



James Ellis
Head of Legal and Democratic Services

MEETING : OVERVIEW AND SCRUTINY COMMITTEE
VENUE : COUNCIL CHAMBER, WALLFIELDS, HERTFORD
DATE : TUESDAY 16 JANUARY 2024
TIME : 7.00 PM

PLEASE NOTE TIME AND VENUE

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<https://www.youtube.com/user/EastHertsDistrict>

MEMBERS OF THE COMMITTEE

Councillor David Andrews (Chairman)
Councillors P Boylan, E Buckmaster, R Carter, N Clements, N Cox,
C Horner (Vice-Chairman), G McAndrew, S Nicholls, C Redfern,
M Swainston, J Thomas, G Williams and D Woollcombe

Substitutes

Conservative Group: Councillors A Holt and G Williamson
Green Group: Councillor V Burt, C Hart, V Smith and
S Watson
Labour: Councillor D Jacobs
Liberal Democratic Group: Councillors S Marlow and R Townsend

(Note: Substitution arrangements must be notified by the absent Member to Democratic Services 24 hours before the meeting)

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- must not participate in any discussion of the matter at the meeting;
- must not participate in any vote taken on the matter at the meeting;
- must disclose the interest to the meeting, whether registered or not, subject to the provisions of section 32 of the Localism Act 2011;
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AGENDA

1. Apologies

To receive apologies for absence.

2. Minutes - 30 November 2023 (Pages 5 - 17)

To approve as a correct record the Minutes of the meeting held on 30 November 2023.

3. Chairman's Announcements

4. Declarations of Interest

To receive any Members' Declarations of Interest.

5. Draft - Thriving Together 2024 - 2027 - a new Health and Wellbeing Plan for East Herts (Pages 18 - 73)

6. East Herts Air Quality Action Plan (Pages 74 - 233)

7. Overview and Scrutiny Committee - Draft Work Programme (Pages 234 - 242)

8. Urgent Items

To consider such other business as, in the opinion of the Chairman of the meeting, is of sufficient urgency to warrant consideration and is not likely to involve the disclosure of exempt information.

MINUTES OF A MEETING OF THE
OVERVIEW AND SCRUTINY COMMITTEE
HELD IN THE COUNCIL CHAMBER,
WALLFIELDS, HERTFORD ON THURSDAY 30
NOVEMBER 2023, AT 7.00 PM

PRESENT: Councillor D Andrews (Chairman)
Councillors P Boylan, E Buckmaster,
R Carter, N Clements, N Cox, C Horner,
G McAndrew, S Nicholls and G Williams

ALSO PRESENT:

Councillors B Crystall, B Deering and
T Hoskin

OFFICERS IN ATTENDANCE:

| | |
|----------------|---|
| Peter Mannings | - Democratic Services Officer |
| James Ellis | - Head of Legal and Democratic Services and Monitoring Officer |
| Chloe Hipwood | - Service Manager - Waste, Recycling and Street Cleaning |
| Katie Mogan | - Democratic Services Manager |

236 APOLOGIES

Apologies for absence were received from Councillors Redfern, Swainston, Thomas and Woollcombe. It was noted that Councillor Jacobs was substituting for Councillor Redfern and Councillor Watson was substituting for Councillor Woollcombe.

237 MINUTES - 7 NOVEMBER 2023

The Minutes of the meeting were submitted. Councillor Andrews said that the following should be deleted from the 3rd paragraph of minute 207:

'The Chairman assured Members that he was in discussion with the Leader regularly in terms of the Forward Plan and its impact on the Work Programme of Overview and Scrutiny Committee'

Councillor Andrews suggested that there should be an amendment to delete paragraph 8 of Minute 209 (Overview and Scrutiny Committee – Draft Work Programme). He suggested that the paragraph should be replaced as follows:

Delete "The Chairman assured Members that he met regularly with the Leader to ensure the co-ordination of the Council's Forward Plan and the Work Programme of the Overview and Scrutiny Committee".

Replace with "The Chairman said that he was looking forward to meeting with the Leader and the Deputy Leader and the Vice-Chairman of the Overview and Scrutiny Committee". This amendment was supported.

Councillor Nicholls proposed and Councillor Carter seconded, a motion that the Minutes of the meeting held on 7 November 2023, as amended, be confirmed as a correct record and signed by the Chairman.

After being put to the meeting and a vote taken, the motion was declared CARRIED.

RESOLVED – that the Minutes of the meeting held on 7 November 2023, as amended, be confirmed as a correct record and signed by the Chairman.

238 CHAIRMAN'S ANNOUNCEMENTS

There were no Chairman's announcements.

239 DECLARATIONS OF INTEREST

Councillor Buckmaster declared an interest in the matter referred to in minute 240 – Waste, Recycling and Street Cleansing Contract Service Design, on the grounds that he was the Chairman of the Hertfordshire County Council Hertfordshire Waste Partnership. He was also the Executive Member for Environment at Hertfordshire County Council and this portfolio included waste disposal.

Councillor McAndrew declared an interest in the matter referred to in minute 240 – Waste Recycling and Street Cleansing Contract Service Design, on the grounds that he was the deputy HCC Executive

Member to Councillor Buckmaster and he was the regional flood climate change representative as well.

240 WASTE RECYCLING AND STREET CLEANSING CONTRACT SERVICE DESIGN

The Executive Member for Environmental Sustainability submitted a report reminding Members that the Executive had agreed the service design for the new waste, recycling and street cleansing contract on 25 October 2022, along with new aims and principles of the Shared Service which were based around delivering services which were both financially and environmentally sustainable.

The Executive Member talked about the high profile of the Waste, Recycling and Street Cleansing Service which impacted on residents every week. He said that the service contract represented the largest single spend of the council. He also said that the contract impacted on the council's ability to achieve carbon reduction and sustainability aims for the district.

The Executive Member touched on the critical elements of the contract and said that Officers had worked with Members at East Herts and North Herts during the summer of 2022 to design services which would meet financial and environmental sustainability objectives.

The Executive Member talked about the affordability issues that had been identified during the initial tenders that had been received. He said that a

competitive dialogue procurement process was currently ongoing, and this had allowed Officers to explore service design options which may present benefits to the council.

The Executive Member said that Officers were seeking a decision from discussions this evening in respect of service design options that would be taken forward with the intention of supporting the long-term financial sustainability of the service and the council.

The Executive Member set out the context in which this process was taking place. He referred in particular to the publication on 21 October 2023 of the government's response to its consultation on the resources and waste strategy. He said that this had resulted in proposed legislative and statutory guidance changes and Officers were in the process of reviewing the information and had already and would continue to respond to further consultation and statutory guidance.

The Executive Member said that further clarity and detail would be known in mid-2024 and further decisions would be required once this detail was known. He said that this report contained a wealth of detail for Members to consider. He concluded that the proposals resulted from a competitive dialogue between officers and various bidders and represented an opportunity to support the long-term financial sustainability of the new contract.

The Chairman asked about the mobilisation date for the new contract. The Shared Waste Services Manager

said that this was May 2025. She confirmed that the life of the vehicles varied, and it was becoming apparent that electric vehicles had a somewhat longer life of 10 years. Members were advised that depreciation of vehicles was being planned on the basis of 8 years and small sweepers had a 4-year life.

Councillor McAndrew asked if the Executive Member or the Shared Waste Services Manager could give Members an understanding of when the contract went out to soft tender in the public domain. He asked about the independent workshops that had been held with a small group of administration Councillors. He expressed a number of concerns about the timeframe and that the decision making could not be held back.

The Shared Waste Services Manager said that this report was not the same paper that been submitted to North Herts Overview and Scrutiny. She said that the report to the North Herts cabinet (Executive) was not considered, and extra Overview and Scrutiny meetings had now been arranged at both East Herts and the equivalent at North Herts as well.

Councillor Buckmaster referred to inflationary pressures resulting from COVID-19 and the conflict in Ukraine. He said that planned capacity seemed to work as separating card and paper from other dry recycling can extend the collection time. He referred to the issue of the significant footprint of 4 wheeled bins and a food bin and many households would not have the space for this. He also referred to a potentially confusing collection cycle and said that this matter must go out to consultation due to the significant level

of expenditure. He emphasised the importance of engaging and listening and referred to DEFRA guidelines regarding collection frequencies.

Councillor Buckmaster emphasised the need for additional street cleansing in areas that were known to be prone to flooding. He said that a lot of the material in the gullies had come off the roads and all local authorities had a role to play.

Councillor Andrews said that it was important that the matter of household footprint for bin storage was considered and in particular those residents who lived in Victorian and Edwardian or older properties that opened straight onto the street. He commented that centralised waste was not being encouraged in new developments.

Councillor Boylan asked for some clarity in the interests of transparency about the workshops that were held. He asked who represented the council in formulating these proposals. The Executive Member said that the workshops were attended by himself, the Head of Legal and Democratic Services, the Head of Strategic Finance and Property, the Shared Waste Services Manager and the Executive Member for Financial Sustainability.

There was a general discussion in respect of the impact of the Waste, Recycling and Street Cleansing Service Design proposals on residents and the role of scrutiny in that process and the consultation process with residents.

Councillor Carter referred to the difficulties faced by a resident living in a maisonette in terms of the difficulties of disposing of recycling. She commented on the removal of public recycling bins and the possible use of bags instead of boxes of recycling. She asked whether consideration should be given to encouraging more communal recycling for residents living in maisonettes and flats.

The Executive Member referred to the difficulties of maximising recycling and maintaining the quality of recycling as the value fell right down for co-mingled recycling. He said the council could end up paying for co-mingled materials to be recycled and by the most practical way forward was to have separate bins.

Councillor Jacobs asked and was given an answer on what research had been done regarding service design options in respect of the proposed smaller bins for residual waste. Councillor Andrews made a point regarding reductions in the amount of paper being recycled. The Executive Member said that the full fibre bin would cater for paper recycling and the increasing amount of cardboard recycling.

The Shared Waste Services Manager said that it was expected that the amount that needs to be disposed of as residual waste would continue to reduce. She said that North Herts had been using 180 litre wheeled bins since 2013 without any issue. Members were advised of research carried out into environmentally sustainable solutions.

Councillor Buckmaster said that 20 percent of residual waste was food and some of this was wasted food that could have otherwise been used. He said that he was supportive of a three-weekly collection of residual waste due to the extra capacity resulting from campaigns to reduce food waste and the alternative food waste bin.

Following a query from Councillor Jacobs, the Shared Waste Services Manager explained in detail how the new Waste, Recycling and Street Cleansing Service would operate in terms of the bins and collections for residential properties.

The Shared Waste Service Manager clarified that there would be a capital cost incurred in providing new 180 litre bins across the district. She said that the figures presented to Members included a potential identified operational saving and there was also data presented in respect of additional contractual impacts.

Following a comment from Councillor Williams, the Executive Member talked about the removal of food waste having a positive effect in that the waste would not rot away in landfill and releasing methane which could instead be used in a controlled environment to produce power.

Councillor Carter asked about the possibility of trialling the issuing of sacks to residents of flats instead of blue boxes. The Shared Waste Services Manager said that Officers could take that feedback away for consideration. She reminded Members that the

Council did offer assisted waste collection services and residents were able to apply for that support.

Councillor Clements made a point about a possible missed opportunity in terms of a number of options for a wider input into the contract service design. The Executive Member clarified the role that he had undertaken along with the Executive Member for Financial Sustainability, assisted by the attendance of the Head of Legal and Democratic Services and the Head of Strategic Finance and Property.

Councillor Clements referred to the significant impact of removing approximately 30% of litter bins from predominantly outside the town centres when compared to some of the service level agreement (SLA) changes. He also asked where the final decision would be made as to whether the contract was acceptable.

The Shared Waste Services Manager confirmed that the Executive would make the decision on 21 December 2023. She explained that the final specification would be finalised following dialogue to secure the best financially and environmentally sustainable position.

The Head of Legal and Democratic Services explained in more detail the impartial scoring system used to select potential bidders for the contract. The Shared Waste Services Manager explained that the scoring system had been developed in consultation with a consultant and legal representatives for the council. She said that there had been oversight from the project board.

Councillor Nicholls commented on the importance of behaviour change and asked if there was a budget in place for marketing. She expressed a concern about a 30% reduction in litter bins outside of town centres.

Councillor Boylan commented on the need for conversations with parish councils so that they could be worked with before litter bins were removed outside of town centres. He commented on the importance of behavioural change and referred to the mess that was encountered first thing on a town centre morning.

The Executive Member said that some science would be applied in respect of where bins were not being used. The Waste Shared Services Manager said that the contractual standards had not changed in respect of street cleansing and that Members and/or Parish Councillors would have an opportunity to be involved in the work to review litter bin provision.

Councillor Boylan commented on whether reducing the number of items collected as part of bulky waste services from six to three could possibly present the council with a fly tipping issue. The Shared Waste Services Manager said that reducing the amount to three meant that more could be fitted onto a vehicle for collections and the majority of residents were using three or fewer items for collections.

Councillor McAndrew talked about the problems of street cleansing and drainage problems caused by leaves and detritus blocking drains. The Executive

Member said that the contract included provision for flood alleviation and there was provision for the policing of known flooding hotspots.

The Shared Waste Services Manager said that there would be no reduction in the standard or frequency of road sweeping and clearing activities in respect of leaf fall and detritus. A number of comments were made in respect of the need for behavioural change regarding litter.

The Head of Legal and Democratic Services drew Members' attention to paragraph 3.14 regarding references to medium intensity changes to service level agreement not being in line with COPLAR. He talked about government guidance around residual waste and the cleanliness of streets.

Councillor McAndrew said that he felt that this decision should be taken at Council by all Members in the context of the holistic East Herts budget. He also asked about the option of calling in the decision.

The Head of Legal and Democratic Services said that this matter was an Executive decision on the basis that decision making was taken at the lowest possible level of governance. He referred to the tight timescales and said that an Executive decision could always be called in but one of the purposes of an issue being taken to Overview and Scrutiny was to eliminate the need for call in.

Councillor Buckmaster proposed and Councillor McAndrew seconded, a motion that Overview and

Scrutiny Committee consider that the decision in respect of the Waste, Recycling and Street Cleansing Contract Service Design should be made by Council, on the basis that a decision would be made by all Councillors in the context of the East Herts budget.

After being put to the meeting and a vote taken, the motion was declared LOST.

Councillor Nicholls proposed and Councillor Watson seconded, a motion that the comments of the Overview and Scrutiny Committee be passed onto the Executive in respect of the proposals outlined in the report.

After being put to the meeting and a vote taken, the motion was declared CARRIED.

RESOLVED – that the comments of the Overview and Scrutiny Committee be passed onto the Executive in respect of the proposals outlined in the report.

241 URGENT ITEMS

There was no urgent business.

The meeting closed at 8.51 pm

| |
|----------------|
| Chairman |
| Date |

Agenda Item 5

East Herts Council Report

Overview and Scrutiny Committee

Date of Meeting: Tuesday 16 January 2024

Report by: Councillor Sarah Hopewell – Executive Member for Wellbeing

Report title: Draft - Thriving Together 2024 - 2027 - a new health and wellbeing plan for East Herts

Ward(s) affected: (All Wards);

Summary

- Thriving Together 2024 – 2027 is the new health and wellbeing plan for East Herts which focuses on promoting healthy lifestyles, community wellbeing and sustainability. The plan defines the vision, goals and ways of working. The vision is to enhance our residents' health and wellbeing so that everyone in East Herts has the ability to contribute and benefit from wider community wellbeing and sustainability.

RECOMMENDATIONS FOR Overview and Scrutiny that:

- (A)** The revised Thriving Together health and wellbeing plan for 2024 - 2027, be considered, with any comments provided to the Executive Member for Wellbeing for consideration prior to presentation of the plan to the Executive.

1.0 Proposal(s)

- 1.1 That the Overview and Scrutiny Committee considers the draft Thriving Together health and wellbeing plan for 2024 - 2027 which includes amendments made to reflect the comments

received from residents, organisations and partners during the public consultation which took place from 2nd October to 19th November.

2.0 Background

2.1 East Herts Council has written and implemented three previous health and wellbeing strategies, covering the years between 2008 and 2023. The most recent Health and Wellbeing Strategy 2019-2023 focused on working with partner organisations and residents to enable health and wellbeing improvement, referencing a life course approach from birth to death.

2.2 When considering the updated plan, so as to involve residents, partners and organisations in delivering health and wellbeing improvements across East Herts, three main goals were identified. These were to:

- improve the health and wellbeing of members of East Herts' diverse communities
- support and amplify the work of all those furthering public health in the district including the Hertfordshire and west Essex Integrated Care Partnership
- enable individuals and community groups to make healthy lifestyle choices and live sustainable lives.

2.3 It was felt that these goals could be best achieved via three ways of working, these being, to:

- support individuals to improve their health and wellbeing
- enable groups in the community to support

themselves and each other to build community wellbeing and sustainability

- provide advice and assistance to build community resilience.

2.4 A series of organisational and partner bodies were identified as crucial to the achievement of the vision, goals and ways of working in East Herts, these being:

- East Herts Council
- Hertfordshire County Council Public Health
- Town and Parish councils
- the voluntary and community sector
- Hertfordshire and west Essex Integrated Care Partnership.

3.0 Reason(s)

3.1 The Thriving Together health and wellbeing plan 2024 – 2027 gives the opportunity for healthy lifestyles, community wellbeing and sustainability to be put at the heart of improving health and wellbeing across East Herts. It builds on the foundational health and wellbeing work the council and its partners have delivered since 2008. The new plan looks to involve the council, its residents and its organisational and partner bodies in delivering its main priorities with a new level of engagement and commitment. The vision, goals and ways of working will help this plan to keep improving health outcomes for the district. The plan looks to integrate the efforts of the council and its public health partner family of organisations to implement health and wellbeing locally.

3.2 The plan concludes with East Herts Council's broad actions to support and promote healthy lifestyles, community wellbeing and sustainability. These broad actions will guide the development of a detailed Thriving Together action plan.

When the report is presented to the Executive, delegated authority will be sought for the Executive Member for Wellbeing to approve the action, in consultation with the Head of Housing and Health. It is anticipated that the Executive Member for Wellbeing will wish to invite the views of residents, elected members, health organisations and partners when considering the detail action plan. Interest has already been expressed from the some of the survey respondents to be involved in this process. The action plan will be the means of defining and measuring success and demonstrate the health and wellbeing improvement high-level priorities contained in the Thriving Together health and wellbeing plan.

3.3 A total of 118 responses were received from the consultation. The valuable feedback provided showed that 93% of respondents liked the layout, presentation and content of the new health and wellbeing plan. An additional residents' engagement meeting was held online on 14th December to review the updated changes in the post consultation copy.

3.4 The Thriving Together consultation analysis is attached at **Appendix A**.

3.5 **Changes made to the Thriving Together health and wellbeing plan for 2024 – 2027 following consultation.**

The substantive changes made to the Thriving Together health and wellbeing plan in response to the consultation are summarised below.

- Additional boxes added to a number of the pages to explain the terms used so as to aid understanding among readers who may be unfamiliar with the local public health landscape.

- Page 6 – the 146 Healthy Hub East Herts users affected by loneliness now expressed as a percentage of overall Healthy Hub East Herts users, that is, 43%, to more clearly indicate the prevalence of loneliness in the district.
- Page 6 and 7 – health data sources have been simplified and amended.
- Page 7 – some respondents emphasised the importance of volunteering in delivering events, new text added to read “Run civic events and maintain gardens and green spaces”.
- Page 8 – previous text of “Directly support individuals to live well and live healthier lives” amended to read “Directly support individuals to live well and live healthier lives including ageing well” to encompass health and wellbeing in later life.
- Page 9 – some respondents requested a clearer reference to environmental sustainability in the Thriving Together health and wellbeing plan. This will be specifically addressed in the detail action plan that will be drawn up to deliver the Thriving Together programme.
- Page 9 – previous text of “Enable sports development activities” amended to read “Enable sports and physical activity programmes” in recognition that the benefits of physical activity can be derived from a wide range of pursuits than just sport.
- Page 9 – suggestion made as to value of purposeful employment to wellbeing. So, previous text of “Enable good physical and mental wellbeing.” amended to “Enable good physical and mental wellbeing and the value of employment in wellbeing”.
- Page 9 – respondents felt that the needs of rural communities are different to town communities. So, new text added to read “Understand the needs of rural communities”.

3.6 A complete list of changes that have been included in the Thriving Together post consultation copy are included at **Appendix B**.

