the absence of the same by DEFRA, officers consider that there are two options available to the Committee, as follows:
- To accept the content of the AQAP and direct officers to submit the said plan to DEFRA, thereby satisfying the legal obligations of the Council.
 - To attempt to engage with DEFRA on a second occasion to explain why the submission of the updated AQAP cannot take place at this time and seek to agree a new date for the submission of the AQAP.

Members are advised that the second option will not stop the warning escalation process, the next stage being a Secretary of State Direction to the Chief Executive.

- 2.5 The officer recommendation is to submit the AQAP to DEFRA prior to the 21st May 2024 date.

3. Options Considered and Recommended Proposal

- 3.1 Those options that officers have identified as being available to Committee are set out in paragraph 2.4 of this report.

4. Consultation

- 4.1 The measures currently approved by Derbyshire County Council, along with the concepts of a 20-mph zone and a Clean Air Zone have already been subject to public consultation.

5. Timetable for Implementation

- 5.1 The timetable for implementation is to be determined by Committee, noting DEFRA's previous deadline of 8 March 2024 for the submission of the AQAP has passed and we are at final warning stage.

6. Policy Implications

- 6.1 Local authorities have a legal duty to provide an Air Quality Action Plan as a means to address areas of poor air quality that have been identified with in Air Quality Management Areas. These action plans should develop measures that will provide the necessary emissions reductions to achieve the air quality objectives and crucially act as a live document which is continually reviewed and developed to ensure that current measures are being progressed and new measures are brought forward.

- 6.2 Formal reporting to DEFRA on an annual basis and subsequently to the Community and Environment Committee shall take place, alongside ongoing monitoring by officers and partners.

7. Financial and Resource Implications

- 7.1 At this stage there are no financial implications beyond staff time associated with this report. As the cost of staff is included in the approved budget, the financial risk associated with the approval of the report's recommendations is assessed as low.

8. Legal Advice and Implications

- 8.1 An Air Quality Action Plan will ensure that the Council meets its statutory duties as set out in the Environment Act 1995 to regularly review and assess air quality in its area.
- 8.2 This report relates to a further update in relation to the Ashbourne Air Quality Management Area Action Plan in respect of the questions raised at the December meeting of the Community and Environment Committee, the need to update some AQAP components given the time lag and highway work strands progressing, plus a final warning letter received from DEFRA in respect of the continued late submission of the Action Plan.
- 8.3 The legal risk of challenge of taking the decision associated with this report has been assessed as low. That said there are risks including reputational risks, from receiving any direction from the Secretary of State. This can be mitigated if an AQAP is submitted to DEFRA in a timely manner following this Committee.

9. Equalities Implications

- 9.1 Decision-makers are reminded of the requirement under the Public Sector Equality Duty (s149 of the Equality Act 2010) to have due regard to:
- (i) eliminate unlawful discrimination, harassment, victimisation and other conduct prohibited by the Act
 - (ii) advance equality of opportunity between people from different groups, and
 - (iii) foster good relations between people from different groups.
- 9.2 The decisions recommended through this paper could directly impact on end users. The air quality action plan is relevant to younger and older age groups, and people with disabilities, who are more vulnerable from the effects of poor air quality. The air quality action plan aims to have a positive impact on people's health, including those with protected characteristics. The consultation on the draft air quality action plan has not raised any issues with regards to the protected characteristics.

10. Climate Change Implications

- 10.1 Whilst the Air Quality Action Plan is aimed at reducing health related air pollution, any reduction in traffic emissions will also have a beneficial impact in relation to climate change and should be supported.

11. Risk Management

- 11.1 The District Council has a duty to develop an Air Quality Action Plan following the identification and declaration of Air Quality Management Areas. Failure to comply with this requirement could leave this authority open to legal action and potential fines.

Report Authorisation

Approvals obtained from:-

	Named Officer	Date
Director of Resources in the absence of the Chief Executive	Karen Henriksen	08/05/2024
Financial Services Manager	Gemma Hadfield	08/05/2024
Monitoring Officer (or Legal Services Manager)	Helen Mitchell	1/5/2024

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Chris Henning
Executive Director – Place
County Hall
Matlock
Derbyshire
DE4 3AG

Mr Tim Braund
Director of Regulatory Services
Derbyshire Dales District Council
Town Hall
Matlock
DE4 3NN

Telephone 01629 538544
Ask for Chris Henning
Email Chris.henning@derbyshire.gov.uk
Our ref CH/EHu-240206
Your ref

Date 06/02/2024

Dear Tim

A515 Buxton Road, Ashbourne: Air Quality Management Area

Thank you for your email dated 15th January 2024 regarding two questions requested by the District Council's Community and Environment Committee:

1. Why is DCC opposed to the introduction of a 20mph zone within the town.
2. Why is DCC opposed to the introduction of weight limits on the A515, which would divert heavy goods traffic.

Before I respond to the two specific questions it is important to restate that the Council remains committed to working with the District Council to deliver transport measures to tackle poor air quality in Ashbourne town centre. As you are already aware, the Council's Cabinet Member for Highways, Assets and Transport has committed to deliver actions for inclusion in the Air Quality Management Area (AQMA) Action Plan, including:

- Continuing to develop proposals for a A515 Ashbourne Relief Road: as we reported to Cabinet in September 2023 there is further work required on modelling flood risk and mitigation before a planning application can be submitted. We are working with our professional services consultants on this and will be able to advise in due course on the development programme.
- We have begun implementing an intelligent transport management system (ITS) in Ashbourne to provide opportunities to manage air pollution by optimising traffic flow. The introduction of Urban Traffic Control (UTC) to all traffic signal junctions and controlled pedestrian crossings in Ashbourne will provide a centralised co-ordination of traffic signals and optimise traffic flow. In addition, the application of Bus Priority for late running buses via the UTC system will assist with ensuring buses remain on schedule thus improving journey reliability. This project includes the first deployment of UK-leading technology in Derbyshire, including nine air quality sensors and a wide network of road traffic sensors across the town to build into the development of a new 'Visum' model. This model and the sensors will enable specialist traffic and air quality modellers to optimise our Control Room systems via the UTC to manage traffic flows to achieve better air quality and bus priority in real time. The scope of

the proposed network of sensors is also being expanded to additional routes to support a comprehensive review of heavy goods vehicle routing and possible selective route restrictions within the town centre. The first phase of traffic signal upgrades to support the ITS has now commenced at A517/Park Road junction and will shortly be followed by the Derby Road five-ways junction. We will also install new traffic signals at the Station Road/Church Road junction. The Visum model will also confirm whether additional traffic signals are required at the A515 Windmill Lane junction to better manage traffic entering the AQMA area.

- Delivering the public realm work package and supporting a mobility hub within the Methodist Church associated with Ashbourne Reborn to encourage more Ashbourne residents and visitors to use sustainable travel modes in the town centre.
- Bringing together a Minerals Industry Transport Roundtable meeting in February 2024 which will specifically discuss local freight issues, including the A515 Ashbourne Air Quality Management Area.
- Planned delivery of additional electric vehicle charging points in a town centre car park and consideration of 30 requests for deployment of street lamppost charging points via our Low Emission Vehicle Infrastructure programme, due to commence during 2024.
- Assisted development of three Travel Plans associated with land use developments proposed in the town.

20 Mph Zones

The Council's current 20mph zone policy is set out in its Speed Management Protocol and states:

20mph speed limits / zones are introduced sparingly, with casualty reduction being a priority for the selection of such schemes. Several trial sites will however be undertaken to ascertain whether there is further health, well-being and / or speed and casualty reduction benefits from 20 mph limits without associated engineering measures, and should subsequent monitoring reveal this is the case, then a review of this protocol would follow.

In line with this policy, the Council has previously advised to the District Council, and at your previous AQMA public engagement events, that a 20mph zone in Ashbourne would not be considered until it had completed consultation on two pilot area-wide 20mph zone proposals in Buxton and Long Eaton. The Council has now completed extensive stakeholder and public engagement associated with the two proposals to introduce 20mph zones. However, based on the outcome of these consultations, the Council has decided that it is not planning any further proposals to trial 20mph zones at other locations within the County, unless this is associated with casualty reduction.

With regards to Ashbourne, it is pertinent to restate the response from the Police and to note the comment regarding 'strategic routes' which is of relevance to the A515 Buxton Road, which is the Primary Route between Ashbourne and Buxton:

The Police raised "*grave concerns*" about the blanket implementation of 20mph speed limits without any physical traffic calming measures (or similar) to aid compliance. There were concerns about the strategic routes that the 20mph speed limit affect. The Police view is

that the speed limit proposals would present them with an unreasonable enforcement task. The lower speed limit would raise the expectations of the public and generate a high level of calls for enforcement for perceived non-compliance which they would not be able to react to with their current resources.

The Council only introduces traffic calming measures where there is clear justification on the grounds of road safety because these measures are generally not supported by the public due to them creating noise and vibration and increase in pollution. Consequently, these measures are not considered appropriate to aid compliance in this location, notably where there is an existing air quality problem and location where there are many listed buildings.

Introduction of Weight Limits

The Council's current policy supports weight restrictions for environmental reasons on routes which have been identified as unsuitable for use by heavy goods vehicles, and where there is a better and equally convenient alternative. Weight restrictions for environmental reasons are usually used to prevent heavy goods vehicles from using minor roads as inappropriate short-cuts between main routes.

In considering the appropriateness of the A515 for environmental weight restrictions, the Council took due regard to the existing role of the A515 as a Primary Route between Ashbourne and Buxton. The Department for Transport advises that a Primary Route is a connection between two primary destinations which must remain reasonably direct and viable for medium – and long – distance travel including, wherever possible, for freight traffic.

In determining convenient alternatives, the trip length for diverting vehicles is considered. The existing A515 route between Ashbourne and Buxton is approximately 20.5 miles. The two most reasonable alternatives are:

- Buxton-Leek-Ashbourne via A53, A523 and A52 existing Primary Routes is approximately 26.5 miles.
- Buxton-Cromford-Belper-Ashbourne via A515, A5012, A6 and A517 is approximately 39 miles.

The shortest of these routes would incur a 30% increase in trip distance and would incur additional travel time and costs for local businesses travelling between these destinations.

When considering a proposed weight restriction for any route or area, the Council must give careful consideration to the impacts of those vehicles that are re-routed. The following environmental and health constraints were identified as potentially worsening or displacing issues should vehicles be re-routed:

Buxton-Leek-Ashbourne via A53, A523 and A52

- The A53/ A523 at Leek are both included within the area of the declared Leek AQMA. The Action Plan for this AQMA states that measures should be targeted to reduce emissions from both cars and heavy goods vehicles. It was therefore

considered that re-routing heavy goods vehicles via Leek would displace negative impacts and would increase air quality emissions in another declared AQMA.

- The A53 is bounded by the South Pennines Special Area of Conservation (SAC) and South Pennines Special Protection Area (SPA) and the A52 is in close proximity to the Peak District Dales (SAC). Whilst the impact of re-routing heavy goods traffic on these habitats and species has not been undertaken, it is noted that previous advice from Natural England that any proposed policy which would increase traffic within a SAC or SPA would require appropriate assessment to assess impacts of increased nitrogen deposition associated with increased emissions from traffic. It was therefore considered that re-routing heavy goods vehicles via Leek could have potential to impact on protected habitats and species.

Buxton-Cromford-Belper-Ashbourne via A515, A5012, A6 and A517

- The A5012 is bounded by, and dissects, habitats included within the Peak District Dales SAC. As set out above it was also considered that re-routing heavy goods vehicles via the A5012 could have potential to impact on protected habitats and species. It should also be noted that this constraint would also apply to re-routing vehicles via the other alternative route from Buxton to Cromford via the A6.
- The A5012 has previously been identified as one of England's highest risk roads for road safety. Whilst there are no specific risks associated with heavy goods vehicles, it is noted that the road presents a challenge for all road users as the road climbs from east to west via a series of bends through a wooded valley.

On this basis the two route options were not considered as convenient alternatives. Similarly, these constraints also limit the opportunities for encouraging longer distance journeys to use nearby alternative routes.

I trust that this response provides the necessary information requested and explains the background to why the Cabinet Member for Highways, Assets and Transport did not include the introduction of an Ashbourne 20mph zone or weight limits on the A515 within the list of approved interventions to be included within the AQMA Action Plan.

Yours sincerely



Chris Henning
Executive Director - Place

Ashbourne – Highways interventions and position summary

1. DCC commitment

Derbyshire Highways alongside PLACE colleagues are committed to supporting the AQAP in collaboration with DDDC colleagues. To optimise interventions to provide the best outcomes for Ashbourne it is essential that all activities are evidence led, are subject to review and updated as work packages are developed and are implemented. Clearly, this means that whilst the areas identified for action were based on a joint assessment and agreement at the time, as knowledge and technologies develop, and the wider series of interventions via BSIP, Levelling Up, DEFRA and Highways capital funded projects are developed and implemented, the action plan will have to be reviewed. This is a mature approach to ensuring that interventions are iterative, evidence based and are tested to ensure that the action plan is delivered and optimised where appropriate.

The interventions in Ashbourne will be undertaken over the short to medium term, with the longer term aim of delivering a relief road. It is clear that maximising the capacity of existing infrastructure whilst optimising its movement is an approach that Highways seeks to promote and is evidenced in the significant investment in traffic management and control systems over the last few years, with the aim of scaling this approach where demand requires. This has the added benefit of attracting funding to undertake projects like BSIP that hitherto would not have been possible.

It is also worth mentioning that Ashbourne is benefitting from a once in a generation investment bringing together Levelling Up funding, BSIP funding, DEFRA funding and Highways capital funded projects to deliver significant public realm, traffic management and control (Intelligent Transport Systems – ITS). These interventions will support improvements in AQ through improved traffic management and control. This is unprecedented investment and Ashbourne is a showcase for the investment in technology and research that is unique in Derbyshire.

Bringing together investment and delivering and implementing a wide range of schemes has its challenges but the collaboration between authorities, the input of technical experts and the willingness to research and deploy new technologies and being able to lever in funding that without the level of collaboration and innovation would not have been possible, and as mentioned earlier is unique in Derbyshire. The possibilities to provide further innovation with the back bone of the technology being deployed provides the basis for far greater traffic management and control, without which would not be possible.

2. Interventions/Action Plan Summary Position

The Air Quality Action Plan (AQAP) measures are intended to deliver Ashbourne's AQ back into compliance, it is not intended to resolve the Ashbourne traffic issues, that all have agreed can only be resolved through the building of a relief road.

Evidence Led Approach

The assessment of the AQAP measures by our AQ experts, Aecom, demonstrated the sensitivity of the emissions and air quality results, and the need to inform a detailed quantitative assessment using a micro simulation model (Vissim model).

The development of a Vissim model will provide the evidence to support traffic management and air quality specialists to optimise the flow of traffic to achieve better and quantified air quality reductions. The model will also help to inform whether additional control measures will be required and to help evaluate impacts.

The procurement and necessary approvals to appoint a consultant to undertake the Vissim modelling is being progressed currently.

20mph/HGV movements

Refer to the letter from Chris Henning, dated 06/02/24, regarding the highways position regarding :

- 20mph zone within Ashbourne town centre and,
- Weight limits on the A515

Levelling Up – Ashbourne Reborn

From a highway's perspective, this project is helping to deliver a series of improvements to highway infrastructure, that seeks to improve the public realm and encourage active travel wherever possible. This in turn supports the move to improving AQ in the town by helping to promote lower car use and the switch to active travel modes.

This work is underway and being led by DDDC in collaboration with Derbyshire Highways.

Bus Service Improvement Plan (BSIP)

A key component of the BSIP programme of work being undertaken in Ashbourne is the introduction of Derbyshire's new Urban Traffic Control (UTC – SCOOT) system an element of our on-going commitment to deploy ITS to maximise capacity and manage demand on our highways networks.

The cloud-based UTC is system will allow the coordinated regional control of all the traffic signal junctions and controlled pedestrian crossings in Ashbourne.

List of Ashbourne traffic signal sites for the application of UTC SCOOT (Split Cycle Offset Optimisation Technique) Control:

Market Place – Pedestrian Crossing

Park Rd – Pedestrian Crossing

Sturston Rd / Park Road – Junction*

Sturston Rd / Compton Street - Junction*

Church St / Dig St

Station Rd / King Edward St

* See below

To accommodate the latest technology, existing traffic signal equipment is required to be at a certain standard. Two existing traffic signal junctions have been identified as requiring additional works, this is due to the age of equipment, and to ensure compatibility with UTC SCOOT. The two junctions are:

Ashbourne: Sturston Rd / Park Road

Ashbourne: Sturston Road / Compton Street

The upgrade of the above 2 traffic signal sites is due to be completed Spring 2024.

To ensure the best possible coordination of traffic movements and the improvement of air quality in Ashbourne, it is proposed that traffic signal control is introduced at a key junction in Ashbourne. This being the Church Street / Station Rd junction. The signalisation will also incorporate controlled pedestrian and cycle crossing facilities.

The upgrade of Traffic Signal Controllers, introduction of traffic signal control to an existing priority (give way) junction, and the application of UTC SCOOT regional control will provide regional coordination of vehicular movements and improve the general flow of traffic through Ashbourne, reduce delays and duration of standing traffic in the town. The production of vehicle emissions is related to the times vehicles have to accelerate and decelerate, particularly where there are gradients. Therefore, the improved signal timings will reduce the number of vehicle stops, time on the network, and also, allow the County Council's specialists to input differential signal linking automatically when and where emissions are high.

An example case study can be found [here](#) that refers to Leicester and the contribution ITS has in helping to understand and manage transport emissions.

AQ Monitoring

We have appointed a supplier, Earthsense, to deploy AQ/particulate monitors in and around Ashbourne. The plan is to install 9 in total, but this will be undertaken in conjunction with the supplier to ensure the best locations are selected to optimise the data collected whilst ensuring that the appropriate health and safety and structural checks are carried out where equipment is to be mounted. Adaptations of the County's traffic technology systems has already been made to

allow the real time receipt of emissions data, which, in turn, will permit pollution minimisation traffic management strategies, in real time, to be developed.

Pre-Emptive Traffic Management System (PTMS) - DEFRA project

DCC were successful in bidding for DEFRA funding to further develop its PTMS and Ashbourne has been identified as an ideal location to help develop and test the solution.

A solution will be developed for real-time monitoring and management of emissions emanating from traffic on the DCC (Derbyshire County Council) road network. This is in relation to both air quality in key priority areas and total emissions across that network. The solution will be developed as an enhancement of PTMS currently operating on DCC's network to manage congestion.

The solution will consume real-time traffic data from a 3rd Party traffic data feed to detect traffic volumes which it will input into a road emissions model to generate emissions level data. The emissions model will be built using a proven methodology sensitive to fleet composition by vehicle category to generate data representative of the actual current emissions state of each road link on the network.

The project will undertake an upgrade of PTMS to build and integrate components enabling it to:

- Represent the current state of emissions across the network in the control room, and highlight air quality levels at sensitive locations
- Generate traffic management interventions, targeting improved local air quality and reductions in total network emissions, whilst balancing these against other priorities (e.g., managing congestion) that the authority may have.
- Report on emissions trends through time and provide an additional evidential base for enabling pollution minimisation traffic control strategies in real time.

The procurement and necessary approvals to appoint a consultant to undertake this work is being progressed currently.

Engagement with local minerals and logistics companies

DCC hosted a specific meeting to discuss transport issues on the 13/2/24 – minerals industry round table. AQ was discussed given the significant part that the minerals sector plays in the Ashbourne local economy and they are committed to do their part in mitigating impacts through vehicle technology and continuing to engage with us in developing our action plan.

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Bill Parish
Deputy Director, Air Quality and
Industrial Emissions
Department for Environment
Food and Rural Affairs
helpline@defra.gov.uk

Please ask for:
Direct Dial No
Fax No
Your Ref.
My Ref.
E-mail

Tim Braund
01629 761118
01629 761165
RS/TJB/AQAP
envhealth@derbyshiredales.gov.uk

7 March 2024

Dear Mr Parish

ASHBOURNE AIR QUALITY MANAGEMENT AREA: OVERDUE AIR QUALITY ACTION PLAN

Thank you for your warning letter dated 9 January 2024, sent in relation to the absence of a valid Air Quality Action Plan in relation to the Ashbourne Air Quality Management Area. This response is intended to update you as to the current position of Derbyshire Dales District Council and to inform you of the action taken in response to the receipt of the warning letter.

