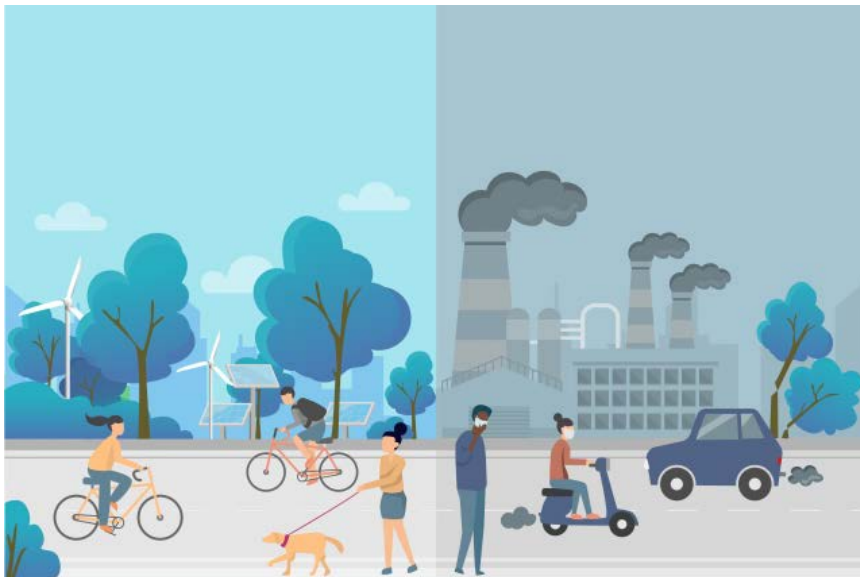


Have your say on the South Oxfordshire and Vale of White Horse Air Quality Action Plan 2023-27

APPENDIX FOR THE ENGAGEMENT REPORT

This Appendix includes a full list of redacted comments made in response to the consultation.

AUGUST 2023



Note: Any personal information supplied to us within the comments that could identify anyone has been redacted and will not be shared or published in the main consultation report or this appendix. Further information on data protection is available in our general consultation's privacy statement on our [South](#) or [Vale](#) website; some comments received were blank responses; some spelling, grammatical and punctual errors in the original comments raised

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Q2. Please let us know the name of your business/organisation, or the council you represent.

This question received 38 comments:
















1	Open-Ended Question	100.00%	38
1	Longworth Parish council		
2	Horspath Parish Council		
3	Thame Town Council x 4		
4	Tokers Green, Kidmore End Parish, S. Oxon		
5	Grove North		
6	Sonning Common Parish Council		
7	PYRTON Parish Council		
8	Kidmore End Parish Council		
9	Faringdon		
10	Uffington Parish Council		
11	Crowell Parish Meeting		
13	Public Protection Partnership (Bracknell Forest, Wokingham, West Berkshire)		
14	Oxfordshire CC (County Council) for Henley on Thames		
15	South Oxfordshire District Council x 4		
16	Great Western Railway		
17	Wheatley Parish Council		
19	Sutton Courtenay Parish Council		
20	Lewknor Parish Council		

21	Watlington Parish Council
22	Culham Parish Council
23	Cumnor parish council
24	Stanford in the Vale Parish Council
25	Vale of White Horse District Council
27	Appleford-on-Thames Parish Council
30	Shirburn Parish Council
32	Marcham Parish Council
33	Botley & North Hinksey Parish Council
34	Oxfordshire County Council
35	Radley Parish Council
36	Henley Town Council
37	Boyer Planning on behalf of REDACTED
38	Environment Agency

Q4. What is the name of the town/village you live in?

Below is a list of all responses provided whilst answering this question, which complements the data summary included in the engagement report, and a list of all comments made.















Answer Choices			Response Percent	Response Total
1	Abingdon-on-Thames		11.04%	35
2	Adwell		0.00%	0
3	Appleford-on-Thames		0.32%	1

4	Appleton with Eaton		0.95%	3
5	Ardington and Lockinge		0.00%	0
6	Ashbury		0.32%	1
7	Aston Rowant		0.63%	2
8	Aston Tirrold and Aston Upthorpe		0.32%	1
9	Baulking		0.00%	0
10	Beckley And Stowood		0.00%	0
11	Benson		0.32%	1
12	Berinsfield		0.32%	1
13	Berrick Salome		0.00%	0
14	Besselsleigh		0.00%	0
15	Binfield Heath		0.32%	1
16	Bix and Assendon		1.89%	6
17	Blewbury		0.63%	2
18	Bourton		0.32%	1
19	Brightwell Baldwin		0.00%	0
20	Brightwell-cum-Sotwell		0.32%	1
21	Britwell Salome		0.00%	0
22	Buckland		0.00%	0
23	Buscot		0.00%	0
24	Chalgrove		0.63%	2
25	Charney Bassett		0.00%	0
26	Checkendon		0.00%	0
27	Childrey		0.00%	0
28	Chilton		0.63%	2
29	Chinnor		6.62%	21
30	Cholsey		1.58%	5
31	Clifton Hampden		0.00%	0

32	Coleshill		0.00%	0
33	Compton Beauchamp		0.00%	0
34	Crowell	▮	0.32%	1
35	Crowmarsh	▮	2.21%	7
36	Cuddesdon and Denton		0.00%	0
37	Culham	▮	1.26%	4
38	Cumnor	▮	1.58%	5
39	Cuxham with Easington		0.00%	0
40	Denchworth		0.00%	0
41	Didcot	▮▮	5.05%	16
42	Dorchester	▮	0.32%	1
43	Drayton		0.00%	0
44	Drayton St Leonard		0.00%	0
45	East Challow	▮	0.95%	3
46	East Hagbourne	▮	0.63%	2
47	East Hanney	▮	0.32%	1
48	East Hendred	▮	0.32%	1
49	Eaton Hastings		0.00%	0
50	Elsfield		0.00%	0
51	Ewelme	▮	0.32%	1
52	Eye And Dunsden		0.00%	0
53	Faringdon	▮	1.58%	5
54	Fernham		0.00%	0
55	Forest Hill With Shotover		0.00%	0
56	Frilford	▮	1.89%	6
57	Fyfield and Tubney	▮	0.32%	1
58	Garford		0.00%	0
59	Garsington		0.00%	0

60	Goosey		0.00%	0
61	Goring Heath	▮	0.32%	1
62	Goring-on-Thames	▮	0.63%	2
63	Great Coxwell	▮	0.32%	1
64	Great Haseley		0.00%	0
65	Great Milton	▮	0.32%	1
66	Grove	▮	1.26%	4
67	Harpsden	▮	0.32%	1
68	Harwell	▮	0.63%	2
69	Hatford		0.00%	0
70	Henley On Thames	▮▮▮	10.09%	32
71	Highmoor	▮	0.32%	1
72	Hinton Waldrist		0.00%	0
73	Holton		0.00%	0
74	Horspath	▮	0.32%	1
75	Ipsden		0.00%	0
76	Kennington	▮	1.89%	6
77	Kidmore End	▮	1.26%	4
78	Kingston Bagpuize with Southmoor	▮	0.32%	1
79	Kingston Lisle		0.00%	0
80	Letcombe Bassett		0.00%	0
81	Letcombe Regis	▮	1.26%	4
82	Lewknor	▮	0.32%	1
83	Little Coxwell	▮	0.32%	1
84	Little Milton	▮	0.32%	1
85	Little Wittenham		0.00%	0
86	Littleworth		0.00%	0
87	Long Wittenham	▮	0.32%	1
88	Longcot		0.00%	0

89	Longworth	■	0.63%	2
90	Lyford		0.00%	0
91	Mapledurham		0.00%	0
92	Marcham	■	2.84%	9
93	Milton	■	0.32%	1
94	Moulsford		0.00%	0
95	Nettlebed		0.00%	0
96	Newington		0.00%	0
97	North Hinksey	■	1.26%	4
98	North Moreton		0.00%	0
99	Nuffield	■	0.32%	1
100	Nuneham Courtenay		0.00%	0
101	Pishill With Stonor	■	0.32%	1
102	Pusey		0.00%	0
103	Pyrton	■	0.95%	3
104	Radley	■	1.26%	4
105	Rotherfield Greys	■	0.32%	1
106	Rotherfield Peppard		0.00%	0
107	Sandford-on- Thames		0.00%	0
108	Shellingford		0.00%	0
109	Shiplake		0.00%	0
110	Shirburn	■	0.63%	2
111	Shrivenham	■	0.32%	1
112	Sonning Common	■	0.32%	1
113	South Hinksey	■	0.63%	2
114	South Moreton		0.00%	0
115	South Stoke	■	0.63%	2
116	Sparsholt		0.00%	0
117	St Helen Without		0.00%	0
118	Stadhampton		0.00%	0

119	Stanford-in-the-Vale		0.63%	2
120	Stanton St John		0.00%	0
121	Steventon		1.26%	4
122	Stoke Row		0.00%	0
123	Stoke Talmage		0.00%	0
124	Sunningwell		0.00%	0
125	Sutton Courtenay		0.95%	3
126	Swyncombe		0.32%	1
127	Sydenham		0.00%	0
128	Tetsworth		0.00%	0
129	Thame		3.15%	10
130	The Baldons		0.00%	0
131	Tiddington With Albury		0.00%	0
132	Towersey		0.32%	1
133	Uffington		0.32%	1
134	Upton		0.32%	1
135	Wallingford		8.83%	28
136	Wantage		2.52%	8
137	Warborough		0.00%	0
138	Watchfield		0.00%	0
139	Waterperry With Thomley		0.32%	1
140	Waterstock		0.00%	0
141	Watlington		3.15%	10
142	West Challow		0.00%	0
143	West Hagbourne		0.00%	0
144	West Hanney		0.00%	0
145	West Hendred		0.32%	1
146	Wheatfield		0.00%	0
147	Wheatley		0.63%	2

148	Whitchurch On Thames		0.32%	1
149	Woodcote		0.95%	3
150	Woodeaton		0.00%	0
151	Woolstone		0.00%	0
152	Wootton		0.32%	1
153	Wytham		0.00%	0
			answered	317
			skipped	21
Other (please specify) (14)				
1	Botley x 4			
3	Hinksey Hill			
4	Kingston Blount (not listed!)			
6	Off Cumnor Hill			
7	Cookley Green			
8	Kingston Blount			
9	Middle Assendon			
10	West Berkshire, Wokingham and Bracknell Forest Council			
12	Henton			
13	Wokingham			
14	Hampton, Cambridgeshire			

Q16. If you would like to make any comments on any of the area-specific actions for Henley-on-Thames, please use the box below.

This question received 35 comments.

Answer Choices		Response Percent	Response Total
1	Open-Ended Question	100.00%	35
1	Improve general traffic flow, and significantly reduce HGVs access to the town		

2	<p>Some years ago, some bus routes to Henley College were cancelled, leaving local villages with no option but to drive students to college. My local village has no bus routes at all - nothing to Henley for students or for residents to access the town. There is no bus service to Wallingford, Henley or Reading, and consequently, residents have no alternative to using the car to access the local towns. If you are serious about reducing car use in the towns, then improving rural public transport is the place to start.</p>
3	<p>Why would having an EV qualify for cheaper parking when low/ middle income people can't afford to buy them? If you were really interested in making Henley a low emissions area you (would) allow a third Thames bridge at Caversham. This may increase cars in South Oxon roads but they would be moving, not (be) stuck in Henley/ Marlow/Sonning. Pollution does not stop at county borders, it travels through the air believe it or not.</p>
4	<p>Please do not bring in a strategy that penalises diesel cars from Henley or anywhere else. These vehicles were bought in good faith, we were lied to by the Germans about emissions and it is wrong to make people pay for this by not allowing them to drive their vehicles in towns and cities across the Vale and South Oxon. Not everyone can afford to change their car.</p>
5	<p>HGV control & traffic light management</p>
6	<p>Regarding workplace parking levies - this money should be redirected towards building better infrastructure such as cycle paths or EV charging.</p> <p>Regarding school road closures, this should be done in a way which is mindful of the access needs of disabled pupils or parents/guardians.</p>
7	<p>Car usage and to some degree car ownership has to be decreased and fast. People need to understand, accept and be made to realise that driving less than 5 miles is not acceptable anymore. Your plan needs to be much more radical. Not only do humans suffer from air pollution but so do animals and plants.</p>
8	<p>It is no good punishing older car owners without providing excellent bus and train services which we do not have. You must organise traffic so it is not snarled up. Henley traffic is appalling. The bridge is permanently jammed. The flow needs to be designed better. Lorries are always blocking</p>

	the river way approach as they block the two lanes road to deliver to The Red Lion.
9	I think there is more you could do to stop combustion engine vehicles that pollute the air from being in the town Centre. There are too many huge stinking lorries in the Centre of Henley.
10	We should be finding ways to route HGV traffic away from Henley town centre and making cycle routes that are safe and don't create problems for local residents who need to use a car
11	<p>The ANTI-idling measures are a farce, as traffic light timing at Henley Bridge is used to back up vehicles on Remenham Hill, where cars sit for anywhere from 5 mins to an HOUR to get into town; upon reaching town there is no traffic and cars sail right on through, barely impacting pedestrians. This is done on a regular/daily basis, whether or (not) car density warrants it. There are people who live on Remenham Hill, who are then exposed to HOURS of idling cars EVERY DAY. This has been going on for years; every time we go out of our house we sit in this traffic, it's unending.</p> <p>You don't ask for an opinion here specifically on your plan to charge local business a levy for their employees to park, which is deceitful. This is not only a stupid idea that will have scant impact on air quality, it's mean and destructive to the businesses who regularly struggle to even attract employees to work for them because of the already existing hassle that comes with parking in Henley. Have you counted the number of shop fronts that are empty recently? It seems that the 'measures' that the council regularly contemplate not only show little support for the business-health of the town, they are downright punitive. And for no good reason. The Henley Standard revealed that Henley's air is NOT a problem, yet the council continues to hype what is a minor consideration in the overall scheme of things. AND the details for this specific proposal are hidden in this survey, which begs the question: when will we see the actual real and detailed proposals in this plan? How are we to assess and answer questions in a survey when actually, we don't really know what to specifically consider, it's all just 'general concepts'??</p>
12	Introduce and enforce a wt (weight) limit on HGV's
13	Really against the parking levy to businesses in the town. It is tough enough.

