



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

Produced by Consultation and Engagement Team
for Dorset Council

February 2022

Consultation Response Report

<p>What was the consultation about?</p>	<p>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.</p>
<p>What did we need to find out</p>	<p>The purpose of the consultation was to allow residents to tell us what they think about our Air Quality Action Plan (AQAP) draft. It includes a list of proposed measures and actions that we will take to improve air quality.</p>
<p>Over what period did the consultation run?</p>	<p>The consultation period ran from 29th November 2021 to midnight on 23rd January 2022</p>
<p>What consultation methods were used?</p>	<p>The consultation involved an online and paper consultation survey. This included:</p> <ul style="list-style-type: none"> • Online survey. This included free text sections for people to add any other comments. • Paper surveys available from Dorset Council libraries and upon request.
<p>How many responses were received overall?</p>	<p>171 overall responses were received. 94.7% of respondents identified themselves as local Dorset Council residents, 2.3% as a resident of outside the Dorset Council area, 0.6% as a Parish/Town Council, 0.6% as a business/organisation/group and 1.8% as other.</p>
<p>How representative is the response to the wider population?</p>	<p>The response size is fair for a council consultation of this type. As this was an open survey it is not possible to define a statistically valid sample size. The response from residents was reasonably representative of the Dorset population.</p> <p>In terms of age, the respondents were not a representative sample of Dorset. 68.4% were 55 or older, with 46.4% being above the age of 65. Within the sample, there is a serious under-representation of younger people, and when analysing the results, this should be considered. Just 3.6% were aged 34 or below.</p> <p>In other identifying factors, there is also potentially an under-representation of females. 34.1% of respondents identified as female, contrasting to the 55.7% male responders. Overall, 84.3% identified as White British, which is in line with Dorset proportions.</p>

Where will the results be published?	Results will be published on the council's website www.dorsetcouncil.gov.uk
How will the results be used?	The feedback will be used to help shape the final Dorset Public Space Protection Orders decided by Dorset Council elected members.
Who has produced this report?	Consultation and Engagement team, Dorset Council, January 2022

Executive Summary

i) Background/Introduction

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.

ii) Respondents

In terms of age, the respondents were not a representative sample of Dorset. 68.4% were 55 or older, with 46.4% being above the age of 65. Within the sample, there is a serious under-representation of younger people, and when analysing the results, this should be considered. Just 3.6% were aged 34 or below.

In other identifying factors, there is also potentially an under-representation of females. 34.1% of respondents identified as female, contrasting to the 55.7% male responders. Overall, 84.3% identified as White British, which is in line with Dorset proportions.

iii) Key messages

Air Quality

It was clear from the responses there is a genuine concern for the air quality within Dorset – especially on a local level. When asked specifically about the subject on their local area, 73.5% of respondents said they were either concerned or very concerned, with 47.6% of that share being very concerned. When asked to identify what the main cause of air pollution was in their area there was also a unified message. Namely, 86.4% of respondents thought traffic was the main cause. This was followed by farming (6.8%) and industry (4.8%).

Concerningly, 69.6% of respondents thought that not enough was being done locally to improve air quality. 19% said there was possibly enough being done, with just 11.3% saying there was enough. In terms of the biggest cause of air pollution from the

participants' households, 44.9% attributed this to their energy use, and 36.5% to their travel choices.

When asked which measures respondents would consider to improve air quality in the Dorset Council area, there were four answers that yielded the most responses. 45.8% would consider walking more; 43.5% would use a lower emission vehicle; 38.7% would cycle more and 36.9% would use the bus. From all of the options available, 21.4% would not consider using any of the alternative measures.

Domestic Fuel Use

80.2% of respondents do not live in an area which is off mains gas, leading to 76.8% using gas (mains) as their predominant fuel used for heating/hot water production. The next highest fuels used were electricity (10.1%), oil (7.1%) and wood (2.4%).

In regard to wood burning/multi-fuel stoves, 31.1% (which equates to 52 respondents) do either have one currently or have the intention of getting one. From the 52 that said yes, 56.9% have a stove that is Defra approved, 13.7% do not and 29.4% do not know. 55.8% source their wood direct from a supplier, 23.1% from a smallholder, 15.4% from found fallen wood and 5.8% for a shop/garage forecourt.

Air Quality in Chideock

54.1% of respondents were aware there was an existing air quality issue in Chideock, with an Air Quality Management Plan, as opposed to 45.9% who were not. From the draft findings, 74.7% agreed that traffic emissions were the main cause of the air pollution within Chideock. 20.6% did not know if this was the case, and 4.7% said that it was not the main cause.

Measures from the Draft Air Quality Action Plan

From the five categories set out within the draft Air Quality Action Plan, there were two highlighted by the respondents as of high importance. These were:

- 63.7% viewed "Continue collaborative work with Highways England to investigate, and where appropriate implement, direct measures to improve air quality on the A35 in Chideock" as of high importance.
- 58.9% rated "Developing policies to support better air quality" as a matter of high importance.

The next category considered of high importance (34.6%) is "Promotion of the use of alternatively fuelled vehicles", with 34% also considering it of medium importance. Both "Controlling domestic emissions" and "Promotion of behaviour change away from single occupancy private vehicle use" were primarily split between views of medium and low importance.

When asked if the Action Plan provides a good basis to improve air quality in the Dorset Council area 36.3% neither agreed or disagreed, 24.4% disagreed, 23.8% agreed, 9.5% strongly disagreed and 6% strongly agreed.

98 respondents left further comments in reference to the Draft Air Quality Action Plan. From those, there were several comments that thought the plan did not tackle important areas, with specific mention to Weymouth, Portland and Boot Hill. 16 people said more needed to be done in Boot Hill in particular. There were an additional 15 comments sharing a common theme surrounding public transport – stating that the provision should be better, or services have been reduced.

iv) Any other comments to make

From the additional comments left on the Air Quality Action Plan there are two themes that can be coupled together. There were comments that made reference to existing poor road infrastructure and also mention of the population in certain areas becoming too dense, with new housing areas adding to that. This would lead to more cars on the road.

Similarly concerns over waste incineration were raised in both the Air Quality section and when asked to leave further comments. Both the proposal for an incinerator in Portland and log burners for domestic use were raised – with both attributed to being causes of pollution. Those that were against the proposal for an incinerator in Portland were vehemently so, and also suggested that it would not be just the incineration of materials that added to pollution – it would also lead to more large vehicle traffic.

“Out of format”/organisational responses

There were 5 out of format responses received and 1 late response. The “out of format” Responses were from:

- Chideock Parish Council
- Weymouth Town Council
- Public Health Dorset
- Toyota Motor Europe
- An individual from Weymouth

And a late response from a Portland Resident.

Chideock Parish Council provided a comprehensive response covering a wide range of the issues they felt were most pertinent. This response will be considered in detail by the Service but in their own Executive Summary of the 9 page document they stated:

- “It needs to be made clear that the previous Chideock AQAP has not been updated or reviewed since 2011.
- The correlation between less affluent areas and Chideock is inappropriate. Chideock is not a “less affluent” area. This example ignores the fact that the issue for Chideock is specifically topography and the high level of traffic and congestion. The village sits in a deep valley, vehicles of all types struggle to ascend the hills in both directions and brakes are applied at the last minute when descending. Currently there is little or no enforcement by the police on speed
- “Our priorities are to ensure that the Council, in collaboration with others, work in pursuit of the achievement of the air quality objectives in Chideock, and also to reduce emissions more generally across the district.....”. This comment must be

amended – presumably, it is a carry-over from the previous WDDC reports as it references “district” rather than “the Dorset Council area”.

