

# Air Quality Action Plan 2022 **Consultation Response Report Appendix**

**Full redacted comments  
(excluding out of format responses)  
and the questionnaire**

Produced by Consultation and Engagement Team  
**for Dorset Council**

**February 2022**



## Q30 Any other comments on the draft Air Quality Action Plan

1) The plan gives reasons why nothing can be done about reducing emissions in this area. (Positive outcomes examples of improving air quality in Dorset all seem to have been in BCP areas which are a world away from Chideock). 2) Problems in Weymouth (Boot Hill) have not even been mentioned even in passing and I'm sure there are many others where villages and towns were not built for traffic and this is one of the root causes of the current problems. 3) Developing policies over which you have no control is a waste of time. If you cant make central Government or Highways England pay or make policies of their own to cover these issues you are acting as a "tail wagging the dog" 4) Cant see why the cycle / pedestrian route has been costed so high. I believe in the Under-barn area in Castle Cove Weymouth someone said it would cost an inordinate amount to reinstate but it has recently revised orders on magnitude lower because 'a perfect tarmac path' was not made - just a path. Surely just getting paths between places that can be used initially to see how popular they are is a start in trying to do something to get cars off the roads (throughout Dorset too!) and upgrade them if needed at a later date if appropriate (and more money available). Footpaths are far cheaper than roads. Actions speak louder than words. 5) Not sure spending money on advertising campaigns to get people to avoid single use travel when there are several old people living by themselves in areas poorly served by public transport will have much of an impact! We have noticed a dramatic increase in single person car travel with Covid - people quite rightly don't want to share air space with strangers. 5) Bus and train fares are too expensive in this area so even if routes are covered when you want to go somewhere it is not an attractive option. Suspect this will all change when there will be fleets of self driving electric taxis - could the council encourage firms working in this area to pilot this in Dorset?

A 30 mph limit was added to West Hill Chideock, but it is not enforced. I have yet to see any vehicle adhere to this. When I drive at 30 either in to or out of the village, cars overtake and/or bunch up behind in an aggressive manner. Moving to 50 mph at the top of the hill then back to 40 mph entering Morcamblake is a nonsense. Air quality is not the only issue, the size and weight of HGV's passing through the village creates air and ground vibrations coupled with no pavement on the South side of the A35 makes for dangerous pedestrian access. This report is typical of all government reports, full of talk with NO real actions planned or budgeted for. In other words, a complete whitewash and waste of time and effort in the writing of it. . Lets get on and build the cycle/footpath from Chideock to Bridport. . Enforce (most) HGV's to take the A303 (as recommended in the report). . Build two more pedestrian crossings. The cost of the above would pay for about 5 ft of HS2, so nothing tin the scheme of things to the benefit of one of the loveliest Dorset villages on the World Heritage Site.

A bypass around chideock would help to improve the lives of residents therexespecially children. Lorriesxshould be banned from going through that village as well.

A full consultation response has been submitted.

Across Dorset, there needs to be significant emphasis on modal change in transport use to address both air pollution and emissions causing climate change.

Action plan does not provide anything to reduce air pollution. Not enough research done No solutions offered

air Quality in Dorset is good

<p>Air quality problems tend to be concentrated in tiny but important areas in the county, country (and world?). Air pollution is widespread and caused by a too high and rising (world) population enjoying a too high and rising (average) standard of living. Until these facts are accepted and acted upon nothing worthwhile is going to be achieved. Regarding Chideock, I travel this road extensively and extending the 30MPH up the western hill - to IMPROVE air quality - is just about the daftest COUNTERPRODUCTIVE action imaginable. Applied common sense dictates that the longer HGVs in particular hang around in the general area ( slowing up all other traffic as well) the worse the situation will be!. As far as air quality is concerned removing the speed limit completely would be the best action. Obviously for road safety this would be totally impractical. The only real answer to this problem is a bypass for Chideock and a general dual carriageway A35 trunk road improve improvement scheme from the Ferndown Bypass in the east to Honiton in the west. Continuing to fiddle around with the existing system as it is is a waste of time and money and just extends the misery for all concerned.</p>
<p>All the focus is on domestic cars but its older lorries, vans and the like that generate most omissions.</p>
<p>Although our main heating source is gas we also have an excellent solar hot water panel. The fitting of SHW panels should be encouraged (all we ever hear about these days is solar PV, which is probably quite inefficient at domestic scale). Although we have a log burning stove, we only use it on rare occasions to burn scrap wood which would otherwise be burnt on bonfires or at industrial incinerators. *Army tank training and maintenance activities are the major source of diesel emissions in our area, and should not be overlooked. *The Heart of Wessex railway line is very unlikely to be electrified, so use of alternative fuels such as battery or hydrogen power should be explored. *I appreciate these two are not DC's responsibility, but DC needs to be aware of their contribution to pollution and work with others to find solutions.</p>
<p>As other Councils have done, Portsmouth for example, don't turn measures into a tax because it just makes people angry, makes the Council look stupid and confirms to residents that the Council has no credibility left of the little they have already.</p>
<p>Build a Chideock (and other villages) by-pass.</p>
<p>Chideock needs a bypass. The measures put forward are only nibbling round the edges of a problem which is partly about air pollution, but also about a longstanding pinch point on a major road artery. It needs sorting, not playing about with.</p>
<p>Chideock requires a Bypass urgently. Dorset Council should support this ,as did West Dorset in the 1985/1997 period when a Bypass was approved and signed off. Only to be cancelled by the next Government . Take notice of what the Inspector said "the existing A35 through Chideock is not fit for purpose". The MP at the time Sir James Spicer said said "FOR HEAVENS SAKE BUILD A BYPASS FOR CHIDEOCK NOW" Dorset Council should immediately add this Bypass to the Dorset Local Plan, along with persuading "Western Gateway, Peninsular South West, Office for Road and Rail, Department for Transport , Defra , National Highways , Transport Focus to do the same. HELP SAVE LIVES. YOU KNOW IT MAKES SENSE.</p>
<p>Electric buses are far cheaper to operate and produce no tailpipe emissions.</p>

Fails to tackle Boot Hill in Weymouth. Independent monitoring of NO with tubes shows this exceeds limits of 40ppm. The monitoring station at the Buxton / Wyke road junction is totally misplaced to monitor Boot hill as it is in an open area with good westerly air flow from the prevailing wind . This area is heavily polluted but nothing is being done . Cycle network is not yet fit for purpose. There is no safe cycle route from Weymouth to Dorchester as the stadium roundabout has 50 mph traffic and no underpass or cycle bridge. There is no safe cycle route to the beach in Weymouth. The promenade at Greenhill lacks cycle route in the summer. The bus has been privatised and is of poor reliability with many routes axed or reduced. There is no proper bus rail interchange in Weymouth. The revision of the forecourt being a missed opportunity to sort this out .

Forcing people to change will breed resentment. Force big companies to change. Force all delivery companies to use hybrid or electric vehicles immediately. Run a bus daily to villages. Explain to the idiots who sit for ages outside my property with their engines ticking over while they make / take phone calls that's wasted fuel.

