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Wednesday, 30 August 2023

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, 7 September 2023 at 6.00 pm** in the **Council Chamber, Town Hall, Bank Road, Matlock, DE4 3NN**

Yours sincerely,

James McLaughlin  
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](mailto:committee@derbyshiredales.gov.uk) of any apologies for absence.

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

13 July 2023

### **3. 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.

### **4. 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.

### **5. QUESTIONS PURSUANT TO RULE OF PROCEDURE NUMBER 15**

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

### **6. ASHBOURNE AIR QUALITY MANAGEMENT AREA ACTION PLAN (Pages 11 - 164)**

This report discusses the outcomes of public consultation on the proposals put forward as part of the draft Ashbourne Air Quality Management Area Action Plan and makes recommendations to Members as to the establishment of a working group to assist with the ongoing development of actions to address air quality issues.

### **7. LOCAL AUTHORITY HOUSING FUND - ROUND 2 (Pages 165 - 172)**

Following the Government announcement of the closure of bridging hotels, currently housing Afghan refugees, Councils were asked to provide housing to support the successful moving on of families. Following submission of an expression of interest for grant funding through the Local Authority Housing Fund Round 2 (LAHF2), the Council has been offered £292,000. This report seeks approval for use of the grant funding towards the purchase of 2 properties.

### **8. VISIT PEAK DISTRICT, DERBYSHIRE AND DERBY: PARTNERSHIP AGREEMENT 2023-2026 (Pages 173 - 198)**

This report seeks renewal of the Partnership Agreement between the District Council and Visit Peak District, Derbyshire and Derby (the official Tourist Board for this area).

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

Substitutes – Councillors John Bointon, David Burton, Neil Buttle, Nigel Norman Edwards-Walker, Joanne Linthwaite, Tony Morley, 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 Thursday, 13th July, 2023 in the Council Chamber, Town Hall, Matlock, DE4 3NN.**

### PRESENT

Councillor Martin Burfoot - In the Chair

Councillors: Robert Archer, Anthony Bates, Kelda Boothroyd, Matt Buckler, David Chapman, Peter Dobbs, Marilyn Franks, Gareth Gee, Susan Hobson, Dermot Murphy, Peter O'Brien and Steve Wain

Present as substitute – Councillor(s): Simon Ripton

Paul Wilson (Chief Executive), Tim Braund (Director of Regulatory Services), Karen Henriksen (Director of Resources), James McLaughlin (Director of Corporate and Customer Services (Monitoring Officer)), Simon Beynon (Housing Strategy Officer), Giles Dann (Regeneration and Place Manager), Amanda Goodwill (Environmental Health Manager), Karen Carpenter (Environmental Health Officer) and Tommy Shaw (Democratic Services Team Leader)

### Note:

*“Opinions expressed or statements made by individual persons during the public participation part of a Council or committee meeting are not the opinions or statements of Derbyshire Dales District Council. These comments are made by individuals who have exercised the provisions of the Council’s Constitution to address a specific meeting. The Council therefore accepts no liability for any defamatory remarks that are made during a meeting that are replicated on this document.”*

### APOLOGIES

Apologies for absence were received from Councillor(s): Andy Nash and Peter Slack

### 49/23 - APPROVAL OF MINUTES OF PREVIOUS MEETING

It was moved by Councillor Peter O'Brien, Seconded by Councillor Steve Wain and

**RESOLVED** (unanimously)

That the minutes of the meeting of the Community and Environment Committee held on 08 June 2023 be approved as a correct record.

**Voting:**

**13 For**  
**00 Against**  
**01 Abstained**

The Chair declared the motion **CARRIED**.

**50/23 - PUBLIC PARTICIPATION**

Mr Nicholas Bishop, Ms Dadia Conti, and Mr A R Currie spoke on Item 13, the Ashbourne Air Quality Management Area Action Plan.

**51/23 - INTERESTS**

Item 13 – Ashbourne Air Quality Management Area Action Plan.

Councillor Peter Dobbs declared a non-pecuniary interest in Item 13 as a Member of the Buxton Road Residents Group.

Councillor Anthony Bates declared a non-pecuniary interest in Item 13 as a Member of Ashbourne Town Council and Town Mayor.

**52/23 - QUESTIONS PURSUANT TO RULE OF PROCEDURE NUMBER 15**

No questions were received.

**53/23 - DRAFT MINUTES OF THE LOCAL PLAN SUB-COMMITTEE MEETING - 3 JULY 2023**

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

**RESOLVED** (Unanimously)

That the minutes of the Local Plan Sub-Committee meeting held on 03 July 2023 be received.

The Chair declared the motion **CARRIED**.

**54/23 - ASHBOURNE AIR QUALITY MANAGEMENT AREA ACTION PLAN**

The Director of Regulatory Services introduced a report which explained the progress made in relation to public consultation on the draft Ashbourne Air Quality Management Area (AQMA) Action Plan and updated Members on the results of air quality monitoring within the Air Quality Management Area.

Following the declaration of an AQMA at the meeting of Community & Environment Committee held on 7 April 2021, 5 updating reports such as this had been considered by this Committee. The AQMA was declared in relation to exceedances of the annual average air quality objective for nitrogen dioxide.

It was noted within the report that following the February 2023 meeting of this committee, advice was received that the public consultation should not be undertaken during the pre-election period and was therefore paused until 15 May 2023, the 6-week consultation period concluded on 26 June 2023.

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

## **RESOLVED**

1. That the Council re-confirms its commitment to incorporating agreed measures in the Action Plan that will bring about a significant and quantifiable reduction in nitrogen dioxide (NO<sub>2</sub>) pollution in Ashbourne town centre, pending the eventual construction of a relief road. The Council will continue to work with relevant partners to reach the earliest possible agreement on these measures.
2. That the update on air pollution monitoring within Ashbourne be reviewed.
3. That in response to the government policy paper published 28 April 2023 'Air quality strategy: framework for local authority delivery', and other concerns, this council acknowledges the need to broaden air pollution monitoring to include levels of fine particulate matter.
4. That a further report be brought to the next meeting of this Committee to establish the terms of reference, scope, and membership of a working group.

## **Voting:**

**13 For**  
**00 Against**  
**01 Abstained**

The Chair declared the motion **CARRIED**.

## **55/23 - UK SHARED PROSPERITY FUND: PROGRAMME UPDATE AND DELIVERY APPROACH**

The Regeneration and Place Manager introduced a report which updated Members on the implementation of the UK Shared Prosperity Fund (UKSPF) Investment Plan for Derbyshire Dales, including 'top-up' funding from the Rural England Prosperity Fund (REPF). The report also covered progress, delivery challenges, and proposals regarding grant administration.

The report explained how the UKSPF and REPF were funded by Government to partially replace funding previously provided by the European Union. It was noted that the Derbyshire Dales had been allocated a total of £2.7m capital and revenue to be spent by 31 March 2025. The report also informed Members of the project aims, to support business diversification, growth, adaptation and long-term resilience, as well as support community projects.

It was moved by Councillor David Chapman, seconded by Councillor Peter Dobbs and

**RESOLVED** (unanimously)

1. That the update on the Derbyshire Dales UK Shared Prosperity Fund programme be welcomed, and progress to date and delivery risks be received and agreed.
2. That recruitment challenges impacting the delivery of the programme, and the approach to increase capacity set out in the report be received and agreed.
3. That the approach to delivering business grants under the Rural Innovation Grant scheme be received and agreed.
4. That proposals to secure additional enabling capacity to support strategic sites work as proposed in Section 2.7 Intervention E14 are developed for consideration by the UKSPF Partnership.
5. That the Council be recommended to consider an amendment to Contract Standing Orders in relation to the grants element of the UKSPF programme and requirements upon non-contracting authorities, specifically to increase the threshold for formal tenders for goods / supplies and works to over £75,000.

The Chair declared the motion **CARRIED**.

#### **56/23 - CAPITAL BIDS FOR INCLUSION INTO THE CAPITAL PROGRAMME 2023/24 - 2027/28**

The Director of Resources introduced a report which sought Committee approval for 13 new bids for capital projects to be referred to Council for inclusion in the District Council's Capital Programme. The report gave details of the 13 bids put forward for Members' consideration, including their total costs and proposed funding methods.

It was moved by Councillor Anthony Bates, seconded by Councillor Steve Wain and

**RESOLVED** (unanimously)

That the 13 proposed Capital Bids for years 2023/24 to 2027/28, summarised in the report and detailed in Appendix 1, be approved by this Committee and recommended to Council for inclusion in the capital programme.

The Chair declared the motion **CARRIED**.

#### **57/23 - HOUSEHOLD SUPPORT FUND - ROUND 4**

The Housing Strategy Officer introduced a report which sought Member approval for the delivery of Round 4 of the Household Support Fund (HSF4). The report gave background on the HSF4 and explained how it aimed to directly support households experiencing financial difficulties relating to rent arrears, utility bills and other debts.

The Department for Work and Pensions (DWP) made a further round of funding available to upper tier authorities. Derbyshire County Council confirmed that it would allocate £185,459 to Derbyshire Dales District Council. As with rounds 1, 2 and 3 it was proposed within the report to deliver grants directly to residents through the Housing Team and Revenues and Benefits service.

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



**RESOLVED** (unanimously)

That approval be given to the delivery of Round 4 of the Household Support Fund as set out in the report.

The Chair declared the motion **CARRIED**.

**58/23 - HOUSING RENEWAL POLICY 2023-2026**

The Director of Regulatory Services introduced a report which sought approval to update and amend the District Council's Housing Renewal Policy, which set out the ways in which the Council would work to improve the existing stock of good quality private sector housing. In particular, the report proposed the use of a relatively small amount of Disabled Facilities Grant funding to support applicants to the Homes Upgrade Grant Scheme. The draft Housing Renewal Policy 2023-26 was included as an appendix to the report for approval.

Due to a fall in demand for the Disabled Facilities Grant (DFG) programmes run by the District Council, the report recommended that DFG funding be utilised to support Homes Upgrades Grant (HUG) applications, as enabled by the Regulatory Reform (Housing Assistance) (England and Wales) Order 2002. It was estimated that a funding pot of £35,000 per year would be sufficient to provide the required support, it was also recommended that this level of funding should be made available for 2 years, to match the HUG programme.

It was moved by Councillor Steve Wain, seconded by Councillor Robert Archer and

**RESOLVED** (unanimously)

That the draft Housing Renewal Policy 2023-2026 attached as Appendix 1 to this report be approved.

The Chair declared the motion **CARRIED**.

**59/23 - HOME UPGRADE GRANT (HUG) 2 FUNDING**

The Director of Regulatory Services introduced a report which made a recommendation to accept the offer of £1,897,500 of HUG2 grant funding to improve the energy efficiency of off gas private housing across the district where residents are in fuel poverty.

The report informed Members that this latest round of funding was building on the previous Local authority Delivery (LAD) and HUG schemes, through which the Council had improved the energy efficiency of over 250 homes since 2019. It was estimated that the schemes would reduce emissions from homes across the district by 290 tonnes of carbon each year. The schemes enabled fully funded energy efficiency measures such as insulation, solar panels and low carbon heating to be installed in homes with the poorest EPC ratings (D or below) for residents on low incomes.

It was moved by Councillor Matt Buckler, seconded by Councillor Peter Dobbs and

**RESOLVED** (unanimously)

That Council be requested to agree the decision to accept HUG2 funding of £1,897,500.

The Chair declared the motion **CARRIED**.

### **60/23 - ENVIRONMENTAL HEALTH COMMERCIAL TEAM SERVICE PLAN - FOOD HYGIENE AND HEALTH AND SAFETY AT WORK**

The Environmental Health Manager introduced a report which informed Members of the official interventions for food hygiene and health and safety at work undertaken by the Council's Environmental Health service during 2022/23, the report also included predictions for service demands for 2023/24.

It was noted within the report that the District Council is required under the Food Law Code of Practice to submit a Service Plan to cover all areas of food law that the Authority has a duty to enforce. The plan has to set out how the Authority intends to deliver and resource official food controls and other official activities in its area. The report also noted that a performance review must be carried out at least once per year, this had taken place on 1 April every year, the findings of which were provided directly to the Food Standards Agency.

It was moved by Councillor Steve Wain, seconded by Councillor Dermot Murphy and

**RESOLVED** (unanimously)

That the service plan for the delivery of official controls detailed at Appendix 1 to the report be approved.

The Chair declared the motion **CARRIED**.

**Meeting Closed: 8.00 pm**

**Chairman**

# Agenda Item 6

**Community and Environment Committee – 7 September 2023**

## **ASHBOURNE AIR QUALITY MANAGEMENT AREA ACTION PLAN**

### **Report of the Director of Regulatory Services**

#### **Report Author and Contact Details**

Amanda Goodwill, Environmental Health Manager  
01629 761316 or [amanda.goodwill@derbyshiredales.gov.uk](mailto:amanda.goodwill@derbyshiredales.gov.uk)

Karen Carpenter, Environmental Health Officer  
01629 761227 or [karen.carpenter@derbyshiredales.gov.uk](mailto:karen.carpenter@derbyshiredales.gov.uk)

#### **Wards Affected**

Ashbourne North

#### **Report Summary**

This report discusses the outcomes of public consultation on the proposals put forward as part of the draft Ashbourne Air Quality Management Area Action Plan and makes recommendations to Members as to the establishment of a working group to assist with the ongoing development of actions to address air quality issues.

#### **Recommendations**

1. That the responses received from the consultation exercise in relation to the Ashbourne Air Quality Action Plan be noted.
2. That an Air Quality Action Plan working group be re-established with the suggested membership as per paragraph 2.18 below.
3. That progress on the re-establishment of the working group and its preliminary findings be reported to the next meeting of the Community and Environment Committee.
4. That a report be prepared on the options and costs associated with expanding the Council's current air quality monitoring to include fine particulates.

#### **List of Appendices**

Appendix 1 – Outcomes from Online Consultation

#### **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

**Consideration of report by Council or other committee**

Since the declaration of the Ashbourne Air Quality Management Area in April 2021 a number of updating 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

## 1. Background

- 1.1 At the meeting of the Community and Environment Committee held on 7 April 2021 it was resolved to declare an Air Quality Management Area (AQMA) in respect of the following area in Ashbourne: Buxton Road from the junction with Windmill Lane and North Avenue to the junction with St John's Street; and St John's Street from number 22 St John's Street to the junction with Cokayne Avenue and Park Road.
- 1.2 The AQMA was declared in relation to exceedances of the annual average air quality objective for nitrogen dioxide, which is 40ug/m<sup>3</sup> and the area was defined to include all areas in which levels of nitrogen dioxide came within 10% of the air quality objective (ie those which were likely to exceed 36ug/m<sup>3</sup>).
- 1.3 The AQMA is formally known as the Derbyshire Dales District Council Air Quality Management Area (No 2; NO<sub>2</sub>) Order 2021 and came into effect on 5 May 2021.
- 1.4 At the 7 April 2021 meeting it was agreed that updating reports would be submitted to further meetings of the Community and Environment Committee whilst work was undertaken to develop a draft Action Plan to address the exceedance of the air quality objective. These updating reports have been considered by this Committee at regular intervals and have led to a number of proposals being agreed for public consultation. The period of public consultation concluded on 26 June 2023 and the outcomes from that consultation exercise have been analysed. This report considers those outcomes.

## 2. Key Issues

- 2.1 Since the declaration of the AQMA work has been underway to develop an action plan aimed at addressing the exceedance of the air quality objective. As the main source of pollution in this case is road traffic, this has involved working with Derbyshire County Council as the Highways Authority. This is necessary as although the responsibility for producing the action plan rests with the District Council, responsibility for works relating to the road network falls mainly to the County Council. In addition, the technical expertise to identify measures considered likely to be both effective and technically feasible rests within the Highways Authority.
- 2.2 In order to enable greater engagement with the development of these proposals a working group consisting of representatives of Derbyshire Dales District Council's Environmental Health Team, Derbyshire County Council's Transport Strategy Team, Ashbourne Town Council and Ashbourne Town Team was formed. The purpose of the working group was to provide input into the formation of the long list of options and to critique the subsequent short list of options developed by the Transport Strategy Team.
- 2.3 This work resulted in the production of a draft Air Quality Action Plan by Derbyshire County Council and their consultants, which was presented to a

meeting of the Community and Environment Committee on 9 February 2023. The draft Action Plan contained 9 proposed actions, as follows:

- Action 1 – Investigate the use of Urban Traffic Management Control to optimise traffic flows within Ashbourne town centre
- Action 2 – Investigate town centre priority or capacity changes to improve heavy goods and other vehicle flows on A515 Buxton Road, Ashbourne
- Action 3 – Influence route election via live traffic information systems
- Action 4 – Investigate improved tree canopy dispersal
- Action 5 – Active Travel promotion
  - 5a – St John Street and Dig Street/Compton public realm
  - 5b – Mobility Hub
- Action 6 – Electric vehicle charging points
- Action 7 – Business and school travel planning
  - 7a – Workplace travel plans
  - 7b - School travel plans
  - 7c – School streets
- Action 8 – Bus Service Improvement Plan implementation
  - 8a – Bus priority
  - 8b – Mobility Hub
- Action 9 – Engagement with minerals and logistics companies

2.4 Whilst Committee approved these items for public consultation, it also included additional measure, as follows:

- A clean air zone covering the centre of Ashbourne with a charge levied on diesel commercial vehicles and taxis that are not Euro 6 compliant with an exemption for vehicles registered with keepers within the Ashbourne Civil Parish.
- An enforced 20mph zone within the centre of Ashbourne

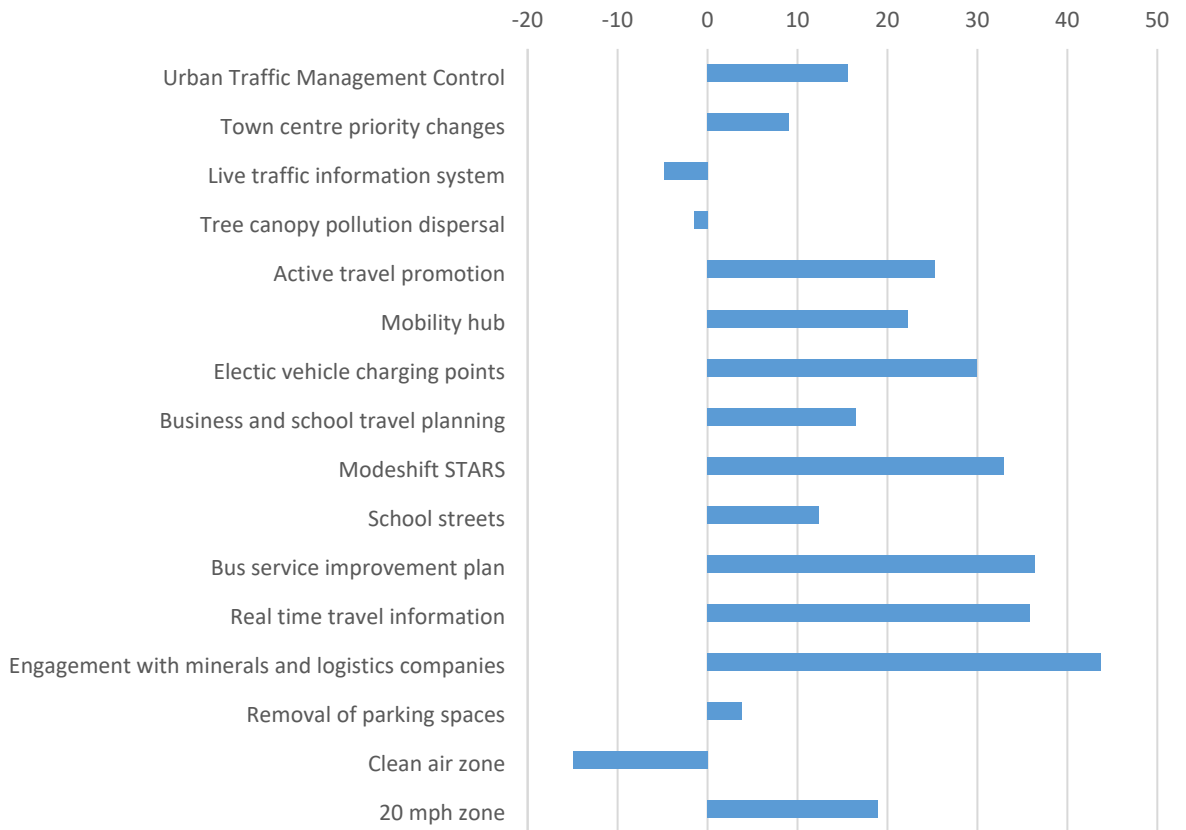
2.5 In addition, Derbyshire County Council requested that views be sought on the potential removal of parking spaces on Buxton Road during daytime peak periods, in order to consider whether this might be a measure supported by the public.

2.6 Due to the high level of local interest in the issue, advice was received that the public consultation should not be commenced until after the pre-election period. Consequently the consultation exercise was paused until 15 May 2023, whereupon a 6 week period of public consultation was commenced, completing on 26 June 2023. The formal consultation took the form of a Survey Monkey questionnaire, supplemented by paper copies of the questionnaire where requested, 2 public meetings, 4 drop-in sessions, plus media publicity and local postcard drops. The consultation generated 402 online responses, comprising straightforward responses to the questions plus 2,628 free-form comments, and 11 separate written submissions. The full response from the online consultation, suitably redacted to protect personal data, has been included as Appendix 1 to this report and is summarised in the following paragraphs.

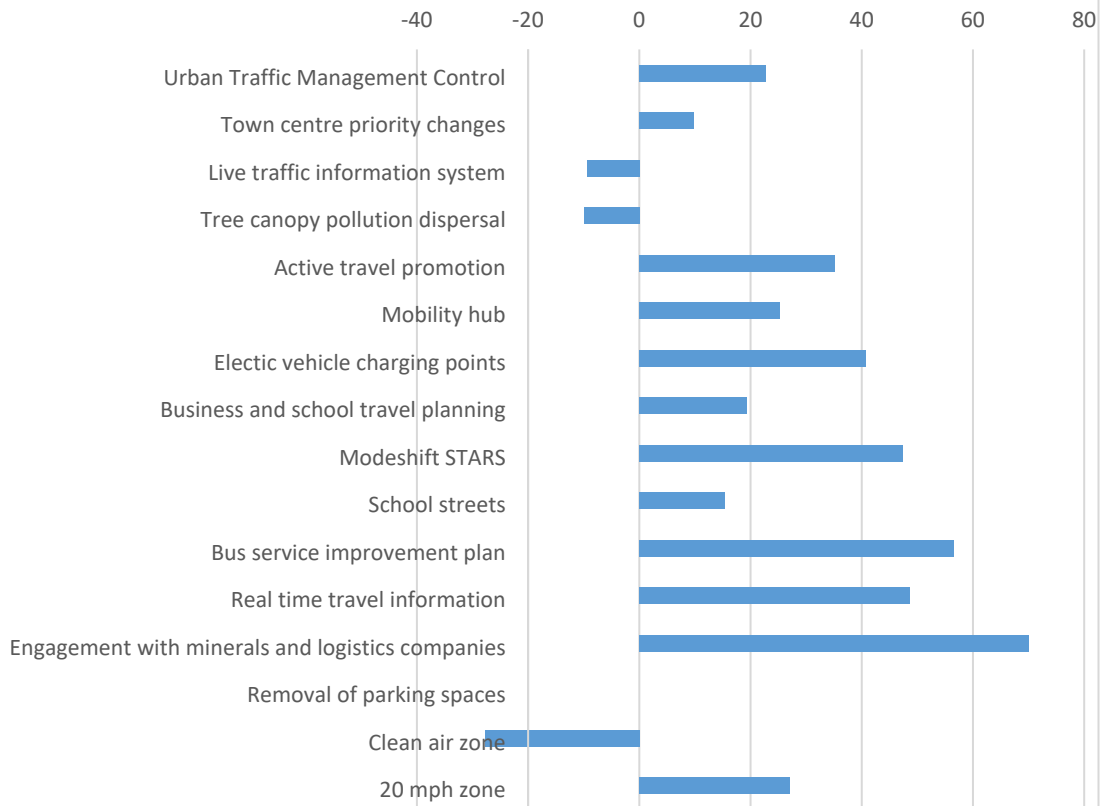
## Outcomes from the Consultation

- 2.7 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.
- 2.8 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.
- 2.9 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 underrepresented in the survey.
- 2.10 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. These responses have been analysed and are presented below in 3 ways: a simple positive/negative score based on adding the strongly agreed and agreed responses and comparing them to the sum of the disagreed and strongly disagreed responses; a weighted score based on ascribing a score of 2 to strongly agreed responses and -2 to strongly disagree responses before adding them to the agreed and disagreed responses; and a ranking based on those actions that were ranked as most important by respondents. The results of this analysis are presented graphically below and discussed in more detail in Appendix 2.:
- 2.11 Outcomes from the consultation are shown in graphical form below, utilising the 3 factors of simple score, weighted score and those actions that were rated as most important:

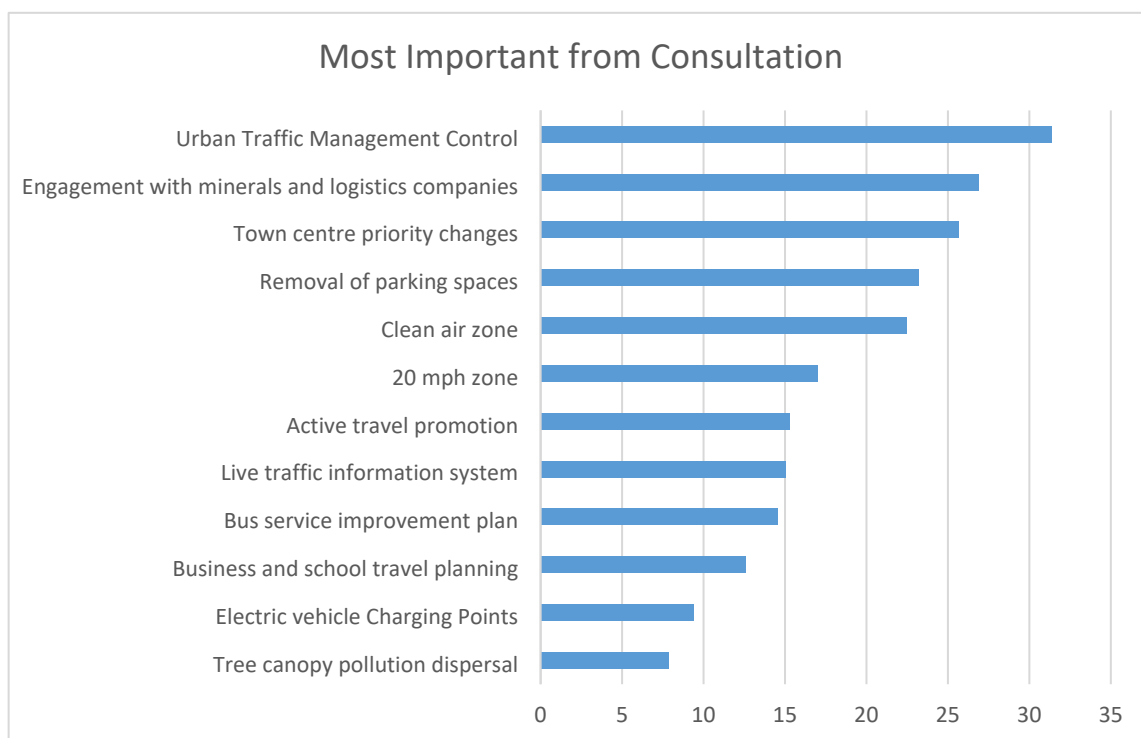
### Simple Score



### Weighted Score







- 2.12 From the perspective of the officers involved in the consultation it has been pleasing to see the level of engagement with the exercise. The two public meetings enabled a considerable level of debate amongst attendees and the views expressed in those forums are reflected in the views expressed in the consultation responses, with a variety of opinions represented about what action should be taken. However, there appeared to be a clear view that there was currently too much traffic in the town and there was broad support for a bypass to divert that traffic that was simply passing through. Officers believe that this view is already recognised and that the issue presenting itself now was what action could be taken to reduce levels of NO<sub>2</sub> prior to a bypass being developed, given the currently lack of certainty about that development.
- 2.13 In terms of the actions proposed within the draft action plan (actions 1 to 9 in paragraph 2.3 above) there was broad public support from the consultation, apart from Action 3 (live traffic information system) and Action 4 (tree canopy). Of these the scepticism relating to Action 3 seemed to relate to doubt about whether it would make any difference rather than a fear that it would make matters worse. In relation to Action 4 the works proposed to the tree canopy have already been completed. Concerns about Action 4 seemed to relate to a belief that the trees in question might be beneficial in absorbing pollution rather than that they might be hindering dispersion. The most supported proposal was engagement with the mineral and logistics companies.
- 2.14 The principle of removing parking spaces on Buxton Road during peak daytime hours received a relatively small degree of overall support. Discussions will continue with colleagues from Derbyshire County Council about all the measures considered during the consultation and these will include this principle.
- 2.15 The proposal relating to the potential Clean Air Zone was the least popular option during the consultation, with a significant negative score on both the

simple and weighted scoring systems. However, it was clear that those respondents who were in favour of this proposal considered it to be one of the most important options, as shown by its high score in question 17.

- 2.16 The proposal relating to a potential 20 mph zone did have broad support, even allowing for the anomaly with how the responses were counted on SurveyMonkey. Following the consultation this proposal has been discussed again with officers at Derbyshire County Council who have advised that their position, approved by their Cabinet, is that they intend to undertake two public engagement exercises to consider the introduction of 20mph zones within Buxton and Long Eaton town centres. They have stated that should the District Council resolve to request the County Council to consider an amendment to its policy and agreed list of measures for the Ashbourne AQMA Action Plan, we would need to set out an evidenced case demonstrating how a 20mph zone would deliver value for money in achieving air quality outcomes, which would then need to be considered in a future report to the County Council's Cabinet. It is therefore clear that at the present time Derbyshire County Council does not support adding this proposal to the Action Plan. Officers understand that the County Council is proposing the creation of a micro-simulation model to further consider options for traffic management in Ashbourne and that amongst other things, this will be used to model the potential impacts of introducing a 20mph zone.

### **Next Steps**

- 2.17 The next stage in the Air Quality Management process would normally be to develop a final draft action plan for submission to DEFRA. However, the outcomes of the consultation exercise and subsequent discussions between agencies have not resulted in a position that is acceptable to both Derbyshire Dales District Council and Derbyshire County Council. In addition, the development of the Ashbourne Reborn project is considered to present an opportunity to look at the issue afresh, taking into account the implications of this Levelling Up Fund project. Consequently, no Action Plan is put forward for approval at this stage and this matter will need to be the subject of further discussions.
- 2.18 At its meeting on 13 July 2023 the Community and Environment Committee discussed the desirability of re-establishing an ongoing Working Group to monitor the success or otherwise of any Action Plan and to consider any necessary future developments of that Action Plan. It is suggested that the re-establishment of such a Working Group could provide a forum to consider and prepare further options for actions that could address air quality issues within the Ashbourne Air Quality Management Area for future consideration by the Community and Environment Committee, taking into account the outcomes from the consultation exercise and the implications of the Ashbourne Reborn project. It has been suggested that such a working group could comprise District Councillors from affected wards, County councillors from affected divisions, lead officer from Derbyshire Dales Environmental Health, lead officer from Derbyshire County Council Highways, representative from Derbyshire County Council Public Health, representative of Ashbourne Town Council, representative from Ashbourne Town Team, representative of residents within the AQMA, representation from hauliers/quarries. It should be noted that each of these organisations would need to confirm their willingness to be part of such a working group.

- 2.19 In addition to the work being undertaken to address the exceedance of the annual air quality objective for NO<sub>2</sub>, concern has been expressed about the currently unmonitored levels of fine particulates in the area. Derbyshire County Council have previously committed to installing monitoring devices in the area and officers understand that this is currently going through procurement. In its position statement on pollution, the Progressive Alliance has committed to broadening the range of air pollution monitoring to include levels of particulate matter and it is intended to investigate suitable equipment to compliment Derbyshire County Council's work in the near future.

### **3. Options Considered and Recommended Proposal**

- 3.1 In law it is possible for a local authority to submit a final draft Air Quality Action Plan to DEFRA without the agreement of its partner authorities, in this case Derbyshire County Council acting as the Highways Authority. In such cases it is possible for the partner authority to submit its own draft Action Plan and in these circumstances DEFRA would activate its dispute resolution process to determine which, if either, of the Action Plans it accepted. In the current case both Derbyshire Dales District Council and Derbyshire County Council continue to work together in order to produce an effective Action Plan and it is not considered that implementing the dispute resolution course of action will be beneficial or productive. Instead it is recommended that partnership working be utilised to produce an Action Plan agreed by both agencies.

### **4. Consultation**

- 4.1 A 6-week period of public consultation on the proposals for the draft Air Quality Action Plan concluded on 26 June 2023. This report considers the outcomes of that consultation exercise.

### **5. Timetable for Implementation**

- 5.1 It is proposed that the potential membership and terms of reference of a working group could be drafted shortly after this Committee meeting. It is then likely to be necessary to discuss those proposals with those agencies who are suggested as members of the working group. Progress on the establishment of the group can be provided via the Chair and Vice Chair of this Committee and formally reported back to the next Committee meeting.

### **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 Air Quality Management Areas. These action plans should develop measures that will provide the necessary emissions reductions to achieve the air quality objectives and 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.

## **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. As the proposal seeks to establish a route for the agreement of an action plan through partnership working it therefore contributes to the authority fulfilling its obligations under the 1995 Act. As such, the legal risk associated with this report is low.

## **9. Equalities Implications**

- 9.1 Equalities implications are outlined in paragraphs 3.1 to 3.3 of the report.

## **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.

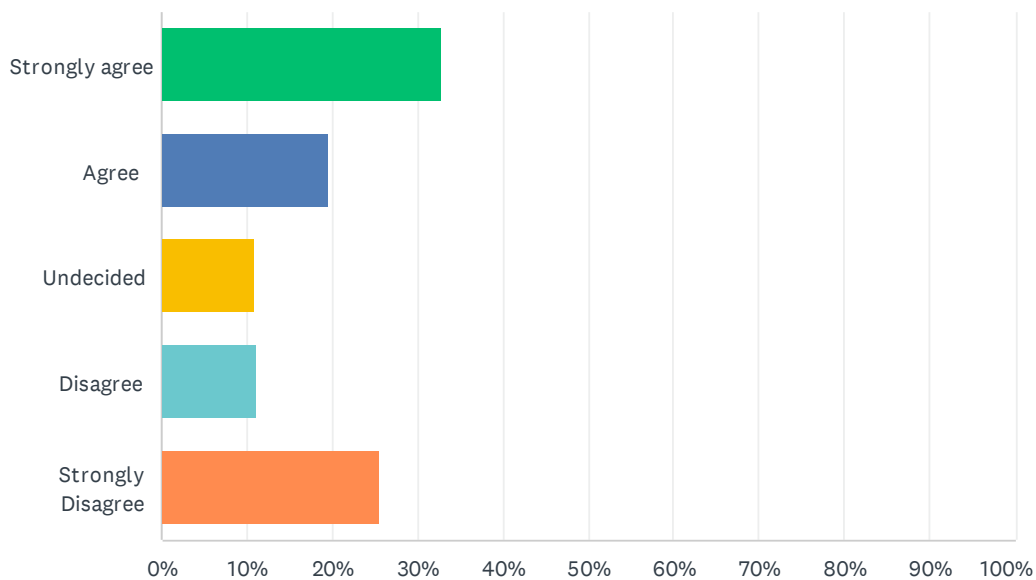
### **Report Authorisation**

Approvals obtained from Statutory Officers:-

|   | <b>Named Officer</b> | <b>Date</b> |
|---|----------------------|-------------|
| Chief Executive   | Paul Wilson          | 30/08/2023  |
| Director of Resources/ S.151 Officer<br>(or Financial Services Manager) | Karen Henriksen      | 24/08/2023  |
| Monitoring Officer<br>(or Legal Services Manager)                       | James McLaughlin     | 30/08/2023  |

**Q1 Action 1: Investigate the use of Urban Traffic Management Control to optimise traffic flows within Ashbourne town centre** The Department for Environment, Food and Rural Affairs (DEFRA) recognises that Urban Traffic Management Control (UTMC) computerised systems can improve the flow of traffic in towns. Where these systems work well, shorter journey times, fewer congestion periods, and lower pollutant emissions are likely. The County Council’s UTMC will be considered by a specialist consultancy to improve the flow of HGVs and other motorised vehicles across the town centre and within the AQMA. The work will consider whether any extra traffic control measures are required for the UTMC to be most effective within the AQMA. Do you agree/disagree with this action? How strongly do you agree/disagree with Action 1?

Answered: 397 Skipped: 8



| ANSWER CHOICES    | RESPONSES |            |
|-------------------|-----------|------------|
| Strongly agree    | 32.75%    | 130        |
| Agree             | 19.65%    | 78         |
| Undecided         | 10.83%    | 43         |
| Disagree          | 11.08%    | 44         |
| Strongly Disagree | 25.69%    | 102        |
| <b>TOTAL</b>      |           | <b>397</b> |

| # | COMMENTS | DATE |
|---|----------|------|
|---|----------|------|

## Ashbourne Draft Air Quality Action Plan Consultation

|    |   |                    |
|----|---|--------------------|
| 1  | We have got to the stage where try anything.  | 7/11/2023 8:28 AM  |
| 2  | This proposal may help but will not solve the problem, only the actual bypass will do that.   | 7/11/2023 8:18 AM  |
| 3  | What ever you do will probably cost way to much money and you will be no wiser  | 6/26/2023 7:46 PM  |
| 4  | Whereas Ashbourne is a bottleneck for all vehicles using the A515 route north into the Peak District, it is the HGVs that are the problem. There needs to be a way of reducing the volume of HGVs without stuffing the flow of resident or tourist traffic.   | 6/26/2023 5:37 PM  |
| 5  | I consider this one of the strongest elements of the Action Plan. A number of suggestions were also made at the public consultation meeting in June by [REDACTED]<br>[REDACTED] changing the existing, traffic light controlled pedestrian crossing on Park Road to a zebra crossing. [REDACTED] commented that the HGV de-NOx system cut out after 5 mins in idling traffic so the priority should be to keep HGVs moving as freely as possible through the town.  | 6/26/2023 4:25 PM  |
| 6  | But see my comments under Action 2  | 6/26/2023 12:10 PM |
| 7  | At this point I must stress that nothing I have read fills me with any confidence that appropriate steps to reduce the NOX are being explored with any urgency or clarity of vision. Meanwhile the NOX is certainly no longer of concern only to the few who endure it at close proximity. It is a serious and dangerous issue for the town.  | 6/26/2023 11:40 AM |
| 8  | It may lead to improved air quality but will have other detrimental effects. It may keep vehicles moving but the constant movement could be intimidating to people, especially given the size of vehicles.  | 6/26/2023 8:26 AM  |
| 9  | Whilst managing the flow might help, the fundamental need is to get heavy vehicles out of the centre of Ashbourne.  | 6/26/2023 8:24 AM  |
| 10 | Build a bypass  | 6/26/2023 12:50 AM |
| 11 | The consultants should seek discussion and a strategy with co-operation of HGV operators and quarry logistics leading to an improved system that offers measurable improvements in air quality AND cost benefits for HGV operators etc  | 6/25/2023 2:01 PM  |
| 12 | there needs to be a base line measure and a time table associated with the use and review of the effectiveness of UTMC. The consultancy also needs to confer with residents in the AQMA over the effectiveness of UTMC arrangements.  | 6/25/2023 2:00 PM  |
| 13 | greatly reduce the amount of acceleration and deceleration especially of HGVs and generally reduce speeds to around or less than 20mph as below   | 6/24/2023 7:32 PM  |
| 14 | There is at present almost no evidence that this system can be effectively integrated into the Ashbourne traffic control system such that it would make any difference to NOx emissions in the affected area. It is also likely to be very expensive.   | 6/21/2023 5:02 PM  |
| 15 | Whilst reduction of idling lorries in congested traffic in St John Street is positive, we must be careful not to inadvertently encourage more into Ashbourne!   | 6/21/2023 3:11 PM  |
| 16 | Ashbourne has it's own characteristics and an investigation to find out what measures are right for us has to be a good thing.  | 6/21/2023 12:53 PM |
| 17 | It is clear the only long term solution to the pollution and traffic danger in Ashbourne is a bypass, which has sadly failed to be provided for decades.. People have lost faith in the political will of both local authorities and the government to solve the problem properly. Currently people are suffering from the public and individual health consequences therefore short term solutions are essential   | 6/21/2023 12:40 PM |
| 18 | Bypass via Mappleton  | 6/21/2023 7:41 AM  |
| 19 | Not confident this in itself will make much difference  | 6/20/2023 9:44 AM  |
| 20 | There has already been time to investigate this and investigation is not the same as action. There is no time measurements for when this will be carried out or more importantly, finished. This is cynical application of a policy already being pursued by D. County Council, and can only be judged after it has been implemented, tried and tested. Before implementation, further extended consultation will be required before implementation will be possible. Then the finance required will need to be allocated. What is the budget already committed for this? | 6/19/2023 10:58 AM |

## Ashbourne Draft Air Quality Action Plan Consultation

|    |   |                    |
|----|---|--------------------|
| 21 | The flow of heavy traffic should be reduced by measures to make Ashbourne unattractive to HGVs. The solution is not to find better ways of managing existing traffic.   | 6/19/2023 8:39 AM  |
| 22 | I strongly agree but there is no practical improvement possible unless traffic is removed from the centre of Ashbourne, the only solution that could make a difference is the proposed bypass   | 6/17/2023 9:33 AM  |
| 23 | Investigation is a necessary first step, but the Action Plan must of course be extended to implementation to have any beneficial effect.  | 6/16/2023 4:51 PM  |
| 24 | Mayfield Road is too narrow for HGVs with parking on both sides of the road.  | 6/16/2023 2:51 PM  |
| 25 | Bypass!   | 6/14/2023 4:36 PM  |
| 26 | Prioritising movement of HGVs to reduce stop/start in the town is vital. Also proper management of traffic flows at peak times (eg schools start/finish times) is urgently required for safety reasons, as well as to reduce emissions  | 6/14/2023 11:20 AM |
| 27 | The use of UTMC could possibly highlight better flow of traffic through the town implementing reasonably inexpensive methods to aid swifter through put of vehicles.  | 6/13/2023 10:58 PM |
| 28 | This should have already been investigated. The plan needs to include specific actions.   | 6/13/2023 12:35 PM |
| 29 | It's fine to check how much pollution is going on i guess. We want our air to be clean.   | 6/11/2023 6:21 PM  |
| 30 | Feel that the increase in larger heavy goods vehicles is in some part the fault of DDDC planning dept when they passed against the Town Council wishes the higher if of the Bridge at Fenny Bentley. Ashbourne has always had more than its share of traffic and the Council needs to be pushing more for a by pass which has been on the cards for over 60 years.        | 6/9/2023 9:55 AM   |
| 31 | Almost certainly, the air quality issue is not due to the volume of traffic generally, but the number of heavy goods vehicles. Unless these numbers are reduced, traffic flow improvements will have minimal impact.  | 6/9/2023 9:38 AM   |
| 32 | Local quarries provide employment for local people but local residents should feel safe to walk the streets without being worried by safety, air quality and  | 6/8/2023 11:28 PM  |
| 33 | We do not wish to encourage more HGV traffic through the town all actions should be to discourage HGV's . There are alternative routes these should be encouraged to share the load between Ashbourne and other routes  | 6/8/2023 6:58 PM   |
| 34 | I live on Derby Road an area of high volume, idling traffic, waiting for lights which give priority to the areas in the AQMA. Plans to increase traffic significantly due to housing plans on the airfield will likely further increase traffic on Derby Road. With this and priority to traffic in the AQMA you will simply displace the issue from one area to another. | 6/8/2023 5:38 PM   |
| 35 | We do not want to improve the flow of HGV's, we need to discourage them from using Ashbourne as a short cut. Many of them are not from the quarries and should be on the M6   | 6/8/2023 3:42 PM   |
| 36 | There is no computer system that can reduce the number of HGV's using Ashbourne as a shortcut.  | 6/8/2023 1:52 PM   |
| 37 | a bypass would solve all these issues   | 6/8/2023 10:17 AM  |
| 38 | No mention of the SAME traffic huge lorries that move along STATION STREET who pause outside the The Surgery as 2 large vehicles CANNOT pass, the same vehicles then stop start reviving & cause more pollution to stop start . It's NOT just Buxton Hill!!!!. Windows have to be closed after 4am The lorries are getting bigger!!!                                      | 6/8/2023 10:07 AM  |
| 39 | But the only way forward is to concentrate all your time, energies and money towards getting the Bypass finalised.  | 6/8/2023 9:48 AM   |
| 40 | Build a bypass. Simplest way to manage traffic.   | 6/8/2023 9:18 AM   |
| 41 | Agree traffic flow should be improved. Weight and size limit on lorries etc along Mayfield Road that is full of parked cars. Plus 20mph speed limit.  | 6/7/2023 5:25 PM   |
| 42 | priority should be a bypass   | 6/7/2023 2:23 PM   |
| 43 | Building the bypass is the only way to alleviate the traffic issues within Ashbourne.   | 6/6/2023 8:15 PM   |
| 44 | But, the whole thing is a sticking plaster. Where, after 50 years.....is the by pass ?  | 6/6/2023 4:51 PM   |

## Ashbourne Draft Air Quality Action Plan Consultation

|    |   |                   |
|----|---|-------------------|
| 45 | I have gone all through this survey, and find it is but a sticking plaster solution. The only way to have clean air in the centre of town is to remove the vehicles with a by-pass.   | 6/6/2023 3:20 PM  |
| 46 | The lorries in Ashbourne are having a detrimental affect on the health of the residents. The emissions are having long term health problems   | 6/6/2023 9:22 AM  |
| 47 | Don't know enough about measures being proposed   | 6/6/2023 12:15 AM |
| 48 | No timescale. No guarantee that this will be used by traffic. The question itself says "where these systems work well" but no evidence of this even if DDDC/DCC could deliver and also says "lower pollution levels are LIKELY". Not the best if this is the first priority solution to solve pollution!!                       | 6/5/2023 4:54 PM  |
| 49 | Waste of money doing more surveys. The only thing that will stop the huge number of huge HGVs through the town is the bypass. Stop this alternative nonsense.   | 6/5/2023 3:44 PM  |
| 50 | Ban anything over 7.5 tons coming through the town as a holding measure until the bypass is built. Don't limit/ban or charge cars from accessing the town it is a rural area and options for shopping are limited businesses would be adversely affected by this measure.   | 6/5/2023 11:44 AM |
| 51 | Stupid idea when 90% of the traffic is euro 5 or euro 6 Just victimising road users, get us the bypass and stop wasting tax payers money  | 6/2/2023 6:50 PM  |
| 52 | Yes to the idea of an assessment but a strong No to any traffic restriction measures  | 6/2/2023 6:41 PM  |
| 53 | The traffic will be held up somewhere else  | 6/1/2023 6:02 PM  |
| 54 | Installation of traffic lights north of Ashbourne is required to control the flow of traffic through town   | 6/1/2023 3:16 PM  |
| 55 | The town needs a 2nd by pass  | 6/1/2023 2:39 PM  |
| 56 | This is a tourist area and any such system would keep people away and have a detrimental effect on the town   | 6/1/2023 10:49 AM |
| 57 | Ashbourne needs a bypass.   | 5/31/2023 9:47 PM |
| 58 | The provision of a bypass must be the focus of the council, this UMTC will only be a distraction I cannot understand why you are wasting our money on this.   | 5/31/2023 8:06 PM |
| 59 | How will this stop the amount of traffic s bypass is needed ASAP been talked about for the last 50 years+   | 5/31/2023 7:32 PM |
| 60 | All these proposals are a massive and unnecessarily expensive waste of time and money since only one site on Buxton Road exceeds the National Air Quality Objectives annual average limit of 40 micrograms per cubic metre (40µg/m3 ) for Nitrogen Dioxide. Has the Council not got anything better to do?                      | 5/31/2023 4:40 PM |
| 61 | HGV vehicles used to take different routes until the bridge near fenny Bentley was raised. It seems to make more sense to deter HGV's or build the long waited for bypass   | 5/30/2023 9:10 PM |
| 62 | HGVs are the real issue. The size & the weight. Not only causing pollution but also vibration and noise.  | 5/30/2023 4:47 PM |
| 63 | Any changes recommended by this process must be integrated with the Ashbourne Reborn plans  | 5/30/2023 4:45 PM |
| 64 | There is no other way people can go through ashbourne so it is pointless saying that there is congestion  | 5/28/2023 3:56 PM |
| 65 | I am skeptical this will have a significant effect on pollution levels  | 5/27/2023 3:30 PM |
| 66 | It's a waste fo public money to employ consultants. Ashbourne is a small town with only a few traffic lights. A change of priorities at the bottom of the market place to keep traffic moving though the town centre and again opposite the memorial gates to keep traffic moving along St John's St will be all that's needed. | 5/26/2023 9:43 PM |
| 67 | Apple/Google Maps already does this. This just spreads the HGV traffic and doesn't stop it.   | 5/26/2023 6:04 PM |
| 68 | No computerised system could ameliorate the flow of up to 13,000 vehicles per day, or 6-axle HGVs at 1 every 70 seconds (DfT count data). Air quality can only be improved by removing a  | 5/26/2023 5:06 PM |



## Ashbourne Draft Air Quality Action Plan Consultation

proportion of the traffic from the AMQA.

|    |  |                    |
|----|--|--------------------|
| 69 | I don't think this would have any impact on traffic - Ashbourne gets gridlocked at busy times and a traffic flow system won't change that. Action number 1 should be a weight limit which would immediately reduce the volume of HGV traffic.  | 5/26/2023 5:03 PM  |
| 70 | We have enough traffic control...we have too much traffic we need a bypass   | 5/26/2023 3:34 PM  |
| 71 | JUST BUILD OUR BYPASS  | 5/26/2023 12:22 PM |
| 72 | Ashbourne is too small with too few alternative routes for this to be effective.   | 5/26/2023 8:06 AM  |
| 73 | Ashbourne is continually problematic in terms of its traffic   | 5/26/2023 6:08 AM  |
| 74 | All efforts should be made to build the relief road..This is tinkering around. Better to spend on Consulting engineers to organise HGV away from Buxton Hill   | 5/26/2023 5:37 AM  |
| 75 | I am concerned that improving the flow of traffic will increase the number of HGVs travelling through the town. If implemented, it needs some weight limit or way of restricting the number of HGVs  | 5/26/2023 12:02 AM |
| 76 | The entire road network of ashbourne is narrow and inflexible - especially in the AQMA. The steepness of its hills and location of old buildings and walls may well prohibit some of these actions. Any action that would make life 'easier' for HGVs passing by my home and unattractive to me.   | 5/25/2023 10:45 PM |
| 77 | Do this but not if it means you have an excuse not to build a by-pass. Intelligent lights etc. would help car traffic move through town to a degree but the main problem is the sheer number and the size of the HGVs trying to use roads which are totally unsuitable for such vehicles. Most importantly I do not see how all this fits in with making Ashbourne more pedestrian and cycling friendly? | 5/25/2023 5:49 PM  |
| 78 | If this helps reduce the lorries coming through all for it, if it involves paying charges to drive your car through the town then that is not a good idea for home or business owners like me.   | 5/25/2023 9:41 AM  |
| 79 | There should be no restriction of personal vehicles been able to park or access the local businesses   | 5/24/2023 1:45 PM  |
| 80 | Reducing the HGVs through Ashbourne is essential   | 5/24/2023 12:53 PM |
| 81 | Current traffic light timings don't seem to work very well, there are often long queues at the lights on Derby Rd, and on the A515 lights.   | 5/24/2023 11:31 AM |
| 82 | Need to remove HGVs from town centre   | 5/23/2023 9:00 PM  |
| 83 | HGV lorries need to be prevented, from entering the town completely, not just "managed". "Managed", is just another way of saying "carry on as normal"!  | 5/23/2023 4:07 PM  |
| 84 | Don't be silly, just get the bypass build  | 5/23/2023 2:41 PM  |
| 85 | Does this refer to a more intelligent traffic light system? I often see traffic held up at the lights coming into Ashbourne by St Oswalds Dental Practice and there is no traffic waiting to come up Dig Street. Therefore the lights could be left on green for longer allowing a better flow from the Clifton/ Mayfield routes in.   | 5/23/2023 2:16 PM  |
| 86 | Spending money on consultants when there could be experts or systems within the councils already, seems a waste of resource.   | 5/23/2023 1:20 PM  |
| 87 | HGVs are probably the biggest pollutant and do cause significant strain on the roads going through the town center   | 5/23/2023 11:21 AM |
| 88 | I suspect it won't address the actual problem. UTMC is another central government imposed solution before the problem has been analysed.   | 5/23/2023 8:33 AM  |
| 89 | Better action is to limit amount of traffic. I suggest no HGV to be allowed through ashbourne from 8am to 8pm  | 5/23/2023 6:27 AM  |
| 90 | A roundabout at the end of Park Road and at the bottom of Derby hill would keep traffic moving freely instead of sitting at traffic lights with the engine running   | 5/22/2023 10:31 PM |
| 91 | I doubt this will have a positive impact on traffic and air quality in Ashbourne. There are some narrow streets that have to be negotiated by all traffic because there is no alternative. A   | 5/22/2023 10:09 PM |

## Ashbourne Draft Air Quality Action Plan Consultation

bypass road was needed decades ago and never provided.

|     |  |                    |
|-----|--|--------------------|
| 92  | Re-prioritisation of traffic lighting to ease flow through the town center is an easy win, stop start is a key emissions driver of HGVs.   | 5/22/2023 8:21 PM  |
| 93  | This sounds very much like having commissioned one report which tells you what you already knew you now need to commission another report to decide what to do with the first report. When are you going to act to meet your legal duty of reducing pollution when the answers are obvious and simple?   | 5/22/2023 7:56 PM  |
| 94  | There is no other way for traffic to go  | 5/22/2023 6:57 PM  |
| 95  | Given that all the traffic problems in Ashbourne are fundamentally bought about by highly ineffective and inefficient traffic light systems, adding any more will ultimately exacerbate the problem. The best the traffic ever flowed (not a queue anywhere) was during a power cut (near rush hour) when all traffic lights were off                                      | 5/22/2023 3:53 PM  |
| 96  | Recommend removal of 6 car parking bays between pedestrian crossing and new Elite Cinema. Southbound HGV's have to cross centreline which then blocks Northbound HGV turning circle from direction of Church Street/St Johns Street so nothing moves until Southbound HGV's moves past these 6 car parking bays, which are by tourists NOT residents.                      | 5/22/2023 3:08 PM  |
| 97  | I expect this would be most helpful and constructive ... at minimal cost ... all beneficial in advance of (or in the absence of) a by-pass   | 5/22/2023 12:34 PM |
| 98  | A Bypass is the answer not a survey. We all know the answer.   | 5/22/2023 10:30 AM |
| 99  | This measure will only be effective if traffic is held outside the town at both sides. This would cause congestion to be even worse than it already is and significantly increase journey times, therefore actually increasing overall pollution (however decreasing pollution in the 'hotspots').   | 5/22/2023 9:52 AM  |
| 100 | Build a bypass   | 5/21/2023 10:14 PM |
| 101 | Don't waste time and tax payers money, all you do is put our taxes up and the town sees nothing for it! How about focus on rejuvenating the town?  | 5/21/2023 8:45 PM  |
| 102 | I am surprised this has not been done before now. I am also disappointed that an opportunity to improve the flow at the east end of St John street was not taken in May when the road was re-surfaced (by taking a metre off the right pavement and placing a dotted line down the centre for a few metres to encourage traffic to queue left and right for the junction). | 5/21/2023 7:13 PM  |
| 103 | The improvement of traffic flow through Ashbourne has been studied umpteen times over the last twenty years or so at considerable cost and yielded no apparent improvement. Here we go again!  | 5/21/2023 5:46 PM  |
| 104 | Nice work for consultants but will it acheive ant real result. We all know the realsolution is a bypass.   | 5/21/2023 3:59 PM  |
| 105 | Until HGV traffic is removed from the town centre these will have little effect on the overall air quality. This smacks of being seen to do something rather than tackling the actual problem.   | 5/21/2023 3:21 PM  |
| 106 | The only thing that will help is a bypass  | 5/21/2023 1:38 PM  |
| 107 | There's no element of choice. The heavy trucks from the quarries don't choose to go through Ashbourne - how else could they get from the quarries to, say, Derby. Surely, we don't want to see full weight trucks using rural lanes to avoid Ashbourne.  | 5/21/2023 12:31 PM |
| 108 | Look at anything you can do on this front which can improve matters.   | 5/21/2023 10:42 AM |
| 109 | This has been done several times already in connection to the proposed bypass  | 5/21/2023 10:24 AM |
| 110 | Please stop procrastinating and build the rest of the bypass. We've waited long enough!  | 5/21/2023 10:06 AM |
| 111 | Through traffic & HGV traffic a concern on Buxton Road.  | 5/20/2023 8:18 PM  |
| 112 | Stop wasting time and build a bypass. It's the Peak District and we have quarries. Congestion charges will just scare the tourists away. The lorries will have to divert to another town polluting elsewhere. Just build a bypass.   | 5/20/2023 7:56 PM  |
| 113 | All these studies are a waste of time, money and resources   | 5/20/2023 7:20 PM  |
| 114 | Ashbourne needs a Bypass this will cure the pollution and traffic problem  | 5/20/2023 5:34 PM  |

## Ashbourne Draft Air Quality Action Plan Consultation

|     |   |                    |
|-----|---|--------------------|
| 115 | Build a bypass! Less traffix = less polution! Fact!   | 5/20/2023 2:47 PM  |
| 116 | If the finding make for Ashbourne to have measures put into place then the problem will just move somewhere else  | 5/20/2023 2:32 PM  |
| 117 | I live in the town and the speed and lorries are a big problem. I have counted 45 lorries in 70 seconds past my house   | 5/20/2023 12:16 PM |
| 118 | The money spent on a consultant could be better spent on a bypass.  | 5/20/2023 11:57 AM |
| 119 | Bypass needed   | 5/20/2023 11:17 AM |
| 120 | No need only thing you should do is return Compton to both ways. The street is now a total waste off time   | 5/20/2023 10:53 AM |
| 121 | We need a bypass, we have needed it for years.  | 5/20/2023 10:45 AM |
| 122 | Give ways far more effective? One ways all around the town. Give way top of dig street, priority from church street. Give way from Cockayne/ park road. Priority from Madge corner or two lanes to assist Qegs traffic? Two lane on sturston road. Priority to turn left onto derby road. Station Street/Church street junction, one way two lane with priority to turn right onto church st. Give way top of market place/ Buxton hill for Qegs traffic to turn right. One way down Buxton hill, other traffic left from George pub corner. Just a few suggestions to consider 😊 | 5/20/2023 9:47 AM  |
| 123 | A bypass is a more suitable action  | 5/20/2023 8:41 AM  |
| 124 | We need a bypass not monitoring.  | 5/20/2023 8:38 AM  |
| 125 | This will make travel through town for the locals at peak times worse nor better  | 5/20/2023 8:32 AM  |
| 126 | This action will do nothing to reduce the already high levels of pollution caused by traffic, specifically HGV, from travelling through the town. Only a bypass will do this.   | 5/20/2023 8:13 AM  |
| 127 | The money needs putting towards a bypass  | 5/20/2023 8:07 AM  |
| 128 | This is not the answer  | 5/20/2023 7:54 AM  |
| 129 | With no alternative routes for the lorries from the local quarries and industrial estate, farm vehicles, this would be totally pointless and a waste of public money. We had approval for a bypass, that is the best solution all around  | 5/20/2023 7:38 AM  |
| 130 | We need a bypass  | 5/20/2023 7:22 AM  |
| 131 | Bypass needed   | 5/20/2023 7:15 AM  |
| 132 | Far to much traffic in Ashbourne Town centre. It's concerning for all the pollution for the ever growing population of the town   | 5/20/2023 7:12 AM  |
| 133 | We need our long awaited bypass   | 5/20/2023 7:08 AM  |
| 134 | We need the traffic out of the town. Where all the relevant tree canopy's and restrictions can be applied without affecting the town.   | 5/20/2023 6:56 AM  |
| 135 | Don't see how this will help given limited options  | 5/19/2023 10:08 PM |
| 136 | None of these actions would be necessary if Ashbourne had a by pass. It is nonsense to waste time and money on these plans instead of lobbining hard for a bypass   | 5/19/2023 9:51 PM  |
| 137 | There are hold ups In Ashbourne both ways through the canyon near the Belper road & northbound towards the foot of Buxton Hill. A circular one way system circulating from the Methodist church, to Belper road, with priority for those on the circulation, could greatly reduce this  | 5/19/2023 8:41 PM  |
| 138 | Would likely just make the route more attractive to drivers   | 5/19/2023 8:17 PM  |
| 139 | Unlikely to have more than marginal impact - consultancy costs would be better spent elsewhere. More good money wasted on consultants.  | 5/19/2023 8:16 PM  |
| 140 | This still doesn't appear to reduce the amount of heavy lorries coming through Ashbourne.   | 5/19/2023 8:02 PM  |
| 141 | Having to pick my daughter from pre school the traffic is often very busy and congested.  | 5/19/2023 8:01 PM  |

## Ashbourne Draft Air Quality Action Plan Consultation

|     |  |                    |
|-----|--|--------------------|
|     | Lorries and cars emissions are impacting on the air quality  |                    |
| 142 | Until we get a bypass this form of action will never work  | 5/19/2023 4:16 PM  |
| 143 | Levels of diesel exhaust are dreadful especially at the bottom corner of the hill going round to St John's St. Lorries are the main cause as well as congestion at Cockayne avenue / St Jon's st corner .  | 5/19/2023 4:03 PM  |
| 144 | what type of vehicles are the heaviest polluters? Perhaps the best way forward is to by pass Ashbourne, although this idea has been spoken of for many years. But a bypass may solve all the problems if we are to meet air quality standards.   | 5/19/2023 3:19 PM  |
| 145 | This seems like a good starting point  | 5/19/2023 3:06 PM  |
| 146 | Throw as much money as you like at it, people and tourists will drive straight through without stopping.   | 5/19/2023 1:39 PM  |
| 147 | We need a bypass this is just another money making scam .unfair on local firms and where does it stop.traffic is slow enough round Ashbourne.give us a bypass problem solved everyone happy .  | 5/19/2023 1:29 PM  |
| 148 | The town is chocked with HGVs and can feel unsafe when walking through. The speed at which they travel needs assessing   | 5/19/2023 1:00 PM  |
| 149 | With no guidance on what UTMC may mean, how can we have an opinion on whether it is a good idea ?  | 5/19/2023 12:28 PM |
| 150 | Build a bypass!!   | 5/19/2023 12:10 PM |
| 151 | Ring road needed .   | 5/19/2023 11:54 AM |
| 152 | Waste of money, any available funds should be focused/diverted to build the by-pass that would solve all of the problems related to congestion and emissions in the Town Centre.   | 5/19/2023 11:27 AM |
| 153 | Can't believe this of practical value  | 5/19/2023 11:10 AM |
| 154 | This will still not prevent pollution on Buxton Hill, a notorious pinch point  | 5/19/2023 10:58 AM |
| 155 | Depends on the measures proposed   | 5/19/2023 10:54 AM |
| 156 | We all know what the problem is, BUILD A BYPASS  | 5/19/2023 9:24 AM  |
| 157 | Unless they build the extra bypass the traffic will still need to come throb Ashbourne. So how could this work.  | 5/19/2023 7:34 AM  |
| 158 | So from this statement, it suggests that you would make it easier for HGV's and other motorised vehicles purely by using UTMC. My query would be could this not increase the passing number of HGV's/motor vehicles through Ashbourne town centre due to the ease of it? Subsequently cancelling out the effect of congestion and replacing with a higher number of traffic. | 5/19/2023 12:13 AM |
| 159 | What is needed is a bypass.  | 5/19/2023 12:06 AM |
| 160 | the information is already available   | 5/18/2023 6:32 PM  |
| 161 | Only way to reduce pollution in town is to build a bypass  | 5/18/2023 5:38 PM  |
| 162 | Too expensive for too little benefit   | 5/18/2023 5:04 PM  |
| 163 | We need a relief Road. NOW not in 20 years time.   | 5/18/2023 4:01 PM  |
| 164 | You either make the traffic flow as easily as possible or make it so bad that it will put people of travelling through Ashbourne   | 5/18/2023 2:17 PM  |
| 165 | Depends on whether this technology is both reliable, effective in reducing traffic and good value for money.   | 5/18/2023 1:49 PM  |
| 166 | A BYPASS IS NEEDED   | 5/18/2023 10:50 AM |
| 167 | The traffic lights on Sturston Road need to allow traffic to "get out of town" especially when QEGS lets all its pupils out. Not sure how much it will help improve air quality.   | 5/18/2023 9:54 AM  |
| 168 | Build a bypass. Stop wasting money on schemes that dont work.  | 5/17/2023 11:26 PM |

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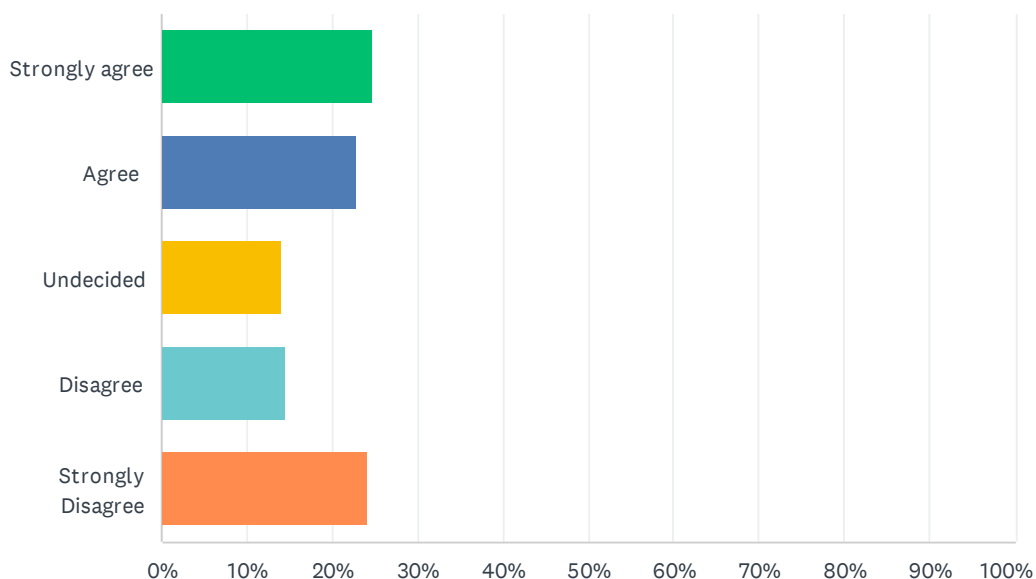
|     |   |                    |
|-----|---|--------------------|
| 169 | It cannot hurt to do it but what we really need is the bypass.  | 5/17/2023 11:21 PM |
| 170 | Why hasn't this been done already?  | 5/17/2023 11:21 PM |
| 171 | You are putting sticking plasters over the fact that the town desperately needs a bypass. This has been discussed for years. It is the only solution that will significantly reduce congestion and pollution.                         | 5/17/2023 11:19 PM |
| 172 | The road system should be improved before such a drastic measure is taken   | 5/17/2023 9:13 PM  |
| 173 | Unnecessary for Ashbourne, the town needs a bypass to relieve the town of lorries and through commuting traffic.  | 5/17/2023 8:59 PM  |
| 174 | Flexible signalling responsive to demand is to be welcomed. Adding more signaling just adds more stop start to the journey which is not to be welcomed  | 5/17/2023 8:47 PM  |
| 175 | I agree that the management of HGVs needs to be addressed through Ashbourne but this can easily be resolved through the building of a bypass. This investment will reduce congestion in Ashbourne, thus the air quality will improve. | 5/17/2023 8:38 PM  |
| 176 | Having trucks and lorries trundling through town is awful for the air quality, the condition of the roads and it is a danger to pedestrians.  | 5/17/2023 7:54 PM  |
| 177 | Stop parking all the way down Buxton Hill because this causes a lot of congestion and possible danger to pedestrians. To do this residents that park on Byxton Hill should get free parking 24/7.                                     | 5/17/2023 7:27 PM  |
| 178 | Ashbourne is overdue a bypass. This is what we need. Not a congestion charge. They will only cause extra congestion in other parts of the town.   | 5/17/2023 6:52 PM  |
| 179 | Cost v benefits   | 5/17/2023 6:29 PM  |
| 180 | Once the bypass is in place the town will see a huge difference. Patience is a virtue.  | 5/17/2023 6:15 PM  |
| 181 | Bypass is the solution  | 5/17/2023 5:38 PM  |
| 182 | This measure will increase the traffic flow and pollution on surrounding villages and lanes as traffic circumvents the zone. It will also reduce tourists visiting Ashbourne town itself and kill trade.                              | 5/17/2023 5:30 PM  |
| 183 | We need a bypass  | 5/17/2023 5:23 PM  |
| 184 | Build a by pass .   | 5/17/2023 4:39 PM  |
| 185 | A relief road would be ideal but we need to do something in the meantime.   | 5/17/2023 4:35 PM  |
| 186 | The redesign of the town's road priority during the Covid panic is ridiculous. Now they have physically narrowed the street where the pedestrian lane is painted on the road... Lorries can't safely traverse this area.              | 5/17/2023 4:30 PM  |
| 187 | You will create a 'no visit' zone in a town already dying due to parking fees   | 5/17/2023 3:45 PM  |
| 188 | This action will not change air quality it will just send transport elsewhere and discourage visitors to our town   | 5/17/2023 1:58 PM  |
| 189 | The junction at the bottom of Derby Hill has always been a pinch point for traffic flow for the entire town road system. Must not postpone a new by pass for Ashbourne.   | 5/17/2023 1:57 PM  |
| 190 | I think this will have a huge negative impact on the local economy. The infrastructure of a bypass is needed first and foremost. Local businesses will be penalised.  | 5/17/2023 1:19 PM  |
| 191 | Need this to be done in conjunction with a review of street parking in the AQMA as parked cars are part of the issue.   | 5/17/2023 1:10 PM  |
| 192 | Waste of time trying to do this, there is too much traffic.   | 5/17/2023 1:04 PM  |
| 193 | This would undoubtedly improve traffic flow in the town, but is unlikely to make much of a contribution to improving air quality on Buxton Road.  | 5/17/2023 12:32 PM |
| 194 | Waste of time and money, the town needs a bypass.   | 5/17/2023 12:11 PM |
| 195 | Make the A515 a red route...no stopping, no loading, no parking.  | 5/17/2023 11:44 AM |

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|     |  |                    |
|-----|--|--------------------|
| 196 | Waste of resources when there isn't a viable alternative route,  | 5/17/2023 11:19 AM |
| 197 | Need's a town bypass   | 5/17/2023 10:36 AM |
| 198 | I don't know enough about this to have a strong opinion  | 5/17/2023 10:09 AM |
| 199 | Build the long waited for by-pass  | 5/15/2023 10:35 PM |
| 200 | That question is longwinded and can be easily misinterpreted.  | 5/15/2023 9:20 PM  |
| 201 | It is worth investigating, but ultimately North/South freight traffic comes into conflict with East/West traffic and has to stop. Most of the freight traffic is Euro 6 compliant, so UTMC is unlikely to produce significant improvements. Only one scheme can achieve this - the long awaited by-pass. | 5/15/2023 8:53 PM  |
| 202 | Ashbourne needs a by pass as the air quality is appalling and leaves black deposits on external windows and inside houses.   | 5/15/2023 8:03 PM  |

Q2 Action 2: Investigate town centre priority or capacity changes to improve heavy goods and other vehicle flows on A515 Buxton Road, Ashbourne. Positive changes to driver behaviour, where there are fewer accelerations or decelerations provide an opportunity to make a positive impact on air quality. HGVs and other motorised vehicles are sometimes stopped from a smooth driving style on the A515, particularly because of conflict between northbound traffic and congestion on the southbound side during busy times. This action will consider whether giving priority to southbound traffic to flow freely through either, or both, the A515 Buxton Road/ St Johns Street junction and A515 St Johns Street junction/ Park Road has an impact on driving styles. This assessment will consider air quality emissions associated with HGVs and other motorised vehicles. Do you agree/disagree with this action? How strongly do you agree/disagree with Action 2?