- Chideock Parish Council agrees that Chideock presents a complex problem but it is not one that is going away soon. The levels of pollution have been increasing in severity over the last twenty years and will not go away with the arrival of electric cars. There are solutions, both short term and long term. So far, Chideock Parish Council is of the opinion that Dorset Council is not very committed to resolving Chideock's pollution
- The current proposed 30-mile an hour speed limit on Chideock Hill to the west is meaningless without enforcement. Even with enforcement, the issue of exposure to tyre dust (PM2.5) from heavily laden HGVs and tourist traffic applying their brakes coming down Chideock Hill will continue to exist. The whole issue of speed controls has been mismanaged by National Highways, who make it clear that its role is to keep the traffic moving and not to consider the health of the citizens of Chideock.
- Dorset Council states that there has been ongoing consultation with Chideock Parish Council, one of its Prime Stakeholders but this is incorrect. Over the last three years, apart from the correspondence that the Chideock Parish Council have sent to Dorset Council asking for an updated AQMA, there has been no uninitiated response or conversation.
- Five broad topics to reduce NO2 and PM2.5 . Occupancy, Alternative Fuels, Transport Plan, Partnership Working and Other Forms of transport “

Weymouth Town Council

Weymouth Town Council said :

“Weymouth Town Council has declared a Climate Emergency. Residents are concerned about air quality black spots, and impact on the health of children and vulnerable residents. Traffic emissions are recognised as a major factor.

Weymouth is the second largest settlement in Dorset and, as such, should be included as a substantive part of the AQAP. Weymouth is the largest conurbation in the DC area so the focus on what is happening in the middle of Bournemouth is inappropriate.

There are currently only 2 mentions of Weymouth but just in reference to WPBC. The AQAP must consider Weymouth, and the known issues on Boot Hill, King Street, Buxton Road, and Portland Road. HGVs are now directed via Lanehouse Rocks Road and All Saints Road, and DC need to monitor the air pollution here as well.”

Other summarised issues raised included:

- air quality data should be shared more effectively with the public.
- the automatic monitoring station at Boot Hill needs to be repaired
- Issues of road layout and idling traffic
- EVs and charging points
- Bus provision
- Impact of the potential Portland incinerator
- Investment in air quality improvements
- Wider engagement

Public Health Dorset said they:

- Supports the strategic approach to proposed actions which have the potential impact positively on air quality for and for the population of Dorset as a whole .
- Supports the aspiration to improve air quality through planning policy and will collaborate with relevant officers to achieve this. As such, PHD;
 - agrees that the wording of policy ENV12 in the new Dorset Council Local Plan should be reviewed to ensure that air quality gains the highest prominence for all areas, not just AQMAs
 - supports the suggestion of producing a guidance document for developers on air quality, which could take the form of a supplementary planning document
 - would be supportive of projects to increase the use of renewable energy within homes, development of electric vehicle infrastructure, as this would ultimately have a positive effect on communities in the long term and particularly those exposed to air pollutants that are often more vulnerable
 - would be supportive of projects to reduce energy and transport demand particularly through promotion of sustainable travel in place of journeys by private vehicles.
- Supports the aim to work more closely to further develop Dorset Council's strategic position on air quality and would welcome regular meetings to ensure opportunities for collaborative working on projects that will impact air quality are capitalised upon

Toyota Motor Europe said

Toyota fully recognises the efforts being undertaken by government, cities and local authorities to improve air quality in the UK and is committed to playing our part to help achieve these targets. They went on to explain how they felt their policies/products would support improved air quality.

The **Individual Respondent** from Weymouth was concerned by the accessibility of the consultation survey based on the link published in the Dorset Echo. Unfortunately the Dorset Echo doesn't publish the friendly URLs provided by Dorset Council but their own alternative way to access weblinks.

The **late response** from a Portland resident was particularly focused on the risk to air quality from a potential waste incinerator proposed for Portland.

Background

The consultation explained:

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.

The Consultation

The consultation period ran from 29th November 2021 to midnight on 23rd January 2022

A copy of the survey is available in the appendix.

Analysis Method

Questions were considered on an individual basis. Overall responses were examined, and specific responses of respondents were looked at, including those who said they had a disability. The organisational responses were looked at separately. The main method of analysis was looking at the percentage of respondents who expressed a view on each question.

For each open question the text comments have been studied and "coded" depending on what issues were raised. The coded comments are then reported on based on the amount of times those individual issues have been raised. Total redacted comments are provided in an appendix. Note: some figures may not sum due to rounding.

Response Method

Overall, 171 responses were received.

About respondents

171 overall responses were received.

Q: Are you completing this survey as:

94.7% of respondents identified themselves as a local Dorset Council resident, 2.3% as a resident from outside the Dorset Council area, 0.6% as a Parish/Town Council and a business/organisation/group and 1.8% as other.

	% of all respondents	Number
A local Dorset Council resident	94.7	162
A resident from outside the Dorset Council area	2.3	4
A Parish/Town Council	0.6	1
A business/organisation/group	0.6	1
Other (e.g. Councillor)	1.8	3

There were three respondents who identified as 'other'. They referred to themselves as:

1. WT Councillor
2. Parish Councillor
3. Weymouth Town and Dorset

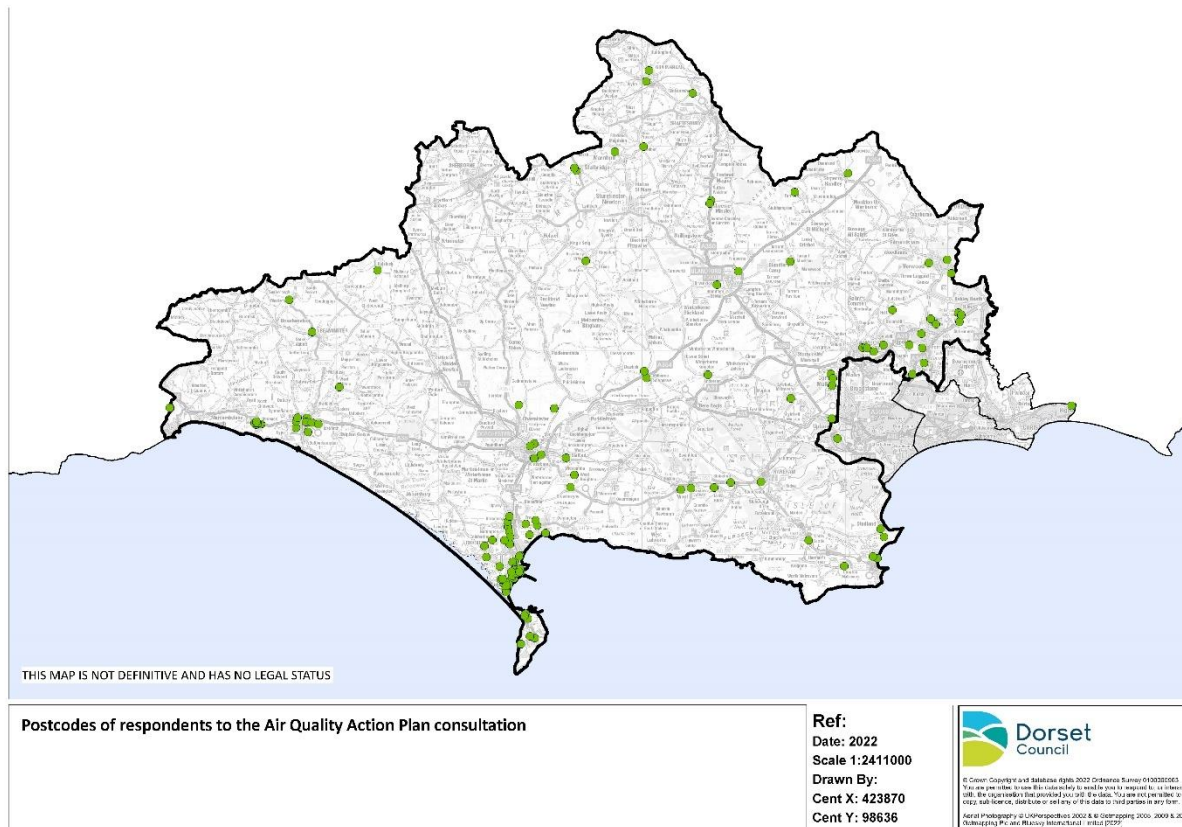
Q: Any organisations/businesses.