Firstly, I would like to assure you that Derbyshire Dales District Council takes its responsibilities in relation to air quality extremely seriously. The Ashbourne Air Quality Management Area has been subject to no fewer than 12 reports to our Community and Environment Committee and the draft Action Plan has also been subject to a full public consultation, including 2 public meetings within the affected town of Ashbourne. The draft Action Plan has been developed in full consultation with partners from Derbyshire County Council, who are the highways authority in this case, and with community representatives in the form of Ashbourne Town Council and Ashbourne Town Team. However, up to now our Community and Environment Committee has not been able to add their endorsement to the Action Plan, such that it can be submitted to Defra for consideration and approval. Work has been continuing to develop the proposed measures and to craft a form of words that will be acceptable to the Committee. Officers believe that this work is nearing completion.

The warning letter was considered by the Community and Environment Committee on 6 March 2024. I should explain that this consideration was originally due to take place at a meeting of the Committee scheduled for 8 February 2024, but this meeting had to be postponed due to heavy snow in the area which would have made travel to the meeting dangerous. We are conscious that this means that this letter is now very close to the Defra deadline of 8 March and hope that you will understand the reasons for this delay. Committee considered the letter in detail and has instructed me to write to you setting out the Council's current position and to explain the actions that the Council now intends taking to progress the matter.

Paul Wilson, MCD, Dip TP, Dip Mgmt, MRTPI
Chief Executive

Town Hall, Bank Road, ~~MATLOCK~~ MATLOCK, Derbyshire DE4 3NN
For general enquiries telephone 01629 761100 or visit www.derbyshiredales.gov.uk

In addition to myself and my colleagues from the District Council's Environmental Health team, the Committee meeting was also attended by an Assistant Director from Derbyshire County Council, who set out the County Council's position in relation to the development of traffic management systems within Ashbourne. The introduction of these traffic management systems comprises the first 3 measures suggested in the draft Action Plan and elected members were pleased to hear that these systems were in development and that indeed implementation had already commenced within the town. It was explained that Committee would like revised wording for these 3 measures to be agreed between officers of the District Council and the County Council and that a further report with that revised wording should be brought to the next appropriate meeting of the Community and Environment Committee in the expectation that this wording could be formally endorsed and approval could be given for the submission of a draft Action Plan to Defra.

At this stage I am unable to inform you of a definite date for this meeting of the Committee as the draft programme of meetings for the new financial year is still in development. However, I am happy to commit to providing you with that date as soon as it is available. This would then set out a target date for the submission of the Action Plan and we would hope that the issue of any final warning letter could be adjusted to reflect this target date.

I hope that this letter will reassure you that Derbyshire Dales District Council and its partners are working hard to resolve this issue in order to submit an Action Plan to you as soon as possible. If you have any further queries on this matter please do not hesitate to contact me.

Thank you in advance.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Tim Braund', with a long horizontal flourish extending to the right.

TIM BRAUND
DIRECTOR OF REGULATORY SERVICES



Department
for Environment
Food & Rural Affairs

T: 03459 335577
air.quality@defra.gov.uk
www.gov.uk/defra

Date: 21 March 2024

Dear Mr Braund

Thank you for your letter dated 7 March 2024 setting out the reasons for delay of Derbyshire Dales' Air Quality Action Plan (AQAP). I appreciate the considerable effort that has gone into the production of the AQAP thus far.

However, continuous delays will impact the local authority's ability to ensure air quality objectives are achieved and maintained in the long term. Defra is committed to protecting people and the environment from the effects of air pollution. Our [Environmental Improvement Plan 2023](#) sets out our challenge to local authorities to improve air quality more quickly. AQAPs are a key driver for action and Derbyshire Dales District Council risks negatively impacting their communities by not having an agreed AQAP in place.

Derbyshire Dales District Council declared the Buxton Road AQMA in May 2021, for an exceedance of the NO₂ annual mean air quality objective. The [Local Air Quality Management \(LAQM\) Statutory Policy Guidance](#) states that an AQAP must be produced within 18 months of an AQMA being declared to ensure improvements to air quality can be realised as quickly as possible. This makes the AQAP 14 months overdue.

In line with the approach we are taking with all LAs, the warning process will continue. You will soon receive a final warning letter which will include a deadline for the AQAP of 21 May 2024. If the Council do not meet that date, a Secretary of State Direction will be sent to the Chief Executive specifying action.

For more information about the actions the Government expects local authorities to take in support of achieving our long-term air quality goals, please refer to the [Air Quality Strategy](#) which provides a framework to enable local authorities to make the best use of their powers.

Yours Sincerely,
Bill Parish
Deputy Director, Air Quality and Industrial Emissions
Defra

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Harrison, Lucy

From: Braund, Tim
Sent: 22 March 2024 09:28
To: Goodwill, Amanda; Carpenter, Karen; Mitchell, Helen; Wilson, Paul
Subject: FW: Overdue Air Quality Action Plan - Final Warning

Colleagues

Following on from yesterday's Defra letter, please see the final warning below.

Thanks

Tim

Tim Braund
Director of Regulatory Services



Town Hall | Matlock | Derbyshire, DE4 3NN
tel 01629 761118 | mobile 07775 931052

www.derbyshiredales.gov.uk | [newsletter](#) | [map](#)



From: SM-Defra-Air Quality (AQIP) <Air.Quality@defra.gov.uk>
Sent: Thursday, March 21, 2024 6:39 PM
To: Braund, Tim <tim.braund@derbyshiredales.gov.uk>
Subject: Overdue Air Quality Action Plan - Final Warning

Warning External



Department
for Environment
Food & Rural Affairs

T: 03459 335577
Air.quality@defra.gov.uk
www.gov.uk/defra

Date: 21 March 2024

FAO: Director/s of Environment and Public Health

Local Authority: Derbyshire Dales District Council

Local Air Quality Management (LAQM) – Overdue Air Quality Action Plan (AQAP)

Date of last AQAP: No plan adopted

FINAL WARNING LETTER

Dear Local Authority

Our records show that as of the date of this letter, you do not have a valid Air Quality Action Plan (AQAP) in place for an Air Quality Management Area (AQMA) in your local authority and Defra has not agreed a revised submission date for your AQAP.

This is your local authority's final warning letter and the third notice we have sent to you on the matter. We note that production of the AQAP is underway and look forward to receiving it shortly. If AQAP submission requirements have not been met by **21 May 2024**, the matter can be escalated to a Section 85 Secretary of State direction to the relevant Local Authority Chief Executive specifying action. You are therefore advised to ensure that the legal requirements for action plans are met swiftly.

Air quality is the biggest environmental threat to health. Since 2010 we have seen significant improvements in air quality; fine particulate matter has fallen by 10%, emissions of nitrogen oxides have fallen by 45% and sulphur dioxide by 73%. It is important to take continued action to reduce communities' exposure to air pollution.

Where there is an AQMA declared for an exceedance of an air quality objective, it is a legal requirement for the Council to have an AQAP in place (Environment Act 1995 as amended). The purpose of an AQAP is to set out your plan to meet local air quality objectives and ensure that compliance is maintained. Failure to produce an AQAP and regularly review the actions in it risks exposing the local community to poor air quality.

The Local Air Quality Management (LAQM) Statutory Policy Guidance 2022 states that following the declaration of an AQMA, a final AQAP should be produced within 18 months and then reviewed

every five years as a minimum, to ensure air quality improvement measures remain effective, proportionate and feasible.

Directors of Public Health have a crucial role to play in the air quality management process in local authorities, as detailed in [Air Quality: A Briefing for Directors of Public Health](#). Working in partnership will increase support for measures to improve air quality, with co-benefits for all. It is recommended that Directors of Public Health approve local authority draft Air Quality Action Plans (AQAPs) prior to submission prior to submission.

Warning process for missing or invalid Air Quality Action Plans

In August 2022, Defra published the [Local Air Quality Management \(LAQM\) Statutory Policy Guidance 2022](#) and introduced a new warning process for overdue AQAPs which came into effect on 30 June 2023. The Environmental Improvement Plan 2023 published earlier this year, supports our commitment to increase transparency by requiring timely and accurate publication of AQAPs by local authorities.

Pre-reminder letters were sent to local authority air quality officers on 2 May 2023, highlighting the new warning process for overdue Annual Status Reports (ASRs) and AQAPs. A second reminder letter has been sent to air quality officers, followed by a warning letter issued to senior air quality managers.

Timescale	Enforcement letter	Recipient
AQAP 2 months overdue (e.g. 20 months post AQMA designation or 5 years & 2 months since previous AQAP publication)	Reminder letter	From Defra’s LAQM team to Air Quality Officer at non-compliant Local Authority
AQAP 4 months overdue	Warning Letter	From the AQIE Deputy Director to Environment Health / Air Quality Manager at non-compliant Local Authority
AQAP 6 months overdue	Final Warning letter	From the AQIE Deputy Director to relevant Director at non-compliant Local Authority
AQAP 8 months overdue	Ministerial letter: Section 85 direction	Local Authority Chief Executive

Public Bodies Required to Contribute to Action Plans

The Environment Act 2021 amended the Environment Act 1995 to increase the number of public bodies that have a duty to co-operate with local authorities for LAQM. Air quality partners are certain

other public bodies that a local authority identifies as having responsibility for a source of emissions contributing to an exceedance of air quality objectives. This could be a neighbouring authority, National Highways, or the Environment Agency. Once identified, there is a statutory requirement for such public bodies to engage and to contribute actions they will take to secure achievement of the air quality objective and to maintain achievement thereafter.

All tiers of local Government are also now required by law to collaborate to address exceedances of air quality objectives. County councils, the Mayor of London and combined authorities have similar duties to air quality partners. The difference is that, when requested, they must contribute to an action plan being prepared by a local authority, regardless of whether the local authority has identified them as being responsible for a source of emissions.

For more information about the actions the Government expects local authorities to take in support of achieving our long-term air quality goals, please refer to the [Air Quality Strategy](#) which provides a framework to enable local authorities to make the best use of their powers and make air quality improvements for their communities.

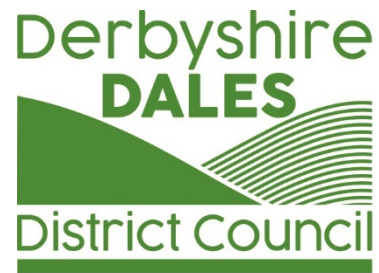
I look forward to receiving your Air Quality Action Plan (AQAP) in the near future.

Yours Sincerely,
Bill Parish

Deputy Director, Air Quality and Industrial Emissions

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Derbyshire Dales District Council

Air Quality Action Plan

In fulfilment of Part IV of the Environment Act 1995

Local Air Quality Management

May 2024



Derbyshire Dales District Council

Information	Derbyshire Dales District Council Details
Local Authority Officer	Karen Carpenter
Department	Place and Economy
Address	Town Hall, Bank Road, Matlock DE4 3NN
Telephone	01629 761212
E-mail	Envhealth@derbyshiredales.gov.uk
Report Reference Number	Ashbourne AQAP
Date	May 2024

Executive Summary

This Air Quality Action Plan (AQAP) has been produced as part of our statutory duties required by the Local Air Quality Management framework. This is our first action plan and it outlines the action we will take to improve air quality in Derbyshire Dales District between 2023-2027.

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

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

We have developed actions that can be considered under 7 broad topics:

- Alternatives to private vehicle use
 - Bus Service Improvement Plan (BSIP) implementation, which includes bus priority
 - St John Street and Dig Street/Compton Public Realm Improvements
 - Mobility Hub provision
- Policy guidance and development control

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

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

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

- Business and School Travel Planning
- Engagement with minerals and logistics companies
- Investigate improved tree canopy pollution dispersal
- Promoting low emission transport
 - Electric Vehicle Charging Points provision
- Promoting travel alternatives
 - Active Travel Promotion
 - Business and School Travel Planning
 - Mobility Hub provision
- Public information,
 - Active Travel Promotion
 - Business and School Travel Planning
- Transport planning and infrastructure
 - Use of an Intelligent Transport Management System
 - Engagement with minerals and logistics companies
 - Relief Road Planning (medium term measure)
- Traffic management
 - Use of an Intelligent Transport Management System
 - Bus Service Improvement Plan (BSIP) implementation, which includes bus priority

The majority of emissions arise from Heavy Goods Vehicles (HGV's) and cars. There is no discernible contribution from point sources or industry. Traffic modelling has found that a relief road is the desirable option to secure a medium to long-term reduction in heavy goods vehicles (HGVs) travelling through the town centre, and consequential long-term air quality improvement. Derbyshire County Council are committed to progressing an A515 Relief Road, but this is considered a longer-term

mitigation measure. A western relief road alignment has been found to be the preferred route for existing HGVs and other vehicles. Work streams are ongoing to progress this option, and there are a number of statutory work packages that are needed to be completed ahead of delivery of a A515 Ashbourne Relief Road, including planning and land assembly. However, given the anticipated longer-term benefits of HGV and other motorised vehicle reduction in the town centre associated with delivery of the Relief Road an Action has been included to monitor further development of the proposals. The main aim of this AQAP prior to the progression of a relief road is to tackle air pollution by the smoothing of traffic flow through the town as detailed later. This will be supported by wider measures to facilitate more active travel through infrastructure projects and policy. Improved pollution dispersion by tree maintenance will also be undertaken. Some tree removal has been undertaken and this appears to show positive results from monitoring undertaken.

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

Responsibilities and Commitment

This AQAP was prepared by the Place and Economy Department of Derbyshire Dales District Council with the support and agreement of the following officers and departments:

Director Place and Economy, Derbyshire Dales District Council

Environmental Health Manager, Derbyshire Dales District Council

Environmental Health Officer, Derbyshire Dales District Council

Assistant Director Highways Commissioning, Derbyshire County Council

Assistant Director Regeneration and Major Projects, Derbyshire County Council

Derbyshire Dales District Council

Head of Strategic Transport and Sustainable Travel, Derbyshire County Council

This AQAP has been approved by:

Community and Environment Committee, Derbyshire Dales District Council.

This AQAP <has/has not> been signed off by a Director of Public Health. <Specify which body has signed off the AQAP>

This AQAP will be subject to an annual review, appraisal of progress and reporting to the relevant Community and Environment Council Committee as required. Progress each year will be reported in the Annual Status Reports (ASRs) produced by Derbyshire Dales District Council, as part of our statutory Local Air Quality Management duties.

If you have any comments on this AQAP please send them to Derbyshire Dales District Council, Town Hall, Bank Road, Matlock, Derbyshire DE4 3NN

01629 761212

Envhealth@derbyshiredales.gov.uk

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1 Introduction

This report outlines the actions that Derbyshire Dales District Council have and will deliver between 2023-2027 in order to reduce concentrations of air pollutants and exposure to air pollution; thereby positively impacting on the health and quality of life of residents and visitors to the Ashbourne area.

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

This Plan will be reviewed every five years at the latest and progress on measures set out within this Plan will be reported on annually within Derbyshire Dales District Council's air quality ASR. In addition, the County Council and District Council will meet regularly and will report to the Community and Environment Committee as required. A steering group involving Ashbourne Town Council and other local partners will also continue to meet periodically.

2 Summary of Current Air Quality in Derbyshire Dales District Council

Please refer to the latest ASR from Derbyshire Dales District Council.

Derbyshire Dales is primarily a rural area with a total population in the region of 70,000. The total area of the District is approximately 780 square kilometres and half of the District is within the Peak District National Park.

The District is situated within the East Midlands and is bounded by the local councils of High Peak Borough, Sheffield City, North East Derbyshire District, Amber Valley Borough, South Derbyshire District, East Staffordshire District and Staffordshire Moorlands District.

There is a strong tradition of agriculture and a long history of mineral extraction. Vein minerals are still extracted today, limestone is extensively quarried for aggregate, and where the purity of calcium carbonate is high, fine powders are produced for use in industries such as glass making, foodstuffs and pharmaceuticals. Light industry has developed at a number of sites, notably the Airfield Industrial Estate in Ashbourne. The mineral extraction industry in the area and other industry contribute to the high levels of oxides of nitrogen in Ashbourne as a number of quarries exist along the A515 corridor, within Derbyshire Dales and High Peak areas of Derbyshire.

Two Air Quality Management Area's have been declared in the Derbyshire Dales. One in Cubley, now revoked, and a second one more recently in Ashbourne. This current AQMA was declared due to exceedances of the Air Quality Objectives for nitrogen dioxide (annual average) from a diffusion tube (DT12) placed on Buxton Road, Ashbourne. See Appendix C for maps of monitoring locations. The designated AQMA incorporates Buxton Road, Ashbourne from the Windmill/North Lane junction to the junction of St Johns Street and St Johns Street from the junction of Cokayne Avenue and Park Road to 22 St John's Street. This is the area modelling for the Detailed Assessment deemed at risk of exceeding 36µg/m³. The area with the exceedance of the Air Quality Objective on Buxton Road is classified as an A road and the primary route from Ashbourne to Buxton as designated by the Department for Transport. The

area of greatest concern is a section of Buxton Road to the north of the Market Place. This is a narrow stretch of road despite being the primary route and has a 1 in 7 gradient. Lorries have difficulty passing each other at certain pinch points and tree cover also acts to exacerbate a street canyon effect. A row of cottages at the original monitoring point are within a metre of the road, and the public house at the top of the AQMA declared area is also within close proximity of the road.

The highest result for the original tube DT12 was for 49.4µg/m³ in 2018. This stimulated the need for a detailed assessment and this was undertaken in March 2021. A modelling assessment and report have been completed and this documentation has been uploaded to the [submission website](#).

The detailed assessment recommended an urban background tube be deployed. This was undertaken in 2021 and is now known as DT26 Ashbourne Park.

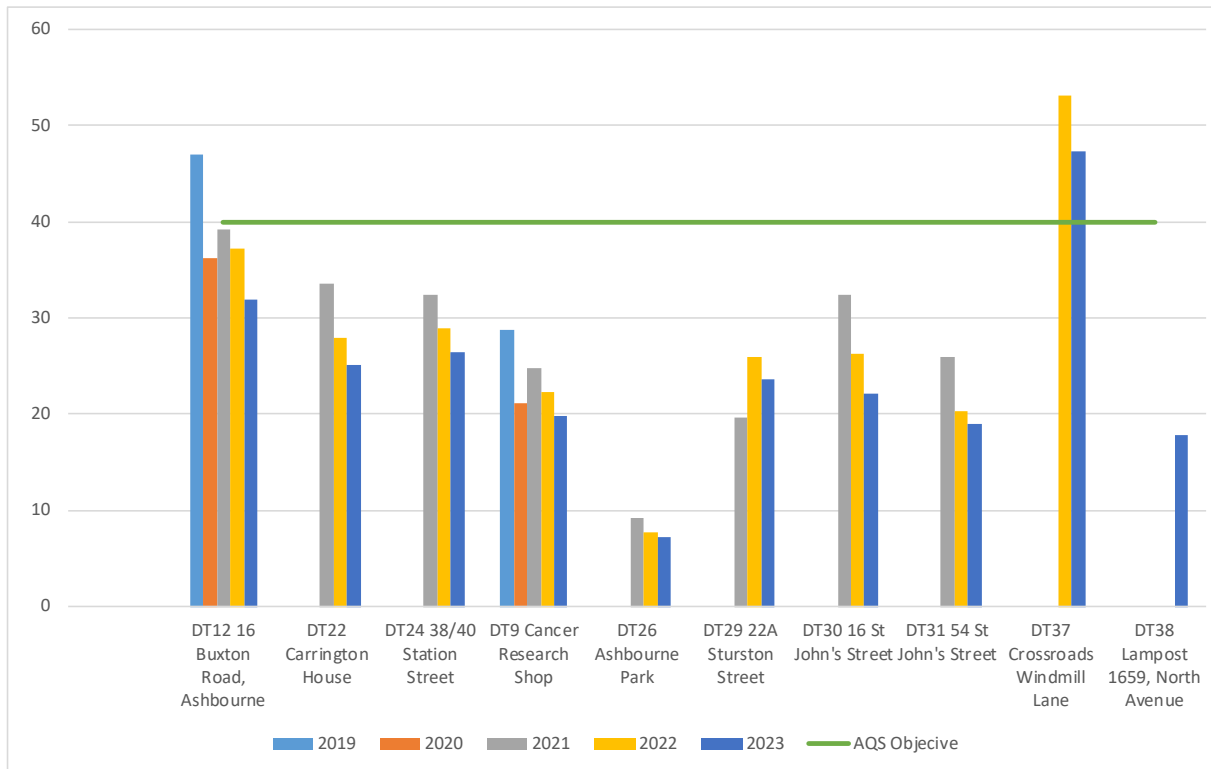
Nitrogen oxide diffusion tubes continue to be deployed across the district and levels remain consistent for most sites. In Ashbourne, there has been an overall reduction in levels within 2023. Two new tubes have been introduced in monitoring year 2024 and early results are also showing potential exceedances of the AQO.

