

# Derbyshire Dales District Council

## Air Quality Action Plan

In fulfilment of Part IV of the Environment Act 1995

Local Air Quality Management

Sept 2022

DRAFT

**Derbyshire Dales District Council**

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<b>Report Reference Number</b>	Ashbourne AQAP
<b>Date</b>	September 2022

## Executive Summary

This Air Quality Action Plan (AQAP) has been produced as part of our statutory duties required by the Local Air Quality Management framework. This is our first action plan and it outlines the action we will take to improve air quality in Derbyshire Dales District Council between 2022-2026.

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

The annual health cost to society of the impacts of particulate matter alone in the UK is estimated to be around £16 billion<sup>3</sup>. Derbyshire Dales District Council is committed to reducing the exposure of people in Derbyshire Dales District Council to poor air quality in order to improve health.

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

- Alternatives to private vehicle use
- Policy guidance and development control
- Promoting low emission transport
- Promoting travel alternatives
- Public information
- Transport planning and infrastructure

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<sup>1</sup> Environmental equity, air quality, socioeconomic status and respiratory health, 2010

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

<sup>3</sup> Defra. Abatement cost guidance for valuing changes in air quality, May 2013

- Traffic management

Our specific priorities are:

- Priority 1 - Continue to develop proposals for Ashbourne Relief Road, which will redirect traffic along an alternative route thus alleviating traffic problems within our AQMA.
- Priority 2 - Investigate the use of transport technology, we recognise that our first priority is a long term action and therefore in the interim we are looking at using other measures to reduce pollution including the use of transport technology. Further investigative work in this area is also planned.
- Priority 3 - Investigate town centre priority or capacity changes, this will be part of further investigation to consider how changes to traffic flow and capacity can reduce pollution.
- Priority 4 - Pre-emptive travel advice, This technology is being developed by Derbyshire County Council to provide advance in car and roadside notifications.
- Priority 5 - Investigate how improved tree canopy can improve pollution dispersal, by raising the canopy and removal of selected trees that may be contributing to reduced dispersion of pollutants.
- Priority 6 - St John Street and Dig Street/Compton Public Realm, this is subject to a bid to the Levelling up Fund with announcements to be made in Autumn 2022.
- Priority 7 - Investigate the demand for electric charging points. This is a joint initiative between Derbyshire County Council and Derbyshire Dales District Council
- Priority 8 - Business and school travel planning. The team will work with the Ashbourne Community where possible.
- Priority 9 - Bus Service Improvement Plan implementation, this is again part of a levelling up fund bid to develop public transport services.
- Priority 10 - Continue engagement with local mineral and logistics companies. This will be undertaken by Derbyshire County Council Mineral Planning Team to promote awareness of the AQMA in Ashbourne and to encourage best practices within the industry with their transport fleet.
- Priority 11 - Active Travel Promotion to actively seek behavioural change and modal shift to walking and cycling.

The majority of emission arise from Heavy Goods Vehicles (HGV's) and cars. There is no discernible contribution from point sources or industry. Whilst our main priority, the bypass, will have the biggest impact, this is a long term solution and multiple measures are put forward to bring about improvements in the short and medium term. In this AQAP we outline how we plan to effectively tackle air quality issues within our control. However, we recognise that there are a large number of air quality policy areas that are outside of our influence (such as vehicle emissions standards

agreed in Europe), but for which we may have useful evidence, and so we will continue to work with regional and central government on policies and issues beyond Derbyshire Dales District Council's direct influence.

## Responsibilities and Commitment

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

Director of Regulatory Services, Derbyshire Dales District Council

Environmental Health Manager, Derbyshire Dales District Council

Environmental Health Officer, Derbyshire Dales District Council

Transport Strategy Manager, Derbyshire County Council

Senior Project Officer, Transport Strategy, Derbyshire County Council

Ashbourne Parish Council

Ashbourne Town Team

This AQAP has been approved by:

<insert details of high level Council members who have approved the AQAP (This could also include support from County Councils or from National Highways where appropriate) e.g. Head of Transport Planning, Head of Public Health, with e-signature>.