Get the log burners banned or taxed heavily, too many people in west moors are using them, the smoke stinks it's harmful and a down right nuisance. Washing can't be hung to dry outside because it stinks if smoke. Tumble dryers then have to be used to dry with it counter intuitive. Ban bonfires as well.

I am concerned about air quality in Weymouth. Dorset Council has acknowledged this by putting an advisory diversion route away from Boot Hill for HGVs and this is appreciated, but it is very concerning that this consultation does not mention Weymouth or Boot Hill. The consultation assumes that everyone owns a car and asks whether people would be willing to change their driving habits. I suspect there are a lot of people in Weymouth who will not have a car and therefore will skew the results as it will seem as though many people in this postcode are unwilling to change their vehicle use due to the way questions are worded. I am concerned that Dorset Council will not fix the air quality monitor at Boot Hill. If it were fixed it would undoubtedly require an AQA area to be declared on Boot Hill / Rodwell Rd and I believe this is what is needed for real change. The WHO has previously identified particulate matter to be a contributing factor in people being more vulnerable to covid due to respiratory problems. If the Portland incinerator is built things will be even worse in terms of air quality here. We already have lower life expectancy in Weymouth & Portland than the rest of the county. Weymouth residents think Dorset Council does not care about them. This is not just a matter of public health it is also one of reputation. Please do the right thing and take proper action on pollution in Weymouth.

I disagree on the basis that significant increase in traffic on the A354 in Weymouth is not currently monitored. The pollution points in particular are easily noticed by us as residents in Wyke. Those key points are: Boot Hill; Roads leading to Foords Corner; and Portland Road through Wyke. Air Quality at peak travel times is noticeably poor to us as residents.

I have read most of the document. It is without doubt a challenging document so admit I have not read it in full but what I have read I support in full the thrust that the plan invokes. My wife and I live in the Highcliffe/Walkford area and only this week we commented that when the air is quite still and around 17.00hrs to 19.00hrs outside smells quite pungent from the traffic travelling either way from Christchurch to New Milton. This is on Walkford Road.

I have read this report which concentrates on the Chideok Area of Dorset. In no way does it address the 'wider' area of Dorset. I find the report ignores other important areas badly affected by pollution (e.g. Portland Road, Boot Hill). There is no mention of real-time monitoring of pollutants in locations of interest. I feel real time monitoring and reporting should be paramount, with internet access. Any such system should also include warnings of poor air quality where appropriate. Great opportunity to 'set the standard' for other areas of UK.

I have the following observations and queries to make about this AQAP which I hope are constructive and helpful. A. General

1. This is an AQAP for the whole of Dorset but is predicated on an AQAP for Chideock, a village of 600 people, where the main source of air pollution is vehicles (mainly private cars and smaller goods vehicles). This unbalances the AQAP and makes it a confusing hybrid. Every community, rural or urban in Dorset is different, and has different air quality for different reasons and I'm sure every Dorset resident is keen that the air where they live will be rigorously monitored and protected by its council and councillors now and for the time frames of the AQAP. The coastal village in the Isle of Purbeck that I live in has different challenges to Chideock as do Corfe Castle, Sandford on the A351, Sandbanks, Longham and Ferndown on the A348 and many other Dorset communities.
2. If Chideock's AQAP from 2008 is overdue; could the village be given a separate document that covers its particular issues? Please don't ignore other sources of pollution in the village.
3. The coronavirus pandemic has introduced many more people to the county and the stamp duty holiday has encouraged many people to buy a second home here or to move here, often with different expectations. This has not been factored into the strategy.
4. The time frames given differ between the preamble of the consultation and the AQAP itself, unless I misunderstand.
5. Air quality is a very complex subject; unless I am mistaken this AQAP makes no mention of significant developments at central government level that could affect the development of Dorset's AQ policies and strategies to reduce air pollution (NO<sub>2</sub> and PM<sub>10</sub> and PM<sub>2.5</sub>), namely the targets awaited from government following the passing of the Environment Act in November 2021.
6. This AQAP also overlooks the very recently established independent Office of Environmental Protection, details of whose remit and operations are imminent.
7. More unpicking of the different communities (coastal tourist-magnet towns, market towns, industrial areas, villages and hamlets), demographics (children, adults below retirement age, and the elderly) and specific sites (industrial estates, schools, old people's homes), together with recognition that retirees are attracted to move here would be helpful to reveal the source of pollution and also the stakeholder strata.
8. Should this reflect the progressive and accumulative nature of diseases caused by air pollution? It can affect us all over time.
9. Should this cover the fact that residents may travel cross county and be affected by air pollution from traffic congestion and also from idling (if a pedestrian) and from air pollution ingress into vehicles while driving?
10. It is not clear how Dorset Council will work with Bournemouth, Christchurch and Poole Council to address this, nor neighbouring county councils.
11. The AQAP is biased towards pollution from moving vehicles; more analysis would be welcome of the emissions the sources below, together with more detailed proposals about to address these. There may be existing mechanisms to deal with some of these but it is helpful for the general public if these can be identified to give a full framework for the strategy.
  - modelling based on impact over time of design and power improvements in vehicles (electric vehicles, but also methods of preventing air pollution entering cars) and also new road surface designs
  - idling vehicles
  - industry (inc. types of industry)
  - waste management (particularly a modelling of the proposed waste incinerator at Portland, together with its feed traffic),
  - tourism (travel, hospitality, accommodation, and related activities, together with seasonal impacts)
  - farming
  - biomass, (business, residential and infrastructure)
  - woodburning stoves (and woodburning pizza ovens); since 2016, woodburning stoves have grown in popularity and there is little analysis of where these are, how many older designs are there, nor much awareness either among professionals or the general public about the harms of PM<sub>2.5</sub> even from so-called 'eco-design stoves'.
  - effect of high gas prices
  - number of homes that are off-grid and therefore reliant on solid fuel.
12. It would be helpful to see where the AQAP fulfils certain strategic aims from the Council's Climate Emergency Strategy. In particular, a strategy that protects livestock, pets, and wildlife from air pollution as much as possible is important and also an approach to biomass heating that takes into account the enormous environmental and ecological harms that result from exporting wood pellets for this from native forests such as those in North Carolina, USA, and Estonia. (See below.)
13. A greater input from Public Health Dorset would be appreciated in due course, but I completely appreciate that over the past two years, the organisation has been preoccupied with coronavirus. However, the pandemic itself highlights now more than ever before the need to protect the health of our lungs (as well as brains, hearts and other organs) from all types of air pollution.
14. Key to the success of the strategy are: publicity, information, community engagement and also AQ monitoring together with reviews, revisions and reporting processes (including to central government) and