Answered: 396 Skipped: 9



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| ANSWER CHOICES    | RESPONSES |     |
|-------------------|-----------|-----|
| Strongly agree    | 24.75%    | 98  |
| Agree             | 22.73%    | 90  |
| Undecided         | 14.14%    | 56  |
| Disagree          | 14.39%    | 57  |
| Strongly Disagree | 23.99%    | 95  |
| TOTAL             |           | 396 |

| #  | COMMENTS  | DATE               |
|----|---|--------------------|
| 1  | the bypass would help in solving this problem and could reduce the need of a forced non-controversial change.   | 7/11/2023 8:45 AM  |
| 2  | Stopping parking on the bottom of Buxton Road might help.   | 7/11/2023 8:28 AM  |
| 3  | However i fear the pollution issue will just be transferred to St Johns Street outside the old Bennetts store where the buildings are tall and the road narrow.   | 7/11/2023 8:18 AM  |
| 4  | Stupid try enforcing that , you can't stop people talking on phones while driving how do you expect to train lorry drivers on how to drive  | 6/26/2023 7:46 PM  |
| 5  | Can't harm to look at this but won't it just change the problem to traffic being blocked in the northbound direction?   | 6/26/2023 5:37 PM  |
| 6  | See comments to Action 1 above  | 6/26/2023 4:25 PM  |
| 7  | The impact of Heavy goods vehicles through town has an negative influence on air quality for the locals and tourists. They also create an unsafe environment and in my opinion is a huge factor in the economic decline of the town.  | 6/26/2023 4:00 PM  |
| 8  | BUT!!!....this is the essence of the issue for the AQAP. Lorries meeting one another on Buxton Hill, half way up, (opposite St Johns), and at the top by the Windmill Lane junction are why the pollution levels are so severe. Starting, stopping, ticking over, belching out fumes. All the suggestions in your consultation will just be 'tinkering at the edges' of the issue. Until the Relief Road/Bypass is in place, the ONLY way to improve the situation is a WEIGHT RESTRICTION on HGV's. I know that there will be great resistance to a full weight restriction, but a PARTIAL restriction IS a practical solution. [REDACTED] .ie lorries would come south down Buxton Hill and through Ashbourne, but would NOT travel north through Ashbourne and up Buxton Hill, resulting in half the number of lorries, and no collisions/conflict as they meet on Buxton Hill. Surely a massive improvement in air quality on Buxton Hill and also improving the whole environment of Ashbourne (reducing pedestrian/lorry conflict past all the shops in the town centre). OK this would probably mean that the A6 and Cromford would see increased traffic, but at least the problem would be shared! PLEASE can this proposal be PROPERLY considered! Thank you. | 6/26/2023 12:10 PM |
| 9  | See my comments above.  | 6/26/2023 11:40 AM |
| 10 | There are frequently more HGV's than private cars on this route. Driving behaviour is not the issue; it is sheer congestion caused by numerous large vehicles on narrow and unsuitable roads. This is not only a health hazard but is causing damage to road surfaces and potentially to buildings.   | 6/26/2023 11:30 AM |
| 11 | Very similar with same problems as option 1. When looking at capacity it should also consider vehicle size be limited but this option doesn't cover that. This option just keeps vehicles moving. Southbound traffic not having to stop may result in them going faster downhill which could mean they are faster travelling and more likely to cause an accident. Ashbourne is an historic town with lots of buildings with shallow footings. The constant vibration of large vehicles must be doing long term damage to these buildings. Capacity should consider damage to adjoining buildings.  | 6/26/2023 8:26 AM  |
| 12 | Whilst managing the flow might help, the fundamental need is to get heavy vehicles out of the centre of Ashbourne.  | 6/26/2023 8:24 AM  |



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|    |  |                    |
|----|--|--------------------|
| 13 | Build a bypass   | 6/26/2023 12:50 AM |
| 14 | The junction from Spend Lane on to Buxton Road should be traffic light controlled so as to facilitate right turns and to pause in traffic flow coming in to town and looking at pedestrian flow- eg crossing point on St John Street and signage to ask vehicles to indicate when turning ;left in to Buxton Road.   | 6/25/2023 2:01 PM  |
| 15 | This action risks increasing the flow and volume of traffic and consequently increasing emissions.   | 6/25/2023 2:00 PM  |
| 16 | Northbound traffic should only be held where few people live or work ie not in St John Street or Church Street   | 6/24/2023 7:32 PM  |
| 17 | As I believe current Aecom reports show, changed priorities could be potentially hazardous. There is also no evidence that it would produce a significant reduction in NOx in the key area of the upper part of Buxton hill.   | 6/21/2023 5:02 PM  |
| 18 | Lorries should not be encouraged to travel down Buxton road. Having got up speed they apply their brakes at the St John Street junction causing brake dust which is as polluting as emissions!   | 6/21/2023 3:11 PM  |
| 19 | This doesn't say what will happen to northbound traffic. Action 3 below points out there is no alternative route that could move traffic away from the town centre, so it's hard to know where that traffic would go. Alternatively, if northbound traffic has to wait in the town for southbound traffic to pass, that will increase congestion and emissions.  | 6/21/2023 12:53 PM |
| 20 | Bypass via Mappleton   | 6/21/2023 7:41 AM  |
| 21 | This is very much second best to removing heavy goods vehicles altogether  | 6/20/2023 9:44 AM  |
| 22 | Once again this is merely an investigation, not an action. It is simply obvious that the problem is the quantity of traffic and experimental tinkering with white lines or priorities may very well make no improvement. This will simply take up time, by kicking the problem into the long grass. As long as the physical constraints of Buxton hill and the Town Centre Roadways remain they prevent the free-flow of traffic. The existing arrangements are frighteningly dangerous, actions such as speeding the traffic down Buxton Hill as a solution are beyond belief! It is obvious that two HGV vehicles cannot pass on Buxton Hill without resorting to the use of the pavement and yet this is permitted by the Highways authority. It is even dangerous to walk on this pavement when a single goods vehicle is passing. This is exacerbated by the junction with Windmill Lane, the entrance to which is used as a passing place for HGVs! Vehicles turning out of this junction are in peril whichever direction they travel in but it is difficult to coordinate a turn left even while hoping for no collision and at the same time avoid careless HGVs driving over the white line. This is the most dangerous junction I have encountered in the UK. Yet it is blithely accepted by DCC, the organisation to be entrusted with improving traffic flow! Has there ever been a risk assessment of this junction? | 6/19/2023 10:58 AM |
| 23 | See above  | 6/19/2023 8:39 AM  |
| 24 | The parking provision immediately north of the junction with King St provides a significant obstacle and is a source of start-stop driving behaviour as it is difficult / impossible for traffic to flow freely in both directions simultaneously.   | 6/18/2023 10:56 AM |
| 25 | I strongly agree but there is no practical improvement possible unless traffic is removed from the centre of Ashbourne, the only solution that could make a difference is the proposed bypass  | 6/17/2023 9:33 AM  |
| 26 | Traffic flow must of course be optimised. It is important that relevant metrics are agreed and observed to judge the effectiveness of changes.   | 6/16/2023 4:51 PM  |
| 27 | Stopping g parking on the sides of the roads will help the stop start however to do this we need more affordable or free parking spaces for the residents or workers of the town   | 6/14/2023 9:01 PM  |
| 28 | Bypass   | 6/14/2023 4:36 PM  |
| 29 | Consideration should be given to introducing a one-way flow for HGVs along Buxton Road, Traffic from north (flowing south) should be prioritised (ie from the quarries) and HGVs returning north should be required to find alternative routes. Consideration should also be given to reducing the speed limit on the approach to Ashbourne from the north (A515) and also the south (A52) to slow traffic arriving into the town. This is particularly required on the A515 at  | 6/14/2023 11:20 AM |

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lorries (and other traffic) often arrive at the bottleneck point on Buxton Hill (A515/North Avenue junction) too fast for safe passage

|    |   |                    |
|----|---|--------------------|
| 30 | Consideration would need to be given to traffic flow of vehicles heading North on Buxto Road; as this is up-hill more emissions will be produced due to greater acceleration.   | 6/14/2023 10:23 AM |
| 31 | I think this would be difficult to implement, but yes, loaded southbound lorries could be given priority, but having said that even free moving unloaded northbound lorries have to create enough momentum to navigate the rise of the hill on Buxton Road. It is not a perfect solution.   | 6/13/2023 10:58 PM |
| 32 | This should have already been investigated. The plan needs to include specific actions.   | 6/13/2023 12:35 PM |
| 33 | This assessment sounds good. Free flowing traffic will help.  | 6/11/2023 6:21 PM  |
| 34 | Can the footpath on A515 north & South of Windmill Lane be removed to make it easier for HGVs to pass without stop-starting.  | 6/11/2023 1:53 PM  |
| 35 | Concern is that southbound traffic on Buxton Road should NOT be given priority over St.John St. traffic as potentially dangerous corner. 20mph speed limit should be implemented.   | 6/10/2023 10:23 AM |
| 36 | Perhaps traffic lights would help at top Buxton hill however most vehicles comply with regulations and the roads simply were not built for vehicles of the size they are today  | 6/9/2023 9:55 AM   |
| 37 | The only way to reduce pollution in Ashbourne is to campaign hard for a bypass!   | 6/8/2023 7:19 PM   |
| 38 | As above we do not wish to encourage more HGV traffic . There are alternative routes and the traffic load should be shared across all possible routes   | 6/8/2023 6:58 PM   |
| 39 | Nothing other than a bypass will make any difference. As above the same issue occurs on Derby Road as traffic accelerates and decelerates both at the lights and when making the turn from Sturston Road to Derby Hill. I am not sure that it is understood that once the traffic comes into town much of it goes up or through the Derby Road lights. Why Derby Road is excluded from the plan is unclear. | 6/8/2023 5:38 PM   |
| 40 | We must not improve the flow as above   | 6/8/2023 3:42 PM   |
| 41 | Consideration should be given also to prioritising northbound heavy vehicles on Buxton Road (hill) which will clear north bound traffic out of town more quickly and hold southbound traffic out of the pollution zone.   | 6/8/2023 1:08 PM   |
| 42 | a bypass would also resolve this issue  | 6/8/2023 10:17 AM  |
| 43 | Reduce size of these massive lorries!!!!!!  | 6/8/2023 10:07 AM  |
| 44 | This action will just cause traffic to back up on north bound journeys with engines running especially lorries. This action will just create another traffic issue with tailbacks through the town.   | 6/8/2023 9:51 AM   |
| 45 | All this wouldn't be a problem if you would only push forward with the Bypass and not waste time and money as it's urgent we as a Tiwn have waited long enough!!  | 6/8/2023 9:48 AM   |
| 46 | Traffic will just be congested/back up on other routes in/out of town. Traffic lights at key times of day at Memorial Gates corner might be a better option.  | 6/8/2023 9:34 AM   |
| 47 | A bypass is the only sensible solution, but altering traffic signals to improve the flow through the town would be a start.   | 6/8/2023 9:18 AM   |
| 48 | Camera to monitor Yellow box compliance at St Johns Street and Park Road. Fines from lawbreakers extra revenue  | 6/7/2023 7:52 PM   |
| 49 | bypass should be a priority   | 6/7/2023 2:23 PM   |
| 50 | Building the bypass is the only way to alleviate the traffic issues within Ashbourne.   | 6/6/2023 8:15 PM   |
| 51 | Strong idea...Well done   | 6/6/2023 4:51 PM   |
| 52 | I would have thought that the Buxton Road Northbound run needs a free flow and traffic from St John street to Park road needs the clear run. Stop start traffic causes the emissions  | 6/6/2023 3:20 PM   |
| 53 | I am certain if the lorries continue to come down Buxton Road into our lovely town centre there will be an accident. I find it difficult to believe they are allowed to come through in so many numbers   | 6/6/2023 9:22 AM   |

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|    |   |                    |
|----|---|--------------------|
| 54 | A bypass would be more efficient and effective  | 6/6/2023 12:15 AM  |
| 55 | Minimal if any impact and yet another thing to be looked at and "considered" without any timescale given for this or any action afterwards.   | 6/5/2023 4:54 PM   |
| 56 | Waste of money doing more surveys. The only thing that will stop the huge number of huge HGVs through the town is the bypass. Stop this alternative nonsense.   | 6/5/2023 3:44 PM   |
| 57 | Ban vehicles over 7.5 tons simple !!! and build the bypass please !!!   | 6/5/2023 11:44 AM  |
| 58 | Stop the parking on the roadside in the market place and up Buxton rd many lorries can't pass each other because of these cars parked   | 6/1/2023 6:02 PM   |
| 59 | We need to discourage the volume of HGV's not encourage more by improving the flow  | 6/1/2023 3:16 PM   |
| 60 | 2nd by pass is only solution  | 6/1/2023 2:39 PM   |
| 61 | Really this papers over the need for a bypass to take traffic away fro the town   | 6/1/2023 10:49 AM  |
| 62 | Ashbourne needs a bypass! The lorries would not need to come through town.  | 5/31/2023 9:47 PM  |
| 63 | Again put your focus into delivering a bypass.  | 5/31/2023 8:06 PM  |
| 64 | How are you intending to change peoples views on using their vehicles ?   | 5/31/2023 7:32 PM  |
| 65 | Giving priority to South bound traffic will only make for congestion later in the day when lorries return to their depot!   | 5/31/2023 4:40 PM  |
| 66 | As above the amin issue is HGV's  | 5/30/2023 4:47 PM  |
| 67 | Giving southbound traffic priority at these junctions would potentially improve traffic flow as described. However, I have great concerns about the effect that Southbound priority could have if extended to the steeper part of Buxton Road, known locally as Buxton Hill, as this could cause Northbound lorries to come to a halt on the hill, especially on the steepest part from St Johns church up to the junction with Windmill Lane. There have been numerous instances of lorries that stop there while going North, not being able to get moving again, requiring the road to be closed with ensuing chaos. | 5/30/2023 4:45 PM  |
| 68 | This makes sense - see my answer to question 1.   | 5/26/2023 9:43 PM  |
| 69 | This will just make it easier for HGV's to travel through the town - at an increased speed.   | 5/26/2023 6:04 PM  |
| 70 | See comment above. A change of driving style is tinkering at the edge of a major critical issue for the health of Ashbourne's population.   | 5/26/2023 5:06 PM  |
| 71 | There would be a small benefit giving priority at the bottom of the market place but the junction is so tight that most HGV stop there anyway. I don't see practically how you could change priority at the Park Road junction but if you can it would be good idea.  | 5/26/2023 5:03 PM  |
| 72 | There will be little benefit from this. We need to reduce the traffic not interfere with its flows. We need a bypass  | 5/26/2023 3:34 PM  |
| 73 | Have you ever driven or been with a H,G,V,driver? You would understand the difficulties in a better way   | 5/26/2023 12:22 PM |
| 74 | This route would benefit from changes to junction priorities and may help avoid traffic from diverting onto smaller, less suitable, residential roads. Other junction priorities should also be looked at, such as changing the junction of Station Rd/Church St to a roundabout, and/or changing Mayfield Road to one-way. This will help avoid traffic from using Mayfield Road which is too narrow to support the volume of two-way traffic it experiences, instead encouraging Northbound traffic to use Clifton Road and Station Road.   | 5/26/2023 8:06 AM  |
| 75 | I don't really understand how this would work in reality and the impact it would have   | 5/26/2023 6:08 AM  |
| 76 | Dragging millions of tons up down Buxton Hill is the OBVIOUS problem , it takes high power and consequent high volumes of exhaust   | 5/26/2023 5:37 AM  |
| 77 | The A515 is not wide enough on Buxton Road for 2 HGVs to pass, so if the traffic is flowing south bound, it would back up north bound, and vice versa, thus not reducing pollution. Maybe a weight limit in one direction would work, to restrict the size of vehicles in one direction, thus allowing traffic to pass on the hill  | 5/26/2023 12:02 AM |

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|    |  |                    |
|----|--|--------------------|
| 78 | What is a negative driver behaviour? Allowing lorries to park over the end of windmill lane, ignoring the solid white stop line at the junction, to allow another HGV to pass? Speeding over the brow of the hill into Ashbourne largely blind, exceeding the speed limit and then using their horns and becoming a I dove when someone dares to cross the road? Mounting the curbs around various parts of the town and putting pedestrians at risk on s as dressy narrow pavements?? The roads are too narrow for HGVs.  | 5/25/2023 10:45 PM |
| 79 | Did you actually visit Ashbourne before coming up with this idea? The top of Buxton Hill is often blocked by lorries trying to pass each other and the parking zone near the church stops traffic coming down the hill 'smoothly' as does the pedestrain crossing and the junction at the bottom of the hill. All this idea would do would lead to north-bound HGV and cars backing up and idling through town which would create a new clean air problem. Build a by-pass. Most importantly I do not see how all this fits in with making Ashbourne more pedestrian and cycling friendly? | 5/25/2023 5:49 PM  |
| 80 | this priority seems to be focused on managing the retention of the existing level of HGV (primarily the issue) movement through the town and particularly on the A515. The focus needs to be on reducing the amount of HGV's moving through (majority from quarries) town, as the quickest means to reach the motorway network.  | 5/25/2023 4:33 PM  |
| 81 | If this involves traffic lights then the stopping will cause increase emissions and traffic to build up.   | 5/25/2023 9:41 AM  |
| 82 | Improving air quality and reduced/removal of HGV traffic is essential  | 5/24/2023 12:53 PM |
| 83 | I would like to know the route which the north bound traffic will take.  | 5/24/2023 9:15 AM  |
| 84 | People are creatures of habit, telling the to slowdown just won't work & besides, does nothing regarding the volume of traffic. I believe the volume should be addressed.  | 5/23/2023 4:07 PM  |
| 85 | Do be silly, just get the by pass build  | 5/23/2023 2:41 PM  |
| 86 | I'm not sure how this will work. Do you propose to have HGV's waiting at the bottom of Buxton Hill to allow the HGV's to move freely down the hill ?   | 5/23/2023 2:16 PM  |
| 87 | Focus on getting the bypass built.   | 5/23/2023 1:20 PM  |
| 88 | This is one of the bottlenecks in town and so traffic flowing more freely through this would be good   | 5/23/2023 11:21 AM |
| 89 | You're wasting time and money. What happened to the bypass that gets promised just before every election?  | 5/23/2023 8:33 AM  |
| 90 | As no viable alternative exists this wont work - need to build a Bypass  | 5/23/2023 6:27 AM  |
| 91 | It will make no significant difference as there will still be the same volume of traffic which will be at a standstill at some points between Clifton/Mayfield and Buxton Road. Perhaps better to give priority to traffic coming down Buxton Road into town centre.   | 5/22/2023 10:09 PM |
| 92 | The main route is south from Buxton A515 through town, the St.Johns road having priority is a frequent catch of emissions and near miss accidents.   | 5/22/2023 8:21 PM  |
| 93 | You've assessed the St John's / park road junction and found changes to be unsafe why is this still in? Buxton hill is too narrow for hgv's to travel both north and south. Where are you going to hold the traffic travelling north to allow the south bound traffic free flow?   | 5/22/2023 7:56 PM  |
| 94 | The parking bay on buxton hill needs removing to allow traffic to flow better. Possibly traffic lights at Magde corner,as long as they are in sunc with the others   | 5/22/2023 6:57 PM  |
| 95 | Possibly, but still fundamentally driven by issues of current traffic control measures   | 5/22/2023 3:53 PM  |
| 96 | As my comment to Action 1, remove 6 carparking bays on Buxton Road near new Elite Cinema to allow Southbound HGV's to get closer to the kerbs thus prevent Northbound HGV's creating congestion at busy times. Priorise right turn from St Johns Street into Park Road by making traffic from Cockyne Avenue Give Way.   | 5/22/2023 3:08 PM  |
| 97 | as Action 1  | 5/22/2023 12:34 PM |
| 98 | Investigations are OK provided there is a clear alternative to the current position - The junction at the top of Buxton Hill is dangerous- danger to life! Save you some work - Ashbourne must have a ByPass   | 5/22/2023 10:30 AM |

## Ashbourne Draft Air Quality Action Plan Consultation

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| 99  | This action has been found to have potential problems by Aecom (the specialist consultants). If they envisage problems with the priority changes then I am sceptical that this action may cause accidents around the specified junctions. I also cannot see how this would have any effect on pollution levels, as even if the traffic flows freely down Buxton Road, it will soon hit the congestion of the two busiest junctions (Belper Road T junction and Derby Road Cross Roads) then eventually back up to Buxton Road.  | 5/22/2023 9:52 AM  |
| 100 | Build a bypass  | 5/21/2023 10:14 PM |
| 101 | Build the bypass you promised, this will dramatically reduce HGV traffic through the town. Passing on clean air charges will impact working people, if businesses have to pay extra for something so ridiculous it will only mean loss of jobs as they won't be able to pay salaries! Also charging people to drive through town will reduce visitors and tourism, the high street is struggling enough! You'll be putting people out of business   | 5/21/2023 8:45 PM  |
| 102 | Much of the southbound congestion also originates at the Park Road/Belper road traffic light/junction and also the major junction at the bottom of Derby Hill. Some of this is caused by lack of co-ordination of the lights at these two junctions, which is an issue which is addressed successfully in other towns and cities in UK and Europe. There could also be an opportunity to replace the traffic lights at the bottom of Derby Hill by a Shared Space Junction (similar to the one which was introduced successfully in Poynton Cheshire)   | 5/21/2023 5:46 PM  |
| 103 | Ultimately driving style is dictated by geography and existing traffic. The volume of heavy vehicles is the problem. Again this is tinkering not a long term solution.  | 5/21/2023 3:21 PM  |
| 104 | The only thing that will help is a bypass   | 5/21/2023 1:38 PM  |
| 105 | The real cause of many stop / start events are the traffic lights on the A517. The phasing and control of these lights is naive and simplistic, and often vehicles find themselves stopped by a red light while the route ahead is clear. Consider updating the sensing and control of these traffic lights, and the throughflow of traffic will follow. To further help the throughflow, consider doing away with the parking spaces outside the terrace of houses on Buxton Road - not only does it cause a number of unnecessary vehicle stops, but, it also allows parked cars to block the view of the junction between Buxton Road and King Street. | 5/21/2023 12:31 PM |
| 106 | HGVs down this road through the town centre is dangerous, noisy and pollutes the town air. Many of the cars are lower emissions.  | 5/21/2023 10:42 AM |
| 107 | Nope, still need the bypass more.   | 5/21/2023 10:06 AM |
| 108 | Would not want to lose the parking spaces on Buxton Road. They are an absolute necessity for those living in the cottages on the hill.  | 5/20/2023 8:18 PM  |
| 109 | Just build the bypass   | 5/20/2023 7:56 PM  |
| 110 | Just build a bypass   | 5/20/2023 7:20 PM  |
| 111 | Bypass!!!   | 5/20/2023 5:34 PM  |
| 112 | How about you spend money and stop trying to make some off local businesses and tourists which local business needs.  | 5/20/2023 2:47 PM  |
| 113 | If the markings on St John's Street were in place to have near the junction to split into two and the lights on park Road and sturston road made that they had longer periods to get through then the traffic would split letting more go towards Kniveton and the park road would move fast so not holding vehicles up on buxton hill. Most vehicles don't go above 10mph so slowing things down won't help at all   | 5/20/2023 2:32 PM  |
| 114 | This will slow north bound HGVs and cause more pollution that would be saved by giving south bound HGVs priority.   | 5/20/2023 11:57 AM |
| 115 | No need build the by pass stop wasting time   | 5/20/2023 10:53 AM |
| 116 | We need a bypass. End off.  | 5/20/2023 10:45 AM |
| 117 | Investigation should also be carried out at Park Road/Belper Road junction, and at Station Street/Derby Road junction.  | 5/20/2023 10:29 AM |
| 118 | As above  | 5/20/2023 9:47 AM  |

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| 119 | Again the ONLY solution would be a bypass surely ??   | 5/20/2023 8:41 AM  |
| 120 | Bypass needed.  | 5/20/2023 8:38 AM  |
| 121 | Will make travel through town more congested and take more time   | 5/20/2023 8:32 AM  |
| 122 | Prioritising right of way will have little effect on the back log of traffic queuing down the market place and park road to the traffic lights. It will not change the stationary vehicles with engines running from polluting the town.  | 5/20/2023 8:13 AM  |
| 123 | Wasting time and money that should be used for by pass  | 5/20/2023 7:54 AM  |
| 124 | There is no alternative route to get to the North of Ashbourne, or for those living north of Ashbourne to get into Ashbourne, so this would be a waste of time, get the bypass built, problem solved.   | 5/20/2023 7:38 AM  |
| 125 | We need a bypass  | 5/20/2023 7:22 AM  |
| 126 | Bypass needed not charges!  | 5/20/2023 7:15 AM  |
| 127 | My property was built before the road and we have reported several times to the council regarding damage to my property due to vibrations from large HGVs.  | 5/20/2023 7:12 AM  |
| 128 | A bypass would solve a lot of these issues  | 5/20/2023 5:08 AM  |
| 129 | Again I don't see how this will help  | 5/19/2023 10:08 PM |
| 130 | Agree. Fits with my above comment   | 5/19/2023 8:41 PM  |
| 131 | Little evidence of poor driver behaviour. Heavy lorries the primary problem & clashes with school run leave regular & predictable hold-ups, idling and crawling throughout Ashbourne streets.   | 5/19/2023 8:16 PM  |
| 132 | Same comment as above   | 5/19/2023 8:02 PM  |
| 133 | Surely priority should be given to northbound traffic. If traffic has to wait in the market place emitting fumes it won't help reduce pollution. Getting traffic to flow freely uphill and out of town seems to be more logical   | 5/19/2023 7:45 PM  |
| 134 | Traffic would flow much smoother if the parking on the side of the road on Buxton Hill and the Market Place near the Town Hall was removed. Its this parking causes lorries to stop and start as they can't pass each other, the road isn't wide enough   | 5/19/2023 4:16 PM  |
| 135 | It would help but then the lorries on Cockayne Avenue towards Park road will be waiting and throwing out more Dreiser. The nursery and Primary school will be affected  | 5/19/2023 4:03 PM  |
| 136 | by pass needed to remove the problem completely. Why can't we have one?   | 5/19/2023 3:19 PM  |
| 137 | Concerned that it would be MORE effective to give priority to Northbound traffic ( ie traffic traveling up the hill out of Ashbourne towards Buxton). Traffic stopping and starting going up the hill will surely cause more pollution than traffic stopping and starting going downhill (ie southbound traffic).   | 5/19/2023 3:06 PM  |
| 138 | Build the bypass  | 5/19/2023 1:39 PM  |
| 139 | As above  | 5/19/2023 1:29 PM  |
| 140 | More traffic, especially heavy lorries needs to be diverted out of the town   | 5/19/2023 12:32 PM |
| 141 | Bypass to remove the HGV and others not travelling into Ashbourne town centre would improve air quality   | 5/19/2023 12:28 PM |
| 142 | Build a bypass!!  | 5/19/2023 12:10 PM |
| 143 | Ring road needed .  | 5/19/2023 11:54 AM |
| 144 | Why should priority of ease of travel be given to 'just passing through' traffic- mainly HGV when local people are the most impacted by them using Ashbourne as a through road. 'Just passing through' traffic need to be completely eliminated from Ashbourne. We deserve a better quality of live then nearly being squashed by lorries. The roads were never designed to take this kind of heavy flow. Bypass now! And get HGVs out of Ashbourne!! | 5/19/2023 11:35 AM |

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| 145 | This could be helpful, but for the long term future, any available funds should be focused/diverted to build the by-pass that would solve all of the problems related to congestion and emissions in the Town Centre.  | 5/19/2023 11:27 AM |
| 146 | Can't believe of real and practical value  | 5/19/2023 11:10 AM |
| 147 | Any obstructions on this section of road (including parked cars) should be disallowed.   | 5/19/2023 11:04 AM |
| 148 | Prioritising Southbound traffic at St Johns / A515 will result in tailbacks to the west of the town on St. Johns / Church Street and back to the already troublesome Derby Hill / 5 ways traffic lights  | 5/19/2023 10:58 AM |
| 149 | Penalises some drivers unfairly  | 5/19/2023 10:54 AM |
| 150 | We all know what the problem is, BUILD A BYPASS  | 5/19/2023 9:24 AM  |
| 151 | But this will not reduce the amount of vehicles driving through the town.  | 5/19/2023 7:34 AM  |
| 152 | The current issue with the A515 Buxton Road/St John Street is the tightness of the road for the HGV's particularly when vehicles park on St John Street making it even more difficult for vehicles to pass through the junction without having to accelerate or decelerate. The issue with the A515 St John's Street junction is the purely the lay out. If the pavement was shortened on Madge Corner the road could be clearly split into 2 recognisable lanes allowing traffic to pass through easier. Currently this junction doesn't house the space to accommodate 2 lanes of traffic like it is intended, particularly combined with the lane of parked cars permanently on St John's Street. | 5/19/2023 12:13 AM |
| 153 | What is needed is a bypass.  | 5/19/2023 12:06 AM |
| 154 | take out traffic lights at Sturston Rd and bottom of Derby Rd and put in mini roundabouts  | 5/18/2023 6:32 PM  |
| 155 | how do you intend to reduce HGVs and other traffic with out an alternative route (Bypass)  | 5/18/2023 5:38 PM  |
| 156 | Not worth the money. Merely tinkering with a major problem. ONLY A BY PASS WILL SOLVE THIS PROBLEM   | 5/18/2023 5:04 PM  |
| 157 | worth considering  | 5/18/2023 1:50 PM  |
| 158 | A BYPASS IS NEEDED   | 5/18/2023 10:50 AM |
| 159 | Volume of heavy goods vehicles need to be reduced not just managed. Too many and too frequent.   | 5/18/2023 9:56 AM  |
| 160 | Encourage local mineral companies to send lorries through Ashbourne outside of core business hours. That would be a useful short-term action.  | 5/18/2023 9:54 AM  |
| 161 | Build a bypass for HGVs. Then you wont need to spend all this money  | 5/17/2023 11:26 PM |
| 162 | It cannot hurt to do it but what we really need is the bypass.   | 5/17/2023 11:21 PM |
| 163 | Why hasn't this been done- it's low hanging fruit!   | 5/17/2023 11:21 PM |
| 164 | As comments above.   | 5/17/2023 11:19 PM |
| 165 | North bound traffic should be prioritised, especially for heavy goods vehicles in an effort to stop baulking on Buxton Hill, which would allow less emissions due to vehicles not having to come to a standstill. (It's not rocket science, but as an ex heavy goods driver as oppose to a university graduate, it's obvious).   | 5/17/2023 9:14 PM  |
| 166 | Turning left from park road to Belper road should be a left filter lane . This would cut traffic sat on park road  | 5/17/2023 9:13 PM  |
| 167 | The road layouts are good as they are for normal traffic. I feel as though Ashbourne needs a bypass to stop HGVs and other large vehicles coming though and should be limited to cars and vans and delivery vehicles only.   | 5/17/2023 8:59 PM  |
| 168 | I don't understand how this would achieve the aim. Assuming that over time north bound and south bound traffic even out, why does prioritising on direction improve stop start in both directions?   | 5/17/2023 8:47 PM  |
| 169 | Have two lanes clearly marked on St John's St, because so many people use the middle of the road or left hand side then turn right. This means traffic turning left from St John St to Cokayne   | 5/17/2023 7:27 PM  |

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Avenue are held up. I'm sure we could afford to loose a little width off each footpath to facilitate this without posing any danger to pedestrians.

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| 170 | Living north of Buxton Hill, this would make access to my home difficult. Lorries tend to accelerate through the market place rot manage the hill better which makes it dangerous for pedestrians. The pedestrian crossing in the Market place can slow traffic down, when used continually. | 5/17/2023 7:08 PM  |
| 171 | Bypass!!   | 5/17/2023 7:06 PM  |
| 172 | Bypass is the solution   | 5/17/2023 5:38 PM  |
| 173 | This measure will increase the traffic flow and pollution on surrounding villages nd lanes as traffic circumvents the zone. It will also reduce tourists visiting Ashbourne town itself and kill trade.  | 5/17/2023 5:30 PM  |
| 174 | We need a bypass   | 5/17/2023 5:23 PM  |
| 175 | Build a by pass .  | 5/17/2023 4:39 PM  |
| 176 | Until an alternative route is provided, all these measures are is a badly applied band aid.  | 5/17/2023 4:31 PM  |
| 177 | Please consider this accelration and braking problem to be easily resolved in built up areas also. Remove the Speedhumps...  | 5/17/2023 4:30 PM  |
| 178 | By creating this you will make traffic find alternative routes on country roads unable to take it as well as restricting local villagers who drive agricultural vehicles from shopping in Ashbourne  | 5/17/2023 3:45 PM  |
| 179 | 1. Will increase tailbacks along St John's Street/ Church Street and Dig Street/ Compton 2. Will increase congestion/ tailback on Cokayne Avenue especially at school arrival an departure times   | 5/17/2023 2:06 PM  |
| 180 | DDDC have to take some of the blame for heavy goods travelling through town they allowed the bridge at Fenny Bentley to be hightened dispite the town council objections do they must take some of the blame for Ashbourne air quality   | 5/17/2023 1:58 PM  |
| 181 | Not sure how this will work on Buxton Hill without long queues of traffic being held up, engines running.  | 5/17/2023 1:57 PM  |
| 182 | I am not convinced the figures produced on Air Quality are accurate.   | 5/17/2023 1:19 PM  |
| 183 | Your just moving the problem, Ashbourne simply isn't big enough to cope with the volume of traffic.  | 5/17/2023 12:45 PM |
| 184 | I cannot see how granting southbound priority would significantly improve air quality on Buxton Road.  | 5/17/2023 12:32 PM |
| 185 | Waste of time and money, the town needs a bypass.  | 5/17/2023 12:11 PM |
| 186 | Vehicles traveling up hill should certainly have priority and the hill on the A515 should at the very least ban parking and stopping on the up hill side...without exception.  | 5/17/2023 11:44 AM |
| 187 | Properly maintained roads would ease alot of the mentioned actions   | 5/17/2023 11:19 AM |
| 188 | Need's a town bypass   | 5/17/2023 10:36 AM |
| 189 | There are too many large vehicles navigating their way through Ashbourne town centre. Should have been a bypass years ago. Can't understand why the plans have never been actioned   | 5/17/2023 10:09 AM |
| 190 | This should be a last resort, stopping HGV's which are unsuitable for the size of the roads through the town centre is more of a priority  | 5/17/2023 10:04 AM |
| 191 | Putting double yellow lines outside the town hall and making the junction on Madges Corner into two lanes would greatly improve traffic flow   | 5/17/2023 8:23 AM  |
| 192 | I am unclear how this action wouldn't just result in more queues, congestion and pollution northbound whilst vehicles wait in the town centre to give priority to the southbound traffic, thus just moving the problem.  | 5/16/2023 7:00 AM  |
| 193 | Can't see how that will work to reduce congestion. Build the by-pass.  | 5/15/2023 10:35 PM |
| 194 | Too any options within the question  | 5/15/2023 9:20 PM  |

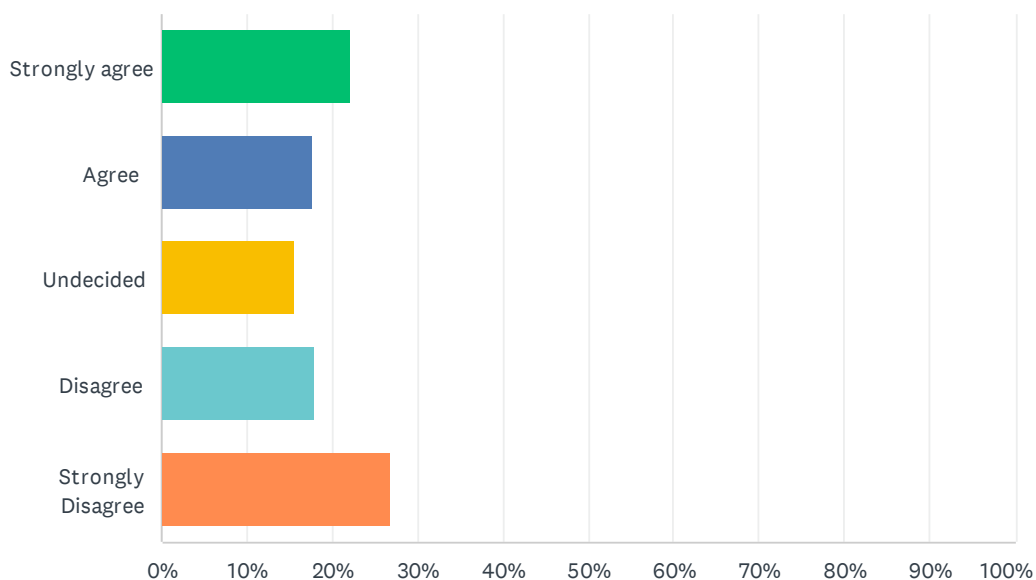


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| 195 | Again, this is rearranging the deckchairs on the Titanic. The by-pass must be the priority-stop wasting money which could go towards the by-pass.   | 5/15/2023 8:53 PM |
| 196 | HGVs are very dangerous and there is a risk of their brakes failing going down Buxton Road.   | 5/15/2023 8:03 PM |
| 197 | Traffic and congestion through the town is a major problem and on the past previous changes to prioritisation of traffic have been ineffective. Previous data collected must be reviewed in detail to ensure any further changes will not have detrimental impacts to localised traffic patterns, for those that have to navigate already complex one way systems to complete daily journeys such as school and work. | 5/15/2023 4:09 PM |

**Q3 Action 3: Influence route selection via live traffic information systems**  
 The A515 is one of the Main routes in western Derbyshire. It connects Ashbourne and Buxton and the national strategic network via the A50 at Sudbury. At the moment, there are no alternative routes that could move traffic away from Ashbourne town centre. There could be opportunities to influence the route for longer distance trips by HGVs and other vehicles by providing live traffic information before, or early in a journey. A funding bid has been made to DEFRA to develop an air quality function within the UTMIC. This would allow road users to use automated alerts and live traffic information to help them choose a different route when air pollution is building within the town centre.  
 Do you agree/disagree with this action?  
 How strongly do you agree/disagree with Action 3?

Answered: 392 Skipped: 13



| ANSWER CHOICES    | RESPONSES  |
|-------------------|------------|
| Strongly agree    | 22.19% 87  |
| Agree             | 17.60% 69  |
| Undecided         | 15.56% 61  |
| Disagree          | 17.86% 70  |
| Strongly Disagree | 26.79% 105 |
| <b>TOTAL</b>      | <b>392</b> |

| # | COMMENTS | DATE |
|---|----------|------|
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|    |  |                    |
|----|--|--------------------|
| 1  | Either way build a bypass.   | 7/11/2023 8:45 AM  |
| 2  | Different route use the A6. I cant see the road haulage agreeing to that.  | 7/11/2023 8:28 AM  |
| 3  | Worth a try  | 6/26/2023 7:46 PM  |
| 4  | I don't believe this would change the behaviour of drivers. The A515 route does not have easy alternatives so why would drivers go out if their way to take an inconvenient route? What is the incentive for them to do so?  | 6/26/2023 5:37 PM  |
| 5  | Given the lack of viable alternative routes I think this measure would deliver very limited improvements   | 6/26/2023 4:25 PM  |
| 6  | But see my comments under Action 2   | 6/26/2023 12:10 PM |
| 7  | I don't think this is the right bid. A better bid would be to have traffic travelling only one way at a time in these congested and heavily polluting areas either by a permanent one way system or by traffic control that acknowledges the dangerous pinch points and allows only one way traffic controlled by traffic lights similar to the bridge near Sudbury on the 515. Or , as has been suggested a partial weight restriction which differentiates between em to and full loaded lorries....   | 6/26/2023 11:40 AM |
| 8  | Anything that reduce traffic would be positive. Trucks use to go through Via Gellia as the bridge outside Tissington was low. The problems have arisen because this bridge was raised.   | 6/26/2023 8:26 AM  |
| 9  | There is an alternative route for traffic - off the A6 and via the Via Gellia. I would suggest that this means that a height restriction could be placed on traffic through at least the centre of Ashbourne by use of a TRO, with technology used to monitor vehicle height and, via ANPR, levy fines on vehicles that breach it.   | 6/26/2023 8:24 AM  |
| 10 | Again =discussion with HGV operators- why is there a pause in traffic at 12-1pm? could a rota system for operators assist in this?   | 6/25/2023 2:01 PM  |
| 11 | This action appears to hold a contradiction; it claims there is no alternative route to move traffic away from Ashbourne Town centre and at the same time indicates its purpose is to influence drivers to seek alternatives.  | 6/25/2023 2:00 PM  |
| 12 | This is only going to work if it is successful in causing drivers to take the alternative route suggested. If an alternative route exists why not permanently mandate it for certain types of vehicles?  | 6/21/2023 5:02 PM  |
| 13 | Before the council raised the Tissington bridge, the larger lorries had to use an alternative route. This also happens during Shrovetide - where do they go?   | 6/21/2023 3:11 PM  |
| 14 | It is uncertain if people would follow alternative routes unless there is a road closure. They would use their sat navs.   | 6/21/2023 12:53 PM |
| 15 | Bypass via Mappleton   | 6/21/2023 7:41 AM  |
| 16 | Current route for HGVs through town centre is totally inappropriate and unacceptable   | 6/20/2023 9:44 AM  |
| 17 | Traffic warnings provided on a national scale are notoriously in effective, mainly because they are so badly managed with the information being either inaccurate or out of date, this being most evident on major roads. The haulage industry already knows that there may be delays passing through Ashbourne at any time. It is very unlikely that having a sign to give advance warning of this will make a difference to their choice of route. Indeed it is held that there is no alternative anyway! The long distance HGV from Manchester and the North could easily use the M6/A50, built at huge expense, but choose not to. | 6/19/2023 10:58 AM |
| 18 | Traffic can and does find alternative routes when the roads in Ashbourne are closed for events such as Shrovetide Football. This traffic should be actively discouraged to come through Ashbourne using weight restrictions and 20 mph speed limits  | 6/19/2023 8:39 AM  |
| 19 | It seems like the right thing to do, but it's unlikely to work very well.  | 6/18/2023 10:56 AM |
| 20 | But unless there is another route created - the bypass- this cannot make any difference  | 6/17/2023 9:33 AM  |
| 21 | Providing information on traffic conditions may be an effective deterrent to drivers concerned about journey times, but long distance drivers are unlikely to be concerned about Ashbourne's   | 6/16/2023 4:51 PM  |

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air quality. If the UTMC can be developed to measure AQ, then temporary diversion should be MANDATORY whilst AQ is unacceptably high.

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| 22 | For hgvs to go via another way is not viable as they have their tachographs to consider. Needing to park up and have legal breaks. Hgvs will choose the quickest way also to keeps costs down otherwise the consumer will pay more in the long run. The nearest quarry to Ashbourne Is 7 miles away what other routes would be proposed to get there with out going through small Villages?? | 6/14/2023 9:01 PM  |
| 23 | Bypass   | 6/14/2023 4:36 PM  |
| 24 | Just get the funding for the bypass  | 6/14/2023 3:06 PM  |
| 25 | I dot believe this would have any effect on driver behaviour or decisions about which routes to use. I cannot see drivers changing routes simply because they have seen an alert about air quality in Ashbourne. Commercial considerations and driver convenience would override any consideration of air quality  | 6/14/2023 11:20 AM |
| 26 | I don't believe that this will have any material impact because, as you say, there aren't really any alternative routes.   | 6/14/2023 10:23 AM |
| 27 | I am not sure how this will work. Has this been implemented previously in other areas..... with what results? Would heavy traffic really heed signs re air pollution..... Or would they go for speed of delivery for their load. Time is money.  | 6/13/2023 10:58 PM |
| 28 | I doubt if HGV drivers care about air quality.   | 6/13/2023 12:35 PM |
| 29 | That sounds like a brilliant idea.   | 6/11/2023 6:21 PM  |
| 30 | We have experience that visitors to the town are unnecessary directed by SATNAV through the centre of town to get to get to outskirts, eg. Belper Road. This must be stopped.  | 6/10/2023 10:23 AM |
| 31 | I think it would be a question of the driver and if the took notice or not it's not a binding contract and not enforced in law   | 6/9/2023 9:55 AM   |
| 32 | We need a by-pass to eliminate the problem.  | 6/8/2023 11:28 PM  |
| 33 | Realistically I fail to see how this will work. All journeys will simply take the shortest route as they do now. Examples of this are HGVs and other vehicles using the B5030 through Mayfield to cut corners.   | 6/8/2023 5:38 PM   |
| 34 | HGV's from south Manchester use Ashbourne as a short cut. This must be stopped   | 6/8/2023 3:42 PM   |
| 35 | HGV's will still continue to drive through Ashbourne   | 6/8/2023 1:52 PM   |
| 36 | If, as you state, there are no alternative routes to move traffic away from Ashbourne town centre, I don't understand how this would work. Also, there is no incentive for drivers to choose a different route (assumung there is one), due to air pollution - they are more likely to re-route if they know of traffic congestion.  | 6/8/2023 1:08 PM   |
| 37 | although a bypass would resolve this issue   | 6/8/2023 10:17 AM  |
| 38 | See above urgent comments!!!!  | 6/8/2023 10:07 AM  |
| 39 | Complete waste of money, it will cost a fortune and won't be needed if you get the paperwork in for the Bypass.  | 6/8/2023 9:48 AM   |
| 40 | Doubt that drivers pay very much attention if at all to live traffic announcements.  | 6/8/2023 9:34 AM   |
| 41 | The only solution is to build a bypass, to take the heavy trucks off the road throuvh the town. Why has one not been built already?  | 6/8/2023 9:18 AM   |
| 42 | prioritize the bypass  | 6/7/2023 2:23 PM   |
| 43 | Building the bypass is the only way to alleviate the traffic issues within Ashbourne.  | 6/6/2023 8:15 PM   |
| 44 | How do I get my HGV to Thorpe from the South please? I cannot come through Ilam. Do you want me to go to Buxton to come back down the A515?  | 6/6/2023 4:51 PM   |
| 45 | The only way to shift traffic is to build the by-pass  | 6/6/2023 3:20 PM   |
| 46 | The pollution needs to be addressed. Councillors cannot keep ignoring the problem.   | 6/6/2023 9:22 AM   |

## Ashbourne Draft Air Quality Action Plan Consultation

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| 47 | Ultimately many local firms need to use this route, it isn't a viable option just to say it's busy and to avoid. A bypass would be better.   | 6/6/2023 12:15 AM  |
| 48 | Pie in the sky for any live info systems - as with other proposals. Premise that "there are no alternative routes" is simply WRONG.  | 6/5/2023 4:54 PM   |
| 49 | Waste of money doing more surveys. The only thing that will stop the huge number of huge HGVs through the town is the bypass. Stop this alternative nonsense.  | 6/5/2023 3:44 PM   |
| 50 | What a waste of money the lorries will come through irrespective of air quality !!!  | 6/5/2023 11:44 AM  |
| 51 | Absolute rubbish !!! Just pushing the issue elsewhere, haulage rates are cut to the bone as it is !!!  | 6/2/2023 6:50 PM   |
| 52 | It's a pointless move  | 6/2/2023 6:41 PM   |
| 53 | There are no alternatives routes from Buxton ballidon etc  | 6/1/2023 6:02 PM   |
| 54 | Town needs 2nd by pass NOW   | 6/1/2023 2:39 PM   |
| 55 | Lorries will go for the quickest route again a bypass is necessary   | 6/1/2023 10:49 AM  |
| 56 | Ashbourne needs a bypass!  | 5/31/2023 9:47 PM  |
| 57 | Again this is a complete distraction and a waste of time and money that should be spent on a bypass. Also if this is implemented where will the ongoing maintenance and upkeep of the system be funded from, I do not wish to see this on my council tax,  | 5/31/2023 8:06 PM  |
| 58 | Air quality is no good won't stop traffic using theses routes a bypass is needed to take traffic away from the town is the only way to reduce emission in the town   | 5/31/2023 7:32 PM  |
| 59 | Only one site on Buxton Road exceeds the National Air Quality Objectives annual average limit of 40 micrograms per cubic metre (40µg/m <sup>3</sup> ) so why go to all this trouble and expense? Do you seriously expect HGV drivers to voluntarily divert away from Ashbourne Town Centre? Of course not, this is just the thin end of the wedge so the Council can start imposing fines and other such controls. | 5/31/2023 4:40 PM  |
| 60 | This seems totally over the top and s very costly idea for little benefit. There is nothing to compell drivers to use a different route and in most cases there is no easy alternative route   | 5/30/2023 9:10 PM  |
| 61 | The very large HGV's historically were unable to drive under the bridge near Fenny Bentley and hence travel through Ashbourne. Increasing the height of this bridge has had a detrimental effect on the town as regards pollution.   | 5/30/2023 4:47 PM  |
| 62 | The siting of such information would be key to its success, and there is no guarantee that drivers will comply   | 5/30/2023 4:45 PM  |
| 63 | Would be better if you put the money towards the bypass because that would solve the problem of air quality and the traffic issues   | 5/28/2023 3:56 PM  |
| 64 | Anything that reduces the volume of traffic through Ashbourne town center will be beneficial for the town and local inhabitants health and well beaing   | 5/27/2023 3:30 PM  |
| 65 | You've already said there are no alternative routes. Lorry drivers are not going to take long diversions just to keep the pollution out of Ashbourne.  | 5/26/2023 9:43 PM  |
| 66 | Why would you care if you were a lorry driver? They'd ignore these alerts and still come through Ashbourne.  | 5/26/2023 6:04 PM  |
| 67 | I agree strongly with the paras. 1 and 2 above, but traffic information is already available, is not acted upon, and no alternatives are attractive.   | 5/26/2023 5:06 PM  |
| 68 | I don't think this would have any effect on air quality.   | 5/26/2023 5:03 PM  |
| 69 | As you say. This is the only route. We need to remove traffic by creating a new route. We need a bypass  | 5/26/2023 3:34 PM  |
| 70 | How is the average person able to access this info?  | 5/26/2023 12:22 PM |
| 71 | There are no suitable alternative routes which traffic could meaningfully divert onto. Most drivers already use phone-based GPS systems which include traffic avoidance.   | 5/26/2023 8:06 AM  |

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|    |  |                    |
|----|--|--------------------|
| 72 | The alternative route is a RELIEF ROAD, is this too difficult to understand, UK and Derbyshire Mineral plans require delivery south, much through Ashbourne. Whoever developed these questions does not understand PHYSICS or ENGINEERING facts  | 5/26/2023 5:37 AM  |
| 73 | I think the premise of this action is incorrect. There are alternative routes. They are used when Buxton Road is closed. Even the text itself is contradictory by saying there are no alternative routes but we could influence route selection! Google maps shows the volume of traffic and delays currently, so if drivers are not avoiding using Ashbourne as a through route because of delays, then why would they care about pollution levels...                                     | 5/26/2023 12:02 AM |
| 74 | 'At the moment there are no alternative routes to bypass Ashbourne' Bypass please.   | 5/25/2023 10:45 PM |
| 75 | Waste of money. As you say coming through Ashbourne is the cheapest and most direct route for HGV traffic. 99% of drivers will simply follow their sat-navs and/or take their cheapest and most direct route to the A50/M1. I can't imagine any HGV drivers doing anything else just because the residents of Ashbourne are being poisoned by their fumes. Build a by-pass. Most importantly I do not see how all this fits in with making Ashbourne more pedestrian and cycling friendly? | 5/25/2023 5:49 PM  |
| 76 | Why would someone, particularly business traffic choose to take a longer journey. Such a system will only be effective if non euro-6 vehicles are charged to go through the town at this time. Crux being, the HGV should be re-routed onto freer and/or routes that have lesser impact on communities.  | 5/25/2023 4:33 PM  |
| 77 | There is no point in this if there are no alternative routes. Pushing for the bypass to be built should be the main priority, this would solve most of these problems with pollution and traffic.  | 5/24/2023 11:31 AM |
| 78 | HGV drivers aren't bothered by air quality   | 5/23/2023 9:00 PM  |
| 79 | Measures should be taken, to make it impossible for HGV's to enter Ashbourne in the first place.   | 5/23/2023 4:07 PM  |
| 80 | Don't be silly, just get the by pass built, stop wasting money, too many lorry and tractor use Ashbourne, build the by pass would help with this..   | 5/23/2023 2:41 PM  |
| 81 | How will they know air pollution is building up in the centre? I think this Action appears to be a waste of time/ money. I also disagree that there 'are no alternative routes that could move traffic away from Ashbourne Town centre'. HGV's coming down from Manchester should be using the M6 or A6. From the south, the A38/ A6/ M1/ M6. I understand the Quarry lorries should use the A515 route but not those huge vehicles coming from further away.                              | 5/23/2023 2:16 PM  |
| 82 | Brilliant idea   | 5/23/2023 11:21 AM |
| 83 | Google maps can already do this. Why reinvent the wheel?   | 5/23/2023 8:33 AM  |
| 84 | Don't see this reducing amount of traffic given as mentioned above that there are no alternative routes. Need a bypass.  | 5/23/2023 6:27 AM  |
| 85 | Are drivers on a pre-determined route going to take any notice of traffic alerts? This could involve them making a detour and thereby increasing their mileage (which they are not going to do with current prices) and increase overall pollution with the extra mileage.   | 5/22/2023 10:09 PM |
| 86 | As you've said, there is no reasonable alternative route to date, any HGV not required to go through Ashbourne on the A515 is already on another route for ease.   | 5/22/2023 8:21 PM  |
| 87 | No alternative routes? So do all the quarries shut down for the 2 days over Shrovetide or do the lorries just park up on the edge of town and wait for Thursday. This statement is incorrect and shows a clear and false agenda behind this consultation to do what DCC tells you to do. Longcliffe already use an alternative route which apparently doesn't exist.   | 5/22/2023 7:56 PM  |
| 88 | Lorry drivers are under enough pressure with driving times and deliveries without adding extra mileage on to their journey   | 5/22/2023 6:57 PM  |
| 89 | There are no other routes for HGV as you mentioned in the question 🧑   | 5/22/2023 3:53 PM  |
| 90 | But how would this work if there are NO alternative routes? A live traffic system regarding Ashbourne would have to be implemented as far away as Buxton for A515 Southbound traffic?  | 5/22/2023 3:08 PM  |
| 91 | as Action 1  | 5/22/2023 12:34 PM |
| 92 | Your statement says no alternative available so why do it?   | 5/22/2023 10:30 AM |

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|     |  |                    |
|-----|--|--------------------|
| 93  | If there are "no alternative routes that could move traffic away from Ashbourne town centre" then how can this even be considered a measure? If influencing route selection is considered to be a possible measure, then there is absolutely no reason why we could not place a HGV weight restriction on the town. This would be a much more cost effective way of influencing route selection and be very easy to implement. | 5/22/2023 9:52 AM  |
| 94  | Not sure people going through will be bothered to check or even care   | 5/22/2023 7:44 AM  |
| 95  | A bypass would negate the need for this  | 5/21/2023 10:14 PM |
| 96  | Build the bypass   | 5/21/2023 8:45 PM  |
| 97  | I doubt this would influence drivers much. They are under pressure to meet deadlines and use as little fuel as possible.   | 5/21/2023 7:13 PM  |
| 98  | ...but you said above there are no alternative routes so this Action makes no sense.   | 5/21/2023 5:56 PM  |
| 99  | The problem was exacerbated when the Tissington Trail was raised following a fatal collision 15 or 20 yrs ago.   | 5/21/2023 3:59 PM  |
| 100 | What alternatives? This is still ignoring the basic issue of too much HFV traffic through a small town. There are few alternatives once someone is approaching the town. HGVs will use the shortest route to minimise costs.   | 5/21/2023 3:21 PM  |
| 101 | Yet again the only thing that will help is a bypass  | 5/21/2023 1:38 PM  |
| 102 | Sounds like a waste of money. As suggested in the introduction, users of the A515 in the Ashbourne area do not have a range of alternative choices available.  | 5/21/2023 12:31 PM |
| 103 | Yes if it affects number of HGVs through the town centre this would be an ideal solution.  | 5/21/2023 10:42 AM |
| 104 | Any alternative route which HGV can use will involve a longer detour which costs money and moves the problem somewhere else  | 5/21/2023 10:24 AM |
| 105 | Again, wasting money, put it towards finishing the bypass please.  | 5/21/2023 10:06 AM |
| 106 | Just build a bypass. If you acknowledge it's a major route with no alternative then build a bypass   | 5/20/2023 7:56 PM  |
| 107 | Again people dealing with these proposals are never at the real end I.e hgv drivers, van drivers, caravan drivers. Hold a by pasd  | 5/20/2023 7:20 PM  |
| 108 | Airbrain idea!!!   | 5/20/2023 5:34 PM  |
| 109 | I wouldn't give a monkeys about the air quality if i was travelling in a big vehicle with aircon.  | 5/20/2023 2:47 PM  |
| 110 | People will still take the shortest route the delays never hold people up that much  | 5/20/2023 2:32 PM  |
| 111 | Complete waste of time and money, the vast majority of HGVs are local plus the additional cost to operators would not encourage these companies to take long time consuming routes.  | 5/20/2023 11:57 AM |
| 112 | Nope everyone who comes to Ashbourne knows it problems   | 5/20/2023 10:53 AM |
| 113 | We need a bypass.  | 5/20/2023 10:45 AM |
| 114 | Is it the considered opinion that drivers would alter their journeys because of increased air pollution when the alternative route could put miles and time on that journey?   | 5/20/2023 10:29 AM |
| 115 | Pointless solution   | 5/20/2023 8:41 AM  |
| 116 | Bypass needed  | 5/20/2023 8:38 AM  |
| 117 | If you need go be somewhere quickly or have appts or need to collect children you don't have the choice of when to travel  | 5/20/2023 8:32 AM  |
| 118 | Fuel costs increase with longer journeys, haulage companies will want to save money like everyone else and will CHOOSE the shortest route. A significant number of vehicles are from local companies anyway and do not rely on tech to plan their routes.  | 5/20/2023 8:13 AM  |
| 119 | By pass needed   | 5/20/2023 7:54 AM  |
| 120 | Your statement at the start of action 3 is correct. There is a lot of farms and businesses north   | 5/20/2023 7:38 AM  |

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of Derbyshire that work hard to put food on our plates and provide everyday goods for us all to use, as well as providing jobs for the local community. Your suggestion is not practical in any way. Stop trying to make everything much harder than it needs to be. Just build the bypass and provide the alternative route. This would be the safest option all around

|     |  |                    |
|-----|--|--------------------|
| 121 | We need a bypass   | 5/20/2023 7:22 AM  |
| 122 | Ashbourne needs a bypass to reduce the risk pollution and congestion. The HGVs are heavier and wider. The small roads in Ashbourne can not handling it   | 5/20/2023 7:12 AM  |
| 123 | We need our bypass thats been talked about for so long   | 5/20/2023 7:08 AM  |
| 124 | There are no alternative routes  | 5/20/2023 5:08 AM  |
| 125 | Again, don't see this making any difference  | 5/19/2023 10:08 PM |
| 126 | Total waste of money. This says it all - there's no alternative route for heavy lorries. Any attempt to speed their flow through the town will only ensure residents have to wait even longer at traffic lights - already a nightmare on Derby Road hill.  | 5/19/2023 8:16 PM  |
| 127 | It seems that this will not be a compulsory instruction, more like advice to avoid Ashbourne town centre at times  | 5/19/2023 8:02 PM  |
| 128 | I'm not sure that drivers would change route based on air pollution. Info about congestion and delays may do so.   | 5/19/2023 7:45 PM  |
| 129 | Lorries will always take the shortest and easiest route  | 5/19/2023 4:16 PM  |
| 130 | Anything to reduce pollution must be considered to protect health concerns   | 5/19/2023 4:03 PM  |
| 131 | I question the effectiveness of automated alerts and live traffic management systems. I live close to a single track country land where sat nav instructions are supposed to direct caravans and lorries to use alternative routes.From what I see, there is very limited success supposed to  | 5/19/2023 3:19 PM  |
| 132 | A sensible approach BUT would drivers use it? Many don't care enough about clean air. In addition HGVs are influenced by commercial pressures and not air pollution. Would this therefore be the best use of funds? If the system shows times when a quicker route is available due to weight of traffic attempting to go through Ashbourne, drivers might then divert, hence helping air quality. | 5/19/2023 3:06 PM  |
| 133 | Build the bypass   | 5/19/2023 1:39 PM  |
| 134 | Something has to be done and if this helps lower the frequency of HGVs passing through town in order to save a few miles on their journey then it should be implemented  | 5/19/2023 1:00 PM  |
| 135 | There is too much traffic coming down Buxton Hill and through the town causing chaos at times down past The Park   | 5/19/2023 12:32 PM |
| 136 | will have 0 impact.. if there is no bypass, how will they choose an alternative route  | 5/19/2023 12:28 PM |
| 137 | Build a bypass!!   | 5/19/2023 12:10 PM |
| 138 | Ring road needed .   | 5/19/2023 11:54 AM |
| 139 | I doubt it would have much effect- there are few alternative routes. By-pass is the only long term solution  | 5/19/2023 11:35 AM |
| 140 | Waste of money, any available funds should be focused/diverted to build the by-pass that would solve all of the problems related to congestion and emissions in the Town Centre.   | 5/19/2023 11:27 AM |
| 141 | Can't believe practical  | 5/19/2023 11:10 AM |
| 142 | Don't understand this point. If there's no alternative route then how will an alert system help? We don't want to extend the hours that heavy traffic is using this route  | 5/19/2023 11:04 AM |
| 143 | Still no improvement on Buxton Hill or the A515 / St. Johns junction. Signs will be ignored to save fuel   | 5/19/2023 10:58 AM |
| 144 | Waste of time  | 5/19/2023 10:54 AM |
| 145 | I agree, however there isn't always an alternative route.  | 5/19/2023 10:40 AM |



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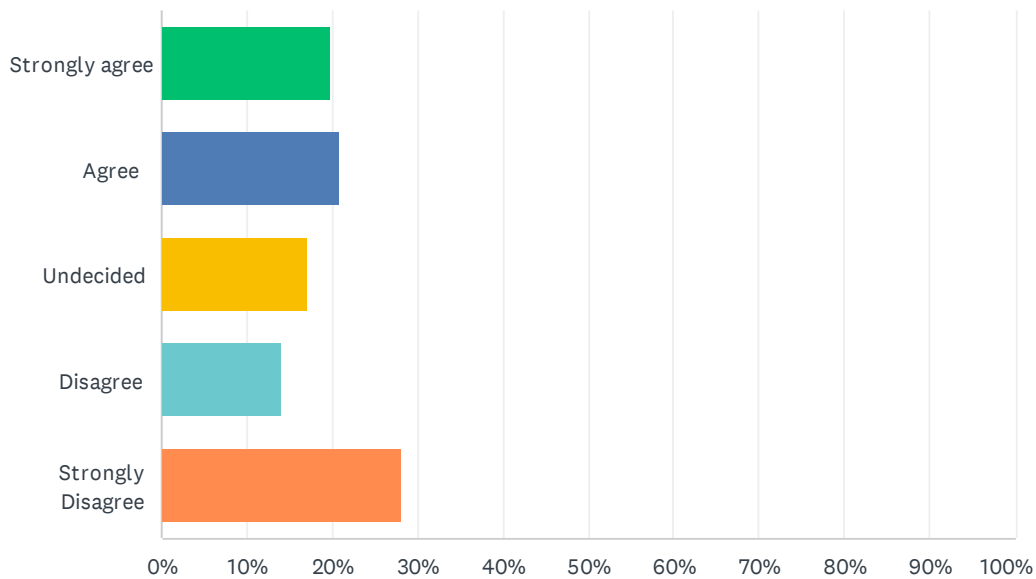
|     |  |                    |
|-----|--|--------------------|
| 146 | We all know what the problem is, BUILD A BYPASS  | 5/19/2023 9:24 AM  |
| 147 | A bypass would solve the traffic which are just travelling through Ashbourne.  | 5/19/2023 7:34 AM  |
| 148 | I mean this point realistically means, wait until the air pollution builds up and then temporarily let it go back down? This doesn't sound like a practical long term solution? It sounds like a makeshift solution to prevent air pollution levels from getting too high but without actually doing much. It still relies on the driver to opt to take a different route, which could be longer and is unlikely to be a choice! How would these levels be constantly monitored and relayed to UTMC continuously and accurately? | 5/19/2023 12:13 AM |
| 149 | Waste of money. A bypass is needed.  | 5/19/2023 12:06 AM |
| 150 | not needed   | 5/18/2023 6:32 PM  |
| 151 | Get a bypass built to sort this out! Do you think people who don't live here are bothered and will find a different route !  | 5/18/2023 5:38 PM  |
| 152 | What a waste of time and money   | 5/18/2023 5:04 PM  |
| 153 | What is the incentive for someone to spend more time and fuel making a huge detour   | 5/18/2023 2:17 PM  |
| 154 | i don't think road users would change a journey to a longer alternative journey and thereby incur more costs and take more time on this basis.   | 5/18/2023 1:50 PM  |
| 155 | Get on with a bypass.  | 5/18/2023 1:49 PM  |
| 156 | A BYPASS IS Needed   | 5/18/2023 10:50 AM |
| 157 | This sounds like a waste of money. It wouldn't influence the decision of heavy goods drivers. This is the only route and will continue until forced to do otherwise or an alternative is built (BYPASS)  | 5/18/2023 9:56 AM  |
| 158 | There are too few options to take detours without adding much more mileage and travel time. Unlikely to be adopted by commercial or tourist traffic.   | 5/18/2023 9:54 AM  |
| 159 | Just build a bypass.   | 5/17/2023 11:26 PM |
| 160 | It cannot hurt to do it but what we really need is the bypass.   | 5/17/2023 11:21 PM |
| 161 | How would this even work when there are "no alternative routes".   | 5/17/2023 11:19 PM |
| 162 | This sort of tech is a waste of time and money. The roads and junctions are the only problem   | 5/17/2023 9:13 PM  |
| 163 | The road infrastructure needs improving as clearly the roads are not fit for purpose currently as they are full of potholes and can't cope with capacity. We need a bypass and or road widening with additional lanes.   | 5/17/2023 8:59 PM  |
| 164 | Real-time information would always be useful, but such information does not create alternative routes that do not exist. If bypass existed people would take it in preference anyway. But it does not. Ashbourne is the only route north south   | 5/17/2023 8:47 PM  |
| 165 | I really don't think HGVs or delivery drivers are going to change their route based on air quality data. They are on time scales and will always take the direct route and quickest route.   | 5/17/2023 8:38 PM  |
| 166 | Not really any alternative routes suitable for HGVs.   | 5/17/2023 7:27 PM  |
| 167 | Good idea  | 5/17/2023 7:08 PM  |
| 168 | Not practical  | 5/17/2023 6:29 PM  |
| 169 | Bypass is the solution   | 5/17/2023 5:38 PM  |
| 170 | This measure will increase the traffic flow and pollution on surrounding villages and lanes as traffic circumvents the zone. It will also reduce tourists visiting Ashbourne town itself and kill trade. Ladyhole Lane is one that will suffer. It was an unofficial diversion when the business park roundabout was put in and the traffic was horrendous. A by pass is priority not a ULEZ zone  | 5/17/2023 5:30 PM  |
| 171 | We need a bypass   | 5/17/2023 5:23 PM  |
| 172 | What other route is there from Sudbury to Buxton . Build a by pass.  | 5/17/2023 4:39 PM  |

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|     |   |                    |
|-----|---|--------------------|
| 173 | There is no other route for lorries   | 5/17/2023 4:34 PM  |
| 174 | The only solution is an ALTERNATIVE ROUTE   | 5/17/2023 4:31 PM  |
| 175 | I don't see where alternative routes could go. Maybe consider actually building a relief road.. OR a TUNNEL   | 5/17/2023 4:30 PM  |
| 176 | Create a bypass   | 5/17/2023 3:45 PM  |
| 177 | I can't see most people being bothered to use something like this especially when most of the traffic comes from regular travellers who have no alternative route as the journey is not long  | 5/17/2023 2:06 PM  |
| 178 | Don't think this will help  | 5/17/2023 1:58 PM  |
| 179 | The problem is without a bypass all traffic comes through Ashbourne as it's the shortest/cheapest route north- south. A bypass is the answer.   | 5/17/2023 1:57 PM  |
| 180 | Waste of money which is needed to put forward for a Bypass Urgently as there is not a viable way round Ashbourne as you have stated.  | 5/17/2023 1:24 PM  |
| 181 | There is no alternative route. A bypass is the only answer. These proposals are wasting time & resources that should be directed towards a bypass. No half measures.  | 5/17/2023 1:19 PM  |
| 182 | Most HGV drivers and people travelling through Ashbourne don't live here so I suspect won't be interested in changing their route because of local pollution. HGV drivers work to a schedule so unless there is an incentive to take a longer route they will continue to travel via Ashbourne in order to get to their destination in the quickest time. A bypass would help- when will the council release an update on progress? | 5/17/2023 1:10 PM  |
| 183 | HGV drivers are professionals who regularly use the A515 and will know the times of day/week/year that Ashbourne is congested, so this is unlikely to make much of a contribution to improving air quality on Buxton Road.  | 5/17/2023 12:32 PM |
| 184 | Waste of time and money, the town needs a bypass.   | 5/17/2023 12:11 PM |
| 185 | No company is going to spend more on diesel just because the air quality is sub optimal in Ashbourne. You can't lump all lorries into a single category - Euro 5 is polluting, but Euro 6 or hybrid not so.   | 5/17/2023 11:44 AM |
| 186 | Might help those that aren't local  | 5/17/2023 11:19 AM |
| 187 | Need's a bypass   | 5/17/2023 10:36 AM |
| 188 | Waste of money - most people will still rely on Google/Apple maps. No-one will take a slower route just because air quality in Ashbourne is bad   | 5/17/2023 10:35 AM |
| 189 | Would drivers actually be concerned about avoiding air pollution? Don't HGV drivers just want to get to their destination quickly. Are there incentives to encourage the drivers to follow the active advice?   | 5/16/2023 7:00 AM  |
| 190 | Not sure of the value of this given that there are no alternative routes  | 5/16/2023 6:42 AM  |
| 191 | You state there are no alternative routes so how will a live traffic alert magic up an alternative route. Build the by-pass.  | 5/15/2023 10:35 PM |
| 192 | Build the bypass. It is a rural area people live around the area and have no option but to use a515 through Ashbourne . I dustryand farming around the area uses it to get I. and out of the peak park and to access main roads. Bulid the bypass do not penalise local people and local businesses.  | 5/15/2023 9:20 PM  |
| 193 | Build the by-pass. The only sensible and effective solution.  | 5/15/2023 8:53 PM  |

**Q4 Action 4: Investigate tree canopy pollution dispersal** Where there are a great many trees, the flow of air may be reduced and can affect the natural circulation and reduction of pollutants. This happens because the thickness of the trees can intensify or create a ‘street canyon’ effect. Derbyshire Dales District Council are taking an opportunity to deal with this issue on Buxton Road by removing diseased trees, increasing the height of the general tree canopy, and removing re-growth from any previously removed tree canopy. Do you agree/disagree with this action? How strongly do you agree/disagree with Action 4?