1 respondent stated that they were an organisation/business. These are shown in the table below. Where one of the responses was an 'official' response, this is indicated.

	No.	Official Response
St. Alban Street Gallery Weymouth	1	Y

Maps of responses to the consultation

Postcodes were supplied by 158 respondents with responses coming from a wide proportion of the Dorset Council area. The map shows the distribution of overall responses to the consultation.



The consultation will consider the following sections (these are examples provided below)

- Section 1 – Air Quality
- Section 2 – Domestic Fuel Use
- Section 3 – Air Quality in Chideock, West Dorset
- Section 4 – Measures from the Draft Air Quality Action Plan

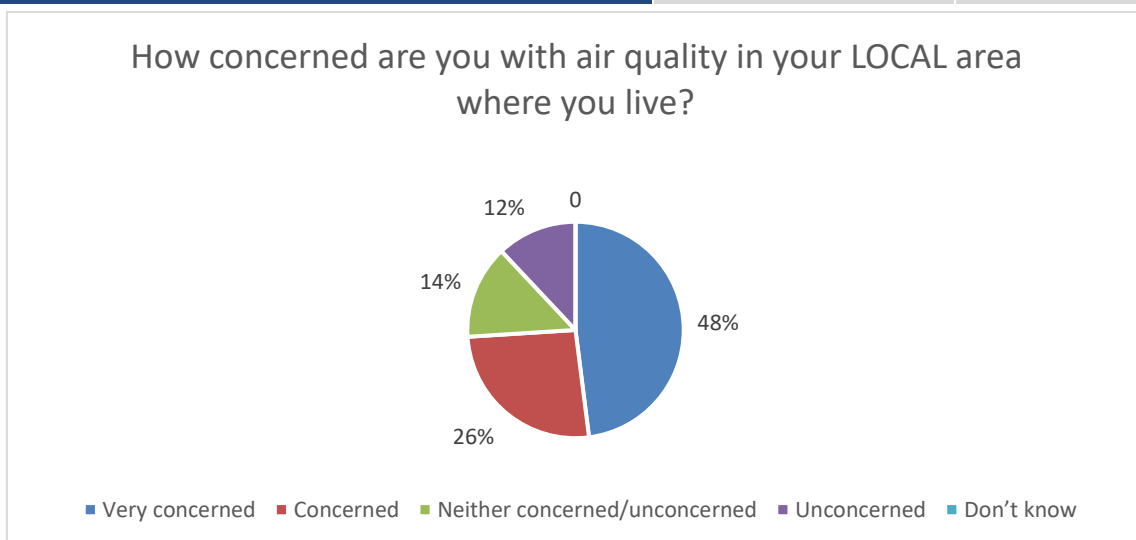
Section 1 – Air Quality

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.

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

As the table and graph show below, 73.5% of respondents stated that they are concerned or very concerned with air quality in their local area, with 47.6% being very concerned. 14.1% are neither concerned or unconcerned and 12.4% are unconcerned.

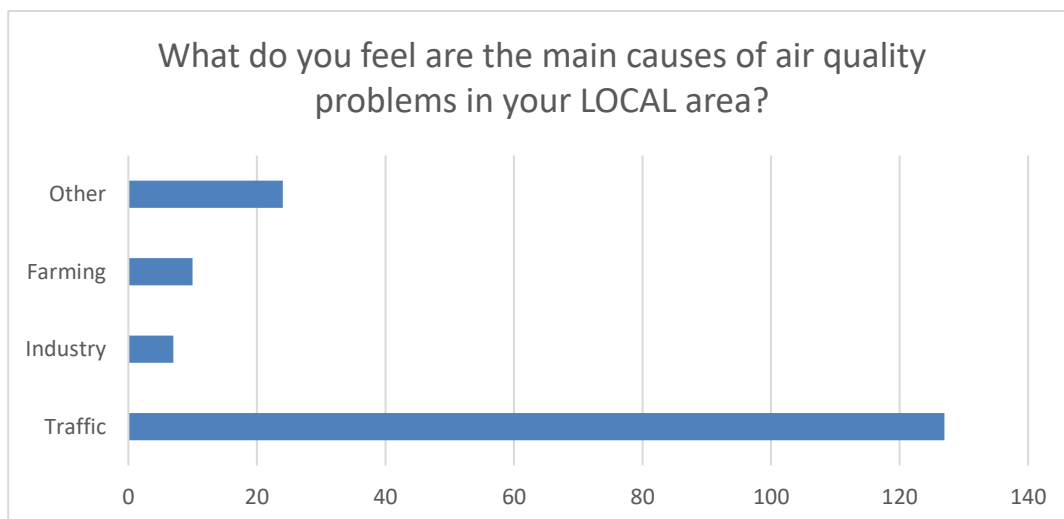
	% of all respondents	Number
Very concerned	47.6	81
Concerned	25.9	44
Neither concerned/unconcerned	14.1	24
Unconcerned	12.4	21
Don't know	0	0



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

Respondents were clear in identifying what they thought was the main cause of air quality problems - 86.4% marked traffic as their primary concern. 6.8% was attributed to farming and another 4.8% to industry. 16.3% also cited other reasons, which can be seen below.

	% of all respondents	Number
Traffic	86.4	127
Industry	4.8	7
Farming	6.8	10
Other (please specify)	16.3	24



Other responses

Those who listed 'other' gave their reasons below. Shorter comments have been left verbatim, with longer comments being summarised with an asterisk. The full comments can be found in the appendix.