effective enforcement. B.Strategy 1. Addressing air pollution by concentrating on traffic measures risks leaving those affected by air pollution other sources vulnerable. 2. Details of the positioning of monitors have been omitted. Locations for AQ monitoring for PM2.5 from woodburning or industry may not be the same as for traffic-derived air pollution and risk leaving residents unprotected if not positioned appropriately. This may include indoor monitoring given that woodsmoke rises then drops onto neighbouring properties; it does not float away. 3. Please consider financial incentives for the owners of old-style woodburners to switch to 'eco-style' ones. These have proved successful in other countries eg. Australia (inc. Launceston, Tasmania, 2001) and the USA but may only be appropriate for those who are off-grid. A small discount voucher may persuade those who are lifestyle woodburners to switch. 4. There are no proposals to encourage developers and builders to use solar panels, heat source pumps or even their own wind turbines to power their developments. 5. Consider banning woodburning in new developments in order to protect health and reduce the mortality figure and advocate a ban to central government except where residents or businesses are off-grid. 6. Please consider citizen science projects in communities as part of engagement activities. These may consist of workshops where local people build low-cost air quality monitors e.g. Sensor community (formerly Luftdaten) in Bristol and Clean Air Sheffield 7. Please engage with a wider range of community stakeholders e.g. Dorset Climate Action Network, schools and colleges. 8. More behaviour change methods with regards to car driving, idling and heating homes: what else can residents do to get the cosy feeling other than pollute the air? 9. Air pollution from woodburning stoves is an issue in villages, not just in towns and cities. 10. The questionnaire itself did not mention woodburning stoves as a heating source in the question about what may be the main driver of air pollution from our own homes and did not include the option 'Don't know'. Public Health Dorset mortality figures show that 3.9% of deaths in Dorset county in 2019 were attributable to air pollution, with 4.5% of deaths in Poole and 4.8% in Bournemouth attributable to it. <https://fingertips.phe.org.uk/search/air%20pollution#page/3/gid/1/pat/6/par/E12000009/ati/102/are/E06000028/iid/30101/age/230/sex/4> How many people was this? This is a very important issue and I hope very much that Dorset Council will do all that is necessary, applying for funds from the government where necessary, to reduce the number of deaths and improve the quality of life of all people visiting, living in and working in Dorset. Please note that my interest comes from developing asthma recently. Our village air quality has become poor in parts because of the use of woodburning stoves, particularly when second home or holiday homes are in use during the autumn and winter months. I have recently started to use a Purple Air air quality monitor to measure PM2.5 particulates inside and outside my home and stay indoors when levels are high. We should not have to do this. Various sources: Air pollution 'The Invisible Killer: the Rising global Threat of Air Pollution and How We Can Fight Back' Dr Gary Fuller, Senior Lecturer in Air Quality Measurement, Faculty of Medicine, School of Public Health, Imperial College, London All Party Parliamentary Group on Air Pollution <https://appgaq.wordpress.com> <https://www.mumsforlungs.org/our-campaigns/idling> Biomass – failure to be CO2 neutral, environmental & ecological harms at source and in production <https://www.chathamhouse.org/2021/10/greenhouse-gas-emissions-burning-us-sourced-woody-biomass-eu-and-uk> <https://www.dogwoodalliance.org/stories/videos/> <https://www.cutcarbonotforests.org/#aboutthecampaign> Community Monitoring <https://cleanairsheffield.com> Ecodesign stoves NB These still pollute significantly more particulates per hour than many diesel vehicles. RADE Bristol (Residents Against Dirty Energy) <https://radebristol.com/the-bristol-pledge/> Incentives reducing mortality (where wood is primary heat source) <https://www.bmj.com/content/346/bmj.e8446> <https://environmental-initiative.org/our-work/project-stove-swap/> <https://www.epa.gov/burnwise/implementing-wood-burning-changeout-campaigns-and-examples-programs> <https://www.mumsforlungs.org/our-campaigns/wood-burning> Implementation of Ecodesign Regulations (Simon Birkett, Clean Air London 29.12.21) <https://cleanair.london/health/implementat>

I live in a top flat with only electricity. Can't access any alternative fuel, Balcony is constantly filthy from traffic pollution, I have a hybrid car, have nowhere to plug in an electric car, and finding walking difficult, can't easily use public transport There are many like me, and as pensioners do not have the finance or ability to make further changes. Finance to make big changes must come from industry and government

I live in Gillingham we have way to many sets of traffic lights stopping traffic for no reason most of the time. Putting in cycleways is a good idea but when you then increase the amount of traffic lights it completely reverses any emission savings. Every time you stop 100 cars you would have to get one of those car drivers to swap and cycle over 25 miles just to break even on emissions. Why cant you make the traffic lights part time.

I live in Ridwood, Chideock. The local shop is a 10min walk. I have to drive to local shop as it is not safe to walk on a35 as no pathments in parts and crossing on other side of shop. I would love an electric car but cannot afford to change my current vehicle. I would love to walk or cycle to Bridport. Again this is not possible due to lack of safe route. In the summer, because I am fairly fot, I could walk to Bridport via Hell Lane. This route has been closed for over a uear and is only an option in summer months.

I think that the council should be refusing planning permission of the proposed incinerator on Portland Which would greatly affect the air quality for residents on Portland through toxic Emmisions, increased traffic flow. This is diabolical that it is even being debated whether it is a good idea, all waste should be Reduced, reused and recycled.! Refuse the proposed planning of an incinerator and do the right thing.!

I think that we (as residents) do not fully understand other sources of pollution that we are exposed to, and we blame the council for not doing much to sort it. But it is all our responsibility. I think that we could do so much more and it is good to see that the council are looking at particulates. Is there any thing we can learn about what produces pollution in our homes - I know new carpets and cars produce some, so there must be others too do cleaning products do this and should the council educate on that too? Do these make the outdoor air bad too?

I was pleased to find that the plan covers emissions from domestic wood-burning, this is a real problem in my own local area. Some days I am unable to open a window because of the strong smell of smoke that comes into the house. The impact is far greater than the more subtle air-pollution for example from transport which requires special equipment to even detect it. I believe that the only way to reduce the emissions from these arcane appliances is to ban them outright. In my opinion burning solid fuel in homes is a step backwards to the days when each home had a coal fire and the sky was thick with smoke. However the plan only talks about encouraging burning cleaner fuel types. Meanwhile these appliances remain very trendy and more of them are being installed all the time. The plan should propose a total ban on the use of these appliances.

I would like to see far more inclusion of other parts of Dorset, also. Whilst I recognise the need to be concerned about Chideok, Weymouth gets very little mention or consideration.

If a by pass had been built for Chideock years they would not have so many problems now but LOCALS were against it at the time. The stop start driving through the village makes fumes worse as lorries have problems getting up the hills and lowering speed limit in the area makes things worse The lack of public transport makes travel impossible for us oldies, or are we expected to just stay in and starve and have no life at all as long as we keep paying our rates for little return to us.

If waste incineration is not stopped then everything else the council does is meaningless

improve the road system in weymouth to reduce emissions on boot hill



In Blandford the public transport provision is pathetic. The only way I can get to Dorchester, Weymouth, Bridport, Lyme Regis, Yeovil, Sherborne Salisbury, Shaftesbury and Wimborne and be sure of getting back is by car. 18 years ago there used to be reasonably frequent buses but these have been cut back so much that there are very few and days out are nigh on impossible by public transport. In most rural parts of Dorset air quality is fine. It is spoiled in towns by slow moving traffic so traffic flow needs to be improved - perhaps more FREE off street parking to encourage drivers to leave the streets free or even more local buses so that folk can shop without having to use their cars. The "Lidl" bus in Blandford was a prime example of a wasted opportunity - How does one get from Blandford town centre, with a large amount of Lidl, shopping up to Forum View ? ? ? It's easier to use the car for the whole trip. Couldn't it have had a more comprehensive route serving some of the outlying villages on different days.