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

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

If you have any comments on this AQAP please send them to Karen Carpenter at:

Derbyshire Dales District Council, Town Hall, Bank Road, Matlock, Derbyshire DE4 3NN

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Envhealth@derbyshiredales.gov.uk

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## Table of Contents

<b>Executive Summary</b> .....	<b>i</b>
Responsibilities and Commitment .....	ii
<b>1 Introduction</b> .....	<b>1</b>
<b>2 Summary of Current Air Quality in &lt;Local Authority Name&gt;</b> .....	<b>2</b>
<b>3 &lt;Local Authority Name&gt;'s Air Quality Priorities</b> .....	<b>3</b>
3.1 Public Health Context .....	3
3.2 Planning and Policy Context .....	4
3.3 Source Apportionment .....	4
3.4 Required Reduction in Emissions .....	4
3.5 Key Priorities .....	4
<b>4 Development and Implementation of &lt;Local Authority Name&gt; AQAP</b> .....	<b>5</b>
4.1 Consultation and Stakeholder Engagement .....	5
4.2 Steering Group .....	6
<b>5 AQAP Measures</b> .....	<b>7</b>
<b>Appendix A: Response to Consultation</b> .....	<b>14</b>
<b>Appendix B: Reasons for Not Pursuing Action Plan Measures</b> .....	<b>15</b>
<b>&lt;Appendix C: Add Additional Appendices as Required&gt;</b> .....	<b>16</b>
<b>Glossary of Terms</b> .....	<b>17</b>
<b>References</b> .....	<b>18</b>

**List of Tables**

Table 4.1 – Consultation Undertaken .....5

Table 5.1 – Air Quality Action Plan Measures .....12

**List of Figures**

<Insert a list of Figures/Charts here>

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# 1 Introduction

This report outlines the actions that Derbyshire Dales District Council will deliver between 2022-2026 in order to reduce concentrations of air pollutants and exposure to air pollution; thereby positively impacting on the health and quality of life of residents and visitors to the Ashbourne area.

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

This Plan will be reviewed every five years at the latest and progress on measures set out within this Plan will be reported on annually within Derbyshire Dales District Council's air quality ASR.

## 2 Summary of Current Air Quality in Derbyshire Dales District Council

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

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

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

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

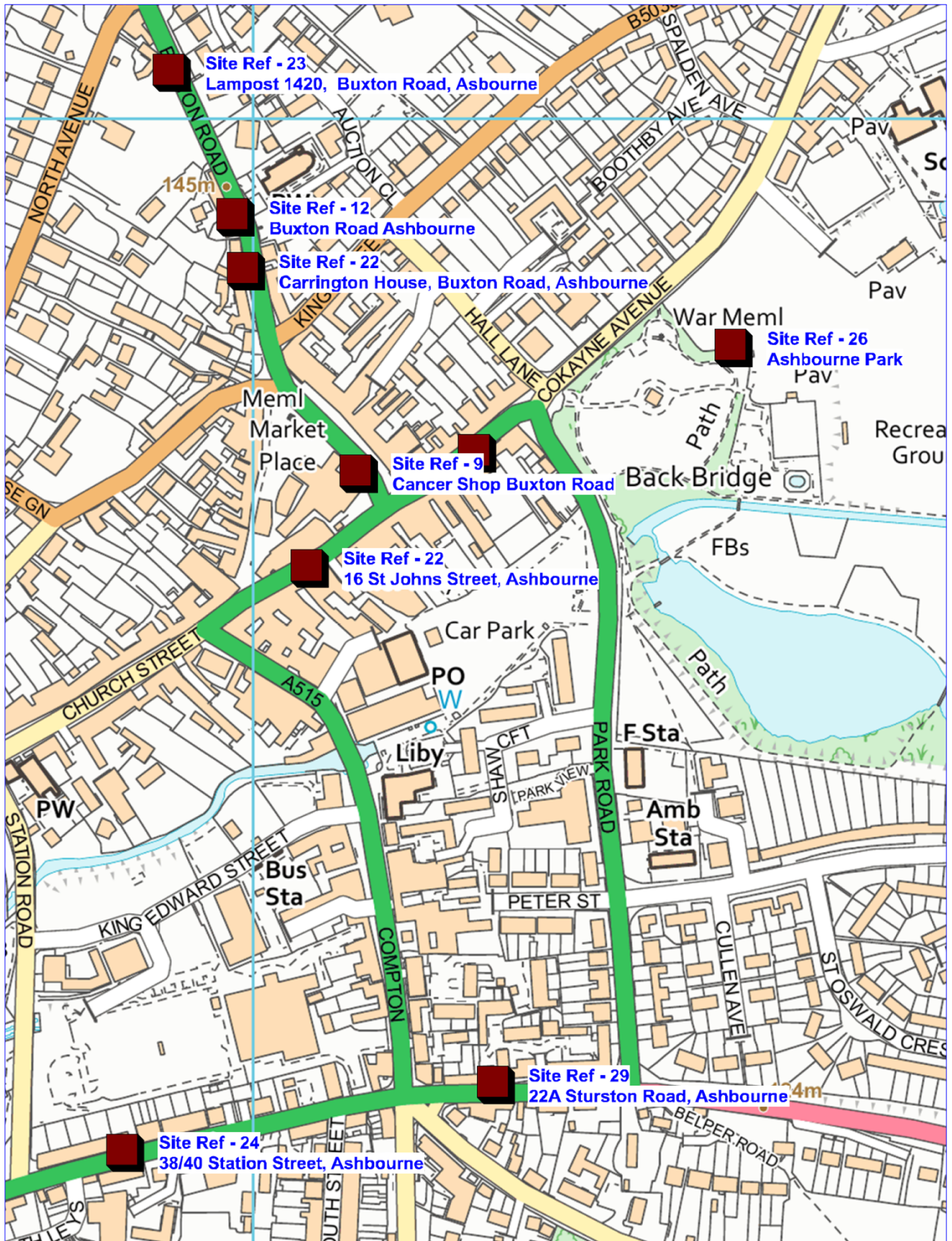
Nitrogen oxide diffusion tubes continue to be deployed in 24 locations across the district and levels remain consistent for most sites. Two Air Quality Management Area's have been declared in the Derbyshire Dales. One in Cubley, now revoked, and a second one more recently in the Ashbourne area. This current AQMA is due to exceedances of the Air Quality Objectives for Nitrogen dioxide from a diffusion tube placed on Buxton Road, Ashbourne. A detailed assessment was undertaken and a modelling assessment and report have been completed this documentation has been uploaded to the submission website.