3.7 The updated, post-consultation version of the Thriving Together plan is attached at **Appendix C**.

4.0 Options

4.1 Retain the existing East Herts Health and Wellbeing Strategy 2019 - 2023 without any updates – NOT RECOMMENDED as it is important that the council reviews its priorities so that it can continue to work with its residents, health organisations and partners to improve health and wellbeing outcomes in our communities.

4.2 Update the health and wellbeing strategy and priorities as presented in **Appendix C** - RECOMMENDED to ensure the Thriving Together 2024 – 2027 new health and wellbeing plan enables the council to continue to work with its residents, health organisations and partners to ensure that healthy lifestyles, community wellbeing and sustainability are prioritised to improve health and wellbeing outcomes.

5.0 Risks

If the policy and priorities are not updated

5.1 Possible reputational risk if the priorities do not reflect the current healthy lifestyles, health and wellbeing and sustainability issues our communities are facing. The council's reputation of being an active contributor to improving health and wellbeing outcomes in its community will could be compromised.

If the policy and priorities are updated

- 5.2 Should the Thriving Together 2024 – 2027 health and wellbeing plan post consultation version be adopted then this is likely to enhance the work that the council does with its residents, health organisations and partners to improve the current healthy lifestyles, health and wellbeing and sustainability outcomes in the community.

6.0 Implications/Consultations

- 6.1 The Thriving Together 2024 – 2027 new health and wellbeing plan has been written with by officers in consultation with the Executive Member for Wellbeing. The amendments proposed have also been informed by an online survey public consultation and direct engagement with residents, health organisations and partners such as the Healthy Hub East Herts and East Herts Health and Wellbeing Partnership Group and community groups. A further additional engagement meeting was held with residents on the 14th of December, to enable further review of the proposed changes to the post consultation Thriving Together version.
- 6.2 Information on any corporate issues and consultation associated with this report can be found below.

Community Safety

Perception and fear of crime and maintaining good community safety is closely connected to the resilience and strength of a community. Support for events and projects that bring people of different backgrounds together helps build civic pride, creates a sense of belonging and more resilient neighbourhoods.

Data Protection

GDPR statement and the council privacy notice have been

referenced in the online survey data collection process.

Equalities

An Equalities Impact Assessment has been written and updated to reflect the Thriving Together 2024 – 2027 new health and wellbeing plan and is attached at **Appendix D**.

Environmental Sustainability

The Thriving Together 2024 – 2027 new health and wellbeing plan priorities include reference to sustainability as part of the mission statement.

Financial

The council receives support for health and wellbeing programmes from its public health family partners and also has some internal funding to assist these intervention programmes.

Health and Safety

Safeguarding and Health and Safety requirements are met through a range of health and wellbeing programmes and interventions the council delivers.

Human Resources

No direct implications.

Human Rights

No direct implications.

Legal

No direct implications.

Specific Wards

Health and Wellbeing programmes are delivered at the community level to benefit residents and communities. Addressing health inequalities or improving specific health and wellbeing outcomes will sometimes require focus in a specific place or area.

7.0 Background papers, appendices and other relevant material

7.1 **Appendix A** - Thriving Together survey outputs and analysis

7.2 **Appendix B** - Thriving Together content and format changes

7.3 **Appendix C** - Thriving Together post-consultation updated version

7.4 **Appendix D** - Thriving Together Equalities Impact Assessment

Contact Member Cllr Sarah Hopewell, Executive Member for Wellbeing. sarah.hopewell@eastherts.gov.uk

Contact Officer Jonathan Geall, Head of Housing and Health, Tel: 01992 531594.
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and

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7.1 Appendix A – Thriving Together consultation results and analysis

1. The online survey respondents

A total of 390 respondents accessed the survey and 118 completed full responses. Residents represented 82% (97) of the sample, with 13.5% (16) representing a resident and an organisation, 2.5% (3) an organisation alone and 1.7% (2) an organisation outside the East Herts area.

The highest proportion of respondents was in the 45-54 age group at 23% (24), and then 21% (21) for both the 55-64 and 64-75 age groups.

Respondents that chose to receive a summary of the survey results was 27% (27) and 31% (32) expressed an interest both a summary of the feedback and the chance to get involved in shaping and monitoring the council's approach in East Herts.

The White/Caucasian group represented 91.8% (101) and the remaining respondents described their ethnic background as 1.8% (2) for Asian/Asian British, 1.8% (2) Black/Africa/Caribbean/Black British, 1.8% (2) for Mixed/Multiple ethnic groups and 2.7% (3) for Other ethnic group.

2. The Thriving Together consultation results and analysis

Question 2

| 2. We know that wellbeing means different things to different residents and we'd like to better understand this. What does 'wellbeing' mean to you? | |
|---|---|
| Theme | % respondents and respondent numbers identified for each theme |
| Contentment and purpose | 35% (33) |
| Physical and mental health | 31% (29) |
| Community belonging and engagement | 16% (16) |
| Being able to access amenities and services | 15% (16) |
| Living in a safe environment | 13% (12) |
| Living a healthy lifestyle | 13% (12) |
| Using the green environment to keep healthy | 10% (10) |
| Personal wellbeing | <1% (4) |
| Feeling wanted/useful | <1% (4) |
| Education and good schools | <1% (2) |
| Life course | <1% (1) |
| 94 respondents answered. Respondents could give more than one response. | |
| <p>Analysis:</p> <ul style="list-style-type: none"> • Contentment and purpose within what wellbeing represents, alongside physical and mental health benefits and the sense of community belonging and engagement this brings were the most common resident definitions • The remaining factors of accessing services and amenities, being able to do this safely whilst accessing green spaces all help to promote personal healthy lifestyle goals <p>Council's response to the findings:</p> <ul style="list-style-type: none"> • These wellbeing concepts will inform the principles of the action plan. | |

Question 3

| 3. What helps with your wellbeing? Please do tell us about any ideas which other residents could benefit from or that could others to | % respondents and respondent numbers identified for each theme |
|--|--|
| Access to social, cultural, community activities and opportunities including interest and support groups which aid wellbeing, access to green space and outdoors, places and spaces to meet with others | 79% (75) |
| Exercise (broad) including walking cycling dog walks, walking football, children and women’s activities – being inclusive | 47% (45) |
| Infrastructure and place, travel issues, access to and pressure on services including health and wider free access to amenities such as leisure facilities, also cost of living solutions and understanding financial needs better | 47% (45) |
| 94 respondents answered. Respondents could give more than one response. | |
| <p>Analysis:</p> <ul style="list-style-type: none"> 75 of these ideas related to the importance of health and wellbeing enabled by the community and its cultural and outdoor offer and the venues it has for people to meet in be a community together <p>Council’s response to the findings:</p> <ul style="list-style-type: none"> A selection of these ideas have been reflected in the updated wording for the Thriving Together health and wellbeing plan. This feedback will inform the development of a detailed action plan to deliver the Thriving Together health and wellbeing plan | |

Question 4

| 4. What if anything gets in the way of your wellbeing? | |
|---|---|
| Theme | % respondents and respondent numbers identified for each theme |
| Environmental safety concerns and issues including congestion, reliance on car | 17% (16) |
| Lack of access to leisure or community opportunities | 17% (16) |
| Not being listened or heard, organisationally or personally | 14% (13) |
| Cost of living concerns, anxiety | 13% (12) |
| Work demands | 7% (7) |
| Lack of access to transport and bus service | <7% (7) |
| Difficulties in accessing medical and health services | <6% (6) |
| Time, lack of opportunities | <5% (5) |
| Lack of personal motivation or feeling low | <4% (4) |
| Personal circumstances, individual or as carer | <3% (3) |
| 94 respondents answered. Respondents could give more than one response. | |
| <p>Sample of respondent comments:</p> <ul style="list-style-type: none"> • Lack of reliable bus services makes it difficult for family to stay connected. Buses can be cancelled with wait times up to an hour for elderly people, reduces motivation to go out • The overexpansion of nearby towns and villages that change the sense of belonging to a community. The frustration of travelling through Sawbridgeworth in the all too frequent traffic jams • Accessibility, both buildings and open spaces • Not having local activities for people with Young Onset Dementia means I have to drive to Borehamwood weekly, to Bishop's Stortford twice a week • As mentioned above, air pollution in the town centre is getting worse and nothing seems to be done about it. Bans on large lorries during the day would help too | |
| <p>Analysis:</p> <ul style="list-style-type: none"> • The most frequently cited barriers to wellbeing were traffic congestion, physical barriers of car parking, pollution, cleanliness, contrast and direct competition to being able to use green space and ease of use of car. • 16 issues also raised around lack of access to leisure or community opportunities in a general sense, availability, location, time of day, evening slots not available when working | |

- Cost of living concerns and anxiety that impacted these issues also
- General feeling that organisations did not always listen or act on received ideas or challenges were not understood
- Work life balance, transport, medical and health services access difficulties, personal circumstances and lack of motivation and time all featured as factors that limited wellbeing progress

Council's response to the findings:

- The barriers that impact the ability to be as well as we would like to are varied and one factor can impact other factors too. Working together as part of a system to understand the challenges and opportunities is part of the Thriving Together health and wellbeing plan and the council will work to lead on providing solutions with its public health family and helping residents where it can
- These barriers that exist can be identified and the action plan is one way to enable solutions

Questions 5-12 and 15-17 submitted by 16 community partner organisations reflect the resident question format for questions 2-4 and have been reviewed. The main findings for questions 13 and 14 have been analysed and are presented below.

**13. What gets in the way of wellbeing for people your organisation supports?
14. Thinking about your organisation itself, what, if anything, could East Herts Council or other organisations do to help your organisation support/promote resident wellbeing? Please do tell us about any ideas which your organisation feels have worked really well that could be shared with others.**

| Theme | % respondents and respondent numbers identified for each theme |
|---|---|
| Funding concerns wider and more local (including grants) | 43% (7) |
| Provision of council and community services (impact on venues and green spaces) | 37% (6) |
| Access to medical and community services | 25% (4) |
| Community contacts and networks | 25% (4) |
| Transport connections and availability | 12 (2) |
| Cost of living impacts | 12% (2) |
| More support for Arts and Culture | 12% (2) |
| Provision of community activities outside working hours | 6% (1) |
| Isolation, time and loneliness barriers | 6% (1) |
| Traffic, car parking and litter concerns | 6% (1) |
| Community development focus and council and town council closer working | 6% (1) |
| Resident needs focus | 6% (1) |
| Helping schools and community clubs' access green space and equipment storage options | 3% (1) |
| Lack of childcare options | 3% (1) |

16 respondents answered. Respondents could give more than one response.

Sample of respondent comments:

- One of the biggest challenges for any voluntary or community-based support is finding a way of sustainably funding the space and free services
- Ensuring to work with residents and not work for them – asking the residents to speak their language and address their barriers
- Financial circumstances due to cost-of-living crisis, transport restrictions and lack of signposting

Analysis:

- The most represented issues are funding concerns which then impact on provision of council and community services to meet increased user demands

- Access to medical and community services is a contributing factor alongside the importance of enabling community networks and contact with those most in need

Council's response to the findings:

- Community organisations and partners are in direct contact with the residents they support and know the issues that most affect them. These issues can be addressed through working together using the Thriving Together health and wellbeing plan
- The barriers that exist and the identified ideas can be addressed in the action plan.

Question 18

| 18. What is your overall impression of the Mission Statement? | |
|--|---|
| Theme | % respondents and respondent numbers identified for each theme |
| Positive endorsement in support of style, content, layout, presentation, clarity. | 67% (60 comments) |
| Majority of constructive comments with suggestions for review or alteration | 45% (40 comments) |
| 89 respondents answered. Respondents could give more than one response. | |
| Sample of respondent comments: | |
| <ul style="list-style-type: none"> • It's really well written, not over complicated but gets the message across – not too wordy either • Ambitious and brings together the key players in the Herts public sector family • The overall mission statement works. Its eye-catching, easily read • Good to promote healthy lifestyles. I like the sustainability aspect too • No real capturing of actions/accountability • What is ICB - define • Sustainability what does this mean? | |
| Analysis: | |
| <ul style="list-style-type: none"> • The comments in support of the Thriving Together health and wellbeing plan are acknowledged and the content suggestions and format changes have been reviewed | |
| Council's response to the findings: | |
| <ul style="list-style-type: none"> • Following review, some of the word content and format change suggestions have been incorporated into the post-consultation Thriving Together health and wellbeing plan version. Please view Appendix B | |

Questions 19 – 22 relate to what works well, what would improve and asking is there anything missing from the mission statement and welcoming and other views. The responses have been grouped together for each question to show similarities.

| 19. What do you think works well about how the Mission Statement is presented? | |
|---|---|
| Theme | % respondents and respondent numbers identified for each theme |
| Comments supportive of layout, content, use of colour and photos and clarity in reading and understanding | 93% (68 comments) |
| Small negative comment but no suggestion provided on how to improve | 7% (5 comments) |
| 73 respondents answered. Respondents could give more than one response. | |
| <p>Sample of respondent comments:</p> <ul style="list-style-type: none"> • It is positive in its inclusivity • It's just what we need in the community • The layout works well with defined areas. This is a real strength of the document. The use of photos is good • Core sentiments appeal – health, sustainability and community wellbeing | |
| <p>Analysis:</p> <ul style="list-style-type: none"> • Resident feedback has been very supportive of the focus and content of the Thriving Together health and wellbeing plan • Many examples given point to the way it is set out mentioning the different bodies and organisations being jointly involved in delivering and improving health, community wellbeing and sustainability <p>Council's response to the findings:</p> <ul style="list-style-type: none"> • The comments received represent a good connection with the Thriving Together health and wellbeing plan. This will help it to be an effective catalyst in improving health, community wellbeing and sustainability in East Herts. | |

| 20. What do you think would improve the Mission Statement? | |
|--|---|
| Theme | % respondents and respondent numbers identified for each theme |
| Clarity of goals and how success will be defined and measured | 29% (22) |
| Format supported generally, defining actual plan and Thriving Together layout more | 24% (18) |
| Non-specific feedback | 19% (14) |
| Emphasise community language so residents will feel more involved in delivery and improving people's everyday life | 10% (8) |
| Mission statement clarity | 7% (5) |
| Negative comments | 7% (5) |
| Listing groups and activities | 2% (2) |
| Reflection on previous achievements | 1% (1) |
| 74 respondents answered. Respondents could give more than one response. | |
| <p>Sample of respondent comments:</p> <ul style="list-style-type: none"> • Clarity on goals and what will be achieved • Specific measures to actually "enhance our residents' health and wellbeing" • The value of togetherness and support from each other as residents • I like it the way it is | |
| <p>Analysis:</p> <ul style="list-style-type: none"> • The importance of defining measurable goals and demonstrating timebound successes are requested • Additional layout and format changes have been made to the post consultation Thriving Together version. • The action plan will allow the opportunity to capture the essential community involvement approaches <p>Council's response to the findings:</p> <ul style="list-style-type: none"> • Following review, some of the word content and format change suggestions have been incorporated into the post-consultation Thriving Together health and wellbeing plan version. Please view Appendix B • The action plan can be developed to include the analysis points above. | |

| 21. Is there anything missing from the Mission Statement that you'd like to see included? | |
|---|---|
| Theme | % respondents and respondent numbers identified for each theme |
| Minimal responses (no, n/a) | 37% (24) |
| Focusing on council priorities which enable resident wellbeing | 20% (13) |
| Use of resources and campaigns to improve resident wellbeing | 12% (8) |
| Clarifying Thriving Together content including information contained in other sources | 9% (6) |
| Call for importance of joint and personal responsibility to improve community health and wellbeing | 7% (5) |
| Resident openness to involvement in delivery local plans and actions | 7% (5) |
| Organisational branding of Thriving Together | 3% (2) |
| Town and village differences | 2% (1) |
| Emphasis on Bishop's Stortford sufficient provision of resources and amenities | 2% (1) |
| 65 respondents answered. Respondents could give more than one response. | |
| <p>Sample of respondent comments:</p> <ul style="list-style-type: none"> • It needs to go beyond promoting and also focus on enabling • Appreciation that not everyone able to access things on-line - or want that as means of accessing facilities and services • Be aware that not one statement fits all situations. I think village situations are vastly different from those in towns • Be bold. The mission statement needs to have something in there about the state we are in now and saying that we cannot continue like this. All need to act, not just the council. Everybody needs to take responsibility for the improvements in the community | |
| <p>Analysis:</p> <ul style="list-style-type: none"> • The council can lead on improving community health, wellbeing and sustainability but all residents, partners and community organisations have a role to play. The importance of defining measurable goals and demonstrating timebound successes are requested • To tailor campaigns, projects and resources according to need and location | |

- Additional layout and format changes have been made to the post consultation Thriving Together version.

Council's response to the findings:

- Following review, some of the word content and format change suggestions have been incorporated into the post-consultation Thriving Together health and wellbeing plan version. Please view **Appendix B**
- The action plan can be developed to include the analysis points above.

| 22. We would welcome any other views you have? | |
|---|---|
| Theme | % respondents and respondent numbers identified for each theme |
| Importance of local action | 19% (7) |
| Minimal responses (no, n/a) | 16% (6) |
| Access to facilities, venues and green spaces | 14% (5) |
| Residents' openness to consultation | 11% (4) |
| Organisations and businesses jointly promoting health and wellbeing | 8% (3) |
| Using campaigns to promote health and wellbeing | 8% (3) |
| Financial | 5.5% (2) |
| Community involvement | 5.5% (2) |
| Commitment by local leaders including town councils to health and wellbeing | 5.5% (2) |
| Health and environment (pollution health impact) | 3% (1) |
| Health and happiness connection | 3% (1) |
| 36 respondents answered. Respondents could give more than one response. | |
| <p>Sample of respondent comments:</p> <ul style="list-style-type: none"> • How about prioritising nature, outdoor peaceful places, walks, gardens, not car parks and high buildings....it has become unsustainable • Happy to articulate and discuss with anyone • Get more residents involved please • We have a lot of green space the area, we should make the most of it | |
| <p>Analysis:</p> <ul style="list-style-type: none"> • Local action by the council, town councils, local leaders and residents is vital to improve community health and wellbeing and sustainability • A genuine desire by residents and organisations to be involved in improving health and wellbeing is evident with good ideas suggested • Health and finance issues to address <p>Council's response to the findings:</p> <ul style="list-style-type: none"> • The council can lead on improving community health, wellbeing and sustainability but all residents, partners and community organisations have a role to play. • The action plan can be developed to enable and include the analysis points above. | |

Questions 22-28 contain additional respondent contact details and preferences for future involvement with the Thriving Together health and wellbeing plan working group and are not included here for GDPR data protection reasons.

3. Thriving Together direct engagement consultation results

- The Healthy Hub East Herts (HHEH) and the East Herts Health and Wellbeing Groups discussed and engaged with the Thriving Together content and format. Both these groups represented around 25 individual organisation and partner views from the voluntary, community, faith and social enterprise (VCFSE) sector
- This was conducted using a Strengths, Opportunities, Weaknesses and What's missing grid approach
- A Primary Care Network (PCN) GP Director also met with the Healthy Lifestyles Programme Officer (HLPO) for an hour's meeting and discussed the Thriving Together health and wellbeing plan
- The Healthy Lifestyle Programme Officer also visited the Local Social group members at the invitation of the founder of Local Social, listening to their views and ideas. The Local Social founder has also provided his views via the online consultation
- The opportunity to discuss the Thriving Together health and wellbeing plan was also offered at all the Healthy Hub East Herts (HHEH) monthly drop-in sessions. There was a limited response to this however it provided another means of face to face and personalised engagement
- The feedback received, further endorsed the comments received from the 118 respondents and identified similar points. A small sample of these comments which resulted in changes to the Thriving Together post consultation copy are summarised below.