Over the last four years the corrected annual average for tube (DT12) has not breached the Air Quality Objective (AQO). Initially, this was believed to be as a result of the covid pandemic, but it has again fallen below the AQO in 2022 and 2023 which is a positive development. As seen below the highest result for this tube (DT12) in 2018 was 49.4µg/m³ and in 2023 DT12 decreased to 31.9µg/m³. A new tube (DT37) placed adjacent to the Bowling Green Public House on the junction of North Avenue and Buxton Road in monitoring year 2022, has revealed high results (53.1µg/m³) in 2022 although this has reduced to 47.4µg/m³ in 2023. This remains in exceedance of the national Air Quality Objectives, although, this tube may be subject to effects of turbulence being a kerbside location and guidance suggests this can cause an elevation of results. Nevertheless, monitoring continues and work to reduce emissions is ongoing.

A graph of the previous 5 year's monitoring results is provided below for the tubes in Ashbourne. The trend is decreasing, with the majority of tubes now meeting the AQO

limits, with the exception of the new tube DT 37 which was added in monitoring year 2022.

Graph 2.1- 5 year trend in mean NO₂ concentrations



5

Maps of diffusion tube locations in 2020 and 2021, 2022 and 2023, are available in Appendix C and below is a map of the Ashbourne AQMA. The designated area incorporates Buxton Road, Ashbourne from the Windmill/North Lane junction to the junction of St John's Street and St John's Street Ashbourne from the junction of Cokayne Avenue and Park Road to 22 St John's Street.

Map 2.1 Air Quality Management Area Ashbourne



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Derbyshire Dales District Council, Town Hall, Bank Road,
Matlock, Derbyshire, DE4 3NN.
Telephone: (01629) 761100.



Scale 1: 2,000
20/04/2021

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3 Derbyshire Dales District Council's Air Quality Priorities

3.1 Public Health Context

The environment can impact negatively on the health and wellbeing of the population and of all the environmental factors, air pollution has the greatest impact. Current evidence indicates that air pollution is associated with cardiovascular disease, lung cancer, respiratory disease, asthma and stroke. Air pollution disproportionately affects the young, older people, those with underlying cardiopulmonary conditions and the most deprived within our communities.

Through the Local Air Quality Management (LAQM) system local authorities are required to assess air quality in their area and designate Air Quality Management Areas (AQMAs) if improvements are necessary. Where an AQMA is designated, local authorities are required to produce an air quality Action Plan describing the pollution reduction measures it will put in place. Through improving air quality we can reduce both the short term and the long-term effects on people's health. It will have benefits to those who may find their conditions are made worse through exposure to air pollution, for example people with heart or lung conditions or breathing problems.

The Committee on the Medical Effects of Air Pollutants (COMEAP), has recently reviewed the evidence associating NO₂ with health effects and knowledge has strengthened substantially over recent years. They welcome the World Health Organisations revised Air Quality Guidelines and regard them as long-term targets for the UK to inform policy development. In 2019 using the evidence from the COMPEAP report Public Health England concluded that air pollution is the biggest environmental threat to health in the UK, with between 28,000 and 36,000 deaths a year attributed to long-term exposure.

Public Health in Derbyshire sits within Derbyshire County Council and Public Health Lead officers have formed part of the internal working groups set up by the Strategic

Highways section to review and identify priorities for Ashbourne. Public Health in Derbyshire also chair a Derby and Derbyshire Air Quality Working Group which reports annually to the Health and Wellbeing Board. Work undertaken includes, developing an Air Quality Strategy as a joint initiative of the Borough and District Councils and the County Council Public Health Team, and other Departments including Highways, Planning and Sustainable Transport Teams and Sustrans.

Public Health in Derbyshire offer an overall population health outlook and the joint strategy's guiding principals have three key priorities; Seek to reduce the sources of pollution, prioritise those interventions which offer additional health benefits, and mitigate the impacts on health. Public Health messaging and action seeks to support behaviour change to healthier lifestyles through the live life better Derbyshire program and other sustainable transport and school travel policies. The group maintains an annual Action Plan.

In addition, an East Midlands guide for developers to mitigate air pollution also supports this and has been produced for use across the East Midlands.

3.2 Planning and Policy Context

3.2.1 Local Plan

Derbyshire Dales current Local Plan (2017 – 2033) contains policies to support air quality. This includes policies to support public transport, sustainable transport, and help deliver the priorities of the Derbyshire Local Transport Plan. Policies also provide to facilitate low carbon development and sustainable energy generation.

The Council also encourages proposals that develop and extend our cycle network, and development proposals should seek to provide safe and convenient access to established cycle networks.

The District Council will seek to protect, manage, and where possible enhance the biodiversity and geological resources of the Plan Area and its surroundings by ensuring that development proposals will not result in harm to biodiversity or geodiversity interests.

The commitment to climate change and air quality by Derbyshire Dales District Council, has ensured this features prominently within our planning policy. In addressing the move to a low carbon future for the Derbyshire Dales, the District Council will promote a development strategy that seeks to mitigate global warming, adapts to climate change and respects our environmental limits. This seeks to require the effect of development to be assessed against climate impact. It requires the use of renewable and low carbon technology be prioritised in new developments.

3.2.2 Climate change

Tackling climate change is one of Derbyshire Dales District Council's top priorities. A pledge to make the Council carbon neutral by 2030 has been made. Derbyshire Dales District Council's in house priorities include:

Buildings

- Work to Council buildings will reduce emissions through removal of gas heating and replacement with electric alternatives plus installation of solar PV panels (March 2023 target completion) work is complete at the Agricultural Business Centre Bakewell to remove gas heating and install solar panels, similar work is due to complete at the Town Hall in Autumn 2023. The projects together will save 81t CO₂e/yr.

Transport

- Decarbonisation of our fleet (we currently have two hybrid vehicles), plans to install electric vehicle charging points this financial year to facilitate trials of suitable vehicles (December 2023 completion due to funding and procurement delays)
- Continuing assessment of car parks for EV charging infrastructure, work alongside Derbyshire County Council as the highway's authority on a county wide approach including possible bid for LEVI funding (4 more to be installed by March 2024)

Energy

- Move to a supplier of 100% renewable electricity (backed by REGOs) when our current contract permits (completed)
- Working with local community energy groups to support projects that focus on local renewable energy production, including assessing use of Council buildings and land (ongoing). Community Energy group has successfully engaged with a number of local businesses to agree installation of solar PV panels.
- Energy efficiency investments at Leisure Centres continue, with a £734k project at Ashbourne, incorporating the removal of gas boilers, a building energy management system, solar PV, and battery storage. The Ashbourne Leisure Centre project is complete. This should save 123t CO₂e/yr ongoing. £1.92 million of further grant funding has been secured to reduce emissions from two further Leisure Centres (Arc Matlock and Wirksworth) from April 2025 – this funding is for the removal of gas boilers, installation of solar PV panels. Total estimated ongoing carbon saving – 303t CO₂e/yr

Homes

- Ongoing housing energy efficiency upgrade projects (20 so far), including beginning to consider off gas homes which may be using solid fuels as a main heating source (March 2023) estimated saving of 290t Co₂e/yr .Awarded a further £1.9m to March 2025 to install energy efficiency measures and low carbon heating in off gas homes across district.
- Supporting social housing providers to access grant funding to improve energy efficiency of homes. Working with Marches Energy Agency to offer support. Visits continue to take place. We are also working collaboratively with partners to develop a ‘one stop shop’ advice domestic energy efficiency service for willing to pay residents.
- Energy efficiency advice offered to residents through engagement events in market towns, and an online forum.

- 'Go Green' event July 2022 in Matlock and repeated in July 2023 in Ashbourne, focussing on home emissions reductions.
- Minimum Energy Efficiency Standard project targeting energy efficiency improvements in privately rented homes completed.
- Energy efficient new Council [homes](#) unveiled recently, plus ongoing work to upgrade these properties beyond minimum standards

Events

- DDDC moving towards making events 'generator free' by providing electric points in parks (10 points in currently in Matlock. Completed)
Further information is available on Derbyshire Dales [website](#)

3.2.3 Peak District National Park

The Peak District National Park also have strategies and policy that will impact on air quality:

This includes sustainable transport policies which aim to reduce the need to travel. They encourage sustainable transport, by deterring cross-park traffic, and by encouraging sustainable transport.

Policies designed to prevent development that presents a risk of pollution are also included.

3.2.4 Local Transport Strategy

The Derbyshire Local Transport Plan (LTP) (2012-2026) published by Derbyshire County Council sets out the strategic transport policy for the A515 in Ashbourne. Its overall vision aims to achieve a transport system that is both fair and efficient, promotes healthier lifestyles, safer communities, safeguards and enhances the natural environment and provides better access to jobs and services. The LTP has five transport goals:

- Supporting a resilient local economy.

- Tackling climate change.
- Contributing to better safety, security and health.
- Promoting equality of opportunity.
- Improving quality of life and promoting a healthy natural environment.

The LTP includes an environmental objective to support the delivery of packages of measures for improvement where there are air quality issues associated with local traffic:

SEA11 - Reduce the emission of air pollutants from transport in declared Air Quality Management Areas which relate to local traffic.

3.2.5 National policy

The Air Quality Strategy for England (Defra, 2023) published by the Department for Environment, Food, and Rural Affairs (Defra), provides the policy framework for air quality management and assessment in England. It provides air quality standards and objectives for key air pollutants, which are designed to protect human health and the environment. It sets out powers and responsibilities for local authorities and further actions expected. The priorities of this strategy are:

1. Planning reforms helping to deliver on air quality.
2. Building capacity in local councils through training, guidance and knowledge sharing.
3. Reducing emissions from industrial sources through improved enforcement of environmental permits.
4. Reducing pollution from domestic burning through smoke control areas and cleaner fuels.
5. Raising awareness within local communities of air quality impacts and how to reduce them.
6. Boosting active travel and public transport to improve air quality.

The Clean Air Strategy published in 2019 (Defra, 2019a) details the range of actions by which the UK Government seeks to reduce pollutant emissions and improve air quality. The strategy sets out how the government plans to:

- protect the nation's health.
- protect the environment.
- secure clean growth and innovation
- reduce emissions from transport, homes, farming and industry.
- monitor progress.

3.2.6 Reducing Emissions from Road Transport: The Road to Zero

This strategy was published by The Office for Low Emission Vehicles (OLEV) and the Department for Transport (DfT) in July 2018 (DfT, 2018). It outlines how the government will support the transition to zero emission road transport and reduce emissions from conventional vehicles during the transition. The commitment to end the sale of new conventional petrol and diesel cars and vans is set out and how the Government anticipates that by 2050 almost every car and van should be zero emission.

If these targets are met, this will have a significant effect on road traffic-related NOx emissions.

More recently, the Government published a Decarbonisation Plan in 2021, which states *“new diesel and petrol cars and vans would no longer be sold from 2030, and that all new cars and vans must be fully zero emission at the tailpipe from 2035”*, bringing the dates significantly forward from the DfT Policy Paper.

3.2.7 Ashbourne reborn

This is a large-scale scheme focussing on transforming Ashbourne and has been grant funded as part of the government's levelling up agenda. The project focusses on two areas of improvement:

- a safe and connected town centre, through a series of traffic management, pedestrian safety, and public realm improvements
- providing a new community hub.

These improvements are seeking to improve the experience on key streets that are currently dominated by heavy goods traffic and poor air quality. New traffic management plans will be transformational to the pedestrian experience in Ashbourne, while the Community hub will provide a wide range of event and meeting spaces, a performance venue and flexible work areas with high quality digital provision. A new Mobility Hub is planned to bring greater connectivity between transport modes and improvements in public transport and sustainable transport including walking and cycling.

See actions 3, 4, and 6 of our key priorities.

3.3 Source Apportionment

The AQAP measures presented in this report are intended to be targeted towards the predominant sources of emissions within Derbyshire Dales District Council's area.

A source apportionment exercise was carried out by Derbyshire Dales District Council in 2021 and more recently in 2023 by AECOM. This has concentrated on traffic sources as the majority of emissions arise from Heavy Goods Vehicles (HGV's) and cars. There is no discernible contribution from point sources or industry as the area surrounding where the exceedances have occurred are mainly residential. The lower end of the AQMA is within the town centre, but still the main source of emissions would be traffic related sources. No permitted activities occur within the AQMA.

The Ashbourne Highway Assignment Model was developed by AECOM, to support the development of the Ashbourne Relief Road. The model was developed using the SATURN suite of software and is a highway assignment and simulation traffic model. The simulation area was based on the likely region of interest identified in the Appraisal Specification Report and covers an area of approximately 15km in radius centred on Ashbourne.

The model was developed for four time periods, representing the AM peak hour (0800-0900), interpeak average hour (1000-1600) and PM peak hour (1700-1800) for weekdays, and a daytime average hour (1000-1600) for weekends.

Base Year travel demands were developed from mobile phone data. The trip demand model groups trip purposes into seven separate user classes by utilising three vehicle classes: cars, LGVs HGVs. The Base Year models conformed to TAG link flow calibration, validation and journey time criteria.

Future year forecasts were developed using local development assumptions and the Department for Transport’s national growth forecast.

The data from the Ashbourne Highway Assignment model was deemed the most appropriate source of future year traffic data, for the initial emissions assessment.

An interrogation of the traffic model assignment provided modelled traffic flows and vehicle proportions for Buxton Road and St John’s Street.

For the purpose of Emissions modelling, the one hour traffic model periods were expanded to represent a 24 hour period.

Table 2-1: Traffic Data – Buxton Road Northbound

Time Period	Hourly Flow (veh/hr)	Cars (%)	LGV ¹ (%)	OGV ² (%)
AM	333	75.3	17.6	7.1
IP	333	74.2	11.3	14.5
PM	442	83.5	12.0	4.5
OP	59	73.6	12.1	14.3

Table 2-2: Traffic Data – Buxton Road Southbound

Time Period	Hourly Flow (veh/hr)	Cars (%)	LGV (%)	OGV (%)
AM	165	63.9	13.1	23.0
IP	222	71.2	9.7	19.1
PM	209	81.7	8.8	9.5
OP	39	71.4	9.7	18.9

Table 2-3: Traffic Data – St John Street Eastbound (One Way)

Time Period	Hourly Flow (veh/hr)	Cars (%)	LGV (%)	OGV (%)
AM	332	71.3	15.3	13.4
IP	356	73.3	11.9	14.8
PM	371	82.7	10.6	6.7
OP	66	67.9	11.0	21.1

Note, LGV stands for Light Goods Vehicles and includes all goods vehicles up to 3.5 tonnes gross vehicle weight

Note, OGV stands for Other Goods Vehicles and includes all goods vehicles over 3.5 tonnes gross vehicle weight

It is noted that the southbound demand on Buxton Road is lower than that of the northbound direction and that the OGV proportion is higher in the southbound direction. The modelling data is representative of the observed data used in the model build. Further discussion of the findings are within the required reduction in emissions section below.

3.4 Required Reduction in Emissions

A calculation of reduction in emissions has been undertaken again after an initial calculation in 2021 by DDDC, using a non-modelling approach, it should be noted that there are limitations to this approach and more accuracy can be achieved through modelling. This equated to a 20% reduction in road emissions, detailed below. This has since been updated by AECOM in January 2023, and this is shown below also. They calculated a 17.3% reduction required for the location DT12 which is representative of residential dwellings and 36% at DT19 which was located within the tree canopy area of Buxton Hill. The Detailed Assessment recommended this tube be relocated, however the figure for DT19 is considered worst case scenario as it is based on a figure of 57.4µg/m3 which is the highest recorded corrected result.

Initial DDDC calculation:

Step 1:

NO₂ local background 7.3µg/m³

Step 2 & 3						
Local Authority:			DDDC		Year: 2019	
					Traffic Mix 0	
Site ID	Diffusion background µg m ⁻³	Background µg m ⁻³		d NO _x , µg	defined local	Notes
		NO _x	NO ₂			
12	47	9.4	7.3	83.37		Step 2
12	40	9.4	7.3	66.46		Step 3

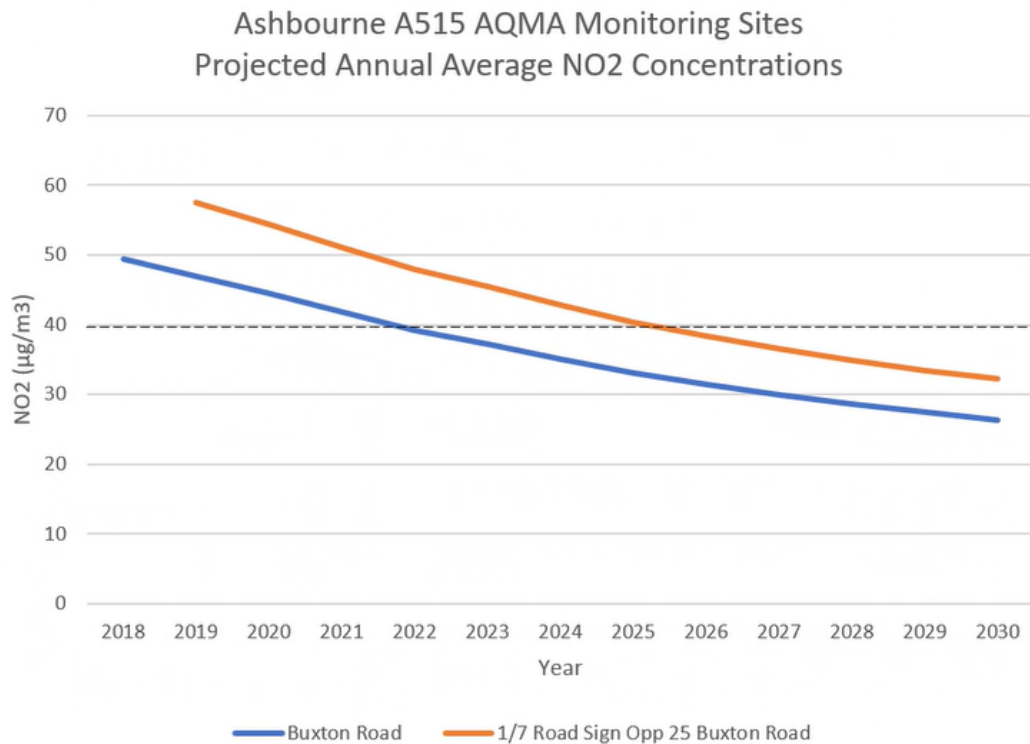
Step 4

$$83.37 - 66.46 = 16.91\mu\text{g}/\text{m}^3$$

$$16.91/83.37 \times 100 = 20\%$$

Result 20%

Projected annual average roadside NO₂ concentrations have also been calculated by Derbyshire County Council using DEFRA's Roadside NO₂ [Projection Factors](#) featured within their LAQM guidance.



Annual average NO₂ levels were taken from Derbyshire Dales District Council’s 2020 [Air Quality Annual Status Report](#)

2019 was used as the base year for the projection calculations at both sites, as that provided the most up to date pre covid-19 full year of data.

The ‘Rest of the UK (More than 10% Heavy Duty Vehicles (HDV’s)) factor was applied as Derbyshire County Council traffic counters indicated an average of 11% HDV’s between 2017 and 2019 on the A515 north of the monitoring sites.’

Again, AECOM undertook a revised calculation in 2023 detailed below.

Emissions calculations have been completed using the Defra Emissions Factors Toolkit Version 11. The traffic flows and fleet mix data for each time period as set out in Section 2.1, has been used to calculate emission rates per hour using a variety of different speeds to represent different traffic conditions in the area – this has included 5 kph to represent heavy congestion and stop start traffic conditions, 10 kph to represent slow-moving traffic, and 30 kph to represent more free flowing traffic conditions. For the purposes of the emissions calculations, the OGV percentages set

out in Section 2.1 have been assumed to be HGV, to align with the input options of the Emissions Factors Toolkit.

A gradient of 14% has been applied to the flow on Buxton Road (approximately equivalent to a 1/7 slope) to represent that the northbound flows are travelling up a steep hill, and southbound flows are travelling down a steep hill.

Full details showing the breakdown of emission rates from each road within each time period in g/km/s, alongside the total daily emission in g/km from all periods, are provided within Appendix 1. Tables 2-4 to 2-6 below set out the average emission rate (g/km/s) at the speeds set out above and the percentage contribution by vehicle type.