In conjunction with the Air Quality plan the Council needs to seriously look at planned developments. Vis a vis Boot Hill in Weymouth why is the Incinerator on Portland still being considered. All waste would have to be brought in by trucks that would add considerably to air pollution. In addition to this there are plans for a huge development at Newtons Cove that would also add considerable volume to traffic on Boot Hill as well as adding pollution to the sea around Sandsfoot and the Nothe. It is madness. Thank you.

In Motcombe, we have a large primary school where the majority of children are from outside Motcombe and get here by car. This both creates an air quality problem and pose the risk of death or injury particularly to children and pregnant women from PM2.5 and NO2 air pollution. You will be aware of the tragic case of the death of Ella Kissi-Debrah in London in 2013, aged 9. In December 2020, a Coroner ruled that the cause of death was air pollution from car fumes. I understand that the Coroner's verdict may open the way for both civil and criminal litigation against those who enable or facilitate the pollution. Newspaper reports don't give the exact level of PM2.5 pollution recorded in Ella's case: simply that it was in excess of 20. Readings close to Motcombe Primary School have shown that the crucial PM2.5 levels recorded 16 metres away from the road and with a pollution absorbing hedge in between, are often in excess of 20 and have, at times, exceeded 100. The World Health Organisation recommend that PM2.5 should not exceed an annual mean concentration of 5. The level is rarely below 5 at school run time. NO2 levels have not been recorded but are suspected to be high. One of the causes of the relatively high PM2.5 levels in Motcombe is because we are in a combe with hills to the east and a prevailing westerly wind. The wind blows the pollution in across the Blackmore Vale from the west and it gets trapped by the surrounding hills. But because we have a high 'natural' pollution level, we need to take extra precautions to reduce what is in the Council's power to control, just as pollution is controlled severely around Heathrow Airport to compensate for the plane pollution. I suggest that Motcombe should be doing similar: deterring cars from coming to Motcombe by making it difficult to park. There is no 'safe' level of PM2.5 but extensive medical studies show that repeated exposure of children to high levels (which means low double digit) of PM2.5 can result in premature death, as confirmed by the Coroner in Ella's case. Neither children nor pregnant women should be outside when levels are high double digit or triple digit. Parents and children have to run a gauntlet of cars- with a high number of diesel SUVs- idling their engines- the children just above exhaust pipe level. Unfortunately, engine idling is the norm, not the exception, to provide heat in winter and air conditioning in summer. The school operates a staggered pick up/ delivery system so some parents are in their cars awaiting their time slot while others go to/from the school. But pollution does not disappear the moment the engine is switched off- it lingers as an invisible killer. I have no wish to be alarmist but the statistics for premature deaths, asthma and other respiratory diseases amongst children as a result of exposure to high PM2.5 levels while their lungs are developing are horrific. One only has to read any respectable authoritative website such as the World Health Organisation or the British Lung Foundation. As a result, the Times has launched a 'Clean Air For All' campaign focussing on the school run. This campaign seeks to limit or stop the school run and has resulted in Councils up and down the country closing streets outside schools to traffic during school run times, allowing children to breath cleaner air and not damage their lungs.

This is total closure of the street- not just parking restrictions. This is inconvenient but lung damage from pollution is an inconvenient truth. Alternative ways to get to school without health being put at risk must be found. Indeed, there is a requirement to do this. The National Education Union "Air Pollution Guidance for School and College Staff" booklet dated September 2019 states: "The law requires school employers to protect pupils against risks to their health, so schools should have a policy on reducing risks to health from air pollution. Head teachers and school leaders should create an action plan, involving pupils, parents, governors, teachers, support and maintenance staff, and policy makers." It is unfortunate that Dorset Council does nothing to enforce the law against engine idling nor looks to restrict traffic coming to Motcombe. This seems contradictory to Dorset's Climate Emergency.

In my opinion the main causes of air pollution in the whole Dorset area are poor road transport infrastructure. The area has become too densely populated, no major improvements/modifications have been made to road transport links. It would be far better to look into preventing congestion and road traffic than any alternative. Dorset and Chideok are located on one of the main routes for people travelling to Devon and Cornwall with these route being mostly single lane passing through small settlements. It is time to look seriously into providing a major highway route through the county removing this traffic and pollution from built up areas.

In the shorter term it is necessary to drive as bus services are poor. Changing to electric powered/assisted car costs money which only the well off can afford. Chideock air pollution will never be resolved until higher proportion of electric cars are on the road (years away!) or it is by-passed. Measures proposed are waffle in the meantime. This explains my low importance ratings.

In the summer the air pollution in East street Weymouth is appalling with standing traffic trying to exit Weymouth due to harbour closures especially with music festivals on the quay. Also as the last shop in St Alban Street I have to shut my shop when the moto cross is on the beach due to diesel fumes.

<p>It does not specifically mention the air pollution which could be caused by refuse incineration. This method of refuse disposal, with some electricity generation, is being abandoned in many parts of Europe. Unfortunately some areas are now committed to this method by existing generators being already built. This is something Dorset should avoid. National policies are moving in England to reduce amounts of waste with much more effective reuse, refill and recycle policies being developed in national government. It does not specifically mention support for industries and power generation with low pollution and low on-site carbon emissions. It does mention absorption of pollution by living barriers of trees and vegetation in context of road side, but there is no mention of the advantages to trees and vegetation generally existing within urban areas, both for absorbing pollution and general well-being.</p>
<p>It is about time the authorities grasped the nettle and banned the sale of woodburners. Too much attention has been focussed on the use of coal for domestic use, when this form of heating has declined to a large extent over the years. Woodburners not only produce high pollution levels outside of homes due to the drive by producers to promote their use, but also they produce very harmful pollution inside of homes. The drive to switch to electric vehicles is too focussed on the reduction in car emissions, no regard is made to the poor carbon footprint impact in the production of electric vehicles.</p>
<p>It is inappropriate to include the need (or otherwise) for a Chideock bypass in the Air Quality Action Plan.</p>
<p>It would be good to see some action. Having paperwork in place is one thing but it doesn't cure the problem</p>
<p>It's no good just looking at Chideock when this is just a small part of a very congested route. You need to consider an alternative route for through traffic that by passes all the major towns like Bridport on the A35 route. The air quality in East Street also fails standards. This could be reduced by making more park and rides. For example the rough ground going north on the A3066 by the Esso roundabout looks a prime site for a visitors car park. This won't solve the key issue that the A35 is unable to cope with the volume of traffic and Dorset Council should be seeking to provide the first motorway through Dorset that could run through uninhabited areas. This would prevent Dorsets small, inefficient roads being clogged by through traffic and polluting the residents unnecessarily. Stop fiddling around the edges and identify the real issue!</p>
<p>Its not a lot of use unless real action is taken, local councils ( village ) need to approach the council with action plans on how to improve air quality within their own area. For example our local School has turned the area into a rat race to get Children into the School grounds, endless traffic. People are driving 800m's Driving home then later driving 400m's to local shop. Walk to school and improve your own health and that of your children , it will also drive up air quality I cycle a lot to commute, I admit the minor roads are poor and only made worse by the lack of driving ability displayed by those rushing to work. A lot of work in education will need to be done before more will take this option. We also need to start educating the younger ones to cycle safely , if the byway from Milborne to Tolpuddle was better , it could be used as the starting point for those who do not have the confidence to ride on modern roads Our own sports club at the top of the village , Village hall, shop. post office, pub all fail to support anyone using a cycle as a means of transport.</p>
<p>It's too long The 30mph speed limit up the hill in Chideock has increased air pollution Of course the level was lower last year - most of us stayed at home and less tourists</p>
<p>Just build a bypass if want to fix the issue, a speed limit does nothing only increases braking around the speed camera and the hill and causes congestion and cars idling.</p>