14	Introducing a charge on business parking will inevitably reduce employment opportunities in the town. It is a very bad idea.
15	No
16	<p>REDACTED I spent some time with the SCOOT team and their manager REDACTED. Pollution has nothing to do with type of car. The manager agreed that there were a number of mistakes in the SCOOT system which raised the pollution levels but refused to pursue their correction as the software owner was German and there was no budget to reprogram, and anyway there will be idling cut off in the near future which will remove the problem »</p> <p>To give one example - stand outside Cote and look down Duke Street. The market place lights go red and the street fills with traffic which sits there while the market place lights go through a complete cycle.</p> <p>Don't try to correct this by enforcing non-idling. I tried this for three years and got through three batteries that had to be manufactured, replaced, recycled. It's a gross waste of precious metals!</p> <p>Charging companies with 11 parking places or more is insane. I can't think of a better way of driving employment out of the Town. The current policies reduce car parking spaces but you are allowing huge housing developments and having spoken to a number of residents of Highlands Farm they shop in Reading because they can't park in Henley - that's before the remaining third of the houses are sold AND phase two (130+ houses) are started.</p> <p>This policy will do immense damage to Henley and myself, family and colleagues are already discussing moving away.</p> <p>REDACTED</p>
17	Henley is a disaster. Before coming up with more penalties (money making schemes for the government because the funds never seem to make an impact or be reinvested into infrastructure) we need to focus on fixing the roads and infrastructure and fixing traffic flow — not because of cars on the road but mismanagement by the SOCC of flow and constant road closures and disruption. The main thoroughfare in Henley is Grey's Road car park for goodness sake!

	<p>Encouraging more bicycles won't help because around here they're weekend warriors who clog the roads like they're in their own personal Tour de France and cause more traffic and idling.</p>
18	<p>This plan is typical of Liberal Democrat in (a small amount of) power. Wasteful of taxpayer money, dictatorial and tyrannical. The thin end of a very thick wedge. On the doorstep Liberal Democrats should be honest an up-front and just speak the truth - that they are anti-motorist. I write as a many thousands of miles per year cyclist. I support none of the proposed actions 1 to 7, smaller government would be better government.</p> <p>Time was (in the good old days) councils recognised their role in easing traffic flow and parking to improve the lives of everybody, improve productivity and promote local businesses. Sadly, now quite the opposite applies.</p> <p>Is this consultation as sham? Yes, undoubtedly.</p>
19	<p>Stop HGVs using Henley-on-Thames as a through route by mandating those involved in non-local business to use the Strategic Road Network.</p> <p>Enforcement of all speed limits which are currently ignored by 90% of road users (particularly motorcycles and HGVs). Introduce noise pollution control measures (particularly with regard to motorcycles) and prevent Henley from being used as part of the recommended routes for recreational motorcyclists and classic car owners, many of whom are en route to rallies at Stonor Park etc. The A4130 provides a particularly attractive route for motorcyclists with its large number of high-speed bends and dual carriageway section of the Fair Mile.</p>
20	<p>I used to live in Hackney which had traffic 'reducing' solutions, which just moved traffic to other roads and created horrific congestion, adding considerable amounts of time to journeys and making pollution even worse on those streets. I am though in favour (of) improving cycling within Henley and think that a cycle highway should be introduced along the river, down Mill Meadows, to ensure it is safe for pedestrians and cyclists.</p>
21	<p>Reading Road pollution reduction</p>
22	<p>Examine Road widths eg Greys Road. Upgrade local bus services ie six days per week</p>

23	Can we have a campaign to encourage people to use the auto stop function at traffic lights so their engines automatically cut out
24	Pleased to see so much consideration has gone into this. The Idling and heavy traffic along the Reading Road into Henley is obviously high, the fumes and smell tell the tale. After nearly being squashed next to a wall by an enormous vehicle negotiating into ThamesSide I am keen plans are being looked at to preserve this pretty town and beautiful area. Motor vehicles have been given priority for so long, expensive perhaps to think outside the box!!
25	I'm very concerned about the proposal to charge employers with over 10 parking spaces. If this goes ahead, companies may well pass on that fee to it's employees (and cost of living increases already means that everyone is much worse off than they were last year) or will move out of Henley, in which case travelling to a new location may not be feasible for some people. So ultimately, the employee(s) may find themselves either worse off financially or without a job altogether.
26	<p>I agree with all the suggestions - except the workplace parking levy (WPL), as it is potentially discriminatory to those who live far from their workplace, work shifts when public transport may not be reliable or safe, or must combine multi-purpose trips as part of their commute which may render public transport unfeasible.</p> <p>It may also be discriminatory towards lower-earning staff who may have to live further out due to housing / rent prices and so may be forced to drive into work. Even the University of Cambridge – which has bold ambitions to be the most sustainable University in the country – is opposed to Cambridge City Council's proposals to introduce a WPL on these grounds.</p>
27	The lorries going through Henley make the old buildings shake. They also cause constant issues and don't respect the road
28	Defra should consider the South Oxfordshire Low Emission Strategy found that HGVs were not a significant contributor. Defra should also consider if the policies in this plan are politically driven and not based on evidence. HGV measures are not within the control of the district council. The Oxfordshire Freight and Logistics Strategy is a two year review funded by the DfT that is countywide. The road freight sector is represented. The study has to deliver an efficient system, that freight members accept. A weight

	limit at Henley will not be accepted. Any scheme can only be funded if the DfT agrees it meets the objectives of the review.
29	The idea of people parking further away from schools, then walking is only moving the problem to another area! More School buses are needed, mini buses for immediate area for children to use in bad weather.
30	Why are you giving cheap rates to people who can afford electric vehicles? Most of us can't afford to replace our vehicles. Those who can afford to do so should be subsidising everyone else, otherwise you are penalising the poorer in society which quite frankly, even in Henley, are the majority. The elderly need vehicles to get into the centre of town to visit the doctors, do their shopping etc because there are no alternative bus services - when are you going to realise that? In addition the phrase "Targeted Behaviour Change" is insulting in the extreme and smacks of a Big Brother Society. Please stop using it.
31	Reduce the traffic in Henley especially HGV and the school run traffic. Maybe a ULEZ?
32	<p>The overall challenge in Henley is it is too small to handle all its demands. It is a small market town with increasing demands for through traffic and for tourism. This is not sustainable. Tourism in some way pays for its activities though hospitality but through transport does not. It causes so much damage to buildings and to residents health and is a major safety concern. However, it pays nothing in compensation. This is unreasonable and unsustainable.</p> <p>Buses as well as Taxis need a low emission strategy. The worst place in Henley currently is by Starbucks where the diesel buses idle. Not only do out-of-town students to Henley College congregate there but many Henley children walk by on their way to various schools. It is also the way from the Market Place to various major shops such as Boots, Sainsbury and Waitrose. Electric buses or move the bus stop!</p> <p>Garbage trucks in town centres now regularly are hybrid or even electric. South Oxfordshire should be following this trend.</p> <p>Trinity School is not only an issue with parents parking outside the school but also Vicarage Road /Hamilton Avenue is a well-known short cut to get into town. St Andrews Road and St Marks Road have also become</p>

short cuts to avoid the traffic lights. Need 20 mph everywhere.

The volume of HGVs using Henley is detrimental to not only air quality but also the physical structure of historic buildings which add so much to the character of the market town. Narrow streets much the centre of Henley a threatening environment for the considerable older population and to any walker or cyclist.

Greening our town centres to soak up emissions are better for health but also for making people feel happier about being a pedestrian. Wellbeing is an important factor in our substandard world.

Diesel emissions are especially undesirable. Particulate (PM 2.5) emissions are the most damaging most noticeably to growing lungs. However newer research shows they play a role in for example cancer, brain damage and many other illnesses. They are also ever present as the carbon is not dissolvable in water (which makes up a large percentage of the human form). It is amazing that WHO targets are not accepted in the UK and no monitoring devices are installed in towns for the most serious health risk since smoking.

- 33 For action 2 - In terms of transport planning for Henley this will be considered as part of the Henley Area Travel plan that will be produced by OCC. Until this strategy is produced, OCC cannot commit that scheme, such as, redirecting traffic, junctions, road improvement schemes and traffic calming measures will be included. There are very limited options in Henley to redirect traffic, for example.

In regard to parking, Action 3, it is not clear if this action is for off-street, or off-street and on-street?

OCC would need to work jointly with SODC if it were both as any off-street plans could obviously have an impact on-street. For on-street we can introduce emissions based polices for permits and potentially parking charges, but WPLs are more difficult to set up without a view to restrict and control parking on a wider scale. It is the same with park and strides they have to be in areas where all parking is controlled so it's the level of regulation that would be required and if OCC could resource that. Plus, it needs to go through consultation and may not be widely accepted.

For action 4 - the wording used in the above sounds like SODC/Vale intend to undertake actions that are the responsibility of the county council, i.e. implement weight restriction orders, enforce orders, 'review existing weight restriction zones' etc. Can this please be explained further?

In terms of enforcement of existing or new HGV weight restriction orders, OCC has very little capacity to enforce the many weight restrictions across the county. Any capacity available is already fully committed, so further demand would dilute activity in other areas and will not meet local demand. The enforcement of WROs is not a statutory duty on the local authority and can also be enforced by Thames Valley Police. We are concerned with the way this is worded as it looks like it is committing OCC to do things it doesn't have the resource or funding to deliver. Hopefully Thames Valley Police are also a consultee of this plan and can comment further on WRO enforcement.

OCC can't commit to Henley specific HGV measures and don't have any plans to do such work at the moment. Therefore, we would disagree with those actions (action 4) and suggest all of the work on freight/HGVs would be better placed as an area wide measure.

- All of the freight/HGV actions should align with the Freight and Logistics Strategy for consistency, and we question the feasibility that S&V will be conducting separate freight work.

For action 6 – whilst we support the principles this would again fall to OCC to deliver and enforce. At this point in time we are unable to commit to the delivery of these due to resource and funding implications.

For action 7 - District Councils can issue Fixed Penalty Notices (FPN) for idling, but most don't as the costs to take someone through the courts is prohibitive. Under civil powers, we don't believe OCC's Civil Enforcement Officers (traffic wardens) can issue fines for idling, the most they can do is ask motorists to turn their engines off. Therefore, this may not be a deliverable action unless SODC are committing to issue FPNs.

- 34 SODC has no control of lorry routes and weight limits these are the Oxfordshire County Council responsibilities
- 35 We welcome the fact that SODC are going to continue the Henley AQMA pending further measures to improve Henley's AQ.
 However, we would wish SODC to bring forward tangible actions to really effect an improvement of the AQ. This will include substantial funding for Henley from SODC CIL money and S106 funds.
 Active travel Walking and Cycling should be funded by SODC to encourage reduction of car journeys in the centre of the town. Funding of cycle routes across Henley. BUT to have an active travel strategy we MUST have an HGV reduction strategy. We cannot ask residents to cycle with the volume of HGV's currently in the Town.
 Currently the Henley town Bus service (The Henley Hopper) is funded 3 days a week (Tue-Thurs 9am-12pm) by HTC. With the increase in CIL money from developments rising from £150 to £325 sq. m. should provide ample scope for SODC to make a substantial contribution to our bus service so that it expands to 5 days 9am-5pm. One might even consider funding it a "Free" bus to encourage people leaving their cars at home so it becomes a Hop on Hop off service. Residents do not have to think about using it.
 Recently our car club has acquired an all-electric vehicle which has resulted in an uptake in car club numbers. We absolutely anticipate that with more electric vehicles then it will encourage more residents to get rid of their existing cars and rely on public transport and car club cars. A new strand that should be pursued is to incorporate a couple of Electric Vans into the Car Club Fleet for residents and businesses to hire.
 An absolute ban on HGV's above 18T must be encouraged as the draft study shows that diesels Cars and HGV contribute hugely to Henley's pollution both from NOX and particulates. If we are to encourage active travel, walking and cycling then space must be made on the roads by REDUCING HGV. A recent study showed that 40,000 HGV's come through Henley every week and we have a DUTY to reduce these numbers. OCC may well ask SODC for a contribution to the ANPR technology that will be needed to monitor and enforce the 18T limit.
 (See Henley's OCC submission for a 18T

limit.) This must be supported actively by SODC.
Enforcement of No idling in the SODC car parks, AQMA streets and near the Town Hall.
We do not support a workplace car levy in Henley's AQMA. We need to analyse how many cars there are-we believe to be very few- therefore the gain would be limited and the impact on employment might be large. Also, when employees drive to work, they park, then work, then drive home. In other words, the car is idle for most of the day except for the journey in and out. This should be done by encouraging employees to travel to work sustainably. Extend the AQMA to include the Bridge/Thameside and Bell Street to Marlow roundabouts. This would involve more particulate/NOX studies. Also, we need additional traffic calming measures to reduce speeds and effect behaviour change on drivers. Pedestrian crossings, raised platforms, road narrowing BUT these again needs funding from SODC CIL money pot. We have in Henley 5/6 oven ready schemes ready to start if the funding is in place. Kings Rd, Bell Street, Fairmile, St Andrews and St Marks Rd

The Draft report

We now turn our attention to the draft report which in large part we welcome.

NOX Limit

SODC are still legally relying on the NOX UK/EU NOX limit of 40 micro grams /M3. Even though the World Health Organisation limit is 10. This is a quarter of the figure relied on by SODC. Duke Street is still showing exceedances and if you happen to be a family walking past at that time you will be in danger. During winter months because of the canyon effect in Duke Street we still have too many exceedances.

Particulates

There is a statement that in terms of particulates we are at about or below the national average. NO particulate studies have been taken in OXFORDSHIRE so how you can corroborate and justify this statement is questionable.

The only particulate study that has happened in SODC and The Vale is the one jointly commissioned by SODC and HTC. Which show that we were compliant with UK/EU BUT was above WHO limits. This study took place during COVID. It is stated that any

exposure to particulates is bad for health AND the WHO limit is the one we should be focussing on. Particulates could well be a more serious long term health hazard as carbon does not dissolve in water and remains in our bodies. They are also recognised because they have strong links to cancer. Therefore, SODC should commission more particulates studies as a duty of care to residents.

Active Travel

If we are to encourage walking and cycling then this is difficult on Henley's narrow streets. IF we are to create the space for walking and cycling THEN we must have a HGV policy. This means a 19T limit which will drastically reduce the numbers of HGVs thereby creating the space for people.

In other words, replace HGVs with people.

We will need funding from SODC's CIL pot of money
Town Bus

Provide a free bus Mon- Saturday, 9am-5pm as a HOP ON HOP OFF service. This would encourage all Henley Residents to use the bus rather than the car. Thereby improving AQ at a stroke. This should come from SODC CIL money.

Buses and Refuse vehicles

Remove the Bus stop at Starbucks. Ensure that ALL buses are Euro 6 coming into Henley and No idling is enforced on the Bus companies. Ensure that ALL Garbage trucks are EURO 6 and when SODC does fleet renewal in URBAN areas seek alternatives to diesel.

Rat Running

There is evidence that Cars and vehicles avoid the centre of town and use other roads St Marks and St Andrews as short cuts. Some of these cars achieve excessive speeds. Henley has applied for a blanket 20 MPH limit for the Town. However additional measures will be needed for St Marks and St Andrews to really slow vehicles. E.G. Build outs with greening features. These will need to be funded.

Residential Electric Cars and Charging

Henley is characterised by a number of Terraced streets which will need charging facilities. E.G. A home owner parks then trails a cable across the pavements to charge the car. This clearly cannot happen. SODC needs to work with OCC to get a solution for Henley. OCC are trialling one in Marmion Road BUT need a quick fix or the take up of Electric cars will stall.

Greening

SODC has never been a fan of Greening and we would want this to change. Greening of Towns are good for pollution, particulates AND mental health well-being. SODC should fund greening projects in the town centre and beyond even IF their effect on pollution is limited. We fund greening to make our towns attractive and a joy to WALK round.

