

9.2 Draft Air Quality Action Plan: List of amendments

Following the consultation a number of amendments have been made to the content of the report, the pertinent amendments are as follows (minor amendments have been omitted from this discussion):

- Title amended to Air Quality Action Plan 2015 - 2018.
- Executive Summary amended to emphasise the considerable NO₂ reductions required and the challenge this will present. Source apportionment findings amended to include HGVs and buses. Prioritisation methodology now also summarised. Sentence added to indicate that this report represents the first three years of a longer-term plan to improve air quality within the borough. The Plan will be revised on a three yearly cycle (or earlier if necessary).
- Page 1 (fifth paragraph) sentence added *'Car ownership within Hertfordshire and the borough of Dacorum is higher than the national average. Based on the last national census conducted in 2011, 84 per cent of households within Dacorum had at least one car, compared to 74 per cent nationally.'*
- Page 2 (first paragraph) sentences added *'This report represents the first three years of a longer-term plan to improve air quality within the borough. The Plan will be revised on a three yearly cycle (or earlier if necessary).'*
- Page 7 (third paragraph) updated and expanded to provide more detail on EU infraction proceedings.
- Page 16 (first paragraph) footnote updated to reflect that the Council has successfully defended the legal challenge. Additional paragraph added *'In September 2014 the pre-submission version of the Site Allocations DPD was published for consultation. This forms a material consideration in the determining of planning applications and includes transport specific proposals to help improve transport movement and encourage alternative forms of transport than the car.'*
- Page 18 (second paragraph) last sentence removed and replaced with *'In April 2014, Planning Practice Guidance: Air Quality was published; this provides guiding*

principles on how planning can take account of the impact of new development on air quality.'

- Page 24 (first paragraph) amended to *'Road traffic was identified as the dominant source of NO_x (NO+NO₂) in all three of the Council's AQMAs in the 2013 Further Assessment. Source apportionment studies identified that ambient background concentrations contribute the largest individual proportion to existing NO₂ concentrations within all three AQMAs, followed by emissions from cars and goods vehicles on local roads. Buses also contribute within AQMA 1 and 3.'*
- Page 25 Table 3.2 amended to include HGVs as significant sources of NO₂ emissions in all three AQMAs and also buses within AQMA 1 and 3.
- Page 29 (third paragraph) amended to *'Based on the source apportionment analysis, ambient background concentrations contribute the largest individual proportion to existing NO₂ concentrations, followed by emissions from cars and good vehicles on local roads. Buses also contribute within AQMA 1 and 3.'*
- Page 32 (second paragraph) re-worded to provide more detail relating to the decision-making process undertaken as part of the initial assessment. Additional paragraph added below.
- Page 35 (third paragraph) last sentence amended to include *'contributing to sustainable transport.'*
- Page 35 (fourth paragraph) second sentence amended to include *'or Technical Guidance'* and corresponding summary table amended accordingly.
- Page 36 (first paragraph after table) sentence added *'It is proposed to create an Air Quality Strategy for Hertfordshire.'* Corresponding summary table amended accordingly.
- Page 37 (first paragraph) re-worded to emphasis the importance of investigative works in the development of appropriate high impact, direct measures and what the findings will be used for etc.
- Page 38 (second paragraph) added to highlight issues at recently redesigned Orchard Street/London Road junction. Corresponding summary table amended accordingly.

- Page 38 (fourth paragraph) amended to *'It is proposed to investigate the efficiency of the current junction layouts and traffic signal controls, at key junctions within the Lawn Lane, Hemel Hempstead and London Road, Apsley AQMAs, with the view to using the findings to inform the development of a business case or a funding application for highway infrastructure improvements to improve traffic flow within these AQMAs.'*
- Page 39 (first paragraph) re-worded to provide more detail as to the proposed ANPR traffic study. Corresponding summary table amended accordingly.
- Page 40 Measure 7 title amended to *'Road signage and satellite navigation alterations.'* Corresponding summary table amended accordingly.
- Page 40 (fourth paragraph) added to detail the proposals for satellite navigation route alteration. Corresponding summary table amended accordingly.
- Page 41 Measure 8 title amended to *'Potential relocation of bus stops'*. Corresponding summary table on next page amended accordingly.
- Page 41 (second, third and fourth paragraphs) additions and amendments to wordings to include bus stops within London Road, Apsley and Lawn Lane, Hemel Hempstead AQMAs. Corresponding summary table amended accordingly.
- Page 42 Measure 10 title amended to *'Potential relocation of on-street parking'*. Corresponding summary table amended accordingly.
- Page 42 (second paragraph) sentence added *'The lack of parking provision within Northchurch is recognised.'*
- Page 43 (first paragraph) amended to highlight resident's concerns regarding road safety issues (in particular speeding).
- Page 43 (third paragraph) sentence added detailing government grants available. Corresponding summary table amended accordingly.
- Page 44 (sixth paragraph) added to detail the Council's intention to bid for government EV funding and intention to promote EVs to staff via lease and car loan schemes. Corresponding summary table amended accordingly.