Level of concern	Comment
Concerned	House chimney – wood burners
Concerned	Far more complicated topic
Concerned	Tank training areas at Bovington and Lulworth. Also vehicles idling at Wool level crossing.
Concerned	domestic wood burners
Concerned	Occasional winds from Europe as secondary
Concerned	Pollution from domestic wood burning fires
Concerned	Wood burners, not using correctly
Very concerned	Proposed incinerator on Portland

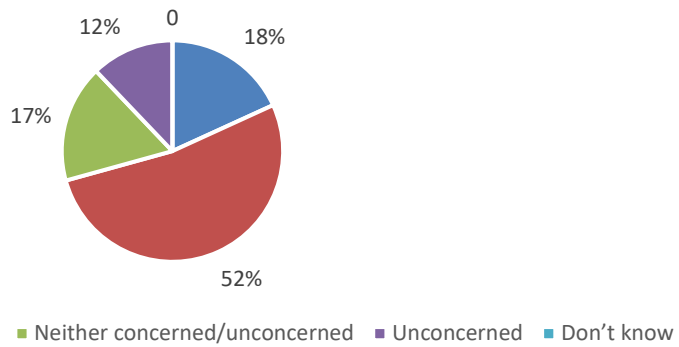
Very concerned	Waste disposal, including proposed addition of an INCINERATOR to the Dorset Council area on Portland
Very concerned	Wood burning stoves and coal fires
Very concerned	Planned importation of waste by Powerfuel to be burnt in waste incinerator to our detriment
Very concerned	Airplane
Very concerned	Wood burning stoves that are really not needed in a residential setting in close proximity
Very concerned	School Parents parking and idling their car engines while waiting for children for up to 30 minutes
Very concerned	The increase in the use of wood burners
Very concerned	Wood Burners
Very concerned	Domestic solid fuel burning (wood-burning stoves).
Very concerned	Mainly Log burners and a few bonfires
Very concerned	Proposed Incinerator
Very concerned	Proposed incinerator on Portland
Very concerned	Woodburning stoves, catering and traffic
Neither concerned/unconcerned	Queuing traffic and road safety slowed traffic taking longer to traverse an area at higher revs.
Neither concerned/unconcerned	local overburdened sewage farm

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

70.6% of respondents are either concerned or very concerned, although the respondents do differ here in comparison to the air quality of their local area. In response to the wider Dorset area, 52.4% are concerned, with just 18.2% very concerned. This is a drop comparatively, suggesting participants are more concerned with their local areas. 17.1% were neither concerned/unconcerned and 12.4% were unconcerned altogether.

	% of all respondents	Number
Very concerned	18.2	31
Concerned	52.4	89
Neither concerned/unconcerned	17.1	29
Unconcerned	12.4	21
Don't know	0	0

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

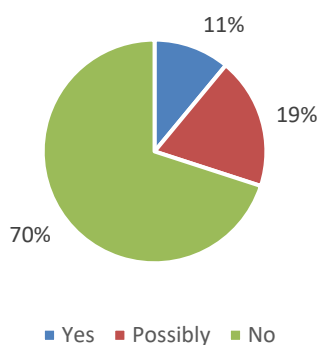


Do you think enough is being done locally to improve air quality?

A large number (69.6%) of respondents stated that there was not enough being done locally to improve air quality, with 19% suggesting that there was possibly enough being done. Just 11.3% marked this question with yes.

	% of all respondents	Number
Yes	11.3	19
Possibly	19.0	32
No	69.6	117

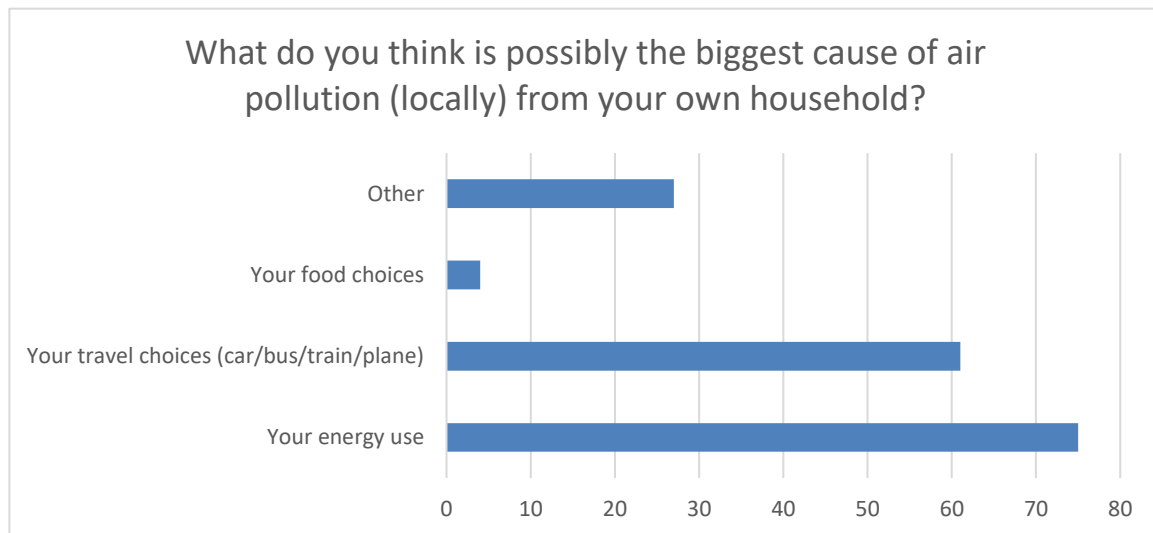
Do you think enough is being done locally to improve air quality?



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

The most popular option for respondents was their energy use (44.9%) with their travel choices closely following at 36.5%. 16.2% of all respondents chose other, with 2.4% citing their food choices.

	% of all respondents	Number
Your energy use	44.9	75
Your travel choices (car/bus/train/plane)	36.5	61
Your food choices	2.4	4
Other (please explain)	16.2	27



Other responses

Those who listed 'other' gave their reasons below. Shorter comments have been left verbatim, with longer comments being summarised with an asterisk. The full comments can be found in the appendix.

Level of concern	Comment
Concerned	woodsmoke
Concerned	The proposed incinerator for Portland would be my biggest concern should it be agreed to go ahead. I have delayed work on my property until i have an outcome of the decision of the incinerator as would move out of the area should this be built.
Concerned	None
Concerned	Passing traffic. We are careful about first 3 options
Concerned	Occasional use of wood burning stove