SODC CIL money

SODC has upped the CIL rates from £150 to £325 therefore the amount of money from developer contributions has increased which should be used for AQ infrastructure.

Therefore, this money must be used in the Market Towns.

- Funds Buses
- Pay for Cycling infrastructure
- Fund particulate studies
- Enforce no idling within the AQMA. Rigorously.
- Ban above 18T HGVs with OCC
- Expand the Car Club and incorporate two electric vans for residents and businesses.

Diesel White vans remain an important source of pollution in Henley. Therefore, SODC Fund as part of the car club a few electric vans.

If we wish to reduce Diesel traffic from cars and HGVs then we must expand walking, cycling and the Town Bus.

Other Docs

Page by page analysis of the Draft Report.

SODC Vale Draft AQ Strategy.

Henley Submission for 18T limit.

Traffic Study of 40,000 HGV entering Henley per week

answered	35
skipped	303

Q18. If you would like to make any comments on the proposal to remove the Wallingford AQMA, please use the box below.

We received 35 comments in response to this question.

Answer Choices		Response Percent	Response Total
1	Open-Ended Question	100.00%	35
1	I believe that standing traffic at the four-way traffic lights in the centre of Wallingford present serious pollution problems		
2	What about pollution from particulates, particularly on the High Street?		
3	Without massive infrastructure you will kill the town and make access for the disabled even worse than it is now. Parents need education about leaving children in buggy at exhaust level. Money should be spent on educating the public visiting Wallingford about how to keep themselves safe. With proper carpark management cars could be excluded from the centre except for blue badge holders.		
4	1. WHO guidelines should be used as the ambition in this space, not UK Govt (likely to change in next 12 months anyway) 2. The instances of exposure to toxic pollutants at double the UK GOVt has not been removed, these occur daily on the main routes in our towns, and until they have reduced significantly; we should not consider removal of any AQMA. Basing this decision on an average metric is flawed and continues to expose citizens daily to level that damage our health.		
5	It remains vitally important to continue to monitor and report on air quality despite the apparent improvement - and in surrounding areas - like Didcot		
6	It is important publicly to acknowledge when agreed targets have been met (hoorah) and it is important that monitoring continues.		
7	The levels of NO2 particulates spike daily over double the quoted target. Using an average is not representative to the continued threat to our health The WHO advice is well below the SODC target so terribly disappointing to see our district with no sense of duty towards residents in rafted to health		

	Any behaviour change has been coincidental and not the result of anything SODC has done as evident in the lack of an active plan for wallingford
8	I would caution that the pandemic may have disproportionately impacted on the positive results and that regular monitoring must be retained to ensure that standards don't regress. I'd also flag that the area monitored is a narrow corridor and might suggest expanding it to include broader aspects of the town centre and ring road
9	They may have been lowered however, there is still a lot of pollution, the lack efficient reliable public transport, particularly in more rural areas like my own village of Long Wittenham means there is a huge reliance on personal vehicles, we also lack the infrastructure in our village to have electric charging points along much of the high street we live on. Thus the continuation of monitoring air quality must continue
10	<p>I disagree with this, as while the report states that air quality has improved, the improvements from increased electric vehicle usage is not enough in my opinion to justify removing the AQMA, as owning/driving such vehicles is not feasible (for) the majority of the public (price, fuel efficiency, charging...) and although COVID-19 decreased traffic flow, this doesn't guarantee that the extent of road traffic-caused pollution won't return to pre-pandemic levels.</p> <p>From personal experience living in the town for over 15 years, I still find that the major roads passing through Wallingford (Castle Street, High Street, St. Mary's Street, Station Road, Croft Road, St. John's Road, Reading Road), the crossroads in the town centre, the town centre itself, and Wallingford bridge all still have notable congestion (traffic waiting at the lights often extend back more than 75m) and traffic flow that makes the air there full of car exhaust fumes and (with the additional factor that my family is asthmatic) it is horrible to have to breathe it in and have coughing fits while heading into the town centre.</p> <p>There is very little green infrastructure in the way of cycle paths, or planting hedgerows and/or trees along these major roads between them and the pavement, to absorb/shield walkers from the pollution produced.</p> <p>Additionally, the 20mph zones along the major roads are frequently ignored, and many exceed the previous speed limit, making them unsafe for cycling along.</p>

11	<p>this is ridiculous, the air quality is still terrible every day. just look at the graph to see the levels exceeding targets. never mind the average we have to breathe in the fumes when they linger in the streets not at night when they average out as no-one is driving. Utter madness and cowardice SODC on thinking of dropping this</p>
12	<p>The councillors clearly don't live or regularly visit the AQMA areas! No progress had been made in behaviour interns (in terms) of anti idling, the buses that Oxford Buses and Thames travel use are old diesel stock and REFUSE to switch off at the lights.</p> <p>The data does not lie - the level reached in Wallingford are no different at peak than they were, there just may be less traffic on the roads meaning the average e(a poor statistic to use in this instance) is brought down.</p> <p>Anyone worth their salt in this Tewa would fight for our human right for clean air, reducing risk of lung disease and cancers, instead you embellish the story to suit your end Try living here, walking kids to school on these streets, cycling through the fumes behind a 57 plate bus. Its a disgrace and you should not be contemplating removing the AQMA but enforcing it !</p>
13	<p>What SODC fails to grasp is that there is no safe level of pollution! The proposal to remove the AQMA is shameful and a total disregard for the true impact of air pollution and air quality in the area of Wallingford Town Centre. SODC clearly has the misplaced belief that it has done a good job in simply recording average air quality, in terms of only one pollutant, Nitrogen Dioxide (NO₂), over the period, hiding behind benchmarks that the current Government (DEFRA) has not sought to amend, but date from WHO guidelines in 2005. We can all hide behind misleading statistics that support a particular narrative, but the truth is that SODC has failed to implement initiatives to improve air quality at key points of the day when air quality is at its worst and when it is at sustained levels for NO₂ especially that are double even the limits set in 2005. An average over a 12 month period is not a true reflection of the impact of air quality and not a basis to support the removal of the AQMA.</p> <p>Similarly, the effects of the pandemic would also skew any recording of NO₂ over the last few years, given the periods of lockdown, so are not a true measure in arriving at a conclusion that air quality has somehow improved. It is quite clear that traffic is now returning to pre-pandemic levels, so any suggestion of removing the AQMA is wholly</p>

	<p>premature. The WHO has also now published levels of key pollutants such as NO2 that follows an extended period of study, so are actually evidenced based this time around and are significantly below the 2005 suggested levels. These revised levels of pollutants, in any given period, should now be SODC's key measure for air quality, so no, the removal of the AQMA for Wallingford is not acceptable whatsoever.</p>
14	<p>Not sure what Report SODC are referring to, but as a resident of the Town Centre, the air quality in Wallingford is still very poor during the day and having looked on SODC website, is way above the suggestions from DEFRA. Removing the AQMA is not a good idea and perhaps more should be done to remind drivers to switch off their engines when waiting at traffic lights. Suggest SODC officers experience this during the day before patting themselves on the back for a job not very well done!</p>
15	<p>Monitoring should continue albeit with a lower frequency</p>
16	<p>We have seen no significant improvement in air quality under the measures that matter. Including the instances the SODC (let alone the WHO guidance) levels are exceeded, and the number of continued daily breaches that residents in the AQMA area are subjected to.</p> <p>Using an average is of no statistical significance in this instance as significant pollution occurs daily and those who reside, walk, cycle, anyone who breathes along these roads are exposed to levels that bare dangerous to health.</p> <p>If anything the AQMA should actually be raised in awareness to both residents (harder hitting messaging including the additional dangers around wood burning (winter and summer) and the risk to drivers as well as residents, and those who active travel - all of whom breath in noxious fumes daily.</p> <p>I suggest looking at exemplars in this area of engagement, including organisations such as Mum for Lungs who successfully garner public support and behavioural change.</p> <p>It's hugely disappointing that SODc a) believe this no longer to be an issue (the stats clearly tell you it is) and b) believe THEY have been instrumental in making any positive moves on the data. My personal experience is a response from the REDACTED officer who advised we could not raise awareness publicly of the AQMA as this</p>

	<p>could damage the reputation of the area and affect house prices. An absolute disregard for public health and lack of transparency to anyone looking to visit or move to the area.</p> <p>Please remember, there is no safe level of pollution, is it not a merely a risk, it is harmful, and we all have the right to breathe clean air.</p>
17	You should aim to get the levels much lower than they are.
18	<p>While the average daily figures are without doubt much lower than say 5 years ago the problems are still 1. At busy morning and afternoon rush hour timings there are often many vehicles queueing through Wallingford and waiting to cross the old bridge. 2. The 20mph speed limit is regularly being ignored and if I drive at 20mph I will have vehicles close up behind me. Therefore I suggest further monitoring would be a good idea.</p>
19	<p>The daily data shows dangerous levels of pollutants and yet you want to remove the need for an active management plan? This shows total disregard for the residents and visitors of a town that is not designed to take the volume of traffic it experiences and you walk away from all responsibility for public health & wellbeing.</p> <p>How can Henley who only have 1 of 5 monitoring sites retain the status AND suddenly get SODC active involvement (We have been refused such support in the last few year from the REDACTED who refused to support raising awareness of our AQMA as it would risk negatively impacting house prices and said there was no room for street signage when this was almost immediately found for Electric charging point signage.</p> <p>It appears your motivations are:</p> <ol style="list-style-type: none"> 1. Set easy targets well under WHO guidelines (Hide behind Central Govt stats) regardless of the risks to human health 2. Block any appetite for active actions in a town to help drive behaviour change from a personal responsibility perspective 3. Make up excuses for why overt signage should not be erected, but contradict this when the outcome of the signage might drive revenue in your car parks <p>You duty as a council is to the residents and electorate, you are failing to have our well-being and best interests at the heart of your decision making and we DO NOT support this proposal to remove the AQMA, in fact we demand it be retained AND a dialogue opened with the residents,</p>

	visitors and commuters through Wallingford to bring meaningful change so we can all breathe clean air all day every day.
20	At peak times it is still far to full of vehicles emitting pollution while they sit at the traffic lights between the bridge to the town centre. The houses trap the pollution. Also when the lights fail traffic can be stuck there for 20 minutes hardly moving. It would be better if at peak times the bridge was for buses, bikes and taxis only
21	<p>Hi, is these 5 consecutive years?</p> <p>We have looked into proposing to revoke the AQMAs however (info from the helpdesk) LAQM.TG22 states “The revocation of an AQMA should be considered following three consecutive years of compliance with the relevant objective as evidenced through monitoring. Where NO2 monitoring is completed using diffusion tubes, to account for the inherent uncertainty associated with the monitoring method, it is recommended that revocation of an AQMA should be considered following three consecutive years of annual mean NO2 concentrations being lower than 36µg/m3 (i.e. within 10% of the annual mean NO2 objective). There should not be any declared AQMAs for which compliance with the relevant objective has been achieved for a consecutive five-year period.”</p> <p>We are told by the help desk we could not use 2020 or 2021 data (obviously due to COVID), so we need 3 consecutive years from 2022 data. I just thought I would mention this as I don't want you got get caught out. If you have the data pre covid, well done you!</p>
22	As long as. Monitoring continues
23	Whilst it is good that some levels are down walking into Wallingford when there is heavy traffic is not good - I have emphysema & it causes difficulty for me.
24	I understand that because the air quality has improved in the Wallingford AQMA, that would be a reason to remove it. However, I am concerned that the air quality could easily decrease again because of the way that pollution will sit between the buildings. Also lockdowns reduced travel and so during 2023 and onwards, there is a risk that air quality could decrease again. I would prefer air quality continue to be monitored now activity levels reflect a post-lockdown pattern.

25	<p>This is a short term view. In the last few months we are being pressured to return to our offices. Only last month poorly planned roadworks had tailbacks (with the idling engines) for as far back as Ewelme. Decisions should be based on 2023 data, in order to show an accurate post-pandemic representation of data.</p>
26	<p>Wallingford AQMA needs to remain in-situ. Whilst the 'average' recording value falls within the stipulated national objective limit of 40µg/m³, there are still peaks in excess of 120µg/m³ during peak periods as the narrow roads act as a funnel for the concentration of exhaust fumes from peak period traffic and also vehicles idling at the red stop light in the vicinity of the AQMA. Air quality management observation and recording needs to remain in place.</p>
27	<p>The High Street is still as busy with traffic as before and reduction in NO_x figures is probably the result of more efficient engines, but the emissions of particulates are likely to be as high as before, possibly more if EVs emit more particulates at the smallest most dangerous sizes.</p>
28	<p>Firstly, this is a public health emergency...your residents are being exposed to highly toxic particles daily in such concentration to be severely detrimental to health. And yet not only are you setting your ambitions woefully below that recommended by World Health Organisation, you are now looking to shed a responsibility to your residents and abandon the AQMA.</p> <p>I've lived in Wallingford for 15 years and apart from a poster to 'switch if off' and a school children competition have seen no evidence of an active and impactful SODC driven behavioural change plan. We deserve the support and focus that SODc suddenly are bringing to Henley who by 1 data point are proposed to retain AQMA. Yet daily Wallingford data exceeds Henley in a far more concentrated residential area, focussed on the bridge crossing.</p> <p>I ask 2 actions. Firstly, engage the public in the areas of high concentration with a view to agreeing a co-created target for pollution, Would you accept these levels in your street, your community? Secondly, raise awareness within the areas of high concentration - Entering AQMA zones signage, enforce idling offences and encourage fewer cars in the areas of worst pollution through traffic management.</p> <p>As residents we need you to be more ambitious, have greater respect for our health and actually support us in bringing effective change to get under WHO guidelines.</p>

29	<p>The air quality is still not good and the AQMA should be kept, with higher air quality targets. You can notice the difference in air quality immediately when going out in the early morning when traffic is light compared to the rest of the day (school traffic, work traffic). Of course the air quality seemed better during lockdown as fewer people were driving but that has gone back to how it was previously. We not only get commuter/car traffic down our road (Blackstone Road), but also buses and lorries, using it as a bypass to avoid the town centre. There are also multiple new estates being built in and around Wallingford, so traffic levels are only increasing.</p>
30	<p>I would need more info to be able to make an informed decision. What are the pros and cons of keeping it? What are the pros and cons of removing it? What are the costs involved of doing either etc.?</p>
31	<p>This should have been revoked year ago but air quality has resolved without the district council taking action.</p>
32	<p>Air quality in Wallingford is very good so there I no need for the AQMA</p>
33	<p>I understand that based on DEFRA's guidance that SODC could choose (ie it is not mandatory) to remove the WF AQMA, and that based on the prior 5 years' NO2 data this would make sense. In conversation with officers I voiced that I could understand us at SODC choosing to do so, but that I would like us to continue to monitor using the more basic diffusion tubes so we have cost-effective early warnings of a trend on the wrong direction, step up our efforts to communicate the need for increased active travel and decreased car travel - EV or not (due to the issues around particulates as well as NO2). And I'd like for us to explore how we can drive behaviour change through promotion of park & ride / stride / hire-bike-ride (there is a bit of a trial happening in Crowmarsh this summer I understand - set-up by 2 local entrepreneurs) etc. We could put anti-idling signs up, and indeed even distribute leaflets safely to cars / vans stationary there (via the passenger side!) I understand that the times when the High Street is at its busiest from a pollution perspective is when children are walking back and forth to secondary & primary schools. Accordingly I believe we'd do well to consider WF (Wallingford) as still having an active AQMA (even if not in strict name) since we clearly have much work to in decreasing car / van travel - with commensurate physical and mental health benefits (& thus decreased healthcare / highway etc costs). Also, it is worth noting that DEFRA</p>