- Page 3 on Herts Public Health section 'Strategic business intelligence and analytics' (is difficult to understand)
- Page 6 mentions 146 HHEH users reported isolation and loneliness affecting them – Could this be given as a % of HHEH users
- Page 5 'Genuinely engaging with our residents' – remove the word 'Genuinely' as this almost implies, we are not sincere when talking to residents at the moment when we very much are
- Page 6 perhaps not clear enough with the link on 'mental health and dementia'

- Page 4 'Mental health' needs to be its own issue rather than attaching it to 'Dementia' and 'autism' which creates confusion that these are the only two areas mental health matters
- The Mission Statement has not linked itself to the council's net zero commitments
- Clear reference to 'ageing well'
- An acknowledgement of the importance of employment on the prosperity of residents and the impact on spending and accessing what East Herts has to offer
- Page 8 to try and build on sports with good 'physical activity' Page 8 red box third bullet point – insert "& physical activity" so it reads "Enable sports and physical activities development"
- Page 7 blue box column for "Town and parish councils and the voluntary and community sector" – suggestion to emphasise the importance of volunteering in delivering "Run civic events and maintain gardens and green spaces"

Council's response to the findings:

- The direct engagement with health and wellbeing group members, residents and professionals was informative and worthwhile. There are a number of feedback areas and suggestions that overlap with the online consultation survey results, analysed above. The variety of consultation sources adds depth and consistency to the Thriving Together health and wellbeing plan review process and guides the development of the action plan.
- Additional layout and format changes have been considered and any necessary changes made to the post consultation Thriving Together version. Please see **Appendix B**

4. Further online engagement with resident and organisation representatives

Following discussion with the Executive Member for Wellbeing, the post consultation Thriving Together health and wellbeing plan main changes were presented to a small group on 14th December 2023. The group endorsed the presented changes, discussed the progress of the plan and expressed their desire to continue their involvement and detailed the following observations:

- The importance of public health family partners working together will help achieve the priorities and local actions more easily.
- How the community can be involved both in terms of the local venues, facilities and the resources it has available is central to helping more local people participate in activities
- The value of communication in promoting involvement in community activities so residents are aware what is happening locally
- Being aware of barriers to health and wellbeing involvement, creating incentives so residents of all ages can be introduced to new community activities and keep going with them
- There is a need to communicate about the many different community activities available in East Herts to encourage more uptake.

7.2 Appendix B - Thriving Together post consultation content and format changes

Summary of content and format changes

| Page(s) no. | Suggestion and previous content | Updated text changes |
|-------------|---|---|
| 1 | Respondents requested more explanation of terms and acronyms | Added new text box at top of relevant pages of Thriving Together mission statement to give explanation of terms. Example – Integrated Care Partnership and Sustainability |
| 1 | Title of Thriving Together strapline could read better Previously read “promoting healthy lifestyles and community wellbeing and sustainability” | Title strapline changed from “promoting healthy lifestyles, community wellbeing and sustainability” to “promoting healthy lifestyles, community wellbeing and sustainability” and reflected in subsequent sections. |
| 1 | Comment received about council logo being omitted | East Herts Council logo added to initial page of Thriving Together to uphold brand and organisation identity |
| 3 | “Strategic business intelligence and analytics” – text from | Can retain Hertfordshire Public Health Strategy words whilst providing an alternative simpler explanation, text changed |

| | | |
|---|--|--|
| | Hertfordshire Public Health section not clear | to “Strategic business intelligence and analytics or using data to inform health and business decisions” |
| 4 | Requests for clarity on life stages and distinction between “autism” and “neuro diverse” | Page 4 text content is taken from the ICP Herts and west Essex Strategy, words used are integral to original format - Understanding and clarity issues noted with text being added to explain distinctions in information box at top of page 4 – “Life stages occur throughout life from birth to death with different conditions needed to help life chances flourish” and “Neurodiversity describes the idea that people experience and interact with the world around them in many different ways. The word neurodiversity refers to the diversity of all people, but it is often used in the context of autism spectrum disorder (ASD), as well as other neurological or developmental conditions such as ADHD or learning disabilities” |
| 5 | Request to remove “Genuinely” from engaging with our | Text changed from “Genuinely engaging with our residents” to “Engaging with our residents” |

| | | |
|-----|--|--|
| | residents' – as this almost implies we are not sincere | |
| 5 | Request from December 14 Thriving Together additional engagement session to add "support" to read "taking time and effort to support and establish community based initiatives....." | Text changed from "Taking the time and effort to establish community-based initiatives" to "Taking the time and effort to support and establish community-based initiatives while building capacity for residents to lead local activities" |
| 6 | Request for 146 HHEH users for affected by loneliness to be expressed as percentage. | <ul style="list-style-type: none"> - 335 Healthy Hub East Herts residents received support for all categories for the data period 2022/23 until the end of November 2023 - 146/335 Healthy Hub East Herts users have been classified as experiencing loneliness which equates to 43% of total users Healthy Hub East Herts |
| 6-7 | Observed that some of the health data entries could be simplified. | Health data sources have been simplified and amended "At the England-wide level, 6.5% of people report feeling lonely often or always (National Quality of Life survey, 2022)" |

| | | |
|---|--|---|
| | | and "17% of East Herts households are people living alone (Census 2021)" |
| 7 | Suggestion to emphasise the importance of volunteering in delivering "Run civic events and maintain gardens and green spaces" | New text action added "Run civic events and maintain gardens and green spaces" |
| 8 | Feedback identified "Ageing well" importance. Text previously read "Directly support individuals to live well and live healthier lives." | Text changed from "Directly support individuals to live well and live healthier lives" to "Directly support individuals to live well and live healthier lives including ageing well." |
| 9 | Respondents suggested there could be clearer connections to the council strategies which featured the sustainability, net zero agenda target commitments | Environmental sustainability defined in information box Environmental sustainability references will be made clearer in the action plan |

| | | |
|---|---|--|
| 9 | Request to feature parks and open spaces more prominently, promote physical activity and sport and include needs of rural communities. Previous content was | Text changed from “Enable sports development activities” to “Enable sports and physical activity programmes” |
| 9 | Suggestion made as to purposefulness of employment and value in wellbeing. | Text changed from “Enable good physical and mental wellbeing.” to “Enable good physical and mental wellbeing and the value of employment in wellbeing” |
| 9 | Feedback requested to understand the needs of rural communities are different to town communities. | New text action added "Understand the needs of rural communities." |

| Page(s) no. | Previous format | Proposed format change |
|--------------------|---|--|
| Page 5 - 9 | Resident feedback suggested contrast of white text on some colours was hard to read | Text changed to bold white font and colour of boxes changed to softer colours with more contrast |



Thriving Together

*Promoting healthy lifestyles,
community wellbeing and sustainability*

***East Herts Council's
mission statement***

2024 - 2027

If you see an Information box like this, it will give you more detail about content on that page

Thriving Together

Our Mission Statement



Vision

We want to enhance our residents' health and wellbeing so that everyone in East Herts has the ability and confidence to contribute to and benefit from wider community wellbeing and sustainability



Goals

Improve the health and wellbeing of members of East Herts' diverse communities

Support and amplify the work of all those furthering public health in the district including the Hertfordshire and west Essex Integrated Care Partnership

Enable individuals and community groups to make healthy lifestyle choices and live sustainable lives



Ways of working

Support individuals to improve their health and wellbeing

Enable groups in the community to support themselves and each other to build community wellbeing and sustainability

Provide advice and assistance to build community resilience

Supporting and promoting the delivery of Hertfordshire Public Health's objectives



Support Hertfordshire Public Health to

- Lead prevention through partnership working
- Reduce health inequalities
- Achieve best value for money



Work with Hertfordshire Public Health to improve the health and wellbeing of

- Children
- Young people
- Adults



Draw on Hertfordshire Public Health's expertise in

- Health protection
- Strategic business intelligence and analytics or using data to inform health and business decisions
- Insight and review

Supporting and promoting the delivery of the Hertfordshire and west Essex Integrated Care Partnership's strategic aims

The Integrated Care Partnership (ICP) is a group of partners and organisations working together to support and promote the outcomes below across the Herts and west Essex system

Life stages occur throughout life from birth to death with different conditions needed to help life chances flourish

Neurodiversity describes the idea that people experience and interact with the world around them in many different ways. The word neurodiversity refers to the diversity of all people, but it is often used in the context of autism spectrum disorder (ASD), as well as other neurological or developmental conditions such as ADHD or learning disabilities



Together with the ICP, promote healthy outcomes at key life stages by

Giving every child the best start in life

Enabling our residents to age well and supporting people living with dementia



Work with the ICP to build healthy places and communities by

Supporting our communities and places to be healthy and sustainable

Supporting our residents to maintain healthy lifestyles



Support the ICP's work with residents with chronic conditions by

Improving support for people living with life-long conditions, long-term health conditions, physical disabilities and their families

Improving our residents' mental health and outcomes for those with learning disabilities and autism

Improving individual's health and wellbeing to enable them to contribute to and benefit from wider community wellbeing and sustainability

Sustainability is knowing about and acting on our individual health and environmental concerns and positively influencing the way we live amongst our communities

Engaging with our residents



Learning by participating in discussions, events and activities at the local level

Working together to create and share relevant and valuable information

Taking the time and effort to support and establish community-based initiatives while building capacity for residents to lead local activities

Recognising that healthy and fulfilling lives underpin community wellbeing and sustainability



Fostering health goals that build a sense of shared purpose between individuals

Supporting healthy living activities that enhance social interaction and help deliver interconnected and resilient communities

Understanding that communities that value well-being tend to prioritise inclusivity, collaboration and coming together to jointly tackle bigger challenges

Making the link between arts and culture and health and wellbeing



Reducing stress and improving mental wellbeing through creativity

Bringing people together to enjoy themselves and in doing so improve their health and wellbeing at the same time

Building opportunities for engagement in the arts and culture and lifelong learning as a buffer to social isolation and cognitive decline

The public health factors that East Herts can support residents and community groups address

The health and wellbeing data sources used here, help guide decision making about local actions and how these measures can go up or down over time. An action plan will be developed to track the progress of these local East Herts actions



Inactivity and weight

A fifth of East Herts residents are classed as inactive (Sport England survey, 2019)

53.6% of East Herts adults are overweight or obese (Office for Health Improvement and Disparities [OHID], Local Authority Public Health Profiles 2021/22)



Isolation and loneliness

At the England-wide level, 6.5% of people report feeling lonely often or always (National Quality of Life survey, 2022)

146 (43%) people helped by the Healthy Hub East Herts in 2022/23 reported their wellbeing was impacted by loneliness

17% of East Herts households are people living alone (Census 2021)



Mental health and dementia

Nationally, over a fifth of adults report at least mild to moderate levels of mental health distress (National Quality of Life survey, 2020)

42 people helped by the Healthy Hub East Herts in 2022/23 reported their wellbeing was impacted by mental health issues

4.4% people aged 65+ registered with a GP in Hertfordshire have a diagnosis of dementia (East and North Herts CCG Profiles, 2021)



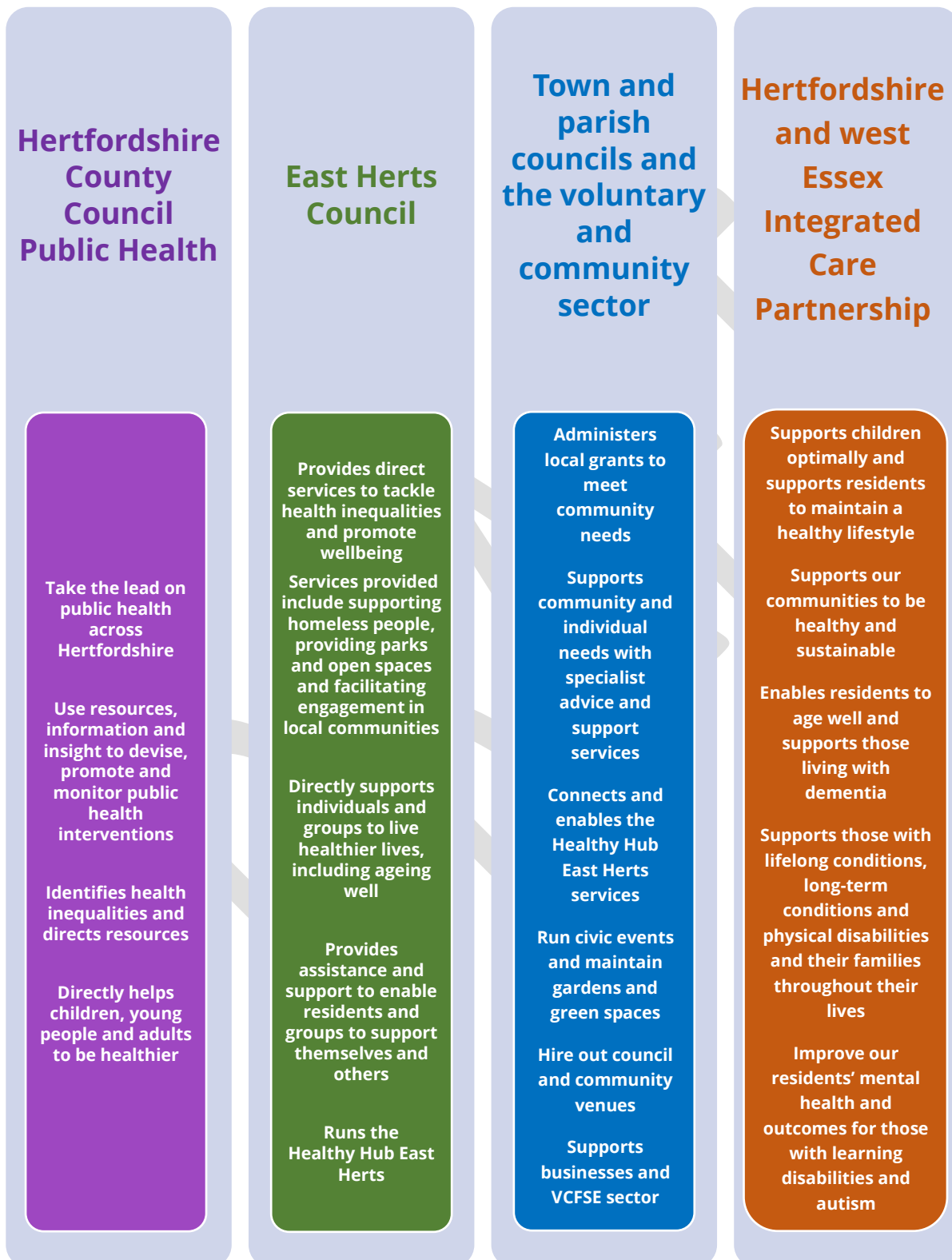
Homelessness

1,057 homeless households turned to the East Herts Council for help in 2022/23. This number has grown over the last four years

At any one time, there are more than 30 homeless households living in hostels and other temporary accommodation provided by East Herts Council

DRAFT

Playing to the strengths of each partner with the Hertfordshire public sector family



*East Herts Council's actions to support and promote healthy lifestyles,
community wellbeing and sustainability*

Support individuals to improve their health and wellbeing

- Help residents achieve and maintain a healthy weight
- Enable good physical and mental wellbeing and the value of employment in wellbeing
- Reduce the number of inactive residents
- Reduce loneliness and social isolation
- Support those with long term conditions to have better health
- Provide housing opportunities in keeping with health needs
- Reduce rough sleeping and homelessness
- Support households to improve the energy efficiency of their homes

Enable groups in the community to support themselves and each other

- Support the East Herts Dementia Friends Group
- Support Breathe Easy groups across the district
- Bring together voluntary and community groups through the Healthy Hub East Herts
- Understand the needs of rural communities
- Provide community grants to foster self-help and community support
- Support LGBTQ Pride events
- Enable community engagement
- Promote environmental sustainability

Provide advice and assistance to build community resilience

- Provide high quality sports and leisure facilities
- Enable sports and physical activity programmes
- Increase the supply of affordable housing
- Promote and encourage active travel, including walking and cycling
- Encourage use of green open spaces and parks
- Tackle poor air quality
- Use arts and cultural activities to strengthen healthy lifestyles, wellbeing and sustainability
- Involve residents in place based health and wellbeing approaches

7.4 Appendix D

EQIA for Thriving Together – a new health and wellbeing plan for East Herts 2024 - 2027

Created by Simon Barfoot 08/12/2023

| 1 Identify the aims of the policy/service/function and how it is implemented. | | | |
|--|---|--|--|
| | Key questions | Answers / Notes | Actions required |
| 1.1 | What is the aim, objective or purpose of the policy/service/function? | <p>The Housing and Health Service came together in 2016/17. The Service's core functions are now grouped as follows:</p> <ul style="list-style-type: none"> • Housing Services • Environmental Health • Licensing and Enforcement • Community Wellbeing and Partnerships <p>Thriving Together – a new health and wellbeing plan for East Herts 2024 - 2027</p> <p>Key objectives are to:</p> <ul style="list-style-type: none"> • work closely with residents, organisations and partners as part of the public health family to improve healthy lifestyles, community wellbeing and sustainability | Implemented in application of health and wellbeing plan priorities and delivery of programmes by Council and wider health partners |
| 1.2 | What outcomes do you want to achieve with this | Thriving Together – a new health and wellbeing plan for East Herts 2024 - 2027 | As above |

7.4 Appendix D

EQIA for Thriving Together – a new health and wellbeing plan for East Herts 2024 - 2027

| | | | |
|--|--|---|--|
| | <p>policy/service/function and for whom?</p> | <p>Vision:</p> <p>We want to enhance our residents' health and wellbeing so that everyone in East Herts has the ability and confidence to contribute to and benefit from wider community wellbeing and sustainability</p> <p>Ways of working</p> <p>Support individuals to improve their health and wellbeing</p> <p>Enable groups in the community to support themselves and each other to build community wellbeing and sustainability</p> <p>Provide advice and assistance to build community resilience</p> <p>Its priorities include:</p> <ul style="list-style-type: none"> • Supporting and promoting the delivery of Hertfordshire Public Health's objectives | |
|--|--|---|--|

7.4 Appendix D

EQIA for Thriving Together – a new health and wellbeing plan for East Herts 2024 - 2027

| | | | |
|--|--|---|--|
| | | <ul style="list-style-type: none">• Supporting and promoting the delivery of the Hertfordshire and west Essex Integrated Care Partnership's strategic aims• Improving individual's health and wellbeing to enable them to contribute to and benefit from wider community wellbeing and sustainability• The public health factors that East Herts can support residents and community groups address• Playing to the strengths of each partner with the Hertfordshire public sector family East Herts Council's actions to support and promote healthy lifestyles, community wellbeing and sustainability | |
|--|--|---|--|

7.4 Appendix D

EQIA for Thriving Together – a new health and wellbeing plan for East Herts 2024 - 2027

| | | | |
|-----|--|---|----------|
| 1.3 | Who defines or defined the policy/service/function? | Head of Housing and Health in consultation with Chief Executive Officer and Senior Leadership Team. | As above |
| 1.4 | Who implements the policy/service/function? | Housing and Health including the Community Wellbeing and Partnerships Team. All other Services across the Council who have a vital role in promoting and implementing health and wellbeing principles and priorities alongside the vital contribution of many residents, health organisations and partners | As above |
| 1.5 | What factors or forces are at play that could contribute or detract from the outcomes identified earlier? | With Hertfordshire County Council Public Health East Herts Council will work with its public health family partners indicated in the priorities section above to collectively address health and wellbeing as part of the Integrated Care System across Herts and west Essex. East Herts Council will also work locally to connect with these residents, health organisations and partners to deliver the local actions | As above |

7.4 Appendix D

EQIA for Thriving Together – a new health and wellbeing plan for East Herts 2024 - 2027

| | | | |
|--|--|--|--|
| | | <p>identified in the Thriving Together health and wellbeing plan 2024 – 2027. The Healthy Hub East Herts, whole systems obesity and place based approaches including the programmes and interventions outlined in this plan will enable further demonstrations of the EQIA policy to be applied in practice</p> <p>Factors which could affect the ability to meet the priorities outlined in 1.2/1.3 are:</p> <ul style="list-style-type: none"> • Council spend constraints and the direct impact on public health budgets • Prioritisation of health and wellbeing programmes and reducing resources • Continued support for health and wellbeing by members • National policy and direction • Capacity of health partners and volunteer organisations • Ability of NHS health system to | |
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7.4 Appendix D

EQIA for Thriving Together – a new health and wellbeing plan for East Herts 2024 - 2027

| | | adapt and move strategically towards prevention | |
|-----|---------------------------------|--|--|
| | Protected characteristic | Issues | The council's mitigation |
| 1.6 | Age | <p>Certain age groups are naturally more likely to have health conditions and illness.</p> <ul style="list-style-type: none"> • children • pregnant mums • those experiencing health issues in later life and those with pre-existing health conditions | <p>Knowledge of these vulnerabilities will allow usual engagement and community health and wellbeing approaches to be tailored to age or health condition vulnerabilities.</p> |
| | Disability | <p>The nature of contact through the HHEH and supporting partners and organisations is provided to meet complex needs including disabilities and those who are carers, looking after family members with one or more long term conditions</p> | <p>Knowledge of these vulnerabilities will allow usual engagement and community health and wellbeing approaches to be tailored to:</p> <ul style="list-style-type: none"> • meet complex needs and be inclusive to those with disabilities or long-term conditions include adjustments for access to community buildings and venues |