<p>Just talk and words with little actual work to improve the air quality. Start by putting in a path away from the A35 to link the village to Bridport. This will allow residents to walk or cycle and leave their cars at home where as now they have little choice. Engage with Google maps etc. to promote alternative routes on their mapping tools to not use the A35 of alternative routes are available even if they are longer. Reduce the speed more.</p>
<p>Look at Portland Road Weymouth Lanehouse Rocks Road And Boot Hill Weymouth as we suffer badly with vehicle pollution</p>
<p>Lowering of speed limits on a35 out of Chideock to Morcombelake has made things worse. The data used was during the lockdowns and is flawed. There is no cycle or walkway from Bridport to Chideock</p>
<p>NB. We do possess a wood-burner but we do not use it (so our answer to your question does not give a true picture). We have one hybrid vehicle which in its electric mode leaving home and nearby does not produce emissions, so driving it locally does not affect the air quality. We would use the bus if there were a better service.</p>
<p>New 30mph limit on hill heading west out of Chideock needs enforcement. I comply, but I am usually the only one who does.</p>
<p>Not enough done to stop and educate pollution caused by people using wood burning fires in households. Most people who use these burners have no idea about the level of moisture in the wood they burn and never used a meter to ensure their stock is fully dried, I have neighbours who are using wood directly cut down from their garden causing massive plumes of smoke.</p>
<p>Not sure how the draft Air Quality Action Plan fits in with the new Environment Act. I understand not all of the measures from this Act have been developed. If so how in the future will the Air Quality Action Plan be adjusted for these details?</p>
<p>On Boot Hill ( Rodwell road) I live with well over the legal level of emissions from the incessant traffic. I've campaigned, had pollution monitors at the house, been evacuated to a hotel when the pollution was too severe(2020). NOTHING is done. Small tweaks made to the traffic lights sync, still the pollution is at ILLEGAL levels. And all we get after many years is another survey- blah blah. Only words , no action, the laws continue to be broken.</p>
<p>Personal - many older people live in this area. Have a COPD sufferer in the household. Cleaner air (I check Air Quality for the home area each morning.) Post lockdown bought home the difference when traffic returned</p>
<p>please consider the impact of the proposed incinerator for Portland will have on the quality of the air on Portland for local residents</p>
<p>Regarding air quality at Chideock, I use this route on a regular basis and it is always slow moving traffic. Unfortunately, this I think is caused by the speed cameras which cause traffic to rightly slow down but increase pollution accelerating away. There is no answer to this apart from a bypass which probably could not be provided. I feel far more use should be made of our rail systems in Dorset and these don't seem to get a mention in this survey. I live in Swanage and we have a line connected to the main line, but no services. The council gave millions of pounds to upgrade the track at Worgret Junction for the Swanage Railway to provide a service. This was years ago and we still wait! We hear there might be a 90 day trial service, but what will that prove? It certainly won't entice commuters out of cars just for 90 days and that won't give a true picture. Dorset needs to be more pro-active with rail as is the case in Devon. We need a year round daily timetabled service to Swanage at a reasonable fare. Devon has just re-opened a route top Okehampton and they are not having trials, they have just gone for it. The railway from Weymouth through Dorchester West and Maiden Newton needs better frequent services and certainly better station facilities at Dorchester West. They are a disgrace for a County town!</p>

<p>Regarding Chideock pollution, the solution is to put in a bypass, anything else is like sticking a plaster on to cover major heart surgery. Stop wasting time and force the entire Dorset A35/A31 corridor to be sorted by Highways England, then start worrying about who left the gas on.</p>
<p>Stop delaying and making excuses and fix the monitor on Boothill. There are other areas with high air pollution apart from Chideock, yet you seem to always miss out Weymouth</p>
<p>Stop massive house building which greatly adds to the problem of air quality.</p>
<p>The "Dorset Council Air quality action plan: Chideock" consultation report updating the 2008 report is indeed much overdue and needed. However, I am very disappointed to see that the report was incomplete (no figures or tables), too focused on commercial traffic (private cars must surely contribute most pollution) and limited only to Chideock (we must be considering this at a wider scale), which together made it seem like a very cursory attempt to investigate what is the single biggest threat to human health and the environment locally and nationally. We can and need to do better! Also, is there a reason why it is not routinely called "air pollution"? Because that is what it is. Please give this issue the urgency and importance that it needs. email response from Stephen Gregory</p>
<p>The A31/A35 is single carriageway over most of way through Dorset. I think that the main cause of pollution in Chideock is the need for vehicles to accelerate to go up the hill to the west of the village Vehicles are going to want to go east and west through Dorset for the foreseeable future. The county should press Highways England to provide an alternative route through Dorset which is dual carriageway and less hilly.</p>
<p>The Air Quality Action Plan gives an authoritative summary of the opportunities and limitations perceived locally. Most of the measures described are extremely unlikely to solve the Chideock problem. The problem will resolve itself within 15 years, because the current road-mileage will switch in that time frame from Diesel trucks and buses and Petrol cars to predominantly Electric Vehicle mileage. This is because although sales of EVs is likely to dominate by 2025, the mass of combustion vehicles already sold will take several years to work their way to being recycled. This is especially true for lower-income households, because (a) second-hand combustion vehicles will be cheap to buy despite having very much higher running costs and (b) lower-income households may have issues with using overnight charging cables. This is a poverty trap and may need addressing in Policy by 2027. Most of the other real-world solutions to the Chideock (and Dorset) particulates and NOx problem would take around that time frame to implement, for example building a bypass. So the local solution must be to expedite the take-up of EVs using the Dorset Council's Climate Emergency policies, including publicity about the changes taking place, in conjunction with supporting central Govt's budgetary plans on vehicle taxation and stimulus measures, which have just started to take effect.</p>
<p>The air quality in the Boot Hill area of Weymouth is very polluted and very poor. You just have to look at the black on the walls to know how bad it is. The air quality monitor has been broken for far too long and needs to be repaired or replaced quickly. A haulage driver has pointed out that although signs now divert large vehicles away from Boot Hill their Sat Navs will still take them there unless a weight limit is put in place. The Sat Navs would then direct them the same way as the signs. Please repair the monitor so that the true extent of the pollution can be registered.</p>
<p>The AQAP looks very comprehensive but it is 50 pages long. Perhaps someone could produce a one-page summary on a single side of A4 which would be more comprehensible to the average Dorset citizen?</p>

The area around Buxton Road and Portland Road (Foods Corner) is of particular concern. Owing to the commercial development of Portland, the build up of commercial traffic using the area has increased significantly. With THREE local schools nearby and children as well as parents walking their children to and from school this is detrimental to their health.

