

PUBLIC PARTICIPATION

COMMUNITY AND ENVIRONMENT COMMITTEE HELD ON 05th JULY 2021

QUESTIONS and STATEMENT from Mr Ian Dare, a resident of Wirksworth, with regards to street cleaning in Wirksworth

“Whilst it is acknowledged that mechanical road sweeping is not possible where vehicles are parked at the side of the road, often this results in litter and detritus be left behind. It is understood that such incidences are noted so that a hand crew can return to complete the task. In my experience this never happens. Please can this commence in future? The street cleaning schedule has been severely constrained by a lack of finance but this has led to an inadequate service for a town such as Wirksworth. When can our residents expect an improvement?”

RESPONSE to Question

The Clean and Green Manager acknowledges the issue raised, however the sweeping teams do not have the capacity to return to an area if cars are parked on the day of the visit. It is recommended that any requests for service are put through our online portal or by calling the Town Hall. That way, we can get the relevant team out to address the issue and problem areas are recorded.

We are in the process of a Clean and Green Review to improve the services that we provide so our sweeping schedules will no doubt be looked at for improvement.

QUESTIONS and STATEMENT from Mr Peter Dobbs, a resident of Ashbourne, with regards to Item 8 the updated report on Air Quality Management Area in Ashbourne.

“I welcome the inclusion of this updating report (as agreed in April 2021). However it has not provided the answers to the following questions and I would be grateful if answers could be provided.

Q1. *Has an ‘apportionment exercise’ been carried out or scheduled in order to produce a ‘quantification of source contributions’ to the NOx levels on Buxton Road and St John’s Street Ashbourne? It seems logical that you need to have evidence of where the NOx is coming from before you seek a way of reducing those levels. This would appear to be a key step in the approach recommended by the Environment Agency in TG16.*

Q2. *What other models of approach to the creation of an Action Plan were discussed at the 13th May meeting before the adoption of the ‘Derbyshire’ model?*

Q3. *Have the residents in the AQMA area of Buxton Road and St John’s Street been contacted, particularly those who were identified in the ‘Detailed Assessment’ as being located at houses where the NOx level was over the Air Quality Objective? I am sure that they, as well as Councillors, need to be kept informed about what is being done on their behalf.*

Q4. *If HGVs are identified as a significant contributor in the apportionment exercise, will the ‘Derbyshire Highways’ approach allow involvement of Hauliers etc as part of the Steering Group?*

Q5. *When do you foresee the start of ‘mitigation measures’, as originally promised in the Corporate Plan for March this year?*

Q6. *Will the Steering Group be recommending a supplementary Planning Paper so that the impact on the AQMA of additional traffic from new developments can be taken in to consideration?”*

RESPONSE to Questions

Q1. **A formal apportionment exercise has not been carried out. However, oxides of nitrogen are released into the atmosphere when fuels are burned. The major source of oxides of nitrogen in the UK is road vehicles, followed by the energy industries, manufacturing industries and construction, and non-road transport. Given the nature of this site and the absence of the other major sources of oxides of nitrogen, it is the view of all parties that road transport is the overwhelming cause of the exceedance of the air quality objective.**

Q2. **The general approach to the development of an air quality action plan is set out in Chapter 2 of the Local Air Quality Management Technical Guidance document TG16. The approach previously used in Derbyshire follows the approach set out in TG16 and is therefore the standard model in use across the country.**

Q3. Yes, a letter has been provided to the residents most affected and further information is being provided over a wider area.

Q4. The need to involve hauliers and other potential stakeholders will become clear as the action planning process develops.

Q5. The purpose of the action planning process is to determine the type of mitigation measures that will be effective in Ashbourne and the timescale over which they might be introduced. Until that process is more advanced it is not possible to say what those measures might be or when they will be introduced.

Q6. Until the action planning process is more advanced it is not possible to say what measures might be included in the action plan itself.