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EQIA for Thriving Together – a new health and wellbeing plan for East Herts 2024 - 2027

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| | <p>Pregnancy and maternity</p> | <p>There are general and specific community health and wellbeing impacts on pregnant women, including:</p> <ul style="list-style-type: none"> • good lifestyle prevention approaches to enable the baby to grow and develop well • awareness in relation to taking part in physical activity at late trimester stage <p>specific complications that may arise and need reasonable adjustment in terms of health advice or activities undertaken</p> | <p>Being aware of general public health and wellbeing advice so that:</p> <p>Assessment for council and partner activities takes place for pregnant women</p> <p>Physical or other activities which could negate against the mother and unborn baby's health and wellbeing are planned for</p> |
| | <p>Race</p> | <p>For many ethnically diverse and Asian or Black communities, particular health inequalities are faced. These can be due to:</p> <ul style="list-style-type: none"> • genetic diseases • language or cultural barriers to using a range of services where | <ul style="list-style-type: none"> • Continue to gain insight about ethnically diverse, Black and Asian communities plus other cultural and race groups living as residents in East Herts • Use this information to act, advise and encourage service adjustments • Ensure lived experiences are understood, to |

7.4 Appendix D

EQIA for Thriving Together – a new health and wellbeing plan for East Herts 2024 - 2027

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| | | <p>adjustments need to be made</p> <ul style="list-style-type: none"> • services not recognising differences in how different cultural groups or ethnically diverse communities need to access health services • Healthy lifestyle issues such as gambling or giving up smoking where receiving help for these issues may impact cultural values and practices | <p>help reduce health inequalities for these groups and improve health and wellbeing outcomes</p> |
| | Religion and belief | <p>Being aware of religious beliefs and values to:</p> <ul style="list-style-type: none"> • adapt community engagement to accommodate religious ceremonies or prayer times • ensure culturally and religiously appropriate practices are respected e.g., Kosher food is provided • be aware of specific | <p>Ensure partners, organisations respect and understand groups and their different religious and belief needs, building good peer community understanding and relationships.</p> |

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EQIA for Thriving Together – a new health and wellbeing plan for East Herts 2024 - 2027

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| | | requirements for religious adaptation when providing physical activity or other health and wellbeing led programmes | |
| Sex | There can be differences between males and females for a number of health and economic outcomes: <ul style="list-style-type: none"> • women tend to have lower incomes than men • lone parents are more likely to experience poverty than other household types as meeting household and family needs may be more difficult to achieve with a single income | <p>The council recognises that there are many differences in health inequalities outcomes for men and women</p> <p>The council and its partners will use research and health information to understand the economic inequalities between men and women so local actions can address disadvantage</p> | |
| Marriage and civil partnership - A person who is married or in a civil partnership | Equality of opportunity in relation to accessing community health and wellbeing and lifestyle services and interventions for individuals irrespective of whether they are single, divorced, separated, living together or married or in a civil | The council and its partners will enable its community health and wellbeing and lifestyle services and interventions to be inclusive and accessible for these individuals and groups | |

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| | | partnership | |
| | Sexual orientation - Whether a person feels generally attracted to people of the same gender, people of a different gender, or to more than one gender (whether someone is heterosexual, lesbian, gay or bisexual). | Equality of opportunity in relation to accessing community health and wellbeing and lifestyle services and interventions for individuals including awareness that LGBTQ+ individuals can experience greater health inequalities due to a higher rate of mental health related issues | The council and its partners will enable its community health and wellbeing and lifestyle services and interventions to be inclusive and accessible for these individuals and groups |
| | Gender reassignment - Where a person has proposed, started or completed a process to change his or her sex. | Equality of opportunity in relation to accessing community health and wellbeing and lifestyle services and interventions for individuals irrespective of whether they are male or female, trans or 'whether they identify with the gender they were assigned at birth' | The council and its partners will enable its community health and wellbeing and lifestyle services and interventions to be inclusive and accessible for these individuals and groups |
| 2 | Consideration of available data, research and information | | |
| | Key questions | Answers / Notes | Actions required |
| 2.1 | What do you already | Inactivity and weight | As above |

7.4 Appendix D

EQIA for Thriving Together – a new health and wellbeing plan for East Herts 2024 - 2027

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| | <p>know about who uses this policy/service/function?</p> | <p>A fifth of East Herts residents are classed as inactive (Sport England survey, 2019)</p> <p>53.6% of East Herts adults are overweight or obese (Office for Health Improvement and Disparities [OHID], Local Authority Public Health Profiles 2021/22)</p> <p>Isolation and loneliness</p> <p>At the England-wide level, 6.5% of people report feeling lonely often or always (National Quality of Life survey, 2022)</p> <p>146 (43%) people helped by the Healthy Hub East Herts in 2022/23 reported their wellbeing was impacted by loneliness</p> <p>17% of East Herts households are people living alone (Census 2021)</p> <p>Mental health and dementia</p> | |
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EQIA for Thriving Together – a new health and wellbeing plan for East Herts 2024 - 2027

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| | <p>Nationally, over a fifth of adults report at least mild to moderate levels of mental health distress (National Quality of Life survey, 2020)</p> <p>42 people helped by the Healthy Hub East Herts in 2022/23 reported their wellbeing was impacted by mental health issues</p> <p>4.4% people aged 65+ registered with a GP in Hertfordshire have a diagnosis of dementia (East and North Herts CCG Profiles, 2021)</p> <p>Homelessness</p> <p>1057 households turned to East Herts Council for help in 2022/23. This number has grown over the last four years</p> <p>At any one time, there are more than 30 homeless households living in hostels and other temporary accommodation provided by East Herts Council</p> | |
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EQIA for Thriving Together – a new health and wellbeing plan for East Herts 2024 - 2027

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| | | <p>On a programme and intervention basis then more personalised information including healthy lifestyle behaviour and outcomes including barriers to health are collected. This data information is informed and consistent with GDPR (May 2018) guidelines and seeks consent from the individual for the information to be used in relation to the purposes it was intended for.</p> | |
| 2.2 | <p>What additional information is needed to ensure that all protected characteristic groups' needs are considered?</p> | <p>Age Sex Disability Gender Reassignment Pregnancy/Maternity Marriage/Civil Partnership Race Religion/Belief Sexual Orientation</p> <p>In relation to 2.1 above only information pertinent and relevant to the delivery of public health</p> | <p>Please see full definitions included in section 1.6.</p> |

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EQIA for Thriving Together – a new health and wellbeing plan for East Herts 2024 - 2027

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| | | programmes and interventions would be required. | |
| 3 | Formal consultation | | |
| | Key questions | Answers / Notes | Actions required |
| 3.1 | Who do we need to consult with? | To support the production of the Thriving Together health and wellbeing plan 2024 – 2027, the council has produced a resident and health partners online consultation and engaged with a number of health and wellbeing groups and community members to gain their views and ideas about promoting healthy lifestyles, community wellbeing and sustainability. This has been a valuable process through which insight and ideas have been gained with over 150 direct contributions. This has resulted in an improved Thriving Together health and wellbeing plan, updated to reflect some of the consultation comments received. | As above |
| 3.2 | What method/form of consultation can be | Email/phone/web survey/personal contact and other information and | As above |

7.4 Appendix D

EQIA for Thriving Together – a new health and wellbeing plan for East Herts 2024 - 2027

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| | used? | media promotion forms. | |
| 4 | Assessment of impact | | |
| | Key questions | Answers / Notes | Actions required |
| 4.1 | Have you identified any differential impact and does this adversely affect any protected characteristic groups in the community? | <p>Age Disability Gender Reassignment Pregnancy/Maternity Marriage/Civil Partnership Race Religion/Belief Sexual Orientation</p> <p>The table found at section 1.6 above has highlighted a number of issues and the mitigating actions will help to ensure that any protected characteristic groups are not adversely affected</p> | Please see full definitions included in section 1.6. |
| 4.2 | If there is an adverse impact, can it be avoided, can we make changes, can we lessen | Please see 4.1 | As above |

7.4 Appendix D

EQIA for Thriving Together – a new health and wellbeing plan for East Herts 2024 - 2027

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| | it etc? | | |
| 4.3 | If there is nothing you can do, can the reasons be fairly justified? | If nothing can be done, reasons will be given to provide fair justification according to the case and circumstance. | As above |
| 5 | Consideration of the effect of proposed changes on other groups. | | |
| | Key questions | Answers / Notes | Actions required |
| 5.1 | Do any of the changes in relation to the adverse impact have a further adverse affect on any other protected characteristic group? | If any other changes in relation to adverse impact have a further adverse affect on any other protected characteristic, this will be investigated further. | As above |
| INTERNAL PROCESSES FOR THE ORGANISATION | | | |
| 6 | Deciding in the light of data, alternatives and consultations | | |
| | Key questions | Answers / Notes | Actions required |
| 6.1 | The organisation's decision making | The Thriving Together health and wellbeing plan 2024 - 2027 for East | As above |

7.4 Appendix D

EQIA for Thriving Together – a new health and wellbeing plan for East Herts 2024 - 2027

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| | process | Herts will have an accompanying action plan developed with the help of residents, health organisations and partners. | |
| 7 | Monitor in the future and publication of results of such monitoring | | |
| | Key questions | Answers / Notes | Actions required |
| 7.1 | <p>What have we found out in completing this EqIA?</p> <p>What can we learn for the future?</p> | <p>Community health and wellbeing and lifestyle services and interventions in all its forms from health and social care to public health is diverse and requires careful application, support and general or tailored delivery at the community and population level to improve the health outcomes of the individual. Whilst the emphasis of the the Thriving Together health and wellbeing plan 2024 – 2027 for East Herts is to improve healthy lifestyles, community wellbeing and sustainability, only in partnership with other organisations across the health system can the shift to long term prevention occur. To relieve the</p> | As above |

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| | | burden on acute treatment services, new ways of working with increased co-operation between health organisations and partners will be needed to improve the health outcomes and reduce health inequalities amongst East Herts communities. | |
| 8 | Publication of results of the impact assessment Date: Covering the period 2024 - 2027. Lead Officer: Simon Barfoot, Healthy Lifestyles Programme Officer | | |

Agenda Item 6

East Herts Council Report

Overview and Scrutiny Committee

Date of meeting: 16 January 2024

Report by: Councillor Tim Hoskin, Executive Member for Environmental Sustainability

Report title: Air Quality Action Plan for East Hertfordshire

Ward(s) affected: All

Summary

- This report presents to Overview and Scrutiny members the final draft version of the Air Quality Action Plan for East Hertfordshire following public consultation.

RECOMMENDATIONS FOR Overview and Scrutiny Committee Members:

- a) consider and scrutinise the draft Air Quality Action Plan and pass any comments to the Executive Member for Environmental Sustainability for consideration prior to presentation of the Air Quality Action Plan to the Executive.**

1.0 Background

- 1.1 At its meeting on the 12 September 2023, members of the Overview and Scrutiny (O&S) Committee were presented with data on the air quality within the three AQMAs in East Hertfordshire and a scoping document laying out the priorities and themes for actions to be considered for inclusion in the

action plan.

- 1.2 Since this meeting, the council has drafted an Air Quality Action Plan (AQAP) for East Hertfordshire, **Appendix A**, and undertaken a public consultation exercise, seeking views from the public as well as statutory bodies such as the Department for Environment, Food & Rural Affairs (DEFRA). An analysis of the consultation can be found in **Appendix B**.
- 1.3 O&S members are invited review the draft AQAP. O&S members' views will be considered by the Executive Member for Environmental Sustainability before submitting the final AQAP to the Executive on the 13 February 2024.

2.0 Air Quality Action Plan layout

- 2.1 When drafting the AQAP the council has tried to balance the statutory requirements for the action plan with the need to make it a usable document for the wider public, some of whom may not have an in-depth technical knowledge of the subject.
- 2.2 We have also assumed people may choose to dip in and out of the report to look at specific areas that affect them, for example because of where they live or work. For this reason, it has been necessary in some parts of the report to repeat key scene setting.

3.0 Key priorities

- 3.1 In devising our air quality priorities, we have drawn upon:
 - a) the empirical air pollution findings from our AQMAs
 - b) the detailed source apportionment modelling undertaken by external specialists

- c) our review of the wider public health, planning and climate change contexts and
- d) the professional views and experience of our multi-agency steering group.

3.2 Our four priorities focus on the key issues we need to tackle to improve air quality across our AQMAs.

- a) Priority 1: Reduce the impact of traffic levels and congestion on air quality
- b) Priority 2: Mitigate the impact of future growth on air quality
- c) Priority 3: Support residents to make active travel choices
- d) Priority 4: Reduce East Herts Council's own impact on air quality

3.3 Further information on the four priority areas can be found in **Appendix A**.

4.0 Tackling the key causes of air pollution

4.1 Part of the process of writing this AQAP was to consider where the pollution in the three Air Quality Management Areas (AQMA) comes from. This work was undertaken by Bureau Veritas on behalf of the council.

4.2 While there are other sources of pollution affecting the air quality in East Hertfordshire, pollution from vehicles is the main contributing factor with regards to the three AQMAs, with diesel cars being the main source of pollution. Where possible, we have focused our action plan on reducing this source of pollution.

4.3 Part IV of the Environment Act 1995 (as Amended 2021) sets out national air quality objectives (AQO) which should be considered as the maximum levels of air pollution to which

people should be exposed. These AQOs are:

- a)** the annual average level of nitrogen dioxide (NO₂) in a location should be no higher than 40µg/m³, that is, 40 micrograms of NO₂ per cubic metre of air and
- b)** the hourly average level of nitrogen dioxide (NO₂) in a location should be no higher than 200µg/m³.

4.4 National guidance requires at least three continuous years of readings at 10% below the annual average AQO before the council can revoke the AQMA. This means all recording locations in an AQMA would need to show NO₂ levels of no more than 36µg/m³ for three years running.

4.5 Analysis of the proposed actions in the action plan indicate that:

- a)** in the Hertford AQMA, the measures to be taken over the lifetime of this action plan are likely to act together to bring air pollution below the 36µg/m³ threshold for revoking the AQMA
- b)** in Sawbridgeworth, if the upper estimates of pollution reduction from all the proposed measures in the draft AQAP were met, then it would appear possible to achieve pollution levels below the 36µg/m³ threshold for revoking the AQMA over the lifetime of this action plan. Lower reductions stemming from the proposed measures would not, however, lead to meeting this threshold. The ongoing switch away from fossil-fuelled vehicles could assist in meeting the threshold. If this impact is insufficient to achieve the lower levels, the council and its partners would need to consider the case for implementing some of the exploratory measures listed in the draft AQAP
- c)** the situation in Bishop's Stortford is more complicated; just the measures to be taken as listed in the draft AQAP would not be sufficient to bring air pollution below the

36µg/m³ threshold for revoking the AQMA. In this AQMA, it is suggested that the impact of the switch away from fossil-fuelled vehicles is very closely monitored on a regular basis and that, should this not assist sufficiently in bringing air pollution down below the threshold for revocation of the AQMA, the council, its partners and those living and working in the district will consider the case for implementing some of the exploratory measures listed in the draft AQAP.

4.6 More information on these calculations can be found in **Section 14 of Appendix A.**

5.0 Future actions

5.1 This action plan is designed to be an active and evolving document throughout the next five years. As information, understanding and technology evolve over time, the council will adapt its approach to ensure it is using its limited resources on the actions which will have the most impact.

6.0 Details of the consultation

6.1 In line with the current Local Air Quality Management Policy Guidance (LAQM PG) document, the council undertook a public consultation exercise on the proposed air quality action plan. The consultation ran for six weeks from the 31 October 2023 to 13 December 2023.

6.2 In determining a proportionate period for the statutory consultation, officers have followed Defra's practice of 4-6 weeks consultation on statutory matters (other than for national policy changes of greater broader significance). Other local authorities typically follow Defra's practice.

6.3 Statutory consultees who were consulted on this action plan include:

- a)** the Secretary of State
- b)** the Environment Agency
- c)** DEFRA / LAQM
- d)** National Highways
- e)** UK Health Security Agency
- f)** Local MPs
- g)** Hertfordshire County Council (Public Health / Highways)
- h)** Hertfordshire police
- i)** neighbouring local authorities.

6.4 Information about the consultation was emailed directly to statutory consultees, key partners, council members and known interested parties (such as local air quality interest groups and local bus operators). In addition, the consultation was publicised on our website, social media channels and a press release was issued.

6.5 For the purposes of this report, respondents have been classified as either “public” or “statutory consultee”.

- a)** Public – responses from the public, includes councillors, business owners and town councils.
- b)** Statutory consultee – responses from the statutory consultees are from those listed in section 6.3 above.

6.6 Overall, the council received 189 responses to the consultation (182 public responses and seven from statutory consultees). Most respondents to the survey were from the towns where the three air quality management areas are located.

7.0 Responses from the public

7.1 A full breakdown of the council's response to the consultation can be found in Section 4 of **Appendix B**.

7.2 As a direct result of the responses from the public the council has introduced the following changes to the actions:

- a)** added additional sub-actions to action 1.5 around new real-time air quality monitoring equipment in the three Air Quality Monitoring Areas
- b)** reworded action 1.7, to clarify the council's position on a ULEZ. The aim of the original wording was to indicate the council wishes to investigate the pros and cons of ULEZ in the local context in reflection of its commitment to thorough examination and public engagement on all possible options for reducing air pollution. The revised wording clarifies this
- c)** added an additional action (1.8), focusing on minimising congestion, in recognition of the strong views expressed in the consultation with almost half (47%) of all respondents called for continued / renewed / new efforts to reduce congestion such as providing alternative routes to the AQMAs such as bypasses around the Hertford and Sawbridgeworth AQMAs and promoting greater use of the A1184/A120 which is large part forms a bypass around Bishop's Stortford
- d)** added an additional sub-action to action 3.7 around publishing reviews to the council's website.

8.0 Responses from statutory consultees

8.1 Of the statutory consultees, seven have responded to the consultation, namely:

- a)** DEFRA / LAQM

- b) the Environment Agency
- c) UK Health Security Agency
- d) National Highways
- e) Hertfordshire County Council
- f) Epping Forest District Council
- g) South Cambridgeshire District Council.

8.2 The responses received from the statutory consultees were supportive of our work and some contained helpful editorial comments. All comments have been considered, with amendments made to the AQAP in line with the most substantive comments.

8.3 DEFRA's response to the consultation was very supportive of them approving the final AQAP version when it is submitted in February. Of note from their response were the following:
"While the draft AQAP doesn't specifically use the latest Defra report template, the report is thorough and clearly set out in a custom theme, and contains the relevant overall content, sections and tables covered in the template.

"Overall, the AQAP is very well considered, with extensive detail presented on the formulation of the Plan, the costs/benefits of measures and the overall likely reductions in concentrations as a result of implementation of the Plan. Additionally, the layout of the document is clear and concise throughout, even if the latest template has not been strictly adhered to. The draft AQAP is therefore accepted, and many elements could be considered examples of best practice."

9.0 Next steps

9.1 The Executive Member for Environmental Sustainability will consider the comments made by members of the Overview and Scrutiny committee when determining the final version of the AQAP to put to the Executive, with a recommendation to

endorse its submission to DEFRA for approval.

- 9.2 Once approved by DEFRA, the Executive Member for Environmental Sustainability, will be able to formally adopt the Air Quality Action Plan on the council's behalf, using delegated authority to be sought from the Executive.

10.0 Conclusion

- 10.1 To conclude, the draft Air Quality Action Plan will focus the council's limited resources, and those of others, at the areas which are likely to have the most significant impact on improving air quality across East Hertfordshire, in the three air quality management areas.
- 10.2 The council will continue to work with key partners to undertake a wide range of activities aimed at improving air quality and will adapt its approach as new evidence-based initiatives arise.

11.0 Reason(s)

- 11.1 As this is a key document for the council, it is important to gain views from members of the Overview and Scrutiny committee before submitting the final version to the Executive.

12.0 Options

- 12.1 Within the context of continuing financial pressures on the council, scale back or cease work on air quality – NOT RECOMMENDED as the declaration of AQMAs requires the council to work with partners to reduce pollution levels. Arguably, only continued work to produce a refreshed Air Quality Action Plan and seek external funding for projects will enable the council to play its part, alongside Hertfordshire County Council, national government and local communities

and people, to build on the air quality gains seen to date. A corollary of ceasing air quality work would be that there'd be little in future for the Overview and Scrutiny Committee to consider.