Table 2-4: Percentage of Hourly Emission by Vehicle Type at 5 kph

Road Link	Cars (%)	LGV (%)	HGV (%)	Average Emission Rate (g/km/s)
Buxton Road Southbound	15%	6%	79%	0.054
Buxton Road Northbound	28%	14%	58%	0.052
St John Street	17%	8%	74%	0.082

Table 2-5: Percentage of Hourly Emission by Vehicle Type at 10 kph

Road Link	Cars (%)	LGV (%)	HGV (%)	Average Emission Rate (g/km/s)
Buxton Road Southbound	23%	7%	70%	0.034
Buxton Road Northbound	45%	17%	38%	0.032
St John Street	35%	13%	53%	0.040

Table 2-6: Percentage of Hourly Emission by Vehicle Type at 30 kph

Road Link	Cars (%)	LGV (%)	HGV (%)	Average Emission Rate (g/km/s)
Buxton Road Southbound	39%	13%	48%	0.014
Buxton Road Northbound	46%	18%	35%	0.022
St John Street	46%	18%	36%	0.021

Tables 2-4 to 2-6 indicate that emissions are highest when the emissions are calculated with a speed of 5 kph, representing heavy congestion conditions. A large

proportion, 79%, of total vehicle emissions are from the HGVs travelling downhill (southbound) on Buxton Road. When travelling uphill (northbound) at 5 kph on Buxton Road, HGVs are also the biggest emitter, accounting for 58% of total vehicle emissions. On St John Street HGVs account for 74% of emissions.

With the emissions calculations based on traffic travelling at 10 kph (representing slow-moving traffic), emissions reduce overall, and HGVs become a smaller proportion. HGVs still account for approximately 70% of the total emissions from vehicles travelling downhill on Buxton Road (southbound) but make up only 38% of the total emissions when travelling uphill (northbound). At 10 kph HGVs account for 53% of emissions on St John Street.

With the emissions calculations based on traffic travelling at 30 kph (representing more free flowing traffic conditions with better efficiency and lower emission rates), total emissions (presented within Appendix A) reduce by 74% compared to when calculated at 5 kph on Buxton Road (southbound), by 58% on Buxton Road (northbound) and by 48% on St John Street.

HGVs also account for a smaller proportion of total emissions with vehicles travelling at 30 kph – approximately 48% of the total emissions from vehicles travelling downhill on Buxton Road (southbound) and 35% of the total emissions when travelling uphill (northbound). At 30 kph HGVs account for only 36% of emissions on St John Street.

Within all scenarios, the inter peak period is the highest contributor to total daily emissions. In the 5 kph scenario the inter peak accounts for approximately 48% of total daily emissions on Buxton Road and 45% on St John Street.

In the 10 kph scenario the inter peak accounts for approximately 48% of total daily emissions on Buxton Road southbound, 45% on Buxton Road northbound and 44% on St John Street.

In the 30 kph scenario the inter peak accounts for approximately 47% of total daily emissions on Buxton Road southbound, 44% on Buxton Road northbound and 43% on St John Street.

Discussion of Results for the source apportionment and reduction of Emissions sections

The results of the source apportionment exercise have demonstrated that a large proportion of emissions are expected to be from slow moving HGVs on Buxton Road and St John Street. It also indicates that the inter peak period of the day contributed the most to total daily emissions.

In the AQMA, monitoring has identified a maximum annual mean NO₂ concentration of 57.4 µg/m³ in 2019 (the last year of monitoring not impacted by covid lockdowns) at site 19, located on the 1/7 road sign opposite 25 Buxton Road. Defra's modelled background concentration estimates for the region estimate a background NO₂ concentration of 8.1 µg/m³ in the area of Buxton Road. This indicates that road traffic emissions account for 49.3 µg/m³ (or approximately 85%) of total concentrations of NO₂ at this worst-case location.

Using this example, a reduction in concentrations of >17.4 µg/m³ would be needed to lower concentrations below the annual mean objective, which equates to an approximate **36%** reduction in total traffic emissions.

It is recognised that site 19 (1/7 Road Sign Opp 25 Buxton Road) is a worst-case example, and in other locations on the same road for example at site 12 (located just down this hill from site 19 on Buxton Road) measured concentrations were 47 µg/m³ and so a smaller reduction of >7 µg/m³ would be needed to lower concentrations below the annual mean objective for NO₂. This equates to an approximate **17.3%** reduction in total traffic emissions being required.

The above calculations at specific monitoring sites are broadly in line with the findings of the Draft Derbyshire Dales District Council AQAP which indicated that a 20% reduction in road traffic emissions was required, though they do demonstrate that in some locations a large reduction that previously identified may be required.

The source apportionment has indicated that measures which aim to reduce HGV numbers within the AQMA, in particular during the interpeak period, will have a benefit to emissions and local air quality.

The source apportionment has also indicated that measures which reduce stop-start and congested traffic conditions and allow traffic to operate at more free flowing speeds will have a benefit to emissions and local air quality.

Given the percentage of emissions associated with HGVs and the potential reduction in emissions associated with improved speeds, measures that achieve the above two outcomes of reducing HGV numbers and optimising speeds have the potential to reduce concentrations of NO₂ by the greatest amount. Depending on the baseline speeds there is potential that such a reduction could be sufficient such that annual mean concentrations would be reduced below the annual mean objective value.

Whilst the Traffic Model provides the most appropriate data source for this initial assessment, given the demonstrated sensitivity of the emissions and air quality results, more disaggregate observed data will be required to inform a detailed quantitative assessment. The most appropriate tool to support this assessment, would be a micro-simulation model of the route with corresponding transient emissions module. This would allow for better representation of the route, reflecting gradients and link friction (on-street parking, pedestrian crossing etc) and analysis of varying interventions in terms of vehicle behaviour and emissions.

Derbyshire Dales District Council (2021) LAQM Annual Status Report 2021. Available from: https://www.derbyshiredales.gov.uk/images/DerbyshireDales_ASR2021revFinalwith_DPHendorcement.pdf
Defra (2022) Background Mapping data for local authorities – 2018. Available from: <https://uk-air.defra.gov.uk/data/laqmbgbackground-maps?year=2018>

3.5 Key Priorities

Below are our key priorities. It should be noted that from earlier draft AQAP previous actions numbered 1-3 have been developed into a combined Action 1 forming an Intelligent Transport Management System. The previous draft action for School Streets is not proceeding at this moment and so has been removed from the current plan.

Action 1: Intelligent Transport Management System

Delivery of an Intelligent Transport System (ITS) solution to optimise traffic flow through the A515 air quality management area to provide more free-flow conditions which will in combination deliver air quality improvements.

The ITS solution will introduce increased capability to manage and control town centre traffic by upgrading the A517/ Park Road and Derby Road five-ways junction's traffic signals and installing new traffic signals at the Station Road/ Church Road junction. The ITS will use back-office systems, including Traffic Management System (TMS) and Urban Traffic Control (UTC) to optimise traffic movements and manage demand on the network, with the ultimate aim of providing information to the user to help inform travel decisions.

These systems are being developed as a suite of intelligent traffic management systems that are embedded within the County Council's Control Room to monitor traffic and air quality data in real time via an extensive network of new traffic and air quality sensors located around the town.

The ITS will be informed by the development of a Vissim' model which will enable traffic management and air quality specialists to optimise the flow of traffic to achieve better and quantified air quality reductions. The model will also inform whether additional control measures are required e.g. New traffic signals at the A515 Windmill Lane junction.

This project also provides the data capability to consider options to restrict heavy goods vehicles to specific routes through the town centre. It also provides the

opportunity for integration into the County's wider pre-emptive travel project which can provide travel advice to road users across a wider area when air pollution is increasing within the town centre.

Action 2: Investigate tree canopy pollution dispersal.

Where there is a high density of tree canopy cover, as in the situation on Buxton Road, Ashbourne, the flow of air may be reduced and constrain the dispersal of pollutants by intensifying a 'street canyon' effect. Work to reduce the density of tree cover guided by the arboricultural officer of the Council, by way of selected tree removal, including removal of diseased trees, the lifting of the general tree canopy, and removal of re-growth from previously removed tree canopy has been completed. Further work has been undertaken at Victoria Court to remove several more trees and this appears to have had a positive effect on Nitrogen Oxide levels (reduced level at DT12) as levels fell to 31.9µg/m³ in 2023. The effectiveness of the tree work will be observed to establish if any further tree pruning is required and to maintain any gains.

Action 3: Active Travel Promotion

DEFRA air quality guidance states that increasing walking and cycling can help improve air quality, combat climate change, improve health and wellbeing, and tackle congestion on our roads. Many residents both live and work in the town, consequently, there is significant potential to encourage as many people as possible who currently drive short journeys to walk or cycle instead.

St John Street and Dig Street/Compton Public Realm

This Action will seek to improve the town centre public realm by widening footways and improving active travel connectivity in collaboration with the "Ashbourne Reborn" Levelling Up Fund proposals, and a Traffic Regulation Order to confirm Dig Street/Compton one-way for traffic.

Community Hub

Provision of a high-quality mobility hub is embedded within the Community Hub proposals of the 'Ashbourne Reborn' Levelling Up Fund allocation, announced in 2023. The funding of the transport hub will facilitate seamless integration between a range of modes of transport including provision of cycle parking and electric cycle charging points at the town centre node of the north south Tissington Trail Key Cycle Route. (See also Action 6).

Action 4: Electric Vehicle Charging Points

There is wide Government and local policy support for a transition to zero emission vehicles and better air quality by supporting further installation of charge-point infrastructure. While concerns persist regarding heavy goods vehicle (HGV) emissions on the A515, there exists a notable opportunity to reduce emissions by facilitating the transition to low or zero emission vehicles, particularly in sectors where a significant proportion of fleet are non-HGVs. A County Council commissioned demand study (2022) has identified a need for additional charging points in Ashbourne to those already provided in Shawcroft Car Park. The County Council is also undertaking soft market testing with commercial charge-point providers in advance of tendering for commercial providers to assist with implementation of further charge-points across the County from Autumn 2024.

Action 5: Business and School Travel Planning

DEFRA air quality guidance notes that implementation of behavioural change measures can support a reduction in trips by car by switching to more sustainable and active forms of transport, including cycling and walking. The Action Plan seeks to undertake measures including: -

Workplace travel plans

The County Council's sustainable travel team to provide advice and support to businesses and new developments to encourage greater use of more sustainable modes. The County Council is seeking to establish an Ashbourne business sustainable travel forum to promote best practise and knowledge sharing.

School travel plans

The County Council is encouraging all schools in Derbyshire to sign-up to Modeshift STARS (a centre of excellence for delivery of effective travel plans) including those in Ashbourne. The County Council's sustainable travel team has already begun to work with teachers and pupils directly at one Ashbourne primary school to encourage greater use of sustainable travel modes and to formalise these in a school travel plan (STP).

Action 6: Bus Service Improvement Plan (BSIP) implementation including bus priority

Promoting and improving public transport is integral to increasing the number of local journeys being undertaken by sustainable travel modes. Ashbourne is currently served by one commercial service with connections to Uttoxeter and Derby. This is supplemented by subsidised services linking to Buxton, Leek, Belper, Wirksworth and Matlock. There is also the Ashbourne Derbyshire Connect demand responsive service for residents who are unable to access the conventional bus service routes. The County Council has successfully secured Government funding to implement its BSIP, it is intended that early actions in support of the BSIP will include bus priority. Increase in bus performance in terms of punctuality, reliability and journey times by using automated bus location systems in conjunction with the TMS/UTC systems to prioritise late running buses through traffic signalised junctions in the town centre.

Action 7: Engagement with minerals and logistics companies

Both Councils can collaborate with other organisations and businesses to encourage and support change for more efficient transport operations. We know the A515 is an important route for minerals haulage and there are opportunities to engage with mineral site operators. The County Council and the minerals industry has recently established a roundtable meeting which brings together businesses, academics, and the Council. A recent transport roundtable identified four key workstreams for further collaboration: (a) air quality, (b) alternative fuels, (c) corporate travel plans, and (d) rail. Site specific engagement is also provides opportunities for engagement through

site planning and monitoring e.g., through local liaison committees. We know the minerals industry has been taking steps to ensure vehicle fleets are Euro 6 compliant, with all, or close to all, vehicles now being compliant across major operators and one operator is currently trialling an electric HGV which will inform future fleet decisions. Driver training has shown to have significant positive impacts on driver behaviours and efficiencies. Successful initiatives include driver league tables and rewards, as well bonus schemes based around fuel economy. Further information about the importance of the A515 as a freight corridor will also be gathered to help develop a more effective and focused approach to provide messaging about air quality issues in Ashbourne.

Medium to Long Term Action: Develop the delivery of the A515 Ashbourne Relief Road

Derbyshire County Council Cabinet approved a preferred option for a Western Relief Road in 2021. This option has also been assessed as most likely to help resolve air quality issues by reducing the volume of traffic through the town centre (particularly northbound). The Council is carrying out work packages to bring forward the proposal in the medium term. Next steps are to prepare a planning application and commission the necessary supporting reports and execute a preliminary scheme design. Following this there will be a land assembly phase and a design and construction phase.

4 Development and Implementation of Derbyshire Dales District Council AQAP

4.1 Consultation and Stakeholder Engagement

In developing/updating this AQAP, we have worked with other local authorities, agencies, businesses and the local community to improve local air quality. Schedule 11 of the Environment Act 1995 requires local authorities to consult the bodies listed in Table 4.1.

- Website incorporating relevant documentation.
- Articles in local newspaper/social media
- Questionnaires publicised via use of postcards with QR codes in AQMA area.
- 2 Public meetings with representation from Derbyshire County Council Strategic Highways Team at both meetings and representatives of the Public Health Team at one of the meetings.
- 4 Drop-in sessions

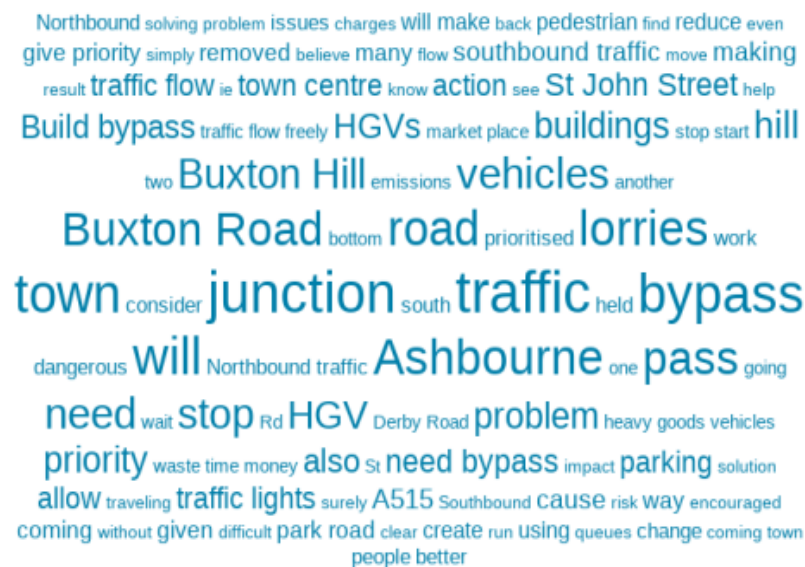
The response to our consultation stakeholder engagement is given in

An impact rating exercise was undertaken by AECOM and can be found in Appendix E. This will be built upon once the Vissim model as detailed in our Key Priorities is built and operational.

Appendix A: Response to Consultation.

An online survey was prepared to obtain views on each of our priorities. A word cloud from question 2 is below.

At the Community and Environment Council Meeting in February 2023, it was resolved to ask two additional questions, requested by councillors. This included questions about the implementation of a Clean Air Zone and a 20mph speed limit across the town. Derbyshire County Council also requested a question to scope the feeling from the public about removal of parking spaces on Buxton Road, to consider this to ease congestion and improve traffic flow. For each of the proposals presented as part of the consultation respondents were given the opportunity to indicate whether they strongly agreed with the proposal, agreed with it, were undecided, disagreed with it or strongly disagreed with it. In addition they were able to submit free text comments in relation to the proposal and to indicate which of the proposals were most important to them.

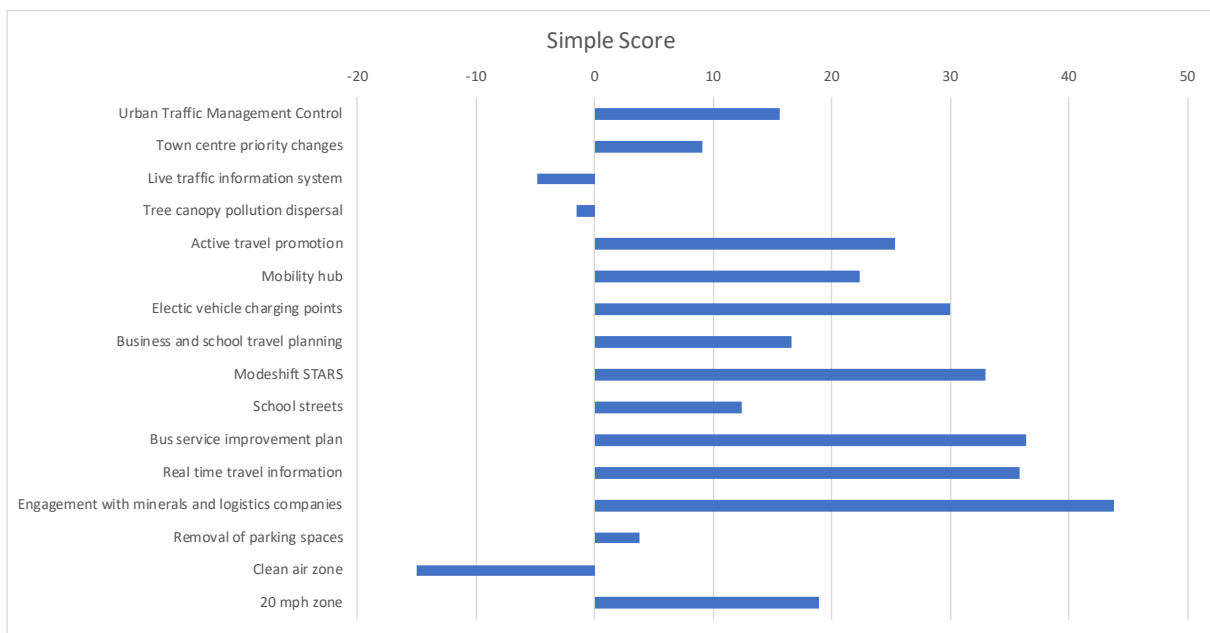


The response to our consultation stakeholder engagement is given in

An impact rating exercise was undertaken by AECOM and can be found in Appendix E. This will be built upon once the Vissim model as detailed in our Key Priorities is built and operational.

Appendix A: Response to Consultation.

The consultation generated 402 online responses, comprising straightforward responses to the questions plus 2,628 free-form comments, and 11 separate written submissions. Based on results from the online consultation below is a graphical representation of agreement with the proposals. The righthand side is where the consultation was in agreement and the lefthand side, where agreement was not reached.



The majority of actions were received positively by the public, especially liaison with the mineral operators through the mineral planning team at Derbyshire County Council. The need for a relief road also came across clearly in the comments. The greatest negative result was for a Clean Air Zone although those who supported this felt this was one of their preferred options. Derbyshire County Council preference is for the delivery of a relief road rather than a Clean Air Zone. A clean air zone has not now been pursued as a result of the consultation exercise. Other actions not fully supported were the removal of trees and tree canopy to improve pollution dispersal. Tree work was undertaken by the Council and further tree clearance by a developer of the Victoria Court site on Buxton Road, undertaken late 2022/early 2023 appears to have had a beneficial effect in reducing levels, as 2023 monitoring data has shown continued reductions in levels.

The District Council’s Corporate Policy Officer has examined the responses from an equalities point of view and has commented that the majority of survey respondents (74%) were from the higher age brackets – people aged from 45 years old to over 75 years old. 21% of respondents were from the 45-54 age group, 27% of respondents were from the 55-64 age group and 20% were from the 65-74 age group. The 2021 ONS population estimates show that the Derbyshire Dales has a sizable aging population with 53% of residents aged over 50. In this sense the survey demographics roughly mirror the area’s demographics. However, the ONS estimates show that 8% of Derbyshire Dales residents are in the 16-24 age group, whereas only 2% of respondents were in that age group. Similarly 24.5% of Derbyshire Dales residents are in the 25-49 age group, whereas only 19% of respondents were in this age group. The survey may therefore over represent the views of older residents against younger residents.

The responses are evenly split between female and male respondents. 94.6% of respondents identified as White British as compared to the summary profile (Derbyshire Observatory 2018) of 96.8%. This suggests that the survey has reached a good range of people with differing ethnic origins.

82% of respondents said they did not have limitations on their day to day activities, which correlates well to the population figure of 81.5%. However, several respondents preferred not to answer this question and only 11% of respondents said they did have limitations on their day to day activities, which is below the population figure of 18.5% obtained from the Derbyshire Observatory. This suggests that the views of this group may be under represented in the survey.