	<p>doesn't follow the stricter WHO guidance - if it did, would we be proposing to remove WF? Health of our residents is key ... and by taking cars / vans off the road as far as possible can decrease not just NO2, particulates but GHGs too, as we know.</p>
34	<p>I understand the reason for the proposed removal, and that air quality monitoring will continue, but feel that it is useful for residents to be aware that vigilance about air quality is an important ongoing issue, especially given the considerable increase in house numbers that we are facing. Cllr REDACTED made the useful suggestion of a new name with the same acronym as a way of doing this. I forget her suggestion, but something like Air Quality Maximization Area, i.e. we have met the target and we indeed to keep it that way. Wallingford needs better sustainable travel options but has no good cycle paths and the pavements are crap, to put it as politely as possible. I often walk in the road in preference to a pavement. Walking or cycling everywhere is just not suitable for everyone, so cars will continue to be used. The Town Council is aware of the problem of rat running and is seeking town wide 20 mph limits to discourage this. Traffic flow needs to be completely rethought. Somehow, we have to remove the four-way system at the Lamb Arcade. I predict a town-wide one-way system is inevitable. Other measures could usefully include a park and ride option for Wallingford and neighbouring villages, based at the SODC site in Benson Lane. A community electric bus idea is being explored by WTC and might take in a park and ride site.</p>
35	<p>I have the impression that under the DEFRA guidance we don't have much choice in defining and maintaining AQMAs. I guess we could wait another year or so before dropping this AQMA if a suitable justification is available?</p> <p>However, with the ongoing increase in population from all the new housing the town council is concerned about dropping the designation.</p> <p>Also, what is being measured at the moment is the nitrogen oxides levels. From a health viewpoint the level of particulates is probably at least as important although the 2 pollutants are strongly correlated. Currently EVs are only a small proportion of the traffic but this proportion will grow in the coming years and these vehicles will still have tyres, brakes etc generating waste particulates even if their nitrogen dioxide levels are lower. Is it possible for SODC to try measuring particulates so that we can build up a picture</p>

of the problem? A run of data on particulates would be useful. I realise that this would need to be budgeted for so some investigatory work would be needed.

I would like us to continue measuring NOx levels as is proposed and try to measure particulates.
In addition, probably as a PR exercise, if the Air Quality Management Areas are going to be dropped, it would be good to designate these as Air Quality Monitoring Areas or similar if something this similar isn't allowed or not considered advisable (WAQAs? Watching Air Quality Areas!)

In addition, many of the measures proposed for Henley should also be used in Wallingford and indeed elsewhere in the district. For example having school streets throughout the district would be good although defining their extent might be challenging in some places!

We could also ask the town council and other local organisations for low cost suggestions on how to get people out of vehicles and using Active Travel

answered	35
skipped	303

Q20. If you would like to make any comments on the proposal to remove the Watlington AQMA, please use the box below.

This question received 21 comments.

Answer Choices		Response Percent	Response Total
1	Open-Ended Question	100.00%	21
1	same as before - wrong target, flawed metric. The risk to heal has not been mitigated		
2	With all the new developments in the area this needs to be continued to be monitored until such a time as ALL the new developments have been occupied.		
3	No decision on this should occur before the Edge Road is completed. We are not only suffering from high NO2 levels but Particulate matter which is not measured.		

4	<p>Surely keeping action plans in place to ensure the ongoing reduction in pollutants is far better?</p> <p>Are the figures for the past five years not heavily skewed by the multiple lockdown periods and work from home initiatives which reduced traffic considerably? I believe that the data being used is heavily biased in this respect5.</p>
5	<p>Why include tiny Watlington and ignore enormous Thame?</p>
6	<p>The is no argument for retaining the Watlington AQMA other than the general anti-motorist political stance of the current administration. Why not celebrate the good news of pollution reduction over recent years? (It does not fit well with the council political agenda, that's why)</p> <p>Is this consultation a sham? Yes, of course.</p>
7	<p>Data taken over the previous three years will have been heavily influenced by covid-19 restrictions. Working practices are returning to normal. It is therefore premature to consider removing the AQMA.</p>
8	<p>I do believe that this should be monitored for at least the next two years as the effect of working more at home seems to have definitely had an effect. We in Lewknor Parish have also seen a reduction in parking on the B4009 at the Lewknor Interchange to alight buses to Oxford & London</p>
9	<p>The proposal has not taken the new housing estates into account, which are due to be completed and filled in the near future. There are also hotspots in town, such as couching St. which is a commuter and HGV thoroughfare (even with the much-ignored weight restriction on the area) and the high-street which have continuously high pollution levels because of the narrow, high sided layout.</p> <p>Removing the town as an AQMA after the effects of the new estates and traffic patterns have been established would gather better data.</p>
10	<p>I would need more info to be able to make an informed decision. What are the pros and cons of keeping it? What are the pros and cons of removing it? What are the costs involved of doing either etc.?</p>
11	<p>It is too early to remove the Watlington AQMA. The pollution levels may well be below national limits having fallen over the period 2018-2020, but they are only a couple of points below Henley which is to retain its AQMA.</p>

	<p>Furthermore the SODC AQ status report for 2022 shows that the falling trend of annual mean NO2 concentrations flattened between 2020 and 2021 and then in 2021 the levels have begun to rise again particularly S33 Couching Street, S38 Brook Street and S30, S31 Shirburn Street . Therefore on this basis it would be better retain the AQMA and to continue monitoring until such time until after the Edge Road is complete and a marked downward trend is observed. The decision to propose removal of the Watlington AQMA also takes no account of the concentrations of PM2.5 in Couching St and Shirburn St due to the Street canyon effect.</p>
12	<p>This should have been revoked years ago but has resolved anyway without the district council taking action. Measures in the Low Emission Strategy for some parking removal on Couching St and Shirburn St should be retained in the new AQAP. They were judged to be highly effective, based on expert evidence and accepted by Defra</p>
13	<p>Air quality is historic and increased electric vehicles will improve further</p>
14	<p>I have the impression that under the DEFRA guidance we don't have much choice in defining and maintaining AQMAs. I guess we could wait another year or so before dropping this AQMA if a suitable justification is available?</p> <p>However, with the ongoing increase in population from new development, particularly before the new edge road is in place, the parish council is concerned about dropping the designation.</p> <p>Also, what is being measured at the moment is the nitrogen oxides levels. From a health viewpoint the level of particulates is probably at least as important although the 2 pollutants are strongly correlated. Currently EVs are only a small proportion of the traffic but this proportion will grow in the coming years and these vehicles will still have tyres, brakes etc generating waste particulates even if their nitrogen dioxide levels are lower. Is it possible for SODC to try measuring particulates so that we can build up a picture of the problem? A run of data on particulates would be useful. I realise that this would need to be budgeted for so some investigatory work would be needed.</p> <p>I would like us to continue measuring NOx levels as is proposed and try to measure particulates.</p> <p>In addition, probably as a PR exercise, if the Air Quality Management Areas are going to be dropped, it would be good to designate these as Air Quality Monitoring Areas or</p>

	<p>similar if something this similar isn't allowed or not considered advisable (WAQAs? Watching Air Quality Areas!)</p> <p>In addition, many of the measures proposed for Henley should also be used in Watlington and indeed elsewhere in the district. For example having school streets throughout the district would be good although defining their extent might be challenging in some places!</p> <p>We could also ask the parish council and other local organisations for low cost suggestions on how to get people out of vehicles and using Active Travel. Competitions? Challenges? etc</p>
15	Watlington air quality has been below 30 ug/M3 For the past 3 years. The legal limit is 40 ug/M3.
16	Watlington air quality has been below 30ug/m3 for NO2 for the past three years. The legal limit is 40 ug/m3.
17	Watlington air quality has been below 30ug/m3 for NO2 for the past three years. The legal limit is 40 ug/m3.
18	Watlington air quality has been below 30ug/m3 for NO2 for the past three years. The legal limit is 40ug/m3.
19	Watlington air quality has been below 30ug/m3 for NO2 for the past three years. The legal limit is 40ug/m3.
20	Agree the change in air quality is evident and will continue as there are more EVs
21	<p>Our client, REDACTED, are actively promoting 'Land to South of Watlington' to be allocated for new homes in the forthcoming South Oxfordshire and Vale of White Horse Joint Local Plan (JLP) (2041). It is proposed that the site has capacity to bring forward up to 500 homes; sports and recreation facilities; and a new primary school.</p> <p>In addition, site proposals include a new Southern Edge Road, providing a new vehicular connection between Howe Road (B480) and the Britwell Road (B4009). This would provide further connectivity to the proposed Western Edge Road, which links Britwell Road to the Watlington Road (B4009), to the north of the village. The principal benefit of the proposed new Southern Edge Road located entirely within my clients ownership, which would form part of the sites proposals if allocated, would be to direct additional traffic travelling from the M40 and Henley-On-Thames (and vice versa), away from the village centre.</p>

This will have the effect of providing the 'missing link' in diverting traffic from all main arterial routes to and from the village centre, and away from the Watlington Air Quality Management Area (AQMA).

Please find attached the proposed Highways Strategy note, which set outs the approach in more detail.

South Oxfordshire and Vale of White Horse District Councils Draft Air Quality Action Plan (2023)

In context of the Councils Draft Air Quality Action Plan (2023) (AQAP), REDACTED note the conclusions drawn for the Watlington AQMA (Shirburn Street, Couching Street and Brook Street); insofar that there have been no exceedances of the national air quality objective for NO₂ as an annual mean in Watlington AQMA between 2018-2021.

It is noted that as part of the Draft AQAP, whilst there is no specific priority in relation to the Watlington AQMA (due to several years of no exceedance); there are a number of 'Area Wide' measures across all AQMA's to address emission concentrations.

Relevant to the Watlington AQMA is measure AW3, which seeks to reduce freight emissions through the AQMA, given freight vehicle movements (Diesel LGV's and HGV's) contribute to 42% of vehicular emissions in the village centre.

The proposed Southern Edge Road has the capacity to significantly reduce these types of vehicle movements, as these vehicles travel to and from the M40 and to Henley, and beyond. As highlighted in the attached Highways Strategy, the anticipated impact of the new Southern Edge Road is the reduction in through-traffic using Couching Street and Shirburn Street by approximately 60% (Watlington Traffic Management Plan – October 2017 paragraph 5.3.7). Unlike the Western Edge Road, the Southern Edge Road would be delivered wholly within a single land ownership and would not be dependent on competing developers for its completion.

The benefits of a new Southern Edge Road would be:

- Significant reduction in through traffic to / from Henley passing through the village centre and AQMA;

- Significant improvements to the road safety environment in the village centre, and particularly on Couching Street;
- Creation of a “gateway” into the village; and
- Improvements to public transport penetration to housing areas

Conclusions

REDACTED note the findings in connection with the Watlington AQMA. To help improve the AQMA in Watlington, REDACTED are promoting Land to the South of Watlington for allocation in the emerging South Oxfordshire and Vale of White Horse Joint Local Plan. Proposals include a Southern Edge Road, which will contribute significantly to the Councils Area Wide priorities (particularly AW3), providing opportunity to reduce vehicle movements, particularly freight traffic, through the village and AQMA.

Please see attachment

answered	21
skipped	317

Q23. If you would like to make any comments on the proposal to remove the Abingdon AQMA, please use the box below.

We received 30 comments in response to this question.

Answer Choices		Response Percent	Response Total
1	Open-Ended Question	100.00%	30
1	Abingdon still has high degree of pollution, mainly in Ock Street and West St Helens possibly. Further measures are needed to address this.		
2	There are so many changes happening to main rounds into and around Oxford, with traffic being pushed out of the centre of the city to the ring road. You can't be sure what the effect of these changes will be yet and so it is premature to think the air quality in Abingdon won't be		

	affected as the patterns of people's travel will be changing substantially.
3	You'll understand the legal position better than I, but it seems sensible to ensure that post-Covid there is no new upward trend in levels of NOx or other pollutants, say for three years (ie 'after the next two years' not 'within the next two years').
4	The dip below the limit happened over a period of 1-2 years so it suggests the opposite could happen over similarly short timescales if not monitored. Part of the drop could be changes in work behaviours due to the pandemic, and this may start reverting back. Indeed the chart does show the levels are on an upward trend.
5	I'm surprised that there has been an improvement given the excessive traffic in and around the centre of Abingdon. The delay in improving the Lodge Hill junction with the A34 and the continual expansion in housing will surely have a lasting adverse effect on air quality. Is there a process of returning a location to AQMA if detailed monitoring finds there has been a further deterioration?
6	Surely this should be monitored and maintained on a regular basis, as to remove it completely would mean that the air quality has the potential of reverting back to previous levels, which would trigger another AQMA which could have been avoided.
7	As more people move into the area, there will be more cars on the road hence more potential pollution.
8	I think the air quality should always be monitored
9	With the amount of housing development proposed it is highly suspicious to remove the zone considering the council induced additional traffic and pollution being introduced. This is especially the case from Marcham.
10	Once we see improvement in connecting more rural villages to the public transport system, electric or hydrogen buses and more charging points this must not be abolished
11	If there is any discretion in this matter the AQMA should be retained and the standards improved as traffic in Stratton Way, Ock Street and Vineyard is often at a standstill emitting high levels of particulates and other pollutants.
12	NO2 is only one measure of air quality

13	The town is chocked with traffic at morning and afternoon. There has been many housing development in Abingdon and the surrounding area, this will bring further traffic and pollution into the town.
14	There are so many buses at Stratton way - until these are clean you should work to improve things there. Also down by Drayton Road/Tesco the traffic is terrible at rush hour. You need to get more people out of their cars. Walking next to so much traffic has got to be hazardous to health.
15	without the AQMA's you cant apply for funding
16	As long as monitoring continues as traffic through Abingdon remains clogged
17	Traffic in parts of Abingdon town centre is frequently very slow and this must impact on pollution levels - we need to continue to look for ways to reduce this problem.
18	<p>It is noted that emission concentrations have dropped in Abingdon during 2020, 2021 and 2022. As a result, the removal of the AQMA designation is being considered. It is suggested that the three-year period 2020-2022 is not representative due to a combination of the following factors.</p> <ol style="list-style-type: none"> 1. The COVID-19 pandemic and associated lockdowns during 2020 and 2021 resulting in a significant drop in traffic levels and associated emissions. 2. The installation of temporary traffic controls on the A415 into Abingdon, to control traffic over the Abingdon Bridge, from May 2021 until October 2022. The traffic controls resulted in significant delays into Abingdon and resulted in many people using alternative routes or travelling outside peak times. <p>As a result of these two stand-alone factors, traffic levels and associated emission concentrations were significantly reduced during the three-year period 2020-2022 and are not representative of future emission levels or indicative of a downward trend in concentrations. It is therefore recommended that the AQMA is retained as a precautionary measure and emission concentrations continued to be monitored during 2023 and 2024. This precautionary approach is particularly appropriate given the planned and proposed new developments that will generate significant additional traffic movements into Abingdon comprising cars and HGVs:</p>