<https://www.derbyshiredales.gov.uk/environment-and-waste/pollution-noise/air-pollution/air-quality-management-areas/buxton-road-ashbourne>

## Derbyshire Dales District Council

Over the last two years the corrected annual average for this tube has not breached the Air Quality Objective, however, this is likely to be a result of the covid pandemic and results still remain close to the Air Quality Objective limit. A new tube in 2022 is showing high results and so monitoring continues and work to reduce emissions is ongoing. Below is a map of diffusion tubes locations in 2021, followed by a map of the AQMA. The road is narrow and encompasses a steep incline which exacerbates the problem. A row of cottages are within a metre of the road at the monitoring point, further exacerbating the ease of mitigation outside of a bypass and the public house at the top of the AQMA declared area is also within extremely close proximity to the road.

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## **3 Derbyshire Dales District Council's Air Quality Priorities**

### **3.1 Public Health Context**

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

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

### **3.2 Planning and Policy Context**

As part of the District Council's commitment to climate change, this has now been embedded in planning policy, requiring the impact of development to be assessed against climate impact. It requires the use of renewable and low carbon technology be prioritised in new developments. An East Midlands guide for developers to mitigate air pollution also supports this and has been produced for use across the East Midlands.

In addition the Derbyshire Air Quality working Group are also developing an Air Quality Strategy as a joint initiative of the Borough and District Councils and the

County Council Public Health Team, and other Departments including Highways, Planning and Sustainable Transport Teams and Sustrans.

Derbyshire Dales District Council's in house priorities include:

### Buildings

- Work to Council buildings, will reduce emissions through removal of gas heating and replacement with electric alternatives plus installation of solar PV panels (March 2023 target completion)

### Transport

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

### Energy

- Technical and financial feasibility study on small solar farms in the district now complete. Costings are being completed and if viable a build target by March 2024
- Move to a supplier of 100% renewable electricity (backed by REGOs) when our current contract permits (Oct 2022)
- Working with local community energy groups to support projects that focus on local renewable energy production, including assessing use of Council buildings and land (ongoing)
- Energy efficiency investments at Leisure Centres continue, with a £734k project at Ashbourne due to complete by December 2022 incorporating the removal of gas boilers, a building energy management system, solar PV, and battery storage