Table 0.1 – Consultation Undertaken

Consultee	Consultation Undertaken
The Secretary of State	Yes

Consultee	Consultation Undertaken
The Environment Agency	No
The highways authority	Yes
All neighbouring local authorities	Yes
Other public authorities as appropriate, such as Public Health officials	Yes
Bodies representing local business interests and other organisations as appropriate	Yes

4.2 Steering Group

The Steering group is made up of representatives from the Strategic traffic team at Derbyshire County Council, the Regulatory Services Department (now Place and Economy) of Derbyshire Dales District Council, Ashbourne Town Council and the Ashbourne Town Team. The [Town Team](#) is a group of local residents and business owners in Ashbourne with a desire to improve the town. Quarterly reports have also gone to the Community and Environment Committee including representation at those meetings by members the public, the Town Team and Town Council.

Meetings have been held with the full steering group including:

- Initial discussion of general principals of the AQAP,
- development of suggested measures through the development of a long list of options. This long list was taken away by Derbyshire County Council and revised into a list of preferred options, see note below.
- discussion of the preferred options and the views of the Stakeholders on the preferred list of options.
- Information from local residents

- Details of externally produced reports and timescales
- Progress of preparation of draft AQAP

The Steering group and other partners of the District Council will continue to meet periodically to review progress,

and this will be reported through the Councils Community and Environment Committee.

Note: The Strategic Transport Team at Derbyshire County Council took the measures presented and combined them with in house suggestions and through internal focus groups selected their preferred and most appropriate measures. Internal focus groups within Derbyshire County Council consisted of mineral planning, highways and public health colleagues.

5 AQAP Measures

Table 5.2 shows the Derbyshire Dales District Council AQAP measures. It contains:

- a list of the actions that form part of the plan
- the responsible individual and departments/organisations who will deliver this action
- estimated cost of implementing each action (overall cost and cost to the local authority)
- expected benefit in terms of pollutant emission and/or concentration reduction
- the timescale for implementation
- how progress will be monitored

NB: Please see future ASRs for regular annual updates on implementation of these measures

Table 5.2 – Air Quality Action Plan Measures

Measure No.	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated / Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Potential Barriers to Implementation
1	Intelligent Transport Management System	Traffic Management/public information/Traffic planning and Infrastructure	Strategic highway improvements/congestion reduction /app based communication	2024/2025	December 2025	Derbyshire County Council	Derbyshire County Council (DCC)	Yes	Funded partly by AQ grant and DCC	£100-500k	Implementation	48-74% see note 3	Reduction in measured pollutant	In conjunction with measure 6 TMS/UTC is now operational and further functionality of the system is being investigated by transport consultants to look at alternative control measures to maximise the effectiveness of traffic controls in the AQMA See note 1 below for more detail re progress as of April 2024	Budget constraints/timescales
2	Investigate improved tree canopy pollution dispersal	Policy Guidance and Development Control	Air Quality policy	2022	March 2023	Derbyshire Dales District Council/Derbyshire County Council	DDDC	No	Funded	<10k	Completed	Better airflow in target area	Reduction in measured pollutant	Work completed	
3	Active travel promotion	Promoting Travel Alternatives	Promoting walking/cycling	2022/2023	2025/2026	Derbyshire Dales district Council/Derbyshire County Council	LUF2022	No	Grant Funded	£10-50k	planning	Increased walking to and from the town centre by	Delivery of Ashbourne Reborn output and outcomes		

Measure No.	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated / Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Potential Barriers to Implementation
												residents to facilitate reduced nox levels			
3	Public realm	Promoting Travel Alternatives	Promoting walking/cycling	2022/2023	2025/2026	Derbyshire Dales district Council/Derbyshire County Council	LUF2022	No	Grant Funded	£1m-10m	planning	Increased walking to and from the town centre by residents to facilitate reduced NOx levels	Delivery of Ashbourne Reborn output and outcomes		
3	Community Hub	Promoting Travel Alternatives/ Public information	Promoting walking/cycling	2022/2023	2025/2026	Derbyshire Dales district Council/Derbyshire County Council	LUF2022	No	Grant Funded	£50-100k	planning	Increased walking to and from the town centre by residents to facilitate reduced NOx levels	Delivery of Ashbourne Reborn output and outcomes		
4	Electric vehicle charging points	Promoting low emission transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging	2019	2025/2026	Derbyshire County Council/DDDC	LUF2022	No	Grant Funded	£10-50k	Planning/implementation	Increase uptake of electric vehicles and use of charging points	Increased installation of EV charging points	New study commissioned by DCC to assess demand has identified the need for additional charging points and will be part of the 5b mobility hub.	
5	Workplace travel plans Promotion	Promoting Travel Alternatives	Intensive active travel campaign & infrastructure	2023	Ongoing work no end date	Derbyshire County Council	Derbyshire County Council	No	Funded	£10-50k	Implementation	Increased walking to and from work	Number of businesses engaged	ongoing	

Measure No.	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated / Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Potential Barriers to Implementation
5	School travel plans	Promoting Travel Alternatives	School travel plans Intensive active travel campaign & infrastructure	2023	Ongoing no end date	Derbyshire County Council	Derbyshire County Council	No	Funded	£10-50k	Implementation	Increased walking to and from school	number of schools engaged	ongoing	
6	Bus Service Improvement Plan implementation	Transport Planning and Infrastructure/ Alternatives to private vehicle use/ Travel management	Bus route improvements	2023	2025	Derbyshire County Council	Derbyshire County Council	No	Funded	£100-500k	Implementation	Contributes to Measure 1	Completion of work	Ongoing	
6	Bus priority	Promoting Travel Alternatives/ Alternatives to private vehicle use/ Travel management	Bus route improvements	ongoing	ongoing	Derbyshire County Council	Derbyshire County Council	No	Funded	£100-500k	Implementation		Completion of work/increase uptake of buses	Ongoing See note 2 below for more detail re progress as of April 2024	
7	Continue engagement with local mineral and logistics companies	Promoting Low Emission Transport/ public information	Company Vehicle Procurement - Prioritising uptake of low emission vehicles /other	2024	Ongoing no end date	Derbyshire County Council	Derbyshire County Council	No	Funded	<£10k	Implementation	Raising awareness to allow hauliers to make informed routing decisions.	Raise awareness of Air Quality in Ashbourne within the Mineral Sector along the A515 corridor.	Ongoing Inaugural round table meeting held with minerals industry representatives to discuss transport issues – February 2024	Liaison with Mineral Operators to raise the profile of the need for good air quality in Ashbourne. This will also feed into the mineral planning system.

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Measure No.	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated / Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Potential Barriers to Implementation	
68	Medium to long-term priority	Continue to develop proposals for a relief road	Transport Planning and Infrastructure/Traffic Management	Strategic highway improvements /traffic reduction	2022	N/A This is dependent on funding and EM combined authority	Derbyshire County Council Strategic Transport	Derbyshire County Council	No	Funding being sought	N/A	Planning Application and supplementary reports	Significantly reduce Heavy Goods Vehicles	Data showing reduced traffic from fixed and non-fixed monitoring locations	Approved route agreed Planning application to be submitted as the next step including preparation of supplementary reports	Planning timescale is not fixed and could cause delays. Funding and land assembly may introduce delays. Once a microsimulation model in Ashbourne Town Centre has been created, with suitable funding, it could be adapted to assess various options associated with the relief road, specifically modelling the progression of heavy goods vehicles.

Note 1

Via the Bus Service Improvement Plan (BSIP), developer contributions and also the County Council's capital funds, several important elements of this action have been delivered or will be implemented within the next 6 months.

Several signalled junctions have been refurbished within Derbyshire to increase capacity to improve journey times for buses and other vehicles. With these initiatives, there has already been a reduction in delays and also, which is important to emission reduction, a drop in the frequency of vehicular stop/starts. It is expected that due to measures noted below that capacity will be further improved.

Once all the physical works to junctions have been completed, particularly at the Church Street/Station Road junction, it is proposed to introduce the SCOOT system of traffic control which will release capacity to give a greater flexibility to introduce specific signal timing strategies, for example to assist buses, or vehicles that tend to have high emission levels. Following the commissioning of a study, undertaken by the County Council's specialists, all the building blocks for this are now in place and it is expected that that the application of the improved co-ordination of signals, to include bus priority and also emissions minimisation strategies is likely to occur within the next 6 months.

The County Council has been awarded a grant by DEFRA to develop the County Council's PTMS (Pre-Emptive Traffic Management System), to make predictions of poor air quality before it happens such that mitigation measures, enacted by the traffic control systems can happen before problems occur. This project is about to commence.

To provide objective supplementary data such as meteorological conditions, the County Council has connected one of its intelligent transport systems (the Traffic Management System – TMS) to all the weather monitoring stations in the County. This data can, and is, being made available to other intelligent transport systems and network models in real time or as background information to make emission minimisation strategies as effective as possible. Further to this work, the TMS is now linked to the PTMS to constantly refine accuracy and maximise the positive effect of any given traffic control strategy.

In parallel to the activities noted above, the project to create a microsimulation model of Ashbourne is about to commence, and the placement of nine additional pollution monitors and image analysis cameras (to allow the calibration of the model) has been progressed. The output of the model, in combination with real time data from a variety of objective sources will allow an automated imposition and monitoring of emissions minimisation strategies in any given circumstance.

Note 2

All traffic signal junctions in Derbyshire are in the process of being adapted to enable modified signal timings to be applied automatically when a late running bus is detected. All the back office systems, including the identification of late running buses, strategies that will be employed and the monitoring of effect (to maximise the benefits to buses whilst minimising disruption to other traffic) are in place. It is expected that all signalled junctions will be suitably equipped within the next 5 months. For any major signal refurbishment project or new signals as referred to under Action 1, the bus priority work is being included as a matter of course.

In terms of emissions reduction, a positive byproduct of a greater network efficiency is that emission levels are expected to reduce, and that should there be an untoward poor air quality incident (or indeed a predicted one), an emission minimisation strategy can be applied automatically in combination with bus priority.

Note 3

Reduction in stationary traffic and stop start of vehicle travelling uphill emissions calculations have shown improvements between vehicles travelling at 5 kph (representing start stop/heavy congestion) and vehicles travelling at 30 kph on Buxton Road (representing free flowing traffic). This change in speed provides an indicative 48-74% reduction in emissions over the day when comparing 5 kph to 30 kph on Buxton Road (north and south bound) and St John Street. Relevant KPI's and this impact rating assessment will be strengthened once the Vissim model is developed.

5.2 Impact Rating of Action Plan Measures undertaken by AECOM, Jan 2023

An impact rating exercise was undertaken by AECOM and can be found in Appendix E. This will be built upon once the Vissim model as detailed in our Key Priorities is built and operational.

Appendix A: Response to Consultation

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

Consultee	Category	Response
ATT	Business/community	Support Bypass Wish to make the Town less attractive to Traffic Weight restrictions to support the above 20mph speed limit
DPH	Public Health	Supports the process Requests Defra feedback Supports additional monitoring Supports public realm improvements to promote alternative travel inc. safer walking and cycling routes Requests feedback on CAZ consultation
Ashcom	Business/community	Suggests a wider look at the A roads in the region and the vehicles and bus provision in the town. suggest sanctions are needed to make the traffic alert provisions work link planning system of new homes to infrastructure to encourage walking and cycling Make the mobility hub central and have a satellite at the industrial estate Link with mineral operators to ensure Ashbourne is not used as a rat run

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Consultee	Category	Response
		obtain better information on the users of the road
Ashbourne Town Council	Business/community	Support the process and work with DDDC/DCC to alleviate pollution Complete consultation individually
Public	Public written	Support Bypass Wish to make the Town less attractive to Traffic Weight restrictions to support the above Implement mineral liaison immediately
Public	Public written	Support much of content but feels it is flawed Need to reduce HGV's Weight limits imposed Wish to make the Town less attractive to traffic Wish to make the Town less attractive to traffic
Public	Public written	No supporting metrics in AQAP In favour of the Bypass Not keen on the wider measures as not relevant
Public	Public written	Query of how a CAZ would be implemented Concern pushing the problem elsewhere Euro 6 already in place Bypass needed Suggested some options including one way system with roundabouts not traffic lights speed restrictions a car park better located for incoming traffic from the north

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95

Consultee	Category	Response
		park and ride or free parking in car parks for school collections
Public	Public written	Variable speed limits Improving traffic flow as de-NOx systems stop after 5 mins idling remove parking spaces on Buxton Road Make a second entrance to Shawcroft car park Zebra crossings to stop unnecessary traffic hold ups Box junction improvements at Madge corner with priority to St John's Street remove parking spaces on Cokayne Avenue to make it more free flowing- compensate with additional parking in the Rec Car Park provided for school collections - overflow car park suggested Contractors be required to be Euro 6 compliant who work on the roads.
Online responses	All online responses mixed including business and public	<p>Action 1: Investigate the use of Urban Traffic Management Control to optimise traffic flows within Ashbourne town centre: There were 397 responses to this proposal, with 130 strongly agreeing with it, 78 agreeing, 43 undecided, 44 disagreeing and 102 strongly disagreeing. This proposal scored as follows:</p> <ul style="list-style-type: none"> • Simple score = +15.63% • Weighted score = +90 • Most important = 31.36% <p>There were 202 free text comments received in relation to this proposal, with a wide variety of views expressed. The points that were expressed most frequently were the need for a bypass and the need to reduce the number of HGVs in the town.</p>

Consultee	Category	Response
		<p>Action 2: Investigate town centre priority or capacity changes to improve heavy goods and other vehicle flows on A515 Buxton Road, Ashbourne: there were 396 responses to this proposal with 98 strongly agreeing, 90 agreeing, 56 undecided, 57 disagreeing and 95 strongly disagreeing. This proposal scored as follows:</p> <ul style="list-style-type: none"> • Simple score = +9.10% • Weighted score = +39 • Most important = 25.68% <p>There were 197 free text comments received in relation to this proposal. Again, the need for a bypass and the need to reduce traffic in the town were frequently expressed views.</p> <p>Action 3: Influence route election via live traffic information systems: there were 392 responses to this proposal with 87 agreeing strongly, 69 agreeing, 61 undecided, 70 disagreeing and 105 strongly disagreeing. This proposal scored as follows:</p> <ul style="list-style-type: none"> • Simple score = -4.86% • Weighted score = -37 • Most important = 15.06% <p>There were 193 free text comments received in relation to this proposal. The need for a bypass featured strongly again, as did the lack of suitable alternative routes for traffic. Scepticism was expressed</p>

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Consultee	Category	Response
		<p>about the difference that this action would make in practice.</p> <p>Action 4: Investigate improved tree canopy dispersal: there were 400 responses to this proposal with 79 strongly agreeing, 84 agreeing, 68 undecided, 56 disagreeing and 113 strongly disagreeing. This proposal scored as follows:</p> <ul style="list-style-type: none"> • Simple score = -1.5% • Weighted score = -40 • Most important = 7.90% <p>It should be noted that this action was under the control of the district council and has been completed. This will be acknowledged in the action plan.</p> <p>There were 185 free text responses received in relation to this proposal. Amongst them were concerns that removing trees would be detrimental to carbon capture and suggestions that this was a cosmetic measure. Again, a great deal of support for a bypass was expressed.</p> <p>Action 5a: St John Street and Dig Street/Compton public realm: there were 399 responses to this proposal with 118 strongly agreeing, 104 agreeing, 56 undecided, 42 disagreeing and 79 strongly disagreeing. This proposal scored as follows:</p> <ul style="list-style-type: none"> • Simple score = +25.31% • Weighted score = +140

Consultee	Category	Response
		<ul style="list-style-type: none"> • Most important = 15.31% (combined score for all proposals under action 5) <p>There were 185 free text responses received in relation to this proposal. The need to reduce the amount of traffic in the town was a common theme as was concern about the safety of pedestrians and cyclists.</p> <p>Action 5b: Mobility Hub: there were 399 responses to this proposal with 78 strongly agreeing, 122 agreeing, 88 undecided, 45 disagreeing and 66 strongly disagreeing. This proposal scored as follows:</p> <ul style="list-style-type: none"> • Simple score = +22.31% • Weighted score = +101 • Most important = 15.31% (combined score for all proposals under action 5) <p>There were 144 free text responses received in relation to this proposal. Whilst this proposal was broadly welcomed scepticism was expressed about its ability to impact on the air quality issue. Many comments were received about the need to reduce the traffic within the town.</p> <p>Action 6: Electric vehicle charging points: there were 400 responses to this proposal with 108 strongly agreeing, 111 agreeing, 82 undecided, 34 disagreeing and 65 strongly disagreeing. This proposal scored as follows:</p>

86

Consultee	Category	Response
		<ul style="list-style-type: none"> • Simple score = +30% • Weighted score = +164 • Most important = 9.38% <p>There were 141 free text responses received in relation to this proposal. Whilst this proposal scored well, a variety of views were expressed with some respondents welcoming more provision and others expressing views about the constraints on electric vehicle uptake.</p> <p>Action 7a: Workplace travel plans: there were 393 responses to this proposal with 82 strongly agreeing, 106 agreeing, 82 undecided, 52 disagreeing and 71 strongly disagreeing. This proposal scored as follows:</p> <ul style="list-style-type: none"> • Simple score = +15.54% • Weighted score = +76 • Most important = 12.59% (combined score for all proposals under action 7) <p>There were 161 free text responses received in relation to this proposal. Again this proposal was broadly welcomed but scepticism was expressed about the amount of difference it would make to pollution levels. Concerns were also expressed about safety.</p> <p>Action 7b: School travel plans: there were 397 responses to this</p>

100

Consultee	Category	Response
		<p>proposal with 108 strongly agreeing, 111 agreeing, 90 undecided, 37 disagreeing and 51 strongly disagreeing. This proposal scored as follows:</p> <ul style="list-style-type: none"> • Simple score = +32.99% • Weighted score = +188 • Most important = 12.59% (combined score for all proposals under action 7) <p>There were 134 free text responses received in relation to this proposal. Although the proposal scored well, many suggested that this would do little to reduce pollution levels, with support expressed for a bypass and for reducing traffic in the town.</p> <p>Action 7c: School streets: there were 396 responses to this proposal with 92 strongly agreeing, 91 agreeing, 79 undecided, 54 disagreeing and 80 strongly disagreeing. This proposal scored as follows:</p> <ul style="list-style-type: none"> • Simple score = +12.37% • Weighted score = +61 • Most important = 12.59% (combined score for all proposals under action 7) <p>There were 148 free text responses received in relation to this proposal. Many comments expressed the concern that this could just be moving a problem of congestion at school time from one place to another.</p>

Consultee	Category	Response
		<p>Action 8a: Bus priority: there were 393 responses to this proposal with 130 strongly agreeing, 105 agreeing, 66 undecided, 41 disagreeing and 51 strongly disagreeing. This proposal scored as follows:</p> <ul style="list-style-type: none"> • Simple score = +36.41% • Weighted score = +158 • Most important = 14.57% (combined score for all proposals under action 8) <p>There were 144 free text responses received in relation to this proposal. Whilst the proposal was supported doubt was expressed about its impact, due to the relatively small numbers of buses in use.</p> <p>Action 8b: Mobility Hub: there were 391 responses to this proposal with 95 strongly agreeing, 118 agreeing, 105 undecided, 28 disagreeing and 45 strongly disagreeing. This proposal scored as follows:</p> <ul style="list-style-type: none"> • Simple score = +35.81% • Weighted score = +190 • Most important = 14.57% (combined score for all proposals under action 8) <p>There were 98 free text comments received in relation to this proposal. Again the proposal was broadly welcomed but doubt was expressed about the impact it would have on pollution levels.</p>

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Consultee	Category	Response
		<p>Action 9: Engagement with minerals and logistics companies: there were 393 responses to this proposal with 155 strongly agreeing, 104 agreeing, 47 undecided, 35 disagreeing and 52 strongly disagreeing. This proposal scored as follows:</p> <ul style="list-style-type: none"> • Simple score = +43.76% • Weighted score = +275 • Most important = 26.91% <p>There were 168 free text comments received in relation to this proposal. Overall this action was the most supported of all those put forward in the consultation. Many of the responses again referenced the need for a bypass and upgrading of HGVs was also frequently mentioned.</p> <p>Removal of parking spaces: there were 395 responses to this proposal with 181 responding positively, 166 responding negatively and 48 answering don't know. This proposal scored as follows:</p> <ul style="list-style-type: none"> • Simple score = +3.79% • Weighted score = not applicable • Most important = 17.04% <p>There were 181 free text comments received in relation to this proposal. Concern was expressed about the lack of free or cheap alternatives for people to park.</p>

Consultee	Category	Response
		<p>Clean Air Zone: there were 400 responses to this proposal with 108 strongly agreeing, 41 agreeing, 42 undecided, 50 disagreeing and 159 strongly disagreeing. This proposal scored as follows:</p> <ul style="list-style-type: none"> • Simple score = -15.00% • Weighted score = -111 • Most important = 23.21% <p>There were 178 free text comments received in relation to this proposal. Although the proposal had a significant negative score it should be noted that many of those who supported it considered it to be amongst the most important actions, hence the significant positive score in the 'most important' category. Concern was expressed about the impact that this proposal might have on the town's economy. Again the need for a bypass featured heavily in the comments made in response to this proposal.</p> <p>20 mph zone: there were 402 responses to this proposal. Unfortunately, for reasons that are not understood the SurveyMonkey program allocated all 154 of those respondents making comments into a separate category to the regular Strongly Agree, Agree, Undecided, Disagree and Strongly Disagree categories, meaning that the scores do not take account of everyone who has responded. Nevertheless the results have initially been analysed in the same way as the other proposals, as follows:</p> <ul style="list-style-type: none"> • Simple score = +18.95%

Consultee	Category	Response
		<ul style="list-style-type: none"> • Weighted score = +67 • Most important = 22.47% <p>Officers have also assessed all 154 of the comments made in response to this proposal to determine whether they can be viewed as positive or negative. In their opinion 48 of the comments could be viewed as positive and 64 as negative, with 42 where it was not possible to form a view.</p> <p>In terms of the comments themselves, there were 154 free text comments received in relation to this proposal. Amongst the views expressed were the belief that the proposal would make little difference as traffic already moved slowly, that it would be beneficial for safety and the fear that it might make pollution worse. The need for a bypass also featured strongly in the responses.</p>

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Appendix B: Reasons for Not Pursuing Action Plan Measures

Table B.1 – Action Plan Measures Not Pursued and the Reasons for that Decision

Action category	Action description	Reason action is not being pursued (including Stakeholder views)
Traffic Management	Permanent or time-limited weight restriction on A515 through Ashbourne town centre.	Although the Council’s guidance allows for weight restrictions to be introduced for environmental reasons, a weight restriction on the A515 in Ashbourne is not considered appropriate due to the lack of a better, reasonable and convenient alternative being available. Weight restrictions could be considered when the Relief Road is in place and an appraisal will take place of other strategic roads locally which may have a positive benefit to air quality in the town and Buxton Road.