- 12.2 Adopt an ad hoc approach to working on air quality without renewing the Air Quality Action Plan – NOT RECOMMENDED as although this approach would likely see some benefits, the opportunities for joined-up working and the bringing together of actions could be lost. The Overview and Scrutiny Committee could, of course, continue to review actions from time-to-time.
- 12.3 Adopt the proposed Air Quality Action Plan as discussed in this report and continue with joined-up actions – RECOMMENDED. The Overview and Scrutiny Committee could consider progress on a periodic basis.

13.0 Risks

- 13.1 There is a risk to health from inaction on air pollution in the district.
- 13.2 There is a reputational risk to the council if it were considered not to be taking the problem of air pollution seriously.
- 13.3 There is a financial risk as failure to work with all interested parties and communities on the reduction of air pollution could ultimately led to higher cost interventions, such as road closures, road pricing and the like, being required to tackle the problem.
- 13.4 There is a risk of DEFRA imposing financial penalties on the council for failing its statutory duty by not having an up-to-date Air Quality Action Plan.

14.0 Implications/Consultations

14.1 Community Safety

- a)** No

14.2 Data Protection

- a)** No

14.3 Equalities

- a)** Yes – Poor air quality can disproportionately impact people with particularly protected characteristics, notably disabled people with long-term health conditions such as asthma and chronic obstructive pulmonary disease (COPD) and older people who are more likely to have such disabilities. Thus, efforts to improve air quality are likely to have significantly beneficial impact on people with this protected characteristic.

14.4 Environmental Sustainability

- a)** Yes – The work identified in this report will improve environmental sustainability.

14.5 Financial

- a)** No – There are no direct financial implications arising from consideration and ultimate adoption of the Air Quality Action Plan. Of course, should specific actions then be followed, there would in some cases be quite considerable financial implications; any future proposals with significant revenue and/or capital implications for the council will be put to members for consideration at the

time.

14.6 Health and Safety

a) No

14.7 Human Resources

a) No

14.8 Human Rights

a) No

14.9 Legal

a) The declaration of AQMAs requires the council to work with partners to reduce pollution levels.

b) Under section 83A of Part IV of the Environment Act 1995, as amended by the Deregulation Act 2015 – Part 4 of Schedule 13, once an AQMA has been designated the district council should prepare an AQAP that sets out how it will achieve the air quality standards or objectives for the area that the AQMA covers. The district council should provide information on the timescales for the achievement of measures that it can take under the powers that it has. Relevant powers and mechanisms include environmental health functions and land use planning. This proposed AQAP fulfils this duty.

14.10 Specific Wards

a) No – Although focused on the wards with AQMAs, the council's work to raise awareness of the issue of air pollution and take steps to curtail it apply across the district.

15.0 Background papers, appendices and other relevant material

15.1 Background Information:

- a) Overview and Scrutiny Committee minutes from 30/11/2023
<https://democracy.eastherts.gov.uk/ieListDocuments.aspx?CId=515&MId=5341&Ver=4&J=5>
- b) Climate change emergency declaration 2019
<http://democracy.eastherts.gov.uk/ieListDocuments.aspx?CId=158&MId=3508&J=3>
- c) Climate change emergency declaration 2023
<http://democracy.eastherts.gov.uk/ieListDocuments.aspx?CId=158&MId=4215&J=5>

15.2 Appendices

- a) **Appendix A** – Draft Air Quality Action Plan for East Hertfordshire
- b) **Appendix B** – Analysis of responses from the public consultation

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Air Quality Action Plan (2024 – 2029) Consultation Analysis

January 2024



| Information | |
|--------------------------------|---|
| Local Authority | East Herts Council |
| Department | Environmental Health Housing and Health Service |
| Address | East Herts Council Wallfields Pegs Lane Hertford SG13 8EQ |
| Telephone | 01279 655261 |
| E-mail | environmental.health@eastherts.gov.uk |
| Report Reference Number | Draft version: 05.01.24 |
| Date | January 2024 |

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1 Overview of consultation

1.1 Summary of consultation undertaken

In line with the current Local Air Quality Management Policy Guidance (LAQM PG) document, the council undertook a public consultation exercise on the proposed Air Quality Action Plan (AQAP). The consultation ran for six weeks from 31st October 2023 to 13th December 2023.

In determining a proportionate period for the statutory consultation, officers have followed Defra's practice of 4-6 weeks consultation on statutory matters (other than for national policy changes of greater broader significance). Other local authorities typically follow Defra's practice too.

Information about the consultation was emailed directly to statutory consultees, key partners, council members and known interested parties, such as local air quality interest groups and local bus operators. In addition, the consultation was publicised on our website, social media channels and a press release was issued.

Statutory consultees who were consulted on this action plan include:

- the Secretary of State
- the Environment Agency
- UK Health Security Agency
- DEFRA / LAQM
- National Highways
- local MPs
- Hertfordshire County Council (Public Health / Highways)
- neighbouring local authorities
- Hertfordshire police.

Respondents to the consultation were asked to provide information against ten questions, five of which were collecting general information such as name and location, while five focused on the contents of the proposed Air Quality Action Plan (AQAP). The questions can be found in **Appendix A** of this report.

1.2 Classification of responses

For the purposes of this report, respondents have been classified as either “public” or “statutory consultee”.

- Public – responses from the public, includes councillors, business owners and town councils.
- Statutory consultee – responses from the statutory consultees are from those listed in section 1.1 above.

1.3 Responses to the consultation

Overall, the council received 189 responses to the consultation (182 public responses and seven from statutory consultees). The public responses have been broken-down further to show how respondents identified themselves, the results can be found in **Table 1**. Most respondents to the survey were from the towns where the three air quality management areas are located, with 90 respondents living in Bishop’s Stortford, 27 in Hertford and 21 in Sawbridgeworth. **Table 2** shows where respondents identified themselves as living or working.

Table 1 – Breakdown of how respondents classified as “public” identified themselves (n=182)

| Role | Percentage of Respondents |
|--|---------------------------|
| Private individual | 82% |
| East Herts Council councillor | 6% |
| Local business owner | 4% |
| Town / Parish Council | 4% |
| Town / Parish / County Council councillor | 2% |
| Community group | 1% |
| Hertford and Stortford Constituency Labour Party | 1% |

Table 2 – Breakdown of how respondents classified as “public” identified where they live or work (n=182)

| Location | Percentage of Respondents |
|--|---------------------------|
| Bishop’s Stortford | 49% |
| Hertford | 15% |
| Other towns and villages in East Hertfordshire | 15% |
| Sawbridgeworth | 12% |
| Responses from outside East Hertfordshire | 9% |
| Unspecified | 1% |

2 Analysing the responses from the public

2.1 Views on proposed actions

The public were asked to give their views through a series of open-ended questions, these being:

- Do you think the council's new air quality action plan will effectively address air pollution in the area? Give your reasons for your views.
- Which specific measures in the air quality action plan do you think are most important in combating air pollution?
- Are there any additional measures you believe should be included in the air quality action plan?
- Do you have any other comments regarding the air quality action plan?

Respondents often voiced similar concerns and ideas under all these questions and so it has proved useful to consider all the responses together, that is, respondents' opinions have been grouped together regardless of which actual question the view was given in response to.

In total, 182 respondents gave their views on the draft air quality action plan and all or some of the proposals it contains. Given the breadth of the action plan, respondents often gave very detailed responses and so all their views have been included, resulting in the total number of individual opinions and ideas expressed being greater than the number of respondents. For clarity, in all the analysis, the responses are represented as a percentage of all respondents, not all responses; this is the best way of presenting the frequency with which respondents gave a particular opinion. The number of respondents answering any particular question is represented by the letter "n" in each table or figure heading.

Table 3 – Overall views and suggestions (n=182)

| View on the draft action plan / suggestion for focus of activity to reduce air pollution | Percentage of respondent |
|--|--------------------------|
| Reduce congestion / provide better road infrastructure / build bypasses around the air quality management areas | 47% |
| Promote active travel / improve infrastructure for cycling, walking and/or public transport | 43% |
| Do not introduce an ultra-low emission zone (ULEZ) | 41% |
| Reduce new development and/or construction traffic linked to development so as to reduce traffic | 36% |
| Support the council’s air quality proposals but believe the plan should be more ambitious, have more detailed analysis, including covering particulates, address air quality beyond the air quality management areas and/or have concerns about the resources to implement the proposals | 16% |
| Support the promotion of e-vehicles, including the number of e-chargers in the district | 15% |
| The council should focus on the worst polluters and/or the more polluting vehicles first | 15% |
| No confidence that the proposals will reduce air pollution | 14% |
| Do not believe there is an air quality problem in East Herts | 10% |
| The council should focus on pollution from aviation, agriculture and/or industry rather than vehicles | 9% |
| The council should prioritise anti-idling efforts | 7% |
| Support for introducing a ULEZ | 7% |
| Support the plan and its proposals | 6% |
| The council should provide real time air quality info and/or real time roadside signs | 6% |
| The council should not be so focused on e-vehicles as they are expensive, unpopular and/or dangerous | 5% |

| View on the draft action plan / suggestion for focus of activity to reduce air pollution | Percentage of respondent |
|---|--------------------------|
| The council should plant more trees/plants to absorb pollutants | 5% |
| The council should introduce differential parking charges to disincentivise the most polluting vehicles | 5% |
| Park and ride scheme needed in Bishop's Stortford | 3% |
| The plan is too long / doesn't meet statutory guidance | 3% |
| The council should focus efforts to reduce open fires in homes and/or bonfires | 2% |
| The council should promote improved last mile drop off arrangements and/or e-cargo bike delivery | 1% |

Table 3 reveals that the key finding in the draft air quality action plan, namely that the air pollution in the district's three air quality management areas is primarily caused by road traffic, is recognised by most respondents. There is, however, an almost equal split in the main two ways cited for tackling this, namely:

- reduce traffic congestion by building new roads so that motorists can avoid the air quality management areas and/or by increasing traffic flows through reduced temporary roadworks and traffic lights which some perceive as unnecessary – cited by nearly half of all respondents, 47%
- promote more sustainable alternatives to car use, including better cycling and walking infrastructure and improved public transport opportunities – mentioned by over two-fifths of respondents, 43%.

During the consultation period, the local media paid particular attention to the proposal in the draft plan to '*explore the feasibility of introducing road pricing or ultra-low emission zones (ULEZ) in the AQMAs*'. This idea, although making it clear that it focused on reviewing the benefits and costs of such an approach, was reported in the media as though it was an advanced proposal with the potential for imminent implementation. A sizeable minority of respondents to the survey chose to focus on the ULEZ idea, with:

- just over two-fifths, 41%, voicing their strong opposition to the idea
- 7% welcoming consideration of a ULEZ.

2.2 Views on likely effectiveness of proposals

Respondents were asked whether they felt the proposed air quality action plan would effectively address air pollution in East Herts. The results are displayed in **Table 4** below.

Table 4 – Results to the question, “do you think the council's new air quality action plan will effectively address air pollution in the area?” (n=179)

| Response | Percentage of respondents |
|--|---------------------------|
| No - do not believe the plan will be effective | 67% |
| Not sure if the plan will be effective | 30% |
| Yes - believe the plan will be effective | 3% |

Respondents who feel the proposed action plan would benefit from actions to reduce development and/or reduce development-related comments are particularly doubtful of the plan’s likely effectiveness. The majority of those suggested more measures to tackle congestion and those who do not wish the council to explore a ULEZ also lacked confidence in the plan.

The perceived ineffectiveness of the proposed action plan is less pronounced among those who would like to see a focus on active travel. In this case, half of those with this opinion were doubtful the plan would be effective with 5% saying it will be effective but more than two-fifths (45%) reported they are unsure as to whether the plan will be effective.

Table 5 below examines how the level of confidence varies between those mentioning the top four concerns about the proposed plan as listed in **Table 3** above. Respondents who feel the proposed action plan would benefit from actions to reduce development and/or reduce development-related comments are particularly doubtful of the plan's likely effectiveness. The majority of those suggested more measures to tackle congestion and those who do not wish the council to explore a ULEZ also lacked confidence in the plan.

The perceived ineffectiveness of the proposed action plan is less pronounced among those who would like to see a focus on active travel. In this case, half of those with this opinion were doubtful the plan would be effective with 5% saying it will be effective but more than two-fifths (45%) reported they are unsure as to whether the plan will be effective.

Table 5 – Do you think the council's new air quality action plan will effectively address air pollution in the area?

| | Concern / suggestion | | | |
|--|---|---|--|--|
| | Reduce congestion / provide better road infrastructure / build bypasses around the air quality management areas Confidence among the 86 respondents raising this concern | Promote active travel / improve infrastructure for cycling, walking and/or public transport Confidence among the 79 respondents raising this concern | Do not introduce an ultra-low emission zone (ULEZ) Confidence among the 74 respondents raising this concern | Reduce new development and / or construction traffic linked to development so as to reduce traffic Confidence among the 66 respondents raising this concern |
| No – do not believe the plan will be effective | 74% | 50% | 78% | 84% |
| Not sure if the plan will be effective | 22% | 45% | 22% | 16% |
| Yes – believe the plan will be effective | 4% | 5% | 0% | 0% |

Table 6 presents the levels of confidence in the plan broken by the place of residence of the respondent – looking only at the three towns with Air Quality Management Areas.

Table 6 - Breakdown of respondents in towns with an Air Quality Management Area who also expressed their level of confidence in the action plan

| | Area of residence | | |
|--|--------------------------------|----------------------|----------------------------|
| | Bishop’s Stortford (n = 87) | Hertford (n = 27) | Sawbridgeworth (n = 19) |
| No – do not believe the plan will be effective | 77% | 48% | 68% |
| Not sure if the plan will be effective | 22% | 41% | 32% |
| Yes – believe the plan will be effective | 1% | 11% | 0% |

Table 6 indicates that respondents in Bishop’s Stortford have the least confidence in the proposed action plan; three quarters (77%) of respondents in the town do not feel confident. Confidence is split broadly 2/3 to 1/3 in Sawbridgeworth between those lacking confidence in the plan and those feeling unsure.

The picture is markedly different in Hertford. Here, just under a half of respondents (48%) report not feeling confident in the plan while two-fifths (41%) are unsure with a tenth (11%) believing that the plan will be effective in reducing air pollution.

The main concerns/suggestions within each town, as expressed by those with differing levels of confidence in the plan’s likely effectiveness, are presented in **Table 6**, **Table 7** and **Table 8** below.

Table 7 - Breakdown of concerns / suggestion by confidence in the proposed action plan – Bishop’s Stortford residents (n=89)

| Confidence level | Top three concerns / suggestions (or more if tied) | Percentage of respondents |
|--|--|---------------------------|
| No – do not believe the plan will be effective | Do not introduce an ultra-low emission zone (ULEZ) | 44% |
| | Reduce congestion / provide better road infrastructure / build bypasses around the air quality management areas | 40% |
| | Reduce new development and/or construction traffic linked to development so as to reduce traffic | 36% |
| Not sure if the plan will be effective | Promote active travel / improve infrastructure for cycling, walking and/or public transport | 14% |
| | Do not introduce an ultra-low emission zone (ULEZ) | 10% |
| | Support the council’s air quality proposals but believe the plan should be more ambitious, have more detailed analysis, including covering particulates, address air quality beyond the air quality management areas and/or have concerns about the resources to implement the proposals | 7% |
| Yes – believe the plan will be effective | Promote active travel / improve infrastructure for cycling, walking and/or public transport | 1% |
| | Reduce congestion / provide better road infrastructure / build bypasses around the air quality management areas | 1% |
| | Support the plan and its proposals | 1% |
| | Support for introducing a ULEZ | 1% |

Table 8 - Breakdown of concerns / suggestion by confidence in the proposed action plan – Hertford residents (n=27)

| Confidence level | Top three concerns / suggestions (or more if tied) | Percentage of respondents |
|--|--|---------------------------|
| No – do not believe the plan will be effective | Reduce congestion / provide better road infrastructure / build bypasses around the air quality management areas | 30% |
| | Promote active travel / improve infrastructure for cycling, walking and/or public transport | 11% |
| | Support the promotion of e-vehicles, including the number of e-chargers in the district | 11% |
| | Do not introduce an ultra-low emission zone (ULEZ) | 11% |
| Not sure if the plan will be effective | Promote active travel / improve infrastructure for cycling, walking and/or public transport | 22% |
| | Reduce congestion / provide better road infrastructure / build bypasses around the air quality management areas | 19% |
| | Support the council’s air quality proposals but believe the plan should be more ambitious, have more detailed analysis, including covering particulates, address air quality beyond the air quality management areas and/or have concerns about the resources to implement the proposals | 11% |
| | Support the promotion of e-vehicles, including the number of e-chargers in the district | 11% |
| Yes – believe the plan will be effective | Support the council’s air quality proposals but believe the plan should be more ambitious, have more detailed analysis, including covering particulates, address air quality beyond the air quality management areas and/or have concerns about the resources to implement the proposals | 11% |
| | Promote active travel / improve infrastructure for cycling, walking and/or public transport | 7% |
| | The council should introduce differential parking charges to disincentivise the most polluting vehicles | 7% |

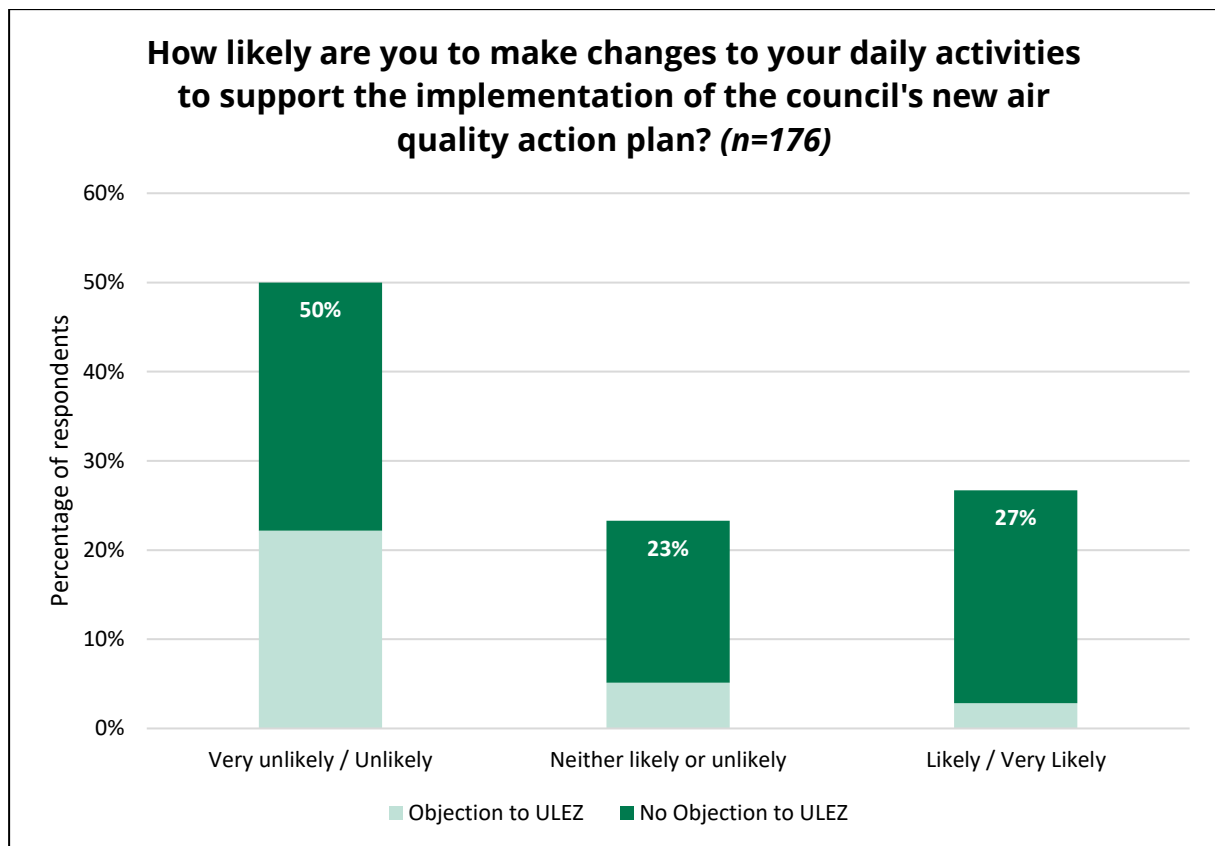
Table 9 - Breakdown of concerns / suggestion by confidence in the proposed action plan – Sawbridgeworth residents (n=21)

| Confidence level | Top three concerns / suggestions (or more if tied) | Percentage of respondents |
|--|--|---------------------------|
| No – do not believe the plan will be effective | Reduce new development and/or construction traffic linked to development so as to reduce traffic | 33% |
| | Reduce congestion / provide better road infrastructure / build bypasses around the air quality management areas | 30% |
| | Promote active travel / improve infrastructure for cycling, walking and/or public transport | 15% |
| | Do not introduce an ultra-low emission zone (ULEZ) | 15% |
| Not sure if the plan will be effective | Reduce new development and/or construction traffic linked to development so as to reduce traffic | 15% |
| | The council should focus on the worst polluters and/or the more polluting vehicles first | 15% |
| | Promote active travel / improve infrastructure for cycling, walking and/or public transport | 11% |
| | Support the council’s air quality proposals but believe the plan should be more ambitious, have more detailed analysis, including covering particulates, address air quality beyond the air quality management areas and/or have concerns about the resources to implement the proposals | 11% |
| | Support the promotion of e-vehicles, including the number of e-chargers in the district | 11% |
| | The council should prioritise anti-idling efforts | 11% |
| Yes – believe the plan will be effective | No respondents saying ‘yes’ | |

2.3 Views on effectiveness of proposal in leading to behaviour change

Error! Reference source not found. below presents respondents' views on the likelihood of changing their behaviour in response to the action plan. Given the strength of opinion regarding ULEZ, the responses shown in the figure have been split between those expressing a view against ULEZ and those not having a negative view.