	<ol style="list-style-type: none"> 1. the construction and occupation of 3,500 houses and associated infrastructure on land adjacent to the Culham Science Centre; 2. the expansion of the Culham Science Centre; 3. the H1F1 project including a new bridge over the River Thames to the east of Culham; 4. the Project Swift Farm Park and outdoor activity centre near Culham
19	<p>The AQMA should remain in place for the following reasons:</p> <ol style="list-style-type: none"> 1. monitoring period includes the Covid lockdown when there was a fraction of normal traffic flow and thus reduced emissions. 2. The monitoring period includes 17-18 months when there were temporary traffic controls on the bridge so that repairs could be done and the long delays due to the lights meant that many people found alternative routes / did not use cars. <p>Both these skew the data which is therefore not representative of the traffic flow, which is now back to normal.</p>
20	<p>If the AQMA is removed what stops air quality reverting to unacceptable levels?</p>
21	<p>I only agree because you've confirmed it's part of the regulations to remove it, not keep it forever - and that you'll continue to monitor air quality after it's removed, so I hope that means it would be caught if it started to get worse and lasting measures put in place to send it back down again and continue monitoring for if/when that cycle needs to keep being repeated in future.</p>
22	<p>The AQMA in Abingdon should remain in place, with monitoring continuing for the following reasons:</p> <ol style="list-style-type: none"> 1. The period mentioned includes the Covid-19 lockdown when there was a fraction of normal traffic flow and thus greatly reduced emissions. 2. The period also includes a period of c. 1.5 years when the bridge in Abingdon was waiting for repairs, and subsequently under repairs, with temporary traffic controls reducing traffic to single carriageway. As a result a number of drivers found alternative routes or alternative forms of transport. <p>Both these factors skew the emissions data and make the readings unrepresentative of the traffic, which is now back to normal.</p> <p>In addition extensive development is expected further along the A415 in Culham with the HIF-1 infrastructure</p>

	project and subsequent housing development. The AQMA is a vital for monitoring for health and safety of the community.		
23	The traffic lights on all entry roads make the problem worse the further out of Abingdon you go, same is true for all the villages and towns , sadly the councillors won't listen		
24	specific hot spots remain a problem as long as traffic jams occur at peak times particularly on West St helens street. The numbers of car journeys are increasing post covid lockdowns and staff commuting more into work places		
25	I would need more info to be able to make an informed decision. What are the pros and cons of keeping it? What are the pros and cons of removing it? What are the costs involved of doing either etc.? NB - if it hasn't been already, I recommend providing this info somewhere publicly available so people can weigh up the pros and cons before commenting.		
26	As I understand it, the		
27	On the whole I would support anything that continues to improve air quality		
28	Given it's proximity to the A34 and the increasing amounts of traffic, we believe that this should be kept under observation for a number of years to ensure the number both stabilises and reduces over an increased time period.		
29	The past three years have been unusual because of Covid lockdowns meaning there was less road traffic. For this reason and because of the increasing population locally - which may lead to more road traffic - I would like Abingdon to remain as an AQMA until all the local new housing developments are fully occupied. If at that time, pollution levels are consistently low then it would be possible to remove the AQMA.		
30	Town is gridlocked with traffic and new builds I don't believe these figures		
		answered	30
		skipped	308

Q26. If you would like to make any comments on the area-specific actions for Botley, please the box below.

We received 15 comments in response to this question.

Answer Choices		Response Percent	Response Total
1	Open-Ended Question	100.00%	15
1	Need to protect access to the railway station for vehicles		
2	All the traffic is being pushed from the city centre to the ring road- this will have a negative effect on communities next to the ring road including Botley and Kennington. Those who are wealthy enough to afford to live inside the ring road are also those most easily able to walk to the best facilities while those who cannot afford to live there will have to put up with more noise and air pollution as well as restrictions on their travel as people in Kennington are not allowed the maximum quantity of passes through the restricted areas.		
3	More focus on reducing cars rather than lorries who are generally going there because they have no choice. With the business including the university providing parking there is little incentive to stop people. Should be a levy on cars entering between 6am and 10 am Monday to Friday. There are sufficient alternatives with the park and rides and the only exception should be blue badge holders. Seacourt and Redbridge are within walking distance for most people. Off peak should be free to support local businesses.		
4	Having read that it is accepted that the "(Botley) speed limit is 50mph – reducing this further may cause congestion and therefore exacerbate the problem", why is no one considering increasing the speed limit to the national limit (70mph)? Presumably moving the traffic quicker would reduce the levels of NO in the area! Surely it is because traffic congestion is often greatly increased by the change in speed that the air quality levels rise!		
5	Reduce the speed limits. 20 is plenty on normal roads, and 40 for the A34		
6	Botley is another area where traffic jams are frequent and furious. Anything which can be done to improve matters for both drivers and residents is welcome. Has no study been		

	carried out before? If not, why not? The situation has been potentially very bad for some years.
7	Plan needs to reduce private cars, not all traffic to protect businesses in Oxford. Support for local public transport links to surrounding towns will be critical to success of any plan
8	I live in Botley, and quite often when I drive along Westminster Way, I can see that the north bound traffic approaching the Botley interchange is actually stationary. If the traffic could be kept moving that might be all that is needed to achieve the 25% reduction in NO2!!! Clearly the proposed dual carriageway road from the Didcot/Abingdon area across to the M40 might well achieve it. But could something be done about the Botley interchange itself??? Making the run in North of the junction longer, which would not be that difficult, but would probably not make that much of a difference. What I think might well would be to have a longer run off South of the junction, perhaps by widening the road on to a "bridge" over the northern part of Westminster Way. Other much cheaper suggestions would be to rephase the lights on the interchange itself to allow more traffic off the A34 (in times of congestion) but that might cause problems elsewhere, or slowing down the traffic approaching from the South (in times of congestion) by temporarily reducing the speed limit using a variable speed limit.
9	They seem very vague and with no clear imminent benefit
10	You should look at the traffic setup at the Botley traffic lights. Someone was blind when they devised it. Traffic going out of Oxford and wishing to go straight ahead can get stuck at the lights as the inside lane shows that cars can move across to the middle lane which in turn can stop the traffic going straight on. Lots more pollution so the traffic planning person has caused this problem. Why not have the outside lane from the park and ride be the one where traffic would turn right at the lights and the inside lane straight on only.
11	I'm concerned about the air quality in Botley because I either walk or cycle in the area depending on how I'm getting to work in Oxford.
12	I hope you will take bold action to dramatically improve the air quality around Botley.

13	Nothing is funded so how can the public comment without knowing cost?		
14	<p>Botley and North Hinksey Parish Council note noted that there was a 20% overall reduction to the parish with exceedance falling from 58.8% to 47.3%, when compared alongside other parishes, Botley & North Hinksey was at the worst level in the district.</p> <p>The parish council supports Priority 1 (sorting out traffic emissions), but note that Botley and North Hinksey are at the worst level, having the lowest reduction of traffic emissions. There appears to be no positive action to mitigate both the volume of traffic and vehicle emissions in the Air Quality Action Plan and we would therefore like to see an improvement in this number from its current level. We also note that there appears to be insufficient funding for feasibility studies for the project.</p>		
15	The main reason for the Botley AQMA is due to the sheer volume of traffic travelling along the A34. This is on the strategic road network (managed by National Highways). This is also a route of national significance linking the South coats ports to the Midlands. Therefore the action of considering introducing road user charges for freight or heavy vehicles that travel through the AQMA is not in the remit of the District councils, nor is a practical as could force legitimate traffic off that route onto local roads to avoid the charge.		
		answered	15
		skipped	323

Q29. If you would like to make any comments on the area-specific actions for Marcham, please use the box below.

We received 22 comments in response to this question.

Answer Choices		Response Percent	Response Total
1	Open-Ended Question	100.00%	22
1	People don't use cars for fun, they do it because of no better option. Build roads and people will fill them! Support local bus services that meet needs and people will use them		

2	Clearly restricting lorry routes is an obvious thing to do, for many reasons.
3	Prohibiting heavy vehicles from unnecessarily driving through AQMA villages must be sensible but I am unable to comment on redirection since such measures may simply move the problem rather than solve it.
4	Marcham and the surrounding area is doomed following the councils decision to overdevelop the area around it and ignore warnings of traffic congestion. The only way is to develop a bypass on the south.
5	Need to consider if a house is having building work done how deliveries would happen to them. Perhaps need a license or special permission? Keen to get rid of the through traffic though
6	Little confidence anything will be implemented to improve Marcham's traffic issues, particularly with plans to continue to increase surrounding population with new housing estates. Additionally these actions for Marcham will not contribute to improving Frilford's issues with increasing traffic volumes queuing along Kingston Road at peak times, large quarry lorries speeding through the village, other traffic particularly motor bikes speeding along Kingston Road sometimes at excessively high speeds.
7	Weight and width limits are required in Marcham
8	The cycle path from Marcham to Abingdon could be much better maintained, and wider.
9	Please don't build a bypass. All the results in is the destruction of more land, the cutting down of more trees and the loss of habitats for more animals and insects. It does not solve the problem - but it gives people the impression that they can carry on as normal. Grab the bull by the horns and reduce the number of cars on the road. Lobby Government to ban cars with one occupant. Be radical before it is too late.
10	Marcham needs a bypass
11	Calming measures are working for us in Crowthorne
12	Do not support bypass for Marcham - many other villages/towns would benefit from bypass eg Wantage Stanford etc Need to invest in reopening train stations even just for freight
13	The marcham bypass has been needed for over 20 years. It should be the priority

14	The state of the roads in Oxfordshire is the worst I've experienced, so I would prefer that funding was spent on their improvement, rather than wasting it on Air Quality issues.
15	A 20mph speed limit needs looking into particularly after the recent deaths of 3 teenagers in a RTC in Marcham within the 30mph zone
16	Do not bring in the 20 mile an hour speed limit in Marcham. The main road, and bus routes, are just not suitable for this ridiculous low speed limit.
17	<p>The review proposes certain actions but has no dates set or even estimated for implementation, which makes it appear to be all talk and no action. The air quality is poor, we breathe it every day. Yet air quality is just one part of the issue at stake here.</p> <p>It is not far off 100 years since a bypass for Marcham was first proposed - it is surely ridiculous that this is still being debated with no concrete plan for implementation. There have been many new houses built in and around Marcham in recent years, there will be many more built and we know traffic will continue to increase from cars to delivery vehicles to buses and HGVs. This situation needs addressing now, not to be kept being pushed back and back.</p> <p>I live in the area of poor AQMA and in recent years the increase in traffic and associated noise and, I would expect, emissions (despite studies showing reduction) has been substantial, specifically from HGV and other business vehicles. I cannot leave my house on the north side of Packhorse Lane without running out of pavement in either direction and have to walk at substantial risk on the road, or to cross unaided to the south side to walk around the back of other properties to access the zebra crossing to cross back for the Post office and village store (which is just ironic!)</p> <p>There are 5 points on the stretch through Marcham where vehicles have to slow down or stop if an HGV or bus is coming the other way because there is not enough room for 2 vehicles to pass. A large number of cars, let alone larger vehicles, drive over the central white lines on the 2 sharp bends, bits of masonry and cars can be found on the floor in the pinch point near Pear Tree Cottage and the post delivery was suspended for nearly two weeks last month when the post person covering holiday shift was</p>

	<p>“brushed” by a vehicle during the round.</p> <p>You cannot keep expanding our communities without putting the correct infrastructure in place to support it.</p>
18	<p>Make sure HGV drivers are given plenty of advance warning signage since HGVs are difficult to turn around if they go the wrong way.</p>
19	<p>I strongly support the proposals to re-route HGVs away from Marcham. There is a pinch-point on Packhorse Lane that is particularly problematic for vehicular travel in general, but which is completely unsuitable for HGVs. When two HGVs meet (travelling in opposite directions) at that pinch-point, they can become stuck for considerable time: this causes traffic to back up behind them for quite some distance, often leading to many idling engines. The diffusion tubes placed along the Marcham AQMA will not pick up these short-term spikes in NO2 and other air pollutants.</p> <p>Besides the impact on air pollution, the traffic along the A415 through Marcham has a number of other negative impacts: HGV drivers will often beep their horns as they approach the pinch-point on Packhorse Lane (to warn traffic approaching from the other direction), causing considerable noise pollution for local residents; the high volumes of traffic going through that tight pinch-point make it dangerous for cyclists, leading to many being discouraged or having to take a diversion; the lack of a footpath along much of the northern side of Packhorse Lane makes it dangerous for residents living there to walk to the rest of the village, or vice versa (these residents recently had no postal deliveries for around two weeks after a postal worker reported being brushed by a vehicle while delivering on foot).</p> <p>A typo to be corrected in Table 4.3 of the draft AQAP: the row for M2 refers to the Henley AQMA when this should be the Marcham AQMA.</p>
20	<p>(i) More information should be included as to traffic volumes</p> <p>(ii) Graphs within the Plan were no later than 2019. These needed updating</p> <p>(iii) Statistics for Marcham should indicate traffic and pollution before housing development takes place, and then at a later date after housing development in Marcham and elsewhere to gauge comparisons.</p>

21	Action 1 is a project already being undertaken by OCC so maybe the wording should be changed to support OCC in undertaking a review.... Action 2 - Please see our comments on this under the Henley section (action 4) as they are the same for Marcham.	
22	Marcham is dangerous. Too many homes, roads are unsafe.	
	answered	22
	skipped	316

Q38. If you have any comments you would like to make on any of the area-wide actions, please use the box below.

We received 106 comments in response to this question.

Answer Choices		Response Percent	Response Total
1	Open-Ended Question	100.00%	106
1	Vehicle traffic is a major problem throughout the Vale. If we are not to engage in further road building (and I agree that this is the correct course) then action MUST be taken to reduce the number and speed of vehicles. I would be happy to get rid of my car and cycle but I won't do so while I continue to be frightened of using the local roads on my bike.		
2	Better Bus Service in Appleton		
3	Apply pressure to get the Lodge Hill junction of the A34 upgraded to allow access from both directions.		
4	More should be done to promote the use of public transport, including improving public transport, which is not always an option, but it should be. People should always have a more sustainable alternative to private vehicles, and ideally this should also be affordable. Also, please expand/improve footpaths, as they are really poor in some places and people might choose not to walk.		