Concerned	This is a "Have you stopped beating your wife?" question (Google it). I assume that in this context 'air pollution' does not mean CO2. In the last 3 years we have ceased the use of open fires, which cause particle and noxious gas emissions, and bought an electric car, to help reduce particulate exhaust emissions. We have ceased burning bonfires. We use gas heating, but this does not emit particulates at the local level. Our main particulate emission is probably from the scrubbing of our car tyres, but reducing this depends on new tyre technology. We will not be reducing our road mileage, as personal mobility is a core benefit and freedom of a developed economy.
Concerned	Oil central heating.
Concerned	SSE provide clean electricity from renewable energy, I don't understand why electricity prices are increasing as the wind and sunshine is free. I am filling out this action plan for and on behalf of Weymouth, Dorset, not Chideock!
Concerned	Heavy Goods Vehicles
Concerned	Bus prices are too high we would use them more, bikes that ride in the middle of the road slows overtaking cars, every other week there's some kind of road works.
Concerned	I live very close to Boot Hill (Rodwell Road) and have myself, in the past, conducted a survey of the traffic which is using that road. The very heavy traffic includes high numbers of heavy lorries, with engines turning over in stationary vehicles as they climb the hill - which is extremely worrying as they are churning out Nitrogen Dioxide and particulate matter at a rate that is affecting the health of our local population - particularly that of the most vulnerable i.e. children, older people, and those with heart and lung conditions. It is acknowledged that Dorset Council has displayed signs advising lorries to use Lanehouse as their route onto Portland, but this route is not compulsory and large lorries tend to ignore the advice - possibly due to difficulties along the way e.g. the mini roundabout and very narrow passage just before the turning past All Saints Church. The situation is posing huge threats to the health and wellbeing of thousands - yet, we seldom hear of these Weymouth issues and it's all about Chideock - Weymouth is rarely mentioned or considered by Dorset Council, and the air pollution monitor, which should be working on Boot Hill, is left broken and unable to reveal the actual reality (One can't help but wonder whether this is an intentional act on the part of the Council, so as to avoid the issue of the ongoing danger and threat to the health of the local population).
Very concerned	In covid-19 in Korea they have taken the view that the disease transmission is highest in unclean air and that has meant they have brought in air purification units in hospitals in airports in schools it's also meant that they have now gone beyond that and started at the pollution levels in towns too. Sadly you have not adopted this here
Very concerned	No gas we use Oil fired boiler- plus Wood fire
Very concerned	Waste incineration
Very concerned	Heavy goods traffic, Continuous Slurry traffic B road, narrow and bendy, two wagons can not pass one another, but continuously using
Neither concerned/unconcerned	Bonfires and log burning stoves, all need to be banned, log burners should be heavily taxed unless off the grid
Neither concerned/unconcerned	None'
Neither concerned/unconcerned	Having three and a half acres of land around the house it is inevitable that we have the occasional bonfire, this would be our biggest contribution to air pollution. As for energy use in the house we generate some 8 to 9,000 kWhs of electricity via 37 PV panels. Heating is mainly by Air Source Heat

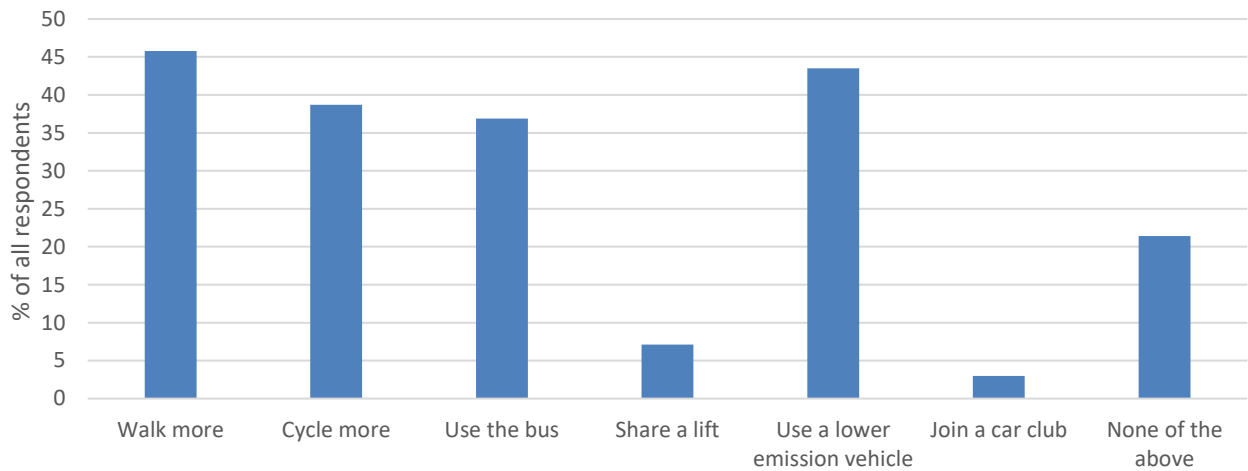
	Pump. We do also have an oil boiler but is little used haveing bought 1000 litres in the summer of 2020 and still have half of it left.
Neither concerned/unconcerned	Our "pollution" levels are negligible to the point of being unmeasurable so it is like asking which is the biggest pin head in a box of pins..
Neither concerned/unconcerned	Non of the above
Unconcerned	Volcanos
Unconcerned	Shipping goods from other countries instead of buying local. Delivery vehicles bringing goods to homes instead of buying local.
Unconcerned	Nothing!
Unconcerned	I don't know. I try to keep everything to a minimum.
Unconcerned	None
Unconcerned	I live alone, whilst I have a car I only use it for longer journeys as I cycle or walk. I produce very little waste but pay a disproportionate amount in council tax.

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

45.8% of respondents said that they would walk more as a personal measure to improve air quality, with 43.5% selecting using a lower emission vehicle. The next two most popular options were cycling more (38.7%) and using the bus (36.9%). Interestingly, 21.4% opted for none of the options available.

	% of all respondents	Number
Walk more	45.8	77
Cycle more	38.7	65
Use the bus	36.9	62
Share a lift	7.1	12
Use a lower emission vehicle	43.5	73
Join a car club	3.0	5
None of the above	21.4	36

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



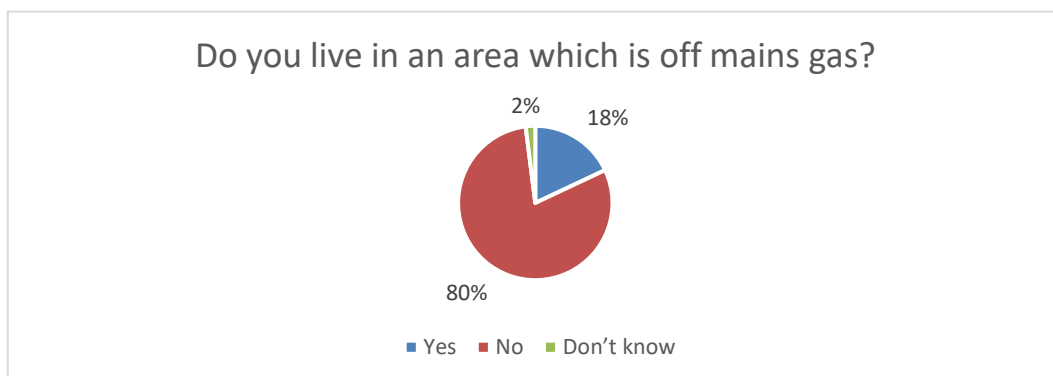
Section 2 – Domestic Fuel Use

Domestic fuel use can impact on air quality locally and the following questions will help develop our understanding.

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

There was a clear majority with this question, with 80.2% of respondents not living in an area which is off mains gas. 18% did live in an area which is off mains gas, and 1.8% of those that responded did not know.