Answered: 400 Skipped: 5



| ANSWER CHOICES    | RESPONSES  |
|-------------------|------------|
| Strongly agree    | 19.75% 79  |
| Agree             | 21.00% 84  |
| Undecided         | 17.00% 68  |
| Disagree          | 14.00% 56  |
| Strongly Disagree | 28.25% 113 |
| <b>TOTAL</b>      | <b>400</b> |

| # | COMMENTS   | DATE              |
|---|--|-------------------|
| 1 | If pollution is fairly even all year there would be no need for this action. | 7/11/2023 8:45 AM |
| 2 | It will not make much difference.  | 7/11/2023 8:28 AM |
| 3 | cant see it making much difference though.                                   | 7/11/2023 8:18 AM |

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|    |   |                    |
|----|---|--------------------|
| 4  | But there's not that many trees on Buxton rd  | 6/26/2023 7:46 PM  |
| 5  | If this can be done in a sympathetic way that avoids an unsightly end result, this seems sensible.  | 6/26/2023 5:37 PM  |
| 6  | Monitoring data from before and after the tree canopy work which was undertaken last year should be reviewed to determine the effectiveness of this measure. Confounding factors such as meteorology should be excluded from the data analysis.   | 6/26/2023 4:25 PM  |
| 7  | See my comments under Action 2. Tree canopy reduction is just tinkering at the edges! PARTIAL WEIGHT RESTRICTION needed.  | 6/26/2023 12:10 PM |
| 8  | I thought trees naturally help to absorb Carbon Dioxide?  | 6/26/2023 11:40 AM |
| 9  | There are no trees in the middle of Ashbourne! The problems can only be resolved by controlling the amount of heavy traffic through the town.   | 6/26/2023 11:30 AM |
| 10 | Maybe do some tree management but it shouldn't be an excuse to get rid of ash trees. An area along tissington trail has been decimated. Won't it just move pollution along Windmill Lane? Aren't low evergreen hedges used to trap pollutants? Maybe more under planting to trap pollutants.  | 6/26/2023 8:26 AM  |
| 11 | The tress aren't the problem - it's the traffic.  | 6/26/2023 8:24 AM  |
| 12 | Are there any measurable outcomes on this action. Can you publish the before and after diffusion figures as well as indicating via other models what improvement in Air Quality is to be expected?  | 6/25/2023 2:01 PM  |
| 13 | It has of course already happened, with a bonus of extra trees being removed from Victoria Court. However I do not antipate it having made a significant reduction in NOx levels.   | 6/21/2023 5:02 PM  |
| 14 | I understand that trees are beneficial in dealing with pollution  | 6/21/2023 3:11 PM  |
| 15 | It is ironic that trees need to be removed to improve air quality   | 6/21/2023 12:40 PM |
| 16 | Remove the HGV's taking short cuts NOT the trees  | 6/21/2023 7:41 AM  |
| 17 | This could make a small contribution. Provided it is carried out sensitively.   | 6/19/2023 10:58 AM |
| 18 | This is very easy to do, especially those trees immediately north of St John's church on the eastern side of Buxton Rd. The 'street canyon'   | 6/18/2023 10:56 AM |
| 19 | This seems to mitigate one undesirable effect (poor air quality) by introducing another (removal of trees). If it is vehicular pollution that is the root cause of the concern, then actions must be targeted at the vehicles.  | 6/16/2023 4:51 PM  |
| 20 | This has already been done.   | 6/15/2023 2:31 PM  |
| 21 | Save the trees! I lived in Sheffield during Sheffield Council's attempted slaughter of the city's trees, which was only stopped by widespread protest. They used the "diseased" excuse too, and any other excuse they could think of. To tackle climate change we need far more trees, not fewer. I have heard worrying reports of Ashbourne council ordering the felling of healthy ash trees. Trees should be put under the control of an independent body to protect them from councils. | 6/14/2023 9:36 PM  |
| 22 | Bypass  | 6/14/2023 4:36 PM  |
| 23 | This will need careful management. The trees alongside Buxton Hill will provide visual screening as well as sound proofing for properties adjacent to the road. In my opinion, tree removal should always been seen as a last resort - we remove far too many, far too frequently.  | 6/14/2023 11:20 AM |
| 24 | I tentatively agree with this action, but in the overall scheme i feel that it is only a minimal effect that will be seen. Obviously factual air pollution test results may show otherwise.   | 6/13/2023 10:58 PM |
| 25 | I doubt if this will make much difference. There needs to be an immediate reduction in heavy traffic through Ashbourne.   | 6/13/2023 12:35 PM |
| 26 | Trees produce oxygen and I am strongly against removing them and stopping regrowth. Diseased trees may be removed, but healthy ones are very important to the environment.  | 6/11/2023 6:21 PM  |
| 27 | Take on board the science and success of this but cutting back tree canopy is counter-intuitive   | 6/10/2023 10:23 AM |

## Ashbourne Draft Air Quality Action Plan Consultation

and must have an effect on biodiversity and ecosystems. This needs to be offset by the planting of trees elsewhere.

|    |   |                   |
|----|---|-------------------|
| 28 | This will allow for polluted air to get away  | 6/9/2023 9:55 AM  |
| 29 | Already been cut back now the former cottage hospital is being developed  | 6/8/2023 11:28 PM |
| 30 | Please take measures to reduce HGV traffic rather than this   | 6/8/2023 6:58 PM  |
| 31 | This seems a logical plan. It's happened on the Tissington trail so why not on Buxton Hill particularly if the trees are diseased and there are risks they or branches may fall.  | 6/8/2023 5:38 PM  |
| 32 | environmental vandalism, move the traffic not the trees, a bypass would resolve the issue   | 6/8/2023 10:17 AM |
| 33 | As long as healthy trees are not removed  | 6/8/2023 9:51 AM  |
| 34 | Only if it has been proven to work. I understand Lime Tree's are known to be excellent for soaking up Co2 etc   | 6/8/2023 9:48 AM  |
| 35 | Trees absorb CO2 and generally improve the visual aspect of the town. Removing them is not the solution, removing the traffic is.   | 6/8/2023 9:18 AM  |
| 36 | So long as trees are not completely removed.  | 6/7/2023 5:25 PM  |
| 37 | Building the bypass is the only way to alleviate the traffic issues within Ashbourne. The highest levels of pollution are contained within the building line (i.e. trees are not causing the problems)..  | 6/6/2023 8:15 PM  |
| 38 | Should have been done years ago   | 6/6/2023 4:51 PM  |
| 39 | Trees add to the feeling of well-being  | 6/6/2023 3:20 PM  |
| 40 | Addressing the problem in this way would be welcome but really there needs to be a more proactive approach to this increasingly worrying problem  | 6/6/2023 9:22 AM  |
| 41 | Options like raising the canopy is ok but the concern would be that the council will try and save money in the long term and cut down the trees as they have allowed to happen elsewhere.   | 6/6/2023 12:15 AM |
| 42 | What have the figures shown after canopy removal - doubt it's significant.  | 6/5/2023 4:54 PM  |
| 43 | Waste of money doing more surveys. The only thing that will stop the huge number of huge HGVs through the town is the bypass. Stop this alternative nonsense.   | 6/5/2023 3:44 PM  |
| 44 | Please do NOT cut down established trees it would adversely impact on the area they clean the air what a nonsense to think cutting them down would be an improvement.   | 6/5/2023 11:44 AM |
| 45 | We need more trees not fewer. Against any tree removal full stop.   | 6/2/2023 6:41 PM  |
| 46 | There is a problem with lorries having to stop and go again because of kerbside parking on Buxton rd and the market place   | 6/1/2023 6:02 PM  |
| 47 | Solution is 2nd by pass   | 6/1/2023 2:39 PM  |
| 48 | Ashbourne needs a bypass!   | 5/31/2023 9:47 PM |
| 49 | Again the resources should be spent on delivering the bypass  | 5/31/2023 8:06 PM |
| 50 | We need trees to soak up pollution why cut them all down, Bypass needed   | 5/31/2023 7:32 PM |
| 51 | Driving from the Market Square past St Johns and toward Buxton is like entering the valley of the shadow of death. Yes, the trees need to be cut back but far more importantly the cross roads at the top of the hill is an accident waiting to happen. Please sort it!   | 5/31/2023 4:40 PM |
| 52 | We need trees! More likely to support if this was offset by planting new trees  | 5/30/2023 9:10 PM |
| 53 | The trees should be kept. We should not be cutting down tress to deal with a major traffic issue. This makes no senses from an environmental perspective.   | 5/30/2023 4:47 PM |
| 54 | While I am wholeheartedly in favour of improving air quality in Ashbourne (as a previous resident of Buxton Road, with a daughter who developed asthma while we lived there) I am also unhappy about cutting down trees from a wider ecological viewpoint. I would not want to see mass felling of trees - this would need to be done very selectively by contractors who | 5/30/2023 4:45 PM |

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know exactly what they are required to do, at an appropriate time of year ie not during the breeding season when birds may be nesting

|    |  |                    |
|----|--|--------------------|
| 55 | Ruining the look of the town instead of putting in the bypass which would solve this problem   | 5/28/2023 3:56 PM  |
| 56 | Cars and other vehicles create the pollution, they should be reduced, not the number of trees.   | 5/27/2023 10:15 PM |
| 57 | The trees may trap pollutants but they also make the town more attractive. I don't see why we should sacrifice the appearance of the town as a price for allowing all the traffic to pass freely through.  | 5/27/2023 3:30 PM  |
| 58 | This has been talked about several times. I thought the council had already agreed to get on with this.  | 5/26/2023 9:43 PM  |
| 59 | Chopping down trees is absolutely NOT the answer. Another action which put the HGV first.  | 5/26/2023 6:04 PM  |
| 60 | This proposal laughable, offering a sticking plaster to a life threatening issue.  | 5/26/2023 5:06 PM  |
| 61 | Worth trying.....  | 5/26/2023 5:03 PM  |
| 62 | The problem is the traffic, not the trees. Having trees has a net positive effect on air quality and they should not be sacrificed to compensate for poor traffic.   | 5/26/2023 8:06 AM  |
| 63 | Street canopies can also absorb CO2., provide cools spots on hot days .. Remove the HGV's to a relief road ...oh and tell the school children to walk, cycle or use buses..not endless mummies in big 4 wheel drive  | 5/26/2023 5:37 AM  |
| 64 | This has already been completed and air quality has not improved. Good that the council has removed vegetation from the signs though.  | 5/26/2023 12:02 AM |
| 65 | Short term measure. Trees regrow. Don't trees actually reduce pollution by absorbing pollutants in some way? Let's make the town look less attractive and turn it into a concrete jungle. The yew trees on busting hill are ancient and beautiful. Leave the rest alone. | 5/25/2023 10:45 PM |
| 66 | Build a by-pass. Most importantly I do not see how all this fits in with making Ashbourne more pedestrian and cycling friendly?  | 5/25/2023 5:49 PM  |
| 67 | So HGV movement is a priority over biodiversity and canopy coverage. Not acceptable. the trees bring benefits to the surrounding environment. HGV's do not.  | 5/25/2023 4:33 PM  |
| 68 | The trees absorb the pollution, the trees support wildlife, trees should be the last thing to go. Taking lorries on a different route is the answer. When are HGV's going to be electric?  | 5/25/2023 9:41 AM  |
| 69 | It never seems a good idea to cut back trees that are absorbing CO2.   | 5/24/2023 11:31 AM |
| 70 | Removing or reducing trees is not the answer   | 5/23/2023 9:00 PM  |
| 71 | What??   | 5/23/2023 4:07 PM  |
| 72 | Do be silly, we need trees   | 5/23/2023 2:41 PM  |
| 73 | This has already been done so not sure why it is on here. Please do not cut down any more trees.   | 5/23/2023 2:16 PM  |
| 74 | the benefits of trees to mental wellbeing as well as their contribution to the general appearance of the town needs to be considered. This should not be a repeat of "Portsmouth" where trees are simply felled.   | 5/23/2023 1:20 PM  |
| 75 | As long as careful consideration is to take place at only diseased trees being removed   | 5/23/2023 11:21 AM |
| 76 | You've clearly lost the plot completely. Cut down trees to improve air quality? Even the Victorians in London knew better than that!   | 5/23/2023 8:33 AM  |
| 77 | Keep ashbourne green   | 5/23/2023 6:27 AM  |
| 78 | Replant trees / plants in other areas of the town that could help improve air quality  | 5/22/2023 10:30 PM |
| 79 | This is an excellent action. Additionally it could possibly increase visibility for drivers, increase light into nearby houses and remove the potential hazard of fallen branches and trees in adverse weather.  | 5/22/2023 10:09 PM |
| 80 | You've already cut the canopies down so how can this be done again? Also removing canopies   | 5/22/2023 7:56 PM  |

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doesn't explain why the pollution levels are as bad if not worse in winter when the trees have no leaves.

|     |   |                    |
|-----|---|--------------------|
| 81  | As long as healthy trees are left i dont have an issue with that  | 5/22/2023 6:57 PM  |
| 82  | Rearranged deckchairs on the Titanic springs to mind  | 5/22/2023 3:53 PM  |
| 83  | I thought trees soak up traffic pollution? Yes remove diseased trees and dangerous branches.  | 5/22/2023 3:08 PM  |
| 84  | It's a positive activity to stop trees from growing back.   | 5/22/2023 10:30 AM |
| 85  | This measure has already been carried out so I am unsure why it is part of the consultation when we were not given the chance to voice our opinions before the work was carried out. I understand that this measure may help some pollution disperse however the levels of pollution are also illegal in areas that are not covered by tree canopy, so this will have no effect in these areas. Is it only diseased trees that have been cut down? I would hope you were not cutting down healthy trees in the name of pollution reduction. The European Environment Agency says "Each year, 1.3 million trees are estimated to remove more than 2500 tonnes of pollutants from the air." | 5/22/2023 9:52 AM  |
| 86  | This is a retrograde step as in general the tree canopy gives the road a pleasant rural feel but is something that can done in the short term as long as trees are not removed.   | 5/22/2023 7:44 AM  |
| 87  | A bypass would negate the need for this   | 5/21/2023 10:14 PM |
| 88  | Stop wasting money  | 5/21/2023 8:45 PM  |
| 89  | What trees in the Market Place and on the hill up to North Avenue junction? This smacks of tokenism.  | 5/21/2023 5:56 PM  |
| 90  | Unsure this will acheive anything   | 5/21/2023 3:59 PM  |
| 91  | This does not consider the positive impact of trees on removing pollutants from the air. Taking diseased trees out is good management but just trying to get air pollution to disperse by removing green canopies seems counter intuitive.  | 5/21/2023 3:21 PM  |
| 92  | Wasting more money, the only thing that will help is a bypass   | 5/21/2023 1:38 PM  |
| 93  | A very sensible item of the plan. The extra light will also help with visibility.   | 5/21/2023 12:31 PM |
| 94  | I definitely don't agree with this strategy. Use other ways to reduce the cause of the pollution rather than make way for it.   | 5/21/2023 10:42 AM |
| 95  | I thought this was already being done   | 5/21/2023 10:24 AM |
| 96  | The trees are too important. The rest of the bypass would mean these trees can be left alone  | 5/21/2023 10:06 AM |
| 97  | So now we are chopping trees down to avoid the solution that the entire town is waiting for-a bypass.   | 5/20/2023 7:56 PM  |
| 98  | I have never heard such a load of utter garbage. Trees, plants, vegetation are a huge help to our clean air. Just get the damn By pass built  | 5/20/2023 7:20 PM  |
| 99  | I despair!!!  | 5/20/2023 5:34 PM  |
| 100 | More trees is a good idea and we could do that anyway.  | 5/20/2023 2:47 PM  |
| 101 | This is already happening with the large property being purchased up buxton Hill and many trees have been removed   | 5/20/2023 2:32 PM  |
| 102 | If trees are diseased they should have already removed on safety grounds, this proposal seems to be a backhanded way of cutting healthy trees down.   | 5/20/2023 11:57 AM |
| 103 | Trees help with air pollution everyone knows that   | 5/20/2023 10:53 AM |
| 104 | We need a bypass now.   | 5/20/2023 10:45 AM |
| 105 | The council(s) though should survey their trees to assess their health in any event because of the liability on councils of trees coming down.  | 5/20/2023 10:29 AM |
| 106 | It wouldn't just be diseased trees though would ?? You'd just cut all tress down  | 5/20/2023 8:41 AM  |
| 107 | Bypass needed   | 5/20/2023 8:38 AM  |

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|     |  |                    |
|-----|--|--------------------|
| 108 | We need a bypass not tree reduction  | 5/20/2023 8:32 AM  |
| 109 | Trees take years to grow and the highly polluted areas are narrow streets with houses either side. There are minimal green areas with trees to make a significant impact.  | 5/20/2023 8:13 AM  |
| 110 | Still using money that should be invested in securing the town the by pass it has needed for years   | 5/20/2023 7:54 AM  |
| 111 | Ridiculous suggestion  | 5/20/2023 7:38 AM  |
| 112 | As long as you don't take the trees down to build yet more houses.   | 5/20/2023 7:25 AM  |
| 113 | Leave the trees alone  | 5/20/2023 7:22 AM  |
| 114 | Ashbourne needs a bypass!  | 5/20/2023 7:12 AM  |
| 115 | Lose more tree coverage we are seeing vast amounts of trees cut down as it is we will have non left soon   | 5/20/2023 5:08 AM  |
| 116 | No because this won't be done sympathetically  | 5/19/2023 10:17 PM |
| 117 | Not enough tree cover for this to work   | 5/19/2023 10:08 PM |
| 118 | I'm wary that tree removal will help air pollution. Trees are known to be useful   | 5/19/2023 8:41 PM  |
| 119 | What a joke - there are very few trees in Ashbourne already. Any attempt to remove trees would lead to uproar. More are needed, not fewer.   | 5/19/2023 8:16 PM  |
| 120 | This still does not remove the heavy lorries passing through the town centre.  | 5/19/2023 8:02 PM  |
| 121 | I always was let to believe that trees help absorb pollution   | 5/19/2023 4:16 PM  |
| 122 | Trees on Cockayne Avenue need to be reduced . The pavements are very uneven. Fewer higher trees would improve air quality .  | 5/19/2023 4:03 PM  |
| 123 | limited effect, I think  | 5/19/2023 3:19 PM  |
| 124 | We need to cut down on pollution not biodiversity and nature. Trees are also an important means of carbon capture and promote good mental health. This suggestion is not a solution-how long will it be before pollutants re-build and we have no more trees to remove?  | 5/19/2023 3:06 PM  |
| 125 | Sort the Japanese knot weed out before planting trees  | 5/19/2023 1:39 PM  |
| 126 | Felling trees to accommodate HGVs is a depressing situation  | 5/19/2023 1:00 PM  |
| 127 | Surely trees assist with clean air, removing nature does not assist with the root cause, which is excess traffic.  | 5/19/2023 12:32 PM |
| 128 | bonkers.. just get the traffic off Buxton road ?   | 5/19/2023 12:28 PM |
| 129 | Trees are being planted all over the country to absorb pollution, you idiots have already cut them down.   | 5/19/2023 12:10 PM |
| 130 | Ring road needed .   | 5/19/2023 11:54 AM |
| 131 | Absolutely mental! Who thought that this was a good idea. Trees absorb more pollution than anything else and the other environmental benefits of trees should not be overlooked- even dead ones! When the tarmac melts because it hasn't got any shade from the trees, when it floods because we haven't got any trees to absorb the water, don't start wingeing that someone cut them down! Give your heads a good wobble will you. | 5/19/2023 11:35 AM |
| 132 | Trees provide carbon capture benefits, leave them alone! Any available funds should be focused/diverted to build the by-pass that would solve all of the problems related to congestion and emissions in the Town Centre.  | 5/19/2023 11:27 AM |
| 133 | Is the return worth visual destruction   | 5/19/2023 11:10 AM |
| 134 | I can't agree with removing trees.   | 5/19/2023 11:04 AM |
| 135 | This has been proven in Sheffield to REDUCE air quality and still doesn't solve the root cause   | 5/19/2023 10:58 AM |
| 136 | Seems sensible   | 5/19/2023 10:54 AM |



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|     |  |                    |
|-----|--|--------------------|
| 137 | The reduction in removing tree canopy's and diseased trees is a short term solution.   | 5/19/2023 10:40 AM |
| 138 | We all know what the problem is, BUILD A BYPASS  | 5/19/2023 9:24 AM  |
| 139 | This issue suggests that trees are a primary issue, whereas the trees may have a so called 'canyon effect' the pollution is still present. Removing trees will only allow the same dangerous levels of pollution to only rise into the atmosphere quicker, therefore not solving the issue and merely displacing it without actually tackling the issue. | 5/19/2023 12:13 AM |
| 140 | We needed the trees to absorb carbon dioxide.  | 5/19/2023 12:06 AM |
| 141 | so you intend to cut all trees down which soak up co2 !  | 5/18/2023 5:38 PM  |
| 142 | A small benefit but worth a low cost approach  | 5/18/2023 5:04 PM  |
| 143 | Distraction of trees should be the absolute last measure to be considered.   | 5/18/2023 2:44 PM  |
| 144 | You could increase dispersal by installing fans to increase the airflow on Buxton Hill   | 5/18/2023 2:17 PM  |
| 145 | neutral as i thought trees had anti pollution benefits by absorbing airborne pollution   | 5/18/2023 1:50 PM  |
| 146 | All I would say is where possible, replant new healthy trees to replace the old diseased trees that are removed.   | 5/18/2023 1:49 PM  |
| 147 | A BYPASS IS NEEDED   | 5/18/2023 10:50 AM |
| 148 | Maybe a slight help but again it's like putting a plaster on a broken leg.   | 5/18/2023 9:56 AM  |
| 149 | It's well known that pores on tree leaves will absorb nitrogen dioxide, carbon monoxide, carbon dioxide and so on. Don't destroy hundreds of years work by nature!   | 5/18/2023 9:54 AM  |
| 150 | So now you want to cut the trees down too! Just build a bypass.  | 5/17/2023 11:26 PM |
| 151 | Do not remove any trees unnecessarily  | 5/17/2023 11:21 PM |
| 152 | I will always be in support of planting trees but this will have very little impact on the significant congestion and pollution issue in the town.   | 5/17/2023 11:19 PM |
| 153 | Don't remove trees   | 5/17/2023 9:13 PM  |
| 154 | Removing vegetation appears counter intuitive.   | 5/17/2023 9:02 PM  |
| 155 | Good to keep the trees but also maintain them.   | 5/17/2023 8:59 PM  |
| 156 | I am not aware of tree lined streets on the A515 in Ashbourne town. The trees are all /vastly out of town. If anything more trees to beautify the town are called for.   | 5/17/2023 8:47 PM  |
| 157 | Removal of diseased trees is essential and changing the hight of the canopy will also help.  | 5/17/2023 8:38 PM  |
| 158 | As much as I love tree's, i feel that this is something that could make quite a difference and relatively cost effective.  | 5/17/2023 7:27 PM  |
| 159 | Surely we need trees to absorb carbon dioxide, in the winter there is no problem because there is not a canopy of leaves. We need to stop the cause of pollution not take away trees which absorb pollution.   | 5/17/2023 7:08 PM  |
| 160 | Once the land that the old maternity home has been built on, a lot of the trees will have been removed during the process.   | 5/17/2023 6:15 PM  |
| 161 | Bypass is the solution   | 5/17/2023 5:38 PM  |
| 162 | So built up this is unlikely to have any benefit . Surely time and money should be spent on the bypass   | 5/17/2023 5:30 PM  |
| 163 | We need a bypass   | 5/17/2023 5:23 PM  |
| 164 | Not sure that this will make a difference as many of the trees have already been removed   | 5/17/2023 4:35 PM  |
| 165 | More trees are always welcome. But there still needs to be a permanent solution and that can only be an alternative route.   | 5/17/2023 4:31 PM  |
| 166 | "Diseased" trees? Shouldn't they be gone anyway? I am concerned that any tree will be consider 'a bit poorly looking' and therefore become fair game.  | 5/17/2023 4:30 PM  |

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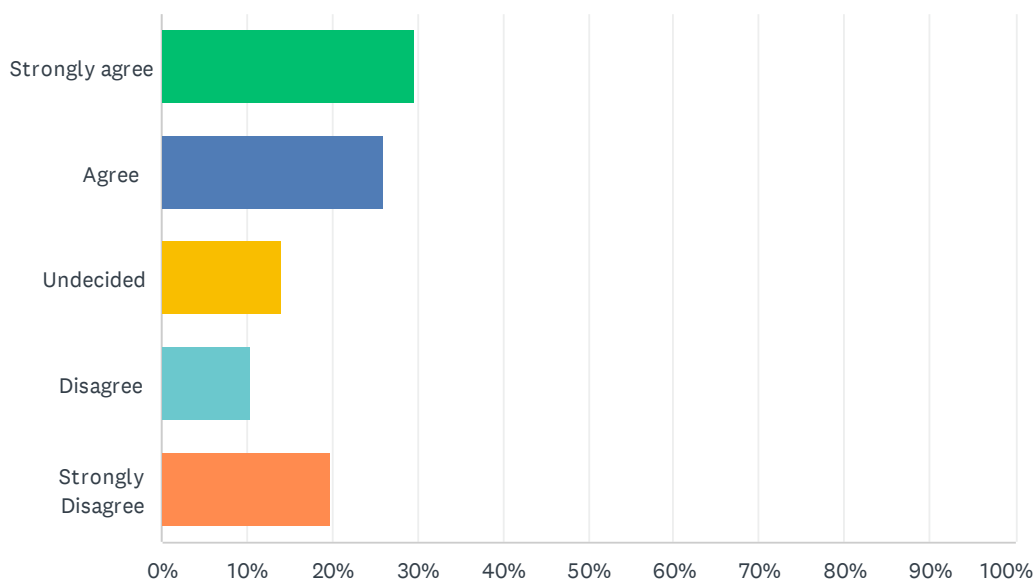
|     |  |                    |
|-----|--|--------------------|
| 167 | So to alleviate pollution you suggest cutting down the trees who naturally clean the air???  | 5/17/2023 3:45 PM  |
| 168 | Buxton Hill is in a cutting and removing trees will not change this . Also what about the benefits of trees with regard to carbon dioxide/ greenhouse gas reduction                    | 5/17/2023 2:06 PM  |
| 169 | As trees are necessary   | 5/17/2023 1:58 PM  |
| 170 | Pruning/removing 100 metres of trees is a cosmetic action. Bypass best option.   | 5/17/2023 1:57 PM  |
| 171 | The houses adjacent to Buxton Road will be affected by greater pollution levels  | 5/17/2023 1:39 PM  |
| 172 | The canopy has already been reduced and this in turn has dispersed the pollution.  | 5/17/2023 1:19 PM  |
| 173 | Need to ensure there is not a detrimental impact on wildlife habitat and wildlife numbers. How will this be monitored?   | 5/17/2023 1:10 PM  |
| 174 | Trees are supposed to get rid of carbon monoxide and other pollutants.   | 5/17/2023 1:04 PM  |
| 175 | This is counter-intuitively the most effective way of improving air quality, but in reality will have little significant effect.   | 5/17/2023 12:32 PM |
| 176 | Nice idea but will take too long to have any real effect.  | 5/17/2023 12:11 PM |
| 177 | The trees aren't the issue delapadated infrastructure is   | 5/17/2023 11:19 AM |
| 178 | Need's a bypass  | 5/17/2023 10:36 AM |
| 179 | Always in favour of more trees!  | 5/17/2023 10:09 AM |
| 180 | remove trees to help pollution?! remove the HGV's!   | 5/17/2023 10:04 AM |
| 181 | Aren't trees supposed to be beneficial to the environment?   | 5/15/2023 10:35 PM |
| 182 | So now you want to destroy tree . Great plan not.  | 5/15/2023 9:20 PM  |
| 183 | Once the bypass is built, the trees will add to the attractiveness of the town and be its lungs. Reducing them now is short-sighted and unproven. Keep the trees and build the bypass. | 5/15/2023 8:53 PM  |
| 184 | This might help a bit but really Ashbourne needs a bypass.   | 5/15/2023 8:03 PM  |
| 185 | Within reason and common sense. Residents voices must be heard   | 5/15/2023 3:01 PM  |

**Q5 Action 5: Active Travel Promotion** DEFRA air quality guidance states that walking and cycling can help improve air quality, combat climate change, improve health and wellbeing, and tackle congestion on our roads. Over half of all residents both live and work in Ashbourne and, therefore air quality could be improved by encouraging people [who are able to], to walk or cycle instead of driving short journeys.

**Action 5a) St John Street and Dig Street/Compton Public Realm** This Action will seek to improve the town centre public areas by widening footways and improving the ability to safely walk or cycle in partnership with the “Ashbourne Reborn” Levelling Up Fund proposals, and make Dig Street/ Compton one-way for traffic using a Traffic Regulation Order.

**Do you agree/disagree with this action?  
How strongly do you agree/disagree with Action 5a?**

Answered: 399 Skipped: 6



| ANSWER CHOICES    | RESPONSES |            |
|-------------------|-----------|------------|
| Strongly agree    | 29.57%    | 118        |
| Agree             | 26.07%    | 104        |
| Undecided         | 14.04%    | 56         |
| Disagree          | 10.53%    | 42         |
| Strongly Disagree | 19.80%    | 79         |
| <b>TOTAL</b>      |           | <b>399</b> |

| # | COMMENTS | DATE |
|---|----------|------|
|---|----------|------|

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## Ashbourne Draft Air Quality Action Plan Consultation

|    |   |                    |
|----|---|--------------------|
| 1  | Sorry but Dig Street/Compton is one way and has been since covid reared its ugly head - it works so as it ain't broke it don't need fixing.   | 7/11/2023 8:45 AM  |
| 2  | It will not work.   | 7/11/2023 8:28 AM  |
| 3  | This could conflict with Action 2 by limiting space for 2 lanes of traffic on St Johns Street west of the Buxton Hill junction.   | 7/11/2023 8:18 AM  |
| 4  | I think if people could bike they would , but only in good weather and where ever you go in ashbourne you have to go up hills ( I can't get up the old or new ) on a bike   | 6/26/2023 7:46 PM  |
| 5  | Whereas I am strongly in favour of improving the town centre for pedestrians and cyclists, I struggle to believe that this will make anything other than a tiny difference to the pollution levels. It is the *major* pollutants that need to be restricted/removed.  | 6/26/2023 5:37 PM  |
| 6  | Improving safety for pedestrians and cyclists is critical for encouraging active in Ashbourne. Many residents are intimidated by the volume and proximity of HGVs on the roads  | 6/26/2023 4:25 PM  |
| 7  | I walk everywhere currently if possible. I don't need incentives. I do overhear conversations from tourists along the lines of what a lovely town, so much to visit and enjoy, so spoilt by the noise, smell and volume of heavy vehicles. The heavy traffic is the problem ..not the light vehicles.   | 6/26/2023 11:40 AM |
| 8  | Should be done regardless of pollution. Will never be safe when larger vehicles are at the levels they are  | 6/26/2023 8:26 AM  |
| 9  | To encourage people to walk, and particularly to cycle they will need to feel safe doing so, which means getting the traffic (esp. HGVs) out of the centre of Ashbourne, not managing the flow better.  | 6/26/2023 8:24 AM  |
| 10 | The public realm developments will be compromised where there are no significant reductions in the flow and the volume of HGVs through the town.  | 6/25/2023 2:00 PM  |
| 11 | Dig Street is already a one way and has been for sometime   | 6/24/2023 9:10 AM  |
| 12 | Although this is to be broadly welcomed it cannot make a significant difference to the number of vehicles ascending Buxton hill and therefore will not make a statistically significant improvement o NOx levels in the key locations.  | 6/21/2023 5:02 PM  |
| 13 | However I feel that ironically the pollution and large number of lorries in Ashbourne puts many people off walking or cycling. I doubt many parents would encourage this  | 6/21/2023 3:11 PM  |
| 14 | The problem is that this would bring pedestrians nearer HGVs, potentially cause more stopping and starting and therefore more emissions. Cycling safely in Ashbourne will only be improved by a reduction in HGVs. Reducing road width which both lorries and cyclists use will discourage cyclists. I speak as a cyclist who uses these roads.   | 6/21/2023 12:53 PM |
| 15 | Clarification is necessary about safe space for cyclists. Currently there is not a problem in Dig Street/Compton, but cycling, and indeed walking, along St John's Street is hazardous.   | 6/21/2023 12:40 PM |
| 16 | Bypass via Mappleton  | 6/21/2023 7:41 AM  |
| 17 | Consideration needs to be given to elderly and infirm residents for whom this is not an option  | 6/20/2023 9:44 AM  |
| 18 | There is certainly a need to widen the footpath on St John's Street. The temporary white lined effort at present is used by vehicles, not least for short stay parking. A physical barrier is required, as is enforcement to stop parking.  | 6/19/2023 10:58 AM |
| 19 | I agree with the improvements to the pedestrian environment as also agreed in the LUF plans but this will be irrelevant if the HGV traffic is not deterred and reduced  | 6/19/2023 8:39 AM  |
| 20 | The footways in Compton are already wide. Now that Dig St is one-way, this could be done, but wider pavements will have no effect on NOx emissions, they will just make the town a bit nicer to be in. The things which deter cycling and walking to work are the difficulties of doing so (time, physical effort, purchase of a bicycle, somewhere safe to store it at home / work) and considerations of safety when cycling. The fact is that there is little employment in the town centre than 50 years ago, car ownership is relatively cheap and the habit of walking to work has all but disappeared. | 6/18/2023 10:56 AM |
| 21 | Unless the volume of goods traffic is removed this cannot have any positive effect  | 6/17/2023 9:33 AM  |

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| 22 | Maybe Compton and Dig Street could be made a no through road for motor vehicles and pedestrianised. The traffic lights at the junction with John Street could then be removed aiding traffic flow along John Street.   | 6/15/2023 2:31 PM  |
| 23 | Bypass   | 6/14/2023 4:36 PM  |
| 24 | This is highly desirable, but the whole approach to this needs to be 'joined up'. If we expect people to use bicycles and/or choose to walk more frequently, they need to feel safe to do so. Anyone that walks down Derby Hill on a daily basis will know that traffic regularly exceeds the 40mph limit and cyclists will be only too aware of how dangerously close the HGVs pass by when overtaking them. Unless driver behaviour is properly and effectively controlled (more cameras, proper cycle lanes, etc) I for one would not feel safe cycling in Ashbourne  | 6/14/2023 11:20 AM |
| 25 | I live in walkable distance of Ashbourne town centre and despite some negative comments on social media etc., my view is that what has been done so far is positive.   | 6/14/2023 10:23 AM |
| 26 | Making Dig Street And Compton an open, airy and pleasantly rejuvenated area (possibly with small trees) would contribute to a positive well being and mental health experience for all.  | 6/13/2023 10:58 PM |
| 27 | The problem is caused by lorries, not residents.   | 6/13/2023 12:35 PM |
| 28 | I travel to Ashbourne so this doesn't affect me directly, but making the town conducive to walking and cycling sounds like a very encouraging idea.  | 6/11/2023 6:21 PM  |
| 29 | The pavements in upper St John street are wide enough for pedestrians and cyclists alike the road needs to be devoid of stationary (parked) traffic and it's wide enough for two lines of vehicles also the priority needs changing at Dr Madges corner to allow free flow from St John street onto Park road and Cockayne Avenue is where you stop. Get ride if the black barriers on Lower St John street they just cause congestion   | 6/9/2023 9:55 AM   |
| 30 | The action has much to commend it, It doubt that it will have much impact on the overall amount of traffic, and none at all on the main cause of the problem, i.e. heavy goods vehicles.   | 6/9/2023 9:38 AM   |
| 31 | Widening of the footpaths does not work, I walk to work and would not walk on a road marked for pedestrians. There is currently scaffolding blocking the road meaning motorists are having to cross the white solid line designed for pedestrians A by- pass is the only way forward   | 6/8/2023 11:28 PM  |
| 32 | Ashbourne should be made to feel like a zone friendly to pedestrians and cyclists , at the moment pedestrians and cyclists are discouraged by heavy HGV traffic  | 6/8/2023 6:58 PM   |
| 33 | Ashbourne is not just St John's Street and Buxton Hill and Dig Street. The one way system impacts on the ability to access Derby Road which obviously is a bit of a hassle particularly when the council shuts other roads and limits access routes. It also encourages cars to drive faster although a monitored 20mph scheme would manage this. As someone who walks all around Ashbourne I am aware of the issues of drivers failing to meet the needs of pedestrians and cyclists, speeding, jumping red lights, not giving way on turning into side roads. Even if pavements are widened in the middle of town people will still park on the pavement, and pedestrians will continue to be marginalised. Examples of this occur constantly in St John's Street where lorries, vans and cars ignore the road markings and reduce the road width by parking. Ashbourne has no traffic management and vehicles can pretty much act with impunity although there is very occasional ticketing of parking overstayers on Compton. Although I'd like to see more cycling I fail to see how this will occur as the roads are so dangerous. As most housing is being built at the top of the hill there are very few people who will be able to cycle or walk up such a steep incline on a regular basis. | 6/8/2023 5:38 PM   |
| 34 | Pedestrians should be given priority within the town centre  | 6/8/2023 3:42 PM   |
| 35 | first priority should be to remove the traffic especially Heavy Goods vehicles from the town centre, a bypass would solve all the issues in this survey  | 6/8/2023 10:17 AM  |
| 36 | We are not in a City! This is a hilly rural Small Town just no. Traffic has nowhere else to go unless you wish to push it into narrow lanes around the Town which will cause more accidents, problems etc.   | 6/8/2023 9:48 AM   |
| 37 | The general topography in and around Ashbourne makes walking/cycling, apart fro on the existing trails, impracticable.   | 6/8/2023 9:18 AM   |
| 38 | But must include safer walking all the way along Mayfield Road from the cemetery roundabout into town. As we often have to take refuge behind parked cars, as the lorries, often speeding  | 6/7/2023 5:25 PM   |

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past, nearly blow us along.

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|----|--|-------------------|
| 39 | a lot of Ashbourne people do not live in the town, the bus timetable is inappropriate for getting people to work, the bus to waterside retail park has been stopped for sometime, so older people or people with walking difficulties must rely on a car.  | 6/7/2023 2:23 PM  |
| 40 | Building the bypass is the only way to alleviate the traffic issues within Ashbourne. The vast majority of the pollution within Ashbourne is caused by the heavy lorries passing through the town.   | 6/6/2023 8:15 PM  |
| 41 | I am a very fit 75. I ride a bike. I do 7200m thrice weekly on a Concept 2 Rowing machine . I do not intend to bike to Ashbourne to do the shopping or see the dentist. Get real.  | 6/6/2023 4:51 PM  |
| 42 | It's not the people of Ashbourne - it's the lorries!   | 6/6/2023 9:22 AM  |
| 43 | Not suitable for many and others choose not to walk or cycle for multiple reasons and putting initiatives in place will not change this. Narrowing roads for pedestrians and cycle lanes risks increasing congestion as demonstrated in other areas of the county where roads have been narrowed. Waste of tax payer money.  | 6/6/2023 12:15 AM |
| 44 | Would normally agree but this is nothing to do with solving pollution levels which should be the point of this consultation  | 6/5/2023 4:54 PM  |
| 45 | Waste of money doing more surveys. The only thing that will stop the huge number of huge HGVs through the town is the bypass. Stop this alternative nonsense.  | 6/5/2023 3:44 PM  |
| 46 | <p>Three members of the [REDACTED] attended the public meeting on 17 May 2023 at Ashbourne Town Hall on the draft AQAP. This is the [REDACTED] formal response to the consultation. The [REDACTED] in promoting the Levelling Up programme recognises the urgent need to manage traffic better in Ashbourne to tackle the negative impact of air pollution as well as encouraging more sustainable movement of vehicles, pedestrians and cyclists in the town centre. Clearly one way to achieve this is to construct the long awaited Ashbourne bypass. Whilst we support the need for a bypass we recognise that this is at least 5 years away and should there be a change of government at the next election it could well be a lot longer. What we need in Ashbourne today are actions that will improve air quality now, not tomorrow. We need to take greater control of the traffic in town whilst making Ashbourne a less attractive option for the constant stream of HGV's travelling through our historic town centre. The number of HGV's passing through Ashbourne is increasing, We understand that previous traffic surveys refer to 60 HGVs per hour. However a recent survey undertaken by the Ashbourne Town Team demonstrated that this has now increased to a consistent 80 HGVs per hour. The impact of this level of traffic in the centre of Ashbourne is obviously damaging to health, the environment, our historic heritage and listed buildings plus the commercial attractiveness of the town centre. The Levelling Up investment is designed to resolve some of these problems but it must be integrated with positive action through the Air Quality Action Plan. This must include practical highway and public realm improvements as suggested in one of the AQAP action options. The sooner we can design these improvements into the Levelling Up programme the better. We need to stop the current 'free for all' for HGV's in Ashbourne. The only roads currently restricted are Park Avenue and Old Hill. Weight restrictions should be in place in other locations to clearly identify the 'primary route' and therefore making the town centre a less attractive alternative for these vehicles. We suggest weight restrictions on Compton, Mayfield Road, Station Street (from the Plough to the leisure centre roundabout) and King Street as a minimum. It's time to make Ashbourne a less attractive option for HGV's. An action exists in the draft AQAP for contact to be made with hauliers and quarry owners to discuss how they might assist in reducing air pollution in Ashbourne. At the public meeting it appeared that this dialogue had not really started yet. We ask that it does as soon as possible. The [REDACTED] would be happy to facilitate a meeting so that potential opportunities for further reducing air pollution from HGVs in Ashbourne can be explored. Please let us know if you would find that helpful. We do accept that a large proportion of HGVs travelling through Ashbourne will already be Euro 6 compliant and therefore a Clear Air Zone would have little benefit. What we need is a 20mph speed restriction with hi tech detection systems as is now the norm in many locations throughout the UK. Moreover this policy is supported by Department for Transport to improve air quality in urban locations. We really don't understand why Derbyshire County Council is insisting in running trials on 20 mph zones in Buxton and Long Eaton to assess its impact when it is now well accepted in the highway profession as the recommended action to effectively manage traffic movement in towns. We trust our comments will be included in your consultation assessment on the AQAP and hope that we will have the opportunity to explore some of our suggestions at the agreed second</p> | 6/3/2023 10:57 AM |

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public consultation meeting on the AQAP in Ashbourne shortly. [REDACTED] 3 June 2023

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|----|---|--------------------|
| 47 | Another pointless waste of money !!! Bypass then make it a pedestrian zone  | 6/2/2023 6:50 PM   |
| 48 | Need 2nd by pass  | 6/1/2023 2:39 PM   |
| 49 | The town needs parking on the fringes of the town which is easily accessible from a bypass  | 6/1/2023 10:49 AM  |
| 50 | Ashbourne needs a bypass!   | 5/31/2023 9:47 PM  |
| 51 | This may have some minimal impact but should be in conjunction with delivering the bypass   | 5/31/2023 8:06 PM  |
| 52 | How do you intend to get everyone to use bikes and walk when some people are not able to do this  | 5/31/2023 7:32 PM  |
| 53 | Let's be honest, this proposal is derived from Agenda 2030 which is intended to trap the public into a local totalitarian state.  | 5/31/2023 4:40 PM  |
| 54 | However, if HGV traffic is not dealt with properly then walking through town, sitting outside restaurants & coffee shops remains quite unpleasant   | 5/30/2023 4:47 PM  |
| 55 | This started during "Lockdown" and was long overdue. I was very happy to see that it will be retained in the Ashbourne Reborn plans   | 5/30/2023 4:45 PM  |
| 56 | Since ashbourne is an old town there is not room to widen the pavements all this would do is incress queuing time and air pollution   | 5/28/2023 3:56 PM  |
| 57 | Build cycling infrastructure, the Tissington trail is straight into Ashbourne.  | 5/27/2023 10:15 PM |
| 58 | Ashbourne is not a pleasant place to walk or cycle due to the volume of traffic and HGV. HGV's in particular tend to drive onto the pavements to pass each other. The junction of Windmill lane, North Avenue and Buxton road is particularly dangerous for pedestrians and cyclists  | 5/27/2023 3:30 PM  |
| 59 | You won't make people change their behaviour by making the roads narrower bjut it will slow the traffic and that will cause more pollution. Dig Street/Compton works well as a one way street. You've put 2 actions in 1 question.  | 5/26/2023 9:43 PM  |
| 60 | Let's hope that the HGV's aren't also on the new wider pavements (as they currently regularly are). I would be very way off allowing my children to ride their bikes alongside the lorries.   | 5/26/2023 6:04 PM  |
| 61 | An improved environment for the non-driving public is to be welcomed, but it is not a solution to the traffic volume and associated pollution.  | 5/26/2023 5:06 PM  |
| 62 | I support this action but I don't think it is relevant to the AQAP. Anyone who can walk / cycle into town already does so.  | 5/26/2023 5:03 PM  |
| 63 | The temporary wider paths during covid were useful and safer  | 5/26/2023 3:34 PM  |
| 64 | Wider footpaths lead to parked cars   | 5/26/2023 12:22 PM |
| 65 | Ashbourne is incredibly unfriendly to pedestrians and cyclists, anything which can be done to improve this is good. When living in a city I cycled anywhere but since coming to Ashbourne I no longer do due to feeling there is no safe route for me. Widening pavements, making roads into "home zones" or even pedestrianising them would be a welcome benefit. Compton in particular would be good to pedestrianise as traffic is able to use Station Road instead and this would then allow the traffic lights at the junction of Compton and St John to be removed, so traffic is no longer queuing along Church St. Whilst not feasible at the moment it would be nice if St John St. could also be pedestrianised so there is no through traffic in the town centre, but this requires good alternative routes which provide easy access in and out of the town to ensure that trade from passing tourists is not lost. | 5/26/2023 8:06 AM  |
| 66 | I'm not convinced that widening footpaths is necessary. They have already been widened during covid and I don't believe this was beneficial and is just an eyesore now.   | 5/26/2023 6:08 AM  |
| 67 | Delivery vans and lorries often reduce current road widths...Instead of Ashbourne rebourne it should be Asbourne " Relieved "   | 5/26/2023 5:37 AM  |
| 68 | Walking and cycling around Ashbourne is dangerous and unhealthy because of the air pollution. Whilst this action will do nothing to alter the volume of HGVs going up Buxton Road,  | 5/26/2023 12:02 AM |

## Ashbourne Draft Air Quality Action Plan Consultation

it will hopefully make the streets safer

|    |  |                    |
|----|--|--------------------|
| 69 | Well personally, since [REDACTED] I'm a runner and have run a marathon. I cant do that now. I'll walk or cycle to work if you clean up the air. However, I'd prefer you asked me and the residents who live here how we feel, physically and mentally, who has respiratory disease in the AQMA. Then you can measure the results of any of these actions. The data is available and I'll be looking for it if you don't.   | 5/25/2023 10:45 PM |
| 70 | Dig street and St Johns street need their pavements widening properly - not just by painting lines on the road which no HGV driver takes any notice of. Walking in the centre of Ashbourne has been a risk to life and limb for decades. Also stop ALL parking/stopping in the narrow section including deliveries. Build a by-pass. Whilst clearly this is part of making Ashbourne more pedestrian and cycling friendly, I doubt you will do more than tinker when what you need to do is take radical and potentially unpopular action to restrict parking and vehicle access around the town and build better pavements and dedicated cycleways. | 5/25/2023 5:49 PM  |
| 71 | Agree with this, but a large majority of HGV and other traffic resulting in the high levels of pollution (particularly on the A515) are not Ashbourne based. The Lomas HGVs won't be using cargo bikes!!   | 5/25/2023 4:33 PM  |
| 72 | If you widen the pavements then the traffic will be slowed/stopped more often causing more emissions.  | 5/25/2023 9:41 AM  |
| 73 | There should be no restriction of personal vehicles been able to park or access the local businesses including no loss of parking  | 5/24/2023 1:45 PM  |
| 74 | Wider footpaths would be a good idea   | 5/24/2023 11:31 AM |
| 75 | Many residents live on the south side of Ashbourne; there are steep hills between the residential areas and the town's facilities.   | 5/24/2023 9:15 AM  |
| 76 | People like the convenience of the car.  | 5/23/2023 4:07 PM  |
| 77 | Just get the by pass build and stop wasting money, and start helping the people of Ashbourne... we are after all the gate way to Dovedale...   | 5/23/2023 2:41 PM  |
| 78 | BUT - you won't be widening the pavement at the top of Buxton hill or up Buxton hill and that is where the danger is. Its only a matter of time before someone is swept under the tyres of an HGV. I've nearly had my coat caught by passing HGV lorries on the short section of footpath from the Bowling Green north to the field entrance down to Seven Arches. The HGV's mount the pavement to pass each other and have nearly taken me and my dog under their wheels/ chassis.  | 5/23/2023 2:16 PM  |
| 79 | People will always revert to using a car when they feel it's necessary particularly in wet weather and when the nights are longer. Ensuring safety of pedestrians and cyclists is key and the dark curb style fixed road markers are constantly vandalised leaving pedestrians and road users struggling to see them. A better solution needs to be identified as part of this consultation  | 5/23/2023 1:20 PM  |
| 80 | Once you get over the bridge on Compton st the street is effectively 1 way only anyway and encouraging people to walk and cycle should be encouraged   | 5/23/2023 11:21 AM |
| 81 | Cut down short car journeys? How about a decent affordable local bus service that doesn't stop at 5pm? No? Thought not!  | 5/23/2023 8:33 AM  |
| 82 | Pathways into the town need to be maintained, recently some work has been completed but was done by volunteers, this should incur throught all areas if the town and should be completed by the relevant authorities   | 5/22/2023 10:30 PM |
| 83 | I thought Compton is already one-way. The street looks disgraceful with plastic bollards on it and is confusing for visitors to the town. If roads are narrowed it could increase accident rate for pedestrians is HGVs are passing close by. Many people do not want to cycle as they do not feel safe or appropriate at work having cycled there and needing to change clothing. Cyclists riding in bunches on roads have sadly given cycling a bad name.  | 5/22/2023 10:09 PM |
| 84 | I do not feel safe cycling in the town due to road size vs. HGV. Fully separated lanes Down Derby Road from Hilltop, and across the town centre would aid this.,   | 5/22/2023 8:21 PM  |
| 85 | The traffic issue on Buxton hill is caused by the number of hgv's. That is a simple and obvious  | 5/22/2023 7:56 PM  |



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|     | fact no amount of walking and cycling will change that.   |                    |
| 86  | It's the HGV's that are the big problem   | 5/22/2023 7:34 PM  |
| 87  | A lot of school traffic could be dispersed if parents walked thier children to school (disabilities excluded)   | 5/22/2023 6:57 PM  |
| 88  | Absolute rubbish. The pavements have already been widened since C19 and there is absolutely zero benefit of further increases. There are many elderly in Ashbourne who cannot walk/cycle into town so have to rely on their vehicles to shop. The day you prevent this is the day everyone jumps in their cars and drives further and shops out of town | 5/22/2023 3:53 PM  |
| 89  | Dig Street/ Compton is a very wide and open canopy street. Change it back to two-way to take pressure away from St Johns Street. The problem with air quality is not 'locals' journey times but with traffic being 'forced' to pass through Ashbourne using A515, which is affecting the non-local journey times due to gridlock!!                      | 5/22/2023 3:08 PM  |
| 90  | DEFRA might be right for flat London but not in areas where towns are built on hills!!!! Not inclusive but agree pavements need widening  | 5/22/2023 10:30 AM |
| 91  | A large percentage of traffic coming through the town is through traffic, this action would have no effect on vehicles travelling through.  | 5/22/2023 9:52 AM  |
| 92  | It's not always as simple as "walking" to work. As a working mum I don't have time to walk my child to nursery and then walk to work.   | 5/21/2023 8:45 PM  |
| 93  | Improving safety of cycling/walking is a great idea but in my opinion is going to have no effect on through traffic. What would be useful maybe is safer cycling routes to QEGS from all over town.   | 5/21/2023 5:56 PM  |
| 94  | Always a good idea to promote a healthier lifestyle. But again the geography doesn't help. How many residents will be able to cycle out of the town centre? And this still doesn't address the key issue of HGV volumes.  | 5/21/2023 3:21 PM  |
| 95  | We need a bypass  | 5/21/2023 1:38 PM  |
| 96  | The options for route planing in Ashbourne are already governed and constrained by narrow pinch points, further narrowing the path for traffic is likely to make the problem of localised pollution worse rather than better, i.e, it will increase the number of unnecessary stops, starts, accelerations and decelerations.                           | 5/21/2023 12:31 PM |
| 97  | I agree but there won't be many more people in addition to those already doing it, who are able or willing to walk or cycle. Wider footpath and cycle lanes won't make much difference. You can already do this quite safely if you want to.  | 5/21/2023 10:42 AM |
| 98  | Covid restrictoins imposed showed this on ly added to congestion as when deliveries are being made other HGV are blocked from getted by.  | 5/21/2023 10:24 AM |
| 99  | Problems all solved by finishing the bypass. Pedestrian access in the town is, and always has been, fine. Put any money you would waste here towards finishing the bypass   | 5/21/2023 10:06 AM |
| 100 | It's not safe to cycle on the roads.  | 5/20/2023 7:56 PM  |
| 101 | For everyone's sake this is just not correct. Get the Bypass built  | 5/20/2023 7:20 PM  |
| 102 | Another idiotic idea!!!   | 5/20/2023 5:34 PM  |
| 103 | People don't have the time to walk everywhere widening footpaths will make no difference to every day life and any traffic issues. Its not the width of a pavement that makes them jump in a car  | 5/20/2023 2:32 PM  |
| 104 | To be able to cycle I would want to feel safe and wouldn't at the moment with all the lorries   | 5/20/2023 2:07 PM  |
| 105 | I don't agree that the majority of workers live in Ashbourne, those that do would walk or cycle. When you look at the number of cars parked on all the main access roads into town, Mayfield Road, Station Street Belper Road and New Derby hill these are from out of town. Totally agree with Compton Dig Street one way scheme, great idea.          | 5/20/2023 11:57 AM |
| 106 | There are some people who think they can park around Ashbourne anywhere they like . This would not help to many idiots in Ashbourne with out adding more.   | 5/20/2023 10:53 AM |

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| 107 | We need a bypass.  | 5/20/2023 10:45 AM |
| 108 | Clearly the temporary changes on Dig Street etc have shown the benefits of this proposal.  | 5/20/2023 10:29 AM |
| 109 | Surely it's a very low percentage that cycles to work in Ashbourne it's just not viable and the one way system already in place is the cause of the ridiculous congestion we get already !!!!  | 5/20/2023 8:41 AM  |
| 110 | You can't walk sometimes if we can walk and have time to we do !   | 5/20/2023 8:32 AM  |
| 111 | Ashbourne terrain does not lend itself to cycling and walking due to its steep approaches into town from Derby and Buxton Roads. We have an aging population that you can not expect to walk/cycle. The majority of employers are not in the town centre but on the outskirts of town. The town is also the nearest for a lot of rural villages not within walking or cycling distance of town centre. The town is very run down and landlords have out priced a lot of business out of business. A once thriving market is a shrivelled husk of what it once was. We are frequently overlooked in favour of Matlock and Buxton so doubt we will get much investment from any leveling up!!                          | 5/20/2023 8:13 AM  |
| 112 | Better spending the money on somewhere to keep expensive bikes. Maybe bike lockups   | 5/20/2023 8:07 AM  |
| 113 | The roads around Ashbourne are not safe for cyclists to be on. We have already had 2 deaths in the last 5 years, 1 cyclist and 1 pedestrian. There needs to be an alternative route for the hgv's to take them around the town, rather than through it.  | 5/20/2023 7:38 AM  |
| 114 | We need a bypass   | 5/20/2023 7:22 AM  |
| 115 | It's too hilly - we are not a flat area - we should encourage lorry's to use our long awaited by pass that has never been built - we should not charge vehicles we need tourists and regular visitors - if you charge vehicles no one will come to Ashbourne. We need tourism.   | 5/20/2023 7:08 AM  |
| 116 | I don't think your data is right   | 5/19/2023 10:17 PM |
| 117 | This will help reduce car usage but the real issue is HGV traffic  | 5/19/2023 10:08 PM |
| 118 | This is helpful  | 5/19/2023 8:41 PM  |
| 119 | Further constriction of traffic flow will only slow the heavy lorries more than they already are. This survey has been constructed with no knowledge of Ashbourne. Cycle routes in a town built on hills with an elderly population? This is a joke.   | 5/19/2023 8:16 PM  |
| 120 | Footpath on Buxton Hill is dangerous and I won't use it. Not sure how it could be widened. What about a frequent shuttle bus serving all areas of the town? This should include the housing at the top of Derby Hill, and Windmill Lane, North Avenue which at the moment have no service. This would enable people to shop without having to carry heavy shopping up steep hills. People could also get across town to visit friends etc. For this to be successful it must be frequent, reliable and affordable  | 5/19/2023 7:45 PM  |
| 121 | Give cycles space to go against the new 1 way system as pedestrians can  | 5/19/2023 7:09 PM  |
| 122 | Widening footpaths will make matters worse as we have already seen by those temporary bollards put in place. The main cause of holdups in town is people taking children to school in cars!!   | 5/19/2023 4:16 PM  |
| 123 | I would walk more if the routes into and through town were less polluted. Many of my friends take a car into town rather than walk to avoid inhaling diesel fumes on Buxton Rd , St John's st , Park Rd and Cockayne Avenue . Wider , even pavements would enhance the experience of shopping . I have friends who will not shop on St John's street because of the noise, pollution and narrow pavements. Individual shops and cafes suffer loss of trade as a result . The fresh fruit and vegetables shop is a real asset but I have been forced off the pavement on that side of St John's st so many times . Friends shop at Sainsbury' s rather than with local small shops to avoid the traffic and the fumes | 5/19/2023 4:03 PM  |
| 124 | The amount of lorries deter the want to cycle. It feels unsafe   | 5/19/2023 3:25 PM  |
| 125 | good for active local residents. But not everyone can ride a bike/walk. Or live too far from Ashbourne to walk/cycle. In any case the high cost of car parking is a good deterrent for many motorists.   | 5/19/2023 3:19 PM  |
| 126 | Sensible - also good for other public health issues. We must not however penalise those whose age or health, or where they live, makes walking impossible or difficult.  | 5/19/2023 3:06 PM  |

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| 127 | Can't see Ashbourne residents biking up the Derby hill,   | 5/19/2023 1:39 PM  |
| 128 | Too many use their cars unnecessarily children could walk to school,workers walk to work where possible   | 5/19/2023 1:29 PM  |
| 129 | I agree that more could be done, however I wouldn't feel comfortable cycling given the level of traffic and state of road. Particularly the potholes on Derby Road  | 5/19/2023 1:00 PM  |
| 130 | This has been in place since Covid arrived and has made no difference to traffic  | 5/19/2023 12:32 PM |
| 131 | no issues there   | 5/19/2023 12:28 PM |
| 132 | You have already done this so why ask, are you so stupid?   | 5/19/2023 12:10 PM |
| 133 | Ring road needed .  | 5/19/2023 11:54 AM |
| 134 | As so long as people don't get splatted by HGVs   | 5/19/2023 11:35 AM |
| 135 | There are obvious health benefits here that will help the town centre and tidy up how it looks, but as great as these steps are will not address the issue of town centre congestion and pollution as it is mostly caused by HGVs and Tourists.   | 5/19/2023 11:27 AM |
| 136 | Safe cycling in Ashbourne is not possible with the current road system and traffic density. A safe route to the schools from the south side of town should be investigated.   | 5/19/2023 11:04 AM |
| 137 | Due to car parking charges most Ashbourne workers who live locally already walk / cycle to work. Compton / Dig Street as a one way makes sense and has improved the area around the shops   | 5/19/2023 10:58 AM |
| 138 | Mixing cyclists and pedestrians is dangerous- many cyclists have no regard for any users but themselves   | 5/19/2023 10:54 AM |
| 139 | We all know what the problem is, BUILD A BYPASS   | 5/19/2023 9:24 AM  |
| 140 | I'm all for walking and cycling but widening the footpath reducing the road surely will reduce the amount of traffic.   | 5/19/2023 7:34 AM  |
| 141 | I agree with the fact that pavements should be widened and safer spaces be created for residents and visitors to safely walk and the introduction of cycling lanes. However, this to me doesn't directly tackle the overall air quality issue? If HGV's and a large number of vehicles are passing through the town creating alarming levels of pollution then the above is a waste of time as this will not create a "safe" space.   | 5/19/2023 12:13 AM |
| 142 | Make it safer for people.   | 5/19/2023 12:06 AM |
| 143 | Encourage locals to walk or cycle. Get the schools on board to discourage parents from driving kids to school. Abolish free parking on buxton Hill to allow free moving traffic   | 5/18/2023 11:31 PM |
| 144 | Dig Street and Compton are already one way!   | 5/18/2023 5:50 PM  |
| 145 | I wouldn't ride a bike through town far too many parked cars down the market place and other areas it is not safe   | 5/18/2023 5:38 PM  |
| 146 | Of benefit to the town but not pollution on buxton hill   | 5/18/2023 5:04 PM  |
| 147 | Tinkering to look good!   | 5/18/2023 2:44 PM  |
| 148 | Making walking a more pleasant experience should encourage the uptake   | 5/18/2023 2:17 PM  |
| 149 | the geographical layout of ashbourne involves very steep hills so people are perhaps reluctant to walk/cycle. buxton hill very dangerous to cycle on also need cycle storage in town centre   | 5/18/2023 1:50 PM  |
| 150 | Removing parking in the market square could improve traffic flow  | 5/18/2023 12:46 PM |
| 151 | A BYPASS IS NEEDED. What about that people that live in the villages, discrimination.   | 5/18/2023 10:50 AM |
| 152 | Local traffic is not the issue. Yes it's a good idea to walk where possible and reduce personal car use, however this is not where the problem lies. Wasn't there a survey in recent years showing that the vast majority of traffic in Ashbourne is through traffic? Ashbourne Reborn is great & I fully support it but the of widening foot ways will just mean we have the heavy vehicles squeezing past pedestrians. It won't improve the experience of being in town or air quality. | 5/18/2023 9:56 AM  |

## Ashbourne Draft Air Quality Action Plan Consultation

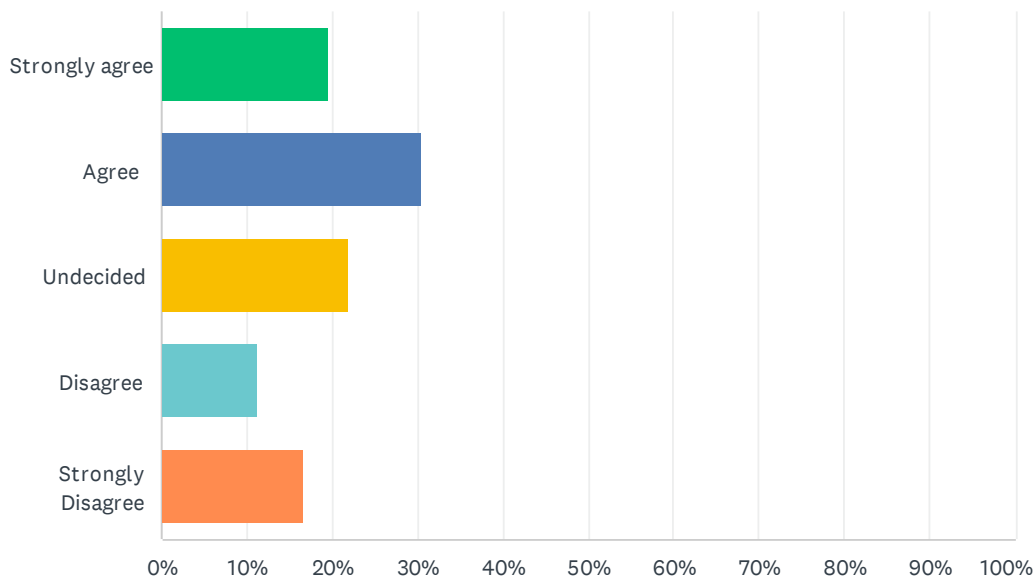
|     |   |                    |
|-----|---|--------------------|
| 153 | Many people in Ashbourne already walk including me. More cycling is impractical and dangerous because of steep hills and narrow roads.  | 5/18/2023 9:54 AM  |
| 154 | Ashbourne is hilly. Not everyone is fit enough to cycle everywhere. Not everyone can carry their shopping on the bus. Lots of bus routes have been cancelled. How about BUILDING A BYPASS for vehicles needing to get through the town, by going round it, that way you would only have local traffic.  | 5/17/2023 11:26 PM |
| 155 | But absolutely useless as we have to cycle the busy roads packed with hgvs to get to dig street.  | 5/17/2023 11:21 PM |
| 156 | The pollution is mainly caused by large HGV's, commuters and tourists travelling through the town, this will have very little of any impact. Good luck getting local people to use bicycles to get their children to school when HGV's are thundering past.   | 5/17/2023 11:19 PM |
| 157 | I agree the one way Compton but the dig street traffic lights must go . Make it a give way with a zebra crossing.   | 5/17/2023 9:13 PM  |
| 158 | Pavements in places are too wide as it is so adding a cycle lane in the pavements I agree. I wouldn't agree though if you were to take road space for cycle lanes   | 5/17/2023 8:59 PM  |
| 159 | Defacto a one way system is already in place is it not? I do note the pedestrian paths to be overly narrow.   | 5/17/2023 8:47 PM  |
| 160 | Wider foots paths is a good idea and will be beneficial to local businesses. Not sure how I will carry my weekly shop up Derby Hill though. I guess I won't bother shopping local, I will just drive to Derby for it instead. That is not going to help local businesses.   | 5/17/2023 8:38 PM  |
| 161 | Dig Street and Compton Bridge are a lot safer for pedestrians and the flow of traffic is less congested since the one way system has been put in place, so needs to be kept.  | 5/17/2023 7:27 PM  |
| 162 | Is this a practical solution for Ashbourne, as it is surrounded by hills so difficult for cycling, also I wouldn't like to cycle with a 45ton lorry by my side.   | 5/17/2023 7:08 PM  |
| 163 | Ashbourne is set in its ways. You'll find it very difficult encouraging people to change their current modes of transport   | 5/17/2023 6:15 PM  |
| 164 | Bypass is the solution  | 5/17/2023 5:38 PM  |
| 165 | Will increase traffic congestion and hence pollution .Bypass is only solution .   | 5/17/2023 5:30 PM  |
| 166 | Why are you so against the motorist?  | 5/17/2023 4:34 PM  |
| 167 | This is just funneling traffic onto other roads.  | 5/17/2023 4:31 PM  |
| 168 | Be realistic. I cycle and walk, whenever I can. When I can't... I cant.   | 5/17/2023 4:30 PM  |
| 169 | Walking and biking are brilliant for your health..... not so great when the traffic is being sent down the very country lanes people walk and bike on to avoid the charges they would get in Ashbourne  | 5/17/2023 3:45 PM  |
| 170 | This conflicts with Action 1 allowing free flow through town as if the roadway is narrowed traffic will be slower. More needs to be done to stop people cycling on the pavement and going the wrong way down one way streets as I witnessed a group of 5 cyclists on King Edward Street on Sunday 14th May.   | 5/17/2023 2:06 PM  |
| 171 | However we told highways we needed crossings for walkers this has not happened and people appear from all over the place  | 5/17/2023 1:58 PM  |
| 172 | Whilst Dig Street improvement welcome, the vast majority of pollution is from through traffic so this measure will have minimal effect.Bypass required.   | 5/17/2023 1:57 PM  |
| 173 | It will take years to encourage people to change to walking & cycling. The biggest recent developments have been at the top of the hill on the south side of Ashbourne. People who live in that area are unable to walk or cycle into town unless it would be for pleasure as cycling and walking to work would involve carrying baggage and certainly for shopping would present a problem on the return journey. It has also been said that Ashbourne has an ageing population They to be unable to walk or cycle due to mobility difficulties and possibly rely on the vehicles for doctors and medical appointments | 5/17/2023 1:19 PM  |
| 174 | Anything to make walking and cycling safer is a positive but people don't feel safe doing so  | 5/17/2023 12:45 PM |

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|     |   |                    |
|-----|---|--------------------|
|     | when battling against big lorries   |                    |
| 175 | A great idea, but this is unlikely to make much of a contribution to improving air quality on Buxton Road.  | 5/17/2023 12:32 PM |
| 176 | this is needed, the paths are too narrow, not enough crossing points, no on road cycle paths  | 5/17/2023 12:11 PM |
| 177 | Cycling is a moronic mode of transport and a major source of air pollution by causing cars and lorries to slow down to a crawl before attempting an overtake...or dawdling behind for 000s of metres in 2nd gear. Why is cycling moronic? Glad you asked - you arrive all sweaty, your bike cost you 000s and when stolen the police do nothing, elec bikes cost the same as a small car, you can't carry luggage or shopping, you have no shelter from the elements, you need to carry a change of clothes, the roads are full of potholes...you are in the way of everyone, even more so when trying to haul your sorry frame up a hill. No, cycling is for people in London or men having a crisis who can't afford a Porsche. | 5/17/2023 11:44 AM |
| 178 | Also remove the double yellow lines that dddc have installed on Mayfield road so cars can park on one side of the only  | 5/17/2023 11:19 AM |
| 179 | Need's a bypass   | 5/17/2023 10:36 AM |
| 180 | Promoting cycling in town is fine, but it needs to be in partnership with increasing the ability to cycle into town. Most of the roads leading into town would not be cycled by an inexperienced person looking to take the first steps to moving out of a car.   | 5/17/2023 10:35 AM |
| 181 | Fine but do be aware that there are many living in the rural settlements that have Ashbourne as their most local centre.  | 5/15/2023 10:35 PM |
| 182 | Chances are those that can already do . Everyone else can't due to where and when they need to travel too and distances between hamlets and villages between and around Ashbourne and Buxton  | 5/15/2023 9:20 PM  |
| 183 | Whilst cycling undoubtedly has many health benefits, the road layouts do not lend themselves to PHYSICALLY SEPARATED cycle lanes - without these there may be an increase in deaths as narrow roads, trucks and cycles is a recipe for disaster. Also the hilly terrain makes cycling impractical for all but the most serious cyclists. A few more people on bikes is unlikely to reduce emissions and could even increase them as traffic struggles to get past them. Build the by-pass!! No-brainer!!  | 5/15/2023 8:53 PM  |
| 184 | This is not really the answer to the air quality problem. Ashbourne needs a bypass!   | 5/15/2023 8:03 PM  |
| 185 | Agree, however consideration to the geography of the town and the majority of housing being uphill from the town centre must be considered. E.g. cycle schemes may be ineffective   | 5/15/2023 4:09 PM  |

**Q6 Action 5b) Mobility Hub**The ‘Ashbourne Reborn’ Levelling Up Fund Bid contains a proposal to provide a high-quality transport hub. This will provide real time travel information and provide links to other transport such as cycling and walking routes. The Ashbourne Hub will be sited close to the Tissington Trail to link up to existing cycle paths and includes provision of cycle parking and electric cycle charging points. (See also Action 8b). Do you agree/disagree with this action? How strongly do you agree/disagree with Action 5b?