5	Given the spiralling of conspiracy theories the public info is vital to avoid protests etc. Public transport is key in such a rural area. Real journeys need to be investigated as "once a day" bus services are a waste of money. Our bus through Longworth although very welcome is not very useful (43)
6	Public transport in rural areas has been decimated and needs to be improved and widened as a priority.
7	I cant see why this is being done whilst allowing thousands of houses to be built, with many nowhere near where people work. You are never going to get huge numbers of people onto public transport as its just not practical for so many people for so many reasons. Housing should be built near large employment areas. The roads in many areas are already at or beyond capacity. 20mph speed limits increase pollution as you are keeping vehicles even further below their optimum efficient speeds.
8	Sounds expensive - council tax is already damaging
9	Close down the environmental team and stop expenditure on studies in return for lower council taxes - put it to a vote/referendum of residents. Unlikely of course because you don't want to hear the answer.
10	You want to improve people's air quality by driving them into public transport, so they can all be packed like cattle into compartments? Are you part of the same group of people that thought people should remain indoors during Covid instead of getting out into fresh air? Have you looked into the environmental impacts of electric vehicles and their poor capability/longevity when used to do anything more than short journey with a light load? Is any of this a precursor to the insane ideas we hear in the press about "15 minute cities"?
11	Public transport is unreliable in the area and is also ridiculously expensive, often doesn't take you where you want to go. Making it free or very cheap is the only way you will encourage people to actually want to use it rather than resent using it. Also, so many of Oxfordshire's roads

	are too narrow for bus lanes (Abingdon Road's is ridiculous). The park and ride just gets you stuck in exactly the same traffic... and you pay silly money for the privilege. Also, you should be able to use one day or weekly ticket for all the different bus companies - can it be that hard to get them to work together?
12	As long as lorries meet current standards for emissions then I don't think it is fair to penalise them further. There should be more vehicle checks to ensure this is the case but given the cost of running lorries I doubt they make many unnecessary journeys which is what needs to be stopped. There are far more cars making journeys which could be done more sustainably. We should focus on them. Tinkering with speed limits and putting traffic calming is the wrong approach. The closure of the Botley road has seen massive increases in walking and cycling because people feel safer and basically have little other option. This shows it can be done
13	The idea that safe cycling areas will be created by introducing a 20mph speed limit is laughable. I live on a 40mph road in Thame and the speed limit is routinely ignored, We are used to seeing most motorcyclists and some cars traveling at speeds in excess of 80mph. The police have no interest whatsoever in this, therefore no enforcement. So, how you could believe naively that these same drivers will adhere to a 20mph is beyond me. The only way to create safe cycling areas is to accept that speed limits will not be enforced and move cycles into a separate cycle path. Convert the pedestrian paths to shared lanes for cyclists and pedestrians. This cheap fudge of an alternative just doesn't work.
14	Most questions do not support a simple answer of the kind requested. No alternatives or costs are presented, and most statements are obvious and bland. Of course, it would be good to follow most of these initiatives but at what cost. It is not clear what the impact of some of these might be. For example, encouraging cycling might discourage walking. Should we do this?

	Really more thought and flexibility is required.
15	<p>We need to change behaviour. That is best and most sustainably achieved by rewarding the behaviours we want to encourage, not by penalising the behaviour we want to discourage, and by making it easy for people to behave in the way we want them to. The success of the recycling scheme is a great example of that.</p> <p>I don't have a problem with promoting public transport, but penalising those for whose circumstances make it impractical to use, for example those who work unsociable hours, have to travel between multiple workplaces during the course of the day or who have to, for example take their children to school before then getting themselves to work causes great frustration.</p> <p>The reality is that private cars will continue to be the predominant mode of transport for the foreseeable future. We need to encourage the uptake of zero emission vehicles by making their use cheaper, for example by free parking provision, and making them more convenient to use, for example by allowing them to use bus lanes so people will see their is an advantage to their use that impacts them as individuals, not just the community as a whole.</p> <p>I think measures to increase the use of e-scooters and the like and to increase the number of bicycles on our roads are not good ideas given that many of our roads are narrow and I think it will increase the risk of accidents by clogging up the roads with large numbers of slow moving traffic which will lead to an increase in risk-taking behaviour. We need to think about how we can separate motor vehicles from pedestrians and cyclists when we create new developments or upgrade existing sites and infrastructure.</p>
16	It is extremely disappointing that there has been no mention of the needs of people with disabilities. Public transport is often not a feasible option for them and obstructions (like the LTNs in Oxford and the surrounding area) makes their travel even more difficult when in a car or taxi. Having a blue badge does not provide access

	<p>through these barriers and so it is important that their travel needs are taken into consideration.</p> <p>Also, introducing 20mph zones only means more slow moving or stationery traffic which again increases the release of noxious gases - to reduce these gases it seems to make more sense to either create routes away from town centres or get the traffic through more quickly with higher speed limits.</p>
17	<p>Cycling is never going to be a viable option for most people. The practicalities of carrying luggage, shopping, paperwork etc makes it a poor substitute for the car. Also the roads are too dangerous.</p> <p>More bus stops with cycle parks would encourage shorter journey usage. More joint cycle/pavement shared space along A roads would be helpful.</p>
18	<p>As an example, living near Harwell Campus, some decades ago most employees arrived by bus. Now some still do, but there is a ridiculous number of commuters 'one car- one passenger'! Emphasis on public transport please!</p>
19	<p>Why do you hate cars and car use so much. Some people just don't work close to work and there is no suitable alternative to car driving. Some people don't have their children at the local school and there is no suitable alternative to car driving. Some people don't live close to their GP surgery and there is no suitable alternative to car driving. Getting into Oxford for hospital appointments is impossible other than to take your own car. Some people don't live near their families and it would be impossible to see them without a car.</p>
20	<p>Public transport needs to be much better to encourage those, that can move to using it, to do so. At the moment the infrastructure simply isn't good enough.</p>
21	<p>Behind this study, do you have the top ten air quality issues quantified and ranked? Perhaps publish that whilst asking for opinion rather than allowing us to guess where the penny is best spent?</p> <p>Please stop messing about with Didcot Green Town (a</p>

	<p>total joke, millions spent and absolutely zero action) and things like vilifying freight. We need trade and jobs - where you need to focus is domestic travel that generates over 80% of our local emissions. Stop thinking about spending millions on your fleet. Get real. Buses and bikes. Buses: spend on hydrogen or electric, spend on meaning full services rather than the pathetic service no one uses (because its useless) from e.g blewbury. Provide half hour services across the county for monthly subscription - to cut pollution you need to cut cars - this needs a viable alternative with Oxon is ridiculously awful at providing. Go to Yorkshire, hall hourly service to tiny hamlets and almost no cars as a results. Its not hard guys. Bikes - ever tried cycling on a rural Oxon road? Its akin to suicide. All you need is a 2 metre pavement next to the road and watch the traffic fall away. That's what the Spanish, French and Germans have been doing for decades. 1 more though - schools - check out the amount of needless traffic because kids aren't going to their local schools - I don't disagree with choice, voting with your feet etc but its a massive amount of avoidable traffic.</p>
22	<p>How long does a feasibility study take and how much does it cost? Is it really necessary?</p>
23	<p>All of your actions just penalise car drivers. Many people can't afford to change their vehicles and also don't have the facilities for electric charging at home and would be faced with significant costs to change. Using public transport is expensive and in many cases much more expensive than driving and extremely difficult for those living in villages. Many people will still drive to areas where restrictions are put in place but take longer route, surely this caused more pollution generally just not to specific area, so just moves the problem not solves it! This is all very idealistic but certainly not realistic for the majority. Maybe councils should be looking at why so many parents drive their children to school.</p>
24	<p>Whilst vehicle related emissions are going down, there is a real and growing problems with particulates and PAHs from domestic wood burning stoves. Throughout autumn, winter and spring we have days of raspingly bad air quality as people light up their stoves. We have to stay indoors and close all windows yet it smells like a</p>

	<p>convention of cigarette smokers are gathering in our back garden. As these combustion products are potential carcinogens, this should be your next focus. Please consider setting up particulate or PAH monitoring?</p>
25	<p>Not everyone can cycle, please bear that in mind and don't adopt a punishing system for those that don't/ can't. Re; public transport. The only way that using public transport is going to be a reasonable, attractive option, is to reduce fares across the board (subsidised) and to make the routes more varied that ' go into the centre of Oxford and change'. I appreciate there has been work on this but it needs to go much further.</p> <p>I am originally from Edinburgh, and did not learn to drive whilst living there; I didn't need to as the public transport was cheap and quick. I only learned to drive when I moved to Oxford (now living in Oxfordshire) as I simply could not get around without doing so.</p>
26	<p>We must stretch ourselves to do ALL WE CAN as it is a climate emergency. Be Brave. Have courage. Implement and communicate MORE. Public transport needs to be cheap, if not free to everyone. There is no excuse (money should not be an excuse - take away from budgets that are not working towards zero carbon however hard that may feel), engage with One Planet Abingdon climate emergency centre to help with communication and participation</p>
27	<p>It won't be safer cycling just by making the cars stuck behind crawl along. Proper cycle paths are needed. Electric cars are not the answer to everything either and there needs to be a more reliable public transport system.</p>
28	<p>Weight restriction zones may lead to more heavy vehicles travelling further which will increase carbon emissions. The roads are much less safe to cycle as car use increases, protected cycle lanes are urgently needed, painting a car into the middle of the road does nothing to help the cyclist. Cyclists are blocked by heavy traffic on single lanes with no route past. Cycle lanes should be created wherever traffic queues. Safer cycle routes would encourage parents to get their children cycling. It also remains often slower and more expensive to travel by public transport , there are too few buses at peak times</p>

	and they too are stuck in traffic. Bus lanes and subsidised travel with more buses would be better. So it is about having priority lanes too.
29	Do involve local community green initiatives in consultation and implementation
30	<p>Waitrose are delivering from Abingdon and if they are not using electric lorries, they are polluting the area. Pollution also comes from fossil fuel power stations and electric vehicles are charged using the electricity grid. Waitrose are delivering from Abingdon to a wide area including Wantage area and Central Oxford. I am disabled and cannot shop in store. I am completely reliant on food deliveries. Waitrose fruit and veg is fresher than its competitors and this is important if have periodic deliveries. Business decisions made by the private sector impact on emissions to the pollution. Businesses should be reducing their emissions.</p> <p>I live in a village with no buses. I therefore have a car and need one as I am disabled. The cost of EVs are very expensive and most people cannot afford them. Old cars fuelled by petrol etc will continue to be used. This is not good for the environment but people who live in places with no bus service have no choice.</p>
31	<p>Bus lanes- go to any big town/city and the bus lane will be empty whilst halving the amount of space for the hundreds of motorists causing more congestion and then leading to congestion charging.(politics at play). Cycling, what south oxon needs is more cyclists doing 10-15 mph on rural roads at peak times holding dozens of cars causing more congestion.</p> <p>20 mph limits, (distict Council I know), what complete and utter waste of £8m. Unenforceable in most cases, widely ignored I most places because it is unrealistic and where it is needed you would be lucky to reach 10mph because of the traffic!</p> <p>As for the council running green fleets by 2025, all very well in theory but EVs are still very expensive, the technology is still in its infancy will be more efficient in years to come. Will scrapping newish serviceable vehicles be good for the environment or would be replacing them at the end of their natural cycle be a better</p>

	<p>idea?</p> <p>What would you do if it was your personal money?</p>
32	<p>While I support more use of public transport, buses are one of the big contributors to air pollution. Should you not have an action to work with the bus companies to clean up their fleets?</p> <p>I ticked support for cycling but with reservations, speaking as a pedestrian and a car driver. For harmonious activities across the three groups we need to see many cyclists behave in a more considered way. It would be great for example to see you promoting the use of bells on bicycles and using them to warn pedestrians in shared areas, if you are wanting to promote greater use of cycling.</p>
33	<p>This is very much aimed at urban areas. new housing needs to be in these areas rather than in the outlying areas, where the lack of public transport and the general condition of the roads increases the levels of pollution.</p>
34	<p>Every public body seems to be trying to outdo each other over who is "greenest" and who is going to be first to claim some honour. I am not a climate sceptic but I do have significant reservations about being "directed" on global issues when they can't get local ones (like road surfaces/potholes) sorted. I was "told" by government to buy a diesel car as it was better for all than petrol, then there is a back-tracking and diesel is a pariah. Chinks of local car parks are usurped for electric vehicle recharging, as we're other chunks previously for disabled badge holders. Where are the unused spaces - oh, yes. In the disabled and electric section!!</p>
35	<p>To have a liveable future we all need to do as much as we can. Public transport, green buses, should be highly subsidised and plentiful in many different routes, to get people out of cars. We do not need a new road, HF1, that is complete madness and should not go ahead. We need a massive campaign to educate the public on how polluting cars are.</p>

36	I am disable and use a fold up scooter which we carry in the boot of the car so I cannot promote cycling or walking routs.
37	Any child or young adult in f/t education should get free transport - or min cost. Buses need to run later at night, encourage car share systems
38	I would like to see more regular closure of Thame High Street to traffic. Also investment in quality and safety of footpaths.
39	In addition to promoting public transport and cycling, it has to be harder to drive a car, otherwise people will just keep to this habit. This could be through traffic or parking restrictions, or pricing.
40	Please ban the use of wood burning stoves. I'm sick of having to put up with smoke and the smell from neighbours who have one. Please also support a train station for Wantage. This would help to reduce a lot of car travel.
41	We actually need some public transport. From Watlington you can't even get to Lewknor by public transport to pick up the bus to Oxford or London. If I worked in Oxford (the only place you can get to on public transport) I would be concerned about not getting back. Could run a shuttle to link with River Rapids. If I cycled along a road on my bike I'd be concerned about going over the handlebars because of the appalling state of the roads, either going in a pothole or moving onto the side where there is no decent finish
42	why so few areas monitored. can these be increased to improve data collection.
43	Don't waste your time in tackling particulates that originally from wood burning stoves; you'll get push back especially when it's an alternative fuel source that is less expensive compared to gas or oil.

44	MacDermid Autotype Ltd - I live 100m from their factory - awful smell chemical smell on a regular basis - this MUST be monitored
45	Require cycle parking/storage provision in new developments (both homes and workplaces). Secure and safe storage is a real disincentive to cycling. There is much more provision for parking cars than bicycles, which is crazy
46	<p>If you are going to promote cycling, then every road must have cycle lanes to ensure safety. But please make sure there is still space for vehicles to use the roads.</p> <p>I was in Oxford last Friday and the bus journey back home took over 30 minutes down Abingdon Road, mostly stop/ start. The air pollution must have been horrendous. In order to hasten traffic OUT of the city, make all bus stops off the road so a stopping bus does not hinder the traffic flow, link the traffic lights so there is no unnecessary traffic jams (I understand Slough did this ages ago), ensure there is no parking whatsoever on the main road including delivery vans- Amazon, DPD etc- this can be achieved with prominent cameras and notification to the delivery firms of immediate fines with details of the vehicle registration number, photo of the van etc., in real time.</p> <p>If the buses cannot keep to the timetables because of the traffic jams, no one will use them. Any appointments will be missed, including vital health ones. I do not cycle, mainly because it is unsafe and I am not fit enough- I am 72 years old.</p>
47	Public transport needs to be available to all, more frequent, smaller vehicles at a cost and convenience that will take cars off the road. In towns they should be on circular routes very often. Bikes are all well and good but not for people who live out of town or miles from a shop and need to carry heavy shopping. Or are not able to cycle safely.
48	What public transport? There used to be a bus service but was discontinued 10yrs ago. Dont waste money on virtue signally.