- Page 44 (seventh paragraph) sentence added *'The Council recognises that there are barriers preventing the successful uptake of EV, for example range anxiety and environmental issues relating to the recycling of batteries.'*
- Page 45 (second paragraph) added to highlight the difficulty of bringing about change locally and the need for more to be done at central government level.
- Page 45 (fifth paragraph) added to detail the recently introduced Watford Borough Council E-Car Club and Dacorum Borough Council's intentions to investigate this for potential adoption within the borough. Corresponding summary table amended accordingly.
- Page 47 (third and fourth paragraphs) amended to reflect comments from Dacorum Borough Council's Legal Government Team Leader received as part of the consultation. Previous proposed measures not actionable. Now proposed to offer a subsidy to people who licence newer or cleaner (e.g. electric) vehicles, thus reducing the licence fee paid to below cost-recovery levels subject to procurement of funding. Corresponding summary table amended accordingly.
- Page 48 Measure 14 title amended to *'Reducing emissions from goods vehicles within the AQMAs'*. Corresponding paragraph altered to include HGVs as measures targeting LGV may also be relevant. Sentence also added *'The Council will look at ways to reduce the volume of freight traffic passing through the AQMAs, where possible encouraging the use of the A41.'* Corresponding summary table amended accordingly.
- Page 49 (first paragraph) general re-wording. More emphasis on opportunities to incorporate EV. Production of Sustainable Transport Policy also mentioned. Corresponding summary table amended accordingly.
- Page 49 (fifth paragraph) sentence added *'Fleet/fuel monitoring of Council vehicles is already undertaken by the Council for the purpose of expenditure monitoring and as part of the data required for preparation of the statutory Green House Gas Report.'*
- Page 50 (fourth paragraph) added to detail the Council's intention to bid for government EV funding. Corresponding summary table amended accordingly.
- Page 50 (fifth paragraph) sentence added *'The Council is also intending to promote and encourage the uptake of electric (plug in and hybrid) vehicles by staff via the*

Council's lease car and loan schemes.' Corresponding summary table amended accordingly.

- Page 51 (second paragraph) added to discuss stop-start technology and that drivers of older vehicles should be encouraged to switch off their engines in traffic and let right-turners cross.
- Page 51 (third paragraph) second sentence amended to include *'erection of road signage'*.
- Page 54 (third paragraph) added *'Hertfordshire County Council is currently investigating measures to improve the pedestrian walking routes in the area around Durrants Hill Road.'*
- Page 56 (second paragraph) added to include comments from consultation feedback (e.g. need for more cycle lanes, maintenance of roads, pavements and towpaths and road safety issues).
- Page 56 (fifth paragraph) added *'60 per cent of Dacorum Borough Council Civic Centre employees live within a three mile radius. The Council recognises this as an opportunity to encourage staff to walk/cycle to work.'* Corresponding summary table amended accordingly.
- Page 60 (third, fourth and fifth paragraphs) added to acknowledge barriers (public transport more expensive and less convenient than car), access and timetabling issues, potential funding cuts and the need for real time bus indicators. Corresponding summary table amended accordingly.
- Page 61 summary table amended to reflect that the Council will support and promote all bus routes (e.g. M1/M2).
- Page 63 Table 5.1 updated with amended measure titles.
- Where possible, actions have been given specific target dates for potential completion.
- Page 71 (sixth paragraph) last sentence amended to reflect the new subsidy approach *'The cost implications to the Council would be low, thus the measure is considered to be less cost-effective.'* Table D.2 amended accordingly.

- Chapter 9 consultation outcomes included (with graphs and discussion).
- Page 89 (third paragraph) sentence added *'This report represents the first three years of a long-term plan to improve air quality with the borough. The Plan will be revised on a three yearly cycle (or earlier if deemed necessary).'*