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<p>Traffic Management</p>	<p>20mph Zone – A515 or town-wide</p>	<p>The Council’s guidance currently only prioritises a sparingly introduction of 20mph zones where they are primarily focused on tackling an evidenced casualty issue, rather than for environmental reasons. Whilst at this time this is not planned in Ashbourne pilot schemes of 20mph zones are planned at 2 locations in Derbyshire to assess the impact and as part of a wider appraisal process this will be considered as part of Action 2.</p>
<p>Traffic Management</p>	<p>Controlled residents’ parking scheme for properties on A515.</p>	<p>Small scale residents’ parking schemes are not considered appropriate for implementation because they need to be of a scale to avoid displacement of parking issues to adjacent streets. Residents’ parking schemes are also expected to cover several hundred households to provide value for money associated with</p>

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		operational costs including enforcement.
Promoting Travel Alternatives	Extension of Key Cycle Networks (KCN).	The Tissington Trail Key Cycle Network route already provides a high quality off-road inter-urban cycle route to and from Ashbourne and rural communities broadly along the A515 corridor. Consider that promotion of use of existing infrastructure for active travel would support more modal shift to cycling and walking in the town centre.
Traffic Management	Local congestion charge/ Clean Air Charging Zone	Clean Air Zone charging is not currently identified within the Council's strategies as an intervention which demonstrates local ambition and support.
Traffic Management	Introduce traffic signal control at Windmill Lane junction and St John's Street junction to control	Introducing traffic control to platoon traffic through the AQMA is considered undeliverable in this location because forward visibility for

	movement of traffic through the AQMA.(This will remain under review dependant of the results of the Vissim model when produced)	emergency vehicles cannot be achieved for safe passage under blue lights. Holding traffic back to travel through AQMA in platoons would increase queuing within the town centre and potentially displace air quality issues elsewhere.
Traffic Management	Create a one-way gyratory system utilising existing A515 southbound and B5034 North Avenue/Dove House Street/Union Street northbound.	No clear benefit to improving air quality within the town centre due to potential to displace air pollution to other parts of the town centre.
Traffic Management	Revise route signage	Existing local road network signage is considered appropriate to direct traffic to most suitable route. Route signage would be reviewed when Relief Road is in place. Action Plan includes measures to consider providing additional driver information when congestion

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		levels are exceeding agreed thresholds.
Traffic Management	Traffic calming on A515	The Council only introduces traffic calming where there is clear justification on the grounds of road safety because physical calming measures are not well supported as they invariably cause increased noise and vibration. Therefore, traffic calming is not considered appropriate on the A515 where there are high numbers of heavy goods vehicles.
Traffic Management	Move controlled crossing from near the Market Place to between Union Street and King Street.	The pedestrian crossing is currently located where there is likely to be most demand for crossing across the A515. No clear benefit to air quality by considering moving the pedestrian crossing.
Promoting Low Emission Transport	Alternative fuels for heavy goods	Advances in new fuel technologies such as

	vehicles.	hydrogen for heavy goods vehicles are being tracked for potential introduction of supporting infrastructure in Derbyshire. However, there are no specific proposals that are considered deliverable in Ashbourne in the short to medium term.
Traffic Management	Extend 30mph speed limit on approach to Ashbourne.	No clear benefit to improved air quality within the A515 Ashbourne AQMA from changing speed limits on the approaches to Ashbourne.
Traffic Management	Close access to Market Place car park from Union Street.	No clear benefit to improving air quality within the A515 Ashbourne AQMA.
Traffic Management	Hall Street – introduce one- way	No clear benefit to improving air quality within the A515 Ashbourne AQMA. Maintaining the operation of Hall Street would be considered as part of Action 3.

110

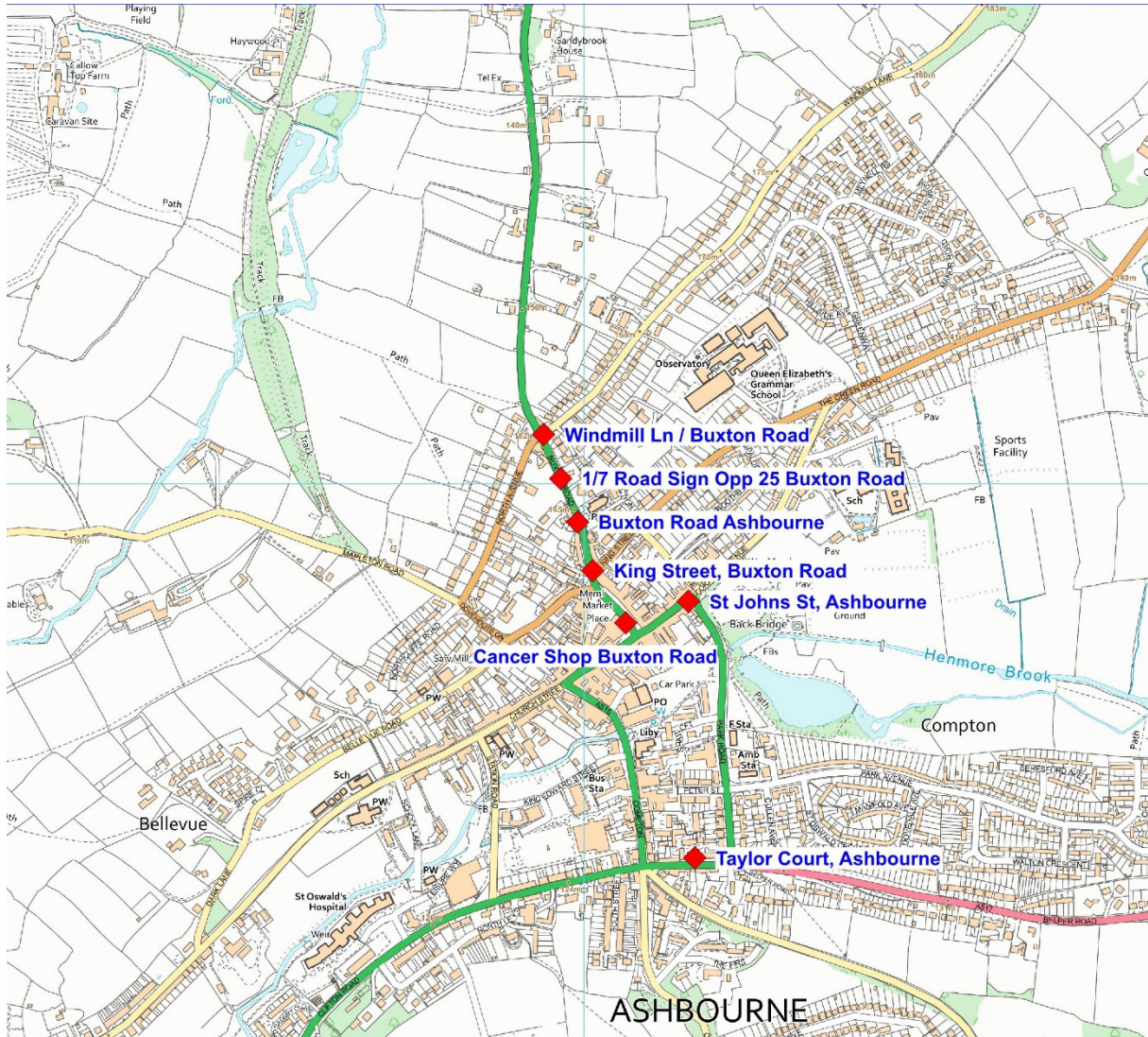
Traffic Management	Introduce left turn only from North Avenue and Windmill Lane.	No clear benefit to improving air quality within the Ashbourne AQMA.
Promoting Travel Alternatives	Park and ride	There is no opportunity at present to consider public transport related park and ride on the approach to Ashbourne given the lack of opportunity to provide bus priority on the A515. Action 11 could consider park and cycle ride associated with Tissington Trail.

111

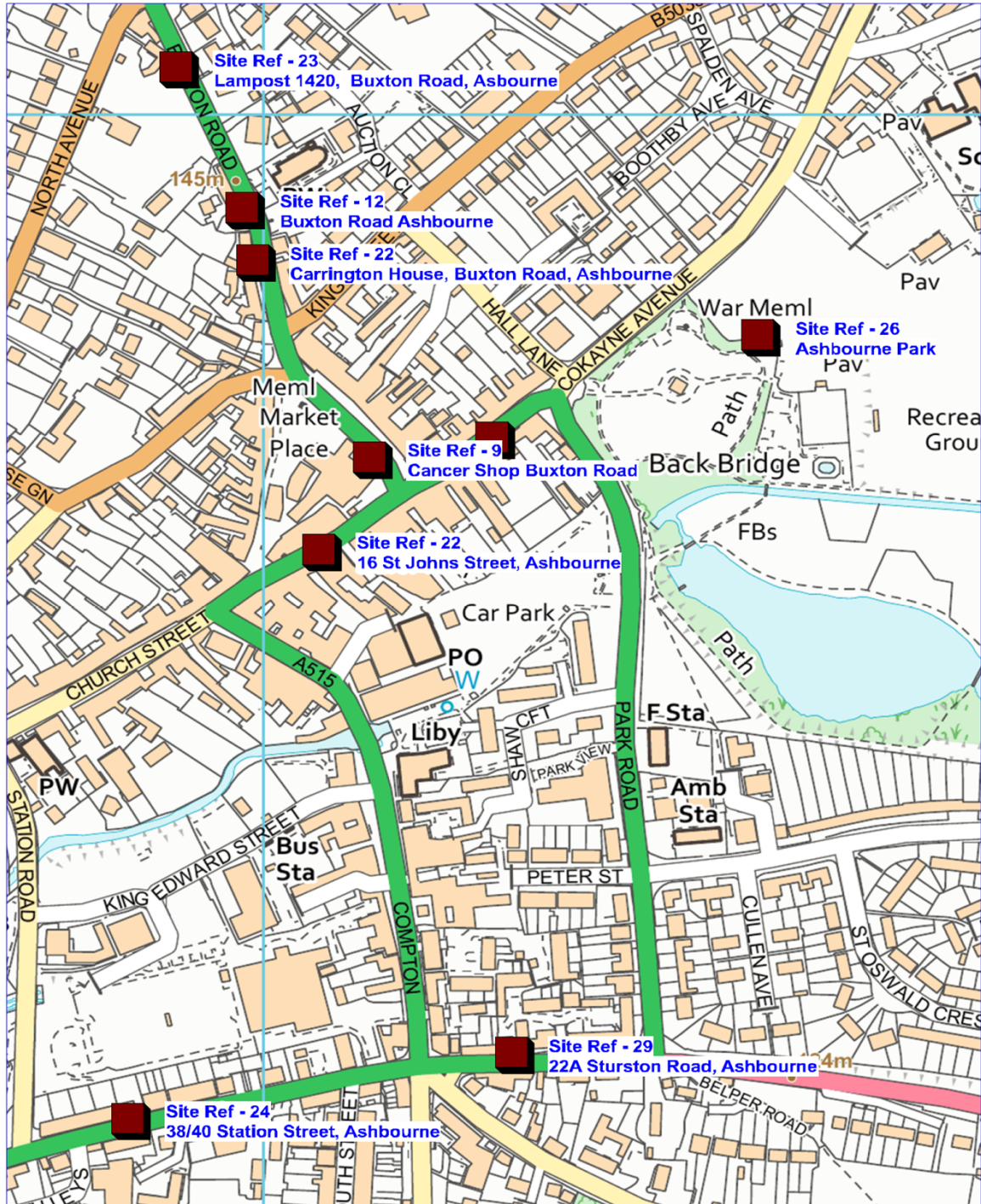
Note: A long list of suggestions for action were made by the Steering Group and members of the public. These were considered by focus groupings of the relevant specialisms within Derbyshire County Council including, Planning, Highways and Public Health representatives to produce the final actions in the AQAP.

Appendix C: Monitoring Locations

Map 1: 2020 Monitoring locations

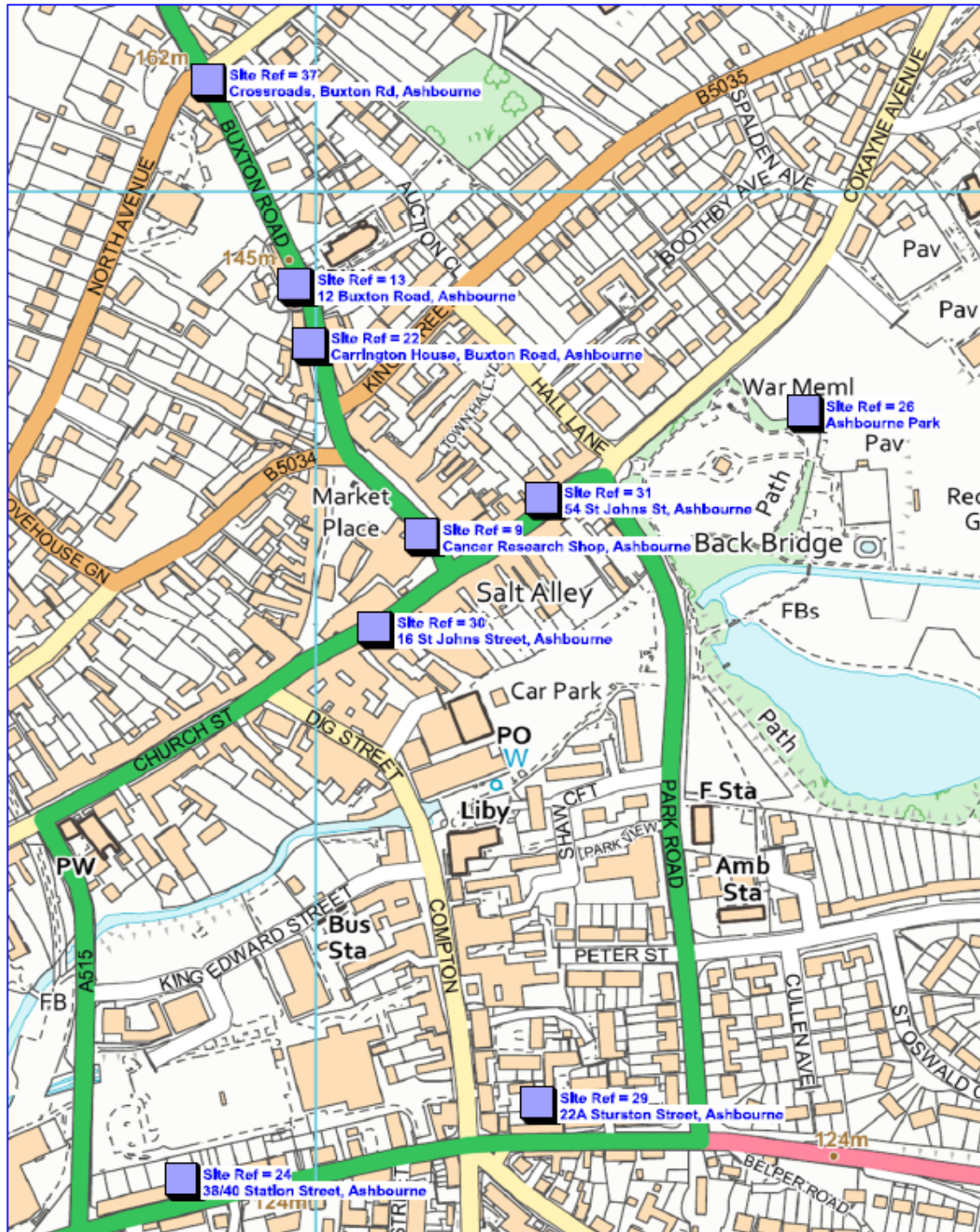


Map 2: 2021 Monitoring locations



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Derbyshire Dales District Council, Town Hall, Bank Road,
Matlock, Derbyshire, DE4 3NN.
Telephone: (01629) 761100.

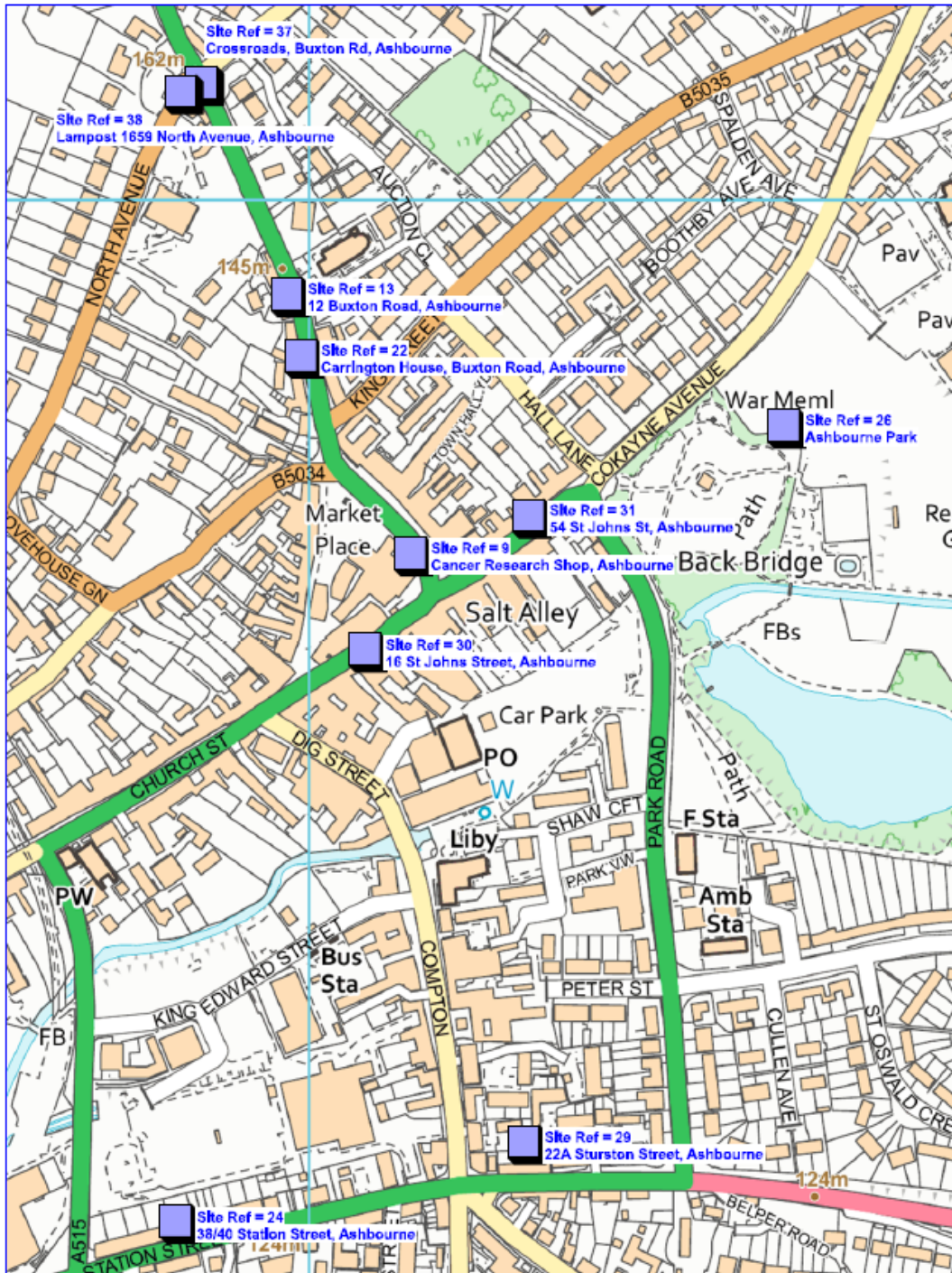
Map 3: 2022 Monitoring locations



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Derbyshire Dales District Council, Town Hall, Bank Road,
Matlock, Derbyshire, DE4 3NN.
Telephone: (01629) 781100.