The biggest problem by far is climate change

The council must promote the use of public transport locally and the government needs to divest in roads and invest in better public transport systems, be they trains or buses or an alternative. These should be nationalised and not privatised.

The draft action plan largely reports initiatives which have already failed or cannot be implemented. Where improvement has been noted, this is the result of national changes eg improvement in vehicle engine emissions as a result of better technology. Even the one concrete action that has been taken - the extension of the speed limit - is not enforced and personal observation suggests that motorists largely treat the limit with contempt (especially going uphill towards Lyme) away from the camera position in the centre of the village. A third camera position at least is required at the western end of the village and this needs to be active more often than not. This would seem to be a minimal expense and the least the county/Highways England could do in the light of the general failure of all other actions.

The draft does contain a few logistical errors for the demographic of residents living full time in Chideock. For example the Workplace Cycle Challenge (I had worked on this in a city environment) As a lot of residents are retired. Not sure that knocking down buildings would be conducive to the village ambience. Diverting heavy goods vehicles away from the villages however would be. A weight limit through the village should be trialled to monitor the effect that this has. I live on the A35 in Chideock and my asthma has improved so much since moving here to what it was where I lived previously.

The emissions and congestion in Chideock have been a long standing problem, we stayed there in 1982 and it was dreadful then and has become worse. The report reflects the impotence of the Council to really change the position-it depends on motorists investing in expensive hybrid or electric vehicles, or choosing alternative modes of transport, and the government investing in an alternative route for heavy transport and tourist traffic. I would love to travel to Lyme Regis to meet my family by bus but bus routes have been cut in the last few years, I would have long delays at changeover points and to do it in a day, I have to use my car, I cannot walk or cycle that distance, and neither presumably can the tourists who contribute an extra 30 per cent to the traffic in the high season. It is a pinch point for motorists as well as ruining the character of what should be a small, pleasant Dorset village and that will continue until traffic is routed away from the village. The emissions may have reduced for all but a handful of properties, but what quality of life do the villagers have? Probably the Council have done what they could-now is the time to lobby Government to rethink transport provision on tourist and coastal routes.

The high volume of very large vehicles passing through the village up 40% in 5years

The only way forward is a bypass to serve Portland. A bypass was looked at but shelved, now people are dying of poor air due to large vehicles trapped on the A354 through Weymouth, will anything be done about it ... I doubt it!

The plan concentrates on Chideock. More actions are needed at major roundabouts in many parts of the Dorset area, especially in residential areas. Heavy acceleration and deceleration are major causes of excessive emissions (gaseous, and particulates from tyres.) Controls are needed to curb rapid speed changes at roundabouts.

The plan does not go far enough.

<p>The plan must fully address the proposal and possibility of new industrial developments that would create new pollutant sources that would negatively affect air quality eg waste incinerators (note Portland Proposal) and industrial premises. I can see no reference to these issues and I believe it would not be acceptable for the Action Plan to omit these items. I think the Action Plan must describe how Dorset residents will be protected from such new potential sources of pollution that will have an important negative act on air quality. I believe it would be a major and serious omission for the report to not cover this area and show how Dorset Council will protect residents from new pollution. The report must also emphasise that all new housing builds must be non polluting and describe measures that Dorset Council would introduce to ensure this. Planning approval needs to avoid out of town sites where travel will add to emissions through increased private vehicle use.</p>
<p>The problem of public transport needs addressing. If we had better bus, coach and rail services (that were reliable) throughout the county, I think people would be more inclined to use them. An 80+ friend of mine went to catch a bus into Weymouth, it failed to arrive and she ended up waiting 30 minutes for the next one in the cold. She wouldn't have been alone. People would have been waiting all along the bus route. This wasn't a one off. Its all very well the government investing in HS2, they should be putting money into local government to provide better services for travellers.</p>
<p>The same Action Plan should be put in place for Weymouth, particularly for Boot Hill and the whole route to Portland ensuring that pollution levels can be properly measured. Traffic volumes have hugely increased in recent years, especially heavy goods vehicles. The whole area is heavily residential, with lots of older, more vulnerable people and also includes a number of schools with young people at health risk from poor air quality.</p>
<p>There is no attempt to look at other areas in Dorset. There are several areas within Weymouth and Portland that also need urgent attention. There is no mention of rail travel. This has been significantly reduced to and from Weymouth in the past year. There is no mention of reduction in exhaust output from local buses.</p>
<p>There is nothing in this action plan to reduce the air pollution in Chideock. This action plan you have patted your selves on the back for spending money which you feel has helped Chideock Your LSTF joint project using £12.1m did nothing for Chideock Bus Better area £3.4m did nothing for Chideock Office for low emissions £850.000 did nothing for Chideock You should stop wasting public money and actually do something to remove the pollution in Chideock Why call Chideock an AQMA and yet this Plan In fact covers your achievements in the whole Of Dorset. Dorset Council should be ashamed of it self for this discounting measures which could help Chideock because they do not fall within the 5 year scope of this plan Dorset Council's previous plan was in 2008 13 years ago falling well out of the 5 year dead line</p>
<p>There is pollution from very heavy slow moving traffic at Boot Hill in Weymouth travelling towards Portland .This will be made significantly worse if the Portland incinerator goes ahead.The alternative route around Wyke and Lanehouse for lorries will also contribute to pollution from slow traffic travelling up a steep hill and round tight corners.The number of houses being built on Portland has increased traffic and therefore pollution</p>
<p>This is fine for the area in this 'consultation' but Weymouth has been ignored. I live not far from Boot Hill, there are schools and children play areas along this road and the air quality is appalling. Curtains and clothing show clear signs of dust and dirt particles so heavens knows what our lungs are taking. If we cannot have a by-pass, please at least give us a ulez type control over vehicles.</p>

This report is based solely on one very small area in Dorset. Other areas need to be considered, Weymouth for example. The whole town becomes very congested over the summer.

This should have been an AQMA for Chideock not encompassing all of Dorset. Your action plan has 5 Actions non of which are specific to Chideock non of which tackle pollution In your Pollution figures HE's figures are higher than DC's figures for 2019 and yet you say there was a slight reduction therefore HE want to make the 30mph permanent That goes against common sense which says as cars trucks and vans go up a 15% gradient hill keeping to 30mph where the Engine is struggling to get up the hill at that speed produces more pollution the same could be said for coming down the hill with ones foot on the brakes coming down a 15% gradient hill all The particulates and brake dust must cause more pollution. You state from a funding perspective it is not proportionate to the number of properties affected. How many people do you want to kill with the pollution they suffer on a daily basis? Pollution is detrimental to Health Pollution sits on ones lungs.