	% of all respondents	Number
Yes	18.0	30
No	80.2	134
Don't know	1.8	3



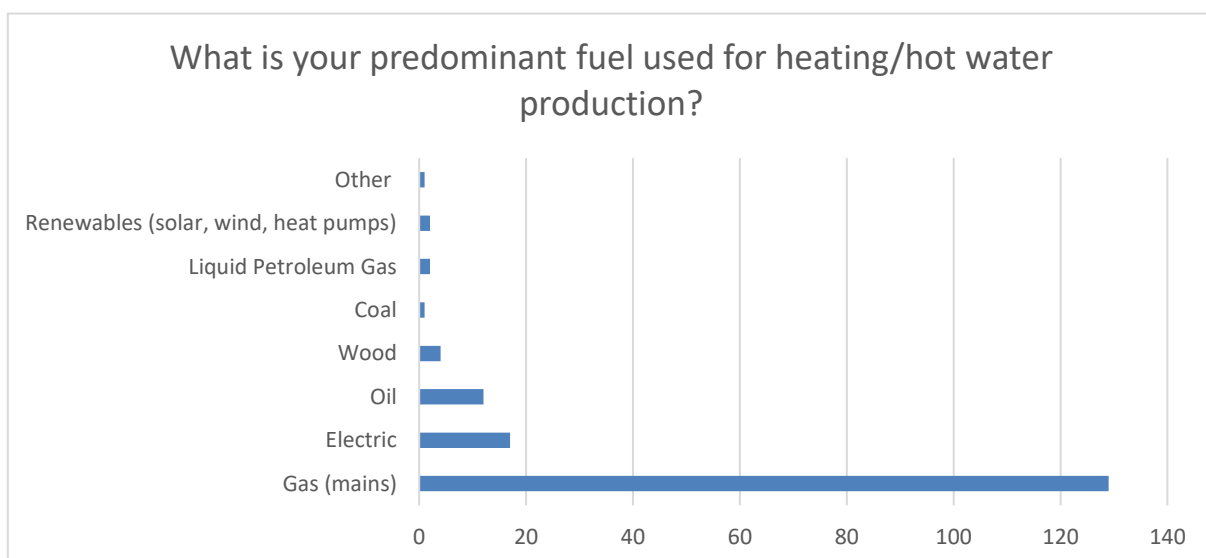
What village/area do you live in?

25 respondents answered this question – their response can be seen in the appendix.

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

The most common fuel used for hot water production that the respondents chose was gas (mains) at 76.8%. Electric (10.1%) and Oil (7.1%) were the second and third most picked options respectively.

	% of all respondents	Number
Gas (mains)	76.8	129
Electric	10.1	17
Oil	7.1	12
Wood	2.4	4
Coal	0.6	1
Liquid Petroleum Gas	1.2	2
Renewables (solar, wind, heat pumps)	1.2	2
Other	0.6	1



Other responses

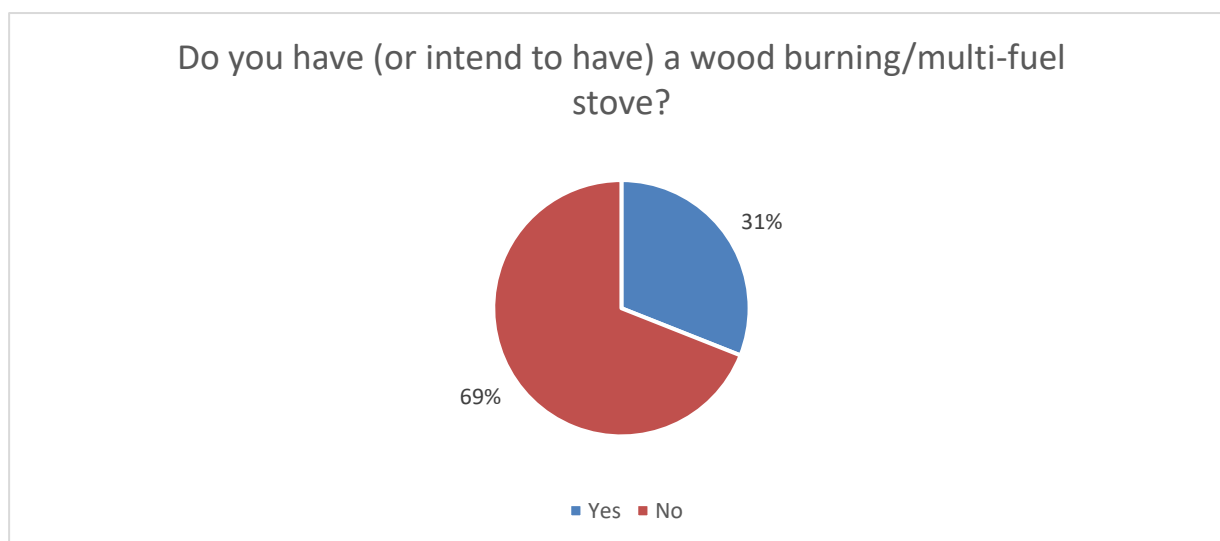
There was one comment that listed 'other' and the respondent gave the following reason:

Level of concern	Comment
	Unfortunately this survey has taken an eggless approach in respect to people and child disability.

Do you have (or do you intend to have) a wood burning/multi-fuel stove?

Approximately a third of respondents (31.1%) do have – or intend to have – a wood burning or multi-fuel stove. 68.9% do not have one, with no intention to change that.

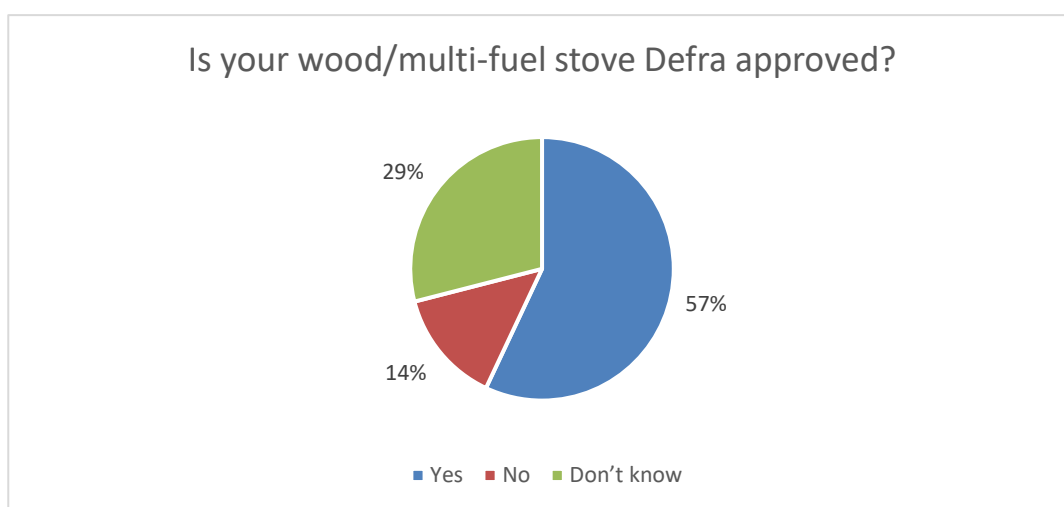
	% of all respondents	Number
Yes	31.1	52
No	68.9	115



Is your wood/multi-fuel stove Defra approved?

Of the respondents that do have a wood burning/multi-fuel stove, just 56.9% stated that it was Defra approved. 29.4% did not know, and 13.7% claimed it was not approved.