N
23/06/2023
WWW.DERBYSHIREDALES.GOV.UK

Map 4: 2023 Monitoring locations



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Derbyshire Dales District Council, Town Hall, Bank Road,
Matlock, Derbyshire, DE4 3NN.
Telephone: (01629) 761100.

N
01/05/2024
WWW.DERBYSHIREDALES.GOV.UK

Appendix D: Initial Source Apportionment

The AQAP measures presented in this report are intended to be targeted towards the predominant sources of emissions within Derbyshire Dales District Council's area.

A source apportionment exercise was carried out by Derbyshire Dales District Council (DDDC) in 2021 based on tube site reference DT12 and calculations are below. A further source apportionment was undertaken by AECOM consultancy in Jan 2023, based on DT19, this is reproduced in Box 3.3.

DDDC identified that within the AQMA, the percentage source contributions were as follows:

The source apportionment exercise was undertaken using the method in Chapter 7 of Local Air Quality Management Technical Guidance (TG22). This was undertaken using 2019 as a reference year to provide a worst-case scenario and a pre-pandemic picture. Data was available for a 7-day average and a weekday average, and the source apportionment was run for both scenarios. This identified that the exceedance of the NO₂ objective has been identified as being attributed to road transport emissions and the percentage contributions are outlined below.

Traffic counts.

Annual Average Weekday Vehicle Classification A515

	Vehicle Numbers						Percentages					
	Cars	Motorbikes	Buses	LGVs	HGVs	Total	Cars	Motorbikes	Buses	LGVs	HGVs	
2015	4865	75	39	899	1074	6952	70.0%	1.1%	0.6%	12.9%	15.4%	
2016	4940	74	36	990	1078	7118	69.4%	1.0%	0.5%	13.9%	15.1%	
2017	4951	70	33	1010	1129	7193	68.8%	1.0%	0.5%	14.0%	15.7%	
2018	4577	74	28	1006	1042	6727	68.0%	1.1%	0.4%	15.0%	15.5%	
2019	4907	82	33	1127	1128	7277	67.4%	1.1%	0.5%	15.5%	15.5%	

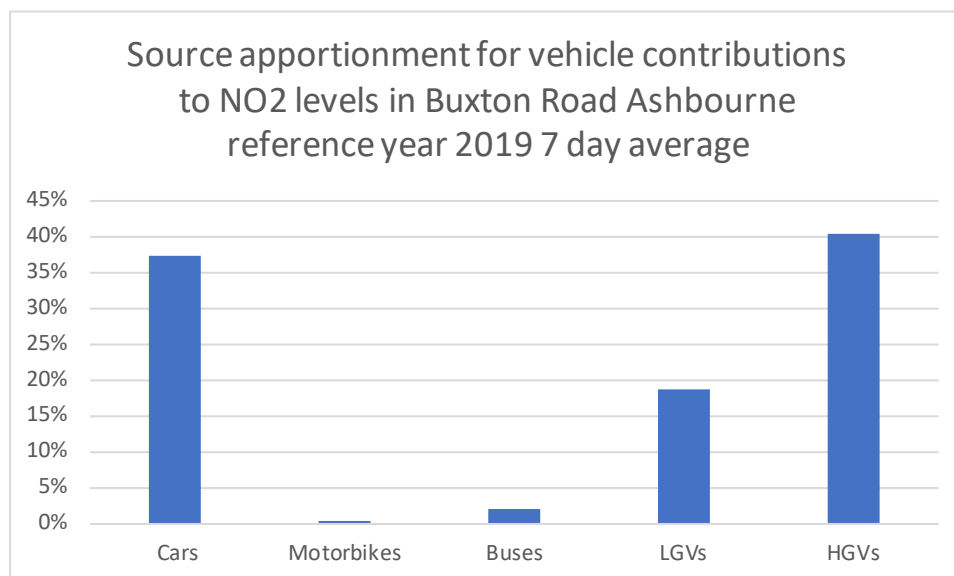
Annual Average 7 Day Vehicle Classification A515

	Vehicle Numbers						Percentages					
	Cars	Motorbikes	Buses	LGVs	HGVs	Total	Cars	Motorbikes	Buses	LGVs	HGVs	
2015	4991	109	35	819	829	6783	73.6%	1.6%	0.5%	12.1%	12.2%	
2016	5070	107	32	903	831	6943	73.0%	1.5%	0.5%	13.0%	12.0%	
2017	5098	108	30	930	867	7033	72.5%	1.5%	0.4%	13.2%	12.3%	
2018	4709	110	25	930	817	6591	71.4%	1.7%	0.4%	14.1%	12.4%	
2019	4997	117	29	1041	873	7057	70.8%	1.7%	0.4%	14.8%	12.4%	

Results from EFT 7-day average

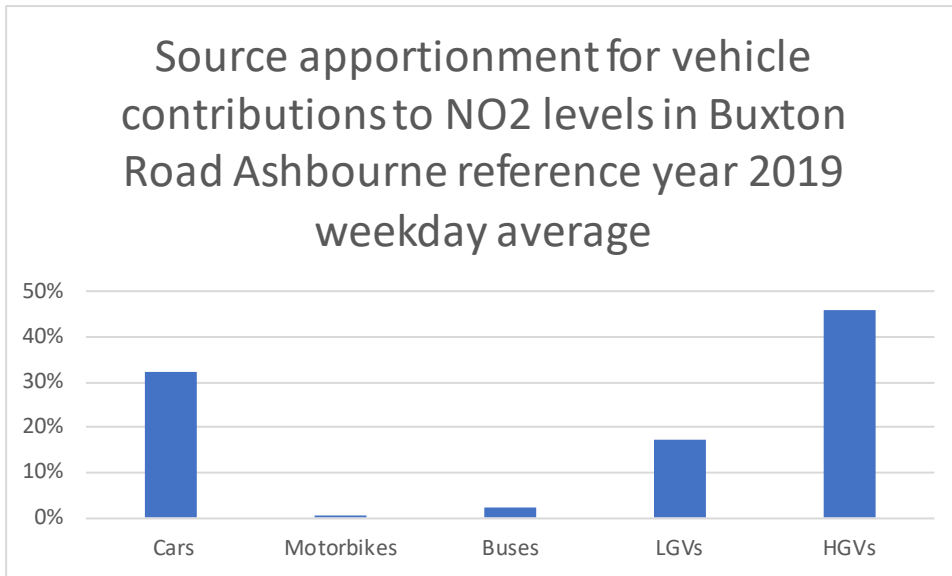
Derbyshire Dales District Council

7-day average	Cars	Motorbikes	Buses	LGVs	HGVs
2019	37.2%	0.2%	2.1%	20.3%	40.2%
Apportionment	14.76	0.08	0.83	8.05	15.95



Results from EFT weekday average

Weekday average	Cars	Motorbikes	Buses	LGVs	HGVs
2019	32.2%	0.1%	2.4%	19.4%	45.9%
Apportionment µg/m³	12.77	0.04	0.95	7.70	18.21



As can be seen the emissions are heavily influenced by HGV traffic and this is pertinent in the working week.

A calculation of reduction in emissions has been undertaken against an initial calculation in 2021 by DDDC. This has equated to a 20% reduction in road emissions. This is detailed below. In addition, AECOM have also updated this initial calculation in January 2023, and this is shown in Box3.4.

Step 1:

NO₂ local background 7.3µg/m³

Step 2 & 3						
Local Authority:			DDDC		Year: 2019	
					Traffic Mix 0	
Site ID	Diffusion background µg m ⁻³	background µg m ⁻³		d NO _x , µg	defined local	Notes
		NO _x	NO ₂			
12	47	9.4	7.3	83.37		Step 2
12	40	9.4	7.3	66.46		Step 3

Step 4

$$83.37 - 66.46 = 16.91\mu\text{g}/\text{m}^3$$

$$16.91/83.37 \times 100 = 20\%$$

Result 20%

Appendix E: Impact rating of action plan measures undertaken by AECOM (Jan 2023)

Table 3.2 below presents the impact rating of all measures included within the Derbyshire District Council draft AQAP. Qualitative and quantitative comments regarding the potential impact of measures on local air quality have been included. The indicative impact rating of each measure has been generated by assigning each Action Plan measure an indicative rating for potential Air Quality impacts (5 = largest benefits, 1 = lowest benefit) and potential costs (Figure 3-1). In addition, an assessment of likely timescale for intervention implementation and the timescale for Air Quality impacts to be realised has been included using the following criteria:

Table 3-1: Score Definitions

Score	Timescale	Cost
1	> 3 years	> £500,000
2	2-3 years	£100,000 - £500,000
3	1-2 years	£50,000 - £100,000
4	6 months – 1 year	£10,000 - £50,000
5	< 6 months	<£10,000

Each proposed measure below is considered individually. It is not considered likely that any one measure alone would be sufficient to improve air quality to concentrations below the air quality objective value. However, a number, or all, of these measures introduced together could lead to changes such that air quality improves to concentrations below the objective.

It is also noted that a number of these measures refer to investigating the potential of the measure to consider the potential improvement that may be obtained and the costs and logistics of implementation. The anticipated costs and benefits associated with these measures can be updated and refined as more detail on these measures are defined. As such, a conservative approach to ascribing air quality benefits to these types of measures has been adopted with regards to the ratings given in Table 3.2.

The impacts ratings assigned are based on the measures as currently described within the Action Plan. For those measures where a quantitative Air Quality Impact has been described, this is theoretical and based on estimates of speeds which have been included within the emissions calculations as a means of demonstrating the potential for improvements in air quality from a measure.

In some instances, it would be possible to ascribe a greater Air Quality Benefit Rating to the measure if more certainty on what could be achieved via the measure was developed – for example with regard to reducing HGV numbers from Mineral and Logistics Companies, if it were possible to reduce a set number of HGV movements, it would be possible to demonstrate through more detailed emission calculations the benefit that could be achieved. Similarly, if further speed data was gathered it would be possible to provide a more accurate estimate of potential improvements in emissions.

Table E: Impact Review of proposed measures

Table 3-2: Impact Review of Proposed Measures

Action Plan Measure No.	Measure Description	Cost Estimate	Air Quality Impacts (Qualitative)	Air Quality Impacts (Quantitative)	Cost Rating	Air Quality Benefit Rating	Timescale for Implementation	Timescale for Impact	Impact Rating
1	Investigate the use of Urban Traffic Management Control to optimise traffic flows within Ashbourne town centre	£100-500k	Traffic light timing could be used to reduce the stop/start traffic and congestion on Buxton Road, improving air quality in this location. This may result in moving congestion from Buxton Road to St John Street and as such could increase pollutant concentrations on St John Street and other roads. This measure would allow for dynamic management of congestion.	Emissions calculations have shown improvements between vehicles travelling at 5 kph (representing start stop/heavy congestion) and vehicles travelling at 30 kph on Buxton Road (representing free flowing traffic). This change in speed provides an indicative 48-74% reduction in emissions over the day when comparing 5 kph to 30 kph on Buxton Road (north and south bound) and St John Street. ⁷	2	2	3	3	10
2	Investigate town centre priority or capacity changes to improve heavy goods and other vehicle flows on A515 Buxton Road, Ashbourne	£100-500k	Town centre priority and capacity changes could be used to reduce the stop/start traffic and congestion on Buxton Road, improving air quality in this location. This may result in moving congestion from Buxton Road to St John Street and as such could increase pollutant concentrations on St John Street and other roads.	Emissions calculations have shown improvements between vehicles travelling at 5 kph (representing start stop/heavy congestion) and vehicles travelling at 30 kph on Buxton Road (representing free flowing traffic). This change in speed provides an indicative 48-74% reduction in emissions over the day when comparing 5 kph to 30 kph on Buxton Road (north and south bound) and St John Street. ⁷	2	3	4	4	13
3	Influence route selection via live traffic information systems	<£10k	This measure could be used to reduce total traffic travelling through the AQMA which would have an associated improvement in air quality.	Air quality monitoring from before and after the introduction of the intervention could show the effect of this intervention. Traffic data could be collected before and after the introduction of the intervention and the effect on air quality could be subsequently modelled. ⁸	5	1	1	3	10
4	Investigate Improved Tree Canopy Pollution Dispersion	<£10k	This measure allows for better dispersion of pollutant emissions from vehicles travelling on Buxton Road. The work to cut back the vegetation and tree canopy is now complete.	Ongoing monitoring within the AQMA can be used to evaluate the improvement in air quality achieved from implementing this measure.	5	1	5	5	16

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Derbyshire Dales District Council

Action Plan Measure No.	Measure Description	Cost Estimate	Air Quality Impacts (Qualitative)	Air Quality Impacts (Quantitative)	Cost Rating	Air Quality Benefit Rating	Timescale for Implementation	Timescale for Impact	Impact Rating
5	Active travel promotion	£10-50k	This measure can be used to reduce traffic flow in the peak period during which congestion generally occurs, and can as a result improve air quality.	Air quality monitoring from before and after the introduction of the intervention could show the effect of this intervention. Traffic data could be collected before and after the introduction of the intervention and the effect on air quality could be subsequently modelled. ⁸	4	2	4	2	12
5a	St John Street and Dig Street/Compton Public Realm	£2M	This measure will benefit the air quality where road traffic is moved further from receptor locations and may also result in small reductions in overall traffic flows and emissions.	Emissions calculations can be used to inform the detailed design of this measure.	1	1	3	3	8
5b	Mobility hub	£50-100k	A high-quality transport hub, providing real time travel information and links to other transport such as cycling and walking routes, can be used to support reduced traffic flows in the peak period, during which congestion generally occurs, and can as a result improve air quality.	Air quality monitoring from before and after the introduction of the intervention could show the effect of this intervention. Traffic data could be collected before and after the introduction of the intervention and the effect on air quality could be subsequently modelled. ⁸	3	1	3	2	9
6	Electric vehicle charging points	£10-50k	Increasing use of electric vehicles can lead to reductions in air pollution. This measure supports the aim of moving towards net zero carbon emissions but is unlikely to have a measurable impact on air quality as an isolated measure.	Air quality monitoring from before and after the introduction of the intervention could show the effect of this intervention. Traffic data could be collected before and after the introduction of the intervention and the effect on air quality could be subsequently modelled. ⁸	4	1	4	2	11
7	Business and School Travel Planning including: 7a) Workplace Travel Plans 7b) School Travel Plans 7c) School Streets	£10-50k	This measure can be used to reduce traffic flows in the peak period, during which congestion generally occurs, and can as a result improve air quality.	Air quality monitoring from before and after the introduction of the intervention could show the effect of this intervention. Traffic data could be collected before and after the introduction of the intervention and the effect on air quality could be subsequently modelled. ⁸	4	2	4	2	12
8	Bus Service Improvement	£100-500k	This measure can be used to reduce traffic flow by encouraging modal shift and can	Air quality monitoring from before and after the introduction of the intervention could	2	2	3	2	9

Action Plan Measure No.	Measure Description	Cost Estimate	Air Quality Impacts (Qualitative)	Air Quality Impacts (Quantitative)	Cost Rating	Air Quality Benefit Rating	Timescale for Implementation	Timescale for Impact	Impact Rating
	Plan (BSIP) implementation including: 8a) Bus priority 8b) Mobility hub		as a result reduce flows and improve air quality.	show the effect of this intervention. Traffic data could be collected before and after the introduction of the intervention and the effect on air quality could be subsequently modelled. ⁵					
9	Continue Engagement with Local Mineral and Logistics Companies	<£10k	This measure can be used to reduce HGV traffic flows by encouraging alternative routing or scheduling and can therefore improve air quality.	Emissions calculations have shown that HGVs are responsible for a large proportion of total emissions. This estimated proportion ranges depending on the speed of vehicles and the incline they are travelling on, from 35 to 79% of vehicle emissions.	5	1	3	2	11

Glossary of Terms

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
AQS	Air Quality Strategy
ASR	Air quality Annual Status Report
Defra	Department for Environment, Food and Rural Affairs
EU	European Union
LAQM	Local Air Quality Management
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxides
PM ₁₀	Airborne particulate matter with an aerodynamic diameter of 10µm (micrometres or microns) or less
PM _{2.5}	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less

References

- Local Air Quality Management Technical Guidance LAQM.TG22. August 2022. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.
- Local Air Quality Management Policy Guidance LAQM.PG22 August 2022. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.
- [Ashbourne Air Quality Area Action Plan Preparation](#), Highways Assets and Transport. Executive Director, Place 2022.
- [Derbyshire Dales District Council website](#)
- [Housing publication provision of a Council house DDDC website](#)
- [Climate change strategy](#)
- Ashbourne AQMP Technical Note. Jan 2023. Prepared by AECOM Infrastructure & Environment UK Limited
- [COMEAP. \(2018\). Associations of long-term average concentrations of nitrogen dioxide with mortality.](#)
- HM Government (2018)The Road to Zero Next steps towards cleaner road transport and delivering our Industrial Strategy [The Road to Zero \(publishing.service.gov.uk\)](#)
- Derbyshire County Council (April 2011) The Derbyshire Local Transport Plan (LTP) (2012-2026) [Derbyshire Local Transport Plan Three \(LTP3\) 2011 to 2026 - full document](#)
- [Defra. \(2019\). Clean Air Strategy.](#)
- [Air quality strategy: framework for local authority delivery](#) April 2023, updated August 2023

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Agenda Item 8

Community and Environment Committee – 16th May 2024

HOUSEHOLD SUPPORT FUND – ROUND 5

Report of Director of Housing

Report Author and Contact Details

Robert Cogings, Director of Housing,
01629 761354 or robert.cogings@derbyshiredlaes.gov.uk

Simon Beynon, Housing Operations Manager
01629 761306 or simon.beynon@derbyshiredales.gov.uk

Wards Affected

District wide

Report Summary

The Spring Budget included an announcement concerning Household Support Fund Round 5 (HSF5). Further details have only just been published and the scheme will operate in a very similar fashion to the previous rounds, though it is only for the first 6 months of 2024/25. Derbyshire County Council have indicated they will pass on a proportion of their £5m allocation, with around £900,000 for district and borough councils. As with the previous rounds it is proposed to deliver grants directly to residents through the Housing Team and Revenues and Benefits service. The HSF has been a significant factor behind the District Council's ability to perform its homelessness prevention duties.

Recommendation

1. That approval be given to the delivery of Round 5 of the Household Support Fund as set out in the report.

List of Appendices

Appendix 1 Draft bid to Derbyshire County Council

Background Papers

Household Support Fund report to Full Council 26th July 2022

Household Support Fund report to Community and Environment Committee Nov 2022 and July 2023.

Consideration of report by Council or other committee

Council Approval Required

No

Exempt from Press or Public

No

Household Support Fund – Round 5

1. Background

- 1.1 The government has made various grant awards to local authorities in order to deliver targeted financial support to business, communities and households as a result of Covid and to support the post-Covid recovery. The Household Support Fund is one such grant and several rounds of funding have been provided via the Department for Work and Pensions (DWP) to upper tier authorities. In previous rounds Derbyshire Country Council has passed on a proportion of their allocation to district and borough councils in order to support the prevention of homelessness. The 2024/25 Q1 & Q2 allocations for the Derbyshire Dales is anticipated to be £92,000. The final allocation was not available when this report was published.
- 1.2 Each district and borough council have been asked to submit a brief bid showing how they would spend the grant against the grant criteria. The expectation is that it should primarily be used to support households in the most need of support for food, energy and water bills. These areas are typically covered by the whole HSF5 grant managed by DCC. HSF5 can also be used to support households with essential housing costs, typically delivered by district and borough councils. In exceptional cases of genuine emergency, HSF can additionally be used to support housing costs where existing housing support schemes do not meet this exceptional need.
- 1.3 The District Council's proposed bid to Derbyshire County Council for the Household Support Fund Round 5 is attached at Appendix 1. In summary the proposal focuses on continuing the Council's previous approach as set out in HSF rounds 1 to 4. The focus will be on helping with rent arrears, utility costs, food, transport, council tax and housing benefit arrears.
- 1.4 A summary of the previous HSF rounds is set out below. Members received a briefing paper from the Housing Department in April 2024.