### Homes

- Ongoing housing energy efficiency upgrade projects (104 so far, 78 in progress), including beginning to consider off gas homes which may be using solid fuels as a main heating source(March 2023)
- Supporting social housing providers to access grant funding to improve energy efficiency of homes
- Energy efficiency advice offered to residents through engagement events in market towns, and an online forum
- 'Go Green' event is planned for July 2022, to focus on home emissions reductions
- Minimum Energy Efficiency Standard project targeting energy efficiency improvements in privately rented homes completed
- Energy efficient new Council [homes](#) unveiled recently, plus ongoing work to upgrade these properties beyond minimum standards

#### Events

- DDDC moving towards making events 'generator free' by providing electric points in parks (2 points in currently in Matlock, and 8 further points being installed commencing in September 2022. Work to be complete by April 2023)

Further information is available at:

[https://www.derbyshiredales.gov.uk/images/C/Climate\\_Change\\_Strategy\\_and\\_Action\\_Plan.pdf](https://www.derbyshiredales.gov.uk/images/C/Climate_Change_Strategy_and_Action_Plan.pdf)

### 3.3 Source Apportionment

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

A source apportionment exercise was carried out by Derbyshire Dales District Council in 2021. This identified that within the AQMA, the percentage source contributions were as follows:

The source apportionment exercise was undertaken using the method in Chapter 7 of Local Air Quality Management Technical Guidance (TG16). This was undertaken using 2019 as a reference year to provide a worst case scenario and a pre-pandemic



picture. Data was available for a 7 day average and a weekday average and the source apportionment was run for both scenarios. This identified that the exceedance of the NO2 objective has been identified as being attributed to road transport emissions and the percentage contributions are outlined below.

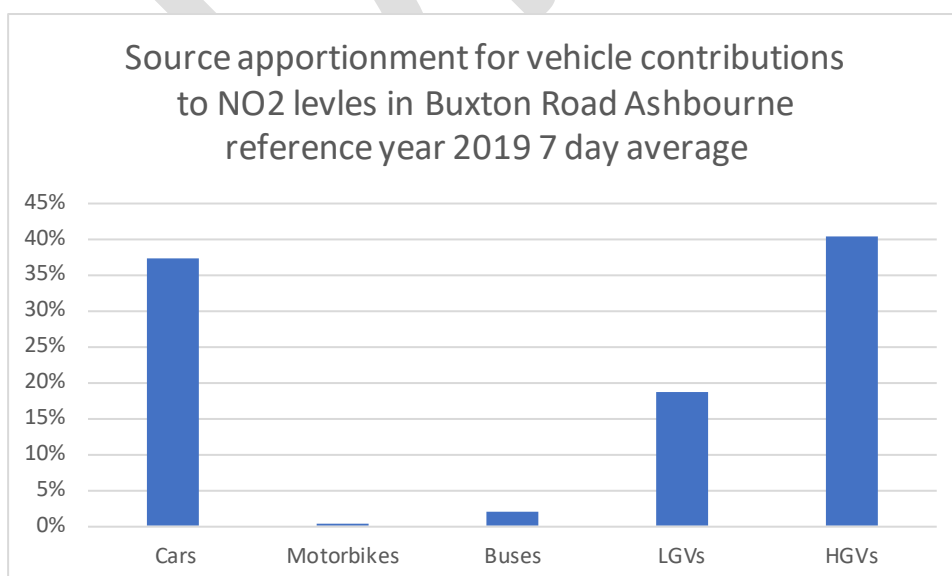
Traffic counts.

Annual Average Weekday Vehicle Classification A515											
	Vehicle Numbers						Percentages				
	Cars	Motorbikes	Buses	LGVs	HGVs	Total	Cars	Motorbikes	Buses	LGVs	HGVs
2015	4865	75	39	899	1074	6952	70.0%	1.1%	0.6%	12.9%	15.4%
2016	4940	74	36	990	1078	7118	69.4%	1.0%	0.5%	13.9%	15.1%
2017	4951	70	33	1010	1129	7193	68.8%	1.0%	0.5%	14.0%	15.7%
2018	4577	74	28	1006	1042	6727	68.0%	1.1%	0.4%	15.0%	15.5%
2019	4907	82	33	1127	1128	7277	67.4%	1.1%	0.5%	15.5%	15.5%