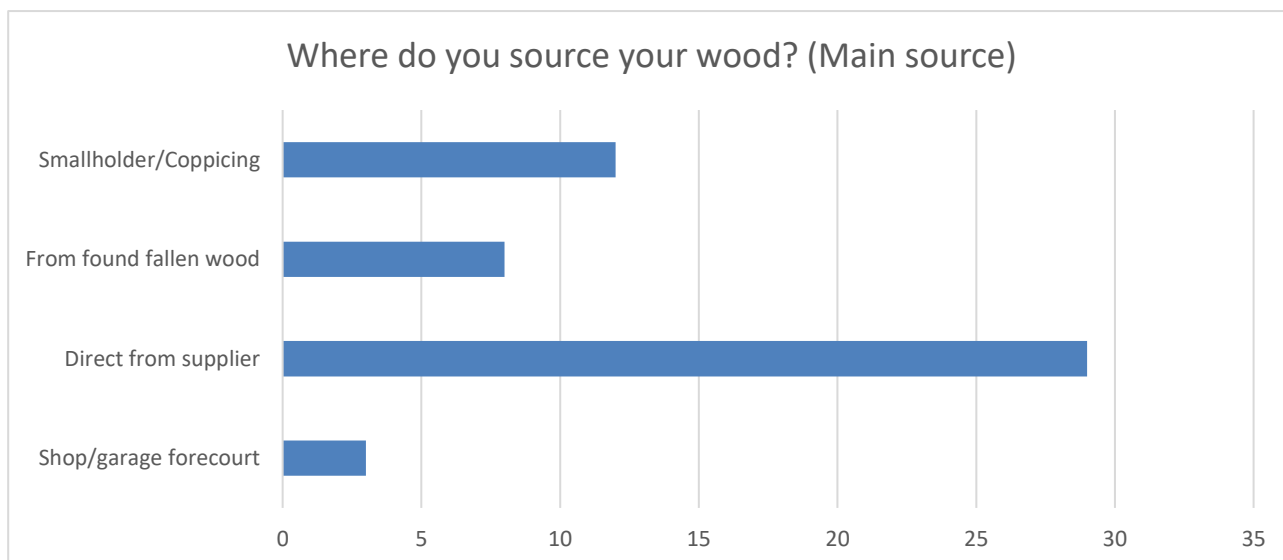
	% of all respondents	Number
Yes	56.9	29
No	13.7	7
Don't know	29.4	15



Where do you source your wood? (Main source)

55.8% of respondents that do have a wood/multi-fuel stove (or intend to have one) source their wood directly from suppliers. Of those same respondents, 23.1% source their wood from smallholder/coppicing, 15.4% from found fallen wood and 5.8% from a shop/garage forecourt.

	% of all respondents	Number
Shop/garage forecourt	5.8	3
Direct from supplier	55.8	29
From found fallen wood	15.4	8
Smallholder/Coppicing	23.1	12



Section 3 – 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.

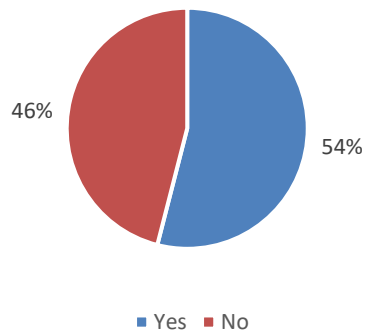
The draft Air Quality Action Plan for Chideock has been produced as part of Dorset Council's duty to Local Air Quality Management. The Plan outlines the actions that Dorset Council will deliver between 2021 and 2026 in order to reduce concentrations of pollution and exposure to pollution, therefore positively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

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

The respondents were split in their responses to this question. 54.1% were aware of there being an issue and of the Air Quality Management Plan, 45.9% were not.

	% of all respondents	Number
Yes	54.1	92
No	45.9	78

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

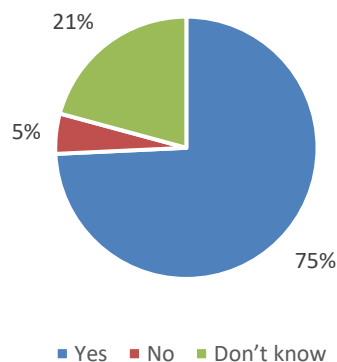


The draft air quality action plan has identified traffic emissions as the main cause of the air pollution within Chideock. Do you agree with this conclusion?

Overall the respondents were largely in agreement with the conclusion. 74.7% agreed, 20.6% were not sure and, interestingly, just 4.7% disagreed.

	% of all respondents	Number
Yes	74.7	127
No	4.7	8
Don't know	20.6	35

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



Three of the respondents that thought traffic was not a main cause for emissions have expanded on their answers below:

Comment
Traffic is a polluter but you need to consider why the traffic is there eg. what are the HGVs transporting, what is the purpose of the car journeys eg. business, shopping, leisure etc.
there is no new poloution
I agree that there initially could be a traffic issue causing air pollution but probably no worse than other conurbations along the A35 in West Dorset which you would expect in living in close proximity to a major trunk road. But it has almost certainly been exasperated by the reduction in the speed limit on chideock hill forcing vehicles to spend more time in the village and as at low speed forcing lorries and buses to engage low gear and pump more emissions . I've travelled the road everyday twice a day for the last 30+ years and never seen so many hold ups and crawling traffic through chideock as since the introduction of this so called farcical air pollution control method which to a layman can be seen is doing the complete opposite.

Section 4 – Measures from the Draft Air Quality Action Plan

Two categories were highlighted by the respondents as of high importance. 63.7% viewed “Continue collaborative work with Highways England to investigate, and where appropriate implement, direct measures to improve air quality on the A35 in Chideock” as of high importance. 58.9% rated “Developing policies to support better air quality” as a matter of high importance.

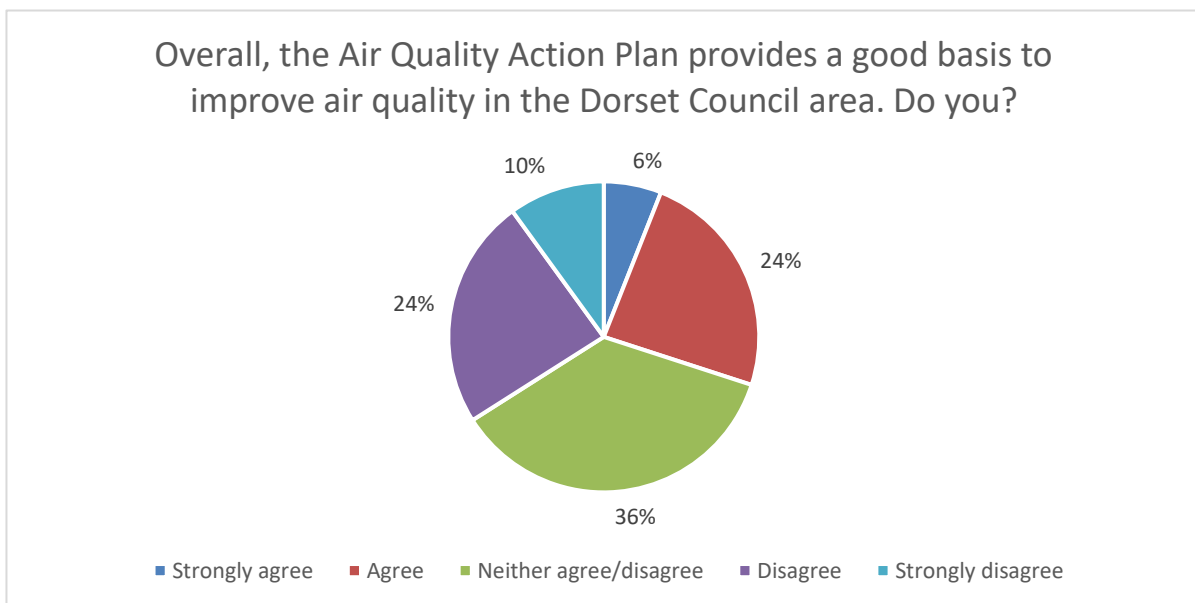
The next category considered of high importance (34.6%) is “Promotion of the use of alternatively fuelled vehicles”, with 34% also considering it of medium importance. Both “Controlling domestic emissions” and “Promotion of behaviour change away from single occupancy private vehicle use” were primarily split between views of medium and low importance.