This survey appears to not really mention proving public transport. For example, at Christmas you paid for more people to use their cars to get to Weymouth by offering free parking. That's right, out of busses and into cars. Instead, shouldn't you be offering free bus travel on these occasions? Everything on Dorset is car first, public transport second. This needs to change. It's so bad that even a private individual is subsidising the winter x53 with their own money. The one thing I am disappointed with Dorset Council on is their promotion of bus travel.

Weekly reporting on Air Quality during periods of high density traffic movements would keep the issue at the forefront of local authorities and residents considerations should remedial action be required in the short/ medium term.

what about the Army tanks? out of date diesel engines ? Swange Railway old diesel engines which are kept running when stationed all tourist attractiond which bring exrta cars into the area? WHAT IS THE PLAN OF ACTION ON ABOVE ?

Whatever its merits, the Air Quality Action Plan will fail in its objectives if the Portland Waste Incinerator is allowed to go ahead. The incinerator itself will emit harmful toxins into the air. It will also massively increase the volume of large lorries, both in its construction phase and once it is in operation. I am astonished and outraged that Dorset Council Highways have supported the incinerator application - I urge them to reverse this damaging decision.

Why Chideock ever been on Boot Hill or Kings Street Weymouth. What about the emission detectors on Voot Hill that have not worked for years. Air quality is important in all towns in the Dorset area.

With introduction of more electric vehicles the pollution will reduce. A trial of banning heavy goods vehicles will also help reduce, noise, congestion and pollution, we seen a massive improvement when a sink hole opened up on the A35 on the Puddletown by-pass this reduced heavy goods vehicles passing through the village for at least two weeks, demonstrating there are alternative routes from Southampton to Plymouth. The introduction (for a trial period) of a reduced emissions zone through the village would help other villages as well. The cost would be negligible against the cost of the other alternatives, vehicles requiring access could apply online for a permit the same as other areas in the country.

With regard to Chideock I understand the residents themselves voted against proposed plans for a bypass several years ago. Assuming that this had been approved by the Government pollution would have been taken away from this village.

With then withdrawal of the bus service where I live there is not much .chance of my not using a car.



Within the document it has evaded the government transport plan that it is inclusive to everyone you are to concerned with trying to change nature just let things be

You have omitted to consider the negative effect on air quality of the proposed urban extensions e.g. that in Corfe Mullen (300+ houses) under the Dorset Local Plan. This housing is unsustainable as, amongst many other things, it's position will necessitate multiple journeys by car, to work, shops etc. This is against the NPPF. It seems that any attempt to improve air quality will be negated by this policy.

You keep on mentioning transport but Dorset has one of the most antiquated main road systems in the UK. A lot on air quality could be improved by removing some of the choke points for transport moving through the County. Our own choke point being Canford Bottom roundabout and the Wimborne bypass which results in standstill traffic for most of the summer and busy periods during the winter. People are fed up with stating the obvious to councils who will not listen and seem to be more interested in spending millions on little used cycle lanes which the lycra brigade for the most part refuse to use. I at my age try not to get angry any more at stating the obvious and not being listened to.

You need to address the air quality problems caused by heavy traffic on Boot Hill, Rodwell, Weymouth. Do not allow the waste burner at Portland as it would add 60+ lorry jurnies on this already heavily polluted Road.

## The Consultation

Dorset Council has launched a public consultation on its draft Air Quality Action Plan (AQAP). The consultation will run for 6 weeks, from Monday 29th November 2021 until Sunday 9th January 2022. The AQAP includes a list of proposed measures and actions that we will take to improve air quality. The consultation is open to everyone and we would like to hear your views on the document. The consultation includes some set questions followed by a general text box for any specific comments on the draft strategy and air quality in general.

The draft Air Quality Action Plan (AQAP) has been produced as part of our statutory duties required by the Local Air Quality Management framework. Although this Action Plan is created because of the declared Air Quality Management Area in Chideock for nitrogen dioxide, we recognise that air quality (especially particulate matter) is an area of concern to our residents and visitors. So we have gone a step further to outline measures we will take to improve air quality for both nitrogen dioxide and particulate matter in the whole of Dorset Council's area, between 2022 and 2027. These measures will link into the work that the council is doing as part of its declared climate change emergency.

A summary of responses will be made following the consultation period. These responses will be fully considered and, if appropriate, changes will be made to the draft AQAP to produce a final version prior to its adoption by the Council in 2022.

If you have any questions about this consultation contact Environmental Protection  
AQAP@dorsetcouncil.gov.uk

### Q1 Are you responding as...?

- A local Dorset Council resident
- A resident from outside the Dorset Council area
- A Parish/Town Council
- A business/organisation/group
- Other (e.g. Councillor)

If other please specify

If you are a business, organisation, group or council, please answer the following questions Q2 through to Q6. Otherwise **go straight to Q7 Postcode.**

### Q2 Are you providing your business/organisation's official response?

- Yes
- No

### Q3 Name of the business / organisation / council / group

Q4 **If responding in a professional or business capacity, please state which type of organisation or industry you represent (tick all that apply).**

- |   |   |
|---|---|
| <input type="checkbox"/> Local / regional council                   | <input type="checkbox"/> Healthcare professional                                    |
| <input type="checkbox"/> Central government organisation            | <input type="checkbox"/> Industrial process / large scale manufacturing             |
| <input type="checkbox"/> Local retailer / trader / service provider | <input type="checkbox"/> Land use planner / planning consultant                     |
| <input type="checkbox"/> Bus operator/driver                        | <input type="checkbox"/> Developer / house builder                                  |
| <input type="checkbox"/> Freight operator / haulier                 | <input type="checkbox"/> Academic organisation                                      |
| <input type="checkbox"/> Taxi operator /driver                      | <input type="checkbox"/> Environmental consultant / lawyer                          |
| <input type="checkbox"/> Environmental charity or pressure group    | <input type="checkbox"/> Low emission vehicle industry / EV infrastructure provider |
| <input type="checkbox"/> Health based charity or pressure group     | <input type="checkbox"/> Other (please state)                                       |

Q5 **Your name**

Q6 **Your contact email/phone if responding on behalf of business/organisation/ community group(optional)**

Your details will only be used for the purposes of this survey and will be held in accordance with our Data Protection Policy. This can be found at [www.dorsetcouncil.gov.uk/data-protection](http://www.dorsetcouncil.gov.uk/data-protection)

Q7 **Postcode**

If responding in a personal capacity provide postcode of home address

If responding in a professional or business capacity provide postcode of your work address / business premises

If you do not wish to provide your postcode, please leave blank and proceed

**What is your postcode?**

**IF YOU ARE RESPONDING AS A BUSINESS/ORGANISATION OR COUNCIL, PLEASE ONLY ANSWER Q8, (Q9 if applicable), Q10, Q11, Q14 (Q15 if applicable), Q20, Q21 (Q22 if applicable), Q23, Q24, Q25**

## Air Quality

*Air pollution is all around us. Most people in the world live in areas with high levels of air pollution. It harms human health and wellbeing, reduces quality of life, and can negatively impact the economy. These impacts also disproportionately affect the most vulnerable people and communities.*