Answered: 399 Skipped: 6



| ANSWER CHOICES    | RESPONSES  |
|-------------------|------------|
| Strongly agree    | 19.55% 78  |
| Agree             | 30.58% 122 |
| Undecided         | 22.06% 88  |
| Disagree          | 11.28% 45  |
| Strongly Disagree | 16.54% 66  |
| <b>TOTAL</b>      | <b>399</b> |

| # | COMMENTS   | DATE              |
|---|--|-------------------|
| 1 | Wrong location for this hub, it perhaps needs some re-thinking (the statue by the cemetery is largely unseen even by locals) so location must be king. | 7/11/2023 8:45 AM |
| 2 | Like the fact you can charge your bike , but who the heck wants to wait while you do especially if weather bad   | 6/26/2023 7:46 PM |
| 3 | Yes, as a cyclist I do *but* I think this will make a tiny difference to pollution levels. It is a   | 6/26/2023 5:37 PM |

## Ashbourne Draft Air Quality Action Plan Consultation

good action as \*part\* of the solution but in isolation makes little difference.

|    |  |                    |
|----|--|--------------------|
| 4  | It's a great idea, of course it is, but isn't going to solve the NOX or the congestion. Isn't this area also the projected site of the long awaited , much needed and continual side stepped bypass? Surely these links need doing at the same time , or being planned for together. The bypass MUST happen. All these steps outlined by you above and your respondents are minimal compared with the relief that the aptly named relief road would bring. Yes we need to implement anything we can with no more delay and these suggestions above will help , but they are not instead of a bypass, they are until the long awaited saviour for the town can be built and the town can breathe again. | 6/26/2023 11:40 AM |
| 5  | Should be done regardless of pollution   | 6/26/2023 8:26 AM  |
| 6  | Again - this is all fine, but does not help much if at all with the issue of traffic, especially HGVs, coming through the centre of Ashbourne.   | 6/26/2023 8:24 AM  |
| 7  | I do not understand this action. Is there a proposal to link Ashbourne with Derby train station? Are there opportunities to develop bus routes to camp sites?  | 6/25/2023 2:01 PM  |
| 8  | There are poor traffic management arrangements in place in the proposed location; there needs to be improved signage for vehicles and pedestrians and 20mph speed limits in this area.   | 6/25/2023 2:00 PM  |
| 9  | Although this is to be broadly welcomed it cannot make a significant difference to the number of vehicles ascending Buxton hill and therefore will not make a statistically significant improvement o NOx levels in the key locations.   | 6/21/2023 5:02 PM  |
| 10 | Good idea but doesn't address the main problem of Ashbourne being used as a drive-through by non residents   | 6/21/2023 3:11 PM  |
| 11 | This should be sited at the bus station which has space where the current car park is and is nearer to the town centre and obviously links to public transport and is also close t the Tissington Trail.   | 6/21/2023 12:53 PM |
| 12 | This sounds as though it will add little to the current situation  | 6/21/2023 12:40 PM |
| 13 | a nice thing to do, but this provision is aimed at improving amenity, not reducing pollution. But it does absolutely nothing to prevent pollution by the principal culprits the Heavy Goods Vehicles.  | 6/19/2023 10:58 AM |
| 14 | Great for tourists, no idea how this benefits local residents  | 6/17/2023 9:33 AM  |
| 15 | Not sure if electric bike charging points are a good idea. The bikes are very expensive and might get stolen if left in a public area to charge.   | 6/15/2023 2:31 PM  |
| 16 | Bypass   | 6/14/2023 4:36 PM  |
| 17 | See comments at 5a) above. Proper co-ordination of these approaches is vital.  | 6/14/2023 11:20 AM |
| 18 | This sounds like the relocation of the Community Transport Bus. I am not sure of the take-up for cycling around town. Better incentives will need to put to the public. It may appeal to visitors to the town. I cannot see how this will work for young families, unless on holiday in the area.  | 6/13/2023 10:58 PM |
| 19 | Can't see the relevance.   | 6/13/2023 12:35 PM |
| 20 | Sounds like a good idea.   | 6/11/2023 6:21 PM  |
| 21 | Agree in some respects however we need to have points and cyclists parking within the town plus some electric bikes  | 6/9/2023 9:55 AM   |
| 22 | Again, much to commend this action, but I doubt it will have much impact on the overall air quality.   | 6/9/2023 9:38 AM   |
| 23 | Electric bikes and scooters will be hazardous for pedestrians. I have already witnessed electric bikes and scooters in the area designed for pedestrians along Dig Street causing a problem. An electric cycle hub will only escalate the problems for pedestrians to be knocked over and potentially pushed into the road   | 6/8/2023 11:28 PM  |
| 24 | Not sure on this. Whilst I agree with increased use of walking and cycling I think unless there is better linked up transport buses, etc there is a limit to where people can and will cycle.  | 6/8/2023 5:38 PM   |

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|    |  |                   |
|----|--|-------------------|
| 25 | Ashbourne needs more support for cyclists and pedestrians  | 6/8/2023 3:42 PM  |
| 26 | What is a "high-quality transport hub"?  | 6/8/2023 1:08 PM  |
| 27 | Just build a bypass first then look at other add ons rather than just wasting more money trying to make it look good   | 6/8/2023 10:17 AM |
| 28 | Everyone has phones which with Apps can already tell you this if you really want to know. More waste of money. Gosh you must has far too much to spend!  | 6/8/2023 9:48 AM  |
| 29 | Probably won't make much difference. Main problem is HGV's.  | 6/8/2023 9:34 AM  |
| 30 | A transport hub, that has a large carpark, would be a good idea.   | 6/8/2023 9:18 AM  |
| 31 | Building the bypass is the only way to alleviate the traffic issues within Ashbourne. Once again, the problem is caused by lorries coming straight through the town, not the inability to cycle.   | 6/6/2023 8:15 PM  |
| 32 | See above  | 6/6/2023 4:51 PM  |
| 33 | I am mid 70's with knees that will no longer cycle or walk long distances. Provision must be made for the less able  | 6/6/2023 3:20 PM  |
| 34 | Again this is skirting the issue. Stop the lorries!  | 6/6/2023 9:22 AM  |
| 35 | Real time travel information boards has already wasted a lot of money in the county where they either dint work or didn't give accurate real-time information. If you want to improve people using public transportation continue to improve the networks and funding. Routes need to be covered by reliable, regular services, 7 days a week and including early morning and late evening. Many still require a car in rural/semi rural areas to get to shifts on time and back home again. | 6/6/2023 12:15 AM |
| 36 | Would normally agree but this is nothing to do with solving pollution levels which should be the point of this consultation  | 6/5/2023 4:54 PM  |
| 37 | Waste of money doing more surveys. The only thing that will stop the huge number of huge HGVs through the town is the bypass. Stop this alternative nonsense.  | 6/5/2023 3:44 PM  |
| 38 | Not sure that this would result in any real benefit to the roads in the sentry of town ? Could this money be better spent elsewhere ? Park and ride for example with small shuttle buses ? Electric ?  | 6/5/2023 11:44 AM |
| 39 | Still need 2nd by pass   | 6/1/2023 2:39 PM  |
| 40 | Waste of money. Ashbourne's priority is a bypass!  | 5/31/2023 9:47 PM |
| 41 | I cannot see the point of this and again the need for this would be reduced if the bypass was built and also I see no provision for on going maintenance, this should not fall to the residents of Derbyshire Dales to fund future costs.  | 5/31/2023 8:06 PM |
| 42 | So we all have to look and see if we can out of our houses and get back before we even go out 'added stress'   | 5/31/2023 7:32 PM |
| 43 | We've managed for years without this so why now? Again, this proposal is coming out of Agenda 2030 which is aiming to remove ownership of private cars except of course for elite council officials!   | 5/31/2023 4:40 PM |
| 44 | I think people who want to cycle will already be doing so. There are a lot of aged residents and with the hilly terrain would not make a lot of sense  | 5/30/2023 9:10 PM |
| 45 | Good idea but doesn't get to the root of the real problem here   | 5/30/2023 4:47 PM |
| 46 | Another excellent suggestion.  | 5/30/2023 4:45 PM |
| 47 | Since google maps already does this it is just a waste of the towns money that could be put to use on something else more usefull  | 5/28/2023 3:56 PM |
| 48 | I don't see how this addresses the problem of volume of HGV and car traffic, 90% of which is driving through Ashbourne in both directions  | 5/27/2023 3:30 PM |
| 49 | Waste of time and money. It all sounds very good using modern technology but by the time people look at the travel hub (if they do) they are all ready committed to whichever form of  | 5/26/2023 9:43 PM |



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transport they are going to take. A good minibus system going round the wider town once an hour might persuade some people to leave the car at home.

|    |  |                    |
|----|--|--------------------|
| 50 | What use is this to the problems on the roads? This isn't a solution. Will people abandon their cars and go for a walk.  | 5/26/2023 6:04 PM  |
| 51 | See above comment. This does not address the pollution problem   | 5/26/2023 5:06 PM  |
| 52 | I support this action but I don't think it is relevant to the AQAP. Anyone who can walk / cycle into town already does so.   | 5/26/2023 5:03 PM  |
| 53 | Again how do people find out?  | 5/26/2023 12:22 PM |
| 54 | In principal this seems to be a good plan, but is reliant on making the town centre friendlier to cyclists as mentioned above.   | 5/26/2023 8:06 AM  |
| 55 | What % of Asbourne vehicle movements are for town areas versus the countryside and transit routes? This is a minor problem , you have a bus station area that can be expanded , Shawcroft has EV charging points expand that ..a Mobility hub is about movement not jaming the place up with more stationary cars  | 5/26/2023 5:37 AM  |
| 56 | This will be nice to have, but I cannot see how it will affect the air pollution as it will not reduce the HGVs  | 5/26/2023 12:02 AM |
| 57 | I have no idea how this will help me to breathe more easily  | 5/25/2023 10:45 PM |
| 58 | The Town Plan included proposals around Ashbourne becoming a hub for cycling and active travel. This would bring tourism and improve the lives of residents. Again this is a good idea but it's tinkering - why can't Ashbourne get radical and become a national or international model for active travel and leisure. Build a by-pass.   | 5/25/2023 5:49 PM  |
| 59 | separate issue to A515 issue   | 5/25/2023 4:33 PM  |
| 60 | Is this proposal linked with refurbishment of the Methodist complex? Where are the the existing cycling paths apart from the Tissington Trail and the national cycle path to Derby?  | 5/24/2023 9:15 AM  |
| 61 | No matter which way I walk or cycle into Ashbourne, I am assaulted by traffic fumes on numerous occasions.   | 5/23/2023 4:07 PM  |
| 62 | Waste of money, get the by pass build  | 5/23/2023 2:41 PM  |
| 63 | I think having a transport hub is a nice thing to have but I dont believe it will make any difference to the number of polluting HGV's and therefore the air quality.  | 5/23/2023 2:16 PM  |
| 64 | What is a "high quality transport hub"? What benefit will it be to local residents not just tourists?  | 5/23/2023 1:20 PM  |
| 65 | The Tissington Trail proves very popular in the summer so any extra infrastructure around there would be fab   | 5/23/2023 11:21 AM |
| 66 | If the cycle charging is affordable, yes. But my suspicion is that the council and government will expect it to be privately owned and therefore profitable and therefore ... it won't be.   | 5/23/2023 8:33 AM  |
| 67 | Links to other "transport" such as cycling and walking routes? Deluded. Ordinary people need to drive cars, not prohibitively expensive electric vehicles (environmentally unfriendly and exploit child labour abroad!) - do you really think people are going to shop in Ashbourne if they can only walk, cycle or use buses (when you can't guarantee a seat on return journey)? Nope. But maybe the idea is to reduce the number of driving visitors who spend money in the town? | 5/22/2023 10:16 PM |
| 68 | As above. I think there will only ever be a small number of people who will be persuaded to cycle on a regular basis. Possibly for leisure purposes at weekends, but then they will probably drive to Ashbourne carrying their bikes on their cars.  | 5/22/2023 10:09 PM |
| 69 | Hub, not fussed. Link the routes with safe segregated routes.  | 5/22/2023 8:21 PM  |
| 70 | More smoke and mirrors the pollution problem is caused by the hit number of hgv's using a route that is not suitable for them due to gradients and width of the road. You have 3 options to address this widen the road, can't be done, reduce the gradient, can't be done, reduce the number of hgv's. It's obvious there is only one solution yet you fail to identify it.   | 5/22/2023 7:56 PM  |
| 71 | Its useful to know. However as a horse rider who uses the trail i would actively encourage   | 5/22/2023 6:57 PM  |

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|    |   |                    |
|----|---|--------------------|
|    | education on how to behave around horses  |                    |
| 72 | Yet more deckchair arranging on the Titanic   | 5/22/2023 3:53 PM  |
| 73 | Majority of people who want to walk and cycle are already doing so now. The Tissington Trail is already linked into cycle network now. Can't see a point for a 'Mobility Hub'?  | 5/22/2023 3:08 PM  |
| 74 | How does this improve air quality - is the assumption that every one will cycle in the trail rather than drive???   | 5/22/2023 10:30 AM |
| 75 | This is great measure to increase tourism but will have little or no effect on pollution. People going cycling up the Tissington Trail will not be doing that instead of driving HGVs through our town.   | 5/22/2023 9:52 AM  |
| 76 | This will be good for visitors but they will still come into the town to park.  | 5/22/2023 7:44 AM  |
| 77 | Another nice idea but cycling on the main roads in Ashbourne is taking your life in your hands. We need a comprehensive system of separate cycle routes!  | 5/21/2023 5:56 PM  |
| 78 | I suspect most of the cyclists to the trail drive here.   | 5/21/2023 3:59 PM  |
| 79 | Likely to have little impact on the actual problem. But always a good idea to improve infrastructure for alternative transport.   | 5/21/2023 3:21 PM  |
| 80 | Waste of time and money, we need a bypass   | 5/21/2023 1:38 PM  |
| 81 | Very sensible - actions to encourage cyclists to get off the road and onto dedicated cycle routes is better for the health and safety of the cyclists, and better for the other road users.   | 5/21/2023 12:31 PM |
| 82 | Yes. It will encourage tourism to bring more money in. But I don't think it will stop people using cars, you're not talking about the same demographic.   | 5/21/2023 10:42 AM |
| 83 | Waste of money as no-one will take any notice   | 5/21/2023 10:24 AM |
| 84 | Again, wasting bypass money. Please think about improving the lives of local people, not just the tourists  | 5/21/2023 10:06 AM |
| 85 | Waste of money. Those that cycle will. Those that don't won't. We are an affluent town, lots of elderly residents. They're not going to cycle.  | 5/20/2023 7:56 PM  |
| 86 | Please stop wasting tax payers money and time as everything being proposed is giving out the wrong information get the Bypass built   | 5/20/2023 7:20 PM  |
| 87 | Complete waste of taxpayers money!!   | 5/20/2023 5:34 PM  |
| 88 | Nope sort the buses out first last bus to Uttoxeter from Ashbourne is 16.30 people have to use a car to get back home   | 5/20/2023 10:53 AM |
| 89 | But how will they get there and will they park.   | 5/20/2023 10:45 AM |
| 90 | I've seen and been part of planning a number of allegedly high quality transport hubs to be cynical about them as few work very effectively.  | 5/20/2023 10:29 AM |
| 91 | In principle it would be lovely but to get from one side of town to the other it takes 30/40 mins ... hills mean it's not easily accessible and at times eg shopping or collecting children or driving elderly parents makes it impossible sometimes to walk ! This is a complete waste of money and time | 5/20/2023 8:32 AM  |
| 92 | Again. The town has seen a significant decrease in the number of bus routes especially to and from rural communities. Levelling up will do little to improve service and would need a significant mind shift from disenchanting communities.  | 5/20/2023 8:13 AM  |
| 93 | This needs amalgamating with the tourist information centre and siting somewhere central for everyone.  | 5/20/2023 8:07 AM  |
| 94 | A total waste of money, yet again Ashbourne spending money in the wrong places.   | 5/20/2023 7:38 AM  |
| 95 | Use levelling up money in the right way not for town planning   | 5/19/2023 10:17 PM |
| 96 | This will encourage more cycling but not effective HGV traffic  | 5/19/2023 10:08 PM |
| 97 | Important also to have safe cycle routes out to Clifton & Mayfield. This will further improve   | 5/19/2023 8:41 PM  |

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|     |   |                    |
|-----|---|--------------------|
|     | cycling, and these areas are a cyclable distance & are flat. Both routes are currently cycle unfriendly   |                    |
| 98  | Good for tourism, which itself is bad for traffic flow. We avoid the town during August.  | 5/19/2023 8:16 PM  |
| 99  | Bus services serve Ashbourne poorly. This should be a priority. An hourly service to Derby is not good enough. It should be at least half-hourly.   | 5/19/2023 7:45 PM  |
| 100 | People have got out of the habit of walking you can see that every day, providing more facilities will not serve any purpose  | 5/19/2023 4:16 PM  |
| 101 | A modern infrastructure to Ashbourne is badly needed. Ashbourne would flourish with residents and tourists if it were modernised. Out of town parking and regularly mini buses into town would enhance so many features of the town.  | 5/19/2023 4:03 PM  |
| 102 | rural transport suitable for use by local residents is already insufficient and I don't believe that this initiative will improve matters. Sounds like it might be good for tourists who have time on their hands.  | 5/19/2023 3:19 PM  |
| 103 | why not a bigger hub with all this plus electric vehicle charging and facilities relating to 8b below.  | 5/19/2023 3:06 PM  |
| 104 | Cyclists seem, to have priority over walkers with no manners, accident waiting to happen.   | 5/19/2023 1:39 PM  |
| 105 | Not convinced this will make a difference. There will still be heavy volumes of traffic during rush hours and in the summer when people are returning from Dovedale.  | 5/19/2023 12:32 PM |
| 106 | What on earth has this got to do with pollution or traffic movement?  | 5/19/2023 12:10 PM |
| 107 | Ring road needed .  | 5/19/2023 11:54 AM |
| 108 | Good idea   | 5/19/2023 11:35 AM |
| 109 | There are obvious health benefits here, but they will not address the issue of town centre congestion and pollution as it is mostly caused by HGVs and Tourists.  | 5/19/2023 11:27 AM |
| 110 | Doubt significant value   | 5/19/2023 11:10 AM |
| 111 | We all know what the problem is, BUILD A BYPASS   | 5/19/2023 9:24 AM  |
| 112 | Similarly to above, we have an existing cycling hub in town currently and this alone does not minimise the effects of the air quality. It has a positive message, but I can't see how this can be used as a mitigation strategy as this will only target a small portion of the pollutants. | 5/19/2023 12:13 AM |
| 113 | why don't you put the money to build a bypass ?   | 5/18/2023 5:38 PM  |
| 114 | Good for tourism but almost zero benefit for pollution  | 5/18/2023 5:04 PM  |
| 115 | sounds like more for tourists parking their bikes up then walk through tunnel into town. not sure how much use for locals whatever it needs to be secure as people with expensive bikes don't want to leave   | 5/18/2023 1:50 PM  |
| 116 | If this does go ahead, I would suggest adding cycling lanes so as to not hinder pedestrians and to improve for cyclists who would otherwise be cycling on the roads.  | 5/18/2023 1:49 PM  |
| 117 | Tourists before people who live here!!  | 5/18/2023 10:50 AM |
| 118 | Yes but again does little to address the main problem.  | 5/18/2023 9:56 AM  |
| 119 | It's a useful customer-friendly innovation but it's unlikely to improve the air quality in the worst affected areas of town.  | 5/18/2023 9:54 AM  |
| 120 | It's unsuitable for people who dont have access to bus routes, the elderly, the disabled, pyou are talking about leisure activities. People need to go about their lives.   | 5/17/2023 11:26 PM |
| 121 | I cannot see who will benefit from this. We need a bypassbto get hgvs out of the town, we need good bus routes and quieter roads to cycle and walk into town.   | 5/17/2023 11:21 PM |
| 122 | Waste of "Ashbourne Reborn" money that could be spent elsewhere in the town.  | 5/17/2023 11:19 PM |
| 123 | I don't really understand   | 5/17/2023 9:13 PM  |
| 124 | Great idea to get more people cycling. I feel as we need more cycling paths/ routes which are   | 5/17/2023 8:59 PM  |

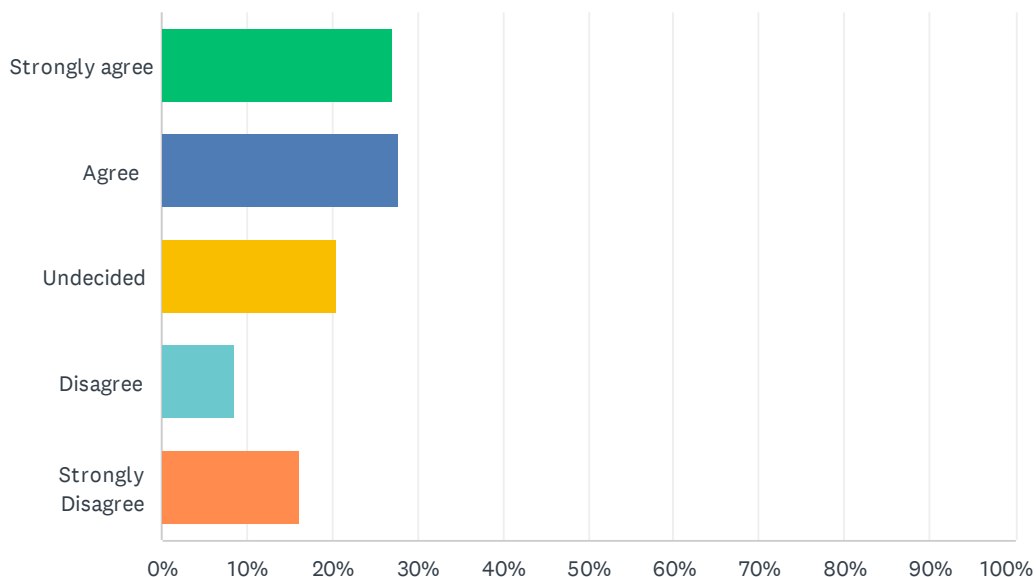
## Ashbourne Draft Air Quality Action Plan Consultation

completely separate from the roads so they are safe and don't interfere with traffic.

|     |   |                    |
|-----|---|--------------------|
| 125 | I do not understand the benefits of this measure. Is it to aid tourists who cycle?  | 5/17/2023 8:47 PM  |
| 126 | Won't this likely attract even more visitors and traffic?   | 5/17/2023 8:09 PM  |
| 127 | Public transport in Ashbourne is poor, Compared to towns, even when you do use buses, they can be erratic. Please provide better transport hubs.  | 5/17/2023 7:08 PM  |
| 128 | All helps   | 5/17/2023 7:06 PM  |
| 129 | Bypass is the solution  | 5/17/2023 5:38 PM  |
| 130 | Ok for people Tissington trail side but visitors from south will have to travel through .ultimately this measure will kill the trade in shops which is already suffering greatly because of Covid as well as brexit. If hub goes ahead needs to be one north south east and west .Wil be a hot bed for criminals breaking into cars. No police station and can't stop breaks in surges now to vans .  | 5/17/2023 5:30 PM  |
| 131 | Build a by pass.  | 5/17/2023 4:39 PM  |
| 132 | We already has a brilliant transport hub 50+ years ago, a train line, but due to the shortsighted intelligence of Ashbourne council this was removed.   | 5/17/2023 3:45 PM  |
| 133 | However hubs need to be near town as well as cycle stands   | 5/17/2023 1:58 PM  |
| 134 | The people using the cycle paths are predominantly tourists who have driven a distance to the area.King Edward Street bus station already has real time bus info.   | 5/17/2023 1:57 PM  |
| 135 | We need to keep the Market place car park as every time I drive into Ashbourne( only way I can get from where I live) it is full of people shopping in Ashbourne . Please do not kill Ashbourne's market place shops.   | 5/17/2023 1:24 PM  |
| 136 | Only the fittest of people will be able to capitalise on this. A previous survey has identified that Ashbourne has an aging population.   | 5/17/2023 1:19 PM  |
| 137 | A great idea, but this is unlikely to make much of a contribution to improving air quality on Buxton Road.  | 5/17/2023 12:32 PM |
| 138 | Seems like wishful thinking. Elec bikes are too expensive and too easily stolen - the police will be no help. How many journeys do people actually make when they aren't having to carry something with them like work equipment or shopping?   | 5/17/2023 11:44 AM |
| 139 | No point as the council overcharge for parking so nobody can afford to leave their car in their car park and walk or cycle  | 5/17/2023 11:19 AM |
| 140 | Just wasting public money just build a bypass solve all the problems in one go  | 5/17/2023 10:36 AM |
| 141 | Ashbourne is so small that all town centre bus stops are within walking distance of each other.   | 5/17/2023 10:35 AM |
| 142 | Still pushing the walking and cycling. Does no e creating this survey live anywhere near Ashbourne Walking and cycling only optional if you live and work in Ashbourne or maybe staying there. That is until as a visitor you wish to visit elsewhere in the peak park then you need your car.  | 5/15/2023 9:20 PM  |
| 143 | See previous comments.  | 5/15/2023 8:53 PM  |
| 144 | Electric cycle points must be strategically placed across the town as a whole to ensure the infrastructure is in place to encourage people to make the switch. This should be accompanied by a wider support such as grants for lower incomes to increase affordability of currently high value electric cars. I do not think cycling and walking will increase for most local journeys due to the geography of the town. Increase cycle lanes may have potential to improve use of cycles in some areas. | 5/15/2023 4:09 PM  |

**Q7 Action 6: Electric Vehicle Charging Points** There is wide Government and local policy support to move to zero emission vehicles and improve air quality, by installing more Electric Vehicle charging points. A County Council commissioned study (2022) has identified a need for extra charging points in Ashbourne in addition to those already provided in Shawcroft Car Park. The County Council has made a proposal to provide additional charging points within a ‘mobility hub’ (action 5b) associated with the “Ashbourne Reborn” Levelling Up Fund bid. Do you agree/disagree with this action? How strongly do you agree/disagree with Action 6?

Answered: 400 Skipped: 5



| ANSWER CHOICES    | RESPONSES |            |
|-------------------|-----------|------------|
| Strongly agree    | 27.00%    | 108        |
| Agree             | 27.75%    | 111        |
| Undecided         | 20.50%    | 82         |
| Disagree          | 8.50%     | 34         |
| Strongly Disagree | 16.25%    | 65         |
| <b>TOTAL</b>      |           | <b>400</b> |

| # | COMMENTS  | DATE              |
|---|---|-------------------|
| 1 | Charging points Yes. Consultation to state the obvious No.  | 7/11/2023 8:45 AM |
| 2 | I would find out if the others get used , takes hours to charge , always braking down need different apps and different fobs if bp are supplying them they are rubbish also the cables to | 6/26/2023 7:46 PM |

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charge need extra room blooming dangerous all over the place

|    |   |                    |
|----|---|--------------------|
| 3  | Yes. As an EV owner I'm all in favour of improvements to the EV charging infrastructure but again, this is a small part of what needs to be done. This may however further attract tourists to Ashbourne.   | 6/26/2023 5:37 PM  |
| 4  | ...if electric cars are the future.. then visitors will come if they know they can recharge. I'm not convinced by electric cars... but that's another issue!  | 6/26/2023 11:40 AM |
| 5  | Should be done anyway   | 6/26/2023 8:26 AM  |
| 6  | And again - this is all fine, but does not help much if at all with the issue of traffic, especially HGVs, coming through the centre of Ashbourne.  | 6/26/2023 8:24 AM  |
| 7  | Where will this be? What is being offered to Ashbourne residents who cannot 'charge up' at home?  | 6/25/2023 2:01 PM  |
| 8  | Although this is to be broadly welcomed it cannot make a significant difference to the number of vehicles ascending Buxton hill and therefore will not make a statistically significant improvement o NOx levels in the key locations.  | 6/21/2023 5:02 PM  |
| 9  | I live on North Avenue and the footpaths have just been completely re-surfaced. An idea opportunity to position charging points along the road was missed and lots of cars park there during the day and overnight. Rather than putting a few charging points in a couple of places, there should be a default policy of considering installing charging points whenever road works are undertaken. See also above comments on the location of the "mobility hub" | 6/21/2023 12:53 PM |
| 10 | There is an urgent need for more electric vehicle charging points throughout Ashbourne, not only in other carparks, but also in streets where cars need to charge overnight and do not have driveways. Where pavement resurfacing takes place this should be used as an opportunity to add these charging points, not only for residents but also for people who park on streets in the day. What is being planned about this option?                             | 6/21/2023 12:40 PM |
| 11 | Electric vehicles will not be viable unless many more points are available. Questions are being raised whether electric vehicles are the right solution.  | 6/20/2023 9:44 AM  |
| 12 | This will not have an impact on the pollution by HGVs. It is a nice to do feature which will be useful to those who visit the Town. Of course they who live in the area do not need this as they can charge from home.  | 6/19/2023 10:58 AM |
| 13 | The electrification of passenger transport is likely to have a big effect over time, but the "cost of entry" is extremely high and impractically so for many until there is an improved supply of reasonably-priced, used electric cars.  | 6/18/2023 10:56 AM |
| 14 | Agree, with the reservation that electric vehicles bring considerable environmental impact of their own (materials extraction, increased axle weight, disposal etc)   | 6/16/2023 4:51 PM  |
| 15 | It's highly misleading to describe EVs as "zero emission". When you look at the environmental damage caused by lithium and cobalt mining, it is clear that this "solution" may be no better than the problem. Different, maybe. The public needs far better "whole of product life" data to be able to come to a rational informed decision on EVs. The council undermines its own credibility by simply regurgitating trite government propaganda.               | 6/14/2023 9:36 PM  |
| 16 | Bypass  | 6/14/2023 4:36 PM  |
| 17 | Increased access to infrastructure is key to increasing the take up of electric vehicles. The number of charging points available currently is woefully inadequate for a town that aspire to attract more visitors  | 6/14/2023 11:20 AM |
| 18 | More Electric Vehicle charging points has got to be a good move for the future.   | 6/13/2023 10:58 PM |
| 19 | Sounds encouraging.   | 6/11/2023 6:21 PM  |
| 20 | DDDC would perhaps get more people using charging hubs if they stopped charging the motorist parking fees whilst doing so. More sensible idea would be to have house builders incorporate charging hubs into new builds   | 6/9/2023 9:55 AM   |
| 21 | Again, this isn't going to have much impact on air quality, as although needed, the provision of extra charging points won't trigger a significant move over to electric vehicles.  | 6/9/2023 9:38 AM   |
| 22 | I agree more electric charging points are needed. I do not as yet fully understand the impact of  | 6/8/2023 5:38 PM   |

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much heavier cars on our roads and the impact of braking and acceleration which also causes issues with air quality. The black dust constantly outside Rymans is testament to this as lorries slow to make the turn.

|    |  |                   |
|----|--|-------------------|
| 23 | I don't believe this will have much effect most people charge their cars at home   | 6/8/2023 3:42 PM  |
| 24 | why, build a bypass first and then look at the other nice to do's  | 6/8/2023 10:17 AM |
| 25 | I don't feel that Electric cars are the way forward as they are not as green as you would think. Mining for of precious minerals and getting rid of batteries and we all know from our phones batteries do not last in tiptop condition that long. The expense of changing them is horrendous new technology like hydrogen is coming along which I believe will be cleaner all round.                                  | 6/8/2023 9:48 AM  |
| 26 | The provision of charging points is for the free market. The county council should stick to building/ mending roads.   | 6/8/2023 9:18 AM  |
| 27 | Building the bypass is the only way to alleviate the traffic issues within Ashbourne. This isn't going to help lower emissions or traffic issues.  | 6/6/2023 8:15 PM  |
| 28 | Many of the older houses in Ashbourne cannot have drives to park any vehicles and so if we all have to go electric many more points at an affordable rate are needed   | 6/6/2023 3:20 PM  |
| 29 | Electric charging points are going to be essential on the future. Unfortunately electricity is not yet 'green' . There is still a long way to go on electric cars, improving infrastructure is a great start and hopefully technology and engineering will catch up.   | 6/6/2023 12:15 AM |
| 30 | Would normally agree but this is nothing to do with solving pollution levels which should be the point of this consultation  | 6/5/2023 4:54 PM  |
| 31 | Waste of money doing more surveys. The only thing that will stop the huge number of huge HGVs through the town is the bypass. Stop this alternative nonsense.  | 6/5/2023 3:44 PM  |
| 32 | Not enough being done  | 6/2/2023 6:50 PM  |
| 33 | So few electric vehicles not worth the expense   | 6/1/2023 6:02 PM  |
| 34 | Does not affect urgent need for 2nd by pass  | 6/1/2023 2:39 PM  |
| 35 | No! A waste of funding. The charging points already in place are hardly used! Ashbourne's priority is a bypass.  | 5/31/2023 9:47 PM |
| 36 | We can't all afford to buy electric cars far to expensive for pensions and people on small incomes   | 5/31/2023 7:32 PM |
| 37 | Electric vehicle charging points cannot be justified by true climate science. The Earth's climate has been changing forever due to natural factors. Ice core samples show that 500 million years ago CO2 was at over 7,000 ppm. Current levels are 450ppm and if Agenda 2030 is successful in reducing CO2 still further then mass extinction will happen at about 150ppm. Is that what the Council wants to happen?   | 5/31/2023 4:40 PM |
| 38 | More charging points are needed  | 5/30/2023 9:10 PM |
| 39 | As an electric vehicle driver, I have a charging point at home. I am very happy to see the charging points in Shawcroft, but these are all of a relatively slow charging speed. Having been frustrated on longer journeys, and while away from home, I think that any more chargers to be installed should be fast rapid (50+ KWh). Consideration should also be given to realistic time constraints on such chargers. | 5/30/2023 4:45 PM |
| 40 | I do not believe this will help ashbourne at this time   | 5/28/2023 3:56 PM |
| 41 | Whilst electric car charging is always beneficial to drive more electric cars, i cannot see how this will change the pollution from HGVs or reduce the volume of traffic through town  | 5/27/2023 3:30 PM |
| 42 | Which mobility hub are we talking about here? The one at the beginning of the Tissington Trail? No room there for extra parking spaces for car charging.   | 5/26/2023 9:43 PM |
| 43 | Who is this for? Local residents will use their own charging units. Are we enticing electric car users into town to stop and charge? That's just more traffic. There is always an available charge point in town at present.   | 5/26/2023 6:04 PM |
| 44 | See above comment. Funds for "Ashbourne Reborn" should not be diverted to the County   | 5/26/2023 5:06 PM |

## Ashbourne Draft Air Quality Action Plan Consultation

Council for facilities it should be providing anyway.

|    |  |                    |
|----|--|--------------------|
| 45 | I support this action but I don't think it is relevant to the AQAP.  | 5/26/2023 5:03 PM  |
| 46 | I don't see this as being a strong driver towards air quality improvement, but is a necessary thing to be done to ensure people with EVs are still able to visit Ashbourne.  | 5/26/2023 8:06 AM  |
| 47 | Answered in previous question  | 5/26/2023 5:37 AM  |
| 48 | This will be necessary if we are all to move to electric cars, but will not affect air pollution from HGVs so I cannot see how this can be submitted as an action point  | 5/26/2023 12:02 AM |
| 49 | I'm happy for electric HGVs to charge the vehicles on the industrial estate.   | 5/25/2023 10:45 PM |
| 50 | The provision of charging points helps tourism and more will be needed soon as the switch the EVs grows. Build a by-pass.  | 5/25/2023 5:49 PM  |
| 51 | It's ok to put more charging points in but not everyone can Afford an electric car.. lol So just put the money toward the bypass.  | 5/23/2023 2:41 PM  |
| 52 | I have never seen cars queueing or waiting to use the charging points at Shaw croft carpark. Again - nice to have some extra for the future but this action will not reduce the number of air polluting HGV's.   | 5/23/2023 2:16 PM  |
| 53 | The lack of proactive action from Derbyshire County Council on installing electric vehicle charge points is staggering. There's money to spend on this, why hasn't it been spent already? Derbyshire councils should be at the forefront of engaging with ULEV's and making it easier to drive and own a ULEV within Derbyshire. Current EV infrastructure is a shambles.  | 5/23/2023 1:20 PM  |
| 54 | See above  | 5/23/2023 11:21 AM |
| 55 | Half agree. But if it goes the way of the private charging systems on the motorways, they fall into disrepair and their charge increases outstrip inflation by a massive amount.   | 5/23/2023 8:33 AM  |
| 56 | Over the years car parking spaces have dramatically declined, proper parking areas should be open at all times to mitigate the loss of more spaces for electric charging bays - no where to park means no one will use the town, good for pollution, bad for businesses  | 5/22/2023 10:30 PM |
| 57 | Do you really think that ordinary people can afford electric cars? Do you think beyond the narrative and see how destructive these vehicles are in terms of minerals, rare metals, exploiting child labour abroad?   | 5/22/2023 10:16 PM |
| 58 | Electric vehicles are becoming more unpopular as data regarding safety, cost and reliability are reported. The majority of people simply cannot afford to buy an electric vehicle, they are too expensive and the battery life is shockingly short. Most cars do not achieve the range stated by manufacturers and therefore people have no confidence in the. So installing charging points will have very little impact. It is not going to persuade anyone to buy an electric vehicle in preference to and ICE that they are familiar with. | 5/22/2023 10:09 PM |
| 59 | It's not going to solve your problem, but the future is going electric, and generally, everywhere you park should be able to have a car charge at 7kW, with a handful of faster chargers required.   | 5/22/2023 8:21 PM  |
| 60 | More nonsense current data shows that only 0.6% of new hgv's are electric. This is not a viable solution within any form of reasonable timescale.  | 5/22/2023 7:56 PM  |
| 61 | Personally I don't think electric cars are the way forward   | 5/22/2023 6:57 PM  |
| 62 | Most people who shop in Ashbourne are local and therefore make short journeys. Charging not therefore required. If you currently go to Shaw Croft, there is always, without fail parking spaces for EV's. Besides that, most people park on the roads due to high parking charges  | 5/22/2023 3:53 PM  |
| 63 | The more Electric Vehicle Charging Points, the better for all, across all areas not just Ashbourne. As comment for Action 5, why do these charging points have to be in a 'Mobility Hub'? Can't see the point?   | 5/22/2023 3:08 PM  |
| 64 | More electric vehicle charging points is a great idea and will hopefully encourage more people to drive electric cars. However this measure will not suddenly lower pollution, it is a long term action that will need people to change their lifestyle and mindset.   | 5/22/2023 9:52 AM  |
| 65 | Can't afford an electric vehicle never mind charge it up at today's electricity prices   | 5/21/2023 8:45 PM  |



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|    |   |                    |
|----|---|--------------------|
| 66 | The more the better   | 5/21/2023 5:56 PM  |
| 67 | Most residents in the Dales will struggle to by an e vehicle  | 5/21/2023 3:59 PM  |
| 68 | Has anyone complained that they cannot charge their EV? Again improving infrastructure is fine but what percentage of residents own or use an EV. Why not improve transport to and from the centre using electrified public transport?  | 5/21/2023 3:21 PM  |
| 69 | Complete utter waste of money   | 5/21/2023 1:38 PM  |
| 70 | Perfectly sensible plan.  | 5/21/2023 12:31 PM |
| 71 | Yes definitely. If cars are going electric it will kill the town if there is no infrastructure to support gov initiatives on this.  | 5/21/2023 10:42 AM |
| 72 | If you are trying to reduce local traffic they should not need charging points  | 5/21/2023 10:24 AM |
| 73 | This should be paid for only by electric car users.   | 5/21/2023 10:06 AM |
| 74 | Electric car ownership is impossible at the moment if you live on Buxton Rd as so little practical access to convenient charging points. Could charging points be added to the cattle market car park on Auction Close? Lots of cottages nearby without their own driveways to accommodate own charging points. | 5/20/2023 8:18 PM  |
| 75 | Stop stop stop Just get on and put fixed charging points over the town. Let's encourage footfall to the town, ooops that's a bad idea because of 'air pollution , BYPASS PLEASE   | 5/20/2023 7:20 PM  |
| 76 | How many electric car users in Ashbourne?   | 5/20/2023 5:34 PM  |
| 77 | People won't go and buy an electric car just because there are more charging hubs.  | 5/20/2023 2:32 PM  |
| 78 | Total waste off time and money  | 5/20/2023 10:53 AM |
| 79 | Where will they be not parking in ashbourne as it is.   | 5/20/2023 10:45 AM |
| 80 | We have lefty and I hardly ever see anyone using them now so no need for anymore Waste of money again   | 5/20/2023 8:32 AM  |
| 81 | Leveling up is a bid not a guarantee. What happens if bid is unsuccessful.  | 5/20/2023 8:13 AM  |
| 82 | The ones already on Shawcroft are not used much. Obviously in the future this will increase maybe add some along Compton  | 5/20/2023 8:07 AM  |
| 83 | The electric car charging points on shawcroft are barely used so why do we need more? Sales in electric cars have dropped massively as people are realising electric cars are not a great alternative.  | 5/20/2023 7:38 AM  |
| 84 | Waste of public money get private sector to do this.  | 5/19/2023 10:17 PM |
| 85 | More electric charging infrastructure is required. Again , this will not reduce HGV traffic   | 5/19/2023 10:08 PM |
| 86 | More impact on particulate & NOx air quality would be gained by charging older pre Euro VI HGVs and commercial vehicles for accessing Ashbourne. New petrol & diesel vehicles emit relatively little pollution in terms of air quality & are more accessible to Ashbourne residents.                            | 5/19/2023 8:41 PM  |
| 87 | Obviously a national priority. Ashbourne needs charging points like everywhere else.  | 5/19/2023 8:16 PM  |
| 88 | Electric vehicles are the future .  | 5/19/2023 4:03 PM  |
| 89 | I don't think that electric cars are sufficiently developed for the type of use demanded by agricultural workers and rural communities with 'traditional' jobs, so idea of limited use for local residents.   | 5/19/2023 3:19 PM  |
| 90 | There are woefully low numbers of chargers, if the government actually means to meet its targets  | 5/19/2023 3:06 PM  |
| 91 | Essential for the future. Please do not force people to load yet another app to use charge points.A simple use of credit/debit card should be enough (as per Groidserve).   | 5/19/2023 3:06 PM  |
| 92 | Charge them at home   | 5/19/2023 1:39 PM  |
| 93 | This would encourage me to consider an EV   | 5/19/2023 12:32 PM |

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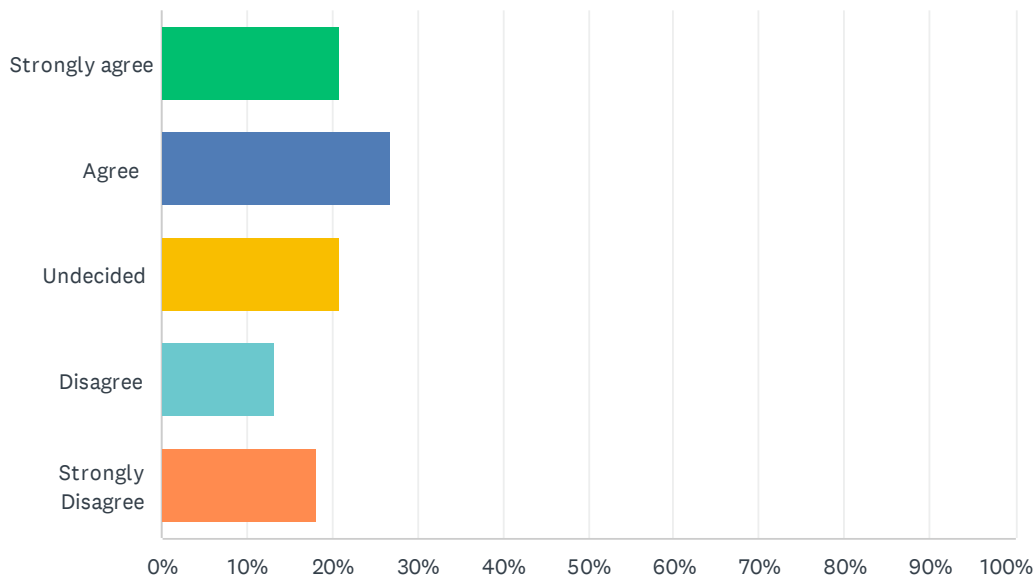
|     |   |                    |
|-----|---|--------------------|
| 94  | It's taken this council years to realise that we have electric powered cars!!   | 5/19/2023 12:10 PM |
| 95  | Ring road needed .  | 5/19/2023 11:54 AM |
| 96  | Yes please  | 5/19/2023 11:35 AM |
| 97  | There is good for the greener future we need, but they will not address the issue of town centre congestion and pollution as it is mostly caused by HGVs.   | 5/19/2023 11:27 AM |
| 98  | Demand will increase  | 5/19/2023 11:10 AM |
| 99  | We all know what the problem is, BUILD A BYPASS   | 5/19/2023 9:24 AM  |
| 100 | Not everyone can afford to change their cars .  | 5/19/2023 7:34 AM  |
| 101 | I don't think these being situated at the 'mobility hub' would necessarily be a benefit to have here? Whether they can be introduced to other car parks throughout the town or even more on Shaw Croft (Ashbourne's largest Car Park) as I believe there are only 6? AGAIN, not a direct preventative to the current air quality I wouldn't say Ashbourne has a large quantity of electric vehicles in comparison to the regular agricultural/HGV/petrol/diesel vehicles. | 5/19/2023 12:13 AM |
| 102 | As long as all different charging connections are available   | 5/18/2023 7:20 PM  |
| 103 | Complies with EV targets  | 5/18/2023 5:04 PM  |
| 104 | We need 100's of charging points if electrification of transport is going to become a reality   | 5/18/2023 2:17 PM  |
| 105 | if we all meant to drive electric vehicles by 2030 onwards then almost all parking spaces will need charging points   | 5/18/2023 1:50 PM  |
| 106 | More investment in infrastructure is necessary to encourage people to buy electric vehicles. I also hope you will express this sentiment to the UK government which is frankly dragging its heels on the matter.  | 5/18/2023 1:49 PM  |
| 107 | Not sure electric vehicles are the way forward  | 5/18/2023 10:50 AM |
| 108 | Yes but we should be doing this anyway.   | 5/18/2023 9:56 AM  |
| 109 | Also a useful development but don't go too far too soon, and make sure a common charging system is used with increased National Grid capacity in the right areas.   | 5/18/2023 9:54 AM  |
| 110 | Electric vehicles are totally out of reach for ordinary members of the public. They are also not to be sustainable due to the batteries. You need an affordable, sustainable, method of transportation for your local population.   | 5/17/2023 11:26 PM |
| 111 | It would be helpful if the ones in Shawcroft actually worked!   | 5/17/2023 11:19 PM |
| 112 | I will never afford an electric car   | 5/17/2023 9:13 PM  |
| 113 | I don't feel battery cars are the only solution to climate change. They are one solution but efuels are another answer. However they should be a hub or car park area for charging.   | 5/17/2023 8:59 PM  |
| 114 | I agree with measures that promote the practical use of electric vehicles within the wide geography of the Peak District and surrounds  | 5/17/2023 8:47 PM  |
| 115 | Can we fix the ones we have first before installing more and reduce the high fees that go with them.  | 5/17/2023 8:38 PM  |
| 116 | Strongly believe charging points should be based at garages and peoples' own homes. I'm extremely upset that the most significant action that has been needed, and talked about for so many years - a proper, full COMPLETE BYPASS for Ashbourne - isn't even an option on this consultation. Ashbourne is always overlooked.   | 5/17/2023 8:09 PM  |
| 117 | I've never seen all the charging point's on Shaw Croft carpark full and in use at the same time.  | 5/17/2023 7:27 PM  |
| 118 | Maybe. Good idea with more people having them.  | 5/17/2023 7:06 PM  |
| 119 | I hardly see the ones on shaw Croft used so why is there need for any more but if the levelling up fund is used does that mean Ashbourne gets to keep the money generated from these machines   | 5/17/2023 6:34 PM  |
| 120 | As long as they are disabled user friendly  | 5/17/2023 6:15 PM  |

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|     |  |                    |
|-----|--|--------------------|
| 121 | Hydrogen is the future not electric  | 5/17/2023 5:38 PM  |
| 122 | Charging points ok but people in Ashbourne area are not well off.  | 5/17/2023 5:30 PM  |
| 123 | Stop forcing electric cars on people. They are viable  | 5/17/2023 4:34 PM  |
| 124 | I don't think the town warrants more EV charging points.. This is something that EV owners should already have installed upon purchase of an EV.   | 5/17/2023 4:31 PM  |
| 125 | I hope the plans will be run past us?  | 5/17/2023 4:30 PM  |
| 126 | There are barely enough parking spaces without setting them aside for electric vehicles to charge.   | 5/17/2023 3:45 PM  |
| 127 | Electric vehicles are not a viable option going forward due to cost, mileage restrictions and battery technology never being able to achieve substantial increases in mileage. We need to move forward and stop the fixation with electric cars as a viable alternative to current combustion engines. Most of the electric cars on the road are company cars due to the tax breaks for employers and most people cannot afford and will not be able to afford these vehicles now or in the future | 5/17/2023 2:06 PM  |
| 128 | I have never at any time seen all the present charging points taken up would be better to get new home builders to include charging points in the builds   | 5/17/2023 1:58 PM  |
| 129 | Extra points may be useful on Swimming Pool car park but at present the existing charge points on Shaw Croft are mostly unused.  | 5/17/2023 1:57 PM  |
| 130 | Dirty batteries are not the long term future. I believe hydrogen is gaining ground and can use the infrastructure already in place. Save your money!   | 5/17/2023 1:24 PM  |
| 131 | The district Council are still approving plans for new developments without electric charging points being mandatory on each newbuild. This should be the first point of call making sure that every house has the ability to charge electric vehicles. The cost of electric vehicles also makes them not affordable to the working person on an average wage paid in  | 5/17/2023 1:19 PM  |
| 132 | A great idea, but this is unlikely to make much of a contribution to improving air quality on Buxton Road.   | 5/17/2023 12:32 PM |
| 133 | Already under used EV charging points in the town.   | 5/17/2023 12:11 PM |
| 134 | Most workers in Ashbourne cannot afford EVs. EVs are for rich people or companies (tax breaks). Installing more EV charge points might attract more tourists, since some of those people will typically have an EV and want to charge it.  | 5/17/2023 11:44 AM |
| 135 | Should be everywhere and should be the first thing built   | 5/17/2023 11:19 AM |
| 136 | Electric cars are not the way forward just a quick fix again Need a bypass   | 5/17/2023 10:36 AM |
| 137 | If the shawcroft ones are busy, build more - otherwise don't. They should be built to demand. Do not try to increase demand by increasing supply - that doesn't work.  | 5/17/2023 10:35 AM |
| 138 | Maybe you could also consider those living in rural areas of Derbyshire Dales too.   | 5/15/2023 10:35 PM |
| 139 | If only electric vehicles were good enough and affordable to use . IN Such a rural area . The electric range is not good enough and that range is somewhat reduced by the fact it is very hilly and country lanes.   | 5/15/2023 9:20 PM  |
| 140 | Increasing charging points is essential everywhere to assist the move towards electric vehicles, but they are financially out of reach for most, have range issues and uncertain battery life, meaning most will stick with petrol/diesel until affordable options become available.   | 5/15/2023 8:53 PM  |
| 141 | This will definitely encourage more people to get electric cars.   | 5/15/2023 8:03 PM  |

**Q8 Action 7: Business and School Travel Planning** DEFRA air quality guidance identifies that changes to behaviour can support a reduction in trips by car by encouraging more sustainable and active forms of transport, including cycling and walking. To enable this the Action Plan seeks to undertake measures including:-  
 Action 7a) Workplace travel plans  
 The County Council’s sustainable travel team providing advice to businesses and new developments to encourage greater use of more sustainable modes of transport.  
 Do you agree/disagree with this action?  
 How strongly do you agree/disagree with Action 7a?

Answered: 393 Skipped: 12



| ANSWER CHOICES    | RESPONSES  |
|-------------------|------------|
| Strongly agree    | 20.87% 82  |
| Agree             | 26.97% 106 |
| Undecided         | 20.87% 82  |
| Disagree          | 13.23% 52  |
| Strongly Disagree | 18.07% 71  |
| <b>TOTAL</b>      | <b>393</b> |

| # | COMMENTS  | DATE              |
|---|---|-------------------|
| 1 | There not thick they don't need telling   | 6/26/2023 7:46 PM |
| 2 | Educating people always makes sense!  | 6/26/2023 5:37 PM |
| 3 | This can only be a good thing but I am sceptical about the degree of improvement this would | 6/26/2023 4:25 PM |

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deliver. It would need to be closely linked with improvements to public transport and cycling and walking infrastructure as part of Ashbourne Reborn

|    |  |                    |
|----|--|--------------------|
| 4  | We need to value all our resources and any carrots to new business to help, should, of course, be considered.  | 6/26/2023 11:40 AM |
| 5  | Patronising to local businesses .... it may be workable for something like JCB but cannot see how it would help the small businesses in Ashbourne.   | 6/26/2023 8:26 AM  |
| 6  | And again and again - this is all fine, but does not help much if at all with the issue of traffic, especially HGVs, coming through the centre of Ashbourne.   | 6/26/2023 8:24 AM  |
| 7  | How much business will be lost from the new employment hubs if people do not have access to personal transport? A hopper bus from the airfield and new housing developments may offer an improved take up of town services without adding to traffic.  | 6/25/2023 2:01 PM  |
| 8  | The exchanges between the sustainable travel team and business and new developments need to be reported to enable residents to be informed of the purpose and progress of these exchanges.   | 6/25/2023 2:00 PM  |
| 9  | No one within 1 mile of school or work should be using a car.  | 6/24/2023 9:10 AM  |
| 10 | Although this is to be broadly welcomed it cannot make a significant difference to the number of vehicles ascending Buxton hill and therefore will not make a statistically significant improvement o NOx levels in the key locations.   | 6/21/2023 5:02 PM  |
| 11 | Not sure this will be effectual  | 6/21/2023 3:11 PM  |
| 12 | Good, but without incentives unlikely to be very effective in my opinion.  | 6/21/2023 12:53 PM |
| 13 | It is important to encourage alternative means of transport to cars, particularly buses. Walking and cycling are great as long as the roads are safer form HGVs in particular and the pavements and cycle lanes are provided   | 6/21/2023 12:40 PM |
| 14 | Street parking in Ashbourne has become an obstruction. High parking charges have become counterproductive.   | 6/20/2023 9:44 AM  |
| 15 | there is no point in depending on such schemes without sign up by the businesses to compel that the workforce observe the process. Merely a token, I am afraid.  | 6/19/2023 10:58 AM |
| 16 | Businesses expect workers to get to work "under their own steam". Years ago, many of the businesses on Ashbourne Industrial estate provided free transport into the town centre. This has mainly stopped, encouraging greater use of private cars. Could local authorities step in to fill that void?  | 6/18/2023 10:56 AM |
| 17 | Ashbourne's two steep hills are a strong disincentive for the less-than-sturdy walker, and must result in more short distance car journeys than in an equivalently sized, flatter geography. New developments, such as a regular shuttle service, could be targeted here.  | 6/16/2023 4:51 PM  |
| 18 | Bypass   | 6/14/2023 4:36 PM  |
| 19 | The challenge will be to find ways to encourage the many parents who travel to work out of town to find ways of enabling their children to get to school without dropping them at the school gates. The chaos experienced on a daily basis along Green Road and Cokayne Avenue is appalling and is also extremely dangerous. Cars routinely mount the pavement along Green Road to pass other vehicles, even when children are walking along the pavements. This is a matter of urgent concern as it is inevitable that eventually someone is going to be seriously hurt or even killed. | 6/14/2023 11:20 AM |
| 20 | In essence it is a good idea, but it is not practicable. A huge proportion of parents have go to take children to school prior to work commitments, hence walking and cycling will not fit in to lifestyle, and in fact anyone (and I include an ageing population) wishing to go into Ashbourne has to negotiate the hills.....The topogaphical nature of the town makes this difficult.  | 6/13/2023 10:58 PM |
| 21 | Sounds very sensible.  | 6/11/2023 6:21 PM  |
| 22 | Don't think this will influence people we tried having staggered school closing times to allow parents to pick up children from different schools we made all infant schools into juniors to stop traffic movement the problem being the more houses you build the more cars movements you have and parents today seldom walk children to school they have work commitments  | 6/9/2023 9:55 AM   |

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|    |   |                   |
|----|---|-------------------|
| 23 | Residents Car parking permits are not designed (after 4pm) for school pick up times. Most schools in Ashbourne finish at 3:15   | 6/8/2023 11:28 PM |
| 24 | How will this work in practice in a town where all the services are on one side and all the houses on the other with a large hill in between? As some one who can only make my journey to work by car, public transport would take me approximately 3 hours to travel 26 miles which is ridiculous. The price of an electric car remains prohibitive so I am unlikely to be able to make the switch anytime soon. | 6/8/2023 5:38 PM  |
| 25 | The pollution problem on Buxton Road would appear to be due to heavy lorries unable to pass on the hill. I don't think giving advice to businesses will make any difference to this.  | 6/8/2023 1:08 PM  |
| 26 | another waste of money, just build a bypass, the rest will then come naturally  | 6/8/2023 10:17 AM |
| 27 | Car journeys to take children to school !!! Options for walking needs consideration   | 6/8/2023 10:07 AM |
| 28 | The amount of people who drive to junior schools is huge. People are meant to live in the area so should be able to walk to school. It's important that we teach our children that walking is a good and healthy alternative to driving.  | 6/8/2023 9:51 AM  |
| 29 | The problem is, we are rural area and everybody travels farther for jobs from various points across the county, and possibly from the next county, Staffordshire. The only way would be to get a train line running into Ashbourne, but that, but that still wouldn't help people who work in Town and live in the villages around the area.  | 6/8/2023 9:48 AM  |
| 30 | Getti g peop!e out of cars is a laudable, but impractical, idea. Focus should be on removing HGV traffis from the town centre and providing suffucient car parking spaces.  | 6/8/2023 9:18 AM  |
| 31 | Building the bypass is the only way to alleviate the traffic issues within Ashbourne.   | 6/6/2023 8:15 PM  |
| 32 | Again, see above Be realistic.....these things are virtually impossible to effect   | 6/6/2023 4:51 PM  |
| 33 | How convenient will these sustainable forms of transport be and will they fit sensibly in with work plans i.e. arriving in Derby before 9.00 a.m.?  | 6/6/2023 3:20 PM  |
| 34 | Active travel schemes have been available for a number of years to no successful impact-waste of money.   | 6/6/2023 12:15 AM |
| 35 | Would normally agree but this is nothing to do with solving pollution levels which should be the point of this consultation   | 6/5/2023 4:54 PM  |
| 36 | Waste of money doing more surveys. The only thing that will stop the huge number of huge HGVs through the town is the bypass. Stop this alternative nonsense.   | 6/5/2023 3:44 PM  |
| 37 | It is primarily the lorries that are the issue they create a real risk of harm to pedestrians and cyclists trying to move around the grantee of town.   | 6/5/2023 11:44 AM |
| 38 | School traffic is horrendous ! New School elsewhere is the only answer, qegs can't cope   | 6/2/2023 6:50 PM  |
| 39 | Ashbourne is in a rural area and car travel is the only reliable option   | 6/2/2023 6:41 PM  |
| 40 | Advice. ! When it's cold or rainy the cars will be used anyway  | 6/1/2023 6:02 PM  |
| 41 | Concentrate on 2nd by pass  | 6/1/2023 2:39 PM  |
| 42 | Existing public transport is beyond poor  | 6/1/2023 10:49 AM |
| 43 | I work in Nottingham. Can I walk? Can I cycle? Can I catch a train? How many other commuters live in Ashbourne? Ashbourne needs a bypass as a priority.   | 5/31/2023 9:47 PM |
| 44 | I do not see that this will help other than to provide for further costs on council tax payers.   | 5/31/2023 8:06 PM |
| 45 | Not enough public transport to the right places for work and to far to walk   | 5/31/2023 7:32 PM |
| 46 | This is a precursor to "20 minute communities" and would start off voluntary but before long the council will be issuing fines and becoming a pain for ordinary residents. The Council was elected to serve the interests of the residents not to run a technocratic society.   | 5/31/2023 4:40 PM |
| 47 | The terrain surrounding Ashbourne does not encourage this in many peoples views   | 5/30/2023 9:10 PM |
| 48 | Waste of time and resources   | 5/30/2023 4:47 PM |

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|    |   |                    |
|----|---|--------------------|
| 49 | Any new developments should be compelled at the planning stage to include solar panels and EV chargers. For retro-fitting, there are systems available that arrive in a container and pop up to provide solar powered charge points.  | 5/30/2023 4:45 PM  |
| 50 | Cycle to work Scheme  | 5/27/2023 10:15 PM |
| 51 | It is very unclear exactly how you intend to achieve this outcome. How can we have an opinion if you don't say what your actions will be? I suggest some free public transport to get people to work and to the shops from the outlying areas. It can be paid for by the savings made by not employing consultants to tell us what we can work out for ourselves.                       | 5/26/2023 9:43 PM  |
| 52 | No one is going to listen or change their behaviour. What a waste of time.  | 5/26/2023 6:04 PM  |
| 53 | This would have insignificant impact on the fundamental problem of pollution.   | 5/26/2023 5:06 PM  |
| 54 | I support this action but I don't think it is relevant to the AQAP.   | 5/26/2023 5:03 PM  |
| 55 | We need a bypass. This will not impact traffic flow   | 5/26/2023 3:34 PM  |
| 56 | Many people travel from villages outside Ashbourne. Buses times don't run at the right times and a bus would not be full or economical  | 5/26/2023 12:22 PM |
| 57 | Public transport to and from Ashbourne is woeful, and I am forced to drive. I have looked very hard at other options but do not feel I have a choice in this.   | 5/26/2023 8:06 AM  |
| 58 | That is what they are and should be doing , much of this data is in the Relief Road data analysis for design. Why is this suggesting we reinvent all this ?   | 5/26/2023 5:37 AM  |
| 59 | How is this to stop HGVs using Buxton road  | 5/26/2023 12:02 AM |
| 60 | They need to be having these conversations with the hauliers not Ashbourne inhabitants.   | 5/25/2023 10:45 PM |
| 61 | Another waste of money. Active travel is never going to grow in Ashbourne until there are safe cycle lanes, a total reduction in HGV traffic through town and total pedestrian priority in all areas. Whilst the car and HGVs rule no amount of advice will change behaviour.   | 5/25/2023 5:49 PM  |
| 62 | active travel is great, but in rural districts this needs to be supported by buses and buses that can carry bikes etc.  | 5/25/2023 4:33 PM  |
| 63 | If you live nearby and are able to walking to School or work is fantastic. If you have a business and have to carry things and live 1 or 2 miles out getting a bus is not going to work. As it goes currently I would not feel comfortable/ safe riding my bike through Ashbourne.  | 5/25/2023 9:41 AM  |
| 64 | For people living outside Ashbourne other travel methods are not necessarily practical or convenient  | 5/24/2023 12:53 PM |
| 65 | Tax employer provided parking places and impose parking charges along Church Road and elsewhere where time limits are not in place. Employers much provide adequate shower facilities for cyclist commuters.  | 5/24/2023 9:15 AM  |
| 66 | Better and faster public transport is needed to entice people away from cars  | 5/23/2023 9:00 PM  |
| 67 | People won't stop driving their kids to & from school.  | 5/23/2023 4:07 PM  |
| 68 | Just put the bypass in and stop telling people how to use there cars etc, if we could walk to some place fair enough, but not everyone as time to walk and would you walk with say 4 kids to school when these 4 kids go to 2 different school,   | 5/23/2023 2:41 PM  |
| 69 | This action will make no difference to our air quality in the short term. I work from home so couldn't be more 'green'. Good luck to anyone who wishes to cycle to school or work around here. If the hills don't kill you off, the HGV's will.   | 5/23/2023 2:16 PM  |
| 70 | Yes. Ban the "school runs". But I doubt you will.   | 5/23/2023 8:33 AM  |
| 71 | Just providing a bus service from the top of Derby hill would help no end. There are a lot of people driving there kids to school from up here, all the new builds don't help with more on the way!   | 5/22/2023 10:31 PM |
| 72 | "Sustainable travel team" meaning what? walking, cycling, cramming onto rare and unreliable buses?? So basically you're saying that people should only be able to walk or cycle to work? Not taking into account that people might live outside the town, that many people drop off their kids en route to work or elsewhere...ignoring the fact that businesses need vehicles and that | 5/22/2023 10:16 PM |

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deliveries are made using vehicles...ignoring the fact that Ashbourne is in an area where quarrying etc takes place, etc etc.

|    |  |                    |
|----|--|--------------------|
| 73 | Encouraging young people to walk to school is a good idea as many do not live far away and the daily journey is familiar.  | 5/22/2023 10:09 PM |
| 74 | St Oswalds has approached you to improve traffic flows, traffic safety and pollution around their site. You have ignored his request because nobody has died yet. Mayfield road is not the designated route for hgv's yet they use it to avoid the lights on station road. You claim you want to help develop sustainable travel but you won't enforce your own primary routes to get hgv's off the school run so that kids could actually walk to school safely | 5/22/2023 7:56 PM  |
| 75 | If i could walk/cycle to work i would  | 5/22/2023 6:57 PM  |
| 76 | Just political BS. What sustainable travel options could there be ?? Cycling, every route in/out of Ashbourne is virtually a steep hill!!  | 5/22/2023 3:53 PM  |
| 77 | While being 'a nice to have'. It's unlikely majority of people living in Ashbourne and working in Derby (Rolls-Royce for example) would take a daily walk there and back along a busy A-road in all weathers. Some already cycle, but majority will not. People living in Ashbourne who work at Airfield site (for example) already walk and cycle to work, so already happening.  | 5/22/2023 3:08 PM  |
| 78 | This statement is not valid... makes no sense to pass to employers in rural areas... and many live far apart - it isn't London!  | 5/22/2023 10:30 AM |
| 79 | This action is just an extension to Action 5 and once again will have little effect on pollution levels. Many school children already walk to school or get the bus because their parents simply do not want to get stuck in traffic. Ashbourne is a town where you can easily walk from one side to the other, and most people, who are able, already do this.  | 5/22/2023 9:52 AM  |
| 80 | Not sure how this would work   | 5/22/2023 7:44 AM  |
| 81 | Waste of time people will still travel How they find most convenient   | 5/21/2023 10:14 PM |
| 82 | Some people don't have time  | 5/21/2023 8:45 PM  |
| 83 | Surely this is already happening. Travel plans have been in schools for years encouraged by award schemes.   | 5/21/2023 7:13 PM  |
| 84 | Yes great, but money needed for more cycle routes!   | 5/21/2023 5:56 PM  |
| 85 | see action 6 comments  | 5/21/2023 3:59 PM  |
| 86 | Words fail me  | 5/21/2023 1:38 PM  |
| 87 | Lovely, but, for example, quarry traffic has little choice but to use heavy trucks. Schools already use school buses. Generally, people already use an appropriate form of transport.  | 5/21/2023 12:31 PM |
| 88 | Promotion and publicity of schemes is everything. People need to know the reasons why they should but in and be supported by businesses.   | 5/21/2023 10:42 AM |
| 89 | Need to look to their own if we are to accept this. I have noticed that many (council sponsored) repair jobs are undertaken by a team workmen who all arrive in separate vehicles  | 5/21/2023 10:24 AM |
| 90 | Still wasting bypass money...  | 5/21/2023 10:06 AM |
| 91 | I live in Ashbourne and work in Derby. I can't see a practical commuting solution other than by car. I have a self charging hybrid car as this is more practical than an EV given I don't have my own driveway/ charging point and there are so few public charging points available.  | 5/20/2023 8:18 PM  |
| 92 | Why have kids school buses to primary school been stopped. This is a massive pollutant for the town. If you note the massive reduction in school run traffic in the holidays. The council have robbed a service and now there is moaning about the level of pollution.   | 5/20/2023 7:56 PM  |
| 93 | We are a rural area who have a poor public transport system and many people cannot access and many parent's grandparents choose to use their own vehicles as it's easier and more reliable. So if we had a Bypass the pollution would fall so build it   | 5/20/2023 7:20 PM  |
| 94 | Completely impractical   | 5/20/2023 5:34 PM  |
| 95 | People travel to work in their own vehicle because they may not live in the town or even close so this will not make any difference  | 5/20/2023 2:32 PM  |



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|     |   |                    |
|-----|---|--------------------|
| 96  | Not sure what is meant by this statement, it should be the individual who has responsibility.   | 5/20/2023 11:57 AM |
| 97  | It seems lorrys are getting the blame. But it's the school runs that block the roads  | 5/20/2023 10:53 AM |
| 98  | Where are the bus routes. And buses to go on.   | 5/20/2023 10:45 AM |
| 99  | I've been involved in travel plans which are good on paper but saw very little benefit.   | 5/20/2023 10:29 AM |
| 100 | No one would use it !!!! Just improve the road congestion by taking at least 50% of this congestion by building a by pass and taking the traffic out of the town  | 5/20/2023 8:41 AM  |
| 101 | <span style="background-color: black; color: black;">[REDACTED]</span> I travel in car, use our mini bus (that is stopping in sept due to funding!) Or car share with another parent. There is no way we could walk on that road to school. We do get sick to death of getting stuck in traffic everyday as soon as you get to buxton hill but there's no where else for lorries to go! If a fee was brought in to use the buxton Road which we use twice a day we would have to move the children from school! | 5/20/2023 8:37 AM  |
| 102 | Excellent idea  | 5/20/2023 8:32 AM  |
| 103 | CC provide advice, people can listen but not necessarily do what's best!!!  | 5/20/2023 8:13 AM  |
| 104 | If only we all travelled at the same time!! Providing free school bus travel would perhaps help   | 5/20/2023 7:38 AM  |
| 105 | Stop the 10 minute towns agenda   | 5/20/2023 7:22 AM  |
| 106 | Good idea. No effect on HGV traffic   | 5/19/2023 10:08 PM |
| 107 | Effectiveness really depends on sustainable methods of transportation, that people will accept, being available. For cyclists, mud left on roads from farmers is a real problem, increasing the burden of maintenance during wetter months. A system of farmers being made to clean up after themselves, or being fined, for any mess they leave within 2 miles of Ashbourne will help  | 5/19/2023 8:41 PM  |
| 108 | People aren't stupid, even though they are treated as such. Parking for town workers is already very limited. Free parking is virtually absent except for the recreation ground - always full.  | 5/19/2023 8:16 PM  |
| 109 | As I said before people won't change, they don't walk anywhere  | 5/19/2023 4:16 PM  |
| 110 | Cycling and walking must be strongly provided for , however there are a large number of the elderly population who would need minibus provision   | 5/19/2023 4:03 PM  |
| 111 | Not a chance  | 5/19/2023 1:39 PM  |
| 112 | There are probably more people that could walk or cycle to school   | 5/19/2023 12:32 PM |
| 113 | but this should already be in place ? this is not a new concept   | 5/19/2023 12:28 PM |
| 114 | Ha ha, if I was in business you would be the last people I would consult.   | 5/19/2023 12:10 PM |
| 115 | Ring road needed .  | 5/19/2023 11:54 AM |
| 116 | This will not have an impact on the issue of pollution so it's a Waste of money, any available funds should be focused/diverted to build the by-pass that would solve all of the problems related to congestion and emissions in the Town Centre.   | 5/19/2023 11:27 AM |
| 117 | The County Council's reduction in subsidizing school transport for children living within a certain radius of their school increased the number of people using vehicles to take their children to school. It is not always a safe route to walk to and from school's, particularly for younger children and in the winter months when the daylight hours are shorter.  | 5/19/2023 10:40 AM |
| 118 | We all know what the problem is, BUILD A BYPASS   | 5/19/2023 9:24 AM  |
| 119 | You'd think this advice would be offered as standard already. May work for locations on Ashbourne Industrial Estate that have a high number of local employees but I can't see the benefits for independent businesses all over the town.   | 5/19/2023 12:13 AM |
| 120 | As Ashbourne and surrounding areas are such a distance and in remote areas  | 5/18/2023 7:20 PM  |
| 121 | already in place  | 5/18/2023 6:32 PM  |
| 122 | However, new developments must appreciate that the town centre is in a valley and most houses are on top the hill and not practical for all to use alternative modes of transport.  | 5/18/2023 5:50 PM  |

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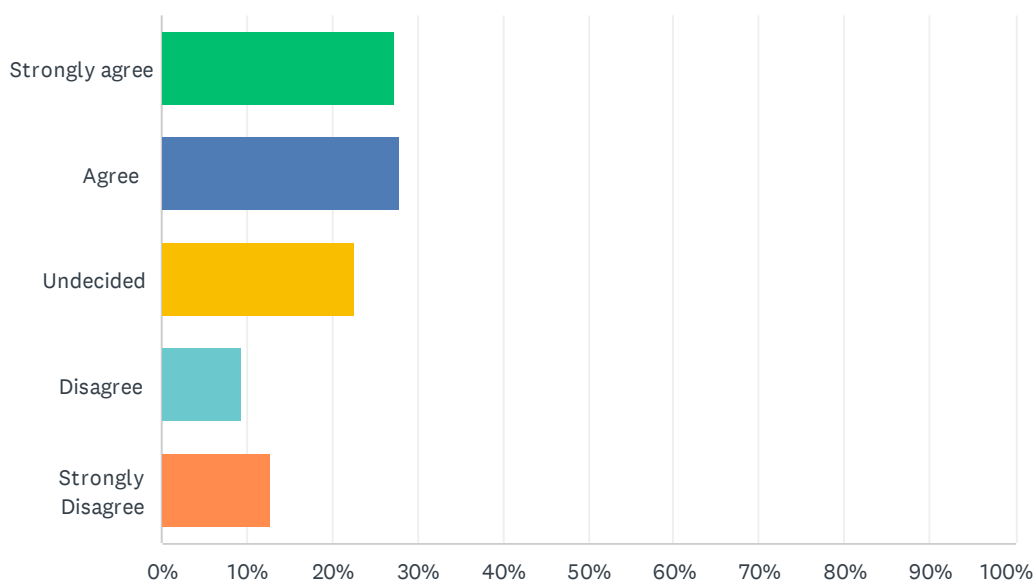
|     |   |                    |
|-----|---|--------------------|
| 123 | far to much pollution to cycle as can taste and smell it through the town   | 5/18/2023 5:38 PM  |
| 124 | Do you mean buses? Bikes? Or what...  | 5/18/2023 5:04 PM  |
| 125 | expensive parking in Ashbourne means lots of people who can walk do walk buses are limited in Ashbourne so perhaps depends upon where and what time you start/finish work All in all something to be encouraged but i think it will have limited effect in reducing pollution   | 5/18/2023 1:50 PM  |
| 126 | This would make sense, particularly for daily trips such as going to and from school.   | 5/18/2023 1:49 PM  |
| 127 | Ashbourne is not a town in Holland . We have hills. What about the more mature person .   | 5/18/2023 10:50 AM |
| 128 | Sure, none of this makes enough difference until the volume of heavy goods vehicles is reduced. Cycling is too dangerous to be actively encouraged without physically separated cycle lane.   | 5/18/2023 9:56 AM  |
| 129 | Many people in Ashbourne already walk including me. More cycling is impractical and dangerous because of steep hills and narrow roads.  | 5/18/2023 9:54 AM  |
| 130 | Only works for the small minority of employees who live in the town within walking cycling distance.  | 5/17/2023 11:26 PM |
| 131 | But without a bypass you cannot safely walk or cycle  | 5/17/2023 11:21 PM |
| 132 | See comments to Action 5.   | 5/17/2023 11:19 PM |
| 133 | The public transport situation in Derbyshire is dire.   | 5/17/2023 9:14 PM  |
| 134 | You can encourage people as much as you want. They will still drive their children to school.   | 5/17/2023 9:13 PM  |
| 135 | I agree however there isn't any bus services for local people from the nearby villages into Ashbourne so people are forced to use cars or other means of transport as it just isn't there.  | 5/17/2023 8:59 PM  |
| 136 | I do not understand what actual measures and changes either are being or might result form this. It is impossible to evaluate the measure without further information   | 5/17/2023 8:47 PM  |
| 137 | School buses are all big engine and old, can these be changed to electric instead?  | 5/17/2023 8:38 PM  |
| 138 | Good luck with that one   | 5/17/2023 7:08 PM  |
| 139 | A free car park on the outskirts of Ashbourne and maybe a park and ride would help for workers in the area!!  | 5/17/2023 7:06 PM  |
| 140 | Won't make a difference. A lot of people travel into town for work or out of town.  | 5/17/2023 6:15 PM  |
| 141 | If this goes ahead there won't be as many businesses.   | 5/17/2023 5:30 PM  |
| 142 | Ashbourne is too hilly for normal folk to be cycling.   | 5/17/2023 4:39 PM  |
| 143 | All very good ideas, until they are pulled due to global pandemics.   | 5/17/2023 4:31 PM  |
| 144 | This is way to vague of a statement   | 5/17/2023 4:30 PM  |
| 145 | To encourage people to walk to school/ work the main roads need pedestrian crossings. The Clifton road has no crossing for school travellers or hospital users and is very dangerous to cross with cars/lorries driving at 40mph. Many parents choose to drive as it not safe to cross the road on foot. School and businesses do not need educating more the council should make the roads safe for pedestrians crossing the road. | 5/17/2023 4:20 PM  |
| 146 | 30 years ago we were able to come via buses to Ashbourne, unfortunately the Ashbourne Council shortsighted society reduced the bus services, created a smaller bus station and made everywhere outside of Ashbounre where people could park housing developments!!  | 5/17/2023 3:45 PM  |
| 147 | Sadly the prevalence of new build estates on the outskirts of Ashbourne has destroyed it as a place. A large proportion of the occupants only live in Ashbourne and neither work nor shop here. The obsession with house building has made Ashbourne a commuter town and this is borne out by the inability to fill the shops and to purchase everyday clothing etc.  | 5/17/2023 2:06 PM  |
| 148 | Where are you accounting for the disabled   | 5/17/2023 1:58 PM  |
| 149 | More shuttle buses from various new estates to Queen Elizabeth's/ St Oswalds required otherwise only a cosmetic action.   | 5/17/2023 1:57 PM  |

## Ashbourne Draft Air Quality Action Plan Consultation

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|-----|---|--------------------|
| 150 | The county council are not looking at the bigger picture of their employees. They are assuming everybody travels 500 yards to sit at a desk. I work for county council and in an average month prior to Covid could do 500 miles a month the area I covered made it impossible to cycle, bike, walk, or catch public transport.   | 5/17/2023 1:19 PM  |
| 151 | Will there be incentives to encourage changes in behaviour?   | 5/17/2023 1:10 PM  |
| 152 | But you have to make it safe which takes us back to this being the main route for lorries and construction traffic.   | 5/17/2023 12:45 PM |
| 153 | A great idea, but this will have negligible contribution to improving air quality on Buxton Road.   | 5/17/2023 12:32 PM |
| 154 | Waste of time and money   | 5/17/2023 12:11 PM |
| 155 | Time is money. Outside of London public transport is slow, expensive and infrequent, only any use to people get free travel or whose time is not worth anything - like pensioners and the unemployed. No sane person is going to ditch the car for a bus and in the process waste probably an hour a day (assuming the bus shows up, with if it's a Trent Barton bus is a big "if"). And no business is going to stomach reduced productivity by sending staff on public transport...people tend to use the most time and/or cost efficient mode of transport, usually a car. | 5/17/2023 11:44 AM |
| 156 | Because a sustainable mode of transport for heavy goods doesn't exist   | 5/17/2023 11:19 AM |
| 157 | Build a bypass  | 5/17/2023 10:36 AM |
| 158 | As long as this is a two way dialogue - let businesses give the council information on what is needed.  | 5/17/2023 10:35 AM |
| 159 | Be aware that many that live in rural areas have very limited access to Ashbourne by public transport.  | 5/15/2023 10:35 PM |
| 160 | Yet again I question does anyone who is making decisions with regard to this consultation actually live or work in the area.  | 5/15/2023 9:20 PM  |
| 161 | Always a good idea in theory but don't expect it to impact this particular problem.   | 5/15/2023 8:53 PM  |

**Q9 Action 7b) 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 within 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). Do you agree/disagree with this action? How strongly do you agree/disagree with Action 7b?