	<p>Cut council taxes. The air is cleaner than it has been for 300yrs.</p>
49	<p>Regarding AWA 1, any increase in the provision of public transport does of course involve more pollution from that extra traffic. There is therefore a trade-off of that and the private transport which might have been used. Existing bus services are lightly used most of the time and a more productive approach might be to increase the use of existing services, rather than adding to an already under-used service. Clearly, the present level of service will vary from place to place and no doubt we would all like an increased service, but we need to stop and think whether we can adapt our behaviour to, use an existing service even better.</p>
50	<p>I agree with promoting cycling but not by demonising motorists. 20mph zones are unnecessary and just make money for councils through fines. What's the point of fining motorists for driving faster than 20 when cyclists often ride faster than this! Building and maintaining off road cycle ways would be my preferred option. I've lived in long Wittenham for 25 years and there has been a campaign to build a 1mile footpath/cycle way to Clifton Hampden for all of those years without any success. Why? These are the projects that should be moved forward rather than the cheaper option of putting up 20mph signs or bollards to split cyclists from motorists- which then causes huge car tailbacks.</p>
51	<p>Rather than just promoting cycling, please promote walking and active travel in general, alongside use of lower impact powered travel such as e-scooters. Better education on the new 20 mph zones is needed. My own experience as a cyclist so far in West Hanney and other areas is the 20mph limit is not being respected? How do I know? Because I can cycle at 17-20 mph and I'm still being overtaken and close-passed by motor vehicles.</p>
52	<p>Free parking in town centres should be limited to one hour for EVs. A workplace and retail park parking levy should also be introduced. If the number of buses increases (as it should), the low emission vehicles need</p>

	to be re-programmed to stay in electric mode when under 20mph (ie the new town centre speed limit).
53	Where I live cycling on the road is so dangerous for the cyclist and cars attempting to overtake. Cycling in my eyes should only happen on proper cycle paths away from the roads.
54	Please stop obsessing over battery powered cars - these are not a viable solution to any problem other than limited reduction of emissions in limited urban areas.
55	Use money to improve other more important things; social care, hospices, etc.
56	Regarding AW1, it would be useful to consider more frequent scheduling for bus routes serving villages and smaller towns. Also roadworks could be much better managed around the county. Often the mismanagement of these on the part of the companies carrying out the works can cause major traffic issues, leading to significant emissions.
57	You will never be able to promote uptake in use of public transport until there's usable public transport options. We live in a village where we have one bus service in each direction per hour and options for going to either High Wycombe or Thame, it's virtually impossible to get to larger cities like Oxford without it taking a ridiculous amount of time. There's absolutely no promotion of cycling outside of the centre of Oxford, it appears, which is incredibly frustrating for people who would like to use such sustainable transport options.
58	Urgently need to ensure other council (County, District and Town/Parish) plans are compatible with your objectives. It seems I have to vote for THREE most important area actions when i only wish to select two!

59	We can only promote cycling when there are proper, safe cycleways - not white lines painted on roads. A complete overhaul of 'green infrastructure' should be starting now for future generations. E.g. cycle links between villages possibly along the public footpaths routes. Our narrow winding lanes make cycling dangerous for all road users but especially cyclists. Air pollution is just one factor of the polycrises we are in. Forward thinking and planning is essential
60	Your policies concentrate on urban centres and often ignore the link roads between villages and towns. This is a mistake and the county should be considered as a whole. For example, it's all very well looking at encouraging cycling within a town such as Chinnor but what about the surrounding villages whose residents can't get to Chinnor by bike because the link roads are too dangerous? Or the fact that speed reduction within towns seems to have the knock-on consequence of increasing the speed vehicles travel at between towns in order to make up time. This has a direct negative effect on Crowell residents (and impacts the dangerousness of cycling in our area).
61	Green infrastructure - please use native wild flowers were possible and help the pollinators. Make them hedgehog friendly too.
62	I hope you will make bold changes to policy and laws so our air quality greatly improves. It's complete madness to pump our air full of poison when it's all we have to breath.
63	These approaches all seem rather weak to me - we need actions not feasibility studies, reviews, etc. Be bolder
64	The awful smells from the Recycling centre in Didcot need to be addressed And when is it due to close?
65	Air quality around schools should be monitored, as we live in Ludsdan Grove Thame which is the only vehicle access road to Barley Hill School we witness daily stationary cars just outside the school gates with their

	engines running to keep the drivers warm in the winter and cool in the summer.
66	<p>All bus stops should have bus lay-byes this will reduce the unnecessary gas emissions for vehicles waiting to continue their journeys also provides a safe environment for individuals getting on and off especially elderly, parents with pushchairs, wheelchair users- Didcot Broadway is an example. Have more buses, it's ridiculous the amount of empty seats sometimes less than 6 people onboard going through Harwell village. Double decked buses should reduce emissions gases! I've witnessed regularly 2 together going through the village empty on more than one occasions. The monitoring of vehicles speeding through the village. I'm not sure of the display screen at the top of the village after vehicles pass this point they speed down the hill and up to Druid's bend. It's laughable I've observed 3 accidents within the last year vehicles speeding from Druids bend down the hill. This is a conservation area make it safe for pedestrians, the footpaths are a joke most are used for illegal electric scooters. I read an interesting article regarding Oxfordshire potholes in 2022 32k was recorded as being fixed the question should have been how many more need repairing I've lost count of the ones from last year that still need repairs! Promoting public transport is a worthy priority but let's be sensible no more empty double decker buses, no more queues of vehicles waiting for 10 minutes behind buses while people get on and off, create more bus lay-by's this will help reduce gas emissions, slow traffic speed through villages. Promote cycling yes but should they not pay for the use of using roads? They have a responsibility for the upkeep, also to other road user's if there is an allocated cycle tract then use it this also applies to electric scooters. Most important if you want a safer village and vehicle users to respect speed restrictions I don't think displaying a smiley or angry face on a screen at one point is sufficient it maybe for the individuals living in that area but not those passing through.</p>
67	we have done a feasibility study on Green IS if you would like to know more?

68	<p>Should drastically reduce council owned fleet rather than just replace with electric</p> <p>Ban bonfires - increase refuse collection to reduce necessity to burn</p> <p>Need more targeted focus on all roads through residential areas eg housing development along A417 has now made the road residential both sides at Challow Wantage Stanford in the Vale etc</p>
69	<p>Promotion of public transport must focus on genuine improvements to public transport, i.e. frequency of services, cost of travel, route options and service availability. Too often, promotion of public transport has been focused on making like (life) difficult for private vehicle owners, e.g restricted/high-cost parking etc. The latter does not address the core issues, such as can I get back home after an evening at the theatre/concerts etc in London/Birmingham by train. The current answer is London - Yes, if careful with time, Birmingham - No. The rail service is not geared up for social events and buses are too slow for anything more than 10 miles away, this is why people use their own transport. Closer to home, an hourly/two hourly service isn't an attractive option for shopping, when with my own transport I can shop in two towns in less overall time.</p>
70	<p>Achieve a Low emission Zone and a HGV Wt Limit.</p> <p>Improve cycling infrastructure</p>
71	<p>South Oxfordshire's just fine without all this nonsense</p>
72	<p>REDACTED</p>
73	<p>How does this balance with the removal of the green infrastructure for the continuous house building without the infrastructure in place for current residents, or the extension of trading sites which are used by large transportation, particularly warehousing. Why are we promoting cycling when Didcot is a commuter town and people need access to the A34 and train station to commute. What is being done about the air quality as a result of airborne soot and noise pollution from the Steam Railway?</p>

74	Expansion of bus services is a welcome idea. It is essential to ensure that bus fares are affordable, and consider expanding bus services to isolated rural communities.
75	Bonfires- why are they not banned? They cause enormous inconvenience especially in the Goring Gap, where smoke often lingers all day. There is a bonfire in Goring & Streatley almost every day. This is a completely unnecessary form of pollution and none of us has any way to avoid it.
76	Close Henley to all vehicles.
77	<p>I write as someone who cycles many thousands of miles a year but who is also a motorist. My livelihood depends on me being able to travel from town-to-town with equipment so public transport is not an option. I find the anti-motorist stance of the current council administration very alarming and hope and expect that the general public will awaken to their political desire to drive the motorist off the road. 20mph zones are a waste of time and money and hurt productivity which is a problem in this nation. Small government is better government, we are heading for an age of tyranny.</p> <p>I don't support any of the proposed area wide actions.</p> <p>Is this consultation as sham? Yes, undoubtedly.</p>
78	<p>Stop granting operating licences to waste disposal companies and distribution centres based in Didcot etc. that rely on using Henley as a through route to avoid using the SRN.</p> <p>A very good source of business rates for the council no doubt but a slap in the face to Henley residents who already pay through the nose.</p>
79	Encouraging use of electric vehicles is great but what about the streets that don't have their own parking spots for charging.

80	Whatever its proponents say cycling is not a panacea, there are many locations and contexts where alternatives are required
81	Q 6 - no specifics at this stage Q7 - how do 210mph zopnes promote cycling. This topic is more about education and confidence of cyclists (support cycle proficiency).
82	In promotion of cycling I hope someone will wheel cycle paths to review the reality of them - some are excellent, others just end abruptly with no warning and insufficient indication what you're meant to do next. There are dropped kerbs in some places but none in others, I may only discover when I'm already committed an edge I can't get my heavy box bike safely up (especially with toddler on board). There are also places where the designated cycle paths are impassable to wider/adapted/cargo bikes and trailers, excluding people with disabilities or who choose to travel on 3 wheel trikes or wider bikes for transporting kids/luggage or for stability. I am lucky enough to have been in a great position to rediscover cycling as an adult and fall in love with it so much my family no longer needs or wants a car any more of the time than we can borrow occasionally from the Co-Wheels EV scheme recently started in Abingdon. I hope more people can be supported to find their way on similar journeys that can improve air quality, save money and help minimise climate change.
83	These need to be taken seriously which means coordination between OCC, SODC and ideally government. Active travel and making bus travel easier, cheaper, more reliable and accessible should be coupled with measures to discourage car use for short trips.
84	AW1: Reliable, real time bus locations via eg an app would enable people who have a significant walk to a bus stop (not everyone in rural areas is directly served by a bus route - that seems to get forgotten) to plan better. More frequent services would help, naturally, as would better timetable integration at change hubs such as Didcot or Abingdon. AW2: I would estimate that 75% of the cyclists I see are a danger to every other road and pavement user (including

the cyclists themselves) due to their cavalier disregard for anyone else and the rules we are all supposed to follow. Cycle paths need to be routed properly and be wide enough for cyclists to pass each other (look at the Netherlands - that's how to do it) and cyclists incentivised to use them in the crazy absence of legislation requiring such use. Crack down properly on cyclists breaching the highway code, including using the pavement.

AW3: Reducing freight emissions can't focus too much on weight limits - using two lighter vehicles to deliver the same freight as a heavy one will not necessarily reduce overall emissions. BEV freight vehicles will carry less freight per unit than diesel ones due to the batteries (pending fuel cell vehicles if they ever become economically viable) but would still reduce exhaust-related emissions.

AW 4: Great idea, provided it doesn't divert budget from other council services or provide justification for increasing council tax! Maybe have a policy of replacing vehicles which have reached the end of their service life with emission-free rather than an accelerated fleet-wide upgrade.

AW 5 + 6: Yes, give people the information they need to make informed decisions for themselves.

AW 7: We do need to get better at planning infrastructure in general so nature/managed nature can support our urban environment. The feasibility study seems like a good idea as long as it doesn't get hijacked by those with an aggressive green agenda.

85 Need to introduce actual cycling routes that are separate from roads so that they are protected from cars, and so that less incidents with cyclists using the roads inappropriately, occur (children who are unstable when cycling, adults taking up whole lanes).

Better public transport infrastructure needed (more frequent, local routes) as many people drive personal vehicles in to town to shop at Waitrose.

Improve green space barriers around the town and along roads, to increase tree cover and tackle air pollution.

86	Invest in fuel cell technology as its the long term solution, the by-product is water
87	I agree with all the above actions - but would caution against making prohibitions against wood burning stoves, as for some people these may be the only way to heat their homes due to technical or economic factors. They also provide local resilience against electrical grid / gas supply failure.
88	REDACTED
89	<p>Cycling and Green infrastructure are a joint score!</p> <p>A focus on the most vulnerable to air pollution, older, younger/children and those with health conditions would be useful, as to how these interventions impact and engage these groups.</p> <p>Second, the role other pollutants play, for example PM2.5 from solid fuel burning, the role of agriculture in a very rural county.</p> <p>Thirdly, the future and ambition for air quality at a District level to move beyond a statutory minimum to a more ambitious, proactive and protective approach close to the community it serves. For example, more work around green infrastructure, trees, shaping healthy places.</p>
90	Weight limit required in Cumnor village
91	South Oxfordshire is a rural district, the way vehicle engines burn nitrogen compounds and improvements to the vehicle fleet means there aren't areas that exceed the air quality objectives. This is the result of government policy, not actions by the district council air quality department. There has not been a successful bid to Defra since 2014 as I understand. Measures from the previous £50,000 grant from Defra were never implemented. Funding should be cut.
92	Cycling won't become popular until we have sufficient police numbers to enforce the highway code laws, which

	<p>are being broken continuously by all road users every day. Until then, people don't feel safe Cycling.</p>
93	<p>Public transport services need to be frequent, reliable, relatively quick, cheap to use, clean, with adequate seating and/or space, and using low emission vehicles. Real-time updated service information systems are needed (ideally supplemented with weather forecast info and air quality info). Public transport hubs and stops need to be so provided that people want to use them. Rural bus stops should ideally have some sort of shelter, have (serviced) bins, and the surroundings cleared of litter.</p> <p>All actions need to be underpinned by active engagement with the public.</p>
94	<p>There is currently no direct bus between Marcham and Didcot (and importantly, Didcot Parkway railway station): if Marcham residents want to travel to Reading or London via train in a reasonable time, their current best option is to drive to Didcot and park there.</p> <p>I am sceptical about the effect of 20mph zones on encouraging cycling: as a frequent cyclist between Marcham and the east of Abingdon, by far the biggest obstacle is inconsiderate drivers blocking the cycle path on the roadside while they are stationary. What is really needed to encourage cycling is more segregated cycle paths.</p> <p>The Oxfordshire Air Quality website is a great idea, but does not appear to have any data more recent than for 2020.</p>
95	<p>If planning is an issue, why do you allow the proliferation of newbuild estates which are putting more cars on the road? Why is there no Air Quality Management Area for Didcot? Pollution from road traffic is a huge concern here.</p>
96	<p>We need to partner appropriately to build walking / cycling / public (including community, such as the embryonic scheme being devised in WF- Wallingford) transport infrastructure that means these are the easiest options for</p>