Annual Average 7 Day Vehicle Classification A515											
	Vehicle Numbers						Percentages				
	Cars	Motorbikes	Buses	LGVs	HGVs	Total	Cars	Motorbikes	Buses	LGVs	HGVs
2015	4991	109	35	819	829	6783	73.6%	1.6%	0.5%	12.1%	12.2%
2016	5070	107	32	903	831	6943	73.0%	1.5%	0.5%	13.0%	12.0%
2017	5098	108	30	930	867	7033	72.5%	1.5%	0.4%	13.2%	12.3%
2018	4709	110	25	930	817	6591	71.4%	1.7%	0.4%	14.1%	12.4%
2019	4997	117	29	1041	873	7057	70.8%	1.7%	0.4%	14.8%	12.4%

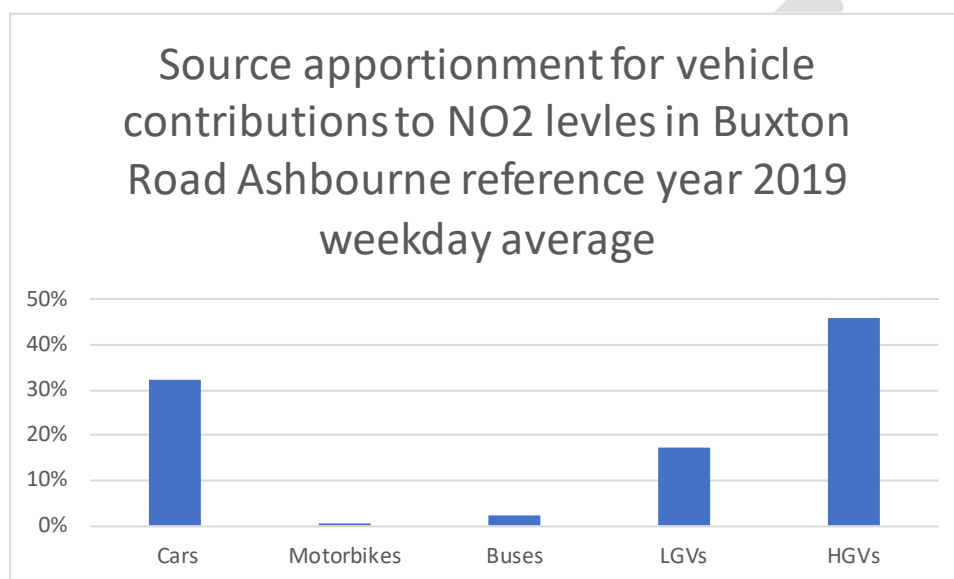
Results from EFT 7 day average

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



Results from EFT weekday average

Weekday average	Cars	Motorbikes	Buses	LGVs	HGVs
2019	32.2%	0.1%	2.4%	19.4%	45.9%
Apportionment $\mu\text{g}/\text{m}^3$	12.77	0.04	0.95	7.70	18.21



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

### 3.4 Required Reduction in Emissions

In line with the technical guidance TG22 a calculation of reduction in emissions has been calculated. This has equated to a 20% reduction in road emissions.

No<sub>2</sub> local background 7.3 $\mu\text{g}/\text{m}^3$

Step 2 & 3						
Local Authority:			DDDC		Year: 2019	
					Traffic Mix 0	
Site ID	Diffusion background $\mu\text{g m}^{-3}$	background $\mu\text{g m}^{-3}$		d NO <sub>x</sub> , $\mu\text{g}$	defined local	Notes
		NO <sub>x</sub>	NO <sub>2</sub>			
12	47	9.4	7.3	83.37		Step 2
12	40	9.4	7.3	66.46		Step 3

Step 4

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

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

### 3.5 Key Priorities

#### **Action 1: Continue to develop proposals for Ashbourne Relief Road**

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

#### **Action 2: Investigate the use of transport technology**

Derbyshire County Council Urban Traffic Management Control system (UTMC) is due to be operational in Spring 2022 and could be used to link traffic signals within the town centre to manage traffic to provide a smoother flow of traffic around the town centre. This option could be supported by electronic information signs to provide advance information to drivers to reduce stopping and starting when travelling uphill; for example, when two heavy goods vehicles are approaching narrow road widths. An appraisal process as part of Action 2 and Action 3 will be undertaken to consider speed limits and weight limits on surrounding routes, to assist the effectiveness of the AQAP and will also consider Airfield Industrial Estate traffic routes.