Answered: 397 Skipped: 8



| ANSWER CHOICES    | RESPONSES  |
|-------------------|------------|
| Strongly agree    | 27.20% 108 |
| Agree             | 27.96% 111 |
| Undecided         | 22.67% 90  |
| Disagree          | 9.32% 37   |
| Strongly Disagree | 12.85% 51  |
| <b>TOTAL</b>      | <b>397</b> |

| # | COMMENTS  | DATE              |
|---|---|-------------------|
| 1 | It will be difficult to introduce bearing in mind QEGS students come from all over the area in coaches. | 7/11/2023 8:28 AM |
| 2 | Try telling glovers ( masons )coaches to sort themselves out oldest form of transport on Road           | 6/26/2023 7:46 PM |
| 3 | As above  | 6/26/2023 5:37 PM |

## Ashbourne Draft Air Quality Action Plan Consultation

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|----|--|--------------------|
| 4  | I would have thought the congestion in a morning would be enough to put off anyone who doesn't need to drive their kids to school but this could still be explored. A member of Ashbourne Town Council suggested opening up the overflow car park opposite Shaw Croft for school pick up and drops offs which I think should be given careful consideration. | 6/26/2023 4:25 PM  |
| 5  | See above. Why drive to school when you can walk...avoiding NOX of course!   | 6/26/2023 11:40 AM |
| 6  | Weather and time pressures will always get people back into cars. Sounds idealistic.   | 6/26/2023 8:26 AM  |
| 7  | And again and again and again - this is all fine, but does not help much if at all with the issue of traffic, especially HGVs, coming through the centre of Ashbourne.   | 6/26/2023 8:24 AM  |
| 8  | Existing school buses are old and likely the most polluting vehicles travelling through Ashbourne  | 6/23/2023 9:56 PM  |
| 9  | The impact of the school run should not be underestimated when considering the levels of congestion in Ashbourne. However the congestion is generally away from the current NOx hot spots so it is unlikely to have a significant impact in those areas that are exceeding the AQO.  | 6/21/2023 5:02 PM  |
| 10 | Perhaps more buses for school children. However I expect many parents dropping off their children at school are on their way to work anyway  | 6/21/2023 3:11 PM  |
| 11 | Reducing the use of cars taking children to school makes sense as long as it is practicable for parents.   | 6/21/2023 12:40 PM |
| 12 | Merely a token again.  | 6/19/2023 10:58 AM |
| 13 | Job swapping! Look at your staff, where they work and live. Where possible, look at transferring them to a school closer to where they live. The same with pupils would also be sensible but very problematic (for children, parents and some rural schools who rely on kids travelling from towns to remain viable).  | 6/18/2023 10:56 AM |
| 14 | Taking children to school by car, in all but exceptional circumstances, should be socially unacceptable for reasons too numerous to mention  | 6/16/2023 4:51 PM  |
| 15 | Bypass   | 6/14/2023 4:36 PM  |
| 16 | See above  | 6/14/2023 11:20 AM |
| 17 | I don't really understand what this action entails.  | 6/14/2023 10:23 AM |
| 18 | The roads are not only chaotic but dangerous - Mayfield Road, Cokayne Avenue and Green Road at school times. Air quality around these areas must be dreadful at these points in time. Can not better use of the Car parks be made in these instances and then children can walk the short distance to school?  | 6/13/2023 10:58 PM |
| 19 | Sounds good.   | 6/11/2023 6:21 PM  |
| 20 | For reason stated previously   | 6/9/2023 9:55 AM   |
| 21 | Residents Car parking permits are not designed (after 4pm) for school pick up times. Most schools in Ashbourne finish at 3:15  | 6/8/2023 11:28 PM  |
| 22 | As above. Not sure how this can happen in Ashbourne unless all children get a place in a local school and don't have to cross many of the roads which have very few refuges for pedestrians.   | 6/8/2023 5:38 PM   |
| 23 | Traffic congestion in Ashbourne is at its worst during the "school run". Anything to encourage alternative modes of travel can only be a good thing.   | 6/8/2023 1:08 PM   |
| 24 | Once a bypass is in place the town will be much safer for cycling and walking both from a vehicle interaction and environmental point of view  | 6/8/2023 10:17 AM  |
| 25 | This was something that was looked at by schools for parents to do 15 to 20 years ago if possible, but again children come from various points across the area.  | 6/8/2023 9:48 AM   |
| 26 | Hardly a practical solution.   | 6/8/2023 9:18 AM   |
| 27 | Building the bypass is the only way to alleviate the traffic issues within Ashbourne.. Parents will continue to drop children in a vehicle at school the moment it starts raining...   | 6/6/2023 8:15 PM   |
| 28 | The County Council would have done better to secure the by-pass  | 6/6/2023 4:51 PM   |

## Ashbourne Draft Air Quality Action Plan Consultation

|    |   |                    |
|----|---|--------------------|
| 29 | Will it include ALL schools?  | 6/6/2023 3:20 PM   |
| 30 | If they can walk they will already.   | 6/6/2023 12:15 AM  |
| 31 | Would normally agree but this is nothing to do with solving pollution levels which should be the point of this consultation   | 6/5/2023 4:54 PM   |
| 32 | Waste of money doing more surveys. The only thing that will stop the huge number of huge HGVs through the town is the bypass. Stop this alternative nonsense.   | 6/5/2023 3:44 PM   |
| 33 | The current QEGS bus transport service is unreliable. Fix that first  | 6/2/2023 6:41 PM   |
| 34 | There is ONLY. ONE WAY A BYPASS. It's been on the agenda far to long  | 6/1/2023 6:02 PM   |
| 35 | Get a 2nd by pass   | 6/1/2023 2:39 PM   |
| 36 | Would not work in Ashbourne- I have been a school governor for 20 years across primary and secondary education- you would not get the uplift as parents are already having issues with child drop offs  | 6/1/2023 10:49 AM  |
| 37 | Ashbourne needs a bypass.   | 5/31/2023 9:47 PM  |
| 38 | Lots of children come to school from out of town and to far to walk not safe to bike so how do they get ?   | 5/31/2023 7:32 PM  |
| 39 | Why do we need to have "sustainability"? Travel planning for schools is just common sense to make better use of resources and time.   | 5/31/2023 4:40 PM  |
| 40 | For primary schools the majority of pupils should live within walking distance. Walking to school should not only be in "Walk to school week". Parents should be encouraged to walk whenever they can. Due to the nature of the catchment area, many secondary school pupils are coming in from rural locations. I know that a good number use school bus systems. However, congestion in King Street and the Green Road contribute a huge amount to the poor air quality in that part of town. Any parents driving their children to school in Ashbourne should be encouraged to park a little further away and walk the last part of the journey, or drop off older children some distance away, thus reducing the congestion at peak school times. | 5/30/2023 4:45 PM  |
| 41 | There is already plans in place i.e bus that will pick up most of the children for the schools  | 5/28/2023 3:56 PM  |
| 42 | How does this reduce pollution from cars and HGVs driving through town  | 5/27/2023 3:30 PM  |
| 43 | What is Modeshift STARS? What sustainable travel modes are you talking about. How will the school travel plan enforce modes of travel. Have schools got the time and resources to enforce these plans? Should schools be telling parents how to travel?   | 5/26/2023 9:43 PM  |
| 44 | We live in a rural area with a large number of students living outside the town. Those who can currently use buses and walk. The rest have to travel by car - and if the HGV's weren't blocking the road - this would result in congestion at very limited times of the (term time) day only.   | 5/26/2023 6:04 PM  |
| 45 | See above comment. How would this affect the volume of HGVs endangering teachers and pupils?  | 5/26/2023 5:06 PM  |
| 46 | I support this action but I don't think it is relevant to the AQAP.   | 5/26/2023 5:03 PM  |
| 47 | We need to be able to access our schools and towns. It the HGVs that cause issues. We need a bypass   | 5/26/2023 3:34 PM  |
| 48 | Have you tried to get a child on a bus on time? Bad enough trying to get them in the car.   | 5/26/2023 12:22 PM |
| 49 | Well if it is happening why are you asking again this is sating the obvious   | 5/26/2023 5:37 AM  |
| 50 | I don't disagree with this, but how will it affect traffic on Buxton Road? Town centre schools will not require many parents to drive up Buxton Road  | 5/26/2023 12:02 AM |
| 51 | Ashbourne primary school is on cockayne avenue. HGVs frequently cut down this road at speed and pass next to the school. A child is going to get killed at some point. It's a narrow road with on street parking used fur the towns businesses. There is no crossing outside the school. Why? Talk to the schools all you like. The facts are that there are a lot of HGVs clogging up the centre of Ashbourne because there is no alternative. This is a rural area and many kids live out of town abd have to trace l in some way. HGVs should be prohibited from   | 5/25/2023 10:45 PM |

## Ashbourne Draft Air Quality Action Plan Consultation

travelling past the schools at dropping off and picking up times to allow kids an easier and safer route to school.

|    |   |                    |
|----|---|--------------------|
| 52 | School traffic is a major cause of delays and congestion in town. The allowed parking around the town centre is schools is unsafe and unacceptable. No parking should be allowed within a much wider area around QUEGS and Parkside. The Green Road is basically a no through road in a morning and the fact that cars and buses have to mount the pavement to proceed is ridiculous. Radical and unpopular with some action is necessary. Again, active travel is never going to grow in Ashbourne until there are safe cycle lanes, a total reduction in HGV traffic through town and total pedestrian priority in all areas. It will only take one child to get knocked off a bike to end even the best of intentions. | 5/25/2023 5:49 PM  |
| 53 | By all means engage but the catchment area for QEGS makes it impossible for a lot of children to travel on foot or on bikes, so expectations on the changes it will bring about need to be realistic.   | 5/23/2023 1:20 PM  |
| 54 | Get the kids out of the SUVs? Good luck with that. You don't say how you're going to do it.   | 5/23/2023 8:33 AM  |
| 55 | How about 'school buses' similar to US style where all children can safely catch a bus to school  | 5/22/2023 10:30 PM |
| 56 | Brainwashing children is reprehensible  | 5/22/2023 10:16 PM |
| 57 | This just sounds like a load of meaningless jargon.   | 5/22/2023 10:09 PM |
| 58 | The children would benefit from walking/cycling to school in my opinion   | 5/22/2023 6:57 PM  |
| 59 | I agree to a point that there a lot of parents who drive their kids to school when they could easily walk. If you were to utilise local companies such as Ashbourne community transport and subsidise, there could be some benefits but I doubt many  | 5/22/2023 3:53 PM  |
| 60 | Don't know what this scheme is?   | 5/22/2023 3:08 PM  |
| 61 | Offer places to children who live in easy distance from school...not miles away that needs a car to get there... there are enough primary schools around. Senior schools should be offered where pupils can get there by public transport or school bus.  | 5/22/2023 10:30 AM |
| 62 | As mentioned above, most school children in Ashbourne already use sustainable forms of transport. Most local children walk to school and most children from further away get a school bus. I don't see how there can be much improvement on this.   | 5/22/2023 9:52 AM  |
| 63 | Again not sure how this will work   | 5/22/2023 7:44 AM  |
| 64 | I worry about pollution at the school on Church street. Is there nothing that can be done to divert fumes away from the playground?   | 5/21/2023 7:13 PM  |
| 65 | When my offspring went to QEGS I would never have let them cycle on the roads even if they wanted to, too dangerous.  | 5/21/2023 5:56 PM  |
| 66 | One school is not enough. How many children at QEGS are bussed to school? What about investing in EVs for commercial traffic involved in school transportation. Again good intentions but not effective.  | 5/21/2023 3:21 PM  |
| 67 | 🙄   | 5/21/2023 1:38 PM  |
| 68 | see above   | 5/21/2023 12:31 PM |
| 69 | Many pupils are brought in by car as there is no alternative for out of town pupils   | 5/21/2023 10:24 AM |
| 70 | Yet more bypass money....   | 5/21/2023 10:06 AM |
| 71 | This is a cop out. School buses to primary schools in the villages shouldn't have been stopped.   | 5/20/2023 7:56 PM  |
| 72 | All these ideas proposed are all utter nonsense, created by who are paid to sit and create statistics which have no relevance in the real world but 'look good' on a spreadsheet. So let's build this Bypass  | 5/20/2023 7:20 PM  |
| 73 | How ever will this work!!   | 5/20/2023 5:34 PM  |
| 74 | Ashbourne has pupils and staff that come from far and wide most travel on buses but some pupils are not on a bus route neither the teachers   | 5/20/2023 2:32 PM  |

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|    |   |                    |
|----|---|--------------------|
| 75 | What about educating the parents who drop off their children in cars rather than walking. I agree that educating the children is a good idea, but not all parents will adopt walking or cycling while the roads are clogged up with heavy traffic.  | 5/20/2023 11:57 AM |
| 76 | Same question 🙄 just stop messing about get the by pass done.   | 5/20/2023 10:53 AM |
| 77 | Wouldn't work it's not the school commute it's the HGVs build a bypass !!!  | 5/20/2023 8:41 AM  |
| 78 | Excellent idea  | 5/20/2023 8:32 AM  |
| 79 | The parking outside some of the school is awful. People need to park safely and walk a few extra yards  | 5/20/2023 8:07 AM  |
| 80 | It sure if you can change people's attitude easily  | 5/19/2023 10:08 PM |
| 81 | More could be achieved by focusing on transportation to/from QEGS, for those within Ashbourne & Clifton   | 5/19/2023 8:41 PM  |
| 82 | Where kids could walk to school or catch a bus this might reduce traffic hold-ups between 8.30-10.00 and 3.15 - 5.00. However, issue of hills plus danger/pollutiin from heavy traffic puts children at risk hence parents unlikely to leave cars behind.   | 5/19/2023 8:16 PM  |
| 83 | The buses to QUEGs need better provision . Green road is treacherous for pedestrians at the beginning and ending of the school day. Parking on Green Rd and Cockayne Avenue is an issue and parents dropping off and/ or waiting with engines running pollutes the area and makes crossing roads very hazardous.  | 5/19/2023 4:03 PM  |
| 84 | see response to actions 5)a and b above   | 5/19/2023 3:19 PM  |
| 85 | Have you spoken to any Ashbourne mums wanting to get their kids to school on time?  | 5/19/2023 1:39 PM  |
| 86 | I agree, however children being able to access their closest local schools rather than one they have to drive to would help. Case in point are the local C of E schools who can discriminate against a local child based on religion, therefore admitting cases from further away as long as they have a letter from the church proving attendance. Osmaston school is a prime example of excluding local children yet will take in from Maarten Montgomery, Norbury etc. based on church attendance                              | 5/19/2023 1:00 PM  |
| 87 | Primary school kids would be better than you at formulating a pollution & traffic policy than you could ever dream up, their plan would be to put in a bypass!! End of.   | 5/19/2023 12:10 PM |
| 88 | Ring road needed .  | 5/19/2023 11:54 AM |
| 89 | As a parent I wouldn't want my child cycling unless there were dedicated cycle lanes. The cycle lanes have to come first before I would suggest cycling. Footpaths need to be fully connected- when I walk into town several sections need to be walked on the road because the footpaths aren't connected. It's clearly not ideal.   | 5/19/2023 11:35 AM |
| 90 | This will not have an impact on the issue of pollution so it's a Waste of money, any available funds should be focused/diverted to build the by-pass that would solve all of the problems related to congestion and emissions in the Town Centre.   | 5/19/2023 11:27 AM |
| 91 | Not aware of County Council's Modeshift STARS.  | 5/19/2023 10:40 AM |
| 92 | We all know what the problem is, BUILD A BYPASS   | 5/19/2023 9:24 AM  |
| 93 | The biggest and most dangerous locations in vehicles in Ashbourne are primarily around the schools. Cars park wherever they like, mounting the pavement, parking either side of the road blocking flow of vehicles. Need deterrents and yellow lines in place to prevent people stopping in these areas as not everyone is going to get more sustainable transport into school. Again Is this displacement? Will The Green Road become quiet but an increase in traffic along Buxton Hill up to Windmill Lane be a further issue? | 5/19/2023 12:13 AM |
| 94 | Educate parents that kids can walk. Maybe a walking group for kids. Helps kids socialise make friends   | 5/18/2023 11:31 PM |
| 95 | The terrain for some younger students would be difficult and with lack of safe crossings make it unsafe.  | 5/18/2023 5:50 PM  |
| 96 | Sounds a bit fanciful   | 5/18/2023 5:04 PM  |



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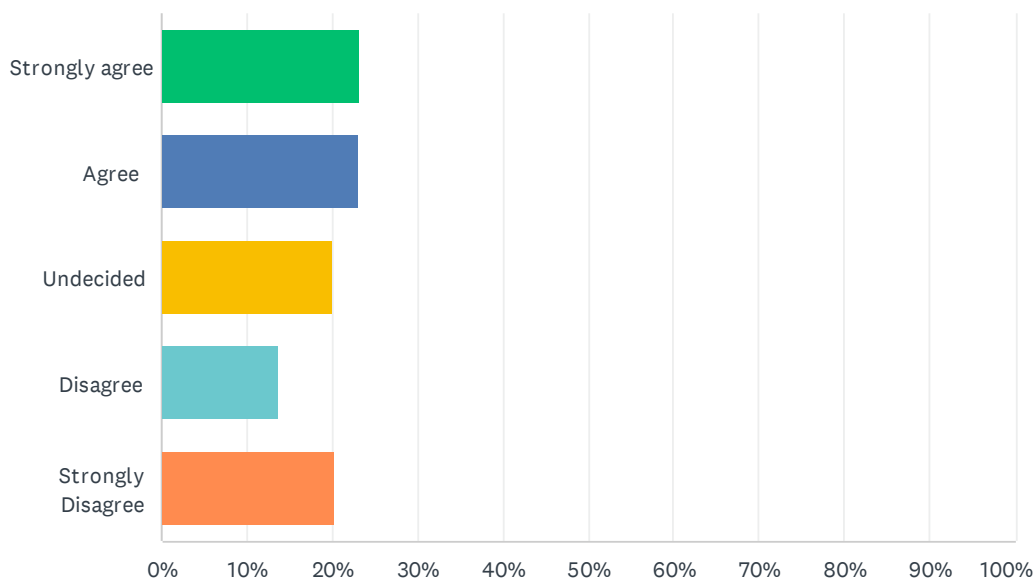
|     |   |                    |
|-----|---|--------------------|
| 97  | School traffic is dreadful but help is needed to ensure safe alternatives work  | 5/18/2023 2:44 PM  |
| 98  | Ashbourne grinds to a stop twice a day  | 5/18/2023 2:17 PM  |
| 99  | encouraging people to think about their mode of transportation is great. perhaps encourage more walking to school   | 5/18/2023 1:50 PM  |
| 100 | Put free school buses on and stop sending children all over the town to go to infant/ junior school.  | 5/18/2023 10:50 AM |
| 101 | It's up to the schools to decide if this would work or not.   | 5/18/2023 9:54 AM  |
| 102 | There used to be school busses from the trees estate Down to ashbourne primary school which cut out a lot of car going to and from school and through town. Funding was cut and sadly the bus disappeared as parents couldnt afford the inflated price , I feel this is a great way to reduce congestion in a morning and afternoon   | 5/18/2023 9:50 AM  |
| 103 | Havent got a clue what this means.  | 5/17/2023 11:26 PM |
| 104 | But without a bypass you cannot safely walk or cycle  | 5/17/2023 11:21 PM |
| 105 | See comments to Action 5.   | 5/17/2023 11:19 PM |
| 106 | Just rubbish . People will still drive to school  | 5/17/2023 9:13 PM  |
| 107 | There are a number of bus routes for schools already but some parent choose not for their kids to use those buses and instead drive their kids into school. They need to be encouraged to use the bus.  | 5/17/2023 8:59 PM  |
| 108 | I do not understand what actual measures and changes either are being or might result form this. It is impossible to evaluate the measure without further information   | 5/17/2023 8:47 PM  |
| 109 | Lots of pupils could walk to and from school rather get delivered by car.   | 5/17/2023 7:27 PM  |
| 110 | With the increase in housing in Ashbourne and surrounds how can parents get their children to school without driving. Perhaps the developers could be more involved by building a school close to housing developments.   | 5/17/2023 7:08 PM  |
| 111 | Again it won't make mich difference as those who drive do so because they're going on to work straight after so don't have the time to wall everywhere.   | 5/17/2023 6:15 PM  |
| 112 | Many pupils live outside town as it serves rural areas. Council officials are not dealing with an urban area in this case .This ridiculous idea of asking schools to use cycles on dangerous roads or walk . If they had thought strategically and built the schools out of town wouldn't n Be a problem  | 5/17/2023 5:30 PM  |
| 113 | Safe school travel is the parents priority before they travel on to their workplace. Buses could be used from within the town/housing areas to minimise car journeys to the school.   | 5/17/2023 4:56 PM  |
| 114 | Qegs is the biggest cause of congestion in the town at pupil arrival and departure times . Allow free parking on Shawcroft car par to use as a drop off point for pupils to continue on foot .  | 5/17/2023 4:39 PM  |
| 115 | Why are you so against car owners? Not everywhere in the country can be reached on foot   | 5/17/2023 4:34 PM  |
| 116 | Stop closing local schools. Make sure parents applications are prioritised by locality and you will find more people will walk their children to school.  | 5/17/2023 4:31 PM  |
| 117 | Could having shift patterns for school kids help? half the school start an hour later and finish an hour later?   | 5/17/2023 4:30 PM  |
| 118 | To encourage people to walk to school/ work the main roads need pedestrian crossings. The Clifton road has no crossing for school travellers or hospital users and is very dangerous to cross with cars/lorries driving at 40mph. Many parents choose to drive as it not safe to cross the road on foot. School and businesses do not need educating more the council should make the roads safe for pedestrians crossing the road. | 5/17/2023 4:20 PM  |
| 119 | Children could walk to school if Ashbourne Council created a bypass to make the narrow streets free from large vehicles and mended the rather awful pavements to make them safe for children to walk on   | 5/17/2023 3:45 PM  |
| 120 | The large catchment area for QEGS means that it is difficult to eliminate vehicle transport but encouraging those who can walk/cycle is positive  | 5/17/2023 2:06 PM  |

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|     |  |                    |
|-----|--|--------------------|
| 121 | When my children were small we all walked to school these days parents don't have the time due to work commitments   | 5/17/2023 1:58 PM  |
| 122 | Unless you can separate the school age cyclists from the cars the road system in Ashbourne invites accidents.By pass Ashbourne.  | 5/17/2023 1:57 PM  |
| 123 | We need you to concentrate all your energy on getting the paperwork and everything in to the government dept for a bypass urgently!  | 5/17/2023 1:24 PM  |
| 124 | Before Ashbourne schools were all turned into primary schools which in itself caused bigger traffic volume to and from the schools. As an example, Hill Top primary School was only originally built for nursery and infant age children. It now takes children up to junior age and has become quite popular with people from 2 miles the other side of the town rather than for the huge residential developments at the top of the hill. This should've been thought of before the status of the schools was changed. | 5/17/2023 1:19 PM  |
| 125 | Will there be incentives to encourage a change in behaviour?   | 5/17/2023 1:10 PM  |
| 126 | All wonderful stuff, but will have negligible effect.  | 5/17/2023 12:32 PM |
| 127 | Parents wont listen  | 5/17/2023 12:11 PM |
| 128 | Terrorising children about climate change is immoral.  | 5/17/2023 11:44 AM |
| 129 | Just stop parents parking like idiots and problem solved   | 5/17/2023 11:19 AM |
| 130 | Build a bypass just wasting time and money with all the new idea's   | 5/17/2023 10:36 AM |
| 131 | Provide alternatives to driving then do this (eg safe cycle routes from the population centers, buses for 2 miles rather than 3 etc). Currently buses are only provided to secondary school pupils more than 3 miles from school. Would you walk to work and back if it was 3 miles away? Or cycle around Ashbourne?   | 5/17/2023 10:35 AM |
| 132 | Some school buses already run but pupils are spread quiet some distance from a hill all across the Peak District and transport is a constant issue.  | 5/15/2023 9:20 PM  |
| 133 | You need data to understand how many parents are dropping children at schools and nurseries on their way to/from work rather than making trips solely to/from school.  | 5/15/2023 8:53 PM  |
| 134 | Active travel plans are wonderful but without finding to support them there is little the schools can do to encourage active travel arrangement, especially when considering the more rural schools that make up a wide proportion of primary schools in the region  | 5/15/2023 4:09 PM  |

**Q10 Action 7c) School Streets** School Street schemes combine a way for communities to tackle air pollution and improve road safety around schools. During term time, streets are closed to through traffic and have parking restrictions at school pick-up and drop-off times. The schemes have been shown to reduce the number of people driving their children to school by up to a third. The County Council is currently seeking a view from all schools in Derbyshire about demand for implementing School Streets and funding is being sought. They are actively engaging with a school in Ashbourne. Do you agree/disagree with this action? How strongly do you agree/disagree with Action 7c?

Answered: 396 Skipped: 9



| ANSWER CHOICES    | RESPONSES  |
|-------------------|------------|
| Strongly agree    | 23.23% 92  |
| Agree             | 22.98% 91  |
| Undecided         | 19.95% 79  |
| Disagree          | 13.64% 54  |
| Strongly Disagree | 20.20% 80  |
| <b>TOTAL</b>      | <b>396</b> |

| # | COMMENTS  | DATE              |
|---|---|-------------------|
| 1 | I finished with school 60 years ago and had to walk to school and cycle once my school allowed me to use transport. Stopping children being driven to school will be a monumental | 7/11/2023 8:45 AM |

## Ashbourne Draft Air Quality Action Plan Consultation

|    |  |                    |
|----|--|--------------------|
|    | problem.   |                    |
| 2  | It will cause to much traffic on the surrounding roads.  | 7/11/2023 8:28 AM  |
| 3  | The fewer cars used to drop off /pick up, the better. This will make little direct difference to pollution levels but a reduced number of vehicles may lead to fewer traffic jams at busy times  | 6/26/2023 5:37 PM  |
| 4  | This would depend on school location. There needs to be sufficient attention given to those who can't walk . Each school,would have to have its own action plan.   | 6/26/2023 11:40 AM |
| 5  | This sounds like it is DCC school initiative and nothing to do with helping problems with hgc traffic in Ashbourne.  | 6/26/2023 8:26 AM  |
| 6  | And again (for the fourth time) - this is all fine, but does not help much if at all with the issue of traffic, especially HGVs, coming through the centre of Ashbourne.   | 6/26/2023 8:24 AM  |
| 7  | Ver important but without other measures this will increase the traffic problem as daytime journeys will be made on smaller roads without capacity- 20 is plenty zones around schools at all times would be better.  | 6/25/2023 2:01 PM  |
| 8  | Not possible to do in Ashbourne  | 6/24/2023 9:10 AM  |
| 9  | School streets are a good idea but I cannot see how they can possibly affect NOX levels in the key locations or even effectively be implemented in Ashbourne.  | 6/21/2023 5:02 PM  |
| 10 | Street closures will cause more congestion elsewhere in town surely  | 6/21/2023 3:11 PM  |
| 11 | Many people drive their children to school rather than have them negotiate traffic from outside a school street zone.  | 6/21/2023 12:53 PM |
| 12 | Has the impact of this action been assessed on current traffic routes, particularly HGVs? Unintentional consequences need to understood  | 6/21/2023 12:40 PM |
| 13 | Depending on restrictions for local residents  | 6/21/2023 7:41 AM  |
| 14 | Concerned about the potential implications of closing streets  | 6/20/2023 9:44 AM  |
| 15 | It is obvious that the current levels of traffic density are particularly affected by travel to and from Schools. In fact this added weight of traffic literally brings the Town to a halt and it is in itself a major contributor to air pollution. Many of these journeys are very short and to most people seem unnecessary. If some form of exclusion could be devised to limit this it would be of great benefit. | 6/19/2023 10:58 AM |
| 16 | This will concentrate traffic even further within the town creating new problems.  | 6/17/2023 9:33 AM  |
| 17 | Taking children to school by car, in all but the exceptional circumstances, should be socially unacceptable, for reasons of pollution, congestion, obesity, wastefulness, independence and many others.  | 6/16/2023 4:51 PM  |
| 18 | Absolutely a nightmare. Cause more traffic congestion  | 6/14/2023 3:06 PM  |
| 19 | See above  | 6/14/2023 11:20 AM |
| 20 | This is a tricky area. My children attend a school that is only accessible to us by car. However, this action might have a positive impact on some of the larger town centre schools.  | 6/14/2023 10:23 AM |
| 21 | Better use of car parks would not impact on any roads. Do not close roads..... keep roads open and flowing. I will be interested in how the County Council scheme works, and results from it.  | 6/13/2023 10:58 PM |
| 22 | Maybe some people do need to be able to drop their children at school, easily.   | 6/11/2023 6:21 PM  |
| 23 | Ashbourne schools are mostly situated within the town on different streets you could not close streets just cause more congestion  | 6/9/2023 9:55 AM   |
| 24 | Same. Good idea in principle, tricky in the geographical area of Ashbourne. As someone whose property is regularly blocked by parents at a local nursery I'd love this to work but think it's unlikely.  | 6/8/2023 5:38 PM   |
| 25 | Greater use of cycling should be supported   | 6/8/2023 3:42 PM   |
| 26 | Ashbourne only has limited through traffic routes. This proposal would require thought as to   | 6/8/2023 1:08 PM   |

## Ashbourne Draft Air Quality Action Plan Consultation

what alternatives are available - you can't just close down through routes at school pick-up and drop-off times.

|    |   |                   |
|----|---|-------------------|
| 27 | There is insufficient parking in Ashbourne already due to previous administrations selling of land for houses rather than keeping it for car parking  | 6/8/2023 10:17 AM |
| 28 | I'm afraid this really is not a good suggestion, as I really don't know where you think the traffic would go to other than the narrow lanes around Ashbourne. The only answer is a bypass which needs to be sorted urgently. Then the traffic would have somewhere else to go other than the town centre. | 6/8/2023 9:48 AM  |
| 29 | Traffic from Worksworth direction of entry to/ through town either towards Town Centre, Derby Hill or Buxton has no alternative but to use Cokayne Avenue or The Green Road .   | 6/8/2023 9:34 AM  |
| 30 | Building the bypass is the only way to alleviate the traffic issues within Ashbourne. Schools are situated near to some of the busiest roads in Ashbourne. This will only increase stationary traffic and reduce traffic flow through Ashbourne.  | 6/6/2023 8:15 PM  |
| 31 | See here for increased Ashbourne Chaos at most, especially holiday, times!  | 6/6/2023 4:51 PM  |
| 32 | Very difficult in some of our villages & the town where the school is on a through route - Norbury, Osmaston, Parkside (Ashbourne Primary), St Oswald's.  | 6/6/2023 3:20 PM  |
| 33 | I find it iniquitous that lorries are allowed along Mayfield Road next to the Primary School. Why on earth hasn't this been addressed? Those poor children inhaling fumes - why has nothing been done?  | 6/6/2023 9:22 AM  |
| 34 | Parents just cause congestion and illegally park outside of the scheme area.  | 6/6/2023 12:15 AM |
| 35 | Would normally agree but this is nothing to do with solving pollution levels within the affected area which should be the point of this consultation  | 6/5/2023 4:54 PM  |
| 36 | Waste of money doing more surveys. The only thing that will stop the huge number of huge HGVs through the town is the bypass. Stop this alternative nonsense.   | 6/5/2023 3:44 PM  |
| 37 | Who's going to enforce it ?   | 6/2/2023 6:50 PM  |
| 38 | Ashbourne is in a rural area. There are currently no viable alternatives to car use given the reliability and flexibility of the school bus service.  | 6/2/2023 6:41 PM  |
| 39 | By pass please  | 6/1/2023 2:39 PM  |
| 40 | Where would traffic go ?  | 6/1/2023 10:49 AM |
| 41 | Ashbourne could not function as a town if streets closed with schools on them! Ridiculous. Ashbourne needs a bypass as a priority.  | 5/31/2023 9:47 PM |
| 42 | How do you intend to do this ? This puts more traffic on to roads which are not suitable!   | 5/31/2023 7:32 PM |
| 43 | This sounds too heavy handed. Has the Council seriously looked into the downside of parents not being able to drop off their kids at school and pick them up again? eg. bullying, accidents when kids stray off the pavement, winter conditions?  | 5/31/2023 4:40 PM |
| 44 | See my comments in 7(b). Sounds like a brilliant idea. Please keep on trying with the rest of the schools in Ashbourne.   | 5/30/2023 4:45 PM |
| 45 | This will stop the flow of traffic and increase all the problems we are having at the moment with air pollution and traffic. I would suggest putting the money towards the bypass which would help this issue   | 5/28/2023 3:56 PM |
| 46 | How does this reduce the volume of HGVs or cars driving through town  | 5/27/2023 3:30 PM |
| 47 | You can hardly close Mayfield Road at pick up and drop off times. It's a main entry point to town and, although not officially, a main route to the north. If the road is closed there is no need for parking restrictions. There will be no traffic.   | 5/26/2023 9:43 PM |
| 48 | This would be a positive step - assuming it was policed (how would that be done?) and not simply ignored.   | 5/26/2023 6:04 PM |
| 49 | A commendable idea. Will the 70 HGVs per hour accept the closure of their routes during the school runs?  | 5/26/2023 5:06 PM |

## Ashbourne Draft Air Quality Action Plan Consultation

|    |  |                    |
|----|--|--------------------|
| 50 | I support this action but I don't think it is relevant to the AQAP.  | 5/26/2023 5:03 PM  |
| 51 | Our schools are IN our town. We need access to our town. We need to re route the HGVs we need a bypass   | 5/26/2023 3:34 PM  |
| 52 | If you did the hold up north would reach Fenny Bentley never mind Sandybrook,all vehicles ticking over.  | 5/26/2023 12:22 PM |
| 53 | Ashbourne is small enough that trips within the town should be possible without using cars. That so many parents feel it necessary to drive their children to and from school is an indictment. Making the roads safer for school children, whilst encouraging parents to walk or cycle children in is an excellent aim.   | 5/26/2023 8:06 AM  |
| 54 | I can't think how this would work in reality for the ashbourne schools   | 5/26/2023 6:08 AM  |
| 55 | QEGS is on a significant business artery , blocking this will ensure many rural users of Ashbourne will cease to use the shopping facilities and move to home delivery from remote warehouses!!  | 5/26/2023 5:37 AM  |
| 56 | This would be a good idea for St oswalds school as it would stop the pollution and HGVs from using Church Street instead of Station Road   | 5/26/2023 12:02 AM |
| 57 | See above  | 5/25/2023 10:45 PM |
| 58 | See above  | 5/25/2023 5:49 PM  |
| 59 | I cannot see this proposal working in Ashbourne where some schools are adjacent to main thoroughfares. Banning through traffic will snarl up the town and/or prevents me residents reaching their homes.   | 5/24/2023 9:15 AM  |
| 60 | People have been taking there kids to school for years, not everyone as time to walk   | 5/23/2023 2:41 PM  |
| 61 | Clogging up of roads and people idling in cars while, for example, waiting for their kids to come out of school is a big problem   | 5/23/2023 11:21 AM |
| 62 | Reduced by a third? All it did here was move them 200 yards up the road!   | 5/23/2023 8:33 AM  |
| 63 | So many schools are not readily accessible, instead of halting the traffic entirely perhaps use a one way system during certain times  | 5/22/2023 10:30 PM |
| 64 | What about the residents of streets that have schools on them? Do they get a say? What about people who drive their kids to school on their way to work or to carry out other tasks? You are attempting to demonise people who drive.  | 5/22/2023 10:16 PM |
| 65 | Agree in principle but doubt that parents will stick to it. As an example, look at Kniveton primary school; [REDACTED] you could hardly get out of the village some days due to parents parking in the village and on the bend leading into the village.   | 5/22/2023 10:09 PM |
| 66 | St. Oswalds applied to be part of this scheme but was refused because obviously stopping hgv's using a road they aren't meant to be in was not a good idea.  | 5/22/2023 7:56 PM  |
| 67 | Unworkable in Ashbourne however if you were to make some roads one way during school start/end times, there would be a far better flow. This is all provided you seriously update the crappy traffic lights that completely clog all roads at these times  | 5/22/2023 3:53 PM  |
| 68 | Make school drop-offs and pick-ups mandatory by using Shawcroft carpark, thus preventing cars from entering and leaving Cockyne Avenue, which in turn reduces this traffic from interfering, slowing down, stopping HGV's traffic from turning right from St Johns Street into Park Road.  | 5/22/2023 3:08 PM  |
| 69 | This isn't London... the primary schools are not in area of poor air quality and parents should be able to walk children to local primary.   | 5/22/2023 10:30 AM |
| 70 | The AQMA covers Buxton Road and St John Street so how does closing the roads that the schools are on have any positive effect on reducing pollution in the AQMA. In fact closing adjacent roads will worsen pollution in the AQMA as more traffic will be forced to travel through this route. This should not even be considered an action as it has nothing to do with reducing pollution in the AQMA. | 5/22/2023 9:52 AM  |
| 71 | Forcing people to change behaviour is more likely to be successful   | 5/22/2023 7:44 AM  |

## Ashbourne Draft Air Quality Action Plan Consultation

|    |   |                    |
|----|---|--------------------|
| 72 | Give mums a break do you know how hard it is to get yourself and kids ready in the morning! If they have to drive to get them to school on time so be it! If they're late it only goes against them.  | 5/21/2023 8:45 PM  |
| 73 | Worth a look but sounds impractical, except maybe for Hilltop   | 5/21/2023 5:56 PM  |
| 74 | I have QUEGS between me and the town centre. With the enlargement of QUEGS twenty years ago, this was pointed out to the County Council and ignored   | 5/21/2023 3:59 PM  |
| 75 | See comments above.   | 5/21/2023 3:21 PM  |
| 76 | No words  | 5/21/2023 1:38 PM  |
| 77 | Traffic is already bad at times during the day with queueing traffic and engines running. Unless the flow is improved this could make matter worse.   | 5/21/2023 10:42 AM |
| 78 | Will need to provide suitable parking elsewhere but most schools are on main routes and this would be difficult to achieve  | 5/21/2023 10:24 AM |
| 79 | Bypass!   | 5/21/2023 10:06 AM |
| 80 | Don't forget people drive their kids to school and then go onwards to work. Women can't spend all day dropping their kids off by walking. Going home to fetch the car, then going to work. They'd never be able to get in a day of work. This penalises families who need income. Grossly unfair. | 5/20/2023 7:56 PM  |
| 81 | So engaging with one school is a positive. Schools have enough pressure on them on a day to day routine not have more to take part in so a Bypass would solve all of this   | 5/20/2023 7:20 PM  |
| 82 | Crazy idea  | 5/20/2023 5:34 PM  |
| 83 | Put a school bus on from the new housing at the top of town to ferry children to school rather than parents dropping individual children off.   | 5/20/2023 11:57 AM |
| 84 | Not sure that will help .get info and sit on it has normal  | 5/20/2023 10:53 AM |
| 85 | Lots of children don't live in the village schools so they have to come by car. Then there parents have to go to work to pay the bills  | 5/20/2023 10:45 AM |
| 86 | Improve traffic movement, will assist with congestion. Could drop offs be considered from further along Green road near the hall and the foot paths used from there, or at the bus station for school cars.   | 5/20/2023 9:47 AM  |
| 87 | Good idea   | 5/20/2023 8:41 AM  |
| 88 | Good idea   | 5/20/2023 8:32 AM  |
| 89 | It will just add congestion in other areas  | 5/20/2023 7:38 AM  |
| 90 | This may well reduce school traffic but not HGV traffic as I keep saying which is the real problem  | 5/19/2023 10:08 PM |
| 91 | Unhelpful interference, that will just move the problem down the street and make people park for longer. Exactly what not to do, to get people onside   | 5/19/2023 8:41 PM  |
| 92 | Worth a try.  | 5/19/2023 8:16 PM  |
| 93 | Schools in Ashbourne are situated on main routes in and out of town. If these were closed to traffic Ashbourne would quickly become gridlocked. Maybe the schools should have been located in quieter areas away from traffic?  | 5/19/2023 7:45 PM  |
| 94 | All pupils could be dropped off on the outer edges of the town. If the walk in was safer and less pollution. It would be an improvement to pupils health and fitness to walk in from drop off points .  | 5/19/2023 4:03 PM  |
| 95 | No good for parents/children that travel a distance to schools and then rush off to work. Plus those that still need to drive will merely park elsewhere so the problem will transfer to a different area   | 5/19/2023 3:19 PM  |
| 96 | Good luck trying to change peoples minds  | 5/19/2023 1:39 PM  |
| 97 | Make Shawcroft parking free to locals for an hour at pick up time. This is the route of all   | 5/19/2023 1:00 PM  |

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|     |  |                    |
|-----|--|--------------------|
|     | congestion around Cokayne Avenue   |                    |
| 98  | If people live in outlying villages with no bus routes then there is no other option than to drive their children to school  | 5/19/2023 12:32 PM |
| 99  | Put in a bypass!!  | 5/19/2023 12:10 PM |
| 100 | Ring road needed .   | 5/19/2023 11:54 AM |
| 101 | However provision needs to be made for children who live out of town and not on a bus route who need to be collected   | 5/19/2023 11:35 AM |
| 102 | This will not have an impact on the issue of pollution so it's a Waste of money, any available funds should be focused/diverted to build the by-pass that would solve all of the problems related to congestion and emissions in the Town Centre.  | 5/19/2023 11:27 AM |
| 103 | School parking is a nightmare  | 5/19/2023 11:10 AM |
| 104 | I agree but I can't see how this is workable in Ashbourne. During school drop off and pick up traffic on The Green Road & Cokayne is really heavy but this is the only through route from Matlock direction. There is no clear alternative so I think this would be impossible to enforce. Could traffic calming in this area be considered? Trucks thundering towards a school crossing is scary to witness.                        | 5/19/2023 11:04 AM |
| 105 | Restrictions also impact local residents for access and parking, especially where parking is on street for residents. Introducing parking permit schemes around schools, with enforcement, will reduce the drop-off / pick-up parking problems and pollution   | 5/19/2023 10:58 AM |
| 106 | Motorists pay through the nose to use the roads. Any plans to restrict their access must be accompanied by easy access alternatives  | 5/19/2023 10:54 AM |
| 107 | We all know what the problem is, BUILD A BYPASS  | 5/19/2023 9:24 AM  |
| 108 | The location of schools is going to be difficult to implement I think? If the roads surrounding the 3 main schools in Ashbourne town centre (primary and secondary) the town would be at standstill as they are main access roads both in and out of the town. Again, not against necessarily but think this would be incredibly difficult to implement.   | 5/19/2023 12:13 AM |
| 109 | Causes a problem for local residents.  | 5/19/2023 12:06 AM |
| 110 | Get all children walking to school   | 5/18/2023 5:04 PM  |
| 111 | See above comment re school traffic  | 5/18/2023 2:44 PM  |
| 112 | Ashbourne grinds to a stop twice a day   | 5/18/2023 2:17 PM  |
| 113 | great idea to consult. ashbourne grinds to halt twice a day due to school drop offs and pick ups   | 5/18/2023 1:50 PM  |
| 114 | My only concern is that it may be more difficult for people who aren't taking their kids to school to get around town if these roads are closed off e.g. the elderly.  | 5/18/2023 1:49 PM  |
| 115 | This will cause more chaos, closing streets down.It will just move the problem. You need a BYPASS  | 5/18/2023 10:50 AM |
| 116 | Again talk to the schools - let them decide what is best.  | 5/18/2023 9:54 AM  |
| 117 | Organise walking crocodiles for those children who live within the city boundary. Build a park and walk on the outskirts of the town for other kids. Then have the kids walked in as a crocodile in supervised groups or organise the parents to do it. It is not necessary for all kids to be driven too and from school. Kids who live further out have to be driven in, but they could be dropped at a hub to walk in as a group. | 5/17/2023 11:26 PM |
| 118 | But without a bypass you cannot safely walk or cycle   | 5/17/2023 11:21 PM |
| 119 | Police needed to enforce no parking restrictions now!  | 5/17/2023 11:21 PM |
| 120 | See comments to Action 5.  | 5/17/2023 11:19 PM |
| 121 | I disagree because the school is in town and a residential area so you can not stop people driving about their business  | 5/17/2023 9:13 PM  |
| 122 | Impossible in Ashbourne as traffic comes through town as all the major routes go through.  | 5/17/2023 8:59 PM  |



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Again as mentioned a bypass would solves this by directing alot of pollution and traffic away from the town centre and schools.

|     |   |                    |
|-----|---|--------------------|
| 123 | Anything that reduces the available through routes in Ashbourne is only going to be harmful in terms of delays, pollution and the economy of the town.  | 5/17/2023 8:47 PM  |
| 124 | See above   | 5/17/2023 7:08 PM  |
| 125 | That means one end of town will be permanently closed to traffic!!!! That's not even possible in this town. Yes, make road safety for school better, but that is not the way. Use your brains a bit.  | 5/17/2023 7:06 PM  |
| 126 | Won't work in Ashbourne due to three of the schools being on main transport routes through the town. Once the bypass is built, town will then see less traffic. The bypass is the answer to the majority of the issues.   | 5/17/2023 6:15 PM  |
| 127 | Ridiculous idea. How do you get to work or travel most schools are on thorough routes.  | 5/17/2023 5:30 PM  |
| 128 | hmmm.. Not going to be well received.   | 5/17/2023 4:30 PM  |
| 129 | This will only work if the other roads people need to use to get to school are also safe.   | 5/17/2023 4:20 PM  |
| 130 | ^^^ see above   | 5/17/2023 3:45 PM  |
| 131 | Not practical within Ashbourne to close streets due to schools being spread across the town. I would say Ashbourne has a good percentage of children who live within the town walking to school already   | 5/17/2023 2:06 PM  |
| 132 | Cannot see this working   | 5/17/2023 1:58 PM  |
| 133 | Not sure how this would work as, for example, St Oswalds is on a through route.A bypass would take most of this traffic away.   | 5/17/2023 1:57 PM  |
| 134 | You will kill Ashbourne and the surrounding industry. A bypass is needed urgently.  | 5/17/2023 1:24 PM  |
| 135 | This will not reduce pollution.   | 5/17/2023 1:19 PM  |
| 136 | Too much on road parking that cannot be helped.   | 5/17/2023 1:04 PM  |
| 137 | Applying restrictions at school start/finish times will cause even more traffic chaos than at present and will result in limited improvement in air quality.  | 5/17/2023 12:32 PM |
| 138 | Like families aren't having a hard enough time. Seems a petty measure, how much CO2 will that save...next to nothing in the grand scheme, it's just throwing barriers in front of people to make their lives harder.  | 5/17/2023 11:44 AM |
| 139 | Just heavily fine anyone leaving their car idling   | 5/17/2023 11:19 AM |
| 140 |  . How would this be mitigated for on such a plan?  | 5/17/2023 10:40 AM |
| 141 | if you live within a 1/2 mile of a school you should be made to walk if possible  | 5/17/2023 10:36 AM |
| 142 | this will just make the problem worse at this time in other parts of town and cause worse build up of traffic in these areas, as can be seen with the current road closes in the evening  | 5/17/2023 10:04 AM |
| 143 | Your just moving the problem, if you want to do that you will need to make car parks in Ashbourne free during pick up and drop off  | 5/17/2023 8:23 AM  |
| 144 | This potentially moved the problem elsewhere  | 5/16/2023 6:42 AM  |
| 145 | This just moves the problem not solves it.  | 5/15/2023 9:20 PM  |
| 146 | This would close roads outside St Oswalds and Parkside at certain times causing chaos and creating new pollution hot spots as traffic is forced down alternative routes!!   | 5/15/2023 8:53 PM  |
| 147 | This is not a viable option in Ashbourne considering the location of almost every school within the town and it's nearby villages being at critical transport locations, and critical routes for locals. E.g. hilltop school is on a major junction used by in excess of 200 houses who would all.be forced to journey around a longer route which would likely be taken down Springfield avenue which is already a dangerous bottleneck onto Derby Road. Similarly Ashbourne Primary, St Oswald's are also both on critical roads. | 5/15/2023 4:09 PM  |

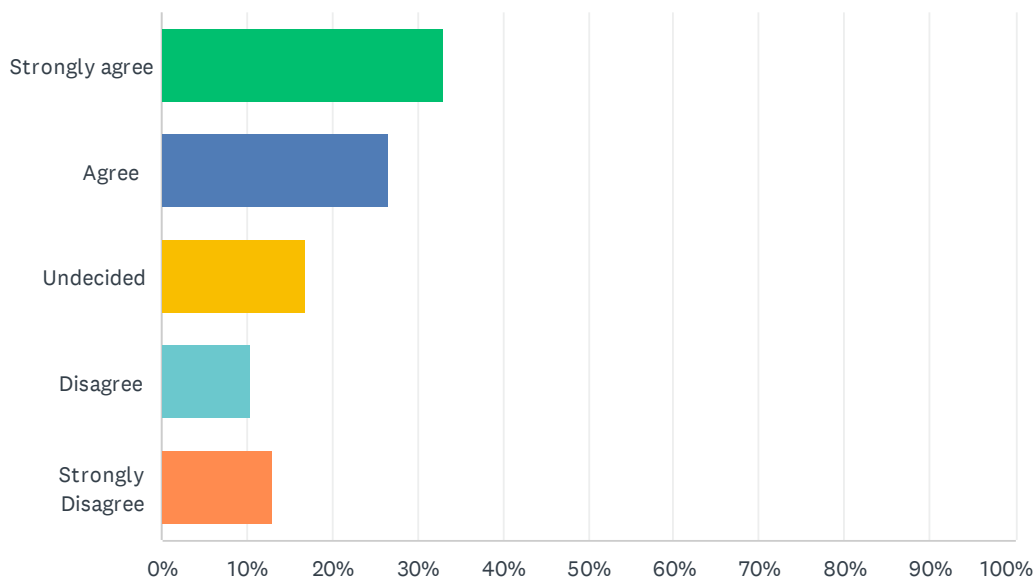


### Q11 Action 8: Bus Service Improvement Plan (BSIP)

implementation Promoting and improving public transport is vital to increase the number of local journeys taken by sustainable travel modes. Funding is being sought for BSIP and it is intended that early actions in support of the

BSIP will include:-Action 8a) Bus priority Increase bus performance in terms of punctuality, reliability and journey times by using automated bus location systems linked with the UTM system to prioritise late running buses through traffic lights. Do you agree/disagree with this action? How strongly do you agree/disagree with Action 8a?

Answered: 393 Skipped: 12



| ANSWER CHOICES    | RESPONSES  |
|-------------------|------------|
| Strongly agree    | 33.08% 130 |
| Agree             | 26.72% 105 |
| Undecided         | 16.79% 66  |
| Disagree          | 10.43% 41  |
| Strongly Disagree | 12.98% 51  |
| <b>TOTAL</b>      | <b>393</b> |

| # | COMMENTS  | DATE              |
|---|---|-------------------|
| 1 | With bus companies removing services i see this as a huge and probably insurmountable obstical. | 7/11/2023 8:45 AM |
| 2 | Given the small number of buses this seems a small issue in the grand scheme                    | 6/26/2023 5:37 PM |

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|    |   |                    |
|----|---|--------------------|
| 3  | This will only deliver real benefits if buses are upgraded to provide a more pleasant (comfortable) passenger experience and more frequent, reliable services. A low/no emission bus fleet should be prioritised through Ashbourne.   | 6/26/2023 4:25 PM  |
| 4  | I need to see increase use of buses before I thought a massive spend on this would pay dividends.   | 6/26/2023 11:40 AM |
| 5  | Bus service seems to use big buses to run very few people around.   | 6/26/2023 8:26 AM  |
| 6  | This will not help those from outside who use Ashbourne - and, yet again, is not addressing the key thing that is needed to improve the centre of Ashbourne, i.e. stopping HGVs coming through.   | 6/26/2023 8:24 AM  |
| 7  | we have so few bus routes this seems unlikely to achieve any measurable impact - however let's have more buses to link new developments with town..   | 6/25/2023 2:01 PM  |
| 8  | Will the bus run at 4am or 11 pm for work times?  | 6/24/2023 9:10 AM  |
| 9  | Although this is to be broadly welcomed it cannot make a significant difference to the number of vehicles ascending Buxton hill and therefore will not make a statistically significant improvement o NOx levels in the key locations.  | 6/21/2023 5:02 PM  |
| 10 | I don't think that traffic light delay is such a big problem in Ashbourne and there is lack of space to put dedicated bus lanes in the town in any case. As a bus user, I find electronic signs showing bus arrival times very useful and encourage me to use the bus. Unfortunately apart from the bus station, we don't have any of these in Ashbourne. A cheap action would be in increase the number of these in the town and surrounding areas.                                | 6/21/2023 12:53 PM |
| 11 | The lamentably poor levels of bus services available hardly makes this a worthwhile option. Other than where there is a high level of usage does bus priority actually work and in providing such facilities other vehicles, notably HGVs would need to give precedence, thus slowing their progress  | 6/19/2023 10:58 AM |
| 12 | This should be thought about carefully. The idea has merit but, in terms of NOx, is not sensible. Giving priority to HGVs to speed them through the town would be more effective. The deterrence to public transport use are lack of regularity, lack of reliability, inconvenience relative to the private car, and the sheer cost of using it. Cheap (to the user), regular, reliable and safe public transport is hard to achieve without significant investment and incentives. | 6/18/2023 10:56 AM |
| 13 | Self-evident  | 6/16/2023 4:51 PM  |
| 14 | I am not a regular bus user and am unlikely to become one unless and until the quality of the bus service improves dramatically.  | 6/14/2023 11:20 AM |
| 15 | I don't believe this action will have any material impact.  | 6/14/2023 10:23 AM |
| 16 | Where are all these buses coming from? As far as I am aware there is insufficient infrastructure of a bus service to provide a change in lifestyle habits.  | 6/13/2023 10:58 PM |
| 17 | I rely on buses to get to Ashbourne for work and for appointments, so this would help me a lot.   | 6/11/2023 6:21 PM  |
| 18 | Streets not made for this in Ashbourne  | 6/9/2023 9:55 AM   |
| 19 | Not enough buses, very infrequent in the morning and evening to allow workers to have the option to use public transport  | 6/8/2023 11:28 PM  |
| 20 | Makes sense. However the buses into Ashbourne from eg Derby later in the evening could be improved.   | 6/8/2023 5:38 PM   |
| 21 | High quality public transport solves many problems  | 6/8/2023 3:42 PM   |
| 22 | This sounds more like a proposal which is likely to work in large urban areas, with lots of traffic lights on the bus route. There are not many bus routes in Ashbourne, and few traffic lights, so the effect would be limited.  | 6/8/2023 1:08 PM   |
| 23 | if you sort the traffic with a bypass the traffic will be substantially less and buses will be able to proceed on time, assuming the delays are in Ashbourne and not elsewhere.   | 6/8/2023 10:17 AM  |
| 24 | One of the biggest reasons people don't use the buses us cost. Other than the current reduction it is often cheaper to drive and pay for parking than take the bus especially if there is more than 1 of you.   | 6/8/2023 9:51 AM   |

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|----|--|--------------------|
| 25 | We are a small Rural town, not the size of Derby with various different lanes for traffic and buses. The one-way system which was implemented because of works happening in town many many many years ago seemed to work as traffic flowed, but again the only answer I am afraid to say is push forward urgently, don't get sidetracked, for the Bypass | 6/8/2023 9:48 AM   |
| 26 | In general people prefer cars. It will require a significant increase in the number and frequency of busses to change that approach and the town will be clogged up with busses.   | 6/8/2023 9:18 AM   |
| 27 | Building the bypass is the only way to alleviate the traffic issues within Ashbourne. Bus improvements and subsidies need to be done at a national level. Nobody is going to get out of their car and get into a bus voluntarily.  | 6/6/2023 8:15 PM   |
| 28 | Can we have a bus to/from Thorpe please  | 6/6/2023 4:51 PM   |
| 29 | It's a start in the right direction  | 6/6/2023 12:15 AM  |
| 30 | Would normally agree but this is nothing to do with solving pollution levels which should be the point of this consultation  | 6/5/2023 4:54 PM   |
| 31 | Waste of money doing more surveys. The only thing that will stop the huge number of huge HGVs through the town is the bypass. Stop this alternative nonsense.  | 6/5/2023 3:44 PM   |
| 32 | Total rubbish !!! How can they get priority when the roads are now wide enough   | 6/2/2023 6:50 PM   |
| 33 | Bus service is good as it is   | 6/1/2023 6:02 PM   |
| 34 | Need a by pass now   | 6/1/2023 2:39 PM   |
| 35 | The systems are poor the routes non descript it would take too much - you may as well have a bypass with a working one way system and adequate parking and save all this money   | 6/1/2023 10:49 AM  |
| 36 | Surely increasing the number of bus journeys will make matters worse?! Ashbourne needs a bypass as a priority.   | 5/31/2023 9:47 PM  |
| 37 | There needs to be more bus routes implemented, the council have over the last few years axed many routes and a large number of rural communities are without a bus service. These need to be reinstated and I would support monies being spent on this   | 5/31/2023 8:06 PM  |
| 38 | Don't use public transport no buses to where needed to go !  | 5/31/2023 7:32 PM  |
| 39 | Good idea. This can be done to improve traffic flow without being under the banned of (so called) air pollution  | 5/31/2023 4:40 PM  |
| 40 | Seems s waste of money. Just make sure they are on time. We need more buses from surrounding villages. This would encourage less car use. In my village all pensioners and others use cars as there is no bus service from Alstonefield to Ashbourne   | 5/30/2023 9:10 PM  |
| 41 | Great idea but need to make sure adequate funding is in place  | 5/30/2023 4:47 PM  |
| 42 | More services would be good - many people have the attitude that living in a rural town inevitably means using a car.  | 5/30/2023 4:45 PM  |
| 43 | There is not enough bus and lights to make this worth while investment   | 5/28/2023 3:56 PM  |
| 44 | How does this reduce pollution levels from HGV or cars driving through town  | 5/27/2023 3:30 PM  |
| 45 | This sounds like a solution for a city not a small town. The technology is far too sophisticated for a small town with only a handful of sets of traffic lights. The buses do pretty well as they are. We just need them more often if we are to rely on them.   | 5/26/2023 9:43 PM  |
| 46 | There are very few buses passing through Ashbourne. How would they get out of the traffic to get through quicker? This is a solution to a problem that doesn't exist.  | 5/26/2023 6:04 PM  |
| 47 | I support this action but I don't think it is relevant to the AQAP.  | 5/26/2023 5:03 PM  |
| 48 | I agree we need better busses running at more times (before 8 and after 10pm) but there is no room for a 'bus priority' route....we need a bypass  | 5/26/2023 3:34 PM  |
| 49 | Only at the bus station can you see the time of buses. All rely on local knowledge or buses used regulaly  | 5/26/2023 12:22 PM |
| 50 | As already mentioned, the bus provision to and from Ashbourne is poor, increasing the  | 5/26/2023 8:06 AM  |

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reliability of this service is a worthwhile aim but seems unlikely to deliver much change without also improving the number and frequency of routes.

|    |  |                    |
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| 51 | We do not have space for separate rotes at traffic lights in Ashbourne..this is not a City sized problem.. Who is smoking something making upp these daft questions  | 5/26/2023 5:37 AM  |
| 52 | This is ridiculous. There are not enough buses going up Buxton Road for it to make any difference to air pollution   | 5/26/2023 12:02 AM |
| 53 | Ashbourne's bus service is pretty woeful. I have relatives that live in a much smaller town on the outskirts of Nottingham and they have buses to the city centre every ten minutes. Anything that prioritises buses is good but we also need a much more frequent service to Derby and Uttoxeter at least. Also why doesn't the Alton Towers bus from Derby stop in Ashbourne?  | 5/25/2023 5:49 PM  |
| 54 | See bus jump the light just because they can, Just stop talking silly and just sort the bypass out and also the traffic lights   | 5/23/2023 2:41 PM  |
| 55 | How will you prioritise late running buses through traffic lights in Ashbourne ? this isn't Derby with dedicated bus lanes.  | 5/23/2023 2:16 PM  |
| 56 | What busses? There are hardly any busses. You cut all the busses. How about bus passes for kids and the over sixties like London and other cities? Gold card doesn't start until as late as legally possible.  | 5/23/2023 8:33 AM  |
| 57 | So not content with trying to hold drivers up by any other means you can think of, you now plan to prioritise "late running buses" in an attempt to persuade people to use buses. Hilarious.   | 5/22/2023 10:16 PM |
| 58 | Yes, it as about time this was done. Bus services to and from Ashbourne are currently very poor, even compared to Matlock. It would be useful if there was improved provision in the evenings especially to and from Derby for people who work later hours. An automated bus location system giving reliable indication of times of next buses due would be an excellent idea. There is currently a huge discrepancy between the published timetables and the online bus tracking system provided by Trent Barton, causing people to miss buses or to have to wait for an unreasonable length of time. | 5/22/2023 10:09 PM |
| 59 | Surely you need buses to improve the service in the first place.   | 5/22/2023 7:56 PM  |
| 60 | Public transport in and out of Ashbourne is quite frankly crap   | 5/22/2023 6:57 PM  |
| 61 | Very limited current bus routes that the majority therefore won't use.   | 5/22/2023 3:53 PM  |
| 62 | While it sounds like a 'nice to have', how can it be implemented on the roads and streets of Ashbourne which DON'T have 'bus lanes'!!? A UTMC system will have to clear ALL the traffic ahead of the buses to prioritise though traffic lights. The buses still won't be ahead of the traffic, it will be still in traffic AFTER passing the traffic lights. So how will this work in Ashbourne?   | 5/22/2023 3:08 PM  |
| 63 | Again, this isn't London. Empty busses are not viable!   | 5/22/2023 10:30 AM |
| 64 | More bus services would be beneficial however bus priority is not possible in Ashbourne. Some roads are not wide enough for two lanes of traffic so how could a bus lane be introduced. Whilst giving buses priority you are also then holding up other traffic such as HGVs, in turn causing more congestion and more pollution.  | 5/22/2023 9:52 AM  |
| 65 | Buses seem to run on time in general but location linked system is good for the user. Not sure how you could prioritise buses over other vehicles in narrow town streets.  | 5/22/2023 7:44 AM  |
| 66 | You've been decreasing bus service for years! Your not going to increase them now! Make your mind up. Plus bus fares are extortionate! It's cheaper to drive!  | 5/21/2023 8:45 PM  |
| 67 | Is anyone studying the impact of the £2 bus fares? If cheaper fares have increased use then subsidy will have more impact than flow speed improvements.  | 5/21/2023 7:13 PM  |
| 68 | Will this apply to the many school buses to/from QEGS also?  | 5/21/2023 5:56 PM  |
| 69 | Only works if you replace buses with carbon neutral options. Charge a premium to providers who refuse to replace their rolling stock with more efficient and greener alternatives.   | 5/21/2023 3:21 PM  |
| 70 | Most buses I see in my rural area near Ashbourne are empty. Why subsidize bus companies to carry around a bus full of fresh air?   | 5/21/2023 12:31 PM |

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|----|--|--------------------|
| 71 | Public transport network is dire. It is not fit for purpose and is expensive which is why people have to use cars. Who can afford time to change buses 4 times and then walk a further 30 minutes to their destination in winter. This is what I would have to do to get to work. It would take me 2.5 hours. Each way. Making buses run on time will not help me to use them so it won't improve pollution.   | 5/21/2023 10:42 AM |
| 72 | Bus companies are private enterprises and they do not run frequently enough to be of value   | 5/21/2023 10:24 AM |
| 73 | Sorting out public transport in rural towns should be a separate issue   | 5/21/2023 10:06 AM |
| 74 | Again waste of money build a bypass  | 5/20/2023 7:56 PM  |
| 75 | The town's population is increasing rapidly, students of all ages travel from out of the town to our schools. People are commuting to and from jobs out and into town. And yet with all of our town's pollution, queuing traffic, population rise, poor infrastructure, lots of proposals tossed around are not needed. Get our Bypass built. All these so called 'greater' people get fighting push harder, put all these other pipe dreams on the 'fire' and get our Bypass built and let's get this town back up and running. But I have no faith | 5/20/2023 7:20 PM  |
| 76 | Not practical  | 5/20/2023 5:34 PM  |
| 77 | For some a bus is just in the right place at the right time and also too expensive if on it daily  | 5/20/2023 2:32 PM  |
| 78 | Time you put a bus on after 4.30pm to Uttoxeter most people finish work 5.30 has most people are moving to staff due to the over priced town and housing   | 5/20/2023 10:53 AM |
| 79 | We need more buses and cheaper fares.  | 5/20/2023 10:45 AM |
| 80 | Improve all traffic movement, problem solved   | 5/20/2023 9:47 AM  |
| 81 | One bus service one bus an hour ???!!!! We're living in the dark ages !!!!   | 5/20/2023 8:41 AM  |
| 82 | Excellent idea   | 5/20/2023 8:32 AM  |
| 83 | More bus route to include local villages   | 5/20/2023 8:07 AM  |
| 84 | A bus every hour to the main city Derby is not enough! Needs to be every 30 mins to stop people using their cars   | 5/20/2023 7:12 AM  |
| 85 | We need more buses at an affordable price  | 5/20/2023 7:08 AM  |
| 86 | Buses need to turn up! Not be late. Fed up with having to take my child to school due to buses being late or not turning up!   | 5/20/2023 6:33 AM  |
| 87 | Yes this increases social movement   | 5/19/2023 10:17 PM |
| 88 | Will help bus users but unlikely to increase their use   | 5/19/2023 10:08 PM |
| 89 | Precisely. The lack of public transport options between Ashbourne & the surrounding area is a key driver of private mobility   | 5/19/2023 8:41 PM  |
| 90 | Need to increase the frequency of services and number of routes  | 5/19/2023 8:17 PM  |
| 91 | A joke. Again, shows survey design not realistically based on Ashbourne.   | 5/19/2023 8:16 PM  |
| 92 | This idea seems very city orientated. We need more, frequent bus services  | 5/19/2023 7:45 PM  |
| 93 | This is a rural area and buses are always held up by tractors etc. It might work in city but not Ashbourne   | 5/19/2023 4:16 PM  |
| 94 | Much needed. Reliability very important .  | 5/19/2023 4:03 PM  |
| 95 | Bus times are reliable already and good connections  | 5/19/2023 3:25 PM  |
| 96 | I'll believe it when I see it!   | 5/19/2023 3:19 PM  |
| 97 | Is this an effective start point for public transport? There is simply not enough public transport available to make this action have much impact. Prioritising buses on the roads as suggested in this action point would cause other transport to have to drive less efficiently as per Action 2 above. Also are the buses themselves causing significant pollution? many are old and inefficient- A better start might be to replace with electric buses, then more buses to villages for which Ashbourne is the main town.                       | 5/19/2023 3:06 PM  |