	<p>our residents to choose when they need to travel through the area. Education of the mental and physical health benefits, of the resultant decreasing health-care / road maintenance costs etc can demonstrate the case.</p> <p>Education and consultation about the benefits of effective car driving too - eg not idling at traffic lights such as in WF High Street, and perhaps redesigning traffic flows. I'd imagine many of our 150k residents in SOxon would have great ideas - I'd encourage further consultation / competitions to discover and share good practice etc.</p> <p>What if school teachers had access to interactive packs for exploring the issues with kids, and encourage walk / ride to school? Of course if the infrastructure continues to induce car driving and deter active travel this is pointless. I'd like us to encourage 'last mile' distribution hubs where viable - eg Didcot to take more vans off the road, and replace them with EV cargo bikes etc.</p>
97	<p>Surprise Appleford which suffers from dust and smells from the operational landfill and commercial operations (gravel & cement plant etc) is not listed as exposed to poor air quality.</p> <p>https://addresspollution.org/results/92001bf8-9275-4e8d-9b7b-373fa7b38b01 Shows my residence in Chambrai Close as exceed 3 WHO air quality limits.</p> <p>The HIF1 road (which the Vale supported) & is now being called in by the Sec of State will make this even worse (50ft high flyover).</p>
98	<p>Try all of these and remain open to other suggestions Learn from elsewhere.</p>
99	<p>It is facile to prioritise bus lanes in this area, when there are hardly any buses. Most people in South Oxfordshire depend absolutely on their own personal transport to get around, for all necessary activities, Trips to work, schools, hospitals, shopping, recreational activities etc. Getting on a bike is not an option for the elderly!!. Cycling can also be quite dangerous, and is useless for most essential activities. Cycle lanes are frequently a waste of road space, and are often ignored by cyclists. The proposals to restrict HGVs in Henley are ill-thought out. No one has surveyed where the HGVs are going or what their business is in the area. The road system in Henley is also badly thought out. Recent changes include removal of</p>

	<p>road space, (Market Place, Duke Street) and excessive traffic lights, which have markedly worsened vehicle delays, and directly caused increased pollution. Imposing 20mph limits is also badly conceived. It forces vehicles to run slower in a lower gear with consequent need to accelerate and increase pollution. It also leads traffic into direct confrontation with cyclists, who often travel faster than this. It also causes drivers to become inattentive, to the road, and focus primarily on the speedometer.</p>
100	<p>Whilst the parish council supports all efforts to increase air quality in the area, reducing traffic and encouraging greener and more sustainable forms of transport, we have concerns over delivering a feasibility study without sufficient funding in place.</p>
101	<p>Actions 1&2 fall under the remit of OCC so the wording should be changed to support OCC, unless SODC / Vale are looking to do the promotion directly and have funding to do so.</p> <p>For Action 3 we think this should be worded as follows:</p> <p>Review options to reduce freight vehicles emissions including weight restrictions, HGV route map, freight consolidation and alternative fuels”</p> <ul style="list-style-type: none"> o Under progress to date the following could be included “Freight and Logistics strategy adopted and ongoing work to deliver actions including countywide area weight restriction underway, freight consolidation feasibility study in Oxford to improve understanding, promotion of appropriate HGV route map and consideration of freight industries alternative fuel requirements”. o we think the “particular focus on Henley and Marcham” should be removed from the comments as this is not feasible. Instead potential barriers could be included such as “complexity of freight system, need for goods, amounts of goods transported, market forces, modal shift, impacts on businesses and consumers.”
102	<p>No evidence these will have much effect a Timon is not needed as it was in the past</p>
103	<p>Action 7 I agree with planting that can potentially absorb some pollution and with enhancing environments by</p>

	providing suitable green spaces. I don't agree with the concept of offsetting (not mentioned but 'mitigation' is sometimes used to mean 'offsetting')		
104	"reduce barriers to cycling" - Try keeping current cycle lanes and pedestrian pathways clear and fit for purpose. They are often overgrown with overhanging trees making cycling unsafe. New trees have been planted around Didcot with no care plan to help their survival whilst existing trees have been left to get so big they suck the moisture from the ground causing paths to subside. Green spaces have been left unkempt. I went for a power walk over the mounds on Ladygrove Didcot but only a narrow strip had been mowed. I've not previously suffered hay fever but the high vegetation on all sides left me with difficulty breathing due to the pollen and seedheads at face height. Item 10 - Will weight limit restrictions on freight mean fewer vehicles or more vehicles of a lower weight??		
105	As I do not live in any of the specified areas I do not feel as appropriate for me to comment on them		
106	Becoming a green area is difficult due to all the new housing, cutting trees down has been a disaster!!		
		answered	106
		skipped	232

Additional responses received via email.

From Environment Agency

Dear Mr Hill,

Re: South and Vale Air Quality Action Plan

Thank you for the opportunity to comment on you're the South and Vale Air Quality Action Plan. We are not able to provide detailed comments on every Air Quality Action Plan we receive so we have compiled a summary of the issues/priorities that we feel are common to each air quality action plan and where possible/appropriate, we have made specific comments.

General

Air quality has a significant role to play in the health and wellbeing of communities and the prospects of the natural environment, reducing both life expectancy and biodiversity in heavily polluted areas, and otherwise impacting upon the perception of the quality of life and amenity offered by the area.

The Environment Agency – our role in Air Quality

We have a number of duties related to air quality;

1. We ensure that the industrial facilities we regulate comply with the Environmental Permitting (England and Wales) Regulations 2016, thus contributing to compliance with:

·	UK requirements such as the UK Air Quality Strategy, the Countryside and Rights of Way Act and the Natural Environment and Rural Communities Act; and
·	EU requirements on the UK such as Air Quality Directives,

Habitats Directive, the National Emissions Ceiling Directive and the Industrial Emissions Directive.

2. We support local authorities in improving local air quality, particularly through providing technical guidance on behalf of Defra to local authorities in respect of industrial facilities they regulate.

3. We coordinate ambient air quality monitoring for incidents that may have a significant impact on air quality.

4. We were not generally responsible for assessing or monitoring ambient air quality until April 2016 when we took on the contract management of the latter in the form of the ten monitoring networks that were formally managed by Defra.

The Environment Agency is committed to working with local authorities and to play our part fully in Local Air Quality Management (LAQM). We have found that several sectors we regulate under the Environmental Permitting Regulations have the potential to affect air quality negatively. Nationally some individual installations in these sectors have already been found to contribute significantly and we have been working with the affected local authorities for some time to implement the necessary improvements. Installations we regulate may be covered by freestanding Air Quality Action Plans or ones, which are transport-related and incorporated into Local Transport Plans.

Appendix: Full list of comments

Have your say on the South and Vale Air Quality Action Plan 2023-27

We suggest that any new air quality action plan adheres to the principles such as in the London Plan and Air Quality policy SI 1, including air quality neutrality and air quality positive, as well as the relevant SPD's. The plan must also help to bring local air quality below EU limit values for local pollutants- in particular PM10, PM2.5 and NO2, as expressed in the EU Air Quality Directive and implemented in the UK through the 2010 air quality regulations.

Preferred Position –

In principle any Air Quality Action Plan should;

1. Have a clear commitment to meeting the relevant air quality standards;
2. Take into account future air-quality standards;
3. Clearly state the current status of air quality within the borough;
4. Clearly report on the progress against targets set out in any previously published Air Quality Action Plan (if appropriate);
5. Where the borough does not meet the relevant air quality standards, they should clearly detail what mitigation measures will be used to ensure compliance with air quality standards in the shortest possible time period. It should ensure that compliance is not just 'possible' but 'likely';
6. Make clear what other organisations the borough is working with/planning to work with to implement improvement measures (as in 2 above), and what they are agreeing to deliver;
7. Include basic costs required to implement the required mitigation standards and compare against the level of funding available;
8. Take steps to include measures on sustainable design and construction or any update thereof to an equal or higher standard are implemented into the air quality action plan;
9. Contribute to achieving EU established health-based standards and objectives for the relevant air pollutants (particularly NO2, PM10, and PM2.5).

Traffic –

Where there is a significant incidence of poor air quality within and adjacent to the area of concern (and in most cases this is directly attributable to emissions from road traffic) air quality policies must work in partnership with transport policies but also the authorities' own fleet procurement policies, and partner authorities/ organisations.

Developments –

Any new development, particularly in air quality 'hotspots' or development 'Opportunity areas', will need to consider how they mitigate the impacts of poor air quality. During construction the main air quality effects from development are anticipated to result from emissions of oxides of nitrogen (NOx) and fine particulate matter and dust (PM10 and PM2.5) emanating from an increase in road traffic, and from traffic management schemes.

Major developments planned within the borough will need to significantly mitigate their emissions and thus contribute towards improving local air quality as per the requirements of Air Quality Neutral and Air Quality Positive. This is particularly the case where they include potentially new sources of emissions such as biomass boilers, data centres, diesel array power generation, combined heat and power plants, and increased traffic-generated emissions. The effects on air quality during

construction will also need to be managed, both in terms of emissions that generated from traffic, and from the treatment and processing of material from demolition and excavation.

Non-Road Mobile Machinery –

Where a commercial or industrial site involves the use of any non-road going mobile machinery with a net rated power of 37kW and up to 560kW, that is used during construction, and/ or operation, and/ or demolition at that site, we strongly recommend that the machinery used shall meet or exceed the latest emissions standards set out in [Regulation \(EU\) 2016/1628](#) (as amended). This shall apply to the point that the machinery arrives on site, regardless of it being hired or purchased, unless agreed in writing with the Local Planning Authority. We also advise, the item(s) of machinery must also be registered (where a register is available) for inspection.

Waste Management Sites –

Waste management sites are a potential source of dust and fine particulate emissions to air. Those sites which mitigate the potential effects of air pollution by enclosing processes within buildings tend to be far less polluting and enclosure is now recognised as best practice for such sites. Consequently we encourage any new air quality management area declaration, Air Quality Action Plan and/or proposed Clean Air Zones to require the further enclosure of existing waste handling sites and expect future waste development to be fully enclosed within buildings to minimise health impacts, improve amenity, and contribute towards improving air quality.

Regional Approach to Local Air Quality

It is recognised that local authorities will need to work with others on the implementation of the measures necessary to address poor air quality as the matter is not confined to one planning authority area, and development is often governed by separate regulatory regimes and legislation, such as building regulations and environmental permitting.

We note, however, in the South and Vale Air Quality Action Plan, industrial sources which require permits are not considered as significant sources when compared with the main source, which is traffic emissions.

Monitoring

We note that diffusion tubes are used for most of the monitoring for nitrogen dioxide, together with a small number of monitoring locations for PM2.5. We recommend that the Local Authorities consider using low-cost sensors to supplement these traditional techniques, as the field of **low-cost sensors** is developing rapidly and such devices have already proven to be complementary to traditional monitoring techniques, as well as synergistically.

Emissions from farming

We also note that **air pollution from farming** is not considered to contribute significantly to local air quality. However, emissions will contribute regionally, in that if ammonia emissions, for example, are not deposited relatively close to their sources, then they can transform chemically and make large contributions to PM2.5.

From Highway Planning Ltd

INTRODUCTION

1.1 Highway Planning Ltd has been appointed to provide highway and transportation advice in respect of the potential development of land to the South of Watlington as shown edged red on the site plan in

Appendix A.

1.2 The site is being promoted through the South Oxfordshire and Vale of the White Horse emerging joint Local Plan 2041 Call for Sites process.

2.0 SITE LOCATION AND POTENTIAL DEVELOPMENT

2.1 The site is located on the south side of Watlington and abuts the southern edge of the currently built-up area. There are frontages to the B480 Howe Road and the B4009 Britwell Road.

2.2 Watlington is an established village and provides a wide range of facilities and destinations. Bus services pass through the site with stops at Watlington Library (City 11 service to Oxford and 137 to Wallingford).

2.3 There are several public footpaths that pass through the site and link to Brook Street via Britwell Road.

2.4 The potential development would be up to 500 dwellings with opportunities or public open space, a relocated primary school, recreation ground and a new southern “edge road”. A plan showing the indicative alignment of the “edge road” is included at **Appendix B** (drawing 23.38 – sk01).

3.0 TRANSPORTATION CONSIDERATIONS

3.1 The traffic conditions through Watlington have been a significant concern to local residents for many years. The parish council produced the Watlington Traffic Management Plan in October 2017 in order to seek to address the road safety and traffic congestion problems throughout the village.

3.2 The Traffic Management Plan included wide ranging traffic surveys which highlighted that, during peak hours, approximately 80% of the traffic in the village was “through traffic” and not generated by local residents.

3.3 An important element of the Traffic Management Plan was the inclusion of the Western Edge Road. This new road is intended to provide access to major housing developments on the west side of the village and to create a diversion of the B4009 to reduce traffic heading to and from the M40 motorway from passing along Couching Street and Shirburn Street.

3.4 The anticipated impact of the new Edge Road is the reduction in through traffic using Couching Street and Shirburn Street by approximately 60% (source: Watlington Traffic Management Plan – October 2017 para 5.3.7).

3.5 The delivery of the Edge Road is dependant upon several development sites coming forward and receiving planning consent.

The Edge Road will not provide any relief to Howe Road which provides the primary link between Henley, Watlington and the M40 motorway. Traffic survey data from 2014 shows that Howe Road is

carrying approximately 3500 vehicle movements per day. The more detailed survey work undertaken in 2017 shows that, in the AM peak period, 64% of traffic travelling on Howe Road turns right into Couching Street (& presumably follows the acknowledged trend and continues on to the M40).

3.7 The inclusion of a southern Edge Road within the development site would offer the opportunity to direct traffic heading between Henley and the M40 through the development and then on to the western Edge Road thereby avoiding the village centre and AQMA and significantly reducing traffic flows on Couching Street and Shirburn Street.

3.8 The southern Edge Road would be delivered **wholly within a single land ownership** and would not be dependant on competing developers for its completion.

3.9 The new Edge Road would form a junction onto Howe Road that could create a “gateway” into the village. The road would be designed to accommodate HGV traffic and could act as a bus corridor through the new residential development and with links to the housing areas on the west side of the village. The junction onto Britwell Road would probably take the same form as the recent junction for the southern end of the Western Edge Road (Harmns Way).

3.10 The benefits of a new southern Edge Road would be:

- Significant reduction in through traffic to/from Henley passing through the village centre,
- Significant improvements to the road safety environment in the village centre, and particularly on Couching Street
- Creation of a “gateway” into the village
- Improvements to public transport penetration to housing areas
- Help traffic to avoid the AQMA

4.0 CONCLUSIONS

4.1 The land is well located to facilities and services in Watlington and this will help to deliver sustainable residential development.

4.2 The development of the site will include the creation of a new southern “Edge Road” that will link with the western Edge Road to provide much needed additional traffic relief to the village centre.

4.3 The new Edge Road will be included within a **single land ownership** and can be delivered without the uncertainty or delay that can come from the requirement of multiple land owners.

4.4 The new Edge Road will enhance public transport penetration through the housing areas and will assist in reducing HGV traffic through the village centre.