#### **Action 3: Investigate town centre priority or capacity changes**

Suggestions by local stakeholders regarding potential to undertake priority changes at the A515 St John's Street/Buxton Road junction have been made and investigations to reduce queuing back towards the Market Place will be made. This option would also seek to consider whether a two-lane approach to Park Lane could be created to provide unimpeded access for vehicles accessing both Cokayne Avenue and Park Road. A key consideration for the investigation will be to seek to maintain a safe and efficient operation of the A515 St John's Street/Park Road/Cokayne Avenue/Hall Lane junction. This option would also be considered in conjunction with Action 6 to maintain pedestrian safety and connectivity. A consultant is being commissioned to and details are expected imminently.

#### **Action 4: Pre-emptive travel advice**

Derbyshire County Council is currently developing in-car and roadside variable message sign capability for disseminating traffic advice to influence travel route choice when there are incidents on the road network or where congestion levels are increasing. This action is already being delivered as part of a wider implementation of pre-emptive travel advice, and development of a mobile phone application,

across the County. There is potential to support better route selection along the A515 corridor.

**Action 5: Investigate improved tree canopy pollution dispersal**

Trees and roadside vegetation is considered an important community asset which supports better air quality. Further investigation into the potential of the tree canopy on the northern section of Buxton Road intensifying the 'street canyon' effect by preventing adequate dispersal of pollutants. Both the County and District Council's Arboricultural Officers have advised that as many of the trees are protected a number of unprotected trees will be targeted initially and through ongoing attention to the current monitoring regime an understanding of the effectiveness of any tree pruning to aid pollutant dispersal can be considered. This approach is recommended to ensure impact on tree health is minimised and to gain a full understanding of any necessary tree care programme.

**Action 6: St John Street and Dig Street/Compton Public Realm**

Over half of all residents both live and work in the town and, therefore, there is good potential to encourage more people to walk to and from the town centre. Feedback from stakeholders has demonstrated the need for the redesign and widening of town centre footways to help create a safer and more attractive pedestrian environment and encourage more residents and visitors to walk around the town centre. Opportunities for green infrastructure could be included within scope. This project could be delivered in conjunction with making the Compton/ Dig Street one-way system permanent to further improve the pedestrian environment.

**Action 7: Investigate the demand for electric charging points**

A partnership between Derbyshire County Council, and Derbyshire DDC resulted in the installation of four dual fast charge points, funded by the Office of Zero Emission Vehicles On-Street Residential Charge Point scheme, in 2019. The County Council has commissioned a further study to assess further demand across Derbyshire and is considering the level of demand for additional charge points in Ashbourne.

**Action 8: Business and school travel planning**

The County Council's Sustainable Travel Team provides travel planning support to businesses and schools across Derbyshire and is committed to working with organisations in Ashbourne where there is demand.

**Action 9: Bus Service Improvement Plan implementation**

Ashbourne is currently served by one commercial service with connections to Uttoxeter and Derby. This is supplemented by subsidised services linking to Buxton, Leek, Belper, Wirksworth and Matlock. There is also the Ashbourne Derbyshire Connect demand responsive service for residents who are unable to access the conventional bus service routes. The Government's White Paper

“Levelling Up” the United Kingdom’ has stated that the County’s ambitious Bus Service Improvement Plan is supported. Although the amount of funding associated with the Plan is yet to be announced, it is anticipated that several studies relating to delivery of integrated transport hubs, provision of low emission buses, and support for rural bus service improvements and expansion of demand responsive travel, would be undertaken and include Ashbourne and its surrounding rural areas.

**Action 10: Continue engagement with local mineral and logistics companies**

Local stakeholders have made several suggestions which seek to constrain operation of heavy goods vehicles within the town. The Council has carefully considered these proposals and concluded that restrictions on travel are undeliverable, given the lack of alternative diversionary routes until such time that the relief road is delivered. In the interim, it is recommended that the Council continues to engage with local mineral and logistics companies to promote good practice and promote a wider understanding of air quality issues within Ashbourne town centre.

**Action 11: Active Travel Promotion**

The Council’s Sustainable Travel Team undertakes promotion of active travel, such as distribution of the Derbyshire Cycle Map and working with schools. It is recommended that active travel promotion is undertaken to promote opportunities for reducing emissions within Ashbourne town centre and actively seek behavioural change and modal shift to walking and cycling. Project to consider opportunities for electric cycle charging and park and cycle ride.