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|-----|--|--------------------|
| 98  | School bus routes from edges of town to central drop of point  | 5/19/2023 1:00 PM  |
| 99  | Not sure how this would work without widening roads and spoiling the aesthetics of the town  | 5/19/2023 12:32 PM |
| 100 | Need more public transport to rural villages. This would cut down car usage.   | 5/19/2023 11:57 AM |
| 101 | Ring road needed .   | 5/19/2023 11:54 AM |
| 102 | There is good for the greener future we need, but they will not address the issue of town centre congestion and pollution as it is mostly caused by HGVs.  | 5/19/2023 11:27 AM |
| 103 | Can't see how this would be really effective   | 5/19/2023 11:10 AM |
| 104 | We all know what the problem is, BUILD A BYPASS  | 5/19/2023 9:24 AM  |
| 105 | I wouldn't say as of now this is a public transport issue. The public transport infrastructure is not to scale yet to deem being a main focus of the air quality plan.   | 5/19/2023 12:13 AM |
| 106 | Yes increase bus services and more routes  | 5/18/2023 5:38 PM  |
| 107 | Are you joking. In Ashbourne??   | 5/18/2023 5:04 PM  |
| 108 | Can't see how this can work without bus lanes  | 5/18/2023 2:17 PM  |
| 109 | how would this work? how can the late bus get passed the queue of traffic when ashbourne doesn't have any bus lanes? nice in theory  | 5/18/2023 1:50 PM  |
| 110 | I'm also in favour of keeping bus fares as low as possible.  | 5/18/2023 1:49 PM  |
| 111 | Not needed if you have a BYPASS  | 5/18/2023 10:50 AM |
| 112 | Another useful innovation, but unlikely to generate much improvement in air quality..  | 5/18/2023 9:54 AM  |
| 113 | Asbourne bus service has not changed in years and needs to be updated as commuting to work and back is practically impossible after a certain time 3pm onwards and trying to get to Derby or Uttoxeter train station is pretty much impossible from Ashbourne and a train station would have been really helpful | 5/18/2023 7:37 AM  |
| 114 | Why are you spending money on all this nonsense. Just build a bypass, that will take all non local traffic out of the town.  | 5/17/2023 11:26 PM |
| 115 | If you could reinstate the bus routes that have been removed so that the villages around Ashbourne actually had a bus that would be a useful alternative to those of us who have literally no alternative but to use our cars to get to Ashbourne.   | 5/17/2023 11:19 PM |
| 116 | I agree public transport is a good idea  | 5/17/2023 9:13 PM  |
| 117 | More buses to nearby villages creating a local bus route from them into Ashbourne so then people can link up to the bus station and able to connect to other areas using public transport. Especially now nearby villages are growing and there are no services and infrastructure to support them               | 5/17/2023 8:59 PM  |
| 118 | As long as the consequential delays in other traffic has been assessed and can be maintained at manageable levels  | 5/17/2023 8:47 PM  |
| 119 | Cost of public buses combined with lack of consistency is a shambles!  | 5/17/2023 8:38 PM  |
| 120 | There are no buses driving round the north section of Ashbourne to say go to Derby.  | 5/17/2023 7:08 PM  |
| 121 | A better bus service is needed! School kids have to pay stupid amount for fees and you need to bring a train back to the town some how. Help people out a bit! Give some public transport incentives!  | 5/17/2023 7:06 PM  |
| 122 | Bus services are being cut as they are not profitable. Introducing more will see them removed after a while.   | 5/17/2023 6:15 PM  |
| 123 | Bus times need to be more frequent....one every hour or less is pathetic   | 5/17/2023 5:38 PM  |
| 124 | Ok for urban area. There is no room for bus lanes or similar . The official who thought this idea up should go and work in a city .  | 5/17/2023 5:30 PM  |
| 125 | Often the problem is bus regularity and/or routes.   | 5/17/2023 4:56 PM  |

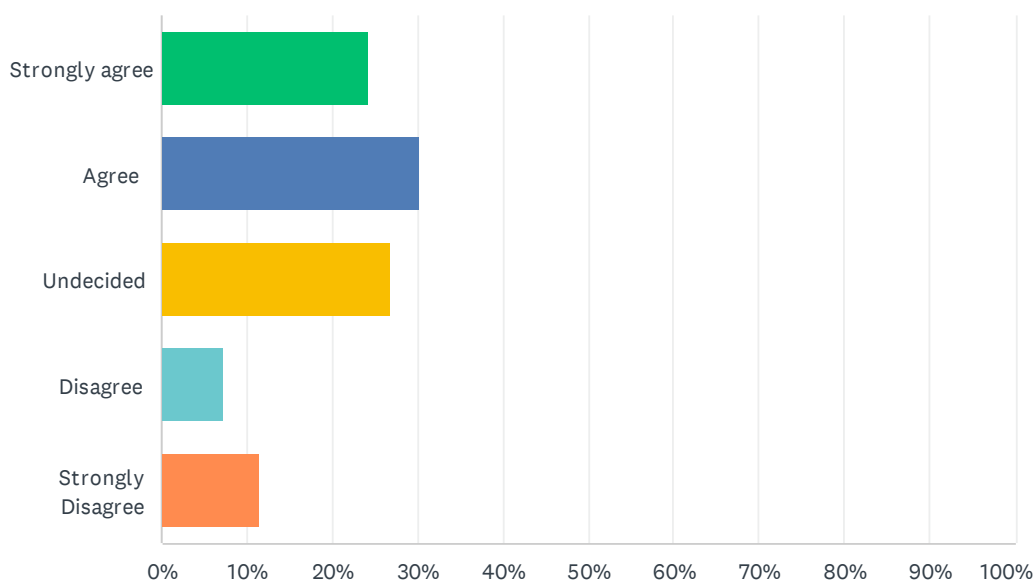


## Ashbourne Draft Air Quality Action Plan Consultation

|     |   |                    |
|-----|---|--------------------|
| 126 | There definitely needs to be a better and more reliable bus service.  | 5/17/2023 4:31 PM  |
| 127 | This should be standard and is way overdue.   | 5/17/2023 4:30 PM  |
| 128 | Buses are very expensive for families to use.   | 5/17/2023 4:20 PM  |
| 129 | Again, we had adequate bus routes but the shortsighted society changed that   | 5/17/2023 3:45 PM  |
| 130 | Not sure how you would achieve this in Ashbourne  | 5/17/2023 2:06 PM  |
| 131 | However my Granddaughter has to travel to Uni in Derby and the bus sometimes doesn't turn up  | 5/17/2023 1:58 PM  |
| 132 | Hard to see the advantage of prioritising buses in a small town like Ashbourne.   | 5/17/2023 1:57 PM  |
| 133 | Stop wasting money. They will not be able to be utilised enough. We travel into Ashbourne from different outlying areas for shopping, appointments, meetings and visiting people.   | 5/17/2023 1:24 PM  |
| 134 | Bus services have been cut all over the county in recent years. How can funding now be provided to reinstate these services?  | 5/17/2023 1:19 PM  |
| 135 | Great if someone is funding it, but will have negligible effect.  | 5/17/2023 12:32 PM |
| 136 | I don't think it will attract people to use buses more, but it might stop people currently using them from giving up.   | 5/17/2023 11:44 AM |
| 137 | Won't work because of the cost of using our bus service it costs a quarter of the price of a one way ticket to use a car  | 5/17/2023 11:19 AM |
| 138 | wasting money again on idea's that will never work  | 5/17/2023 10:36 AM |
| 139 | Just run more buses...  | 5/17/2023 10:35 AM |
| 140 | The road network through Ashbourne becomes gridlocked if one part of it isn't working normally. Changing traffic lights priorities for one bus could cause increased pollution and congestion in this way.  | 5/16/2023 7:00 AM  |
| 141 | Would be helpful for those in rural areas to have access to Ashbourne outside working hours via public transport.   | 5/15/2023 10:35 PM |
| 142 | Where do you deem to be local from savour e   | 5/15/2023 9:20 PM  |
| 143 | Complete non-starter given Ashbourne's road layout, how on earth could you prioritise buses when at the same time you want to keep traffic flowing to reduce emissions???   | 5/15/2023 8:53 PM  |
| 144 | As a rural area Ashbourne suffers from critical underfunding of bus services and are extremely limited in their times and numbers, only one bus service currently runs from the main residential hub at the top of the hill onto Ashbourne which comes once an hour. A significant increase in bus availability would have a big impact in the use of their services. The bus is also often late as it is regularly held up on derby and uttoxeter as it runs a very long route between the two larger towns. | 5/15/2023 4:09 PM  |

**Q12 Action 8b) Mobility hub Provision of a high-quality transport hub is embedded within the Community Hub proposals of the ‘Ashbourne Reborn’ Levelling Up Fund Bid. Funding of the transport hub would facilitate real time travel information including bus times and Demand Responsive Transport such as zero emission minibuses with a modern booking system as a possible cost effective way of providing the first mile/last mile transport provision. (See Action 5b also). Do you agree/disagree with this action? How strongly do you agree/disagree with Action 8b?**

Answered: 391 Skipped: 14



| ANSWER CHOICES    | RESPONSES  |
|-------------------|------------|
| Strongly agree    | 24.30% 95  |
| Agree             | 30.18% 118 |
| Undecided         | 26.85% 105 |
| Disagree          | 7.16% 28   |
| Strongly Disagree | 11.51% 45  |
| <b>TOTAL</b>      | <b>391</b> |

| # | COMMENTS   | DATE               |
|---|--|--------------------|
| 1 | Bit of a tall order this one - like pushing a pea up a mountain with your nose - possible but certainly not practical. | 7/11/2023 8:45 AM  |
| 2 | This seems an interesting concept  | 6/26/2023 5:37 PM  |
| 3 | See above  | 6/26/2023 11:40 AM |

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|----|--|--------------------|
| 4  | Minibuses sound good rather than large buses on regular routes.  | 6/26/2023 8:26 AM  |
| 5  | See 5b - this is all fine, but does not help much if at all with the issue of traffic, especially HGVs, coming through the centre of Ashbourne   | 6/26/2023 8:24 AM  |
| 6  | I do not understand this action. Is there a proposal to link Ashbourne with Derby train station? Are there opportunities to develop bus routes to camp sites?  | 6/25/2023 2:01 PM  |
| 7  | Although this is to be broadly welcomed it cannot make a significant difference to the number of vehicles ascending Buxton hill and therefore will not make a statistically significant improvement o NOx levels in the key locations.   | 6/21/2023 5:02 PM  |
| 8  | See my comments on 5b. The bus station is the obvious place for this to be located not on the corner of Church Street and Station Road.  | 6/21/2023 12:53 PM |
| 9  | An interesting social amenity provision, which is difficult to envisage making an improvement in air quality. It will certainly do nothing to reduce the major problem of pollution caused by HGVs.  | 6/19/2023 10:58 AM |
| 10 | Unintelligible question  | 6/14/2023 9:36 PM  |
| 11 | I don't really know enough about this to comment, although I do think effective and efficient public transport around the town is an important requirement as part of the overall strategy.  | 6/14/2023 11:20 AM |
| 12 | I think this is really important; at present it isn't really possible to use public transport even to get around Ashbourne, for example from the town centre to Derby Road or the industrial estate.   | 6/14/2023 10:23 AM |
| 13 | Demand responsive transport sounds favourable. I do hope the 'modern booking system' also includes availability for all those who have not got the luxury of a mobile phone, or access to the internet.  | 6/13/2023 10:58 PM |
| 14 | Real time travel information and zero emission buses sound perfect.  | 6/11/2023 6:21 PM  |
| 15 | Cutting the size of some buses as per main road buses to Derby use smaller ones take not of community transport and make this more affordable to pensioners and disabled   | 6/9/2023 9:55 AM   |
| 16 | Again, makes sense and may manage part of the ability to access all areas of Ashbourne.  | 6/8/2023 5:38 PM   |
| 17 | another waste of money, that will no doubt cost council tax payers a lot of money to run   | 6/8/2023 10:17 AM  |
| 18 | As long as the cost is in line with the cost of using a car and parking. This is why I mainly use my car as it is not cost effective before the recent Co session to take the bus.   | 6/8/2023 9:51 AM   |
| 19 | You are talking again about a big city. Park-and-ride we are rural area!! Example I came into Ashbourne yesterday, I don't even live in. Village but on a side of a B road, no buses pass me as it's not feasible, I used The Drs twice as it happened. Had to go back. Met a friend, Went to the supermarket and then walked around Town and bought bits before I went to a class. I am afraid this wouldn't have happened if you had banned car's movements. | 6/8/2023 9:48 AM   |
| 20 | There is a lot to be done to improve our town, and only so much money. Is this a necessary expenditure?  | 6/7/2023 5:25 PM   |
| 21 | Building the bypass is the only way to alleviate the traffic issues within Ashbourne. Bus improvements and subsidies need to be done at a national level. Nobody is going to get out of their car and get into a bus voluntarily.  | 6/6/2023 8:15 PM   |
| 22 | I cannot see this work to any large scale  | 6/6/2023 3:20 PM   |
| 23 | Not enough information on proposal   | 6/6/2023 12:15 AM  |
| 24 | Would normally agree but this is nothing to do with solving pollution levels which should be the point of this consultation  | 6/5/2023 4:54 PM   |
| 25 | Waste of money doing more surveys. The only thing that will stop the huge number of huge HGVs through the town is the bypass. Stop this alternative nonsense.  | 6/5/2023 3:44 PM   |
| 26 | Push for by pass. The Town has been waiting years. Other Towns manage why not ours   | 6/1/2023 2:39 PM   |
| 27 | Waste of money for something no one would use  | 6/1/2023 10:49 AM  |
| 28 | Bonkers! Waste of money. Ashbourne needs a bypass as a priority  | 5/31/2023 9:47 PM  |

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|----|--|--------------------|
| 29 | I agree with something like this but fear that the future costs will fall to council tax payers and there will be little benefit to us.  | 5/31/2023 8:06 PM  |
| 30 | How does a modern booking work for the elderly who don't have internet connections   | 5/31/2023 7:32 PM  |
| 31 | Only one site on Buxton Road exceeds the National Air Quality Objectives annual average limit of 40 micrograms per cubic metre (40µg/m <sup>3</sup> ) so why do we suddenly need to have "zero emission mini buses". Its another over reaction.  | 5/31/2023 4:40 PM  |
| 32 | That will help alot  | 5/28/2023 3:56 PM  |
| 33 | This only benefits if people are visiting Ashbourne. I would say 80% of traffic is driving from Buxton to A50 north and south bound  | 5/27/2023 3:30 PM  |
| 34 | Another sentence with multiple ideas in one proposal. I cannot imagine how you could site a transport hub where it could be useful to everyone. Minibuses could help but then you've qualified that by saying zero emmissions which is yet another idea. Any minibus, if it carries a group of people, will be better than several cars. | 5/26/2023 9:43 PM  |
| 35 | Who is going to use this? A small number of people and barely any of the drivers that are passing through in their lorries/cars. It has no obvious value.  | 5/26/2023 6:04 PM  |
| 36 | Bus traffic is not sufficient to be a source of congestion on Ashbourne's roads.   | 5/26/2023 5:06 PM  |
| 37 | I support this action but I don't think it is relevant to the AQAP.  | 5/26/2023 5:03 PM  |
| 38 | Again what is the access?  | 5/26/2023 12:22 PM |
| 39 | I'm not sure I understand this action enough to comment.   | 5/26/2023 8:06 AM  |
| 40 | Obviously not noticed that the local bus services have oversized buses in small lanes already , and often in areas with limited or no mobile internet signal..No it will not get me on buses and certainly not in a wet spring , summer autumn or winter!!   | 5/26/2023 5:37 AM  |
| 41 | It is a great idea, but still won't affect air pollution caused primarily by HGVs  | 5/26/2023 12:02 AM |
| 42 | But think the impact will be very very small.  | 5/23/2023 2:16 PM  |
| 43 | Sounds good. (Won't happen).   | 5/23/2023 8:33 AM  |
| 44 | "Demand Responsive Transport"? first mile/last mile transport provision? What on earth do these things actually mean? Please translate into Plain English for the non-anti-driving-zealots among us.   | 5/22/2023 10:16 PM |
| 45 | this would be useful. I would not want to use a booking system as I would doubt the reliability, and I am quite happy to walk at least a mile to and from a bus stop. However appreciate that some older people would find this difficult.   | 5/22/2023 10:09 PM |
| 46 | Fiddling while Rome burns the issue is hgv's addressing anything else will have little if any impact on pollution levels.  | 5/22/2023 7:56 PM  |
| 47 | Probably the only intelligent and workable idea proposed so far. Ashbourne community transport is ideally positioned here but would need serious funding/modernisation to be practical   | 5/22/2023 3:53 PM  |
| 48 | Still cannot see a reason for a Mobility Hub? (Actions 5 & 6). Bus times are currently tracked online by bus companies now. Bus Station in King Edward Street already has digital real time information - how does another 'Mobility Hub' embedded in a 'Community Hub' make it any different or of any use?                             | 5/22/2023 3:08 PM  |
| 49 | If there were busses... but we don't have many. This isn't London or Nottingham  | 5/22/2023 10:30 AM |
| 50 | This action is very vague and does not give any real detail into how it could help reduce pollution in the AQMA.   | 5/22/2023 9:52 AM  |
| 51 | Don't use buses! Not reliable or often enough.   | 5/21/2023 8:45 PM  |
| 52 | How does this add to 5b?   | 5/21/2023 3:21 PM  |
| 53 | Who will pay for passenger use?  | 5/21/2023 10:24 AM |
| 54 | Again, sorting out public transport in rural towns should be a separate issue  | 5/21/2023 10:06 AM |

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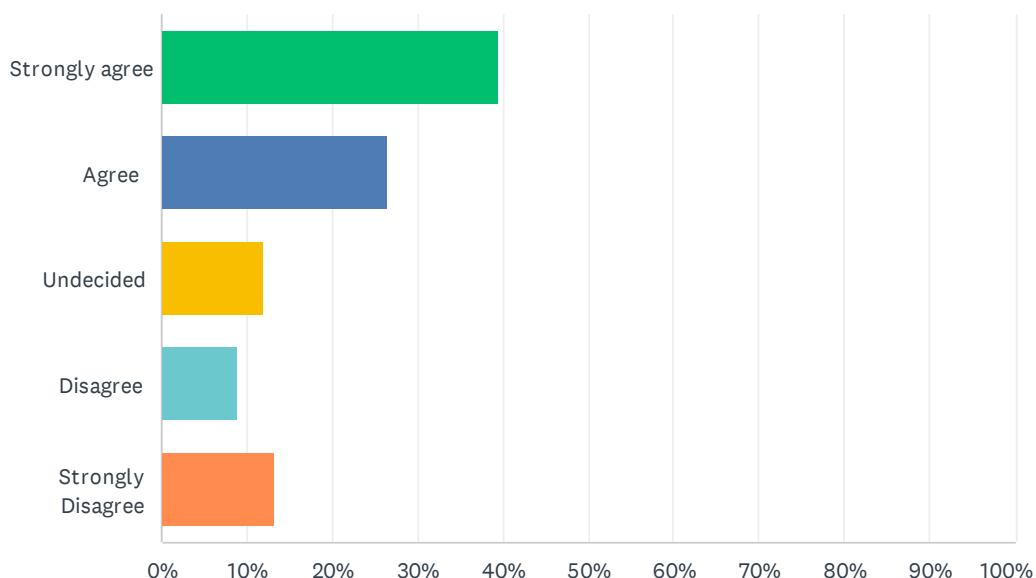
|    |   |                    |
|----|---|--------------------|
| 55 | Just build a bypass. It's a rural town. People need to be all over.   | 5/20/2023 7:56 PM  |
| 56 | Obviously the word HUB is a new word to play around with where it means absolutely nothing, so let's have the Bypass  | 5/20/2023 7:20 PM  |
| 57 | Impractical   | 5/20/2023 5:34 PM  |
| 58 | It won't make an ounce of difference as its not always the most accessible for some   | 5/20/2023 2:32 PM  |
| 59 | Ashbourne reborn you are killing it   | 5/20/2023 10:53 AM |
| 60 | Waste of money and time   | 5/20/2023 8:32 AM  |
| 61 | I think a transport hub/community hub should be amalgamated with the tourist information centre, which needs moving to a more accessible central location   | 5/20/2023 8:07 AM  |
| 62 | The £2 bus fare to Derby is a better solution at the moment   | 5/20/2023 7:12 AM  |
| 63 | Good idea but no effect on HGV TRAFFIC  | 5/19/2023 10:08 PM |
| 64 | As above  | 5/19/2023 8:41 PM  |
| 65 | Total waste of money that could go towards a relief road.   | 5/19/2023 8:16 PM  |
| 66 | This sounds full of jargon. Please spend the money on providing actual buses rather than information about services which are almost non existent   | 5/19/2023 7:45 PM  |
| 67 | Again reliability and punctuality important to avoid missing appointments   | 5/19/2023 4:03 PM  |
| 68 | Sounds lovely,  | 5/19/2023 3:19 PM  |
| 69 | About time!! Have you just woken up?  | 5/19/2023 12:10 PM |
| 70 | Ring road needed .  | 5/19/2023 11:54 AM |
| 71 | There is good for the greener future we need, but they will not address the issue of town centre congestion and pollution as it is mostly caused by HGVs.   | 5/19/2023 11:27 AM |
| 72 | We all know what the problem is, BUILD A BYPASS   | 5/19/2023 9:24 AM  |
| 73 | Again this comes down to accessibility of these facilities, this alone would not provide much. However if this was combined with a plan from school and parents to use the zero emission mini buses to collect children and deterrents in place such as road closures to prevent parents from dropping off children | 5/19/2023 12:13 AM |
| 74 | Whatever is first mile/last mile transport provision  | 5/18/2023 5:04 PM  |
| 75 | i think the minibus might work well for getting people walking into town and then using bus back up the hills home to outer homes still within ashbourne. perhaps consider if minibus is pre booked to one destination or has a hop on hop off route all day ?  | 5/18/2023 1:50 PM  |
| 76 | If it can be paid for by the Levelling Up fund then fine. But it will not have much effect on air quality, even with secure cycle parking at the transport hub.   | 5/18/2023 9:54 AM  |
| 77 | This is about the only thing that makes sense to me.  | 5/17/2023 11:26 PM |
| 78 | It will have a minimum impact.  | 5/17/2023 11:21 PM |
| 79 | A waste of Ashbourne Reborn money, this could be better spent elsewhere in the town.  | 5/17/2023 11:19 PM |
| 80 | Before any of this you should sort out the roads  | 5/17/2023 9:13 PM  |
| 81 | More busses and easy to book and see where the buses are especially for people for villages nearby.   | 5/17/2023 8:59 PM  |
| 82 | Potentially interesting. This assumes a viable business plan has been demonstrated.if so this should be communicated.   | 5/17/2023 8:47 PM  |
| 83 | Won't work in a town like Ashbourne.  | 5/17/2023 6:15 PM  |
| 84 | Public transport will never provide door to door transport  | 5/17/2023 5:38 PM  |
| 85 | Again total ridiculous .  | 5/17/2023 5:30 PM  |

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|    |   |                    |
|----|---|--------------------|
| 86 | This is a system that should also be used for schoolchildren  | 5/17/2023 4:56 PM  |
| 87 | It would be much wiser to work with the bus companies on making sure there are more services and that they are reliable.  | 5/17/2023 4:31 PM  |
| 88 | Funding????? You can't even need the pavements  | 5/17/2023 3:45 PM  |
| 89 | Looking at transport the buses are sometimes empty smaller cleaner buses would be an advantage  | 5/17/2023 1:58 PM  |
| 90 | First mile/last mile mini buses are the best idea on this entire questionnaire  | 5/17/2023 1:57 PM  |
| 91 | Will not help people who live in the surrounding isolated areas outside Ashbourne. Concentrate all your efforts to getting the bypass through quickly. Then all the problems with traffic and pollution will disappear too!   | 5/17/2023 1:24 PM  |
| 92 | Whilst I do agree that this would be an engaging idea. I feel the cost of the buses would make it impossible for people on low incomes to use the buses. Community Transport are already charging a worrying amount for a journey within Ashbourne to the GP surgery. | 5/17/2023 1:19 PM  |
| 93 | Great if someone is funding it, but will have negligible effect.  | 5/17/2023 12:32 PM |
| 94 | Waste of money.   | 5/17/2023 12:11 PM |
| 95 | Doesn't sound financially sustainable.  | 5/17/2023 11:44 AM |
| 96 | Used to be a shopper hopper from waterside the council pulled the funding   | 5/17/2023 11:19 AM |
| 97 | it will never work  | 5/17/2023 10:36 AM |
| 98 | This survey is hilarious. A transport hub that's funny. Have another look at how spread out the villages and hamlets are in a 15 mile radius of ashbourne   | 5/15/2023 9:20 PM  |

**Q13 Action 9: Engagement with minerals and logistics companies**  
 The A515 is an important route for minerals haulage and there are opportunities to talk to mineral site operators through site planning, site monitoring and the local liaison committees. Several local companies are using lower emission vehicles to become more efficient and there are opportunities to work together and embrace new technologies as they come forward. Information will be gathered about the importance and use of the A515 as a freight corridor for HGVs, to develop a more effective and focused approach to reducing air quality issues in Ashbourne. Do you agree/disagree with this action? How strongly do you agree/disagree with Action 9?

Answered: 393 Skipped: 12



| ANSWER CHOICES    | RESPONSES  |
|-------------------|------------|
| Strongly agree    | 39.44% 155 |
| Agree             | 26.46% 104 |
| Undecided         | 11.96% 47  |
| Disagree          | 8.91% 35   |
| Strongly Disagree | 13.23% 52  |
| <b>TOTAL</b>      | <b>393</b> |

| # | COMMENTS  | DATE              |
|---|---|-------------------|
| 1 | Foolish idea the population of ashbourne knows full well the A515 is a very important freight | 7/11/2023 8:45 AM |

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route. With a bypass this problem will be reduced.

|    |  |                    |
|----|--|--------------------|
| 2  | Stupid don't you think if there were other routes they would take them rather than being stuck in ashbourne  | 6/26/2023 7:46 PM  |
| 3  | This is the crux of the whole issue! If I had points to award to each action, this one would have got most of them! As these vehicles are responsible for the bulk of the problem (and the congestion in the town centre) something *must* be done about these vehicles. Maybe a zero emission zone through the centre of Ashbourne for HGVs and other commercial vehicles (but not ordinary personal vehicles) like they have in Newcastle city centre. Charging HGVs that are polluting vehicles would be an incentive to either find alternative routes or nudge the companies towards zero emissions vehicles. | 6/26/2023 5:37 PM  |
| 4  | This is a key element in delivering AQ improvements in the town. We desperately need a bypass but in the meantime the hauliers hold the key to reducing emissions as far practicable   | 6/26/2023 4:25 PM  |
| 5  | I think encouraging the HGV's to use alternative routes and discouraging them from coming through the town is the best solution.   | 6/26/2023 4:00 PM  |
| 6  | But see my comments under Action 2 ...IE a PARTIAL WEIGHT RESTRICTION, so that the quarry traffic can come south through Ashbourne to deliver their goods, but find a different way back for the (mostly) empty lorries.   | 6/26/2023 12:10 PM |
| 7  | ... which would be addressed by eg a one way system , or a weight restriction around the pinch points as discussed above.  | 6/26/2023 11:40 AM |
| 8  | The route should not be prioritised for HGV's at the expense of people's health and well being - that is a short term approach.  | 6/26/2023 11:30 AM |
| 9  | The companies will always take the most cost effective route and this is likely to be through Ashbourne  | 6/26/2023 8:26 AM  |
| 10 | I really do not see how this will help. They need to [be made to] stop using the A515 as a "freight corridor" - for as long as they do, there is no future for Ashbourne town centre.  | 6/26/2023 8:24 AM  |
| 11 | Links to Action 1 - and DCC Mineral strategy implementation. Is there any business rate/levy made in relation to tonnage of minerals moved through the county? The consultants should seek discussion and a strategy with co-operation of HGV operators and quarry logistics leading to an improved system that offers measurable improvements in air quality AND cost benefits for HGV operators etc  | 6/25/2023 2:01 PM  |
| 12 | The purpose of this engagement needs to be clearly linked to specific and measurable targets to reduce emissions and progress needs to be placed in the public domain and open to public scrutiny  | 6/25/2023 2:00 PM  |
| 13 | A key process but I am not aware of any outcomes as yet.   | 6/24/2023 7:32 PM  |
| 14 | The haulage companies already run fleets designed for greater efficiency, let's stop blaming them for the fact Ashbourne needs a bypass. No hgv driver comes through Ashbourne on purpose. Why should they always be treated as the anti Christ ?  | 6/24/2023 9:10 AM  |
| 15 | It seems remarkable that in minerals planning no mitigation measures have been suggested for the very obvious issues that have be affecting Ashbourne for many years. This is a glaring omission from the Minerals Plan.   | 6/21/2023 5:02 PM  |
| 16 | How effective are emissions filters when a lorry has been idling for 10 - 15 minutes as they frequently are in St John Street  | 6/21/2023 3:11 PM  |
| 17 | It puzzles me why as this is a problem that has been around for years, why it has not been done earlier. Local minerals companies provide employment for many local people and they should not just be seen as a problem. They are part of the solution and I'm sure many would agree.   | 6/21/2023 12:53 PM |
| 18 | Frankly, this should have been happening since the outset. All partners need to collaborate to find a solution to to the air pollution. It is very unhelpful for divisions to be fostered between HGV drivers and their families and residents who are concerned about public and personal health. This has been evidenced at both recent consultation meetings in Ashbourne. Companies need to contribute to solutions.   | 6/21/2023 12:40 PM |
| 19 | Build a bypass via Mappleton   | 6/21/2023 7:41 AM  |



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|    |   |                    |
|----|---|--------------------|
| 20 | This is simply not believable. For all the reasons already cited the Industry does not see a role for itself in solving this problem. The only actions it will take is that which is required by law or will improve profit. What will looking at the use of the A515 do? What is needed is examination of the use of the A50 and its interconnection to the North. The naivety of this proposal stands as a testament to the lack of commitment solving the problem of pollution, particularly that caused by HGVs. If you need an example of a haulage industry that doesn't give a damn, look at their use of Mayfield road as a shortcut, rather than following the signed National Road Network route. It also is a real worry that the same organisation that is entrusted with action under the 'Plan' has not responded to placing a weight limit on this in town residential street. | 6/19/2023 10:58 AM |
| 21 | But given the current road infrastructure they have little choice but to travel via Ashbourne. The only possible solution is the proposed new bypass  | 6/17/2023 9:33 AM  |
| 22 | An important first step, but the onus must ultimately be on the polluter and regulation. If traffic pollution, of whatever form, is producing illegally high levels of pollution, then that traffic must be changed, reduced, or stopped. What is the meaning of 'illegal' if not something that society will not tolerate?   | 6/16/2023 4:51 PM  |
| 23 | It seems crucial that the companies that operate the quarries are fully engaged in all of this. An 'us vs them' attitude to this problem has persisted for too long and is not helping anyone.  | 6/14/2023 11:20 AM |
| 24 | Absolutely - all firms involved with mineral and logistics should be included in any dialogue and their views taken into account to ensure the way forward with any air quality issues is of benefit for all.   | 6/13/2023 10:58 PM |
| 25 | Very good idea.   | 6/11/2023 6:21 PM  |
| 26 | This is not just about emissions, but also the nature and scale, volume and size and speed of the vehicles inappropriately travelling through a historic town centre - surely the main reason for a bypass?   | 6/10/2023 10:23 AM |
| 27 | One particular company must have at least 100 lorry movements through the town daily  | 6/9/2023 9:55 AM   |
| 28 | This should be increased to investigate the possibility of implementing a ULEZ, with corresponding restrictions on the HGVs allowed in Ashbourne (Euro 6 standards).  | 6/9/2023 8:16 AM   |
| 29 | We need a by-pass to eliminate the problem  | 6/8/2023 11:28 PM  |
| 30 | There should be an action group established between all local HGV / mineral transporters to understand the problems faced by Ashbourne town centre .There are alternative routes , they are just slightly longer . Please can they understand the issues Ashbourne faces and help to mitigate the problem . It must be possible to share the traffic load across various alternatives.  | 6/8/2023 6:58 PM   |
| 31 | Tinkering around the edges. Bypass is needed.   | 6/8/2023 5:38 PM   |
| 32 | Such meetings should be minuted and made public   | 6/8/2023 3:42 PM   |
| 33 | build a bypass and then put an access only weight restriction of say 7.5 tonnes in the town, that will remove the HGV issue   | 6/8/2023 10:17 AM  |
| 34 | Give Ashbourne a bypass!!!!!!!  | 6/8/2023 10:07 AM  |
| 35 | What is needed is the bypass to move traffic away from Ashbourne. That is the root of this problem and the proposals in this questionnaire are tinkering with what is the main issue until a bypass is developed.   | 6/8/2023 9:51 AM   |
| 36 | I am afraid this is only a waste of your time and money as at the end of the day if the lorries had a Bypass they would not choose the Only option of having to drive through Ashbourne. Use your powers and put all your energies into Getting The Bypass Sorted!!!  | 6/8/2023 9:48 AM   |
| 37 | Why is it necessary to waste mo ey gatgering information, when the importance of the road is clear, as is the need for a bypass.  | 6/8/2023 9:18 AM   |
| 38 | need to push through the need for a bypass and get the lorries out of the town centre   | 6/7/2023 2:23 PM   |
| 39 | Building the bypass is the only way to alleviate the traffic issues within Ashbourne. Logistics companies are there to make a profit. They are not going to choose a different route unless coming through Ashbourne costs them a lot of money.   | 6/6/2023 8:15 PM   |
| 40 | Has anyone doing this survey actually run a business where you make/deliver something for   | 6/6/2023 4:51 PM   |

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£1.00 and sell it for £1.20 giving you a gross return of 20 % ? The A515 exports half of Derbyshire with no assistance. It need Trunk Status and a by Pass.....can nobody see that is the problem!

|    |  |                    |
|----|--|--------------------|
| 41 | Yet again, the only sensible route for clean air is for a by-pass avoiding the town and stops/hold ups altogether.   | 6/6/2023 3:20 PM   |
| 42 | Stop the lorries! Find an alternative route. They're killing our lovely Georgian town.   | 6/6/2023 9:22 AM   |
| 43 | They're doing what they can but ultimately the best way of improving air quality in Ashbourne is by building a bypass so that HGVs don't have to wind around the town.   | 6/6/2023 12:15 AM  |
| 44 | Agree about consultation which should have happened years ago and should be ongoing. HOWEVER the premise that such traffic can only go through the Town is false.  | 6/5/2023 4:54 PM   |
| 45 | Waste of money doing more surveys. The only thing that will stop the huge number of huge HGVs through the town is the bypass. Stop this alternative nonsense.  | 6/5/2023 3:44 PM   |
| 46 | Ban all lorries over 7.5 tons !!!  | 6/5/2023 11:44 AM  |
| 47 | Stop bashing the haulage industry, only answer is bypass   | 6/2/2023 6:50 PM   |
| 48 | Talking will do nothing at all they need the route through Ashbourne   | 6/1/2023 6:02 PM   |
| 49 | Tell them to pay for a by pass   | 6/1/2023 2:39 PM   |
| 50 | Talk by all means but I am sure they would prefer to bypass the town   | 6/1/2023 10:49 AM  |
| 51 | However important lower emissions are it is not the only issue with lorries. They are getting heavier, longer and more difficult to manoeuvre in Ashbourne. Ashbourne needs a bypass.  | 5/31/2023 9:47 PM  |
| 52 | The bypasss is the answer, seems to me that you will spend money on research and reports which will provide jobs for council staff and consultants but will not solve the problem, the money should be pent on delivering the bypass   | 5/31/2023 8:06 PM  |
| 53 | This won't work drivers ignore this  | 5/31/2023 7:32 PM  |
| 54 | it depends what you mean by "opportunities". Be sure not to "kill the goose that lays the golden egg". Ashbourne needs a thriving economy not a re-wilded town centre where people are starving.   | 5/31/2023 4:40 PM  |
| 55 | I agree that the amount of HGV's through Ashbourne must be reduced. Before the bridge near Fenney Bentley was raised there were fewer lorries coming through Ashborne. To me the most sensible option to Air pollution in the town is a bypass !   | 5/30/2023 9:10 PM  |
| 56 | If the A515 is so important for minerals and logistics as you say then the best interest for ashbourne would be to put in the bypass as soon as possible   | 5/28/2023 3:56 PM  |
| 57 | The information gathering has been done several times. We know that the A515 is the most direct route from the north of the area to the A50 and on to the motorway sytem. We know it is busy. How can we comment on 'develop a more effective and focused approach to reducing air quality issues in Ashbourne' when there is no idea what might be put forward? | 5/26/2023 9:43 PM  |
| 58 | I can save you the time... they will tell you they need to drive through but can't afford to upgrade their vehicles. Lots of talking but no action and another 2 years of pollution and road safety issues.  | 5/26/2023 6:04 PM  |
| 59 | This has been in operation for over 15 years. The haulage companies have long been calling for a by-pass for Ashbourne, and most have taken on modern, efficient vehicles, partly to reduce the £1.5 million per year cost of transiting the town.   | 5/26/2023 5:06 PM  |
| 60 | I would like this action to be more robust - it should include seeking voluntary agreements with hauliers to use other routes.   | 5/26/2023 5:03 PM  |
| 61 | It will make no impact on the volume of traffic. We need a bypass  | 5/26/2023 3:34 PM  |
| 62 | The quarries are where they are,you cannot change this.Other routes impossible or more costly again. BUILD THE BYPASS  | 5/26/2023 12:22 PM |
| 63 | I think it's worth talking, but without a viable alternative route it seems somewhat pointless. If they switch to low emission vehicles that does nothing to improve the safety, walkability or appeal of Ashbourne. We need to get HGVs out of Ashbourne.   | 5/26/2023 8:06 AM  |

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|----|--|--------------------|
| 64 | All of this data is in the relief road analysis , and these companies have carbon reduction plans , this is just another talking shop..  | 5/26/2023 5:37 AM  |
| 65 | I can't believe this hasn't been done already  | 5/26/2023 12:02 AM |
| 66 | This needs to be a priority. We need monitoring of particulate emissions too. The health of residents must be a priority. We need a bypass.  | 5/25/2023 10:45 PM |
| 67 | Build a by-pass - anything else is a waste of money. The haulage companies aren't interested in Ashbourne's pollution problems - they just want to get to where they are going by the most direct and cheapest route.  | 5/25/2023 5:49 PM  |
| 68 | The HGV's are damaging Ashbourne's historic buildings. We have a listed building on the market place and bits keep falling off it we are constantly repairing it in line with the listed building permissions. The HGV,s shake the buildings as they pass. The roads were not built for such huge vehicles, they have to be diverted before there is nothing left in the town and no one wants to visit.   | 5/25/2023 9:41 AM  |
| 69 | There is no alternative to the A515, again, we need a bypass.  | 5/24/2023 11:31 AM |
| 70 | Why is this Action 9 ? Why is this not a priority action? I believe there should be more robust dialogue with local hauliers and quarry companies. There should be better education on alternative routes - not always the A515, share it out. They speed on the approach to Ashbourne. They love pipping their horns at the top of Buxton hill when there's congestion. They go up onto the footpaths. They have little regard for pedestrians.     | 5/23/2023 2:16 PM  |
| 71 | Build the bypass.  | 5/23/2023 1:20 PM  |
| 72 | Mcloughlin and now Dines promise a bypass three months before every election, then it gets dropped and never heard of again.   | 5/23/2023 8:33 AM  |
| 73 | As no viable alternative exists this wont work - need to build a Bypass  | 5/23/2023 6:27 AM  |
| 74 | Do you think that feeble electric vehicles are capable of transporting such heavy freight safely? My neighbour works for a quarrying company and says they are certainly not suitable!   | 5/22/2023 10:16 PM |
| 75 | Companies have no choice but to use the A515. I guess some companies will update vehicles to more modern and less polluting models, but smaller hauliers will not have the captial to do this until vehicles reach planned replacement stage, and they should not be penalised for using older, more polluting vehicles. They provide a considerable amount of employment in valuable jobs and mucn-needed products for industry and infrastructure. | 5/22/2023 10:09 PM |
| 76 | Maybe Longcliffe could share their non existent alternative route.   | 5/22/2023 7:56 PM  |
| 77 | These companies definitely need to be involved as they are important as employers  | 5/22/2023 6:57 PM  |
| 78 | Build the bloody bypass and stop fanning around!   | 5/22/2023 3:53 PM  |
| 79 | This should have been done years ago!!!! DDDC could have had 10 to 20 years of data already collected by now, same number of years Ashbourne townspeople have been crying out for a A515 By-pass!!   | 5/22/2023 3:08 PM  |
| 80 | I would hope the minerals haulage industry would be open to suggestions and indeed might be prepared to contribute?  | 5/22/2023 12:34 PM |
| 81 | Engaging is good for all Ashbourne businesses not just HGV companies   | 5/22/2023 10:30 AM |
| 82 | Engagement with minerals and logistics companies is an ongoing measure that was already happening. We need short term measures that will have an effect now, not wait years to "embrace new technologies as they come forward". A positive step that could be made is to decide new routes for the minerals and logistics companies to take. Even if these routes are longer, it would only be until we have a bypass.                               | 5/22/2023 9:52 AM  |
| 83 | A bypass would negate need for thus  | 5/21/2023 10:14 PM |
| 84 | Build a bypass so these hgvs don't have to pass through town, also these businesses provide employment for a lot of local people. The more "charges" you pass on and demand for them to spend money on updating their vehicles increases the chance of redundancy as they won't be able to afford to pay staff!  | 5/21/2023 8:45 PM  |

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|     |   |                    |
|-----|---|--------------------|
| 85  | This should be happening already surely! Could a forum of companies help each other with ideas and solutions. e.g. Isn't JCB a world lead on Hydrogen vehicles? Doesn't Ashbourne have forward looking IT support companies. The [REDACTED] [REDACTED] has shown what local brainstorming and planning can achieve.                                   | 5/21/2023 7:13 PM  |
| 86  | Link this to any planning permissions to extend operations?   | 5/21/2023 5:56 PM  |
| 87  | Talking to them is fine. But what alternatives do they have? No company has yet produced a useful alternative to diesel when considering heavy haulage. So actually the only way to improve this aspect is to provide a viable alternative.   | 5/21/2023 3:21 PM  |
| 88  | ☹️  | 5/21/2023 1:38 PM  |
| 89  | This happens quite naturally. Operators of fleets of trucks usually operate a rolling replacement strategy, and the oldest trucks on the fleet are updated. If you look, there aren't many older trucks operating from the quarries, and so, the upgrading to cleaner trucks will happen naturally anyway - money spent here will, largely be wasted. | 5/21/2023 12:31 PM |
| 90  | This is more of a solution for air pollution but not for the danger to life and noise pollution that HGVs pose running through the town centre.   | 5/21/2023 10:42 AM |
| 91  | These companies are commercial enterprises and will already be looking at cost effective ways to comply with government regulations   | 5/21/2023 10:24 AM |
| 92  | Not needed if they have a bypass.   | 5/21/2023 10:06 AM |
| 93  | Traffic wasn't so bad before the decision to increase the height of the bridge over the A515 at Fenny Bentley was made...Ashbourne is now a HGV rat run   | 5/21/2023 8:52 AM  |
| 94  | Bypass plan would likely eliminate the majority of this kind of traffic.  | 5/20/2023 8:18 PM  |
| 95  | Still doesn't address the level of traffic and nightmare queues. The town can't cope with the industrial traffic and tourist traffic. We are a massive hotspot. A bypass would help.  | 5/20/2023 7:56 PM  |
| 96  | Stop putting pressure on the companies the want a bypass asap that would be beneficial to everyone in the DERBYSHIRE DALES  | 5/20/2023 7:20 PM  |
| 97  | A Bypass is the long and short term solution to Ashbourne's problem   | 5/20/2023 5:34 PM  |
| 98  | Most of the HGVs that come through are all within the right emissions already   | 5/20/2023 2:32 PM  |
| 99  | Just build the bypass.  | 5/20/2023 11:57 AM |
| 100 | Blame the lorrys again  | 5/20/2023 10:53 AM |
| 101 | We need a bypass  | 5/20/2023 10:45 AM |
| 102 | The best way to remove HGV's from the town centre is to have a by pass north/south which is an expensive alternative.   | 5/20/2023 10:29 AM |
| 103 | Surely again a bypass would take a good percentage of HGVs out of the town centre ??  | 5/20/2023 8:41 AM  |
| 104 | Positive move   | 5/20/2023 8:32 AM  |
| 105 | All of these suggestions take time and investment and the town has significant amounts of pollution NOW!  | 5/20/2023 8:13 AM  |
| 106 | Haulage companies are upgrading there vehicles to more eco one as and when they can afford to.  | 5/20/2023 8:07 AM  |
| 107 | Disagree and not practical.   | 5/20/2023 7:38 AM  |
| 108 | A bypass is needed  | 5/20/2023 7:12 AM  |
| 109 | Sensible  | 5/19/2023 10:17 PM |
| 110 | If this leads to less HGV traffic then it is worthwhile   | 5/19/2023 10:08 PM |
| 111 | Yes, but this needs to move beyond surveys to action. These mining companies you bear the cost of the impact of their pollution on Ashbourne  | 5/19/2023 8:41 PM  |
| 112 | This is the central problem. It's not rocket science. Too many heavy lorrys having to transit the narrow streets of a market town with a steep, dangerous hill with sharp left turn at the  | 5/19/2023 8:16 PM  |

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bottom, merging onto the priority route from two large schools guarantees gridlock twice a day. There is no solution, only a relief road. None of this consultation will have any effect on a town dying from heavy lorry overload. Brake dust, exhaust fumes, diesel particles will not be removed by any of these 'actions' unless an alternative route can be created or heavy lorries removed, which, this survey already accepts, is not possible. The money spent on this consultation would be better spent on local foodbanks. Nothing of any significance will result from it. More whitewash.

|     |  |                    |
|-----|--|--------------------|
| 113 | This still doesn't stop heavy lorries coming through Ashbourne   | 5/19/2023 8:02 PM  |
| 114 | Hasn't this already happened. Businesses have to be cost effective and are unlikely to choose alternatives for altruistic reasons or they would already be doing it.   | 5/19/2023 7:45 PM  |
| 115 | Surely the proposed by pass is the only viable answer to the lorries delivering mineral haulage products .   | 5/19/2023 4:03 PM  |
| 116 | Seeing as this problem was recognised decades ago, I'm surprised that this action is only now being considered. Of course, the haulage companies will only upgrade vehicles when they have to and can afford to, so it will be many years before there is any real change.                         | 5/19/2023 3:19 PM  |
| 117 | HGV's are a cause for concern to Ashbourne in general as pedestrians can feel threatened. Also cars have to slow down and stop at the top of the hill  | 5/19/2023 3:06 PM  |
| 118 | An excellent idea. Please give this priority and build on the work begun with low emissions vehicles- perhaps no emissions vehicles which could use the facilities of the proposed transport hub.  | 5/19/2023 3:06 PM  |
| 119 | Ask the haulage companies to contribute to the by pass   | 5/19/2023 1:39 PM  |
| 120 | Although it's the size and noise of HGVs that is also an issue. The speed has to be addressed too, Lomas Distribution are prime culprits   | 5/19/2023 1:00 PM  |
| 121 | If HGV's cannot be diverted then cleaner vehicles is good, but this is not diverting heavy traffic away from historic property foundations   | 5/19/2023 12:32 PM |
| 122 | The council isn't capable of running its own affairs let alone anyone's else's. You would be the last people to advise me if I owned a company!!   | 5/19/2023 12:10 PM |
| 123 | No lorries through Ashbourne . Ring road needed .  | 5/19/2023 11:54 AM |
| 124 | However the hauliers cannot have the loudest voice or final say. Low emission vehicles is great, but doesn't address the congestion issue.   | 5/19/2023 11:35 AM |
| 125 | This is good for a greener future, but it would be better to talk to the companies about partnering to fund the much needed by-pass that would address pollution, congestion and save the logistics and minerals companies time and fuel.  | 5/19/2023 11:27 AM |
| 126 | Sympathy with the businesses. Can get better vehicles - but what is REALLY wanted is a bypass. The elephant in the room !  | 5/19/2023 11:10 AM |
| 127 | These vehicles shouldn't be coming through a town like Ashbourne. More pressure needs to be put into getting a by-pass plan in place.  | 5/19/2023 11:04 AM |
| 128 | Consideration must be given to restricting the size of these vehicles- many are too big for relatively narrow 2 lane roads like the A515. Large trucks cut corners all the time endangering other road users   | 5/19/2023 10:54 AM |
| 129 | We all know what the problem is, BUILD A BYPASS  | 5/19/2023 9:24 AM  |
| 130 | Not really much of a point to this action apart from speaking to local companies? Again certain local companies may be using lower emission vehicles but what about those from further afield passing through "one of Derbyshire's busiest roads"? Providing no alternative for them what so ever. | 5/19/2023 12:13 AM |
| 131 | Ask traffic planners at said companies if they can change start/end times of driving times of drivers so that they travel through Ashbourne at less busy times ie not school run time  | 5/18/2023 11:31 PM |
| 132 | This won't stop hgv's driving through the town get a bypass!   | 5/18/2023 5:38 PM  |
| 133 | Talking to the quarry owners is very very important  | 5/18/2023 5:04 PM  |

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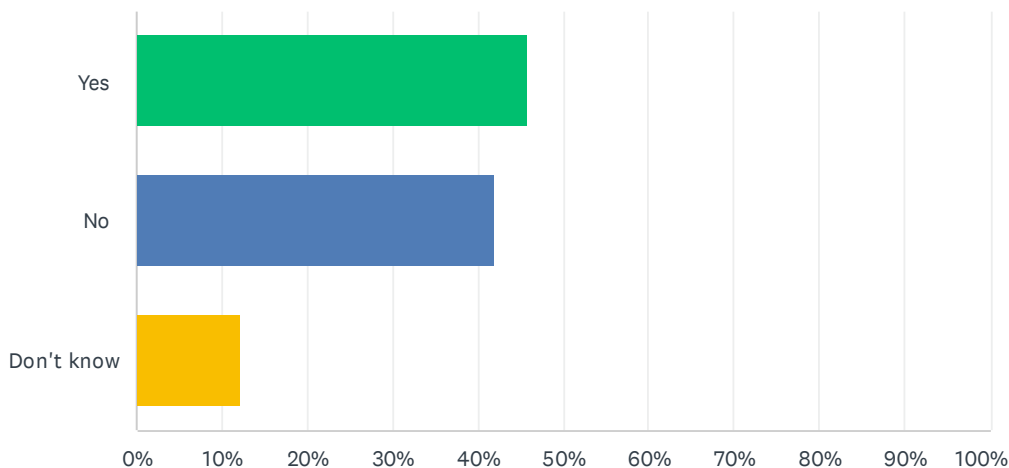
|     |  |                    |
|-----|--|--------------------|
| 134 | Maybe the council should change its complete vehicle fleet to lead by example  | 5/18/2023 2:17 PM  |
| 135 | important to gather information from haulers/ local mineral companies as this is part of our local economy   | 5/18/2023 1:50 PM  |
| 136 | No the lorries need to disappear and use a BYPASS. Streets to narrow,  | 5/18/2023 10:50 AM |
| 137 | If companies are willing to schedule their lorries through Ashbourne at off peak times then this should help improve air quality and reduce travel times.  | 5/18/2023 9:54 AM  |
| 138 | Please just build a bypass.  | 5/17/2023 11:26 PM |
| 139 | Ban HGVs with old dirty engines.   | 5/17/2023 11:21 PM |
| 140 | They have no alternative route to take, I am sure every HGV driver would be in support of a bypass as them sitting in queues of traffic through the town is hardly fun for them. If there was an alternative route, they would gladly use it.  | 5/17/2023 11:19 PM |
| 141 | You're wasting time  | 5/17/2023 9:13 PM  |
| 142 | Consider average speed cameras along A515 Sudbury to Ashbourne to enforce the 50mph limit for HGVs & other road users.   | 5/17/2023 9:02 PM  |
| 143 | Yes lorries and large vehicles need to be directed away from the town. I bypass would solve this. The roads also need improving as there not fit for purpose as there full of potholes and can't take these vehicles and the volume of traffic.  | 5/17/2023 8:59 PM  |
| 144 | If the hauliers did not have economic reason to use the A515 route South they would be more than happy to consider alternatives, but hauliers are driven by the economics of fuel and in the absence of a practical alternate route, I e a bypass, then I do not see what practical benefits will accrue from such an exercise, if the only option is still 'we need to use the 515 for our business to be viable' | 5/17/2023 8:47 PM  |
| 145 | It must be taken into account that lots of the hauliers are owner drivers and may not be able to afford an up to date low emissions vehicle.   | 5/17/2023 7:27 PM  |
| 146 | Horror of horrors to use Ashbourne as a freight corridor   | 5/17/2023 7:08 PM  |
| 147 | But this doesn't mean you change them. There are so many quarries around the area it will heighten every cost for the companies to trade.  | 5/17/2023 7:06 PM  |
| 148 | If the companies are already making changes then the air quality issues are not from the HGVs!!  | 5/17/2023 6:15 PM  |
| 149 | Bypass is the solution   | 5/17/2023 5:38 PM  |
| 150 | Most are euro six compliant and comply any ways -  | 5/17/2023 5:30 PM  |
| 151 | We need a bypass   | 5/17/2023 5:23 PM  |
| 152 | Costs will deter these businesses from making improvements at present  | 5/17/2023 4:56 PM  |
| 153 | Most hauliers already use euro 6 vehicles !! Build a by pass .   | 5/17/2023 4:39 PM  |
| 154 | You should already be working with these companies.  | 5/17/2023 4:31 PM  |
| 155 | Again, a bypass is needed  | 5/17/2023 3:45 PM  |
| 156 | But many vehicles are already within euro 6 legal limits   | 5/17/2023 1:58 PM  |
| 157 | Most local large HGV firms appear to be running modern lorries so not sure of the impact of this.  | 5/17/2023 1:57 PM  |
| 158 | They need a bypass urgently then all these problems in Ashbourne will go away without wasting money and energy and it will be better for haulage et cetera. For everyone.  | 5/17/2023 1:24 PM  |
| 159 | A bypass is the only way to help the HGVs. Most of these large vehicles are already driving with very low emissions. It is the easy, accessible route that lorries need and that is why the bypass is the answer.  | 5/17/2023 1:19 PM  |
| 160 | Build a bypass. That would have a huge beneficial impact on pollution in the town centre.  | 5/17/2023 1:10 PM  |
| 161 | Best of luck with getting the companies to change. They have businesses to run, after all.   | 5/17/2023 12:32 PM |

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|-----|--|--------------------|
| 162 | Push these companies to use the latest EURO 6 HGV's, reducing/eliminating NOX  | 5/17/2023 12:11 PM |
| 163 | Just build a bypass  | 5/17/2023 10:36 AM |
| 164 | I know it's politically savvy to blame the HGVs for the problems in Ashbourne, but the main issue is parents dropping their kids off at the schools. Talk to the parents first, and sort out the school traffic. | 5/17/2023 10:35 AM |
| 165 | As an ownerof HGVs the simple answer is BUILD THE BYPASS!  | 5/17/2023 8:23 AM  |
| 166 | Also need to work with hauliers and the County Council to maintain the A515 which is in a dire state and which damages cars and can lead to accidents.   | 5/15/2023 10:35 PM |
| 167 | Exactly what are you asking us to agree and disagree with on the question.   | 5/15/2023 9:20 PM  |
| 168 | Most already Euro 6 compliant. A by-pass is the answer.  | 5/15/2023 8:53 PM  |

## Q14 Parking spaces Would you support the removal of some parking spaces outside homes and businesses on Buxton Road during daytime peak periods if this would reduce conflict between HGVs and minimise emission of pollutants?

Answered: 395 Skipped: 10



| ANSWER CHOICES | RESPONSES |            |
|----------------|-----------|------------|
| Yes            | 45.82%    | 181        |
| No             | 42.03%    | 166        |
| Don't know     | 12.15%    | 48         |
| <b>TOTAL</b>   |           | <b>395</b> |

| # | COMMENTS   | DATE               |
|---|--|--------------------|
| 1 | Cars close to their owners homes provides them with security.  | 7/11/2023 8:45 AM  |
| 2 | This would help enormously.  | 7/11/2023 8:18 AM  |
| 3 | Especially the ones outside the Town Hall which are also dangerous. When coming from St John's Street towards Buxton Road, there are often HGVs coming south *on the wrong side of the road* as they attempt to move passed the parked cars outside the Town Hall                                  | 6/26/2023 5:37 PM  |
| 4 | I strongly support this. Air quality on Buxton Hill is the critical element in this AQAP and anything which can be done to improve the flow of traffic and reduce emissions in this area absolutely should be done.  | 6/26/2023 4:25 PM  |
| 5 | Could be helpful, but still needs the partial weight restriction (see comments re Action 2)  | 6/26/2023 12:10 PM |
| 6 | There are better ways.. see above.   | 6/26/2023 11:40 AM |
| 7 | Not the issue - it is the number of HGV's that is the problem. In the absence of a bypass, perhaps HGV's should only be permitted travelling south so as to remove the bottleneck at the town end of Buxton road. Northbound lorries must take an alternative route as they have done in the past. | 6/26/2023 11:30 AM |
| 8 | Spaces are being lost in market place. Parked cars at least form a barrier between road and footpath.  | 6/26/2023 8:26 AM  |



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|    |  |                    |
|----|--|--------------------|
| 9  | I think the effect of this would be minimal.   | 6/26/2023 8:24 AM  |
| 10 | Build a bypass   | 6/26/2023 12:50 AM |
| 11 | I need one of these  I also know that having my car parked outside my living room window means that the pollutants are at least 2 meters further from my living space than otherwise. The pavement opposite (even side of Buxton Road) is wide and is used by visitors to the holiday lets. Perhaps the road could be widened on that side to improve egress without affecting pedestrians.   | 6/25/2023 2:01 PM  |
| 12 | Where would the residents park? Any costs should be borne by the public purse.   | 6/24/2023 7:32 PM  |
| 13 | Potential safety concern with faster speeds down Buxton hill. Vehicles will just join stationary queue in St John St.  | 6/23/2023 9:56 PM  |
| 14 | What alternative would be offered to local residents?  | 6/21/2023 5:02 PM  |
| 15 | Provided provision is made for alternative parking for residents near their home   | 6/21/2023 3:11 PM  |
| 16 | This would bring lorries closer to houses and residents and also likely to speed up traffic causing danger and higher pollution.   | 6/21/2023 12:53 PM |
| 17 | These parking spaces are important for some residents on the Buxton Road. Furthermore, having a clear run for lorries coming downhill could encourage speeding on an acknowledged high risk road.  | 6/21/2023 12:40 PM |
| 18 | Sadly the extent of the problem is such that this is not likely that this would make much difference. It is assumed that alternative parking for residents would be provided? It would also help if the very expensive provided car parking provided by the Council did not provide such an incentive for street parking. 20-30 free would transform the traffic environment as well as relivening a town centre that is dying.  | 6/19/2023 10:58 AM |
| 19 | I would support kerb-dropping and allowing "wheel on the pavement parking". Removing a provision which people have come to rely on without providing it elsewhere should be avoided where possible.  | 6/18/2023 10:56 AM |
| 20 | Maybe ask the people whose homes and businesses will be affected?  | 6/14/2023 9:36 PM  |
| 21 | Absolutely. If parking was restricted to 6pm to 8.00am, so that no vehicles are able to park in the daytime, this would obviously help traffic flow during the daytime.  | 6/14/2023 11:20 AM |
| 22 | This would not be a popular action, however it would assist to keep traffic moving. Could it be trialled for 6 months? And could residents still be able to have overnight parking ..... perhaps between 6pm and 8 am? Also what about removing the parking spaces off the road at the bottom of the Market Place to make it easier for lorries travelling in opposite direction to pass. ( They wouldn't have to mount the pavement on the corner near the Cancer Research shop). We need more designated Car Parks.... And especially off Mayfield Road. | 6/13/2023 10:58 PM |
| 23 | Some residents would not like to be prevented from parking where they live. I don't feel this would be fair on them. Also, a lack of parking spaces will deter visitors, which would then affect business.   | 6/11/2023 6:21 PM  |
| 24 | Definitely   | 6/11/2023 1:53 PM  |
| 25 | Yes these should be resident only spaces between three hours of 7/7 and free parking should be available elsewhere I.e cattle market car park  | 6/9/2023 9:55 AM   |
| 26 | Strongly disagree with any measures to make Ashbourne a more attractive route for HGV's  | 6/8/2023 6:58 PM   |
| 27 | Practically yes but the council should then provide additional parking elsewhere for these residents. They live here and should be prioritised over traffic.   | 6/8/2023 5:38 PM   |
| 28 | We do not want to improve traffic flow   | 6/8/2023 3:42 PM   |
| 29 | This is an obvious option, and should have been done long ago. The removal of, say, two car parking spaces near to St John's church would release onepinch point, and immediately ease the flow of traffic, particularly heavy lorries, on the hill.   | 6/8/2023 1:08 PM   |
| 30 | there is insufficient parking in Ashbourne already, removing parking will just deter more people from using the town further accelerating its decline  | 6/8/2023 10:17 AM  |

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|    |  |                   |
|----|--|-------------------|
| 31 | Divert the lorries instead !!!!!   | 6/8/2023 10:07 AM |
| 32 | Yes I agree it would help keep the traffic flowing, a one way system would also keep traffic flowing, ( it was done temporarily years ago) BUT only if you keep the Market Place car park as it is vitally important parking place. It is always phone when I come past it with tourists or residents, who perhaps live one of the hills out of Ashbourne, so not practical to walk! They also will be spending money in the town. You have already seen it has revitalised Compton with giving it extra parking, and that is not many yards away from Shorecroft car park which is also flat walking. But to consider getting rid of the marketplace parking is a step in the wrong direction. People like parking that is handy that can be seen a last-minute stop off for tourist, getting some food from a takeaway and then having a browse around the shops in immediate area or even having a quick walk round town once parked. I really don't wish you to be killing Ashbourne ass as if people don't see parking, I see a driving past you have lost a lot of potential customers and visitors to the town. If people can't walk on the flat from Shawcroft car park to Compton they certainly will not bother or perhaps be able to walk uphill to the area of town. | 6/8/2023 9:48 AM  |
| 33 | If the bypass got built at long last,there would not be any need to reduce any parking spaces, local need spaces to park, nipping to the chemist, supermarket, dentist etc.  | 6/7/2023 2:23 PM  |
| 34 | Building the bypass is the only way to alleviate the traffic issues within Ashbourne. Parking on the Buxton Road is not an issue. Getting caught at traffic lights or two HGV's meeting at the pinch point on the Buxton Hill are where the problems are....   | 6/6/2023 8:15 PM  |
| 35 | Parking is calming   | 6/6/2023 4:51 PM  |
| 36 | Where would residents park? The council does not have a good record at looking after residents who wish to park outside their homes in the day-time - e.g. retired people.   | 6/6/2023 3:20 PM  |
| 37 | They are needed by local people. Don't be ridiculous.  | 6/6/2023 12:15 AM |
| 38 | Historical comments about the parking spaces include that they at least would allow HGVs to hit parked traffic rather than career down Buxton Road. HGVs are causing the conflict.   | 6/5/2023 4:54 PM  |
| 39 | Waste of money doing more surveys. The only thing that will stop the huge number of huge HGVs through the town is the bypass. Stop this alternative nonsense.  | 6/5/2023 3:44 PM  |
| 40 | So people living in the town cannot park outside their homes because the lorries must have priority this is back to front thinking 🤔   | 6/5/2023 11:44 AM |
| 41 | All spaces down Buxton hill & marketplace need to be removed and double yellow lines   | 6/2/2023 6:50 PM  |
| 42 | The impact of this on home owners would unacceptable   | 6/2/2023 6:41 PM  |
| 43 | We need to remove the HGVs. Not make it easier for them!   | 6/1/2023 8:43 PM  |
| 44 | Absolutely and market place outside town hall same problem   | 6/1/2023 6:02 PM  |
| 45 | We need to discourage traffic not make it easier for more traffic  | 6/1/2023 3:16 PM  |
| 46 | Still need a by pass   | 6/1/2023 2:39 PM  |
| 47 | Not enough spaces exist - just make Buxton Hill a no entry for HGVs and they will make their way in another manner   | 6/1/2023 10:49 AM |
| 48 | ...rather a bypass would minimise emission of pollutants by taking the traffic from Ashbourne.   | 5/31/2023 9:47 PM |
| 49 | If they are given parking on the market place designated for them  | 5/31/2023 7:32 PM |
| 50 | The parking spaces force HGV drivers to slow down and if removed lorries could crash into Rymans at the bottom of the hill   | 5/31/2023 4:40 PM |
| 51 | This should improve flow but there is still the pinch point at the brow of the hill near the pub   | 5/30/2023 9:10 PM |
| 52 | BUT then need to create more free parking in Shawcroft. First hour free of charge  | 5/30/2023 4:47 PM |
| 53 | OK if only during peak periods. However, the presence of those parked cars does lead to reduced speeds as cars negotiate the narrowed area, so I would be very reluctant to see them permanently removed.  | 5/30/2023 4:45 PM |
| 54 | Parking spaces on Buxton Road Hill should be reduced/removed as they cause a lot of HGVs to have to stop, accelerate and decelerate.   | 5/30/2023 1:16 PM |

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|    |   |                    |
|----|---|--------------------|
| 55 | This would help alot  | 5/28/2023 3:56 PM  |
| 56 | Do you have evidence to support this? What is conflict between HGVs? Like HGV fighting? And what is minimise emission of pollutants? Like reduce? The question is not clear and open to different interpretations.  | 5/27/2023 10:15 PM |
| 57 | Why should those residents lose their parking spaces. Remove the HGVs!  | 5/27/2023 3:30 PM  |
| 58 | Only if there is alternative parking provision provided for the residents on that road.   | 5/26/2023 9:43 PM  |
| 59 | How do you expect residents to load/ unload into their houses? This is the only stopping place on Buxton Road for residents to get things in and out of their houses. If those parking spaces are removed it will have a detrimental affect on residents day-to-day lives.  | 5/26/2023 8:27 PM  |
| 60 | Absolutely not. makes it easier for the traffic.  | 5/26/2023 6:15 PM  |
| 61 | Absolutely NOT. That just makes it easier for HGV's to pass through - and will encourage even more!   | 5/26/2023 6:04 PM  |
| 62 | Tinkering at the edge.  | 5/26/2023 5:06 PM  |
| 63 | The parking spaces on Buxton Road are a safety measure in the event of brake failure and they help to reduce the speed of the downhill traffic.   | 5/26/2023 5:03 PM  |
| 64 | We need access to our town  | 5/26/2023 3:34 PM  |
| 65 | Make the old Cattle market car park more available to houses on Buxton Rd.  | 5/26/2023 12:22 PM |
| 66 | The parking spaces, whilst I don't doubt are valuable to the few residents there, cause significant issues for many people. Removing them would undoubtedly improve traffic flow.   | 5/26/2023 8:06 AM  |
| 67 | So obvious it should have already been done already   | 5/26/2023 5:37 AM  |
| 68 | It would mean the HGVs can come down the hill even faster. Plus homes and businesses need access  | 5/26/2023 12:02 AM |
| 69 | So take parking from Ashbournes residents? The car parks in Ashbourne are expensive and few between. The cars parked outside the cottages on Buxton hill are the only thing slowing the lorries down to prevent further fatalities from speeding or out of control lorries and drivers who don't care about the way they drive. | 5/25/2023 10:45 PM |
| 70 | Not just during peak periods - inevitably you'd have people leaving cars in place when parking is restricted and just one car can cause vehicles to to have to stop. Allowed parking all over town is an issue - especially on the road out to cemetery and on Green Road. Build a by-pass                                      | 5/25/2023 5:49 PM  |
| 71 | acknowledge the rationale, but why should local residents and business be hinder to allow HGVs that bring nothing to the town to move more freely. The HGV must be cleaner and less of them should be allowed. Obviously a bypass would be the real answer.   | 5/25/2023 4:33 PM  |
| 72 | Businesses can not afford to limit customer access. The businesses in Ashbourne already struggle.   | 5/24/2023 1:45 PM  |
| 73 | Prefer HGVs not to use centre of town by introducing emissions charges  | 5/24/2023 12:53 PM |
| 74 | People need to be able to park outside their home and businesses, again, need a bypass!   | 5/24/2023 11:31 AM |
| 75 | And include measures to prevent parking of delivery to businesses during peak hours because these vehicles cause obstructions which prevent the free flow of traffic.   | 5/24/2023 9:15 AM  |
| 76 | Create a bypass for HGVs  | 5/23/2023 9:00 PM  |
| 77 | Where are people to park on the moon...   | 5/23/2023 2:41 PM  |
| 78 | Unfair on those residents with mobility issues. Plus we should not be encouraging a faster route for HGV's through the Town.  | 5/23/2023 2:16 PM  |
| 79 | This would only make it easier for HGV disadvantaging local people  | 5/23/2023 1:58 PM  |
| 80 | I would still need to have access to a loading bay during the day for loading and unloading into my shop.   | 5/23/2023 12:14 PM |
| 81 | As long as space is provided elsewhere  | 5/23/2023 11:21 AM |

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|     |   |                    |
|-----|---|--------------------|
| 82  | But alternative parking spaces should be provided to those who lose them, at no cost  | 5/22/2023 10:30 PM |
| 83  | Who exactly is complaining about the air quality in Ashbourne? Why should homes and businesses give up their parking spaces for your schemes? Do you actually want people to live, work, visit and spend money in Ashbourne?  | 5/22/2023 10:16 PM |
| 84  | Only if you provided a suitable, safe and convenient alternative free of charge to those people affected. Otherwise this is totally unfair as people bought houses/businesses with parking outside, and you should not seek to remove it.   | 5/22/2023 10:09 PM |
| 85  | The conflict is at the top of Buxton hill where there are no parking spaces already.  | 5/22/2023 7:56 PM  |
| 86  | Absolutely! Maybe give residents of buxton hill extra free parking  | 5/22/2023 6:57 PM  |
| 87  | Absolutely not, people who live there as well as some businesses have every right to park outside their houses and as I previously mentioned, many old people would need to drive and park to use local businesses. You stop this, we all drive somewhere else, use our cars more and you simultaneously kill the town centre 🙄🙄  | 5/22/2023 3:53 PM  |
| 88  | Remove the 6 car parking bays on Buxton Road between pedestrian crossing and new Elite Cinema. Cars parked there DO NOT display resident permit on windscreen or dashboard. Cars parked at this location prevent long-wheeled based HGV's passing each other safely due to large turning circle required by Northbound HGV's. Traffic is often stationary at peaks times and some HGV's mount the pavement near Cancer Research Shop to move forward!!  | 5/22/2023 3:08 PM  |
| 89  | But free parking to replace it for residents impacted is essential.   | 5/22/2023 10:30 AM |
| 90  | As a resident of Buxton Road, the few parking spaces are the only way I can stop outside my home to unload shopping and other goods. How else do you expect us residents to get heavy/large items into our houses? Or what happens when we have deliveries of larger items? You are then creating a very dangerous situation where delivery drivers will be stopping anywhere on the road which could cause accidents. The parking spaces are already 30 minute restricted so people park unload then move their cars, meaning there are quite often not many cars present. By removing those parking bays, you will be making the lives of all the residents on Buxton Road much more difficult. | 5/22/2023 9:52 AM  |
| 91  | But parking provision would be needed.  | 5/22/2023 7:44 AM  |
| 92  | A bypass would negate need for thus. Residents should have a right to park near their homes   | 5/21/2023 10:14 PM |
| 93  | Yes, but only if the people effected were well compensated and provided with free parking nearby e.g. the council could provide free spaces for them on the Auction car park  | 5/21/2023 7:13 PM  |
| 94  | Not sure that this is a major issue   | 5/21/2023 5:46 PM  |
| 95  | The problem is at th top of Buxton Hill where there is no parking   | 5/21/2023 3:59 PM  |
| 96  | Anything which forces vehicles, particularly heavy vehicles to come to a stop on Buxton Rd is disastrous from the point of view of vehicle emissions. Yes, it gives rise to the unnecessary accelerations which give rise to increased NOx output, but, also there are particulate emissions from brakes and clutches and tyres which have not being considered.  | 5/21/2023 12:31 PM |
| 97  | DEFINITELY NOT. There are so few spaces anyway, removing the ability to load/unload shopping will be very detrimental to the houses affected. This is their only chance. It will encourage even more houses to become holiday cottages and will kill the town if people cannot practically live. The parking serves as a way of slowing down the HGVs before they hit the marketplace. Why not make the spaces 2 hours to encourage shoppers, they are currently 30 minutes which encourages more cars to come and go more quickly. Or make them permit only for residents. PLEASE DO NOT REMOVE THEM.  | 5/21/2023 10:42 AM |
| 98  | Would need to recompense the property owners by providing free parking elsewhere (Auction Close carpark?)   | 5/21/2023 10:24 AM |
| 99  | Just build the rest of the bypass   | 5/21/2023 10:06 AM |
| 100 | The parking spaces are a necessity for the residents on Buxton Rd. Parking is already a significant issue. With the Ashbourne Reborn Levelling Up plan proposing the loss of the parking spaces on the market place in favour of a 'performance space' I have a serious concern that daily life for residents in the centre of Ashbourne will become extremely difficult and limited.   | 5/20/2023 8:18 PM  |

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|     |   |                    |
|-----|---|--------------------|
| 101 | Removing parking at the honeys hairdressers would make a massive change. This spot creates the worst conflict as its too narrow. They are a nightmare. I have seen cars run into as lorries squeeze past. There is no sense in having them there.   | 5/20/2023 7:56 PM  |
| 102 | This is not the answer just open your eyes and get this bypass built.   | 5/20/2023 7:20 PM  |
| 103 | Not enough free/cheap parking already so to remove this would be difficult for some that use it to pop in places  | 5/20/2023 2:32 PM  |
| 104 | There should be no parking from the top to the bottom of buxton hill and remove all them stupid black bollards in town . Remove them dangerous parking spaces on Compton we're you reverse out on to a main road.   | 5/20/2023 10:53 AM |
| 105 | Particularly on Buxton Road   | 5/20/2023 10:29 AM |
| 106 | To assist a priority route down through the town. With this using a window to allow Qegs traffic through morning/afternoon using a 🚦 system only at these set times all other times priority from Buxton hill traffic.  | 5/20/2023 9:47 AM  |
| 107 | But where will they Park. Parking is too expensive and limited in Ashbourne.  | 5/20/2023 8:38 AM  |
| 108 | As I use this road ALOT the parking is very dangerous, when you pull out of King Street and a van is parked in the spaces you have to pull out and can't see if anythings coming down buxton hill, I've had many near misses! Plus you have to give way if lots of cars are there as 2 cars or lorries can't pass each other!   | 5/20/2023 8:37 AM  |
| 109 | Unfortunately they do cause a bottle neck but people have bought houses there need to park somewhere  | 5/20/2023 8:32 AM  |
| 110 | These parking spaces are used by the residents themselves and are very few in number and will not alleviate congestion resulting from the two 90 degree turns hgvs have to manoeuvre nor the traffic lights at end of park road.  | 5/20/2023 8:13 AM  |
| 111 | Maybe residents could be given an allocated space on the cattle market car park   | 5/20/2023 8:07 AM  |
| 112 | By pass needed  | 5/20/2023 7:54 AM  |
| 113 | Doesn't really affect the amount of vehicles coming in/out of town, helps to slow the hgvs coming down Buxton hill  | 5/20/2023 7:38 AM  |
| 114 | Residents deserve to park out side there homes and work. Get a bypass to move the HGV's out of the town   | 5/20/2023 7:12 AM  |
| 115 | We need more parking spaces and free parking spaces or use a park a ride scheme -   | 5/20/2023 7:08 AM  |
| 116 | If this is implemented, the few homes/businesses affected should be allocated spaces in the cattle market FOC   | 5/20/2023 1:00 AM  |
| 117 | We need to make Ashbourne a hostile town for HGV traffic, not make it better for them. A bypass would be fantastic but failing that we need to put them off by cost, time and general inconvenience.  | 5/19/2023 10:08 PM |
| 118 | Would help traffic flow - currently dangerous. But another nail in the livability coffin. The town is already unattractive - few parking spaces, no possibility of pedestrianisation, empty shops, dead market.   | 5/19/2023 8:16 PM  |
| 119 | Only if alternative parking was provided for residents  | 5/19/2023 7:47 PM  |
| 120 | What an excellent idea. Can we also do something about the parking on Mayfield road and Clifton Road (opposite the surgery) which cause traffic flow to stop/start?   | 5/19/2023 7:45 PM  |
| 121 | It may help in short term but the lorries need to be prevented from driving through Ashbourne. A by pass must happen .  | 5/19/2023 4:03 PM  |
| 122 | The vehicles will just move elsewhere causing problems in other streets.  | 5/19/2023 3:19 PM  |
| 123 | The road at this point is wide enough for normal sized vehicles to pass. Surely it is more appropriate for it to be incumbent on companies (or anyone driving a wide vehicle on this road), who wish to use this road to reduce lorry size, which have been allowed to grow beyond reasonable sizes for the road and affect traffic flow. There are people who who need their own | 5/19/2023 3:06 PM  |

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transport to get to work - public transport is currently poor. For the same reason people still need cars and those who don't have gardens need to be able to park near their homes.