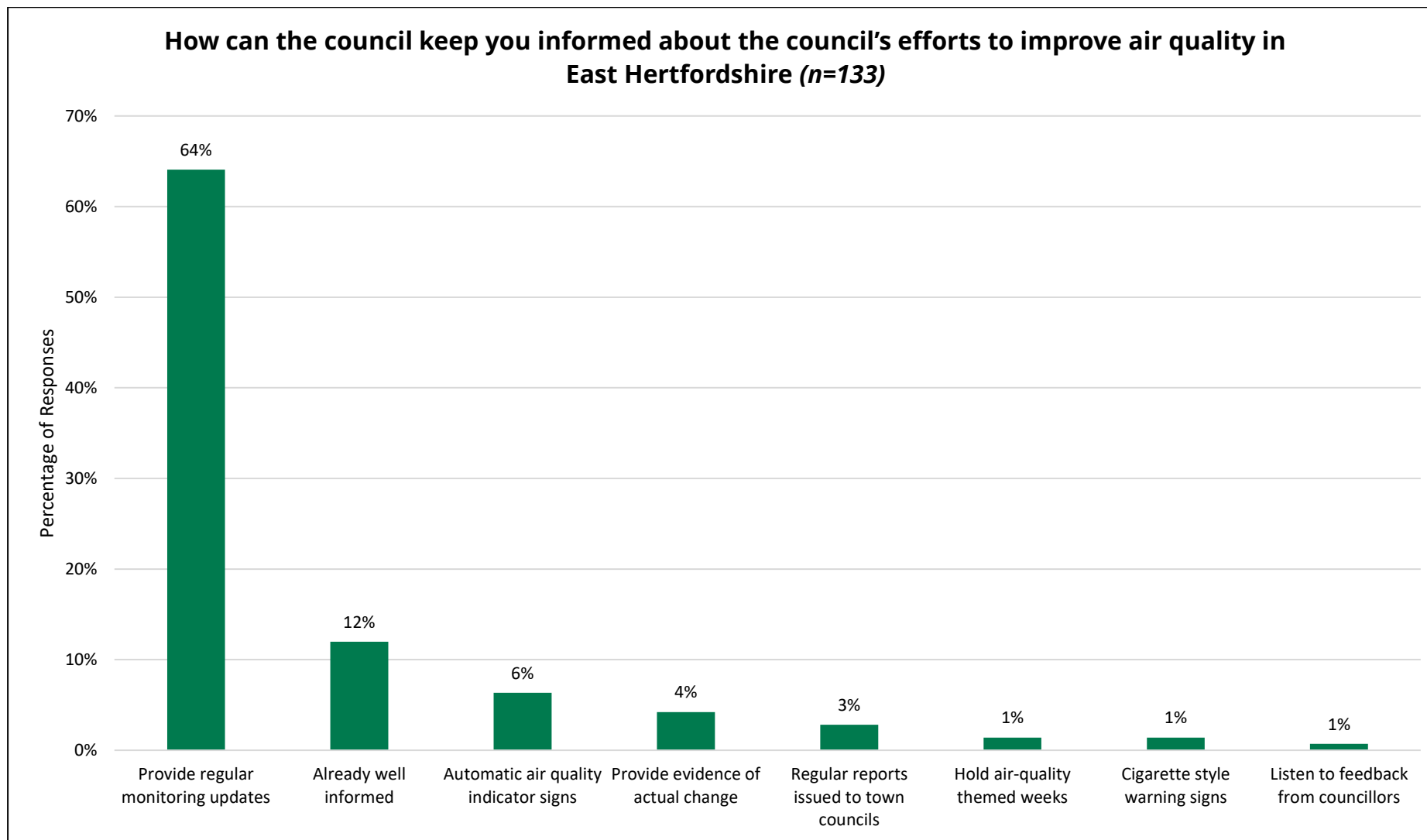
Figure 1 – Breakdown of responses to the question about personal change to support the AQAP (n=176)



2.1 Views on how the respondents would like to be kept informed

In total, 133 respondents expressed views on how they would like to be kept informed about the council's work on air quality. While the vast majority of respondents (68%) stated they wanted regular monitoring updates, they did not go into how they would like to received them.

Figure 2 – Breakdown of responses to the question about how best to keep people informed



3 Analysing the responses from statutory consultees

3.1 Statutory consultees who responded

In response to the consultation on the AQAP, the council received seven responses from statutory consultees. The responding bodies were:

- DEFRA / LAQM
- UK Health Security Agency
- the Environment Agency
- National Highways
- Hertfordshire County Council
- Epping Forest District Council
- South Cambridgeshire District Council.

3.2 Summary of responses

The responses from the statutory consultees were positive, with recognition of the need for the council and relevant agency to work together to help improve air quality.

Statutory consultees made both substantive and editorial suggestions. All points made have been considered in detail by officers and the Executive Member for Environmental Sustainability, with amendments to the report made.

The substantive comments and corresponding amendments are as follows.

| Agency | Agency's comment | Council's response |
|--------------------|--|--|
| Defra | Utilise the Defra action plan template for the detailed actions presented in Section 4 so as to expand on anticipated timescales and funding | The council believes that Defra's template for the detailed action plan may not be easy to follow for all readers. It does, however, include a range of useful information for Defra and others, therefore, while Section 4 retains the more simplified action plan, the same actions have been represented at Appendix I using Defra's template |
| Environment Agency | Make greater reference to reducing particulate matter | See discussion of particulate matter under the consideration of the UK Health Security Agency's comments below |

| | | |
|---------------------------|--|--|
| | Suggestion that planning policies and guidance should seek to reduce emissions from plant used on development sites | It is felt that this is already covered within the action to Create a sustainable design and construction code of practice (CCOP) |
| UK Health Security Agency | Suggestion that it would be beneficial to provide the reader with useful resources section, explaining how air pollution can impact their lives, including indoor air quality, which is especially important for individual households and might strengthen the public health case for local actions | Hyperlink added to the Clean Air Hub website which is promoted by the UK Health Security Agency as being a primary source of detailed information about the health effects of air pollution |
| | Make greater reference to reducing particulate matter. More specifically, make reference to the new national targets for PM _{2.5} levels | <p>The Environmental Targets (fine particulate matter) (England) Regulations 2023, brought in under Environment Act 2021, has for first time brought in objectives, both to be met by 2040, to reduce PM_{2.5}, these being:</p> <ul style="list-style-type: none"> • annual mean concentrations of to be 10 µg/m³ or lower • population exposure to PM_{2.5} to be reduced by 35% compared with 2018 levels. <p>While the consultation draft mentioned particulate matter, it would be appropriate to make more explicit reference to council's need to consider these recently established national targets for PM_{2.5} reductions, particularly as during the lifetime of our air quality action plan, a national interim PM_{2.5} target of 12µg/m³ by January 2028 will come into effect.</p> <p>The revised action plan makes more explicit reference to PM_{2.5} and an additional action has been added to the action plan:</p> <p>Monitor and act upon emerging guidance on the new national PM_{2.5} objectives.</p> <ul style="list-style-type: none"> • Use and report on data from the existing and new continuous air quality monitors in each AQMA. <p>With partners, identify potential actions required to address any PM_{2.5} levels in excess of national objectives.</p> |

In addition to the above, below are some of the general comments received from statutory consultees.

DEFRA / LAQM

“While the draft AQAP doesn’t specifically use the latest Defra report template, the report is thorough and clearly set out in a custom theme, and contains the relevant overall content, sections and tables covered in the template.

“Overall, the AQAP is very well considered, with extensive detail presented on the formulation of the Plan, the costs/benefits of measures and the overall likely reductions in concentrations as a result of implementation of the Plan. Additionally, the layout of the document is clear and concise throughout, even if the latest template has not been strictly adhered to. The draft AQAP is therefore accepted, and many elements could be considered examples of best practice.”

The Environment Agency

“We are pleased to see East Herts District Council (EHDC) has used national legislation, policies, strategies and resources to aid in the planning and development of the Air Quality Action Plan (AQAP), and that these have helped identify issues and aid development of EHDC’s four key air quality priorities.

“It is encouraging to see that EHDC has identified Bishop’s Stortford, Sawbridgeworth and Hertford as three areas where the annual mean average of Nitrogen Dioxide has been breached and has taken positive action in declaring them Air Quality Management Areas (AQMA), and subsequently produced the AQAP to tackle and reduce air pollution in each AQMA.

“Finally, it is good to see that the Environment Agency and EHDC is in agreement that we both need to cooperate and work together, not just with one another – but also with the other partners, stakeholders and organisations to secure a positive outcome for the AQAP.”

UK Health Security Agency

“The AQAP provides detailed information about current exposure to air pollution in East Hertfordshire District Council (EHDC), applying both quantitative and qualitative methods. Additionally, extensive modelling data

on nitrogen oxides and particulate matter is attached to this action plan. The EHDC identified the main source of air pollution in all AQMA areas, as well as recognised and quantified pollution types that cannot be attributed to the AQMAs and are of external origin. The action plan measures are prioritized in accordance with current and future air pollution types. Moreover, the AQAP illustrates the potential impact of the action plan measures in numbers, which is highly beneficial in regard to communication and future evaluations.”

4 Responding to the consultation

The council has considered in detail the key issues (these are identified as key as they have been raised by at least 10 respondents) with a view to determining whether (a) the current proposed actions within the action plan address the issue, (b) a proposed action needs to be amended or clarified or (c) a new action is required to address the issue more fully.

The council's responses, broken down into the four main priorities are given in **Table 10, Table 11, Table 12** and **Table 13** below.

Table 10 - Priority 1: Reduce the impact of traffic levels and congestion on air quality

| No. | Action | Benefits | Responsible Agency | Consultation findings and council's response |
|-----|--|--|---|---|
| 1.1 | <p>Continued expansion of EV infrastructure</p> <ul style="list-style-type: none"> Expanding the current electric charging points for electric vehicles on council owned land. Explore possibility of on street lamppost chargers on residential streets. Continued promotion of e vehicle uptake. | <ul style="list-style-type: none"> Increased provision of charging points encouraging EV uptake. Leads to direct reduction in NO₂ emissions. | East Herts Council & Hertfordshire County Council | <p>The consultation found 15% of respondents calling for continued or greater focus on supporting the switch to e-vehicles, including increasing e-charger provision.</p> <p>The council is currently negotiating a contract with a third-party that will see over 140 new e-chargers, including rapid chargers, installed across the district, including in more rural locations.</p> <p>The consultation also found 5% were concerned about the promotion of e-vehicles, feeling them to be expensive, dangerous and/or not as good for the environment as claimed. The comments appeared to indicate that some people are drawing on unreliable sources of information, therefore, there is arguably a role for the council in guiding people to more robust information about e-vehicles.</p> <p>Proposed amendment to the action plan: Amend the <i>'Continued promotion of e vehicle</i></p> |

| No. | Action | Benefits | Responsible Agency | Consultation findings and council's response |
|-----|--|---|---|--|
| | | | | <i>uptake' action to 'Continued efforts to provide information and support to enable residents to make informed choices as to when and if to switch to an e-vehicle'.</i> |
| 1.2 | <p>Explore emissions-based parking charges</p> <ul style="list-style-type: none"> • In council owned car parks. • For council issued parking permits. | <ul style="list-style-type: none"> • Further incentives to encourage EV uptake. Leads to direct reduction in NO₂ emissions. | East Herts Council | <p>During the consultation, 5% suggested differential car parking charges to disincentivise polluting vehicles.</p> <p>This indicates a level of support for this action.</p> |
| 1.3 | <p>Explore Last Mile Delivery possibilities within the district</p> <ul style="list-style-type: none"> • By replacing diesel delivery vehicles with ultra-low emission electric vehicles or zero-emission bicycles/e-cargo bikes (operating from depots). • Through the introduction of pick-up/drop-off points, meaning companies can distribute a large number of parcels to fewer locations. | <ul style="list-style-type: none"> • Reduction in delivery vehicle emissions and numbers also reducing congestion. | East Herts Council & Hertfordshire County Council | <p>While not frequently mentioned by respondents, support for this did come up during the consultation. It is perhaps to be expected that the benefits of different means of last mile delivery are not widely recognised and so it will prove useful to continue to explore this and raise awareness.</p> |

| No. | Action | Benefits | Responsible Agency | Consultation findings and council's response |
|-----|--|--|---|---|
| 1.4 | <p>Installation of additional anti-idling signage</p> <ul style="list-style-type: none"> • Previous campaigns saw anti idling signage and messaging which was promoted in local businesses and council car parks. • We plan to roll out the message wider and to create more permanent signs around schools and other public spaces. | <ul style="list-style-type: none"> • Less idling increased awareness. Leads to direct reduction in NO₂ emissions. | East Herts Council & Hertfordshire County Council | The consultation found 7% of respondents calling for continued or greater promotion of anti-idling. |
| 1.5 | <p>Continued promotion of our four key air quality campaigns</p> <ul style="list-style-type: none"> • Air Quality Alert System – a free to use, health based digital notification system which notifies users of days when air quality is poor in their area to help them make more informed choices about their activities that day. • Electric vehicle uptake – continued promotion to increase e-vehicle uptake. • Herts liftshare scheme – a free to use liftshare scheme matching | <ul style="list-style-type: none"> • Improved health outcomes for vulnerable residents. • Increased awareness of air pollution. • Increased uptake of electric vehicles. • Reduction in lone journeys and vehicles. • All lead to direct reduction in NO₂ emissions. | East Herts Council & Hertfordshire County Council | <p>The council's role in promoting behaviour change is perhaps implicit in a sizeable proportion of respondents' comments. Of note, the air quality campaign priorities align with:</p> <ul style="list-style-type: none"> • the 43% supporting promotion of and practical steps to encourage active travel • the 15% believing the council should focus on the worst polluters / most polluting vehicles first • the 6% calling for real time air quality info and/or real time roadside signs. <p>Interesting, 5% of respondents commented that the action plan is not ambitious enough.</p> |

| No. | Action | Benefits | Responsible Agency | Consultation findings and council's response |
|-----|--|--|---|--|
| | <p>users and locations to reduce lone journeys.</p> <ul style="list-style-type: none"> Clean Air Day – national air quality campaign to highlight the effects of air pollution and positive ways in which we can all make a difference. | | | <p>Thus, there is a case for continued and more ambitious air quality campaigns.</p> <p>Proposed amendment to the action plan: Add actions to:</p> <ul style="list-style-type: none"> install at least one real-time air quality sensor in the Bishop's Stortford and Sawbridgeworth AQMAs and another on in the Hertford AQMAs explore ways to make the real-time air quality data more accessible and visible work with residents and community groups on priorities for air quality campaigns and seek external funding for this wherever possible. |
| 1.6 | <p>Review the effectiveness of travel plans for schools and businesses</p> <ul style="list-style-type: none"> Review the travel plans produced for local schools and businesses near the AQMAs to establish their effectiveness on reducing pollution in the AQMA. | <ul style="list-style-type: none"> Understand the effectiveness of travel plans. Work to improve the implementation and effectiveness of travel plans. | East Herts Council & Hertfordshire County Council | The council notes the 43% of respondents calling for / supporting promotion of the council's efforts to encourage active travel. It is felt this demonstrates support for this action. |

| No. | Action | Benefits | Responsible Agency | Consultation findings and council's response |
|-----|---|--|---|--|
| 1.7 | <p>Explore the feasibility of introducing road pricing or ultra-low emission zones (ULEZ) in the AQMAs</p> <ul style="list-style-type: none"> Review the benefits and costs. Review the impact these could have on the air quality in the AQMAs. | <ul style="list-style-type: none"> Reduce traffic in congested areas. | East Herts Council & Hertfordshire County Council | <p>The council recognises that inclusion of exploration of ultra-low emissions zones (ULEZ) has caused much comment during the consultation, with most mentioning ULEZ being against their introduction:</p> <ul style="list-style-type: none"> 41% of respondents told us they are against ULEZ 7% of respondents were keen to for the council to consider ULEZ. <p>The council believes it would be failing in its duty to tackle air pollution and thus promote public health if it didn't consider how other authorities are tackling the problem and see whether any lessons applicable to East Herts can be learnt. Thus, the reference in the action plan to <i>exploring</i> road pricing / ULEZ. The aim of the wording was to indicate the council wishes to investigate the pros and cons of ULEZ in the local context as part of its commitment to thorough examination and public engagement on all <i>possible</i> options for reducing air pollution.</p> <p>Proposed amendment to the action plan: amend this action to read:</p> |

| No. | Action | Benefits | Responsible Agency | Consultation findings and council's response |
|--|--------|----------|-------------------------------------|--|
| | | | | <p>Investigate the possible pros and cons of new options being adopted by other local authorities, such as road pricing and ultra-low emission zones (ULEZ) in the AQMAs</p> <ul style="list-style-type: none"> • Understand the relevance, benefits and costs of road pricing / ULEZ within the context of East Herts' AQMAs. • Involve residents, community groups and statutory stakeholders in better understanding the possible pros and cons of new approaches such as road pricing / ULEZ as part of the council's overall aim to engage everyone in the shared endeavour to reduce air pollution. |
| <p>Issue for consideration: Reduce congestion</p> | | | <p>Hertfordshire County Council</p> | <p>Almost half (47%) of all respondents called for continued/renewed/new efforts to reduce congestion such as providing alternative routes to the AQMAs such as bypasses around the Hertford and Sawbridgeworth AQMAs and promoting greater use of the A1184/A120 which is large part forms a bypass around Bishop's Stortford. New road building is both contentious and relatively expensive while, often simply encouraging</p> |

| No. | Action | Benefits | Responsible Agency | Consultation findings and council's response |
|-----|--------|----------|--------------------|--|
| | | | | <p>greater car use, with the associated air pollution risks.</p> <p>A sizeable proportion of respondents called for better planning and/or co-ordination of roadworks to increase traffic flow and thus reduce pollution due to idling and braking.</p> <p>While a major thrust of the air quality action plan is to reduce the level of traffic, the council recognises that cars and other private vehicles will remain a key element of travel in the district given its character, therefore, efforts to reduce roadwork-related congestion should be included.</p> <p>Proposed amendment to the action plan: add the following action:</p> <p>Hertfordshire County Council, East Herts Council and other stakeholders to maintain dialogue about any emerging operational and/or technical means of minimising congestion.</p> <ul style="list-style-type: none"> • Wherever possible, minimise congestion due to planned roadworks. • Encourage vehicular journeys which cannot reasonably be replaced by active travel alternatives to avoid the AQMAs. |

| No. | Action | Benefits | Responsible Agency | Consultation findings and council's response |
|-----|--|----------|---|--|
| | Issue for consideration: PM_{2.5} | | East Herts Council & Hertfordshire County Council | <p>Some 16% of respondents felt the action plan should be more ambitious, with a proportion of these calling for a greater emphasis on monitoring and reduced particulate matter, specifically PM_{2.5}. The UK Health Security Agency and the Environment Agency made similar points.</p> <p>While the consultation draft mentioned particulate matter, it would be appropriate to make more explicit reference to council's need to consider the recently established national targets for PM_{2.5} reductions.</p> <p>Proposed amendment to the action plan: add the following action:</p> <p>Monitor and act upon emerging guidance on the new national PM_{2.5} objectives.</p> <ul style="list-style-type: none"> • Use and report on data from the existing and new continuous air quality monitors in each AQMA. • With partners, identify potential actions required to address any PM_{2.5} levels in excess of national objectives. |
| | Issue for consideration: More planting to absorb pollutants | | East Herts Council | Some 17% of respondents suggested planting of trees and other plants to absorb air pollutants and thus improve air quality. |

| No. | Action | Benefits | Responsible Agency | Consultation findings and council's response |
|-----|--------|----------|--------------------|--|
| | | | | <p>The council recognises that:</p> <ul style="list-style-type: none"> • trees, especially certain species such as London plane trees and horse chestnuts, can absorb and metabolise nitrogen dioxide and thus convert this pollutant into less harmful compounds • trees can capture and reduce particulate matter which is a major component of air pollution from vehicle emissions. Leaves and bark can act as filters, trapping particles and preventing them from circulating in the air. <p>It's important to bear in mind, however, that while trees offer valuable contributions to air quality improvement, they are not a standalone solution. Promoting public transport, adopting cleaner vehicle technologies and finding ways to incentivise or enforce emission standards are the crucial actions to reduce vehicle-related air pollution, with new planting acting as a complementary and additive measure.</p> <p>The council already has an annual tree planting programme; in 2022, for example, the council planted 586 additional trees on its own land. In addition, the council has identified £25,000 in 2024/25 for new trees.</p> |

| No. | Action | Benefits | Responsible Agency | Consultation findings and council's response |
|-----|---|----------|--|--|
| | | | | <p>These tree planting programmes are well-established and so a new action is not proposed for the air quality action plan, although efforts to site trees/plants as near to the AQMAs as possible will be explored.</p> |
| | <p>Issue for consideration: Focus on pollution from aviation, agriculture and/or industry rather than vehicles</p> | | <p>East Herts Council & Hertfordshire County Council</p> | <p>The analysis reported in this air quality action plan shows that pollution in the three AQMAs primarily stems from traffic, therefore, it would be remiss of the council not to focus the majority of its efforts on traffic-related pollution first.</p> <p>While not an action for this action plan, the council's Environmental Health team undertake regular licensing and monitoring work of particularly polluting industrial processes, such as emissions from crematoriums, concrete crushers and dry cleaners.</p> |