## 4 Development and Implementation of Derbyshire Dales District Council AQAP

### 4.1 Consultation and Stakeholder Engagement

In developing/updating this AQAP, we have worked with other local authorities, agencies, businesses and the local community to improve local air quality. Schedule 11 of the Environment Act 1995 requires local authorities to consult the bodies listed in Table 4.1. <insert text here, e.g. In addition, we have undertaken the following stakeholder engagement:

- Website
- Articles in local newspaper
- Questionnaires distributed directly to households along major roads
- Etc.>

The response to our consultation stakeholder engagement is given in Appendix A: Response to Consultation.

**Table 4.1 – Consultation Undertaken**

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

## 4.2 Steering Group

The Steering group is made up of representatives from the Strategic traffic team at Derbyshire County Council, the Regulatory Services Department of Derbyshire Dales District Council, Ashbourne Town Council and Ashbourne Town Team. Information has come through from local resident through these stakeholder members. The Strategic Transport Team at Derbyshire County Council has taken the measures presented and combined them with in house suggestions and through internal focus groups selected their preferred and most appropriate measures. Internal focus groups consisted of mineral planning, highways and public health colleagues.

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## 5 AQAP Measures

Table 5.1 shows the Derbyshire Dales District Council AQAP measures. It contains:

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

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



Table 5.1 – Air Quality Action Plan Measures

Measure No.	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated / Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Potential Barriers to Implementation
1	Continue to develop proposals for a relief road	Traffic Management	Strategic highway improvements /traffic reduction	2022	2027	Derbyshire County Council Strategic Transport	<Insert funding source e.g. Developers & highway infrastructure funding>	No	Funding being sought	<Inset cost band e.g. <£10k / £10k - £50k / £50k - £100k / £100k - £500k / £500k - £1 million / £1 million - £10 million / >£10 million>	Planning Application and supplementary reports	Significantly reduce Heavy Goods Vehicles	Traffic data from fixed and non-fixed monitoring locations concentration at z>	Approved route agreed Planning application to be submitted as next step including preparation of supplementary reports	Planning timescale is not fixed and could cause delays funding and land assembly may introduce delays
2	Investigate use of transport technology	Traffic Management	Strategic highway improvements/ congestion reduction	2022	March 2023	Derbyshire County Council	<Insert funding source>	No	Funded	<Inset cost band>	Implementation	Reduction in stationary traffic, and stop start of vehicle travelling uphill	<Insert KPI>	Currently being brought on stream	None
3	Investigate town centre priority or capacity changes	Traffic Management	Strategic highway improvements / congestion reduction	<Insert year>	<Insert year>	Derbyshire County Council/consultant services	<Insert funding source>	No	<Insert funding status>	<Inset cost band>	Planning	Reduction in Stationary Traffic,	<Insert KPI>	Consultants putting together specifications , costings and timescales	Still in design phase
4	Pre-emptive travel advice	Traffic Management/ public information	Congestion reduction/app based communication	2022	March 2023	Derbyshire County Council	<Insert funding source>	No	Funded	<Inset cost band>	Implementation	Reduction in Stationary traffic, reduction in congestion	<Insert KPI>	App currently being developed and being linked to variable messaging signs	
5	Investigate improved tree	Policy Guidance and Development Control	Air Quality policy	2022	March 2023	Derbyshire Dales district Council/Derbyshire County Council	DEFRA Grant if approved	yes	Not funded/funded	<Inset cost band>	planning	Better airflow in target area to be	<Insert KPI>	Preparatory communication with Arboricultural officers,	Securing the permission of the arboricultural officers/landowners

Measure No.	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated / Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Potential Barriers to Implementation
	canopy pollution dispersal											demonstrated by modelling		and landowners being undertaken	/ tree owners to prune/this/remove trees
6	St John Street and Dig Street/Compton Public Realm	Promoting Travel Alternatives	Promoting walking	2022		Derbyshire Dales district Council/Derbyshire County Council	LUF2022	No		<Inset cost band>	planning	Increased walking to and from the town centre by residents	<Insert KPI>	Bid for funding being co-ordinated by DDDC, funding being announced Autumn 2022	Funding provision
7	Investigate demand for electric vehicle charging points	Promoting low emission transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging	2019	2025	Derbyshire County Council/DDDC	<Insert funding source>	No	Funded	<Inset cost band>	Planning/implementation	Increase uptake of electric vehicles and use of charging points	<Insert KPI>	New study commissioned by DCC to assess demand	
8	Business and School Travel Planning	Promoting Travel Alternatives	School travel plans	ongoing	ongoing	Derbyshire County Council	Derbyshire County Council	No	Funded	<Inset cost band>	Implementation		<Insert KPI>	ongoing	
9	Bus Service Improvement Plan implementation	Transport Planning and Infrastructure	Bus route improvements	ongoing	ongoing	Derbyshire County Council	Derbyshire County Council	No	Funded	<Inset cost band>	Implementation		<Insert KPI>	ongoing	
10	Continue engagement with local mineral	Promoting Low Emission Transport/public information	Company Vehicle Procurement - Prioritising uptake of low	ongoing	ongoing	Derbyshire County Council	Derbyshire County Council	No	Funded	<Inset cost band>	Implementation		<Insert KPI>	ongoing	