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|-----|--|--------------------|
| 124 | Where else will they park? You do not offer an alternative.  | 5/19/2023 2:53 PM  |
| 125 | And create more parking spaces where? You are already considering shutting the market place parking.   | 5/19/2023 1:39 PM  |
| 126 | Because then the residents would park on green road making that congested  | 5/19/2023 1:29 PM  |
| 127 | HGVs have taken enough of this town, please don't let them take more   | 5/19/2023 1:00 PM  |
| 128 | This would not reduce the amount of traffic, more like encourage it as it is easier to travel without conflict   | 5/19/2023 12:32 PM |
| 129 | Providing alternative space nearby is available for residents who need it during the restricted periods.   | 5/19/2023 12:26 PM |
| 130 | For years traffic has had to stop outside my house in order to allow vehicles to proceed up the hill, as a result my house is covered with brake dust.   | 5/19/2023 12:10 PM |
| 131 | Ring road beeded .   | 5/19/2023 11:54 AM |
| 132 | These homes generally don't have any other option but to park outside or near their homes. Why should they be penalised to the benefit of the HGV's. Can you imagine if the HGV had free flow down that road into town the speed some of them would come down it at?? The cars parked there force them to slow down. HGVs have no place rattling past someone's home. Get the bypass built, connect up the A515 and put a weight restriction with in the town limit. | 5/19/2023 11:35 AM |
| 133 | Much needed, especially as the availability of parking means it gets abused, often creating a bottle-neck that HGVs, buses and caravans simply cannot pass each other.   | 5/19/2023 11:27 AM |
| 134 | Where are the residents supposed to park?  | 5/19/2023 10:58 AM |
| 135 | We all know what the problem is, BUILD A BYPASS  | 5/19/2023 9:24 AM  |
| 136 | Displacement really, where else will these people park alternatively? Again, who is going to monitor this? Or will cars continue to park illegally like they currently do all over Ashbourne effecting 99% of all junctions. A town wide issue not just specific to Buxton Road!   | 5/19/2023 12:13 AM |
| 137 | Definitely. Give those residents free parking on the market place car park. That way more passing traffic will get the impression that there is something worth stopping for in Ashbourne. Using the carpark putting more money into the shops and council pockets. Winner winner  | 5/18/2023 11:31 PM |
| 138 | Give them spaces on the market place   | 5/18/2023 5:38 PM  |
| 139 | Wont solve anything  | 5/18/2023 5:04 PM  |
| 140 | You could look at widening the road above St Johns church it is the meeting of vehicles on the hill which causes a lot of the issues   | 5/18/2023 2:17 PM  |
| 141 | There far too many HGVs travelling via this road which is having a knock on effect on the traffic passing through the Ashbourne town centre. The less congestion on these roads in particular, the better.   | 5/18/2023 1:49 PM  |
| 142 | BUILD A BYPASS   | 5/18/2023 10:50 AM |
| 143 | I don't live on Buxton Rd but I imagine the residents will be fed up to have parking removed for their use to facilitate even more traffic!  | 5/18/2023 9:56 AM  |
| 144 | The 5 or 6 spaces on the down slope just near the Town Hall frequently cause traffic to stop in both directions. And there's a car park opposite!  | 5/18/2023 9:54 AM  |
| 145 | NO, you will just move the problem. Also some of these people may be elderly and disabled. Build a bypass.   | 5/17/2023 11:26 PM |
| 146 | Where would it make a difference there is no park anyway. A bypass would solve this.   | 5/17/2023 11:21 PM |
| 147 | A few spaces up Buxton hill should go  | 5/17/2023 9:13 PM  |
| 148 | If you remove parking you then deter people from using local businesses and coming in the town as they will just go elsewhere where they can easily park instead. You need to build a  | 5/17/2023 8:59 PM  |

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bypass so normal activity in the town is not disturbed.

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|-----|--|--------------------|
| 149 | I can see the practicality of this   | 5/17/2023 8:47 PM  |
| 150 | Where will residence park when their only location is the roadside parking?  | 5/17/2023 8:38 PM  |
| 151 | But permits must be given to residents to allow them to use car parks for free.  | 5/17/2023 7:27 PM  |
| 152 | It makes the lorries slow down which is good, and why penalise the people living there who want to offload their cars. JUST LIMIT THE LORRIES.                                       | 5/17/2023 7:08 PM  |
| 153 | It's the top not being wide enough for lorries. BYPASS BYPASS BYPASS!!!!   | 5/17/2023 7:06 PM  |
| 154 | Penalising car drivers is not the answer, if the road is not suitable for lorries then build a new one!  | 5/17/2023 6:29 PM  |
| 155 | People have to park somewhere  | 5/17/2023 6:15 PM  |
| 156 | Bypass is the solution   | 5/17/2023 5:38 PM  |
| 157 | Will kill trade to town .a by pass is only answer. This consultation is a cover up for not building bypass   | 5/17/2023 5:30 PM  |
| 158 | There are virtually no parking spaces anyway!  | 5/17/2023 4:35 PM  |
| 159 | Tackling pollution in England is like pissing into the ocean and expecting it to turn green. We only produce a small fraction of pollution compared to places like China             | 5/17/2023 4:34 PM  |
| 160 | How does this make any sense? It doesn't.  | 5/17/2023 4:31 PM  |
| 161 | Parking is already at a premium in this part of Ashbourne and not be further diminished. The solution is to reduce the HGV traffic.  | 5/17/2023 4:03 PM  |
| 162 | And the residents shoukd park where??? Every available plot for parking has been filled with houses! The shortsighted society strike again   | 5/17/2023 3:45 PM  |
| 163 | Bottle necks are not where the parking spaces are  | 5/17/2023 2:06 PM  |
| 164 | Remove them all together and make park and ride on the industrial estate   | 5/17/2023 1:58 PM  |
| 165 | A big contributor to stationary traffic through town are cars on Buxton Hill.  | 5/17/2023 1:57 PM  |
| 166 | Do not get rid of Market place car park though as it is very important for businesses in the town and they need all the support they can get   | 5/17/2023 1:24 PM  |
| 167 | Absolutely agree with this, I feel that the parking on Buxton Road is the main cause of HGVs stopping and starting and adding to the emissions on that particular route              | 5/17/2023 1:19 PM  |
| 168 | Would additional parking elsewhere be provided?  | 5/17/2023 1:10 PM  |
| 169 | Where would these vehicles go?   | 5/17/2023 1:04 PM  |
| 170 | Once again, this would have negligible effect.   | 5/17/2023 12:32 PM |
| 171 | Yes, and Mayfield road.  | 5/17/2023 12:11 PM |
| 172 | Yes, make it a red route.  | 5/17/2023 11:44 AM |
| 173 | Definitely not, unless those houses gets a hefty discount on the council tax   | 5/17/2023 11:19 AM |
| 174 | Where would the residents park during said times?  | 5/17/2023 10:40 AM |
| 175 | All you need is a bypass that should have been built years ago and you would not have these problems today   | 5/17/2023 10:36 AM |
| 176 | And outside the town hall  | 5/17/2023 8:23 AM  |
| 177 | Where do you propose householders and business / customers park as an alternative  | 5/15/2023 9:20 PM  |
| 178 | Discriminates against locals with mobility problems - blue badge holders would still park where they like!   | 5/15/2023 8:53 PM  |
| 179 | Definitely not. People who live in Buxton Road need the half hour parking available outside their houses during the day in order to load up the car. It would be impossible to carry | 5/15/2023 8:03 PM  |

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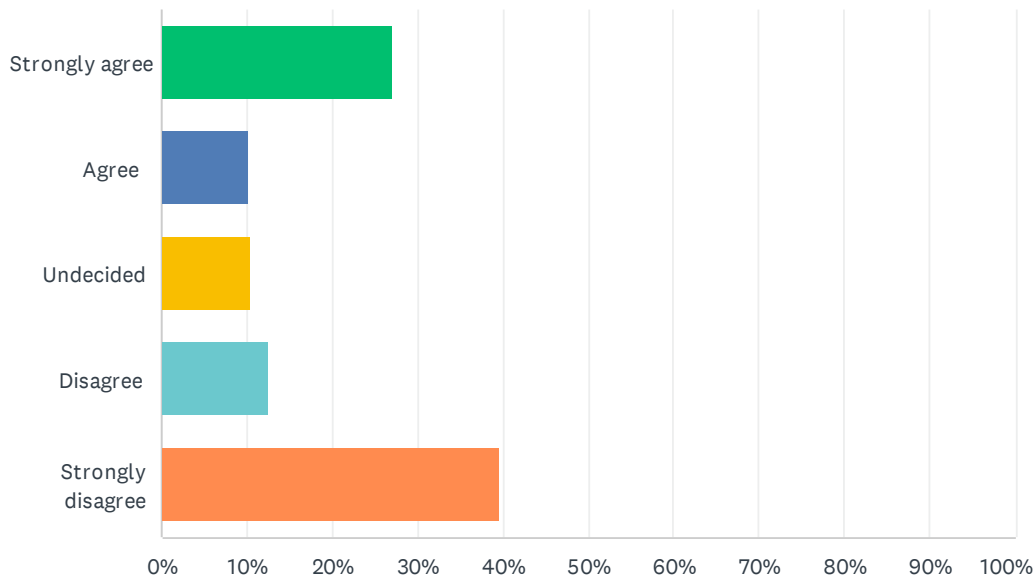
suitcases etc round to the nearest car park.

|     |   |                   |
|-----|---|-------------------|
| 180 | There are no alternatives in the local vicinity especially with the planned removal of parking on the market place. | 5/15/2023 4:09 PM |
| 181 | Divert hgvs with a bypass. Build the by pass not reduce residents parking   | 5/15/2023 3:01 PM |



**Q15 Clean Air Zone** That a clean air zone covering the centre of Ashbourne be established, with a charge levied on diesel commercial vehicles and taxis which are not Euro 6 compliant, with an exemption for vehicles registered with keepers within the Ashbourne Civil Parish. Do you agree/disagree with this action? How strongly do you agree/disagree with a Clean Air Zone?

Answered: 400 Skipped: 5



| ANSWER CHOICES    | RESPONSES  |
|-------------------|------------|
| Strongly agree    | 27.00% 108 |
| Agree             | 10.25% 41  |
| Undecided         | 10.50% 42  |
| Disagree          | 12.50% 50  |
| Strongly disagree | 39.75% 159 |
| <b>TOTAL</b>      | <b>400</b> |

| # | COMMENTS   | DATE              |
|---|--|-------------------|
| 1 | This problem will resolve itself by way of natural replacement of vehicles.  | 7/11/2023 8:45 AM |
| 2 | Unworkable.  | 7/11/2023 8:28 AM |
| 3 | 100% !! This is what they have in Newcastle (and probably other places) and seems a good solution.   | 6/26/2023 5:37 PM |
| 4 | Whilst I do not object to CAZs in principle to discourage travel through areas of poor air quality, in this particular instance there is no viable alternative route so I do not consider it an appropriate measure. | 6/26/2023 4:25 PM |

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|----|--|--------------------|
| 5  | I believe this would discourage visitors from coming to our area and further decline the town.   | 6/26/2023 4:00 PM  |
| 6  | There are other ways to support industry and reduce the NOX.... Build a bypass??   | 6/26/2023 11:40 AM |
| 7  | This could reduce vehicle volumes so agree.  | 6/26/2023 8:26 AM  |
| 8  | The charge needs to be sufficiently high for diesel commercials to push them to routes that avoid the centre of Ashbourne.   | 6/26/2023 8:24 AM  |
| 9  | This needs to be explained "vehicles registered with keepers within the Ashbourne Civil Parish" It has caused the most negative response   | 6/25/2023 2:01 PM  |
| 10 | It is the very least we can expect of hauliers that they use Euro 6 vehicles to travel through quite densely peopled areas.  | 6/24/2023 7:32 PM  |
| 11 | Just a money making exercise, just get a bypass, the only real alternative.  | 6/24/2023 9:10 AM  |
| 12 | This scheme would have an effect on NOx levels but whether it would be cost effective would be key. It is probably no more expensive to implement than action 1 but would still represent a significant investment.  | 6/21/2023 5:02 PM  |
| 13 | It depends on what proportion of lorries are not Euro 6 compliant. My understanding is that a large majority are.  | 6/21/2023 12:53 PM |
| 14 | In principle, this could be a good idea, but the impact on polluting vehicle drivers needs to be understood. Is there data on this as yet?   | 6/21/2023 12:40 PM |
| 15 | How will this affect local people & farmers  | 6/21/2023 7:41 AM  |
| 16 | Not sure how practical this would be, regarding collection of charges. Unfair to those living in the wider local area who depend on Ashbourne.   | 6/20/2023 9:44 AM  |
| 17 | I think that a CAZ is irrelevant as the majority of HGVs will be Euro 6 compliant. the only solution is to deter HGVs from passing through Ashbourne.  | 6/19/2023 8:39 AM  |
| 18 | Why not charge some of the very old and dirty buses too? Why stop at taxis? Why not private cars? Consider the effect on self-employed hauliers and small haulage businesses too - this is a very harsh measure for them. Try to solve the problem rather than trying to single out and punish transport operators. It's gimmicky and populist.  | 6/18/2023 10:56 AM |
| 19 | A useful refinement may be to limit the charge to through traffic only (acknowledging that visiting traffic may bring a benefit to the town)   | 6/16/2023 4:51 PM  |
| 20 | This would penalise and discourage some visitors and have detrimental impact on local businesses. Majority of heavy vehicles are already compliant. What is really needed is new bypass and emphasis on this.  | 6/15/2023 2:02 PM  |
| 21 | This is a very regressive measure to take during a cost of living crisis. It will hit the worst off very hard whilst leaving the better off completely unaffected. The vehicle fleet becomes cleaner each year and the council's own projections show that air quality will improve significantly in the next three years anyway.  | 6/14/2023 9:36 PM  |
| 22 | A by pass is only answer!  | 6/14/2023 4:36 PM  |
| 23 | When Covid was around, everyone was happy that the town was kept running with supplies for food chains and medical supplies. That seems to be forgotten now. The Quarrying Industry has been here a long time in Derbyshire more than the people complaining about the traffic. I suspect the people in the town complaining are the new comers not the true Ashburnians. Many of these have worked in the Mineral Sector, providing income and growth to the town. No more delays for the bypass! | 6/14/2023 3:06 PM  |
| 24 | I would need more information to comment on this   | 6/14/2023 11:20 AM |
| 25 | I think that this would discourage those wishing to come to Ashbourne, and I also feel this is a negative action.  | 6/13/2023 10:58 PM |
| 26 | I think that there are a number of businesses closing down in Ashbourne, and a charging zone would very much aggravate this. The parking charges sometimes irritate visitors, a charging zone would just kill the town completely  | 6/11/2023 6:21 PM  |
| 27 | Is this our family cars? What about people in Ashbourne but not in 'parish'?   | 6/11/2023 1:53 PM  |

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|----|--|--------------------|
| 28 | However, a charge will not stop the need for them to travel through as there is no alternative. Would the effect on the air quality be limited?  | 6/10/2023 10:23 AM |
| 29 | This would only send the problem somewhere else and most vehicles comply with current legislation  | 6/9/2023 9:55 AM   |
| 30 | Strongly disagree , most HGV's will be euro6 compliant . The issue is not just emissions but brake dust and other pollutants and the vibrations and damage caused to buildings . The thundering noise through the town and intimidating flow of HGV's is a major problem . A clean air zone would be expensive and impractical to implement and ineffective on the key issue .   | 6/8/2023 6:58 PM   |
| 31 | Tinkering again. Won't help air quality on Derby Road. Poor relation again.  | 6/8/2023 5:38 PM   |
| 32 | I don't believe this will have much effect   | 6/8/2023 3:42 PM   |
| 33 | Could not some attempt be made to encourage all stationary motorised traffic in Ashbourne i.e waiting at traffic lights etc., to turn engines off. This is done elsewhere e.g. around school entrances in Sheffield.   | 6/8/2023 1:08 PM   |
| 34 | just a waste of money and time, another short term attempt at being green in reality most of the HGV's from the quarry industry are Euro 6, more and more taxis are Euro 6 hybrid or Euro 4 petrol, and an easy avoidance fix would be to register vehicles within Ashbourne Civil Parish.   | 6/8/2023 10:17 AM  |
| 35 | Ashbourne is struggling as a town at the moment with a lot of empty shops and people and shopkeepers worried for its future. If you go ahead and put a charge for people coming into town, you will possibly kill it off completely. I for one can't afford to pay a charge every time I came into Ashbourne so you would force me to use the narrow roads around the town to avoid the charge as I come in for the Doctors, Dentist, Physio and for hospital appointments. Also i use the town for shopping, meeting friends in the cafés etc as do a lot of other people. Do you wish them to go to Uttoxeter instead? Or maybe to Belper or Matlock if they have a choice. Please don't do this to Ashbourne. | 6/8/2023 9:48 AM   |
| 36 | Taxing motorists further is not a credible solution.   | 6/8/2023 9:18 AM   |
| 37 | We need our visitors. We want to encourage support for our businesses not frighten people away.  | 6/7/2023 5:25 PM   |
| 38 | By charging people to come into Ashbourne will totally kill off the town!!!! people already complain about parking charges, no one will even visit if a charge is made just to come into town, and why should people who work here have to pay extra too??? If the bypass went ahead then most of the heavy polluting traffic will be out of town anyway!  | 6/7/2023 2:23 PM   |
| 39 | Building the bypass is the only way to alleviate the traffic issues within Ashbourne.  | 6/6/2023 8:15 PM   |
| 40 | See earlier. Please give me the route I take Northbound from M1/M40 to get to Thorpe .My truck is Euro 4   | 6/6/2023 4:51 PM   |
| 41 | So visitors "passing through" would be charged to drive along one road! If I changed my car how much would it cost me to get from my home on Station Street to take a church service at St John's. What about my visitors and children returning home for a visit?   | 6/6/2023 3:20 PM   |
| 42 | Totally agree.   | 6/6/2023 9:22 AM   |
| 43 | The vehicles still need to use the route. It won't improve air quality.  | 6/6/2023 12:15 AM  |
| 44 | Even if many HGVs are compliant this has to be a good move.  | 6/5/2023 4:54 PM   |
| 45 | Waste of money doing more surveys. The only thing that will stop the huge number of huge HGVs through the town is the bypass. Stop this alternative nonsense.  | 6/5/2023 3:44 PM   |
| 46 | BYPASS   | 6/2/2023 6:50 PM   |
| 47 | This is completely unacceptable. I would not be able to take my children to school,  | 6/2/2023 6:41 PM   |
| 48 | This will have little or no impact as most of the vehicles in question with be Euro 6 compliant  | 6/1/2023 3:16 PM   |
| 49 | Get them on a new by pass  | 6/1/2023 2:39 PM   |
| 50 | Papering over the cracks - we need a bypass and shouldn't be scaring tourists off  | 6/1/2023 10:49 AM  |
| 51 | This is ridiculous you need to focus on the provision of the bypass  | 5/31/2023 8:06 PM  |

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|----|--|--------------------|
| 52 | This won't help a bypass is needed why is this not happening been talked about for far to long 50 years+ is too long !!  | 5/31/2023 7:32 PM  |
| 53 | Only one site on Buxton Road exceeds the National Air Quality Objectives annual average limit of 40 micrograms per cubic metre (40µg/m <sup>3</sup> ). This does not justify establishing a clean air zone. If the Council wants this to happen they should make it part of their manifesto and let the public decide.   | 5/31/2023 4:40 PM  |
| 54 | It is totally over the top in terms of its cost effectiveness and the administration costs etc. just build a bypass !  | 5/30/2023 9:10 PM  |
| 55 | Absolutely vital part of the whole plan. We have been waiting for a complete bypass since the 1960s . . . Anything that encourages the transition to all electric vehicles has to be an urgent priority, and a method that hits people in their pockets may concentrate their minds nicely. This is not just about air quality.  | 5/30/2023 4:45 PM  |
| 56 | All this would do is kill ashbourne as a historic town   | 5/28/2023 3:56 PM  |
| 57 | Where is the prrof that we even need a clean air zone? The only proposals to limit the pollution - cutting back the trees that trap the emissions and changing the road priorities at the bottom of the hill and at the memorial gates, to keep the traffic moving - should be tried first and then the air quality can be tested again. Alternatively we could put all out resources towards supporting the bid for a bypass and leave the town centre alone. | 5/26/2023 9:43 PM  |
| 58 | This is the only option that will have a chance of any short term impact. We need to STOP or significantly reduce the HGV's from passing through our town. This is a starting point.   | 5/26/2023 6:04 PM  |
| 59 | It would not remove the majority of large trucks (Euro 6 compliant) but would impact many holiday makers on which the economy of the town depends.   | 5/26/2023 5:06 PM  |
| 60 | I was in favour of this when first announced but I am told that most HGV are already EuroVI compliant, so it would in practice have little effect, at huge expense.  | 5/26/2023 5:03 PM  |
| 61 | Business need help not further costs. And it will not impact traffic flow. We need a bypass  | 5/26/2023 3:34 PM  |
| 62 | How are you going to collect that?   | 5/26/2023 12:22 PM |
| 63 | It's a nice idea, and will raise a small amount of revenue to fund the other actions. I doubt it will have much impact on the traffic or air quality due to the lack of alternative routes.  | 5/26/2023 8:06 AM  |
| 64 | Build the relief road first then apply this rule   | 5/26/2023 5:37 AM  |
| 65 | It is the only suggestion in this consultation that would actually bring air pollution within legal limits. It would transform the town centre, making it a clean and safe place to walk around.   | 5/26/2023 12:02 AM |
| 66 | This will only effect local drivers not the large hauliers who pass through Ashbourne in the hundreds each day. They are s as it's st compliant.   | 5/25/2023 10:45 PM |
| 67 | The only way to get HGV to avoid Ashbourne without building a by-pass is to make it cost them.   | 5/25/2023 5:49 PM  |
| 68 | This is a must for HGVs as the most polluting vehicles. The local tory's need to remember, the bulk of the these vehicle are not from ashbourne and they're poisoning residents!   | 5/25/2023 4:33 PM  |
| 69 | I have a business (Air bnb) on the Market place and it could put off my customers if it ends up applying to diesel cars.   | 5/25/2023 9:41 AM  |
| 70 | We are a rural town, with a high proportion of 4x4s that are needed for towing, pulling people out of ditches in snowy weather, and being general rural workhorses. I know it says commercial vehicles only, but it would be the thin end of the wedge. We need a 4x4, but can't afford to replace it for a newer one, if we were penalised for driving into Ashbourne, we would just shop elsewhere.  | 5/24/2023 11:31 AM |
| 71 | Stop being silly and just put a bypass in this would have Ashbourne being cleaner..  | 5/23/2023 2:41 PM  |
| 72 | unless a bypass is built to act as an alternative, other residents local to Ashbourne but located in surrounding villages having to travel through Ashbourne will be financially disadvantaged eg horseboxes   | 5/23/2023 1:20 PM  |
| 73 | I'm for clean air zones , but Without an associated vehicle buy back scheme it penalises the poorest.  | 5/23/2023 8:33 AM  |

## Ashbourne Draft Air Quality Action Plan Consultation

|    |   |                    |
|----|---|--------------------|
| 74 | This would probably be the last and final end to Ashbourne Town centre. People will be scared away from the town just incase they get charged.  | 5/22/2023 10:31 PM |
| 75 | The area should include local villages in the area that may not use ashbournes facilities if they are charged to enter the area   | 5/22/2023 10:30 PM |
| 76 | Ashbourne needs all the visitors it can get, there are too many closed shops and the town centre needs revitalising. You should not seek to deter any visitors. If there is a possible charge this will create confusion for some who will be unsure if their vehicle is compliant, and many will resent having to pay because they are unable to afford to upgrade their vehicle. If there is any doubt they are likely to boycott visitng Ashbourne and go to other local towns for shopping and leisure.   | 5/22/2023 10:09 PM |
| 77 | Euro 6 standard is not new, 2016 is a reasonable target for companies to aim for. It should not aim for Vans (4.5t below), minibus community transport.   | 5/22/2023 8:21 PM  |
| 78 | It would be nice to have a cleaner town. HOWEVER the tow as a whole needs an overhaul   | 5/22/2023 6:57 PM  |
| 79 | In your efforts to provide clean air, which as I have alluded to, is primarily caused by current very poor traffic management methods, you really are in danger of killing this town. Business needs supplying  | 5/22/2023 3:53 PM  |
| 80 | Negative Press!! Clean Air Zones move the problem elsewhere. Ashbourne is a tourist town. Tourists will not have exempted vehicles. Tourists could stop visiting Ashbourne because of this?!!   | 5/22/2023 3:08 PM  |
| 81 | A tax on Ashbourne businesses - Also tax on the less well off residents... who have older cars as in Birmingham - this tax is unfair! This is not LONDON!!  | 5/22/2023 10:30 AM |
| 82 | This is one of the few measures which I think will actually have a positive effect on instantly reducing pollution in the AQMA. This tackles the pollution problem head on and does not restrict local people, therefore I strongly support this action.  | 5/22/2023 9:52 AM  |
| 83 | Stop asking for more money out of locals! It's a disgrace! There is a cost of living crisis, people can't afford their bills and feed their children! Never mind pay this ridiculous fee! You increase our council tax every year and we seem to see less for it, look at the green bin charge! As if we don't pay enough to have the bins emptied as it is now we have to pay extra. You really do not think of how this impacts families  | 5/21/2023 8:45 PM  |
| 84 | The Quarry companies would hate this! The money would have to be used for the right things. Would they be willing to help fund the by-pass instead? e.g. a toll system until loans were paid off, getting the by pass built quickly.  | 5/21/2023 7:13 PM  |
| 85 | Discriminates against residents who live outside Ashbourne parish but need to come to Ashbourne for work/shops/doctores/dentists/hospital   | 5/21/2023 5:56 PM  |
| 86 | This is nonsense. The vast majority of HGV's are already Euro 6 compliant and a charge would have little or no effect on their presence in the town. Exempting residents of Ashbourne Parish from the charge is not going to incentivise them to walk/cycle, and will penalise those residents of neighbouring villages who are not exempt but have little choice but to use thier cars. It as also a strange suggestion to make when a reason for the Leveling Up plans is in regenerate the commerce in the town and attract more visitors and shoppers to the town. Introduction of a charge for "outsiders" will be in direct conflict with this. | 5/21/2023 5:46 PM  |
| 87 | Just another revenue generating scheme  | 5/21/2023 3:59 PM  |
| 88 | Playing god   | 5/21/2023 1:38 PM  |
| 89 | As previously mentioned, there isn't a viable choice of alternative route, and so, the charge CANNOT possibly change route choice. So, the charge will raise money, but, it will not change the underlying issue of pollution at all. If there were viable choices of route, OK. But, there aren't  | 5/21/2023 12:31 PM |
| 90 | Yes. Taxing those causing the pollution might make businesses take action to reduce vehicle emissions.  | 5/21/2023 10:42 AM |
| 91 | This will only affect users of older vehicles who are laest able to afford replacing them.  | 5/21/2023 10:24 AM |
| 92 | No. Just no. Bypass, bypass, bypass.  | 5/21/2023 10:06 AM |

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|-----|---|--------------------|
| 93  | Where t would these vehicles divert? Would this just move the problem elsewhere? Why not build a bypass.  | 5/20/2023 7:56 PM  |
| 94  | Uttoxeter, Leek, Derby, Burton etc will welcome our trade. So let's see how quickly without the footfall businesses close   | 5/20/2023 7:20 PM  |
| 95  | Ridiculous idea   | 5/20/2023 5:34 PM  |
| 96  | .   | 5/20/2023 2:47 PM  |
| 97  | Not London irresponsible idea people will not come in to town .I know I will not be coming in if that happens   | 5/20/2023 10:53 AM |
| 98  | We need a bypass then traffic coming through town.  | 5/20/2023 10:45 AM |
| 99  | I think if a bypass could be built for hgvs and large vehicles I don't think connection charge is fair or right for local businesses and people   | 5/20/2023 8:32 AM  |
| 100 | Everything hauled would increase in price. It would also just push the problem to another town ie Cromford  | 5/20/2023 8:07 AM  |
| 101 | This would really affect darmstadt and business and would be passed on to the general public with higher food prices etc  | 5/20/2023 7:38 AM  |
| 102 | We need a bupass  | 5/20/2023 7:22 AM  |
| 103 | The town is dead as it is, parking prices are ridiculous. This would make it worse we are a small town not a big city!  | 5/20/2023 6:33 AM  |
| 104 | This is not London or Birmingham. I have never heard such a rediculous idea in my life this is a rural town which you have to drive through to get to many places this is just another cash cow for council coffers   | 5/20/2023 5:08 AM  |
| 105 | Stops hard hit business marginalises under paid taxi drivers  | 5/19/2023 10:17 PM |
| 106 | This is exactly the kind of action needed. Make Ashbourne hostile to HGVs   | 5/19/2023 10:08 PM |
| 107 | These are the vehicles that create most of the pollution. So this should be prioritised over charging points. You get more impact on air quality by focusing on these, the dirtiest, vehicles, than on restricting cleaner newer vehicles   | 5/19/2023 8:41 PM  |
| 108 | If there is no other route, charging lorries to transit Ashbourne is simply an additional tax. It will also hit residents with older cars and locally owned businesses.   | 5/19/2023 8:16 PM  |
| 109 | Still doesn't stop heavy lorries coming through Ashbourne   | 5/19/2023 8:02 PM  |
| 110 | Charging has been problematic in the newly introduced charge in Sheffield. Families who use camper vans as their only family car are being charged. What about visiting friends and family, will they be charged? Not everyone can afford to change their car. Is there an alternative route that non-compliant vehicles can use to get through town? | 5/19/2023 7:45 PM  |
| 111 | If essential to drive through Ashbourne all measures to reduce emissions are essential . A by pass is of utmost importance .  | 5/19/2023 4:03 PM  |
| 112 | Follow in Londons steps. Can be easily implemented with funding given to town already   | 5/19/2023 3:25 PM  |
| 113 | The vehicles would cause problems in other villages.  | 5/19/2023 3:19 PM  |
| 114 | Only option is a by pass  | 5/19/2023 1:39 PM  |
| 115 | You cannot penalise people who cannot afford to change their vehicle.people are struggling financially as it is   | 5/19/2023 1:29 PM  |
| 116 | Although don't most HGVs now comply   | 5/19/2023 1:00 PM  |
| 117 | Put in a bypass!!!  | 5/19/2023 12:10 PM |
| 118 | Ring road needed .  | 5/19/2023 11:54 AM |
| 119 | Yes- great idea. Just as long as the hauliers all of a sudden register their business within the parish boundary  | 5/19/2023 11:35 AM |
| 120 | Obvious concern is that this will simply push up costs for all raw materials and may impact   | 5/19/2023 11:27 AM |

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some of us who live in the surrounding vehicles by adding charges. I would still rather see any funding diverted towards the much needed by-pass than this option.

|     |  |                    |
|-----|--|--------------------|
| 121 | Practical to employ ?  | 5/19/2023 11:10 AM |
| 122 | This won't benefit Ashbourne. It would cost hauliers more in fuel to divert via Leek or Matlock. This is just a way for DDDC to earn more money that won't be reinvested in Ashbourne and diverts attention away from the urgent need for a bypass   | 5/19/2023 10:58 AM |
| 123 | We all know what the problem is, BUILD A BYPASS  | 5/19/2023 9:24 AM  |
| 124 | I would agree if there was an alternative route for large vehicles to avoid Ashbourne, like a bypass. This will increase prices from haulage companies. Who will be charged local residents going about the daily business? This will kill an already struggling town, visitors will avoid. How wrong is this at this time especially in this cost of living crisis. | 5/19/2023 7:34 AM  |
| 125 | I don't think this sounds practical? With logistical issues alone being difficult, this is potentially going to deter tourists either side of Ashbourne having a negative effect on the town centre. Larger HGV companies would be happy to cover this cost purely generating money for DDDC not to be pushed back into the local economy.                           | 5/19/2023 12:13 AM |
| 126 | It will isolate Ashbourne for business and tourism   | 5/18/2023 7:20 PM  |
| 127 | agree with a clean air only way to do this is build a bypass!  | 5/18/2023 5:38 PM  |
| 128 | This will severely impact on the many farmers, that live locally, that have to travel through the town to tend to their livestock ect on a daily basis and need a diesel vehicle to pull cattle trailers and equipment ect. Ashbourne is surrounded by farming community's.  | 5/18/2023 3:48 PM  |
| 129 | I don't know the extent of the Ashbourne civil parish. I live in a village 3 miles away with no public transport so I have to drive into Ashbourne   | 5/18/2023 2:44 PM  |
| 130 | It would effect so few vehicles to make any difference   | 5/18/2023 2:17 PM  |
| 131 | from my limited understanding of clean air zones and with the exceptions outlined obote the remaining vehicles that don't meet the clean air zone standards are few so this perhaps will hv little effect?   | 5/18/2023 1:50 PM  |
| 132 | My thoughts on this matter would depend upon the move to electric vehicles and other alternative fuel cars e.g. hydrogen and other environmentally friendly synthetic fuels.   | 5/18/2023 1:49 PM  |
| 133 | NO TO EXTRA PAYMENT  | 5/18/2023 10:50 AM |
| 134 | In the absence of a bypass, forcing the vehicle operators to look at alternatives by making it cost prohibitive to come through Ashbourne seems the only way forward. However if it's not handled correctly, they'll just pay and continue as normal.  | 5/18/2023 9:56 AM  |
| 135 | This is crazy - the law of unintended consequences will apply if it is implemented. It will just drive business elsewhere, when Ashbourne needs growth.  | 5/18/2023 9:54 AM  |
| 136 | This will KILL ashbourne. It will destroy the local economy. Look at Birmingham. You cannot charge people to come into town, you will hit the poorest people hardest. Build a bypass for goodness sake.  | 5/17/2023 11:26 PM |
| 137 | We need a bypass not harass people travelling the only route through town  | 5/17/2023 11:21 PM |
| 138 | The town is already on its last legs, empty shops, restaurants shutting, extortionate parking charges, you are doing everything you can to kill it altogether. Those who rely on taxis to get into town will no longer come. Reduced footfall = more closures.   | 5/17/2023 11:19 PM |
| 139 | Agree provided Ashbourne residents are exempt from this charge. If Ashbourne residents were forced to pay this then I would Strongly Disagree  | 5/17/2023 9:31 PM  |
| 140 | Euro 6? We left the EU . If you drive you pay road tax . Therefore you should be able to use the road  | 5/17/2023 9:13 PM  |
| 141 | Pricing people put the area and deterring them from visiting and spending money in the town. Alot of this is nothing more than controlling people and not about the environment.   | 5/17/2023 8:59 PM  |
| 142 | Such an initiative is only worth pursuing if practical alternate routes exist for traffic. Ashbourne is the only route south to the A50 and North to Buxton. Peak District residents have no   | 5/17/2023 8:47 PM  |

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alternative at all. Simply buying another vehicle isn't practical for most drivers Taking enormous detours to avoid Ashbourne is a disproportionate penalty given the geographical realities, and most drivers will have no choice but to go through Ashbourne in the vehicles they have and suffer the charge Therefore this is a penalty charge for driving a non compliant vehicle when no viable alternative exists and is simply a tax will not a make a significant contribution to clean air in respect of through traffic. It will have a further effect though. It will add a reason not to drive to Ashbourne as a destination. 'Don't go to Ashbourne, you are not welcome here' is the very self destructive message it would send to communities that can go elsewhere for their shopping etc Finally rather than being the 'Gateway to Dovedale' it signals Ashbourne as the barrier to Dovedale.

|     |   |                   |
|-----|---|-------------------|
| 143 | This is only going to impact the local business and further independent shops will end up shutting.   | 5/17/2023 8:38 PM |
| 144 | This would increase transport cost and increase the price of goods and services.  | 5/17/2023 7:27 PM |
| 145 | Just limit large lorries  | 5/17/2023 7:08 PM |
| 146 | Does that exempt Clifton, Osmaston, Offcote?!?!? How is that fair? You have to be realistic in your area and charges.   | 5/17/2023 7:06 PM |
| 147 | Ashbourne is not a major Uk city, it's a small town! Penalising people who live in Ashbourne or who travel to Ashbourne will create a ghost town and shops/businesses will close for good   | 5/17/2023 6:29 PM |
| 148 | Pointless in Ashbourne, you'll drive tourists away, which is the income of the town   | 5/17/2023 6:15 PM |
| 149 | Residents exempt for how long... within 3 yrs everyone will pay...it's about control. Bad idea  | 5/17/2023 5:38 PM |
| 150 | The bypass should be a priority   | 5/17/2023 5:34 PM |
| 151 | Will kill tourism and trade in Ashbourne .People cannot afford electric cars or euro six cars on the whole . A bypass must be built   | 5/17/2023 5:30 PM |
| 152 | We need a bypass  | 5/17/2023 5:23 PM |
| 153 | Most vehicles are already euro 6 so a complete waste of time and money ,a vanity project that makes politicians feel good about themselves.   | 5/17/2023 4:39 PM |
| 154 | We pay enough money. Stop it  | 5/17/2023 4:34 PM |
| 155 | Some way, some how, I do not trust the council to keep residents exempt from this charge.   | 5/17/2023 4:31 PM |
| 156 | No.NO.  | 5/17/2023 4:30 PM |
| 157 | This would be counterproductive costing businesses who deliver into Ashbourne traders the costs of which would either be passed onto Ashbourne traders or reduce delivery options. The key is to tackle to mineral companies HGV routes.  | 5/17/2023 4:03 PM |
| 158 | Not every profession allows for the use of electric cars but once they create an ekectric 4x4 that can pull a cattle trailer full of young beast that is both affordable and can cover more than 20 miles per electric top up them im in!   | 5/17/2023 3:45 PM |
| 159 | However disabled must be taken into consideration   | 5/17/2023 1:58 PM |
| 160 | Not necessary if a bypass built.  | 5/17/2023 1:57 PM |
| 161 | You will simply finish killing the town and businesses in Ashbourne off. I like a lot of people could not afford to pay to come into Ashbourne. It would have a big detrimental effect on my life and a lot of people in and around Ashbourne. You would push vehicle's into using the narrow lanes around Ashbourne to avoid the charge which would cause a lot more accidents and problems.   | 5/17/2023 1:24 PM |
| 162 | This will hugely impact on the lower paid. A bypass is needed first and Foremost. Local quarries will be penalised along with anyone who has a vehicle to tow a caravan into the area. I am also concerned about organisations such as mountain rescue, fire & ambulance having to pay but would assume they would be exempt. This will impact on tourism. Will travellers be made to pay with their large vehicles towing their caravans. Will the levy go to investing into renewables for the local area or some sort of offsetting? Will the levy enable the local authorities to provide free of charge, to residents, solar panels, ground/air source heating, electric vehicle grants. Or will it just go in the local authorities, prefer us to be wasted, never seen again | 5/17/2023 1:19 PM |

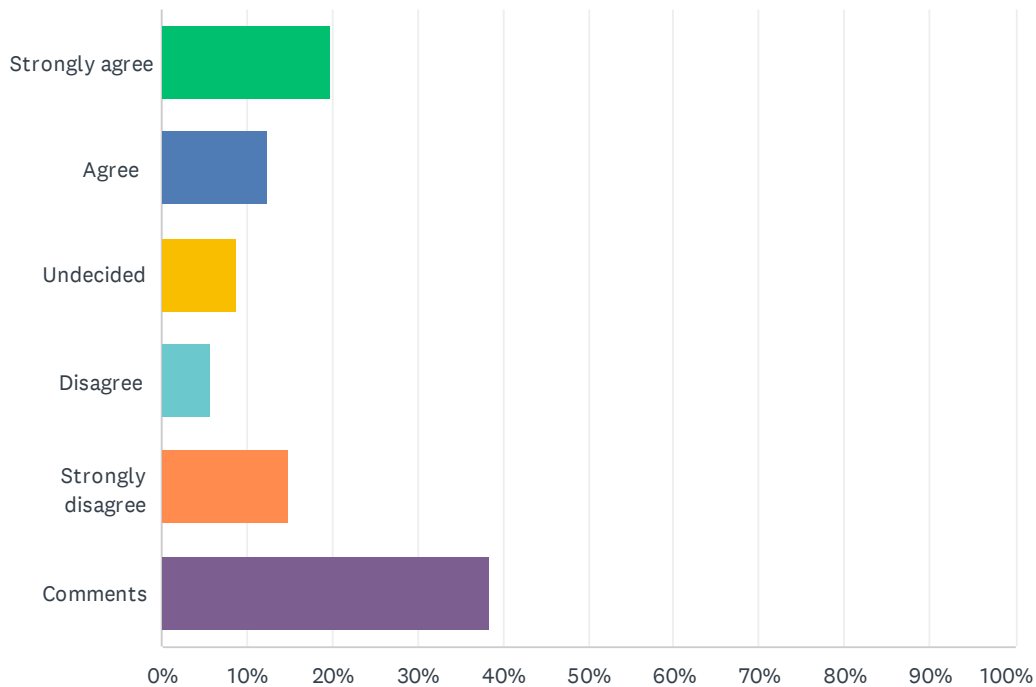


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|     |   |                    |
|-----|---|--------------------|
| 163 | Need to understand exactly which types of vehicles would be impacted by such a scheme. Some may be owned by small businesses and levies may mean their business becomes unviable.   | 5/17/2023 1:10 PM  |
| 164 | Businesses rely on deliveries, why should they be penalised because of HGV's passing through and the total lack of action on a bypass.  | 5/17/2023 12:45 PM |
| 165 | This and all the other proposals are a complete waste of time. The various councils and government agencies redirect any funding towards hastening a bypass, which will be the only effective solution.   | 5/17/2023 12:32 PM |
| 166 | For those of us who live in the villages local to Ashbourne but not within the civil parish this will be disastrous. It will mean I [REDACTED] will have to pay a fee whenever I want to go to Sainsburys for the weekly shop, as will my partner who drives [REDACTED]. I would generally also walk into town and spend money at various local independent businesses most weeks. However, if a clean air zone charge is in place I, amongst many others I'm sure, will be forced to take my business to Matlock instead meaning less income coming into the town.   | 5/17/2023 11:46 AM |
| 167 | It will drive up prices for people hiring tradesmen, couriers and innocent through traffic using the A515...forcing unsuitable traffic on to the B and C routes avoiding the centre of Ashbourne. I also don't anticipate that the scheme could ever be self funding, why should tax payers have to pay for the revenue shortfall?  | 5/17/2023 11:44 AM |
| 168 | Complete waste of resources and proves how out of touch the council is  | 5/17/2023 11:19 AM |
| 169 | Just another form of tax on the local community and transport not everybody can afford new motors   | 5/17/2023 10:36 AM |
| 170 | Shocking that this is still on here given that the county council told you this isn't in your remit. Where are lorries supposed to go? This will only push the problem to another area. Also, taxis are usually prioritised like buses (eg allowed to use bus lanes) because they enable people to sell their cars, what is the problem with taxis?   | 5/17/2023 10:35 AM |
| 171 | Likely to discourage tourists visiting the area from coming into town. The high street needs tourists to spend money in their shops.  | 5/17/2023 10:09 AM |
| 172 | Agree if the revenue generated goes directly back to Ashbourne, not distributed across the Derbyshire Dales.  | 5/16/2023 7:00 AM  |
| 173 | What about those living in the rural areas of Derbyshire Dales rather than just Ashbourne Civil Parish. Rural dwellers once again second class citizens in Derbyshire Dales.  | 5/15/2023 10:35 PM |
| 174 | Build the bypass.Ashbourne was not built to accommodate the volume of traffic or the size of lorry's now needing to use the a515  | 5/15/2023 9:20 PM  |
| 175 | It just moves the problem somewhere else.   | 5/15/2023 8:53 PM  |
| 176 | It's a stupid idea. Build the bypass first  | 5/15/2023 3:01 PM  |
| 177 | What percentage of lorries travelling through ashbourne are not Euro 6 compliant? This is a rural community where the majority of those using ashbourne will be in diesel commercial vehicles (l.e trucks), they will be penalised for the lorries, who are Euro 6 compliant  | 5/15/2023 2:47 PM  |
| 178 | This is an absolutely idiotic and counter-productive idea. Most lorries that come through Ashbourne are Euro 6 compliant, so it would achieve nothing. All it would do is discourage visitors at a time when our shops and businesses need them more than ever. Think about vehicles towing caravans, motorhomes, and other people who cannot afford a modern vehicle. Clean air zones also do not help congestion, they simply drive people away. It could also put up living costs for residents, as their services/deliveries and tradesmen would inevitably pass on the clean-air zone to local households, despite our own exemptions. | 5/15/2023 2:23 PM  |

**Q16 20mph zone** That a 20mph zone be enforced within the centre of Ashbourne, to include Buxton Road south of Windmill Lane, the Market Place, Park Road, Belper Road between Park Road and Station Road, Station Road, and St John Street, and all roads between those perimeter roads. Do you agree/disagree with this action? How strongly do you agree/disagree with a 20mph Zone?

Answered: 402 Skipped: 3



| ANSWER CHOICES    | RESPONSES  |
|-------------------|------------|
| Strongly agree    | 19.90% 80  |
| Agree             | 12.44% 50  |
| Undecided         | 8.71% 35   |
| Disagree          | 5.72% 23   |
| Strongly disagree | 14.93% 60  |
| Comments          | 38.31% 154 |
| <b>TOTAL</b>      | <b>402</b> |

| # | COMMENTS   | DATE               |
|---|--|--------------------|
| 1 | Drivers sadly dont follow the speed limits until the present population of drivers is long gone it may prove useful. | 7/11/2023 8:45 AM  |
| 2 | 20mph zone a good move generally for the town, but note that HGV's rarely get anywhere near                          | 6/26/2023 12:10 PM |

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20mph themselves because they are grovelling past one another on the hill! See comments on Action 2

|    |   |                    |
|----|---|--------------------|
| 3  | A 20mph zone is irrelevant as in general vehicles have no option to crawl around in the frequent jams caused by traffic density.  | 6/26/2023 11:30 AM |
| 4  | With ANPR camera and speed signage starting further towards Bentley brook. Can we please have a Mirror on Bowling ~Green Pub and opposite to help vehicles turning from windmill and north ave?   | 6/25/2023 2:01 PM  |
| 5  | Many heavy vehicles do accelerate to get up Buxton and even to get to the junction at Park Road. Emissions issues apart, roads and pavements are narrow or very narrow in places and footpath users should not have any vehicles going past them at speed. Being sprayed with black dust (emissions from brakes and tyres?) or rainwater is something Ashbourne residents and visitors should not have inflicted on them. | 6/24/2023 7:32 PM  |
| 6  | Who's going to police it?   | 6/24/2023 9:10 AM  |
| 7  | Would make pollution worse  | 6/23/2023 9:56 PM  |
| 8  | Simple and advantageous to pedestrian safety. Hopefully also a clear message that Ashbourne town centre is a pedestrian priority area.  | 6/21/2023 5:02 PM  |
| 9  | This would largely be for road safety reasons rather than for pollution as there does not seem to be a strong evidence base to support reduction in carbon emissions. However, traffic calming measures are likely to be impractical in Ashbourne. There would need to be cameras and fines for exceeding speed limits.   | 6/21/2023 12:40 PM |
| 10 | At most times 20 mph cannot be achieved anyway and there is no point in regulation without committed enforcement.   | 6/19/2023 10:58 AM |
| 11 | most of the time vehicles can not exceed 20mph due to congestion so this would serve little purpose. If 20mph is imposed it must be enforced otherwise serves little purpose. Once bypass is built then look to see if this is required.  | 6/15/2023 2:02 PM  |
| 12 | I'm surprised this didn't happen a while back.  | 6/14/2023 9:36 PM  |
| 13 | I agree, but there would need to be enforcement of the limit; motorcycles, for example, frequently exceed the speed limits in and around Ashbourne centre.  | 6/14/2023 10:23 AM |
| 14 | I think this is a good and safe idea.   | 6/11/2023 6:21 PM  |
| 15 | It's almost impossible to drive at more than 20mph in these areas due to the congestion (which is a major contributor to the problem), so why waste money on signs?   | 6/9/2023 9:38 AM   |
| 16 | You would be lucky to travel at 10 mph through Ashbourne most time of the year We need a by-pass  | 6/8/2023 11:28 PM  |
| 17 | This would be a simple and the most effective short term help to our town , short of weight restrictions  | 6/8/2023 6:58 PM   |
| 18 | I'd love to see this and the speed limit on Derby Road all be 30mph. I have zero confidence that this will be adhered to or that it will be enforced. As someone who listens and sees traffic on my road accelerate to more than the speed limit every day Derbyshire's dislike of speed cameras will put paid to this plan. It will also not stop HGVs killing pedestrians.  | 6/8/2023 5:38 PM   |
| 19 | This is essential to give the town back to pedestrians and should be implemented immediately  | 6/8/2023 3:42 PM   |
| 20 | Station Street needs traffic speed control !!!!!  | 6/8/2023 10:07 AM  |
| 21 | At the end of the day, unless there's no traffic lights, Ashbourne will be congested until you get the bypass through all these problems. You are wasting time and discussing now instead of using this precious time and energy to get the northern part of the bypass for Ashbourne through the paperwork into the government, and all these problems will disappear without spending extra money                       | 6/8/2023 9:48 AM   |
| 22 | Most of the time you can't go above 5 mph anyway!   | 6/8/2023 9:17 AM   |
| 23 | Most of the traffic can't go any faster anyway, because of the sheer amount of traffic! Lorries need the bypass!  | 6/7/2023 2:23 PM   |

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|    |   |                    |
|----|---|--------------------|
| 24 | Building the bypass is the only way to alleviate the traffic issues within Ashbourne. Traffic rarely moves faster than 20mph on these routes at the best of times....   | 6/6/2023 8:15 PM   |
| 25 | Won't make a difference to traffic needing to use route. Will only cause long delays and more backlog, look at how it hasn't worked for Matlock.  | 6/6/2023 12:15 AM  |
| 26 | Cant get above 20mph anyway   | 6/2/2023 6:50 PM   |
| 27 | This is not necessary   | 6/2/2023 6:41 PM   |
| 28 | 20 mph they can't do that now due to hold ups   | 6/1/2023 6:02 PM   |
| 29 | This is essential for both pedestrian safety and air quality and need to be installed without delay with a full system of speeding monitoring   | 6/1/2023 3:16 PM   |
| 30 | Who would enforce this - there are no police in the town ( just a shared PCSO )   | 6/1/2023 10:49 AM  |
| 31 | Again a silly idea who will enforce it and who will pay for the maintenance going forward, your time and efforts need to be focussed on the bypass  | 5/31/2023 8:06 PM  |
| 32 | This will make congestion worse and pollution worse get the traffic out of the town altogether you can taste and smell the fumes all the time   | 5/31/2023 7:32 PM  |
| 33 | Engines run more cleanly at 30mph than 20mph so this can't seriously be part of your clean air strategy   | 5/31/2023 4:40 PM  |
| 34 | You cannot travel much faster anyway. If you do this it needs to be stonhly enforced with speed cameras or police officers etc. perhaps speed bumps would be better at enforcing it   | 5/30/2023 9:10 PM  |
| 35 | Need speed cameras as well though. If not, drivers simply ignore it   | 5/30/2023 4:47 PM  |
| 36 | Strongly disagree (the tick box doesn't work properly). If traffic crawls through town at 20 mph the pollution will be worse, not better. Car engines are tuned to perform best at normal travelling speeds. They are very polluting at very low speeds.  | 5/26/2023 9:43 PM  |
| 37 | Will this make the air quality any better? Will this reduce the traffic congestion? How often do vehicles get above this anyway? It's a positive step from a road safety point of view.   | 5/26/2023 6:04 PM  |
| 38 | If enforced it could have a limited effect when roads are relatively clear, but too often they are blocked and traffic moves at a crawl. None of the above 12 actions address the fundamental problem of removing the heavy, through-traffic from the town roads. Only a by-pass solves the pollution problem, the public safety problem, the damage to cultural heritage, and would truly allow Ashbourne to be "Reborn". It could be completed by 2027 or soon after (see other similar examples around the country) and the cost would not greatly exceed the actions above and the extent of road repairs needed over the past few years through the town. It requires vision and determination from the council. | 5/26/2023 5:06 PM  |
| 39 | Agree. Whatever traffic enters our town should enter slowly. It is a built up area and we need to encourage more pedestrians to our town centre   | 5/26/2023 3:34 PM  |
| 40 | This is very much needed, especially in the town center. It will improve safety and make Ashbourne a nicer place to be as a pedestrian or cyclist.  | 5/26/2023 8:06 AM  |
| 41 | It is a busy town with very narrow pavements in places. In addition, the 30mph limit should be extended to sandy rook, North of the town, as the pavements are very narrow and dangerous  | 5/26/2023 12:02 AM |
| 42 | On days where Ashbourne is busy with drivers, 20 mph would be a dream. Lorries emit disgusting pollutants and have to over rev to get up Buxton hill. This is when they emit the most exhaust fumes - trying to get up this , steep narrow hill. I doubt they get up to 20mph.  | 5/25/2023 10:45 PM |
| 43 | This survey question isn't workin. I strongly agree - 20mph is rarely possible at peak time anyway. Policing it would be the issue because you wouldn't and lots of people would continue to drive too fast through our narrow roads like they do now.  | 5/25/2023 5:49 PM  |
| 44 | Too slow  | 5/24/2023 11:31 AM |
| 45 | Measure to be introduced to prevent motor cyclists from using Buxton Road northbound as a race track please.  | 5/24/2023 9:15 AM  |
| 46 | How would you enforce it?   | 5/23/2023 4:07 PM  |
| 47 | One I actually agree with...  | 5/23/2023 2:41 PM  |

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|    |   |                    |
|----|---|--------------------|
| 48 | I agree during peak times but not 24 hours a day  | 5/23/2023 12:14 PM |
| 49 | If the air quality zone can't be implemented  | 5/23/2023 11:21 AM |
| 50 | 20mph zones increase driver distraction and workload through increased need to speedometer-watch. This degrades crucial observation, hazard perception, response and avoidance skills. In tandem, vulnerable road users have been given the highly inappropriate perception that 20mph zones are "safer"; so they behave more incautiously in them. Think carefully before you go down this dangerous route...  | 5/22/2023 10:16 PM |
| 51 | Slow and steady, please not with speed cameras as the downhill coasting will be v. easy to exceed 20mph, a flashing speed measure sign would be plenty.   | 5/22/2023 8:21 PM  |
| 52 | People dont stick to 30mph as it is never mind 20!  | 5/22/2023 6:57 PM  |
| 53 | You never get over 20 currently as there are so many HGV's.   | 5/22/2023 3:53 PM  |
| 54 | Strongly Disagree - At Peak Times traffic can't get above 1mph!!! DDDC needs to put an active traffic management system in place to get A515 traffic through Ashbourne town centre at the current speed limit 30mph!  | 5/22/2023 3:08 PM  |
| 55 | Waste of money when you can't get up to 20mph anyway  | 5/22/2023 1:46 PM  |
| 56 | Most sensible, but would need enforcing   | 5/22/2023 12:34 PM |
| 57 | Be nice to travel at 20 mph... is this a minimum speed limit!   | 5/22/2023 10:30 AM |
| 58 | Yes if this is proven to improve air quality.   | 5/21/2023 7:13 PM  |
| 59 | Great idea but (a) in busy times no one is driving much above 20mph if at all and (b) outside busy times no-one will enforce it - just as they don't enforce the 30mph limit on Belper Rd.  | 5/21/2023 5:56 PM  |
| 60 | Strongly disagree. Speeding in the town is not an issue that needs to be addressed in my opinion,(20mph is rarely achievable anyway!) and reducing the speed limit to 20 mph could increase emissions. Speed limits are observed when they are enforced, which is currently not the case with 30mph, and would also be the case if the limit was 20mph  | 5/21/2023 5:46 PM  |
| 61 | Strongly disagree - I can see the point of a 20 mph limit on Buxton Road going uphill (North). This would have the result of limiting the emissions for the predominantly unladen trucks going back to the quarries, by limiting the need to apply full power to accelerate beyond 20 mph while climbing. On the flat, the road load power required to travel 30 mph is not significantly greater than at 20, and so, the emissions issue s not so clearly dominated by speed as it is whenclimbing a gradient. | 5/21/2023 12:31 PM |
| 62 | Dr  | 5/21/2023 10:51 AM |
| 63 | Yes. HGVs going 30+ mph downhill is an accident waiting to happen.  | 5/21/2023 10:42 AM |
| 64 | 20mph in a HGV will mean travelling in lower gear which is less fuel efficient and hence more polluting   | 5/21/2023 10:24 AM |
| 65 | Bypass....  | 5/21/2023 10:06 AM |
| 66 | What a silly idea. Slower traffic. More congestion.   | 5/20/2023 7:56 PM  |
| 67 | Helps nobody. But a Bypass will help everyone. I would just like to say that forcing us to only choose 3 points that are supposed to be important to me and others is once again the so called jobs worths calling the shots.   | 5/20/2023 7:20 PM  |
| 68 | Slower speed= more pollution surely   | 5/20/2023 5:34 PM  |
| 69 | .   | 5/20/2023 2:47 PM  |
| 70 | M9st vehicles don't exceed this speed in the busiest periods anyway   | 5/20/2023 2:32 PM  |
| 71 | Station street needs to be included here vehicles travelling up to 60mph  | 5/20/2023 12:16 PM |
| 72 | This will just increase pollution and increase travel times, traffic as it is barely reaches 10 mph during busy periods.  | 5/20/2023 11:57 AM |
| 73 | Just makes more pollution in town. Wast off time  | 5/20/2023 10:53 AM |

## Ashbourne Draft Air Quality Action Plan Consultation

|     |  |                    |
|-----|--|--------------------|
| 74  | We need a bypass less traffic through the town   | 5/20/2023 10:45 AM |
| 75  | Unsure if this would have any impact ... traffic generally less than that speed  | 5/20/2023 9:47 AM  |
| 76  | You are lucky if you ever get up to 20mph through town   | 5/20/2023 8:32 AM  |
| 77  | Lucky to get above these speeds at the best of times. Slower traffic will increase pollution as vehicles in the area for longer  | 5/20/2023 8:13 AM  |
| 78  | Hi   | 5/20/2023 7:32 AM  |
| 79  | Still need a by pass   | 5/20/2023 7:12 AM  |
| 80  | Where's this bypass  | 5/20/2023 7:08 AM  |
| 81  | We need a bypass to get the traffic out of the town!   | 5/20/2023 6:56 AM  |
| 82  | This will add to pollution, not reduce it, by artificially slowing traffic when not necessary.   | 5/20/2023 1:00 AM  |
| 83  | Good and safe idea. I would like to see Cavendish Drive with a 20mph speed limit as there are idiots who seem to think it is 40mph as per Derby road   | 5/19/2023 10:08 PM |
| 84  | This is simply pointless. 20mph is too slow. 30mph is fine. The slogan '20's plenty' is a cheap shot meaningless propaganda slogan put about by interfering controlling types  | 5/19/2023 8:41 PM  |
| 85  | Also a joke. Traffic rarely flows freely enough to reach 20mph in Ashbourne. Again, it should be a priority for all urban areas where children and pedestrians are next to motor vehicles.   | 5/19/2023 8:16 PM  |
| 86  | Most of the time it is impossible to exceed 20mph as it is.  | 5/19/2023 8:02 PM  |
| 87  | It is very unusual to be able to travel those roads at 20mph due to congestion. Can anything be done about the phasing of all the traffic lights to maintain traffic flow?   | 5/19/2023 7:45 PM  |
| 88  | its like a race track down park rd at night,20mph is good but who or what is going to monitor that this works  | 5/19/2023 6:44 PM  |
| 89  | The lorries break the limit constantly . Where are the speed cameras .....   | 5/19/2023 4:03 PM  |
| 90  | Can't usually go faster through town than this? Don't see a difference?  | 5/19/2023 3:25 PM  |
| 91  | The roads are only suitable to travel at 20mph any way,  | 5/19/2023 3:19 PM  |
| 92  | I strongly agree IF this is known to reduce pollution and traffic flow   | 5/19/2023 3:06 PM  |
| 93  | This works well in central London and in residential areas where air quality and pedestrian and cyclists safety is improved considerably   | 5/19/2023 2:32 PM  |
| 94  | I will avoid the town and shop elsewhere. 20mph creates more emmissions.   | 5/19/2023 1:39 PM  |
| 95  | It's pretty much at that speed anyway with the amount of cars in Ashbourne now   | 5/19/2023 1:29 PM  |
| 96  | Absolutely agree   | 5/19/2023 1:00 PM  |
| 97  | I'm not sure what this would achieve, most of the time the traffic flow is slower than this anyway.  | 5/19/2023 12:32 PM |
| 98  | Put in a Bypass!!  | 5/19/2023 12:10 PM |
| 99  | 20 mph zones need to be introduced in some of the villages around Ashbourne aswell and not just the town. For example the speed of traffic cutting through Clifton is frightening at times as traffic avoids the Homebase Roundabout at rush hours | 5/19/2023 11:50 AM |
| 100 | Disagree. This just means vehicles pass through the town centre more slowly spending longer there and creating more emissions and pollution. A very bad idea.  | 5/19/2023 11:27 AM |
| 101 | Church Street too. Speed of vehicles is never monitored  | 5/19/2023 11:18 AM |
| 102 | Traffic rarely moves above that speed anyway   | 5/19/2023 10:54 AM |
| 103 | We all know what the problem is, BUILD A BYPASS  | 5/19/2023 9:24 AM  |
| 104 | How is this going to work totally ridiculous.  | 5/19/2023 7:34 AM  |
| 105 | Slower traffic more pollution  | 5/18/2023 11:31 PM |

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|     |   |                    |
|-----|---|--------------------|
| 106 | As Buxton Hill is so steep a lot of will be unable to go up at 20mph  | 5/18/2023 7:20 PM  |
| 107 | This will cause more congestion   | 5/18/2023 5:38 PM  |
| 108 | Low gears are no good for the vehicle   | 5/18/2023 5:04 PM  |
| 109 | While it may make it more pleasant walking through town what does the science say about vehicle emission levels and speed   | 5/18/2023 2:17 PM  |
| 110 | from talking at the town hall drop in con  ation there is currently insufficient data available to know if 20 mile zones will reduce air pollution or increase. I look forward to hearing the results of the councils trials in other towns.   | 5/18/2023 1:50 PM  |
| 111 | I'm in favour of a 30mph speed limit . As someone pointed out on a Derby telegraph article on the 7th January (the following quote is someone else's words not mine): At 20 in a lower gear the engine of an ICE vehicle will be operating at a higher rpm than at 30mph. It will be consuming more fuel and taking longer to move through the area concerned. Emissions will increase, air quality will reduce". Also, whilst this suggestion does not concern the centre of Ashbourne, I would be in favour of a speed limit on Derby Road that is less than the national speed limit given the number of 'boy racers' causing too much noise whilst accelerating, often in the middle of the night. More action needs to done to rectify this! | 5/18/2023 1:49 PM  |
| 112 | Speed is in general limited by the current road layout so imposing a 20mph limit is confusing and unnecessary   | 5/18/2023 12:46 PM |
| 113 | Most of the time it is already, absolutely ridiculous. More fumes has cars etc sit in traffic.  | 5/18/2023 10:50 AM |
| 114 | This should be extended to include church Street and Mayfield Road. We are subjected to pollution and to the vibration that is making our Georean buildings unsafe.   | 5/18/2023 10:00 AM |
| 115 | Obviously. All towns should be 20mph.   | 5/18/2023 9:56 AM  |
| 116 | Traffic already goes pretty slowly through all of the areas mentioned. This may add to congestion and impede attempts to improve air quality.   | 5/18/2023 9:54 AM  |
| 117 | I can see the sense in this. But i still think you should build a by pass.  | 5/17/2023 11:26 PM |
| 118 | Yes!  | 5/17/2023 11:21 PM |
| 119 | Unlikely to get above 20mph anyway as too much traffic. Need to spend money ona bypass to remove vehicles from town, rather than wasting the money tinkering with bits. Air pollution from vehicle will reduce once bypass built as ther will be less vehicles.   | 5/17/2023 10:47 PM |
| 120 | Please use this answer for all questions asked. Global warming is the greatest scam ever created.   | 5/17/2023 10:34 PM |
| 121 | Twenty's plenty schemes work well elsewhere.  | 5/17/2023 9:14 PM  |
| 122 | It would be ok because already you can only do 20   | 5/17/2023 9:13 PM  |
| 123 | Exceptional benefits in terms of reduced pollution, noise, tyre pollutants + safety benefits but speed cameras would be essential to enforce.   | 5/17/2023 9:02 PM  |
| 124 | Would make absolutely no difference to people's driving behaviour. Fix the roads first as people are driving slowly and all over the road to avoid the potholes.  | 5/17/2023 8:59 PM  |
| 125 | Slowing down traffic in the town centre is either redundant, as traffic is usually slow anyway, or counterproductive as when traffic is light, spending more time driving through Ashbourne is more polluting not less.   | 5/17/2023 8:47 PM  |
| 126 | Traffic speeds around this area are already slow and the cost involved with introducing a speed restriction would be wasted money.  | 5/17/2023 7:54 PM  |
| 127 | You can't go faster anyway with the traffic.  | 5/17/2023 7:08 PM  |
| 128 | You can't get round Ashbourne to do much more than 20 as it is!   | 5/17/2023 7:06 PM  |
| 129 | Should have always been 20mph   | 5/17/2023 6:29 PM  |
| 130 | Will cause more congestion resulting in more fuel being burned, counter productive  | 5/17/2023 6:15 PM  |
| 131 | We need a bypass!!! Cheaper parking to encourage visitors to the town, lower rents for new  | 5/17/2023 6:15 PM  |