Table 11 - Priority 2: Mitigate the impact of future growth on air quality

| No. | Action | Benefits | Responsible Agency | Consultation findings and council's response |
|-----|---|--|------------------------------|--|
| 2.1 | <p>Hertfordshire Essex Rapid Transit (HERT)/ The A414 Corridor Strategy</p> <ul style="list-style-type: none"> The HERT will deliver a step-change in the passenger transport network through an accessible, reliable and affordable east-west transit system which connects people easily to where they live, work and visit which could reduce private vehicle use in, most notably, the Hertford AQMA. | <ul style="list-style-type: none"> Increased provision of public transport, reduction in overall vehicle numbers. Leads to direct reduction in NO₂ emissions. | Hertfordshire County Council | The council notes the 43% of respondents calling for / supporting promotion of the council's efforts to encourage active travel, including improved public transport. It is felt this demonstrates support for this action. |
| 2.2 | <p>Continued adherence to our sustainability SPD and air quality neutral policies</p> <ul style="list-style-type: none"> Using the upcoming district plan review to strengthen the planning policy in relation to air quality. | <ul style="list-style-type: none"> Reduction in building emissions and construction emissions. | East Herts Council | The council is required by law to make provision for new housing development to meet local need. If the council were to seek to reduce development to significantly below local need levels as informed by nationally set methodologies, developers would in all probability apply to the national Planning Inspectorate |

| No. | Action | Benefits | Responsible Agency | Consultation findings and council's response |
|-----|---|--|--------------------|---|
| 2.3 | Create a sustainable design and construction code of practice (CCOP) | <ul style="list-style-type: none"> Reduction in construction emissions. | East Herts Council | <p>to review the decision. The Planning Inspectorate would form a view based on the level of local need and could overturn the council's decision. It is in the local interest for the council to set planning targets and policies and designate sites so as to exert maximum control over the numbers, type, location, environmental sustainability and other standards of new housing.</p> <p>The CCOP would seek promote the use of machinery that meets or exceeds the latest emissions standards set out in national regulations.</p> |

Table 12 - Priority 3: Support residents' make active travel choices

| No. | Action | Benefits | Responsible Agency | Consultation findings and council's response |
|-----|---|--|---|---|
| 3.1 | <p>Support expansion of Herts Lynx on demand public transport scheme</p> <ul style="list-style-type: none"> Increased coverage and provision of the transport leading to increased use of this form of public transport, reduction in private lone journeys from rural areas of the district through the AQMAs. | <ul style="list-style-type: none"> Reduction in vehicles and emissions in the AQMAs. | Hertfordshire County Council & Department for Transport | The council notes the 43% of respondents calling for / supporting promotion of the council's efforts to encourage active travel, including improved public transport. It is felt this demonstrates support for this action. |
| 3.2 | <p>Investigate potential implementation of 'footstreets' in central Hertford</p> <ul style="list-style-type: none"> Footstreets minimise the volume and impact of cars within certain areas making them more attractive and safer places for people to walk. | <ul style="list-style-type: none"> Increasing active travel. Reducing vehicle numbers and therefore emissions. | East Herts Council & Hertfordshire County Council | The council notes the 43% of respondents calling for / supporting promotion of the council's efforts to improve the streetscape for pedestrianisation, such as pedestrianisation schemes. It is felt this demonstrates support for this action. |
| 3.3 | <p>Develop personalised travel planning for residents</p> <ul style="list-style-type: none"> Highlighting the public transport options within their area. | <ul style="list-style-type: none"> Increased public transport use, reducing private vehicle numbers and emissions in AQMAs. | East Herts Council & Hertfordshire County Council | The council notes the 43% of respondents calling for / supporting promotion of the council's efforts to encourage active travel. It is felt this demonstrates support for this action. |

| No. | Action | Benefits | Responsible Agency | Consultation findings and council's response |
|-----|---|---|---|---|
| 3.4 | <p>Active Travel Campaign working with schools and businesses</p> <ul style="list-style-type: none"> Continuation of the council's active travel campaign which has so far reached 11 schools. | <ul style="list-style-type: none"> Increased awareness of air pollution sources and outcomes. Increased active travel and public transport uptake. | East Herts Council | The council notes the 43% of respondents calling for / supporting promotion of the council's efforts to encourage active travel. It is felt this demonstrates support for this action. |
| 3.5 | <p>Local Cycling and Walking Infrastructure Plan (LCWIP)</p> <ul style="list-style-type: none"> Projects to improve the commuter infrastructure for non-motorised users between residential areas and towns. Promotion to encourage use. | <ul style="list-style-type: none"> Increased uptake of active travel due to increased provision and links. Reducing car usage. | Hertfordshire County Council | The council notes the 43% of respondents calling for / supporting promotion of the council's efforts to improve the cycling infrastructure. It is felt this demonstrates support for this action. |
| 3.6 | <p>Exploration of increased on street town centre cycle parking</p> | <ul style="list-style-type: none"> Increased uptake of active travel, reducing private car usage. | East Herts Council & Hertfordshire County Council | The council notes the 43% of respondents calling for / supporting promotion of the council's efforts to improve the cycling infrastructure. It is felt this demonstrates support for this action. |

| No. | Action | Benefits | Responsible Agency | Consultation findings and council's response |
|-----|---|---|--------------------|--|
| 3.7 | Creation of an East Herts standalone air quality website | <ul style="list-style-type: none"> Increased awareness, access to information and resources. | East Herts Council | <p>Implicit in many of the responses to the consultation was a call on the council to provide more and more relevant information about air quality, for example, real-time air quality readings in the three AQMAs.</p> <p>In addition, some 10% of respondents made comments to the effect that they do not believe there is an air quality problem in East Herts.</p> <p>The consultation found many respondents feeling they could not be confident in the action plan.</p> <p>Having a standalone website should, it is felt, increase the visibility of the council's information and advice.</p> <p>Proposed amendment to the action plan: add the following sub-action:</p> <ul style="list-style-type: none"> Provide annual updates on the council's website on progress against the action plan. |

Table 13 - Priority 4: Reduce East Herts Council's own impact on air quality

| No. | Action | Benefits | Responsible Agency | Consultation findings and council's response |
|-----|--|---|--------------------|---|
| 4.1 | <p>New council procurement rules</p> <ul style="list-style-type: none"> • Consolidate and reduce deliveries to council buildings. • Promote e-vehicles through East Herts Council waste management contract. | <ul style="list-style-type: none"> • Reduced vehicles driving through AQMA to council offices. • Reduction in vehicle emissions throughout district from council procured vehicles. | East Herts Council | <p>Perhaps understandably, the consultation feedback focused on the council's proposed work with the community and stakeholders rather than actions aimed at the council 'getting its house in order'. That said:</p> <ul style="list-style-type: none"> • the action to reduce separate deliveries through aggregation would, it is hoped, reduce the number of vehicles driving through the AQMAs, especially the Hertford AQMA given the location of the council's main office • promoting the uptake of more e-vehicle through the renewal of the council's waste management contract would help address the suggestion made by 15% of respondents that the council should focus on the worst polluters and/or the more polluting vehicles first. |
| 4.2 | <p>Create East Herts Council workplace travel plan for staff</p> <ul style="list-style-type: none"> • Continuing facilitating home working arrangements. • Promotion of car share schemes, public transport opportunities and council's cycling facilities. | <ul style="list-style-type: none"> • Reduced car journeys, increased uptake in active travel. | East Herts Council | <p>This action addresses the 43% of respondents wishing to see continued or more effort to promote active travel.</p> |

| No. | Action | Benefits | Responsible Agency | Consultation findings and council's response |
|-----|---|--|--------------------|---|
| 4.3 | <p>Work with colleagues in Trading Standards to ensure the Domestic Solid Fuels Regulations are complied with</p> <ul style="list-style-type: none"> • Help with promotion and messaging. | <ul style="list-style-type: none"> • Reduced emissions. | East Herts Council | While only a small minority (2%), some respondents suggested actions to reduce open fires. This action will address that. |

Appendix A - Questions asked as part of the public consultation

- What is your name?
- In case we have any questions about your consultation response, please include your email address so that we may contact you.
- Which description best describes the capacity in which you are answering this question?
- Please indicate the area where you live or the area your business is located/operates by providing the first part of your postcode, for example "SG13 8", or your nearest town/village.
- Do you think the council's new air quality action plan will effectively address air pollution in the area?
- Which specific measures in the air quality action plan do you think are most important in combating air pollution?
- Are there any additional measures you believe should be included in the air quality action plan?
- How likely are you to make changes to your daily activities to support the implementation of the council's new air quality action plan?
- What could the council do more of to keep you informed about the council's efforts to improve air quality in East Hertfordshire?
- Do you have any other comments regarding the air quality action plan?

Air Quality Action Plan (2024 – 2029) for the district of East Hertfordshire

DRAFT January 2024



Produced in partnership with Hertfordshire County Council
and Bureau Veritas in fulfilment of Part IV of the
Environment Act 1995
Local Air Quality Management

| Information | |
|--------------------------------|--|
| Local Authority | East Herts Council |
| Department | Environmental Health Housing and Health Service |
| Address | East Herts Council Wallfields Pegs Lane Hertford SG13 8EQ |
| Telephone | 01279 655261 |
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| Report Reference Number | Draft version: 05/01/2024 incorporating amendments following public consultation and comments from statutory agencies |
| Date | January 2024 |

1 Executive Summary

1.1 The national context

Air pollution is bad for human health. Mounting scientific evidence shows the scale of the impact of poor ambient air quality on health.

In December 2020, the impact of air pollution was made evident in the most terrible of ways when the first case of air pollution being ruled as a medical cause of death was recorded in the coroner's report relating to the tragic death of nine-year old Ella Kissi-Debrah^[1].

Part IV of the Environment Act 1995 (as Amended 2021) sets out national air quality objectives (AQO) which should be considered as the maximum levels of air pollution to which people should be exposed. These AQOs are:

- the *annual* average level of nitrogen dioxide (NO₂) in a location should be no higher than 40µg/m³, that is, 40 micrograms of NO₂ per cubic metre of air and
- the *hourly* average level of nitrogen dioxide (NO₂) in a location should be no higher than 200µg/m³.

1.2 Air quality in East Hertfordshire

Our analysis shows that:

- while the 200µg/m³ *hourly* mean average level of NO₂ is **not** breached in any location
- the 40µg/m³ *annual* mean average level of NO₂ **is breached** in three areas in Bishop's Stortford, Hertford and Sawbridgeworth.

Resulting from these breaches, the council declared three Air Quality Management Areas (AQMAs):

- **Bishop's Stortford AQMA** – An area encompassing several properties around the junction of Dunmow Road, Hockerill Street, London Road and Stansted Road in Bishop's Stortford. Declared February 2007.
- **Hertford AQMA** – An area along Gascoyne Way, which passes through central Hertford and encompasses several residential and commercial properties. Declared May 2010.

¹ <https://www.judiciary.uk/prevention-of-future-death-reports/ella-kissi-debrah/>

- **Sawbridgeworth AQMA** – An area along London Road and Cambridge Road that encompasses several residential and commercial properties. Declared February 2014.

Air pollution in each of the three AQMAs is primarily the result of traffic.

Because we have declared AQMAs, we are required under the national legislation to produce this detailed action plan to tackle air pollution in each AQMA. This action plan is aimed at everyone who lives in, works in, visits or travels through East Hertfordshire. It will also be of particular interest to people who live in, walk through or drive through one of our three air quality management areas, as the interventions and initiatives within this action plan will help reduce the impact of air pollution on their health.

1.3 Who is exposed to air pollution in East Herts?

The analysis discussed in detail in this action plan shows that residents in the AQMAs are those most affected by air pollution. We recognise, however, that those walking, cycling and driving through the AQMAs will also experience poor air quality, though at levels below the nationally set maximum objectives for exposure.

1.4 Track record to date

This action plan builds on our good track record in tackling air pollution. For example, we have:

- trialled an e-car club, using Department for Environment, Food and Rural Affairs (DEFRA) funding, which served council staff in the day and the public outside of office hours with dedicated chargers in Hertford and Bishop's Stortford. This pilot scheme has led to the establishment of a staff e-car club and private car rental companies in the area offering low emission vehicles for hire by the public
- published a Sustainability Supplementary Planning Document (SPD) with a specific air quality chapter applying strict air quality measures to all developments
- introduced the strictest emissions standards in Hertfordshire for the taxi vehicles we licence
- installed over 60 e-vehicle charging points to promote the switch to e-vehicles

- replaced our fleet of diesel vans with e-cars
- installed anti-idling signage in our own car parks and beyond.

In addition, together with our partners, principally Hertfordshire County Council, we have:

- introduced smart traffic light management at Hockerill junction in the Bishop's Stortford Air Quality Management Area (AQMA) to promote traffic flow and minimise engine idling
- improved the lighting and visual appeal of pedestrian subways to counteract feelings of a lack of safety as a barrier to active travel
- annually promoted Clean Air Day
- supported the introduction of demand responsive bus services in the northern half of the district.

We have continued to facilitate behaviour change by:

- introducing and promoting an air alert notification scheme
- working with schools and businesses, using DEFRA funding, on active travel alternatives to daily commutes.

1.5 East Herts Air Quality Priorities

There is much still to do. We and our partners have reviewed the local evidence, the policies available and best practice to identify four key priorities for action:

- Priority 1: Reduce the impact of traffic levels and congestion on air quality
- Priority 2: Mitigate the impact of future growth on air quality
- Priority 3: Support residents' make active travel choices
- Priority 4: Reduce East Herts Council's own impact on air quality.

We have devised an action plan with a series of measures to tackle each of these priority areas.

1.6 Responsibilities and commitment

This Air Quality Action Plan (AQAP) was prepared by the Strategic Environmental Health team of East Herts Council with the support and agreement of colleagues from the following teams:

- East Herts Council
 - wider Environmental Health team
 - Sustainability
 - Planning
 - Economic Development
 - Taxi licensing
 - Parking
- Hertfordshire County Council
 - Transport Planning and Highways
 - Clean Air
- Bureau Veritas air quality consultants.

This AQAP has been approved by the Head of Housing and Health, the member of the council's Senior Leadership Team with responsibility for both Environmental Health and Sustainability.

This AQAP <has/has not> been signed off by the Director of Public Health, Hertfordshire County Council.

<To be completed following the conclusion of the consultation>

This AQAP will be subject to regular review by the council's Senior Leadership Team, the Executive Member for Environmental Sustainability and the council's Overview and Scrutiny Committee. Progress each year will be reported in the Annual Status Reports (ASRs) produced by East Herts Council as part of our statutory Local Air Quality Management duties. The ASRs are available on our website: <https://www.eastherts.gov.uk/environmental-health/air-quality>

If you have any comments on this AQAP please submit these through the 'Contact Environmental Health' page on the East Herts website:

<https://www.eastherts.gov.uk/environmental-health/contact-environmental-health>

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2 The Importance of Tackling Air Pollution

2.1 Public health context

Put simply, air pollution is bad for human health. Mounting scientific evidence shows the scale of the impact of poor ambient air quality on health.

In December 2020, the impact of air pollution was made evident in the most terrible of ways when the first case of air pollution being ruled as a medical cause of death was recorded in the coroner's report relating to the tragic death of nine-year old Ella Kissi-Debrah. In his report^[2], Philip Barlow, assistant coroner for the coroner area of Inner South London, stated:

Air pollution was a significant contributory factor to both the induction and exacerbations of [Ella's] asthma. During the course of her illness between 2010 and 2013 she was exposed to levels of nitrogen dioxide and particulate matter in excess of World Health Organization Guidelines. The principal source of her exposure was traffic emissions.

During this period there was a recognized failure to reduce the level of nitrogen dioxide to within the limits set by EU and domestic law which possibly contributed to her death.

Poor air quality is a significant contributory factor to the loss of life, shortening lives by an average of six months.^[3] The Committee on the Medical Effects of Air Pollution (COMEAP)^[4] provides advice to Government on the setting of air quality standards and has increasingly sought to consolidate evidence on the health burden and impacts of various pollutants, both in single occurrence and pollutants in combination. The current range of estimate for annual mortality burden for air pollution in the UK is estimated to be between 28,000 – 36,000 deaths.

The Air Quality Indicator in the Public Health Outcomes Framework (England) provides further impetus to join up action between the various tiers of local government and different local authority services which can impact on the

² <https://www.judiciary.uk/wp-content/uploads/2021/04/Ella-Kissi-Debrah-2021-0113-1.pdf>

³ https://assets.publishing.service.gov.uk/media/5a7e2f4640f0b62302689b57/COMEAP_mortality_effects_of_long_term_exposure.pdf

⁴ <https://www.gov.uk/government/collections/comeap-reports>

delivery of air quality improvements. The “Air Quality – A Briefing for Directors of Public Health”^[5] document published in March 2017 provides a one-stop guide to the latest evidence on air pollution, guiding local authorities to use existing tools to appraise the scale of the air pollution issue in its area. It also advises local authorities how to appropriately prioritise air quality alongside other public health priorities to ensure it is on the local agenda.

Besides NO₂, there is an increasing focus on fine particulate matter. PM_{2.5} is a pollutant of concern, this being particulate matter which is 2.5 microns or less in diameter. The AQMAs have not been declared for PM_{2.5} and the modelling (based on data collected from the continuous air quality monitor EH79) as part of the detailed assessment has shown predicted levels below the current annual mean objective of 20µg/m³.

National targets to further reduce PM_{2.5} have recently been introduced (see **Section 3.1** for more details). During the lifetime of our air quality action plan, a national interim PM_{2.5} target of 12µg/m³ by January 2028 will come into effect. The council is closely monitoring the emergent national guidance on monitoring and reporting of this target. Of note, the current continuous air quality monitor in Hertford and the three additional continuous air quality monitors to be installed in each of the three AQMAs will enable the council to monitor PM_{2.5} levels.

The Public Health Outcomes Framework data tool compiled by UK Health Security Agency (formally Public Health England) quantifies the mortality burden of PM_{2.5} within England on a county and local authority basis. The 2021 fraction of mortality attributable to PM_{2.5} pollution, that is, the percentage of total deaths as a result of pollution, in East Herts was 5.8%, which is above the national average of 5.5%, and higher than the regional average (East of England) of 5.5%^[6]. It should be noted that this figure only accounts for one pollutant (PM_{2.5}), for which stronger scientific evidence on links with mortality exist, and not NO₂, for which the AQMA is declared.