Q8 **How concerned are you with air quality in your LOCAL area where you live?**

- Very concerned (go to Q9)
- Concerned (go to Q9)
- Neither concerned/unconcerned (go to Q9)
- Unconcerned (go to Q10)
- Don't know (go to Q10)

Q9 **What do you feel are the main causes of air quality problems in your LOCAL area?**

- Traffic
- Industry
- Farming
- Other (please specify)

Q10 **How concerned are you with air quality in the WIDER Dorset area?**

- Very concerned
- Concerned
- Neither concerned/unconcerned
- Unconcerned
- Don't know

Q11 **Do you think enough is being done locally to improve air quality?**

- Yes
- Possibly
- No

Q12 **What do you think is possibly the biggest cause of air pollution (locally) from your own household?**

- Your energy use (gas/electric)
- Your travel choices (car/bus/train/plane)
- Your food choices
- Other (please explain)

Q13 **Which of these travel measures would you personally consider taking to improve air quality in the Dorset Council area.** Please tick all that apply

- Walk more
- Cycle more
- Use the bus
- Share a lift
- Use a lower emission vehicle
- Join a car club
- None of the above

## Domestic Fuel Use

Q14 **Do you live in an area which is off mains gas?**

"Off-gas" is the term commonly used to refer to households who use either electricity or an alternative fuel, such as liquid petroleum gas (LPG), heating oil or solid fuel (coal, coke or wood), to heat their homes.

- Yes                       No                       Don't know

Q15 **If yes, what village/area do you live in?**

Q16 **What is your predominant fuel used for heating / hot water production?**

- |                                   |  |
|-----------------------------------|--|
| <input type="radio"/> Gas (mains) | <input type="radio"/> Coal                                 |
| <input type="radio"/> Electric    | <input type="radio"/> Liquid Petroleum Gas                 |
| <input type="radio"/> Oil         | <input type="radio"/> Renewables (solar, Wind, Heat Pumps) |
| <input type="radio"/> Wood        | <input type="radio"/> Other                                |

Q17 **Do you have (or are you having fitted) a wood burning/multi-fuel stove?**

- Yes  
 No (if no, please go to Q20 Air Quality in Chideock, West Dorset)

Q18 **Is your wood/multi-fuel stove Defra approved?**

A Defra (Department of Environment, Food and Rural Affairs) approved stove is an industry term for an SE (smoke exempt) stove which has been approved to burn specific fuels in a smoke control area that would usually not be allowed - ie. wood

- Yes                       No                       Don't know

**Q19 Where do you source your wood?(main source)**

- Shop / garage forecourt
- Direct from supplier
- From found fallen wood
- Smallholder / Coppicing

## **Air Quality in Chideock, West Dorset**

An Air Quality Management Area (AQMA) was declared in Chideock along the A35 in May 2007. Road traffic emissions were causing the nitrogen dioxide annual mean objective, set by the government for the protection of health, to be exceeded at homes along this trunk road. As a result of the declaration of the AQMA an Air Quality Action Plan was produced with stakeholders in December 2008. This document is well overdue and we recognise the importance to review and refresh it.

The draft Air Quality Action Plan for Chideock has been produced as part of Dorset Council's duty to Local Air Quality Management. The Plan outlines the actions that Dorset Council will deliver between 2021 and 2026 in order to reduce concentrations of pollution and exposure to pollution, therefore positively impacting on the health and quality of life of residents and visitors to Chideock and the wider Dorset Council area.

**Q20 Were you aware there was an existing air quality issue in Chideock, with an Air Quality Management Plan?**

- Yes
- No

**Q21 The draft air quality action plan has identified traffic emissions as the main cause of the air pollution problem within Chideock. Do you agree with this conclusion?**

- Yes (go to Q23)
- Don't know (go to Q23)
- No (go to Q22)

**Q22 As you don't think it is traffic emissions what do you consider to be the main cause of the air pollution problem within Chideock?**

**Q23 The draft Air Quality Action Plan sets out categories of measures that the Council proposes should be the focus of attention to improve air quality in Chideock but also in the wider Dorset Council area. These have been provisionally prioritised by the Council. In your view, what importance should be given to these categories?**

	High Importance	Medium importance	Low importance	Don't know
Continue collaborative work with Highways England to investigate, and where appropriate implement, direct measures to improve air quality on the A35 in Chideock	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Promotion of behaviour change away from single occupancy private vehicle use	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Promotion of the use of alternatively fuelled vehicles	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Developing policies to support better air quality	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Controlling domestic emissions	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**Q24 Overall, the Air Quality Action Plan provides a good basis to improve air quality in the Dorset Council area. Do you?**

- Strongly agree
- Agree
- Neither agree / disagree
- Disagree
- Strongly disagree

**Q25 Any other comments on the draft Air Quality Action Plan?**

**Would you like to be kept updated by Dorset Council on our air quality work?**

- Yes
- No

**Please leave your email for us to send you any updates.**

## About You

We collect diversity information, not only to ensure any changes do not unfairly impact on specific sectors of the community, but also to try to make sure our consultation response comes from a representative sample of local residents. We would appreciate if you can complete the following details.

### Which age group do you belong to?

- Under 18       45 - 54  
 18 - 24       55 - 64  
 25 - 34       65 or over  
 35 - 44       Prefer not to say

### What best describes your gender?

- Male  
 Female  
 Prefer to self describe  
 Prefer not to say

### Is your gender identity the same as the sex you were assigned with at birth?

- Yes  
 No  
 Prefer not to say

The Equality Act 2010 describes a person as disabled if they have a longstanding physical or mental condition that has lasted, or is likely to last 12 months; and this condition has a substantial adverse effect on their ability to carry out normal day-to-day activities. People with some conditions (cancer, multiple sclerosis and HIV/AIDS for example) are considered to be disabled from the point that they are diagnosed.

### Do you consider yourself to be disabled as set out in the Equality Act 2010?

- Yes  
 No  
 Prefer not to say

**If yes, please tell us which type of impairment applies to you.** You may have more than one type of impairment, so please select all the impairments that apply to you

- Physical disability  
 Learning disability / difficulty  
 Long-standing illness or health condition  
 Mental health condition  
 Sensory impairment (hearing, Sight or both)  
 Prefer not to say  
 Other (please specify)



**Please specify your ethnic group?**

- White British
- White Irish
- Gypsy/Irish traveller
- Any other White background
- Asian/Asian British - Bangladeshi
- Asian/Asian British - Chinese
- Asian/Asian British - Indian
- Asian/Asian British - Pakistani
- Any other Asian background
- Black/Black British - African
- Black/Black British - Caribbean
- Any other Black background
- Mixed ethnic background - White and Asian
- Mixed ethnic background - White and Black African
- Mixed ethnic background - White and Black Caribbean
- Any other mixed background
- Prefer not to say
- Any other ethnic group (please specify)

Thank you for your time completing this survey. Please return your survey by **Sunday 9th January 2022** to:

Environmental Protection  
Dorset Council  
County Hall  
Colliton Park  
Dorchester  
Dorset, DT1 1XJ