Measure No.	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated / Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Potential Barriers to Implementation
	and logistics companies		emission vehicles /other												
11	Active Travel Promotion	Promoting Travel Alternatives	Intensive active travel campaign & infrastructure	ongoing	ongoing	Derbyshire County Council	Derbyshire County Council	No	Funded	<Inset cost band>	Implementation		<Insert KPI>	ongoing	

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## Appendix A: Response to Consultation

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

Consultee	Category	Response
<Insert consultee e.g. Chamber of Commerce>	<Insert category e.g. Business>	<Insert text e.g. Disagree with plan to remove parking on High Street in favour of buses and cycles; consider it will harm business of members>

## Appendix B: Reasons for Not Pursuing Action Plan Measures

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

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

**Derbyshire Dales District Council**

Traffic Management	20mph Zone – A515 or town-wide	The Council’s guidance currently only prioritises a sparingly introduction of 20mph zones where they are primarily focused on tackling an evidenced casualty issue, rather than for environmental reasons. However, as part of a wider appraisal process this will be considered as part of Action 2.
Traffic Management	Controlled residents’ parking scheme for properties on A515.	Small scale residents’ parking schemes are not considered appropriate for implementation because they need to be of a scale to avoid displacement of parking issues to adjacent streets. Residents’ parking schemes are also expected to cover several hundred households to provide value for money associated with operational costs including enforcement.
Traffic Management	Removal of parking spaces on A515.	Retention of the parking spaces on the A515 Buxton Road is considered an effective measure in managing town centre speeds by calming traffic speeds on the downhill approach to the town

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

		elsewhere.
Traffic Management	Create a one-way gyratory system utilising existing A515 southbound and B5034 North Avenue/Dove House Street/Union Street northbound.	No clear benefit to improving air quality within the town centre due to potential to displace air pollution to other parts of the town centre.
Traffic Management	Revise route signage	Existing local road network signage is considered appropriate to direct traffic to most suitable route. Route signage would be reviewed when Relief Road is in place. Action Plan includes measures to consider providing additional driver information when congestion levels are exceeding agreed thresholds.
Traffic Management	Traffic calming on A515	The Council only introduces traffic calming where there is clear justification on the grounds of road safety because physical calming measures are not well supported as they invariably cause increased noise and vibration. Therefore, traffic calming is not considered appropriate on the A515 where there are high numbers of heavy goods vehicles.



Derbyshire Dales District Council

Traffic Management	Move controlled crossing from near the Market Place to between Union Street and King Street.	The pedestrian crossing is currently located where there is likely to be most demand for crossing across the A515. No clear benefit to air quality by considering moving the pedestrian crossing.
Promoting Low Emission Transport	Alternative fuels for heavy goods vehicles.	Advances in new fuel technologies such as hydrogen for heavy goods vehicles are being tracked for potential introduction of supporting infrastructure in Derbyshire. However, there are no specific proposals that are considered deliverable in Ashbourne in the short to medium term.
Traffic Management	Extend 30mph speed limit on approach to Ashbourne.	No clear benefit to improved air quality within the A515 Ashbourne AQMA from changing speed limits on the approaches to Ashbourne.
Traffic Management	Close access to MarketPlace car park from Union Street.	No clear benefit to improving air quality within the A515 Ashbourne AQMA.
Traffic Management	Hall Street – introduce one- way	No clear benefit to improving air quality within the A515 Ashbourne AQMA. Maintaining the operation of Hall Street would be considered as part of Action 3.

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

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**<Appendix C: Add Additional Appendices as Required>**

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## Glossary of Terms

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

## References

- Local Air Quality Management Technical Guidance LAQM.TG16. April 2021. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.
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