

**PUBLIC PARTICIPATION**  
**COMMUNITY & ENVIRONMENT COMMITTEE HELD ON 29 JUNE 2022**

**QUESTIONS from Peter Dobbs, Local Resident of Ashbourne, regarding the Ashbourne's AQMA Updating Report -**

Although I am pleased that an updating report has been included as an agenda item for this meeting, I am disappointed to note that it seems to be little more than a diary of meetings with references to **reports that are not included in the pack** with some impenetrable acronyms.

**Question;** At what date will this committee and the wider public have sight of the proposed action plan?

I understand that the same 11 actions that were in the 'Marsden Report' for the County Council published over 4 months ago are included in the current draft of the action plan.

My interpretation of diffusion tube data for 2022 shows that NOx levels on Buxton Road remain above the action threshold indicated in the 2021 'Detailed Assessment', with one location (new in 2022) reaching an adjusted value of NOx of over 50ugm-3 (the legal limit is 40ugm-3).

So we currently have illegal levels of NOx that the apportionment exercise attributes largely to LGV and HGV.

**Question;** Which of the 11 actions in the draft plan does this council believe will have a significant effect over the next 4 years in reducing NOx levels at the top of Buxton Hill (the new test location outside the Bowling Green pub)?

**Question;** What evidence supports this prediction?

**RESPONSE -**

**Question 1**

Once the draft action plan has been fully considered by the working group it is expected that a final draft will be brought to a meeting of the Community and Environment Committee for approval before submission to Defra. At this stage it is not possible to state a precise date for this to happen as consultation with community stakeholders on the working group has not yet been concluded.

**Question 2**

Clearly the most effective action to reduce NO<sub>2</sub> levels in this area would be to reduce/remove traffic from the roads that pass through it. However, at this time there is no immediate prospect of a bypass being delivered, which would enable

this to happen. Therefore it is considered that the combination of measures set out in the draft action plan is necessary to reduce NO<sub>2</sub> levels in the meantime.

**Question 3**

These measure are based on the best advice of Transport Officers at Derbyshire County Council. The success or otherwise of their implementation will be measured by ongoing NO<sub>2</sub> measurements in the area.