Household Support Fund payment	Number of households receiving support	Total payment provided to households
HSF 1 (14/10/21 to 27/04/22)	217	£195,000
HSF 2 (05/07/22 to 30/09/22)	172	£99,899.15
HSF 3 (13/12/22 to 30/03/23)	141	£89,837.59
HSF 4 (14/06/23 to 31/03/24)	207	£185,459
TOTAL	737	£570,195.74

- 1.5 The HSF is just one of the many services the District Council either provides directly or through commissioned services to vulnerable households. The cost of living crisis is a very real issue for residents but help is available through the Council's own Housing Advice and Homelessness Service, the Home-Options Support Service, Citizens Advice and Age UK. Collectively

these services both reduce debt and help residents to access benefits and other financial support.

2. Key Issues

- 2.1 The Chancellor announced a final round of HSF funds to cover the period up to the end of September 2024. The additional Household Support Fund allocation will complement the existing financial support measures available, including those from the Derbyshire Discretionary Fund. All payments provided by the HSF5 must be made by the end of September 2024.
- 2.2 The timetable for the delivery of the HSF is again challenging as we are already part way through the financial year and have only recently been advised of the grant amount to be received. As with previous rounds, it is proposed to focus on housing related costs. A proportion will also be available to colleagues in Revenues and Benefits. The primary aim will be to reduce the threat of eviction and help vulnerable residents maintain their tenancy.
- 2.3 The Chancellor indicated HSF4 would be the final round of funding. However numerous pressure groups lobbied government to provide funds for a further HSF5 round, albeit only Q1 and Q2 of 2024/25.
- 2.4 The HSF has been critical to the delivery of the homeless prevention services during the post pandemic period and the cost of living crisis. The ongoing effect of these combined issues remains a concern and officers are therefore keen to identify other resources to extend the HSF in to Q3 and Q4 2024/25.

3. Options Considered and Recommended Proposal

- 3.1 Delivery of HSF5 has clear benefits to residents of the Dales and will support the council in the delivery of its services, particularly Housing and Revenues and Benefits.
- 3.2 As with previous rounds it is considered appropriate to split the allocation between the direct prevention of homelessness and provision of support to people with Council Tax and Housing Benefit arrears.

4. Consultation

- 4.1 There is limited opportunity for consultation given the pressing timetable, however the Council is spending the grant within the remit of the HSF5 grant award.

5. Timetable for Implementation

- 5.1 The national grant announcement was made in March 2024 but Derbyshire County Council did not receive formal notification until mid April. DDDC must spend the grant by the end of September 2024.

6. Policy Implications

- 6.1 The HSF5 directly supports people affected by the cost of living crisis. The fund will also help the Council to discharge its statutory homeless duties to vulnerable families. HSF4 therefore has a positive impact on the Council's ability to meet the housing needs of residents.

7. Financial and Resource Implications

- 7.1 The grant allocation for HSF5 is expected to be £92,000. As the report states, spending must take place before the end of September 2024 to meet grant conditions.
- 7.2 It is proposed the allocation will be split between the direct prevention of homelessness (£27,600) and provision of support to people with Council Tax and Housing Benefit arrears (£64,400) – See Appendix 1.
- 7.3 There is no revenue budget for this expenditure, so it is necessary to seek approval for a supplementary revenue estimate of £92,000 in 2024/25. As the amount is fully funded by grant and spending must commence promptly i.e., to avoid a potential delay in a referral to the next Council, the Director of Resources has authority to approve a supplementary revenue budget for 2024/25 under Financial Regulation 2.14.2.
- 7.4 Expenditure will be monitored by officers to ensure that it does not exceed the grant available. The financial risk is therefore assessed as low.

8. Legal Advice and Implications

- 8.1 This is a central government scheme which is now into its 5th round. The legal risk connected to this report has been assessed as low.

9. Equalities Implications

- 9.1 Homelessness services provide support for all residents. Certain priority groups are given additional support and these often overlap with protected groups and vulnerable households. The equalities implications are therefore positive.

10. Climate Change Implications

- 10.1 There are limited climate change implications resulting from the HSF and so a CCIA has not been completed.

11. Risk Management

- 11.1 The main risk associated with HSF5 concerns the ability to spend the grant within the timeframe remaining. However the Housing Team has well developed systems in place to deliver the grant support to residents and so the risk of failing to spend is relatively low. Spend against the grant will be monitored by the Housing Operations Manager.

Report Authorisation

Approvals obtained from Statutory Officers:-

	Named Officer	Date
Director of Community & Environmental Services, in absence of the Chief Executive	Ashley Watts	8/5/2024
S.151 Officer (or Financial Services Manager)	Gemma Hadfield	8/5/2024
Monitoring Officer (or Legal Services Manager)	Helen Mitchell	1/5/2024

Appendix 1

Proposal to Obtain Funding Allocation for Derbyshire Dales

Introduction

DDDC successfully delivered HSF1, 2, 3 and ,4 spending the full allocation within the required timeframe. We have an existing homelessness prevention scheme in place. This scheme, which draws on the annual homelessness prevention grant allows us to help vulnerable households (families and singles) across the housing sector who are threatened with or experiencing homelessness. As with previous rounds we will expand this scheme and so remove the need to create any new processes. DDDC will not advertise the fund, instead staff from the Housing Team and Housing Benefit & Council Tax will review existing cases. We will also work with Citizens Advice, Age UK and our unique Housing Support Service to target vulnerable households experiencing financial hardship.

We are currently able to provide the following interventions in relation to preventing and relieving homelessness

1. Help with rent deposits and rent in advance payments
2. Help with utility costs
3. Help with essential spends to free up income for housing costs
4. Transport costs to attend interviews for accommodation
5. Payments for housing debt to assist people to stay or relocate to more stable housing

Current climate and future risks

Applications relating to rent arrears and threats of eviction from the private and social rented sectors remain high and we anticipate this to continue in to 2024/25. Rent arrears will be the number one issue and we are now seeing families who were furloughed needing help with rent arrears in order to prevent homelessness.

Uses for the household support grant (£92,000)

The additional funding available will be utilised to further support households facing financial hardship and/or threatened with homelessness.

Our proposal at this stage is;

- £27,600 for the discretionary housing benefit payment fund to alleviate financial hardship
- Additional homeless prevention funds to assist those threatened with homelessness in social tenancies £64,400

Any payments under this initiative will be authorised by Simon Beynon Homelessness lead or Paul Radcliffe, Benefits Manager and recorded using the matrix already provided.

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Agenda Item 9

Community and Environment Committee – 16th May 2024

HOUSING DISPOSAL – 2 DALE VIEW, OVER HADDON

Report Author and Contact Details

Robert Cogings, Director of Housing

01629 761354 or Robert.cogings@derbyshiredales.gov.uk

Wards Affected

Bakewell

Report Summary

The Council housing stock of 40 homes includes a property built in 1883. The elderly tenant who had lived at the property for over 40 years recently passed away. The property needs considerable renovation and retrofit to meet modern standards. Such a scheme is considered to be unviable and approval is sought to dispose of the property.

Recommendations

1. That 2 Dale View is sold on the open market with two restrictions;
 - a. preventing use as a second/holiday home in perpetuity and
 - b. for a period of 3 months the Derbyshire Clause is included. If the property remains unsold then the Derbyshire Clause will be removed.
2. That the proceeds from the sale are combined with the associated investment fund.
3. That £10,000 is allocated from the proceeds of the sale of the property to Over Haddon Parish Council and that officers work with the Parish Council to agree a suitable project for investment of the funds.
4. That the remaining fund is ring fenced within the Council's capital program for the delivery of affordable homes, preferably council owned, and that the original contribution of Janet Wadsworth is recognised in that new scheme.

List of Appendices

Appendix 1 Summary of property condition and costs

Appendix 2 2 Dale View photos

Background Papers

Household Support Fund report to Full Council 26th July 2022

Household Support Fund report to Community and Environment Committee Nov 2022 and July 2023.

Consideration of report by Council or other committee
Committee

Council Approval Required

No

Exempt from Press or Public

No

Housing Disposal Over Haddon

1. Background

- 1.1 In 2019 the Housing Department received an email from solicitors acting for the Janet Wadsworth Trust. Janet Wadsworth was the daughter of a well respected editor of the Manchester Guardian and worked with Granada TV as an educational adviser. She made her will in 1974, 6 months before she died of lung cancer. In her will she left 2 properties in Over Haddon, the rents from which were to support her loved ones. When those people passed away, the will required the properties pass to the council in whose area the properties reside. At some point during the early 2000s one of the properties was sold. The reason behind this is unclear and given the passage of time and subsequent resales, is not a concern now.
- 1.2 The Council became responsible for 2 Dale View in 2021 and was the Council's first property of the new council housing program. The property had a sitting tenant who had lived there for 40+ years. The Housing Department and NCHA took steps to reassure the tenant and her family that we would maintain the tenancy, the historically low rent and given the age of the tenant, respect her wishes about renovation. The property was weather tight but it was clear it needed substantial improvements. The tenant's family lived in the village and helped the tenant with everyday care and support needs. Sadly the tenant died in January 2024.
- 1.3 Nottingham Community Housing Association manage the Council's stock on our behalf. A team of officers from NCHA including the Development Project Manager, Lettings, Tenancy Management, Repairs and Maintenance and Clerk of Works, together with a valuer and the Council's Empty Homes Officer visited the vacant property to assess its condition.
- 1.4 An independent valuation by Rupert David & Co has provided the following;
- The market value of the property with the benefit of full vacant possession sold with no restrictions is £215,000.
 - The value if the property was sold with a restriction preventing use as a second/holiday home is £175,000.
 - The value if the property was sold with the Derbyshire Clause would be £185,000.

2. Key Issues

- 2.1 The property was built in 1883. The EPC F rating reflects the solid wall and oiled fired heating system. The family of the deceased tenant have cleared the property and the locks have been changed. An inspection of the property has shown the following;
- Given the poor internal arrangement, it would not be ideal family accommodation and would only really be able to be let to a very narrow range of customers.
 - The design and layout is certainly something that we would not buy or purchase today.

- There are two sets of steep stairs and no upstairs bathroom, meaning these would have to be navigated to access the downstairs bathroom.
- These stairs would not be suitable for young children and are less than ideal for adults.
- Access to the garden is also via very steep stairs into the cellar. Even after any renovation these stairs would be hazardous.
- The garden at the rear also has a high drop to one side, again making this hazardous for children.
- The property currently stands at EPC F and only has potential to be EPC D (2 grades below the Council's stated ambition of achieving EPC B on all retrofit properties).
- Given all of the above NCHA would not want to manage it on the Council's behalf.
- NCHA Property Service estimate the costs of renovation to be at least £120,000, plus fees.
- There are several property valuations set out in para 1.14. The rent was previously a protected rent at £141 per month. The rent following improvement would be around £120/wk.

2.2 In addition to the property, the will also included an investment fund, currently valued at £114,000 (it is thought this largely comprises the sale proceeds from the other property). This fund is still administered by the Solicitors acting for the original trust. Officers have requested that the solicitors end the investment fund and transfer the funds to the District Council.

2.3 There is no legal right of succession from any family member as no one else lived with the previous tenant in the year up to the property becoming vacant.

3. Options Considered and Recommended Proposal

3.1 The first option is to retain the property, using the investment fund to meet the majority of the renovation costs. However some additional capital would be needed, financed by the Council's capital program. The works would take a considerable period of time, to both plan and implement. At the end of the renovation, the property would still not achieve our minimum EPC rating and would be below the statutory standard for social housing. The internal arrangement would still be hazardous.

3.2 The 2nd option is disposal on the open market. The property is in a desirable location with stunning views of the peak district. Any other registered provider would sell the property and reinvest the receipt into more appropriate properties. It is simply unviable to invest £120,000+ of public money in a single property. The property would also be subject to RTB in 3 years time. Whilst this would realise a capital receipt for the council, it would mean the majority of the value invested would be lost.

3.3 The valuation information set out in para 1.14 provides the basis for the 3 disposal options. Selling the property with no restrictions will result in a higher sale price but likely see the property become a second home or holiday let. The sale price plus renovation cost will need a significant investment and some risk that requires a certain level of disposal income.

There are 110 households in Over Haddon with 8 second homes and 21 holiday lets.

- 3.4 The 2nd disposal option involves sale with a clause preventing use as a second or holiday home. Whilst this has the lowest likely sale proceeds, it aims to attract a buyer who will keep the property as a permanent home. This option is also the option officers favour. The Parish Council have also asked if the Derbyshire Clause can be added, for a 3 month period in an attempt to sell the property more locally. There is some risk with this approach in that the Derbyshire Clause is designed to restrict the sale of former RTB properties, built post WW2. Such properties are often in far better condition and need much less investment. The property could remain vacant for an extended period and put off potential buyers with the funds required to purchase and renovate the property.
- 3.5 Taking in to account the Legal comments in section 8 and the consultation responses from the Parish Council, there is a balance to be struck concerning the disposal of the property. Clearly the council doesn't want to create a long-term empty property or have the property sitting vacant awaiting sale. The property needs substantial investment and even once improved, will not necessarily be suited to permanent occupation. Applying a restrictive covenant to the property will reduce the likely capital receipt but is designed to attract a household who will make the property their primary residence.
- 3.6 The valuations set out in para 1.4 highlight the impact restrictions have on the value of the property.

4. Consultation

- 4.1 Over Haddon PC were consulted on the proposed disposal and invited to view the property on the 16th April. Four parish Councillors attended the meeting and also had an advance copy of this report in draft format. It was clear to the Councillors that the property requires substantial investment and they discussed with officers the different sale options. The Councillors appreciated the opportunity to talk through the issues and preferred the sale with a restriction preventing use as a second/holiday home. The Parish Council then asked for the Derbyshire Clause to be added for a period of 3 months. Both Ward Members were also asked for their views and one response was received which supported the disposal of the property.
- 4.2 An important aspect of the consultation would be recognising the original gift of Janet Wadsworth. The right thing to do would be to ensure her legacy and the intention of the will was maintained through a new affordable housing scheme. The Parish Council would understandably prefer this to be in Over Haddon. The Council undertook a Parish Housing Needs Survey in 2020 which only identified 1 person in need with a local connection to Over Haddon. Only 7 households responded to the survey. Given the low level of housing need and the lack of potential sites (previous work has confirmed this) it would be difficult to justify restricting the funds to Over Haddon. However officers have committed to working with Over Haddon Parish Council to review the local housing need and any development opportunities. There are also opportunities coming forward in both Bakewell and Youlgreave, which neighbour Over Haddon.

- 4.3 Some Parish Councillors remember Janet Wadsworth and they have described her connection with and affection for the village. The Parish Council have asked if some of the funds from the sale of the property could be used to support one or more projects that are coming forward in the village. Officers consider that a sum of £10,000 would be an appropriate contribution.

5. Timetable for Implementation

- 5.1 Subject to Committee approval to proceed, the property will go to auction as soon as possible.

6. Policy Implications

- 6.1 Providing affordable homes is a key priority of the district council. Whilst disposing of this property will reduce the stock of council homes, the reinvestment of the sale proceeds and investment fund would help to generate several more homes far better suited to today's needs. The property is very much an outlier in the council's housing stock and will impact on our performance measures with the regulator. Officers are mindful that 2 Dale View should not become a long-term empty property. This can often be the case when older properties come on to the market with restrictions that reduce the scope of who can buy them.

7. Financial and Resource Implications

- 7.1 Retaining the property will have capital implications with additional funds required to meet the full costs of renovation. The higher rents achieved on re-let would take many years to pay back the investment and the age of the property would inevitably lead to costly ongoing repairs and maintenance issues. An allocation of £10,000 to the Parish Council is appropriate given the legacy of Janet Wadsworth.

8. Legal Advice and Implications, Data Protection

- 8.1 Legal services have previously advised on the case and the transfer of the property to the district council. There was an error on the land registry title prior to transfer but this was resolved and the title is now correctly registered with the District Council. Legal Services have advised that Ministerial consent is required for the disposal of council dwellings other than under the right to buy or by way of letting under a secure tenancy. The General Housing Consents 2013 grants consent for the disposal of housing land for a consideration equal to its market value and for the disposal of an unoccupied dwelling-house to a person intending to use it as their only or principal home, so this is unlikely to cause significant issues.
- 8.2 It is important to take into account the view of the Parish Council. On sale of the property, the District Council can impose such covenants as it thinks fit, which may include covenants preventing the property being used as a short-term holiday let or second home. As the property is in the National Park the Council can also impose a covenant under section 37 of the

Housing Act 1985 restricting further disposals ('a Derbyshire Clause') or reserve a right of pre-emption on further sale of the property (but not both).

9. Equalities Implications

- 9.1 There are no Equalities implications to the report. Decision making will be subject to the usual procedures and standards.

10. Climate Change Implications

- 10.1 Removing the property from the council's portfolio will maintain our EPC B rating across the housing stock. A full renovation and retrofit of the property will only achieve EPC D and fall below the minimum statutory standard of EPC C.

11. Risk Management

- 11.1 The main risk relates to the reputational impact of selling a property that has an historical connection with Over Haddon. However the weight of evidence supporting the costs of renovation, continuing hazards once works have been completed, the legal restriction on title and the reinvestment commitment, should help to alleviate any concerns expressed. There is a risk that the property may not sell given the proposed restrictions attached to it. Officers will come back to Committee seeking a different approach if the property remains unsold for an extended period.

Report Authorisation

Approvals obtained from Statutory Officers:-

	Named Officer	Date
Director of Community & Environmental Services, in absence of the Chief Executive	Ashley Watts	8/5/2024
S.151 Officer (or Financial Services Manager)	Gemma Hadfield	8/5/2024
Monitoring Officer (or Legal Services Manager)	Helen Mitchell	1/5/2024

Appendix 1

Summary of property condition and costs

2 Dale View, Over Haddon.

Built in 1883 of solid stone construction with a slate pitched roof. The main building consists of two rooms at ground floor level with a timber staircase leading up to two further rooms constructed at second floor level. There is a stone stairway leading down to a basement/cellar, which has previously been used to house livestock or fowl.

An annex has been constructed (or repurposed) at ground level, which houses the bathroom and boiler room. This is also solid stone with a flat roof, which has evidence of water penetration.

The boiler is old and uses oil the whole installation will require replacement.

The current layout and construction does not lend itself to alteration or redesign without significant structural works. The second floor timber joists are supported on trimmer joists which form part of the stairwell so repositioning the stairs would require a complete new upper floor. Also the infill walls below and above the trimmer joists do not give the required fire protection to the stairwell and will need replacement.

This means that despite a significant amount work and cost you will still have a two up and two down that is unsuitable for family occupation.

Below is a brief resume of the works required:

1. Complete new heating installation - £8000
2. Complete new bathroom and pipework - £5000
3. Complete new kitchen and pipework - £7000
4. Complete electrical rewire to latest edition - £9000
5. Removal of potential asbestos containing material ie floor tiles, underboading, bitumastic floor (kitchen) etc - £2500
6. Tanking of cellar/basement (walls and floor) - £10000
7. De contamination of cellar/Basement after housing animals - £2000
8. Reconstruction of stone steps to basement - £2000
9. Renew underdrawing to cellar/basement - £4000
10. Renew plasterboard ceilings to bedrooms incl additional PIR roof insulation and plasterboard to groundfloor ceilings - £12000
11. Replace 2 windows in bedrooms to comply with HHSRS and building regs - £4000
12. Remove all wall finishes and plaster and renew with new insulated plaster finish. - £30000
13. Reconstruction of stairwell walls to provide sufficient fire protection including replacement fire doors (one side of the property is two storey the other is three storey). Both entrances are only accessible via the kitchen so I believe all doors will need replacing with fire doors. - £15000
14. Redecorate throughout. - £5000
15. Replace roof to bathroom extension. - £5000
16. Externally the garden is unsafe for children, as it is split level and there is no guarding at the edge of the retaining wall. Minimum is fence required.
17. All Rainwater terminates at ground level and does not go into any attenuation or drains.
18. The road behind is called Wellgate, there is a strange structure in the garden which is capped of and may possibly be a well?
19. The retaining wall is covered with foliage and its condition cannot guaranteed.

20. Side boundary wall showing signs of separation at the junction with the front section of wall.

These are just a few of the larger items observed, there may well be other issues unknown at the time of our visit, costs at this stage are Guestimates. No allowance for PV although the addition of this I do not think will achieve an EPC of C or above.

Appendix 2

2 Dale View (right hand side)



Rear elevation



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