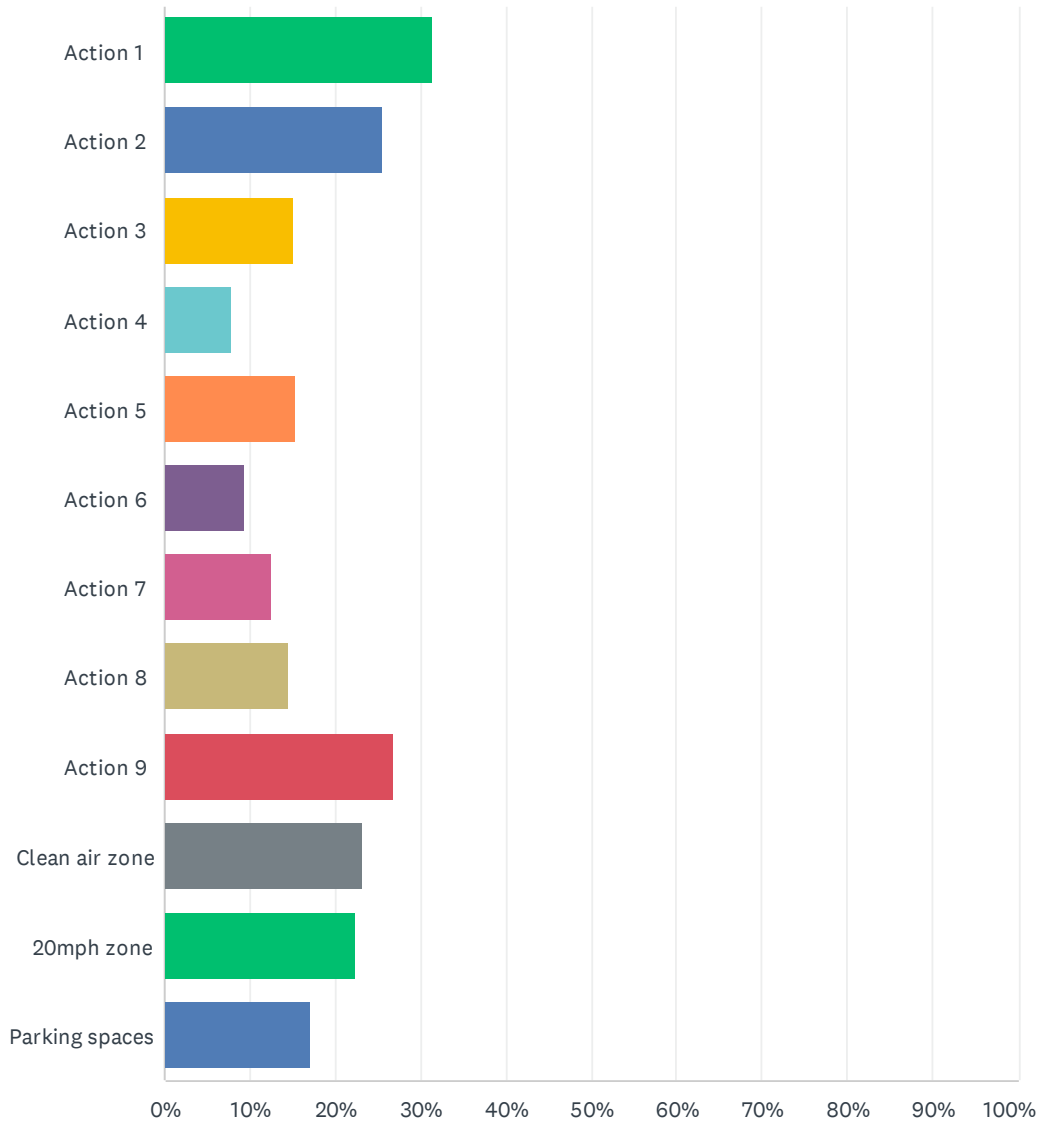
## Ashbourne Draft Air Quality Action Plan Consultation

|     |   |                    |
|-----|---|--------------------|
|     | businesses to get them established, but no more cafes or charity shops!   |                    |
| 132 | Will increase pollution .   | 5/17/2023 5:30 PM  |
| 133 | You can't go much faster than that anyway   | 5/17/2023 5:23 PM  |
| 134 | When will it stop? 5mph?  | 5/17/2023 4:34 PM  |
| 135 | It should already be 20mph!   | 5/17/2023 4:31 PM  |
| 136 | Clifton road and Mayfield Road as well very dangerous roads no pedestrian crossing.   | 5/17/2023 4:20 PM  |
| 137 | You can't drive above 20 miles per hour now due to pot holes and pedestrians walking on the road to avoid the awful condition of the pavements  | 5/17/2023 3:45 PM  |
| 138 | 20mph will only allow more traffic build up   | 5/17/2023 1:58 PM  |
| 139 | Need more information about the definition of "roads between these perimeter roads"   | 5/17/2023 1:57 PM  |
| 140 | Where's the question on the bypass!   | 5/17/2023 1:24 PM  |
| 141 | I also feel that a 20 mile an hour speed limit should be forced in all areas around schools and residential areas of a certain size.  | 5/17/2023 1:19 PM  |
| 142 | Can't usually travel much faster than that anyway.  | 5/17/2023 1:10 PM  |
| 143 | I live on Station street and I fail to see why this has not been included on the list of streets included in the Action Plan. The poor air quality in Ashbourne is negatively impacting my health, and therefore I support all these proposed measures. Station Street must also be included however, as the volume of traffic including HGVs is very high in this area.  | 5/17/2023 11:55 AM |
| 144 | This is counterintuitive to the above measures to improve vehicle flow through the town. At 20 mph many vehicles are in 2nd gear on a gradient or 3rd gear on the flat, revving higher and therefore being more polluting than at 30mph in 4th or 5th gear. A 20 mph limit is only ever set to antagonise motorists as part of a green active travel agenda - you know you can't make cycling attractive, so you try to make using a car less attractive. | 5/17/2023 11:44 AM |
| 145 | Can't go above twenty anyway due to potholes and traffic  | 5/17/2023 11:19 AM |
| 146 | You can't do more than 20mph in Ashbourne that's why you need a bypass  | 5/17/2023 10:36 AM |
| 147 | Low speeds build wealth.  | 5/17/2023 10:35 AM |
| 148 | To be honest I think you'd be doing well to go faster than 20mph on this section of road anyway   | 5/17/2023 10:09 AM |
| 149 | Your lucky if you get over 20 anyway the traffic is that bad  | 5/17/2023 8:23 AM  |
| 150 | Who would police this? We know that some drivers will not adhere to this  | 5/16/2023 6:42 AM  |
| 151 | With the traffic lights the road layout and traffic most of the ti e it is impossible to do 20 ;now   | 5/15/2023 9:20 PM  |
| 152 | It's rarely possible to go much faster in this area, so unlikely to have an impact.   | 5/15/2023 8:53 PM  |
| 153 | Should include Park avenue and estate. Preserve life of kids n pets n wild animals from fishpond meadow. Stop folk rushing too. Boy racers  | 5/15/2023 3:01 PM  |
| 154 | Can anyone travel above 20mph?  | 5/15/2023 2:47 PM  |



### Q17 Which of the above actions are most important to you? (tick up to 3 answers)

Answered: 405 Skipped: 0

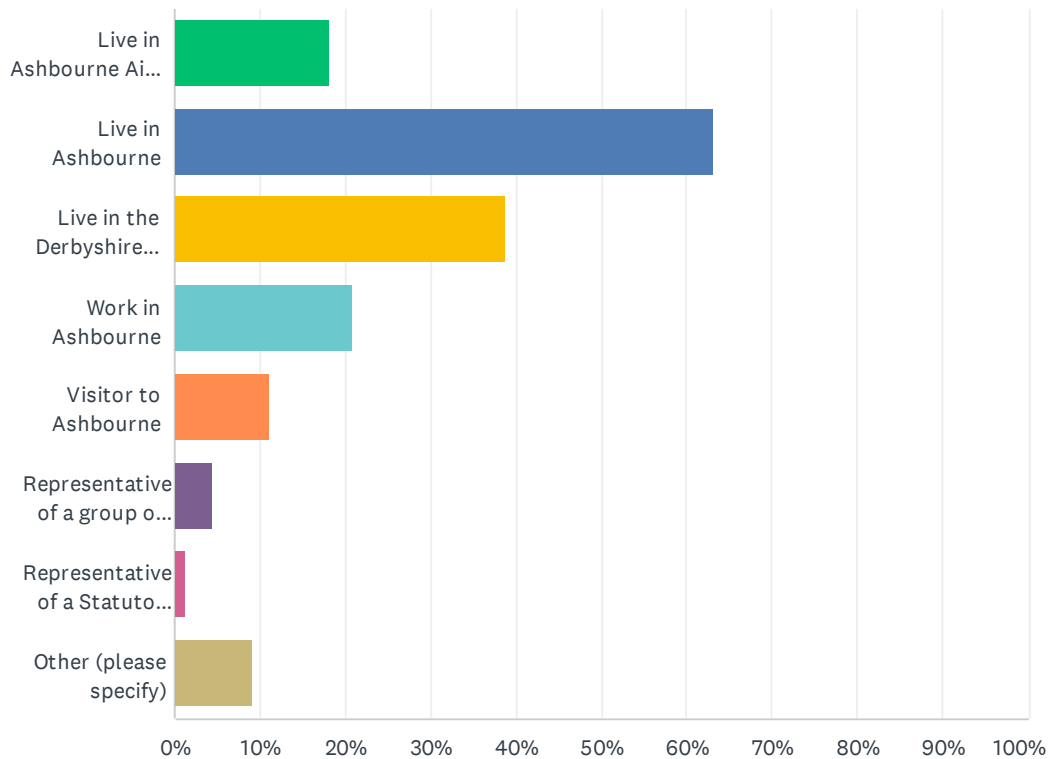


## Ashbourne Draft Air Quality Action Plan Consultation

| ANSWER CHOICES         | RESPONSES |     |
|------------------------|-----------|-----|
| Action 1               | 31.36%    | 127 |
| Action 2               | 25.68%    | 104 |
| Action 3               | 15.06%    | 61  |
| Action 4               | 7.90%     | 32  |
| Action 5               | 15.31%    | 62  |
| Action 6               | 9.38%     | 38  |
| Action 7               | 12.59%    | 51  |
| Action 8               | 14.57%    | 59  |
| Action 9               | 26.91%    | 109 |
| Clean air zone         | 23.21%    | 94  |
| 20mph zone             | 22.47%    | 91  |
| Parking spaces         | 17.04%    | 69  |
| Total Respondents: 405 |           |     |

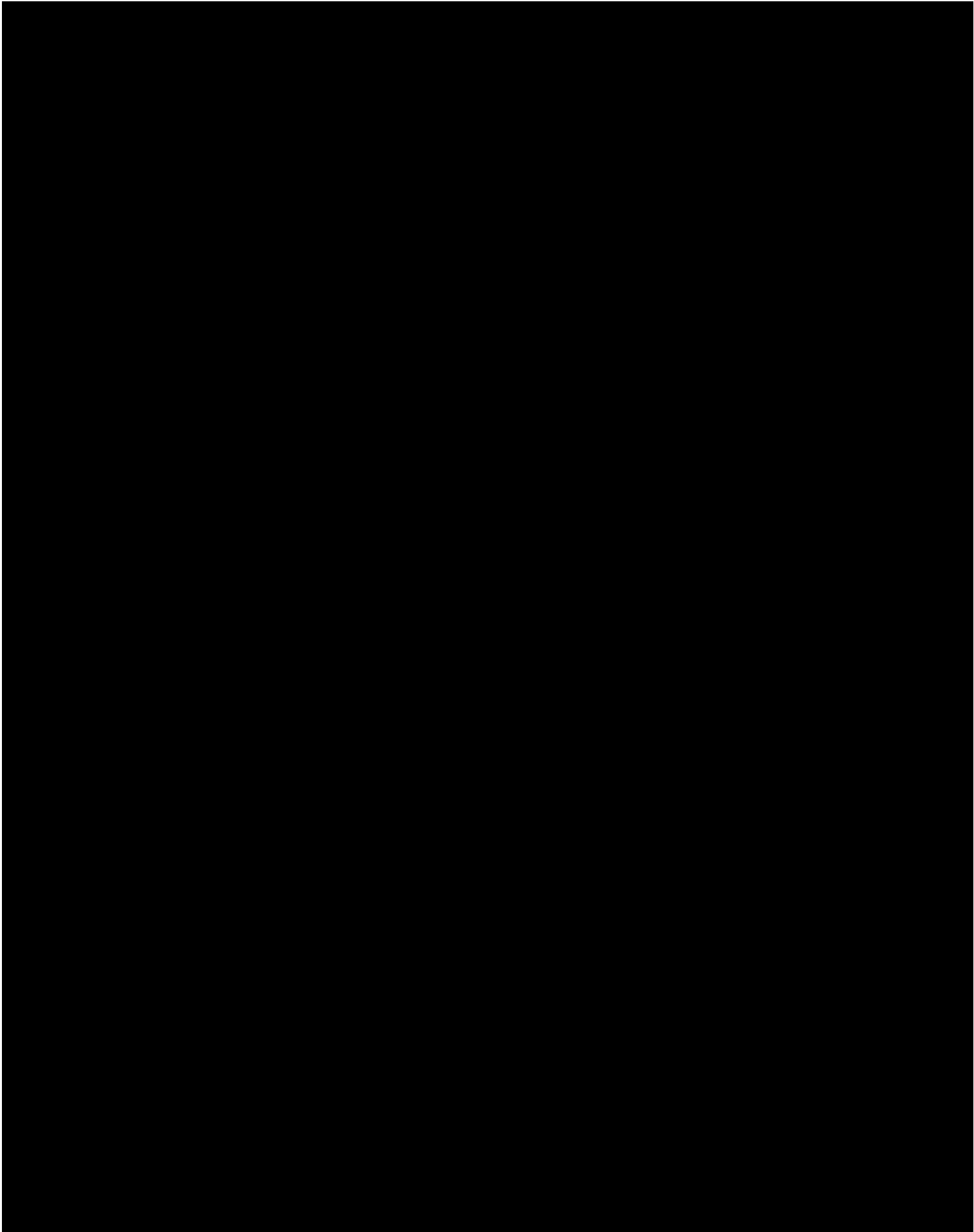
### Q18 Tick all appropriate.

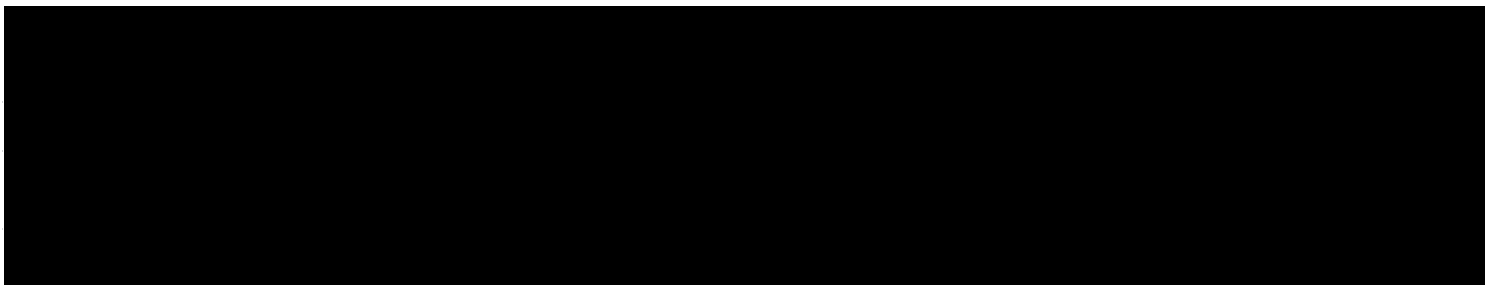
Answered: 402 Skipped: 3



| ANSWER CHOICES                                | RESPONSES |     |
|---|-----------|-----|
| Live in Ashbourne Air Quality Management Area | 18.16%    | 73  |
| Live in Ashbourne                             | 63.18%    | 254 |
| Live in the Derbyshire Dales                  | 38.81%    | 156 |
| Work in Ashbourne                             | 20.90%    | 84  |
| Visitor to Ashbourne                          | 11.19%    | 45  |
| Representative of a group or charity          | 4.48%     | 18  |
| Representative of a Statutory Body            | 1.24%     | 5   |
| Other (please specify)                        | 9.20%     | 37  |
| Total Respondents: 402                        |           |     |

| # | OTHER (PLEASE SPECIFY) | DATE |
|---|------------------------|------|
|   |                        |      |





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## Appendix 2: Discussion of Consultation Results

**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:

Simple score = +15.63%  
Weighted score = +22.69%  
Most important = 31.36%

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.

**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:

Simple score = +9.10%  
Weighted score = +9.86%  
Most important = 25.68%

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.

**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:

Simple score = -4.86%  
Weighted score = -9.46%  
Most important = 15.06%

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 about the difference that this action would make in practice.

**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:

Simple score = -1.5%  
Weighted score = -10.00%

Most important = 7.90%

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.

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.

**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:

Simple score = +25.31%

Weighted score = +35.08%

Most important = 15.31% (combined score for all proposals under action 5)

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.

**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:

Simple score = +22.31%

Weighted score = +25.32%

Most important = 15.31% (combined score for all proposals under action 5)

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.

**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:

Simple score = +30%

Weighted score = +40.75%

Most important = 9.38%

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.



**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:

Simple score = +15.54%  
Weighted score = +19.34%  
Most important = 12.59% (combined score for all proposals under action 7)

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.

**Action 7b:** School travel plans: there were 397 responses to this proposal with 108 strongly agreeing, 111 agreeing, 90 undecided, 37 disagreeing and 51 strongly disagreeing. This proposal scored as follows:

Simple score = +32.99%  
Weighted score = +47.34%  
Most important = 12.59% (combined score for all proposals under action 7)

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.

**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:

Simple score = +12.37%  
Weighted score = +15.40%  
Most important = 12.59% (combined score for all proposals under action 7)

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.

**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:

Simple score = +36.41%  
Weighted score = +56.49%  
Most important = 14.57% (combined score for all proposals under action 8)

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.

**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:

Simple score = +35.81%  
Weighted score = +48.60%  
Most important = 14.57% (combined score for all proposals under action 8)

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.

**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:

Simple score = +43.76%  
Weighted score = +69.97%  
Most important = 26.91%

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.

**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:

Simple score = +3.79%  
Weighted score = not applicable  
Most important = 17.04%

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.

**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:

Simple score = -15.00%  
Weighted score = -27.75%  
Most important = 23.21%

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.

**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:

Simple score = +18.95%  
Weighted score = +27.03%  
Most important = 22.47%

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.

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.

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# Agenda Item 7

**Community and Environment Committee – 7 September 2023**

## **LOCAL AUTHORITY HOUSING FUND – ROUND 2**

### **Report of the Director of Housing**

#### **Report Author and Contact Details**

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

Simon Beynon, Housing Strategy Officer (Homelessness and Inclusion),  
01629 761306 or simon.beynon@derbyshiredales.gov.uk

#### **Wards Affected**

Ashbourne North and Ashbourne South

### **Report Summary**

The government has announced the closure of bridging hotels across England currently housing 13,000 Afghan refugees. Councils are asked to provide housing to support the successful move on of families, some of whom have been in hotels since early 2022. Grant funding through the Local Authority Housing Fund Round 2 (LAHF2) is available in two ways, firstly as a direct grant with 200 councils receiving an allocation and a further 66 who have been asked to submit an expression of interest (EOI) to take up any underspend.

The District Council is one of the 66 authorities and an EOI was submitted in July. Not every Council has taken up their offer of grant and so, from the underspend, DDDC has been offered £292,000 towards the purchase of 2 properties.

### **Recommendation**

That approval be given to the delivery of LAHF2 as set out in the report.

### **List of Appendices**

Nil

### **Background Papers**

Report to Full Council (26 January 2023) – Refugees and Displaced People

### **Consideration of report by Council or other committee**

No

### **Council Approval Required**

No

**Exempt from Press or Public**  
No

## **Local Authority Housing Fund – Round 2**

### **1. Background**

- 1.1 The District Council received an allocation to purchase one ‘bridging’ home in the Local Authority Housing Fund (LAHF) Round 1 programme (the bulk of LAHF1 is for 17 Ukrainian properties). That property was acquired on 23 June and a family has now moved in. The family had been living in a hotel since January 2022. Central government has started bringing to an end, their contracts for the bridging hotels during August 2023. There is considerable work underway across the larger urban councils that have dispersal hotels in their locality, to find people a secure home. Councils are expected to receive these homeless families and accommodate them. Under LAHF2 £250m has been made available to buy larger properties but this will buy less than 2,000 homes.
- 1.2 The District Council was not allocated grant initially through LAHF2, instead officers were advised that if any funding remained, then the authority would be offered £126,000 + £20,000 per property. It appears that some of the 200 councils offered grant did not take up the allocation. As such the grant has now been confirmed and the District Council is expected to enter into a Memorandum of Understanding with DLUHC. The maximum average grant rate per unit is 40% of the costs of acquisition plus the £20,000 top up per property. Therefore, the average grant for purchase costs should not exceed £315,000. This provides some flexibility to go above £315,000 provided the average remains at or below 40%. If the cost of the property is over £315,000, the balance must be funded by the Council using the resources available.
- 1.3 Prior to the submission of the EOI, Leaders of the Progressive Alliance gave their support for the proposal.
- 1.4 The LAHF Round 1 proposal is progressing well with six properties purchased, five further properties in the process of being acquired and seven properties left to be identified. Both LAHF1 and 2 are challenging to deliver given open market values, the need to achieve at least an EPC of ‘C’ for all rented homes and the availability of homes in the right location that can be acquired, updated and occupied by the end of March 2024.

### **2. Key Issues**

- 2.1 Provision of social rented homes is a priority in the corporate plan and supporting refugees is part of the Housing Service Plan. Homes provided under the programme will be let as council homes at a social rent, and available for future generations. The additional two homes would form part of the Council’s target of 50 homes and the rental income delivers against the £200,000 per year rental income target.
- 2.2 The objective of the project is to achieve the purchase of two homes by March 2024 and accommodate two refugee families. The scope of the project is time and resource limited based on the funding available, our

capacity to deliver and the timescale set by the Department for Levelling Up, Housing and Communities (DLUHC). The two homes will most likely be delivered in Ashbourne given the support provided by the Ashbourne Refugee Community Support (ARCS) group and a reasonable supply of appropriately sized homes. The project itself is discretionary but there is an expectation that properties will be in ownership and occupied by end of March 2024.

### **3. Options Considered and Recommended Proposal**

- 3.1 In preparing this report, it is considered that there are a number of options available. The first option is not to proceed with the EOI. There is no statutory requirement for the District Council to take up the EOI offer. However, consultation with political leaders and the ARCS has indicated a strong level of support for the submission of the EOI. Therefore, this first option is not recommended.
- 3.2 Another option would be to go further and bid for more than two units. This is not recommended as it would put undue pressure on what is already a challenging timeline.
- 3.3 Financing the purchase of available homes can be difficult particularly when larger properties are needed for this cohort. The cheapest homes will be S106 homes already secured through market developments. S106 homes are typically sold at around 40% of the open market value to Registered Providers and so they are the least costly option. However, at this moment in time there are no such homes available of the right size and in the right location. When the Council receives an offsite contribution from a private developer to provide affordable housing elsewhere in the district, the contribution is £45,500 per dwelling. One option would be to limit the Council's expenditure to the value of an offsite contribution. However, this figure is well below the 60% (£189,000) contribution required by DLUHC. Sticking to a limit of £45,500 would limit the purchase price to £75,000 and so would not be deliverable.
- 3.4 The minimum bid is two homes: one as a permanent home and one as temporary accommodation. There is no need for temporary accommodation in the district as we do not have any bridging hotels about to close. This point has been clarified with LAHF and they confirmed their offer of funding for 2 permanent homes. This is the recommended option.
- 3.5 There are two rent options for the Council to consider, 'Social Rent' and 'Affordable Rent'. Social rents for 4 bed homes are much easier for tenants to afford than 'Affordable Rent', particularly when they gain employment. The Housing Benefit system does not support the provision of 4-bedroom homes. Any family on full housing benefit would typically struggle to cover the full rent of the property. There are discretionary payments available but these are not intended to be long term support measures. Affordable Rents are even more expensive as they are set at up to 80% of market rents. Comparable 4 bed rental properties in Ashbourne would be significant and



so, to protect the long term affordability of these properties, the best option is to provide them as social rents.

#### **4. Consultation**

- 4.1 Given the time between announcement of the LAHF2 on 13 June 2023 and the EOI deadline, consultation has been limited to emails to the Leader and Deputy Leaders, and a discussion with ACRS. ACRS have confirmed that they would support the tenants accommodated. Derbyshire County Council will also provide support to the families via a government funded service.

#### **5. Timetable for Implementation**

- 5.1 The timetable is relatively tight with the purchase of two homes required by the end of March 2024. A review of available opportunities in the market suggests the Council should be able to achieve the purchases within the time available.

#### **6. Policy Implications**

- 6.1 Provision of social rented homes is a priority in the corporate plan and supporting refugees is part of the Housing Service Plan. Homes provided under the programme will be let as council homes and available for future generations. The additional two homes form part of the Council's target of achieving 50 homes and the rental income delivers against the £200,000 per year rental income target.
- 6.2 Helping to accommodate Afghan refugees has been a national priority since the evacuation of people from Afghanistan. The larger urban and city councils across England need support to help move people out of hotels and into more sustainable homes.

#### **7. Financial and Resource Implications**

- 7.1 This project would be delivered through the Council's contract with Nottingham Community Housing Association, who act as the Council's Development Agent. Homes would be purchased from the open market. The exact cost will depend on the selling price of the particular houses, but an indication of costs is given in table 1 below.
- 7.2 Capital and revenue finance (revenue grants that may be used to finance capital expenditure) to support the project is set out in the table below and includes;
- LAHF2 acquisition costs £126,000 per property being 40% of the total value. This limits the average purchase price to £315,000.
  - LAHF2 additional works and fees grant £20,000 per property (which can be added to the acquisition costs)
  - Flexible Housing Fund Grant to support move on from bridging hotels, equal to £7,100 per person. So, a six-person household would attract a grant of £42,600.
  - Homeless Prevention Grant awarded in 2023/24

- Homes for Ukraine funding already provided via Derbyshire County Council.
- S106 income will be required but the amount would be reduced by using the Flexible Housing Fund, Homeless Prevention Grant and Homes for Ukraine funding.

**Table 1: Expected costs and proposed financing**

| LAHF 2 | House type     | Purchase price £ | Legal fees £ | Total Cost £   | Maximum LAHF Grant £ | DLUHC top up £ | Flexible Housing Fund £ | Homeless Prev'n Grant £ | Homes for Ukraine Grant £ | S106   |
|--------|----------------|------------------|--------------|----------------|----------------------|----------------|-------------------------|-------------------------|---------------------------|--------|
| 1      | 4 bed 7 person | 350,000          | 3,000        | <b>350,300</b> | 126,000              | 20,000         | 49,700                  | 37,300                  | 37,300                    | 80,000 |
| 2      | 3 bed 6 person | 325,000          | 3,000        | <b>325,300</b> | 126,000              | 20,000         | 42,600                  | 28,350                  | 28,350                    | 80,000 |

7.3 All of these grants and payments would be contained within 2023/24. Subject to this Committee's approval of this report's recommendations, the capital programme will be updated in November to include the estimated expenditure and financing associated with this project. At the same time the Capital Programme Working Group will also receive and review the detailed business case to ensure consistency with other capital programme schemes.

7.4 Any DLUHC grant funding that is not spent must be repaid. There are no direct revenue costs associated with the scheme. There are no direct savings but rents from 2 x 4 bed houses would generate just under £16,000 per year in rental income.

7.5 The financial risk is assessed as Medium.

## 8. Legal Advice and Implications

8.1 This is a central government scheme and the legal risk connected to this report has been assessed as low.

## 9. Equalities Implications

9.1 There are no equalities implications to report other than the positive step of removing two families from long term hotel use. Adding 3 and 4 bed homes to the Council's housing stock will dramatically improve our long-term support for larger families.

## 10. Climate Change Implications

10.1 There are no climate change implications to report, other than repeating the existing commitment to achieve EPC B on all acquired properties. Given the homes to be purchased will be relatively new, the homes should already achieve EPC B.

## 11. Risk Management

- 11.1 The main risk with this opportunity is the ability to deliver within the timescale available. Given the Council's work with Nottingham Community HA, the ability to acquire and let properties is now well established. The scheme cannot be added to the capital programme until Council approval is given at November Council when the Capital Programme is updated. However officers will need to begin work to identify properties, make offers and instruct solicitors to begin the purchase process if we are to meet DLUHC's requirements to be in a legal process to acquire by November. The properties must also be let by the 31<sup>st</sup> March 2024. If officers wait until the November Council before commencing work on the scheme, then there is a significant risk of failing to complete the project in time. This would have a reputational impact with DLUHC and local partners. Another risk associated with support for refugee families concerns negative community feedback.

### Report Authorisation

Approvals obtained from Statutory Officers:-

|   | <b>Named Officer</b> | <b>Date</b> |
|---|----------------------|-------------|
| Chief Executive                                   | Paul Wilson          | 21/08/2023  |
| S.151 Officer<br>(or Financial Services Manager)  | Karen Henriksen      | 25/08/2023  |
| Monitoring Officer<br>(or Legal Services Manager) | James McLaughlin     | 30/08/2023  |

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# Agenda Item 8

OPEN REPORT  
COMMUNITY AND ENVIRONMENT COMMITTEE

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Community and Environment Committee – 7 September 2023

## VISIT PEAK DISTRICT, DERBYSHIRE AND DERBY: PARTNERSHIP AGREEMENT 2023-2026

### Report of Director of Regeneration and Policy

#### Report Author and Contact Details

Steve Capes, Director of Regeneration and Policy  
01629 761371 or [steve.capes@derbyshiredales.gov.uk](mailto:steve.capes@derbyshiredales.gov.uk)

#### Wards Affected

District-wide

#### Report Summary

The report seeks renewal of the Partnership Agreement between the District Council and Visit Peak District, Derbyshire and Derby (the official Tourist Board for this area)

#### Recommendations

1. That the Partnership Agreement between Visit Peak District, Derbyshire and Derby and Derbyshire Dales District Council 2023-2026 be approved.
2. That the District Council takes a seat on the Local Visitor Economy Partnership (LVEP) Board when established.

#### List of Appendices

Appendix 1 Draft Partnership Agreement between Visit Peak District, Derbyshire and Derby and Derbyshire Dales District Council 2023-2026

#### Background Papers

Community and Environment Committee (26 June 2019) – Marketing Peak District and Derbyshire: Partnership Agreement 2019-2022

#### Consideration of report by Council or other committee

No

#### Council Approval Required

No

#### Exempt from Press or Public

No

## Visit Peak District, Derbyshire and Derby: Partnership Agreement 2023 – 2026

### 1. Background

- 1.1 [Visit Peak District, Derbyshire and Derby](#) (VPDDD) is the official Tourist Board for this area – the destination management organisation. It is a public-private partnership, and its role is to support and grow the visitor economy.
- 1.2 Annual expenditure for VPDDD varies but is approximately £750,000, of which some £168,500 is directly contributed by local authority partners. The largest district council funding contribution is from Derbyshire Dales District Council (£17,000 per year). This reflects the fact that the Derbyshire Dales district contains more visitor economy businesses and attractions than other districts. The Peak District National Park Authority formerly contributed £12,000 to VPDDD but ceased its funding some years ago.

*Local authority contributions to VPDDD 2023/24*

|  |          |
|--|----------|
| Derbyshire County Council              | £100,000 |
| Derbyshire Dales District Council      | £17,000  |
| Chesterfield Borough Council           | £14,000  |
| High Peak Borough Council              | £12,000  |
| Bolsover District Council              | £10,500  |
| North East Derbyshire District Council | £10,500  |
| Amber Valley Borough Council           | £4,500   |

Commercial income (memberships and advertising) accounts for some £230,000, with the remainder comprising one-off Visit England and other funding sources that VPDDD has been very successful in bidding for.

- 1.3 VPDDD was one of the first 15 destination management organisations to be awarded the status of Local Visitor Economy Partnership (LVEP) by the Government earlier this year. LVEP status has been awarded to some of the larger and more viable destination management organisations, and recognises VPDDD’s approach to partnership working. As part of the LVEP agreement, joint working between the existing Visit Peak District and Derbyshire and the existing Visit Derby organisations is being formalised – hence both titles, along with VPDDD, are still currently in use.
- 1.4 In recent years, VPDDD has been instrumental in leading the establishment of the ‘Inspired by the Peak District’ marque, which partners jointly promote as a quality investment and retail brand. VPDDD was also a delivery partner in the District Council’s post-COVID “Welcome Back” campaign. Looking ahead, VPDDD is a member of the Derbyshire Dales UK Shared Prosperity Fund Partnership.
- 1.5 The VPDDD Board comprises private sector industry representatives and local authority representatives. The District Council is represented on the Board of VPDDD by Councillor Lucy Peacock in 2023/24. Other local authorities

represented are Derbyshire County Council, High Peak Borough Council, Derby City Council, and Peak District National Park Authority.

- 1.6 The Board is chaired by Sir Richard Fitzherbert (Tissington Hall). Other private sector members include Chatsworth and the Heights of Abraham; the University of Derby is also represented. The accountable body for VPDDD is the East Midlands Chamber, whose Chief Executive sits on the VPDDD Board.
- 1.7 If the LVEP in time has a different Board structure, it is recommended that the District Council (as the district contains more visitor economy businesses and attractions than other districts) should have a seat on the LVEP Board too. This has already been indicated by the Leader and Chief Executive at a meeting with other councils.

## 2. Visitor economy

- 2.1 The visitor economy accounts for a smaller percentage of employment in the Derbyshire Dales than the manufacturing sector, but is nevertheless significant. Accommodation has 3.9% of employees in the district; and food and beverage services have 10.9%. By contrast, manufacturing has 15.6% and public administration accounts for 9.4% of Dales employees (Source: Office for National Statistics UK Business Register and Employment Survey – extracted from NOMIS 3rd June 2023).
- 2.2 Jobs in the visitor economy are often characterised by part-time working, low wages, and seasonal/casual conditions. It is therefore important to the economic health of the Derbyshire Dales to grow the value of the visitor economy, with a view to creating better jobs in the sector. To achieve this, a District Council aim has been to **encourage visitors to spend more when they come to the Derbyshire Dales**. Providing better visitor ‘experiences’ and working towards a higher-value visitor ‘offer’ help achieve this aim.
- 2.3 There are estimated to be some 5 million visitors to the Derbyshire Dales each year (Source: STEAM model). 85% of these are day visitors – people coming to the Dales for a few hours, mostly by car, and going home the same day. Day visitors contribute, relatively speaking, little to the local economy. By contrast, 15% of visitors to the Derbyshire Dales are staying visitors – people whose visits include an overnight stay(s) in the district. Staying visitors contribute more to the Dales economy, both in terms of spend per head and overall spending.
- 2.4 Higher skilled, better paid, higher quality jobs can come from the visitor economy, but for that to occur higher visitor spend must be generated. This in turn depends on staying visitors. Staying visitors spend on accommodation, food and drink, and multiple attractions. To generate more staying visitors, two things must come together: more, **better quality accommodation** (rural hotels); AND more, **better quality rural visitor attractions**. The Derbyshire Dales needs the local tourism industry to come together to create, market and sell experiences that bring these two together – e.g. **cycling weekends** based around quality local food and drink establishments; **walking holidays** using existing routes staying in accommodation that offers good food. The green agenda can be captured here through active travel, public transport and local

purchasing. The '**Inspired by the Peak District**' brand is helping local businesses develop a marketing edge based on their association with the Peak District National Park which is an iconic brand.

2.5 Given the small resource of the District Council, it cannot achieve the above on its own. Therefore it looks to VPDDD to take the lead in delivering many of the above priorities.

### **3. The District Council tourism resource**

3.1 During 2014, a fundamental review of the District Council's tourism service took into account the tightening budget position of the District Council. Whilst making savings it resolved not to cease the tourism service altogether. Instead, the service merged with Economic Development and focuses now on the value to be gained by improving the quality of tourism in the district.

3.2 The tourism resource at the District Council now principally comprises approximately:

- 0.5 FTE tourism officer capacity
- £5,000 p.a. net budget for tourism publications such as mini-guides
- £2,000 p.a. IT support for Visitor Information Points in the district
- £17,000 p.a. contribution passed directly to VPDDD

3.3 For the past decade, the District Council's contribution to VPDDD of £17,000 has remained constant. Given the slim resource available to the District Council, it is important that maximum value for money is secured from our VPDDD contribution. It is in that light that the following Partnership Agreement has been negotiated.

### **4. Partnership Agreement**

4.1 The first Partnership Agreement between the Council and VPDD was signed in 2019. This successor Agreement seeks to retain and build on good features from the first. However, it is acknowledged that the COVID-19 pandemic affected the period of the initial agreement.

4.2 The draft Agreement (attached to this report at Appendix 1) describes common aims and objectives, as well as individual priorities for both the Council and VPDDD. Key aims include improving the quality of the visitor offer and marketing the destination. Objectives include:

- attracting higher spending visitors who are likely to buy local products
- encouraging visitors to spend more, by staying longer
- increasing the ratio of staying visitors versus day visitors
- improving the quality of tourism jobs.

4.3 Targets within the draft Agreement comprise generic actions that VPDDD will undertake, and specific activity of importance to the Derbyshire Dales. Some of the latter are highlighted in red in the draft Agreement, and include:



- Grow VPDDD membership numbers across the Derbyshire Dales by 15%: there are more than 1500 visitor economy businesses (accommodation, attractions, events, places to eat/drink) in the Derbyshire Dales, but currently the number of these that are members of VPDDD is in the region of 105.
- Carry out a quarterly “How’s business?” survey of visitor economy businesses, with questions measuring the number and value of overnight stays, increase/decrease in turnover, and increase/decrease in overseas visitors.
- Website satisfaction: % of Derbyshire Dales businesses who consider the VPDD website good or excellent.
- Numbers of social media posts featuring content from the Derbyshire Dales.
- Business support (workshops, webinars and peer to peer networking events): to engage a minimum 50 Derbyshire Dales businesses per year.

4.4 The draft Agreement confirms that Derbyshire Dales District Council will provide VPDDD with £17,000 in 2034/24. Subject to available resources and achievement of the Outputs specified in the Agreement, it would be the intention of the District Council to continue to contribute funding at this level in 2024/25 and 2025/26. Performance against the Agreement will be reviewed annually. Should resources not be available at that level, or should the outputs/outcomes not be achieved in full, then the Agreement states that the funding contribution from the District Council may be reduced.

## **5. Options Considered and Recommended Proposal**

5.1 It is recommended that the Partnership Agreement be approved.

5.2 An alternative option would be not to have a Partnership Agreement with VPDDD; that would mean uncertainty both for the Council and VPDDD as to future visitor economy activity, and is not recommended. Alternatively, the Partnership Agreement could be re-negotiated, but given the months taken to reach this draft the prospect of further delay for uncertain gain is not recommended.

5.3 A further option would be withdraw from VPDDD and cease funding. This option could bring a financial saving to the Council. However, given that the fact that the Derbyshire Dales contains more visitor economy businesses and attractions than other districts, and that the visitor economy accounts for 14.8% of employees in the Derbyshire Dales, withdrawal from the Local Visitor Economy Partnership is not recommended.

## **6. Consultation**

6.1 The District Council’s representative on the VPDDD Board, Councillor Lucy Peacock, has been consulted on this report. Her comments are:

“I support the objectives in the agreement, and particularly applaud the emphasis on creating higher value jobs, and lessening the environmental

impact of tourism. I think the key performance indicators are fair and reasonable.”

## **7. Timetable for Implementation**

- 7.1 The Partnership Agreement would come into effect when signed, and last until March 2026.

## **8. Policy Implications**

- 8.1 Section 2 of the report explains the links between the visitor economy and the evidenced economic development needs of the Derbyshire Dales. The Corporate Plan 2020-24 has a priority of ‘Prosperity – supporting better homes and jobs’, within which is a target area to “Support businesses to encourage productivity, growth, and higher wage jobs in rural and urban locations.” ‘Promoting the area’s walking, cycling and food & drink offer’ is a non-priority action in the current Economic Plan. The draft Partnership Agreement has been written in support of these policies.

- 8.2 The Economic Recovery Plan approved by the Council in 2020 stated that the visitor economy would not be a primary focus of the post-pandemic recovery, other than where higher value generating tourism can be stimulated. The rural economy position statement, endorsed by the Council at the same meeting, gave specific guidance as to how the visitor economy could be influenced to generate higher visitor spend. The approach taken in this report follows that lead and seeks, within the limited resources available, to stimulate higher-value generating tourism.

## **9. Financial and Resource Implications**

- 9.1 The £17,000 contribution to Marketing Peak District and Derbyshire is incorporated in the approved 2023/24 budget. Its inclusion in the budget in future years would be subject to the annual review process incorporated in the draft Partnership Agreement. The financial risk of this report is therefore assessed as low.

## **10. Legal Advice and Implications**

- 10.1 As stated, this report seeks renewal of the Partnership Agreement between the District Council and Visit Peak District, Derbyshire and Derby.
- 10.2 There is a recommended decision that the Partnership Agreement between Visit Peak District, Derbyshire and Derby and Derbyshire Dales District Council 2023-2026 is approved.
- 10.3 The legal risk for the Council in taking the recommended decision has been assessed as low.

## **11. Equalities Implications**

- 11.1 A core objective of VPDDD as set out in the draft Partnership Agreement, is to “Make tourism inclusive and available for all”. The [visitpeakdistrict.com](https://www.visitpeakdistrict.com) website enables searching for accessible accommodation and other businesses by selecting requirements such as: Fully accessible disabled toilet, Changing places toilet, Designated disabled parking, Accessible equipment available for use or hire, Clear signage throughout venue, Audible alarm system, Visual alarm system, Hearing loop in key places, Wheelchair accessible, Braille or large print menu and information.
- 11.2 The annual VPDD tourism awards include an Accessible & Inclusive Tourism Award. This seeks to recognise tourism businesses that excel in providing an inclusive customer experience, particularly for those with accessibility requirements.

## **12. Climate Change and Biodiversity Implications**

- 12.1 A core aim of VPDDD as set out in the draft Partnership Agreement, is to reduce environmental impact. An objective is to reduce the impact of transport by providing visitors with better information on travel between attractions and major transport hubs, and to work towards zero carbon targets.
- 12.2 Specific targets in the draft Partnership Agreement include:
- Launch the Sustainable Tourism Action Plan 2023: develop sustainable tourism products in the Derbyshire Dales, support transport connectivity, and provide better information about bus routes and how to get here.
  - Work with a number of accommodation providers and attractions to promote the use of public transport and the wayfarer ticket
- 12.3 The [visitpeakdistrict.com](https://www.visitpeakdistrict.com) website enables searching for sustainable accommodation and other businesses by selecting requirements such as: Eco cleaning, Net Zero pledge, Plant-based menu options or vegetarian or vegan friendly options, Environmental certification/awards, Renewable energy, Local produce or homegrown food, Accessible by public transport, Electric vehicle charging, and Recycling on-site.
- 12.4 To promote biodiversity, it might be helpful if in future accommodation or visitor attractions were supported to make claims to be ‘pollinator friendly’ or ‘managing our grounds for nature’, and that where achieved these measures could also be searchable terms on the website.
- 12.5 The annual VPDD tourism awards include an Ethical, Responsible & Sustainable Tourism Award. This seeks to recognise tourism businesses from across the visitor economy who are truly committed to being sustainable, responsible and ethical in how they operate and interact with customers, the wider community and the environment.

## **11. Risk Management**

11.1 None directly arising from this report. The Accountable Body for VPDDD is the East Midlands Chamber.

### **Report Authorisation**

Approvals obtained from Statutory Officers:

|   | <b>Named Officer</b> | <b>Date</b> |
|---|----------------------|-------------|
| Chief Executive   | Paul Wilson          | 21/08/2023  |
| Director of Resources/ S.151 Officer<br>(or Financial Services Manager) | Karen Henriksen      | 24/08/2023  |
| Monitoring Officer<br>(or Legal Services Manager)                       | Kerry France         | 25/07/2023  |



PARTNERSHIP AGREEMENT

BETWEEN

**VISIT PEAK DISTRICT AND DERBYSHIRE**

AND

**DERBYSHIRE DALES DISTRICT COUNCIL**

REGARDING

3 YEAR AGREEMENT FROM

APRIL 2023 – MARCH 2026

(SUBJECT TO ANNUAL REVIEW)

## **PARTNERSHIP AGREEMENT**

**This Partnership Agreement is entered into by and between:**

**VISIT PEAK DISTRICT AND DERBYSHIRE** with registered number 1785710 of East Midlands Chamber, Commerce House, Millennium Way, Chesterfield, S41 8ND

And

**DERBYSHIRE DALES DISTRICT COUNCIL** Town Hall, Bank Hill, Matlock, DE4 3NN

### **1. Purpose**

The purpose of this Agreement is to outline the guiding principles by which both organisations will work jointly together to grow the value and economic impact of the Visitor Economy Sector across the Peak District and Derbyshire. This Agreement is underpinned by the current Peak District and Derbyshire Visitor Economy Recovery Plan – 2020/2025 approved by partners and the Visit Peak District and Derbyshire Board, and by the Derbyshire Dales Economic Recovery Plan 2020 and the Derbyshire Dales Economic Plan 2019, both adopted by Derbyshire Dales District Council.

### **2. Background**

Visit Peak District and Derbyshire

Visit Peak District and Derbyshire (VPDD) is the official Tourist Board and Destination Management Organisation for the area and represents one of the best opportunities to recover and grow the value of visitors to the area. To grasp the many opportunities VPDD needs to continue to raise the profile of Peak District and Derbyshire, package up its assets and make the most of its location and accessibility to convince consumers both from domestic and overseas markets that it is a great place to visit. VPDD will continue to provide sector specific business support and will accelerate businesses to the next stage of growth by exploiting markets that show signs for growth, through a range of activities specific to the sector and wider supply chain.

Through this Partnership Agreement we will be seeking to create the environment for the continued development of the visitor economy and tourism in the Peak District and Derbyshire. We want to ensure that the visitor economy sector and tourism remains an effective and successful contributor to the local and regional economy.

This Agreement outlines Visit Peak District and Derbyshire's role in the visitor economy management of the Peak District and Derbyshire as a destination to the domestic and international visitor, and leading on seeking investment to develop the quality of the Peak District and Derbyshire product, supporting the delivery of competitive leisure, culture and heritage attractions that are able to compete with similar attractions across the country

In March 2023 VPDD applied to become a Local Visitor Economy Partnership (LVEP), joined by Visit Derby. Accreditation was successfully received in April 2023 with Visit Peak District, Derbyshire and Derby announced as 1 of 15 destinations by Visit England. VisitEngland will work closely with LVEPs during the set-up of the new structure and beyond, supported by a team of five new Regional Development Leads. As well as having a nationally recognised official status, LVEPs will also be able to access expert advice, dedicated toolkits and training programmes, targeting sector needs in areas ranging from distribution, accessibility, sustainability and marketing. An important strand of support

will be highlighting available Government funding streams as well as developing and providing a 'toolkit' to help LVEPs with bids to those streams.

VisitEngland welcomed the first three LVEPs, Newcastle Gateshead Initiative, Visit County Durham and Visit Northumberland, into the programme earlier this year. They form the pilot Destination Development Partnership (DDP) in the Northeast of England, led by Newcastle Gateshead Initiative, first announced by the UK Government in November 2022. The pilot will last until March 2025, this time will be used to test and prove the DDP concept and the impact the model can have on growing the visitor economy, strengthening the case for future funding. Visit England aim to set up and accredit 40 – 50 LVEP areas during this pilot phase.

Our priority for 2023/24 is to help reset how we deliver tourism, using the new LVEP structure, we will work with Local Authorities and stakeholders to develop strong Partnerships. This approach will help to eliminate duplication especially in overlap areas. By working collaboratively we can make sure that businesses get the best support to grow their business and consumers are offered compelling reasons to visit. 2023 will also see the launch of our Sustainable Tourism Action Plan, this plan developed in Partnership with the Peak District National Park and the National Forest will underpin future activity delivering tourism in a responsible way, protecting our cultural heritage, our attractions, events and activities that make our destination unique. We will work in partnership with our Local Authorities and stakeholders and communities to ensure all visitors and locals can have a fantastic experience, with enough resources for both.

#### The Derbyshire Dales

The visitor economy is a small but significant sector in the Derbyshire Dales. Accommodation and food service activities account for 14% of employment in the district, which is less than the manufacturing sector at 16% but greater than agriculture and quarrying at 3% of jobs (Source: Office for National Statistics UK Business Register and Employment Survey).

Jobs in the visitor economy are often characterised by part-time working, low wages, and seasonal/casual conditions. It is therefore important to the economic health of the Derbyshire Dales to grow the value of the visitor economy, with a view to creating better jobs in the sector. To achieve this, a Derbyshire Dales District Council aim is to **encourage visitors to spend more when they come to the Derbyshire Dales**. Providing better visitor 'experiences' and working towards a higher-value visitor 'offer' to help achieve this aim.

There are estimated to be some 5 million visitors to the Derbyshire Dales each year (Source: STEAM model). 85% of these are day visitors – people coming to the Dales for a few hours, mostly by car, and going home the same day. Day visitors contribute, relatively speaking, little to the local economy. By contrast, 15% of visitors to the Derbyshire Dales are staying visitors – people whose visits include an overnight stay(s) in the district. Staying visitors contribute more to the Dales economy, both in terms of spend per head and overall spending.

Higher skilled, better paid, higher quality jobs can come from the visitor economy, but for that to occur higher visitor spend must be generated. This in turn depends on staying visitors. Staying visitors spend on accommodation, food and drink, and multiple attractions. To generate more staying visitors, two things must come together: **more, better quality accommodation** (rural hotels); **AND more, better quality rural visitor attractions**. The Derbyshire Dales needs the local tourism **industry to come together to create, market and sell experiences** that bring these two together – e.g. cycling weekends based around quality local food and drink establishments; walking holidays using existing routes staying in accommodation that offers good food. The green agenda can be captured here through active travel and local purchasing. The 'Inspired by the Peak District' brand is

helping local businesses develop a marketing edge based on their association with the Peak District National Park which is an iconic brand.

The tourism resource at Derbyshire Dales District Council comprises approximately:

- 0.5 FTE tourism officer capacity
- £6,000 p.a. net budget for tourism publications
- £2,000 p.a. IT support for Visitor Information Points in the district
- £17,000 p.a. contribution passed directly to VPDD

Given the small resource of the District Council, it cannot achieve the above on its own. Therefore Derbyshire Dales District Council looks to Visit Peak District and Derbyshire to take the lead in delivering the above priorities.

### **3. Core Aims**

- To work with Local Authority Partners in setting strategic direction for the development of the visitor economy in the Peak District and Derbyshire.
- To ensure that the visitor economy sector remains an effective and successful contributor to the Peak District and Derbyshire economy and making the area a more attractive and vibrant destination for both residents and visitors.
- Promote the improvement of quality in every aspect of the product and service to visitors
- Provide a strategic lead for the development and marketing of tourism in the area
- Reduce the environmental impact and maximise the social benefits of our operations
- Optimise the profile and recognition of the iconic Peak District and Derbyshire brand and its market towns
- Promote the area through tactical marketing campaigns agreed in advance with the VPDD Board to identified target market and demographics
- Ensure that high quality research and market intelligence is applied and shared with the industry
- Continue to develop the website [www.visitpeakdistrict.com](http://www.visitpeakdistrict.com) and Consumer Relationship Management System (CRM) as the foundation of effective marketing and business support services
- Act as a 'front door' for visitor economy sector businesses to access advice, business support, grants and help with workforce skills, signposting businesses when appropriate
- Provide networking opportunities and encourage collaboration between tourism businesses in the area
- Represent the interests of Peak District and Derbyshire tourism businesses and organisations at regional and national level and lobby Government for support on their behalf.
- Advise on public investment in tourism products, such as hotels, attractions, activities and events

### **4. Core Objectives**

- Attract higher spending visitors who are likely to buy local products and able to repeat and recommend
- Encourage visitors to spend more, by staying longer and increase the value of each visitor
- Increase the ratio of staying visitors versus day visitors
- Improve the perception of tourism and the impact of visitors with local communities



- Deepen the economic value of tourism, especially across the Autumn and winter months through promoting year-round tourism activity including local accommodation, events, attractions and products to visitors, whilst being conscious of capacity of destinations.
- Reduce the impact of transport - provide visitors with better information on 'how to get here' and how to get to and from attractions from major transport hubs, and work towards zero carbon targets
- Grow new products such as business tourism and the development of business incentive travel itineraries
- Sharpen business practice and assist business growth through sector specific business support programmes, encouraging businesses to expand their offer, develop their products and enter into new markets – e.g.skills, digital, accessible best practice , sustainable, business travel and events, international etc.
- Deliver a digital programme designed to support the sector - Increase bookability and increase the bookable product offer to customers, e.g. assist businesses to replace 'Guestlink'.
- Improve the quality of tourism jobs – support initiatives to improve the quality of jobs across the tourism sector creating more year round employment opportunities.
- Make tourism inclusive and available for all - support the development of inclusive tourism, create products with the right imagery and calls to action where everyone feels welcome.
- Support the development of a sustainable accommodation mix, explore opportunities to increase the amount of accommodation/bedspaces working with planners to enable this growth.
- Grow the international profile of Peak District, Derbyshire by working with key partners such as UKInbound, Destination Management Companies, and Visit Britain to increase international visits.

| 5. Overall Targets for 2023/24                            |   |  |  |
|---|---|--|--|
| Project   | Key Performance Indicators  | Target KPI (pa)  | Outputs  |
| <b>VPDD annual Core Products</b>                          |   |  |  |
| Launch the 'Everything England' Campaign and new branding | <ul style="list-style-type: none"> <li>Early 2023</li> </ul> Maintain the awareness of the destination as a place to visit and take holiday across all domestic audiences and develop international markets.                                | Increase volume and value of visitors YoY  | Achieve 2019 visitor numbers by the end of 2023/24<br><br>(2021 STEAM – 80% of 2019 achieved)                                    |
| Attractions Map and                                       | <ul style="list-style-type: none"> <li>200,000 printed and distributed in year – fully commercial i.e. paid for via advertising sales.</li> <li>Raise £45k in advertising sales to pay for the print and distribution of the map</li> </ul> | Print 200,000<br><br>Distribute 200,000 in year<br><br>In and out of Destination | DDDC content to be included – e.g. attractions, experiences, walking and cycling etc.  |
| <b>Membership</b> and advertising                         | VPDD Launched a new membership rate card January 2023 and has set a target to increase commercial income by 15%   | Achieve a total income target of £265,000 by March 2024.                         | +15%<br><br><b>Grow membership numbers across the Derbyshire Dales – Work with DDDC to increase membership businesses by 15%</b> |

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| <p>Digital Marketing<br/> <a href="http://www.visitpeakdsitric.com">www.visitpeakdsitric.com</a><br/> &amp;<br/> Social media; Facebook, Instagram, Twitter, LinkedIn and TikTok</p> | <p>To develop Derbyshire Dales Content to reflect and promote the offer and meet the objectives for growth</p> <p>Current no of business records supported.</p> <p><b>Total: 267 records</b></p>  | <p>Maintain traffic to the site and awareness of the Derbyshire Dales area as a place to visit and stay –</p> <p>agree a baseline</p> <p>267 product listings<br/> Incl. attractions, accommodation and events etc.</p> | <p>Work with the DDDC to continually improve product and content for area</p> <p>Meet quarterly to discuss new ideas for content and support any offers and events. Continue to attend Derbyshire Tourism Meetings – formerly (TOGS)</p> <p>There are c 1,500 visitor economy businesses across the Derbyshire Dales – we must increase the number of businesses that we are currently representing.</p> |
| PR and Media   | Continue to build relations with media/journalists and influencers  | Host Journalists during 2023/24 from domestic and international markets   | Include Derbyshire Dales content in at least 2 of the featured articles.   |
| <b>DDDC specific targets</b>   |   |   |  |
| <p>Data collection</p> <p>Business Sentiment surveys</p> <p>STEAM Data</p> <p>Mobile Data</p>  | <p>Deliver quarterly survey of visitor economy business with questions measuring:</p> <p>- No. and value of overnight stays (+ annual % increase/decrease)</p> <p>- % increase/decrease in turnover</p> <p>- % increase/decrease in overseas visitors</p> | <p>Min 50 businesses surveyed in Derbyshire Dales</p>   | <p>survey completed quarterly</p>  |
| Website satisfaction   | - % of Derbyshire Dales businesses who consider the DMO website good or excellent   | {TBD with JD using current baselines}   | TBD  |

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| Economic Growth:<br>STEAM Figures growth  | Baseline 2019  | Grow the Value and volume of the sector by 5% YoY. Using 2019 as the baseline  | Meet Tourism strategy growth targets.   |
| Marketing:<br>Develop Derbyshire Dales content landing page on <a href="http://www.visitpeakdistrict.com">www.visitpeakdistrict.com</a> | <u>Welcome to the Derbyshire Dales Landing page</u> (commercial value of £3,000)<br>Inspire visitors – providing information on all tourism products and events increasing footfall to market town high streets and spend. | Increase web traffic by 5% YoY<br><br>(Establish a baseline with VPDD)   | The Landing pages will include all relevant businesses within your area, as well as relevant events, itineraries, special offers, competitions, walking and cycling trails.   |
| Marketing:<br>Social media Digital bundle   | <b>Social media posts featuring content from Derbyshire Dales</b> (commercial value of £7,500)   | Facebook, Instagram, Twitter<br><br>Blog post: 1 per year i.e. 'best places to visit in the Derbyshire Dales / hidden gems<br><br>Short form video content - TikTok, Reels TBC with VPDD | <b>A minimum 1 post per month featuring DDDC businesses and Events</b><br><br>Share relevant content posted by DDDC on their social media platform/ work with partner allocated via UKSPF if relevant.<br><br>1 x dedicated blog post, plus inclusion in the VPDD regular round ups of what's on, events in monthly e-Newsletters (posted Thursdays) where possible.<br><br>VPDD - Visits (minimum 2 per year) scheduled tying into local events or key openings where possible. Content created and used for a mixture of videos |

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|  |   |  | <p>shared across our channels.</p> <p>Maintain alignment with the ambitions of DDDC and help drive this content where possible.</p>   |
| <p><b>Business Support and Product Development</b></p> <p>Sector specific Business support:</p> <p>Set against national priorities to include:</p> <p>Improved employee Skills and employability<br/>Accessibility best practice<br/>Sustainability<br/>Digital marketing (online bookability)<br/>Business events/visits<br/>Data</p> | <p><b>Businesses joining VPDD as members will have access to a calendar of sector business support workshops, webinars and peer to peer networking events</b> – membership fee £90 plus Vat.</p> <p><i>VPDD will refer businesses to generic support activity offered by the Growth Hub etc.</i></p> <p>Work with wider partners to develop groups tour itineraries in readiness for Coach tour markets</p> | <p>Workshop calendar<br/>Includes: VPDD quarterly updates, and webinars featuring speakers from the Tourism Management Institute, Visit England, UKinbound and Association of Attractions etc.</p>           | <p><b>Target: to engage with a minimum 50 Derbyshire Dales businesses per year.</b></p>   |
| <b>Other</b>   |   |  |   |
| LVEP Structure   | Meet the requirements of the recently signed collaboration Agreement with VisitEngland/VisitBritain   | <p>Agree an annual Tourism Action Plan – July 2023 – June 2024</p> <p>Sign an MOU with Visit Derby</p> <p>Develop a new Destination Management Plan to reflect Peak District, Derbyshire and Derby Plans</p> | <p>Plan signed off 30<sup>th</sup> June 2023</p> <p>Signed by both parties 30<sup>th</sup> September 2023</p> <p>Signed off by stakeholders 30<sup>th</sup> September 2023.</p> |

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| Sustainable Tourism                               | Launch the Sustainable Tourism Action Plan 2023.   | Develop sustainable tourism products in the Derbyshire Dales. Support transport connectivity. Providing better information about bus routes and how to get here. | Disseminate the plan to DDDC Partners – share through distribution channels |
| Deliver BSIP Pilot (Bus Service Improvement Plan) | Work with a number of accommodation providers and attractions to promote the use of public transport and the wayfarer ticket | Deliver campaign for the summer 2023 and 2024  | Include Derbyshire Dales routes and content.                                |

## 6. Staff Resources

VPDD is a small team of 7 FTEs, and the structure below outlines how the team will be managed from 2023/24.

| VPDD Core team   |   |
|--|---|
| Managing Director<br>Jo Dilley<br><a href="mailto:Jo.Dilley@visitpeakdistrict.com">Jo.Dilley@visitpeakdistrict.com</a> | Leadership of the organisation; managing change within the new DMO structure, ensuring that VPDD meets the new criteria to become a Local Visitor Economy Partnership (LVEP); responsible to the VPDD Board and for advice on strategy and policy and for all operational performance. Ensures strong stakeholder relations are maintained. Responsibility to manage, train and develop members of the VPDD team.<br><br>Acts quickly, responding to opportunities for external funding, securing external funds and maintaining important national strategic relationships and visibility with, for example, VisitEngland/VisitBritain |
| Head of Industry Engagement<br>Lindsay Rae   | Responsible for all B2B communications and delivery of all business support activity, events and management of the ERDF   |

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| <p><a href="mailto:Lindsay.Rae@visitpeakdistrict.com">Lindsay.Rae@visitpeakdistrict.com</a></p>  | <p>programme and the wrap up of the Programme in March 2023, ensuring that best practice against audit requirements is maintained, managing financial risk against the business.</p> <p>Represent the organisation sitting on a number of Boards across the D2 area.</p> <p>Line Management of all ERDF/Industry Support staff.</p>   |
| <p>Commercial Manager</p> <p>Lisa Woolhouse</p> <p><a href="mailto:Lisa.Woolhouse@visitpeakdistrict.com">Lisa.Woolhouse@visitpeakdistrict.com</a></p>                  | <p>Delivery of all commercial targets – and leveraging private sector income where possible. Maintaining strong relationships with private sector through professional account management</p>   |
| <p>Industry Support Executive</p> <p>Caroline Cordasco</p> <p><a href="mailto:Caroline.Cordasco@visitpeakdistrict.com">Caroline.Cordasco@visitpeakdistrict.com</a></p> | <p>To provide support and training for businesses so they participate and profit fully from their investment as a VPDD member. Provide support to Tourism Officers who input data and operate the CRM locally</p> <p>Assist the commercial manager with admin support for membership and advertising sales.</p> <p>Ensure that all business records are accurate and up to date</p> |
| <b>Marketing and Communications</b>  |   |
| <p>Marketing Campaigns Manager</p> <p>Rachel Briody</p> <p><a href="mailto:Rachel.Briody@visitpeakdistrict.com">Rachel.Briody@visitpeakdistrict.com</a></p>            | <p>Coordinate and implement the marketing strategy and action plan including brand management, marketing programmes in liaison with partner organisations, involving the delivery of domestic and international campaigns. Oversee development of the destination website and any e-marketing opportunities.</p>  |
| <p>Social Media and Digital Content Manager</p> <p>Amy Noton</p> <p><a href="mailto:Amy.Noton@visitpeakdistrict.com">Amy.Noton@visitpeakdistrict.com</a></p>           | <p>Management of all social media channels and delivery of growth targets.</p> <p>Twitter</p> <p>Facebook</p> <p>Instagram</p>  |

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|  | <p>TikTok/Reels</p> <p>Blogs</p> <p>And maintain digital content across the destination website – providing digital editorial content that’s relevant across 365 days reflecting the needs of customers; to assist partner organisations to contribute local content; to manage the digital image library.</p> <p>Deliver all PR activity and provide a PR function for all corporate and marketing comms.</p> |
| <p>Business Support Officer</p> <p>Claire Barnes</p> <p><a href="mailto:Claire.Barnes@visitpeakdistrict.com">Claire.Barnes@visitpeakdistrict.com</a></p> | <p>Responsible for the delivery of sector specific business support, organising the annual calendar of events, webinars, workshops and peer to peer networking events. Distributing national business toolkits as they come on stream via the new LVEP structure supported by Visit England. To also complete quarterly business sentiment surveys.</p>  |

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| <b>DDDC Contacts</b>  |   |
| <p><b>Amanda Brown</b><br/>Economic Development Manager<br/>tbd</p> <p><b>Gill Chapman</b><br/>Economic Development and Tourism Officer<br/><a href="mailto:Gill.Chapman@derbyshiredales.gov.uk">Gill.Chapman@derbyshiredales.gov.uk</a></p> <p><b>Jim Fearn</b> - Communication and Marketing Manager<br/><a href="mailto:jim.fearn@derbyshiredales.gov.uk">jim.fearn@derbyshiredales.gov.uk</a></p> | <p>To facilitate two-way communications between local authority and the DMO; providing local expertise and advice on content to be included in marketing campaigns and initiatives to ensure local relevance and buy-in by local operators.</p> |

## 7. Finances

This Agreement confirms that Derbyshire Dales District Council will provide VPDD with £17,000 in 2023/24. Subject to available resources and achievement of the Outputs specified in this Agreement, it is the intention of the District Council to continue to contribute funding in 2024/25 and 2025/26. Performance against this Agreement will be reviewed annually. Should resources not be available at that level, or should the Outputs not be achieved in full, then the funding contribution from the District Council may be reduced.



## **8. Guiding Principles**

The following Guiding Principles will underpin this Partnership Agreement.

- Work in partnership to support businesses to further develop their offer in line with the aims of Derbyshire Dales Economic Recovery Plan.
- Deliver efficiencies through cross promotion and best practice working via VPDD and DDDC through good partnership working.
- Ensure continuity of strong content representing Derbyshire Dales as a great place to visit. Maintain and grow the awareness of events and places to visit, and signposting visitor economy businesses to the services offered by VPDD.
- Collect and share data and undertake research on behalf of the sector, providing key insights and detail the needs of future visitors – for example, growth markets, accessible, sustainable, international etc. (Includes STEAM, mobile data, business sentiment surveys etc.)
- Work with partners such to develop plans to attract more higher spending visitors, by staying longer and spending more on local products and services.
- Provide DDDC with quarterly reports on digital, social media reach, engagement, and KPIs.
- Work together on campaigns
- Attend Tourism meetings, with all partners providing updates on campaigns and actively explore new ideas to support the sector.
- Where available, provide good quality imagery and content for events, social media content, blog posts, and e-newsletters
- To refer new business start-ups to the commercial manager, supporting the growth of membership and the private sector income targets of VPDD.
- Offer letters of support to secure funding, to improve the visitor offer through new products services and investment.
- Acknowledge in publicity and publications the contribution of Derbyshire Dales District Council as a funding partner of VPDD; to include use of the Derbyshire Dales District Council approved logo, naming Derbyshire Dales District Council in text where appropriate, and including an agreed quote from a Derbyshire Dales District Council representative where appropriate

## **9. Annual Review**

The Agreement is subject to review on an annual basis to agree any amendments and overview performance. The review will be undertaken prior to the release of the annual contribution as set out in section 7 above

## **10. General Principles for Collaboration, Support and Communication**

10.1 VPDD and DDDC to agree to commit to working in partnership to secure mutual aims and objectives.

10.2 All expenditure and commitment of finances, including in kind valuations, are subject to VPDD DMO and local authority financial regulations. VPDD accounts will be open to DDDC.

10.3 VPDD will set up and maintain communication systems that enable a regular, consistent and accurate flow of information on contractual obligations and funding issues.

10.4 The Chairman and Chief Executive of the VPDD DMO will engage with elected members and officers of DDDC if so requested.

## **11. Breach of Conditions and Recovery of Funds**

11.1 Partners may reduce, suspend or withhold payments, or require all or part of the contribution to be repaid if there has been a failure by VPDD to comply with the requirements set out in this Agreement in particular where: -

- Insolvency – VPDD becomes insolvent and unable to pay its debts within the meaning of Section 123 of the Insolvency Act 1986.
- Misuse of partner contribution – VPDD applies the contribution otherwise than for the project purpose.
- Poor progress – successful completion of the project in accordance with the project time plan or becomes unlikely to occur.
- Change of project purpose in accordance with this Agreement, if at any time, the proposed or actual use or operation of the project ceases to materially comply with the project particulars.
- Fraud and negligence – at any time, VPDD has acted fraudulently or negligently in relation to this Agreement or the project.

## **12. Termination**

12.1 This Agreement is for a three-year period from April 1<sup>st</sup> 2023 until 31<sup>st</sup> March 2026

12.2 If VPDD commits a material breach of this Agreement, which is not capable of remedy, then DDDC may terminate this Agreement with immediate effect by notice in writing.

12.3 If VPDD commits a material breach which it is able to remedy, then DDDC may serve notice on VPDD specifying a period of not more than 28 working days in which the breach is to be remedied and may not terminate the contract during that period in respect of that breach. If the breach is not remedied in that period, DDDC may terminate this Agreement with immediate effect by notice in writing.

12.4 A material breach will include, but is not limited to:

- a) There is a meeting of creditors of VPDD or any arrangement or composition with or for the benefit of VPDD's creditors (including any voluntary arrangement as defined in Part 1 of the Insolvency Act 1986) is proposed or entered into by or in relation to VPDD; or
- b) A receiver, administrator, administrative receiver, liquidator or similar officer takes possession of or is appointed over the whole or any substantial part of VPDD's assets; or

- c) VPDD ceases to carry on business or is unable to pay its debt within the meaning of Section 123 of the Insolvency Act 1986; or
- d) A petition is presented, or a meeting convened for the purpose of considering a resolution for the making of an administration order, the winding up or dissolution of VPDD; or
- e) An event of Force Majeure (any circumstances beyond the reasonable control of VPDD affected by it) prevents VPDD from performing any or a substantial part of its obligations under this Agreement for more than 28 days: or
- f) Either party not achieving the Objectives detailed in this Agreement.

### **13. Rights and Obligations on Termination**

13.1 Within 3 calendar months of termination of this Agreement (whether by notice, expiry or otherwise) VPDD shall:

- Forward to DDDC any assets or property or any unused DDDC funds in its possession or control.
- Immediately refrain from holding itself out in any manner whatsoever as having any connection with DDDC.
- Assist DDDC as necessary in ensuring that the duties of VPDD under this Agreement are efficiently transferred to DDDC. This may include (without limitation) handover of all documents and data in the possession of VPDD.

### **14. Variation**

14.1 In the event that VPDD and DDDC agree that changes to the project are required then such changes (including any change in the amount or timing) will be negotiated between VPDD and DDDC. Any changes will be recorded in writing and appended to this Agreement.

### **15. Equal Opportunities**

15.1 VPDD shall have a written equal opportunities policy statement and shall promote equality of opportunity between all individuals and groups having access to the services.

15.2 VPDD shall ensure that any allegations of discrimination or complaints made against it are properly investigated and that appropriate action is taken.

### **16. Freedom of information**

16.1 Each party acknowledges that they are subject to the requirements of the FOIA, and the Environmental Information Regulations 2004 ("EIR") and each party shall assist and cooperate with each other (at their own expense) to enable them to comply with these information disclosure obligations.

### **17. Equalities**

17.1 Each party shall, in the performance of this Agreement and in undertaking and implementing the core objectives, comply with and follow best practice and all applicable legislation, regulations and guidance in relation to equal opportunities, race equality and human rights.

## **18. Third Party Rights**

18.1 The provisions of the Contracts (Rights of Third Parties) Act 1999 are hereby expressly excluded from and do not apply to this Agreement.

Signed for and on behalf of VISIT PEAK DISTRICT AND DERBYSHIRE:

Signed: \_\_\_\_\_ Date \_\_\_\_\_

Print Name: Jo Dilley

Job Title: Managing Director

Acceptance for and on behalf of DERBYSHIRE DALES DISTRICT COUNCIL:

Signed \_\_\_\_\_ Date \_\_\_\_\_

Print Name Steve Capes

Job Title Director of Regeneration and Policy

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