	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	107 (63.7%)	31 (18.5%)	20 (11.9%)	10 (6.0%)
Promotion of behaviour change away from single occupancy private vehicle use	39 (23.9%)	54 (33.1%)	59 (36.2%)	11 (6.7%)
Promotion of the use of alternatively fuelled vehicles	56 (34.6%)	55 (34.0%)	42 (25.9%)	9 (5.6%)
Developing policies to support better air quality	96 (58.9%)	44 (27.0%)	17 (10.4%)	6 (3.7%)
Controlling domestic emissions	34 (20.9%)	62 (38.0%)	61 (37.4%)	6 (3.7%)

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

When asked if the Action Plan provides a good basis to improve air quality in the Dorset Council area 36.3% neither agreed or disagreed, 24.4% disagreed, 23.8% agreed, 9.5% strongly disagreed and 6% strongly agreed.

	% of all respondents	Number
Strongly agree	6.0	10
Agree	23.8	40
Neither agree/disagree	36.3	61
Disagree	24.4	41
Strongly disagree	9.5	16



Any Other Comments

Due to the high number of responses, they have been coded into themes below. The comments in full can be found in the appendix.

Theme	Number of times mentioned
Boot Hill in Weymouth/over legal limit/monitor broken/not monitored in correct area	16
Better public transport/has been reduction in services/more park and rides	15
Does not look at other areas/does not tackle important areas	12
Chideok needs a bypass/better roads around Chideok/alternative route	10
Create pathways for cycle and walking use/get cars off the road/free parking off-road to encourage walking/lack of safe cycle/walking options	8
Plan does not go far enough/reports initiatives that have already failed/not feasible/needs real action/not enough research done	7
Incinerator in Portland/incinerator should be avoided/should not accept incinerator/refuse incineration/will lead to more traffic	7
Population is too dense/new housing areas leading to more cars on road/does not take into account new housing areas/caused by rising population	6
Older vans and vans generate the most omissions/tanks/out of date diesel engines/output from buses/increase in volume of large vehicles	5
Speed limit in Chideock does not reduce congestion/stops traffic flow/lorries have issues going up the hill	5
Force HGVs onto alternative routes/weight limit (google maps recommends route without it)/permit/low emission zones	5
Poor road infrastructure/need to reduce congestion/traffic flow improved	4
Log burners to be banned or taxed heavily/more education in how to use them/ban bonfires	4
Consider alternative route for through traffic on A35 route	4
Electric cars are expensive/lower income households may have issues with charging/nowhere to charge	4
Nothing in plan to reduce air pollution in Chideock/needs more focus on Chideock	3
Levels were lower last year due to more people staying at home/levels went up when traffic returned/data used over lockdown is flawed	3
No enforcement of 30mph speed limit	3
Need a bypass to serve Portland/vehicles trapped on A354	2
Swanage Railway use old diesel engines/Heart of Wessex railway line unlikely to be electrified	2
Many older people live in the area/retired people	2
Make big companies use hybrid or electric vehicles/pilot self driving electric taxis in Dorset?	2

Weekly reporting on air quality	2
Expedite take-up of EVs using Climate Emergency policies/introduction of more electric vehicles	2
More needs to be done in terms of education/promoting healthier alternatives of travel/education into pollution	2
Stop waste incineration/refuse incineration	2
Public transport is too expensive	1
People don't want to share airspace with strangers	1
Biggest problem is climate change	1
No mention of trees and vegetation for absorbing pollution and wellbeing	1
It does not specifically mention support for industries and power generation with low pollution and low on-site carbon emissions	1
Slower speed limits	1
30mph speed limit up the hill in Chideock increased air pollution	1
It is inappropriate to include the need (or otherwise) for a Chideock bypass in the Air Quality Action Plan.	1
Within the document it has evaded the government transport plan that it is inclusive to everyone	1
More emphasis on roundabouts. Acceleration and deceleration major cause of emission	1
Accelerating up the hill in Chideock cause of pollution	1
Renewable energy sources for houses should be encouraged	1
New housing builds must be non polluting	1
Army tank maintenance major form of emissions in our area	1
Production of electric vehicles has poor carbon footprint impact	1
Air quality in Dorset is good	1
The WHO has previously identified particulate matter to be a contributing factor in people being more vulnerable to covid due to respiratory problems	1
Other	11

Demographic Information

The tables below show the profile of people who took part in the consultation.

Age

For Dorset 29% of the population is over 65+. The respondents for this consultation were not a representative sample in that respect. 68.4% were 55 or older, with 46.4% being above the age of 65. Within the sample, there is a serious under-representation of younger people, and when analysing the results, this should be considered. Just 3.6% were aged 34 or below.

	Under 18	18-24	25-34	35-44	45-54	55-64	65-and over	Prefer not to say
% of responses in age group	0.6	1.2	1.8	7.1	10.1	22.0	46.4	10.7

Gender

The current profile of the residents of Dorset show 49.8% male and 51.1% female. Using those numbers, there is potentially an under-representation of females. 34.1% of respondents identified as female, contrasting to the 55.7% male responders. However, 10.2% preferred not to say.

	Male	Female	Prefer to self describe	Prefer not to say
What best describes your gender?(%)	55.7	34.1	0.0	10.2

	Yes	No	Prefer not to say
Is your gender identity the same as the sex you were assigned with at birth?	88.0	0.0	12.0

Disability

8.4% of respondents considered they had a disability; this equates to 14 people. Responses from disabled people were above average at 8.4% of responses compared to a Dorset figure of 5% based on those claiming either Disability Living Allowance, Personal Independence Payments or Attendance Allowance. The data has been used when analysing the responses to all the questions to see if people who have a disability had a different view to the majority on the key questions in the consultation.

	Yes	No	Prefer not to say
Do you consider yourself to be disabled as set out in the Equality Act, 2010? (%)	8.4	82.5	9.0

When looking at the specific disabilities of the 14 people responding: 71.4% have a physical disability, 42.9% have a long-standing illness or health condition and 7.1% have a learning difficulty, sensory impairment or preferred not to say.

Ethnic Group

	What is your ethnic group? (%)
White British	84.3
White Irish	0.6
Gypsy/Irish traveller	0
Any other white background	1.8
Asian/Asian British - Bangladeshi	0
Asian/Asian British - Chinese	0
Asian/Asian British - Indian	0
Asian/Asian British - Pakistani	0
Any other Asian background	0
Black/Black British - African	0
Black/Black British - Caribbean	0
Any other black background	0
Mixed ethnic background – White and Asian	0
Mixed ethnic background – White and Black African	0
Mixed ethnic background – White and Black Caribbean	0
Any other mixed background	0
Prefer not to say	12.7
Any other ethnic group	0.6