Furthermore, following a review of research into the mortality burden associated with the air pollution mixture rather than single pollutants acting independently,

⁵ <https://laqm.defra.gov.uk/assets/63091defraairqualityguide9web.pdf>

⁶ <https://fingertips.phe.org.uk/search/pollution#page/1/gid/1/pat/6/ati/401/are/E07000242/iid/30101/age/230/sex/4/cat/-1/ctp/-1/yrr/1/cid/4/tbm/1>

the Committee on the Medical Effects of Air Pollutants (COMEAP) are reviewing the legitimacy of linking deaths to one specific pollutant.

Further information about the health effects associated with poor air quality can be found on UKHSA link to the Global Action Plan website –

www.cleanairhub.org.uk/home

2.2 Local understanding of air pollution's impact on health

The focus on tackling air pollution and improving health outcomes is clear at both the Hertfordshire County Council (HCC) and East Herts Council tiers. Of note, HCC's Air Quality Strategy (2019)^[7] sets out the following strategic objectives for dealing with air quality issues:

- to gain a stronger understanding of the air quality issues within Hertfordshire
- to ensure that air quality is an integral part of everything that we do
- to develop a productive relationship with partners, in particular the District and Borough Councils, to achieve positive air quality outcomes
- to create clear leadership on air quality
- to establish a coherent workstream on air quality, including clarification on roles and responsibilities.

East Herts Council's Health and Wellbeing Strategy 2019-2023^[8] sets out the key priorities that affect people's health and wellbeing and includes facilitating 'residents living active and healthy lives' which clearly resonates with the push to reduce air pollution.

⁷ <https://www.hertfordshire.gov.uk/media-library/documents/about-the-council/data-and-information/public-health/air-quality-strategy.pdf>

⁸ <https://eastherts.fra1.digitaloceanspaces.com/s3fs-public/2019-10/Health%20and%20WellbeingStrategy%202019%20-%202023.pdf>

3 The National Legislative Framework for Tackling Air Pollution

3.1 National legislation: NO₂

Part IV of the Environment Act 1995 (as Amended 2021) sets out national air quality objectives (AQO) which should be considered as the maximum levels of air pollution to which people should be exposed. These AQOs are:

- the *annual* average level of nitrogen dioxide (NO₂) in a location should be no higher than 40µg/m³, that is, 40 micrograms of NO₂ per cubic metre of air and
- the *hourly* average level of nitrogen dioxide (NO₂) in a location should be no higher than 200µg/m³.

Relevant regulations made under the Environment Act 1995 and guidance in the Local Air Quality Management Technical Guidance 2022 require that where at least one these AQOs are consistently breached, the local authority (that is, the district council in an area such as East Hertfordshire with both a district and county council) should declare an Air Quality Management Area (AQMA).

3.2 National legislation: PM_{2.5}

With regard to particulate matter (specifically PM_{2.5}), unlike when considering NO₂, the government has only recently set national objectives. These objectives have been set within the Environmental Targets (fine particulate matter) (England) Regulations 2023, brought in under Environment Act 2021. The two objectives, both to be met by 2040, are:

- annual mean concentrations of to be 10 µg/m³ or lower
- population exposure to PM_{2.5} to be reduced by 35% compared with 2018 levels.

The two targets are designed to work together to drive actions that both reduce concentrations where it is highest and reduce the pollution that everyone in the country experiences.

During the lifetime of our air quality action plan, a national interim PM_{2.5} target of 12µg/m³ by January 2028 will come into effect. It is, therefore, to be anticipated that the government will update its Local Air Quality Management Technical

Guidance in due course to provide guidance to local authorities on how to monitor, report and seek to reduce PM_{2.5} levels in line with these new national objectives.

The council is prepared to act on the emerging guidance. Of note, the current continuous air quality monitor in Hertford and the three additional continuous air quality monitors to be installed in each of the three AQMAs will enable the council to monitor PM_{2.5} levels so as to determine where to focus our interventions. Monitoring the emergent national guidance on reporting and reducing PM_{2.5} levels so as to determine interventions is included in the detailed action plan in **Section 13**.

3.3 East Herts Council's requirements under the national legislation

Unfortunately, the council's monitoring shows that there are three areas within the district where the level of air pollution is too high. Our analysis, reported in this action plan, shows that:

- while the 200µg/m³ *hourly* mean average level of NO₂ **is not breached** in any location
- the 40µg/m³ *annual* mean average level of NO₂ **is breached** in three areas in Bishop's Stortford, Hertford and Sawbridgeworth.

We have thus declared the following Air Quality Management Areas:

- **Bishop's Stortford AQMA** – An area encompassing several properties around the junction of Dunmow Road, Hockerill Street, London Road and Stansted Road in Bishop's Stortford. Declared February 2007. **Figure 1** shows the location covered by the AQMA.

Data showing the air quality in this AQMA from when it was first declared in 2007 to 2022 can be found in **Appendix E**.

While the pollution levels show a pattern of rises and falls, the levels in 2022 are in fact very similar to those when the AQMA was first declared in 2007.

- **Hertford AQMA** – An area along Gascoyne Way, which passes through central Hertford and encompasses several residential and commercial properties. Declared May 2010. **Figure 3** shows the location covered by the AQMA.

Data showing the air quality in this AQMA from when it was first declared

in 2010 to 2022 can be found in **Appendix F**.

While the pollution levels have dropped in recent years, the levels in 2022 have started to indicate an increase again in pollution levels post the COVID-19 pandemic.

- **Sawbridgeworth AQMA** – An area along London Road and Cambridge Road that encompasses several residential and commercial properties. Declared February 2014. **Figure 5** shows the location covered by the AQMA.

Data showing the air quality in this AQMA from when it was first declared in 2014 to 2022 can be found in **Appendix G**.

While the pollution levels have dropped in recent years in this AQMA, the levels in 2022 have started to indicate a slight increase in pollution levels.

Because we have declared AQMAs, we are required under the national legislation to produce this detailed action plan to tackle air pollution in each AQMA.

This report explains in detail what we know about the locations and sources of air pollution in East Hertfordshire and thus what we and our partners will do between 2024 and 2029 to reduce air pollution.

It has been developed in recognition of the legal requirement on the council to work towards Air Quality Strategy (AQS) objectives under Part IV of the Environment Act 1995 (as Amended 2021) and relevant regulations made under that part and to meet the requirements of the Local Air Quality Management (LAQM) statutory process.

This plan will be reviewed regularly, at least every five years, and progress on measures set out within this plan will be reported annually within East Herts Council's air quality Annual Status Report (ASR).

This document has been written to be as easy to read and understand as possible by everyone with an interest in seeing air pollution reduced in the district while providing DEFRA with the required level of technical data to assure them that the council and its partners have thoroughly analysed the local situation and devised effective interventions in response.

3.4 Revocation of an Air Quality Management Area

Revoking an AQMA, that is, declaring that the air pollution has been sufficiently reduced to be below the national air quality objectives, is not something to be done lightly.

As noted above, each of the AQMAs in East Hertfordshire have been declared because of breaches of the $40\mu\text{g}/\text{m}^3$ *annual* mean average level of NO_2 . The monitoring is based the use of diffusion tubes in which case the national guidance, contained in the LAQM Technical Guidance 2022, requires at least three continuous years of readings at 10% below this level to revoke the AQMA applies. This means all recording locations in the AQMA would need to show NO_2 levels of no more than $36\mu\text{g}/\text{m}^3$ for three years running, with the readings during the COVID-19 pandemic not applying as the impacts of the lockdowns will have led to unrepresentative levels.

4 Exposure to Air Pollution in the Bishop's Stortford AQMA

This chapter of the report provides details of exposure to air pollution in the Bishop's Stortford Air Quality Management Area (AQMA).

Figure 1 shows the location of the council's air quality monitoring stations in and adjacent to the Bishop's Stortford AQMA which is centred on Hockerill junction.

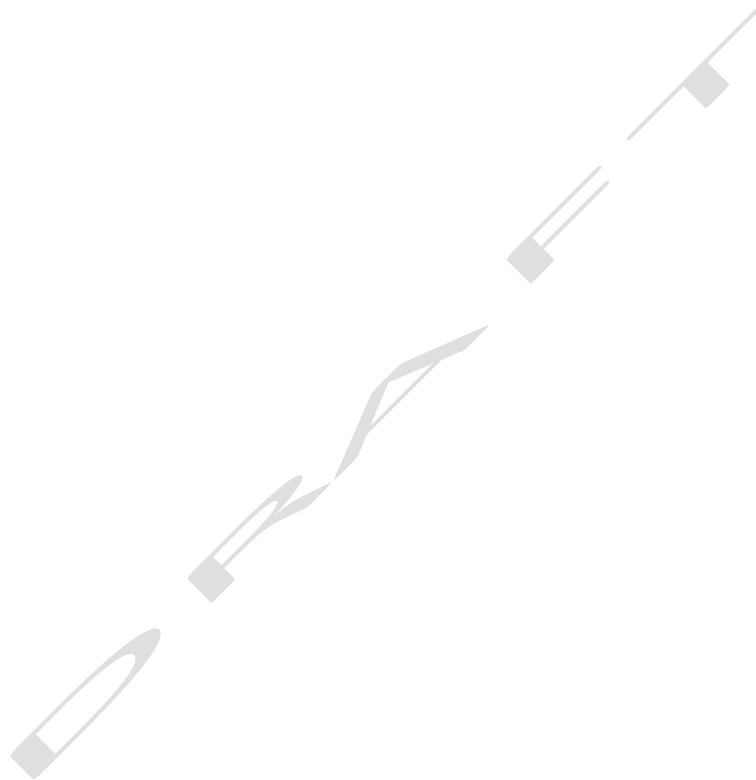
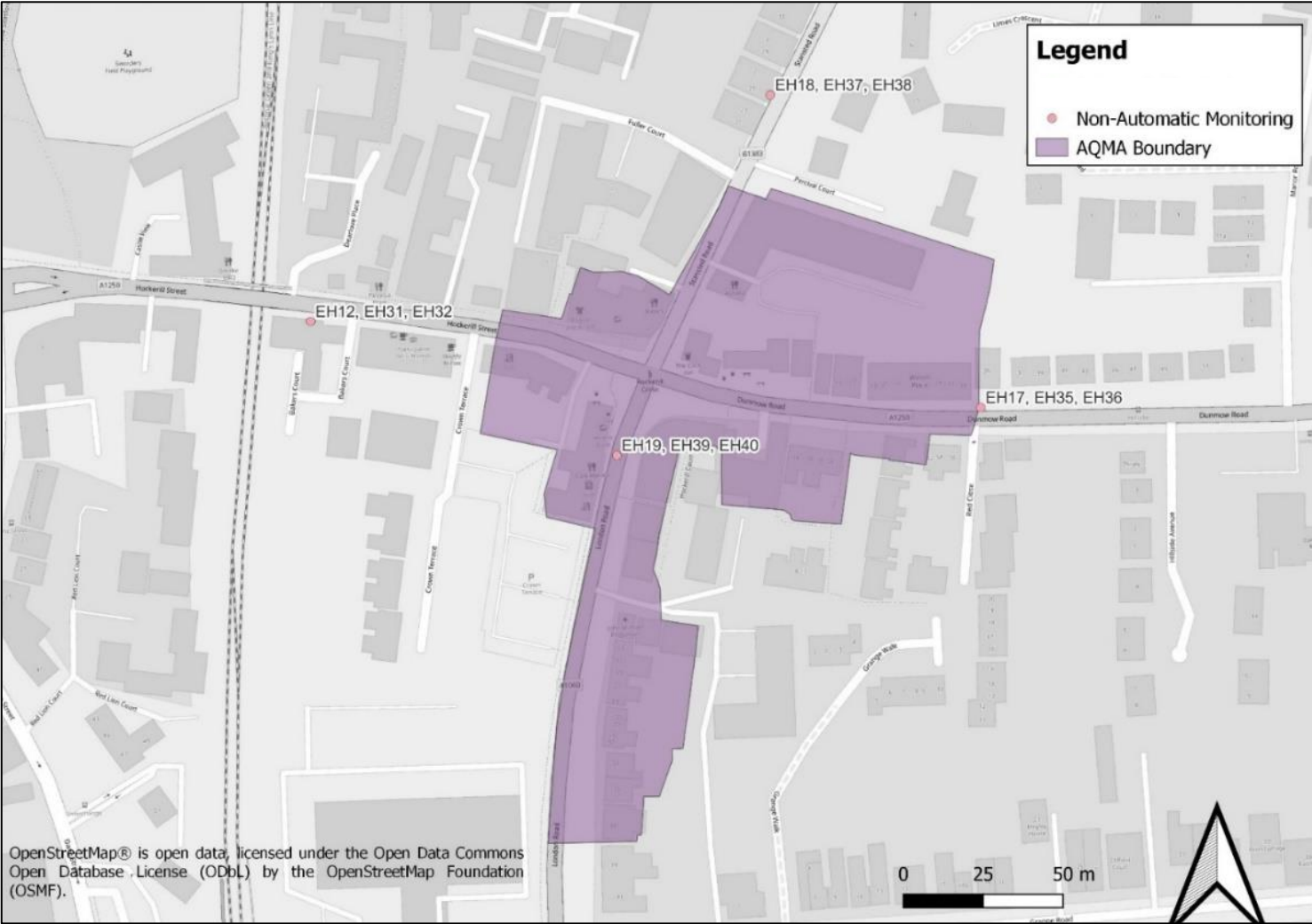


Figure 1 – Bishop’s Stortford AQMA and air quality monitoring locations



4.1 Analysis of the *annual* mean average NO₂ concentration in the Bishop's Stortford AQMA

Table 1 gives the readings at the monitoring locations in Bishop's Stortford over the last five years. It can be seen that by 2022, two of the four roads at Hockerill junction are below the *annual* average of no more than 40µg/m³. Can the AQMA be revoked? No, as a consistent pattern of three years' readings at or below 36µg/m³ is not shown. Of note, the three years of low readings in Stanstead Road must be treated with caution as the 2020/21 and 2021/22 levels will have been impacted by the COVID-19 pandemic and lockdowns.

Table 1 gives annual mean average levels as the 'raw data' and as 'bias adjusted' figures. The latter figures are the raw numbers with a DEFRA formula applied to take account of the precise location of the monitoring in relation to residents and thus purport to give a better measure of how the residents in the area would be likely to experience the pollution. Both figures have been included for completeness.

Table 1 – LAQM diffusion tube monitoring – Bishop's Stortford AQMA

| Site ID | Site location | Within Bishop's Stortford AQMA | Bias adjusted annual mean concentration (µg/m ³) | | | | |
|----------------------|------------------|--------------------------------|--|------------------------------|------------------------------|------------------------------|------------------------------|
| | | | [Annual Mean NO ₂ Concentration] (µg/m ³) | | | | |
| | | | <i>Figures in bold = level above the national objective of 40 µg/m³</i> | | | | |
| | | | 2018 | 2019 ^[9] | 2020 | 2021 | 2022 |
| EH12 EH31 EH32 | Hockerill Street | Yes | 35.4 [43.6] | 43.8 [42.9] | 34.5 [33.4] | 33.4 [34.8] | 38.9 [36.1] |
| EH17 EH35 EH36 | Dunmow Road | Yes | 51.4 [63.2] | 59.5 [58.3] | 46.9 [48.5] | 47.3 [49.3] | 48.8 [45.2] |
| EH18 EH37 EH38 | Stansted Road | No | 30.9 [38.0] | 36.1 [35.4] | 30.8 [29.8] | 30.7 [31.9] | 33.1 [30.6] |

⁹ Year of readings used for source apportionment.

| Site ID | Site location | Within Bishop's Stortford AQMA | Bias adjusted annual mean concentration ($\mu\text{g}/\text{m}^3$) | | | | |
|----------------------|---------------|--------------------------------|---|------------------------------|------------------------------|------------------------------|------------------------------|
| | | | [Annual Mean NO_2 Concentration] ($\mu\text{g}/\text{m}^3$) | | | | |
| | | | <i>Figures in bold = level above the national objective of $40 \mu\text{g}/\text{m}^3$</i> | | | | |
| | | | 2018 | 2019 ^[9] | 2020 | 2021 | 2022 |
| EH19 EH39 EH40 | London Road | No | 52.0 [64.0] | 59.1 [57.9] | 48.9 [47.4] | 48.3 [50.3] | 50.0 [46.3] |

4.2 Analysis of the *hourly* mean average NO_2 concentration in the Bishop's Stortford AQMA

At present, we do not have data from a continuous air quality monitor in the Bishop's Stortford AQMA and so we use the guidance published by DEFRA to calculate whether the *hourly* mean average for NO_2 of $200\mu\text{g}/\text{m}^3$ objective has or is likely to have been exceeded.

DEFRA's Local Air Quality Management Technical Guidance (TG22)^[10] states that the *hourly* mean average of NO_2 of $200\mu\text{g}/\text{m}^3$ objective is only likely to be exceeded where the *annual* mean average concentrations are $60\mu\text{g}/\text{m}^3$ or more. As the data in **Table 1** reports levels below $60\mu\text{g}/\text{m}^3$ we can deduce that the hourly $200\mu\text{g}/\text{m}^3$ level is likely not to have been exceeded in the last five years.

4.3 Heat map showing NO_2 concentrations in the Bishop's Stortford AQMA

The 'heat map' in **Figure 2** shows the *modelled* air pollution levels in the Bishop's Stortford AQMA based on the readings from the various monitoring stations. The map uses DEFRA's standard scale, represented as yellow, orange and red, to indicate the severity of the NO_2 levels in each location.

The map illustrates that exceedances of the annual mean NO_2 concentration are primarily due to vehicle congestion at the Hockerill junction. This is exacerbated at this location by the "road canyon" effects of the surrounding streets due to narrow roads and buildings on either side of the roads. As can thus be anticipated, the modelling used for the heat maps illustrates that concentrations of air pollution in the AQMAs are highest in the centre of the main roads, with levels of pollution falling as one moves away from each road.

¹⁰ <https://laqm.defra.gov.uk/wp-content/uploads/2022/08/LAQM-TG22-August-22-v1.0.pdf>

Figure 2 - Bishop's Stortford AQMA modelled pollutant concentrations (based on data from 2019)



5 Exposure to Air Pollution in the Hertford AQMA

This chapter of the report provides details of exposure to air pollution in the Hertford Air Quality Management Area (AQMA).

Figure 3 shows the location of the council’s air quality monitoring stations in and adjacent to the Hertford AQMA which is centred on Gascoyne Way.

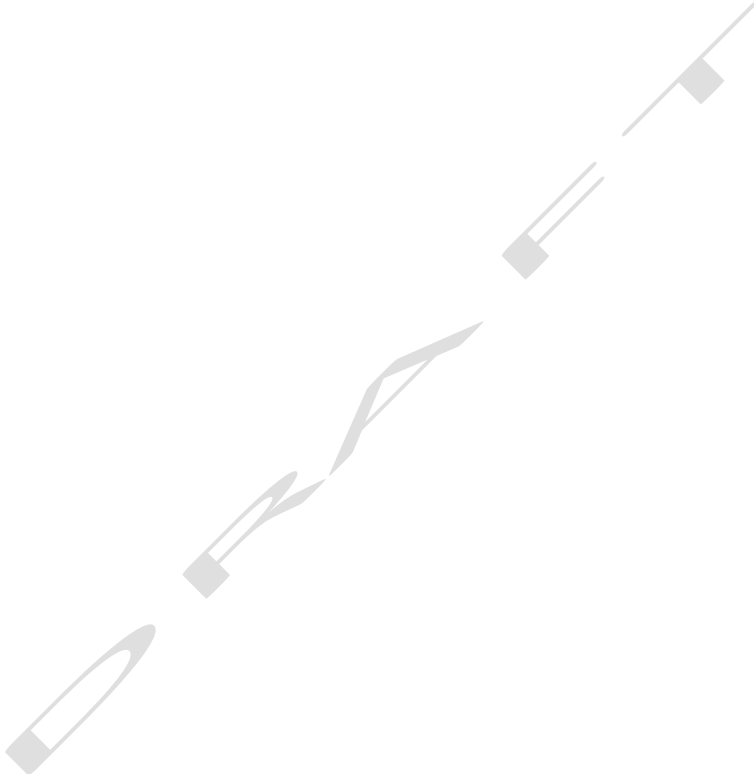
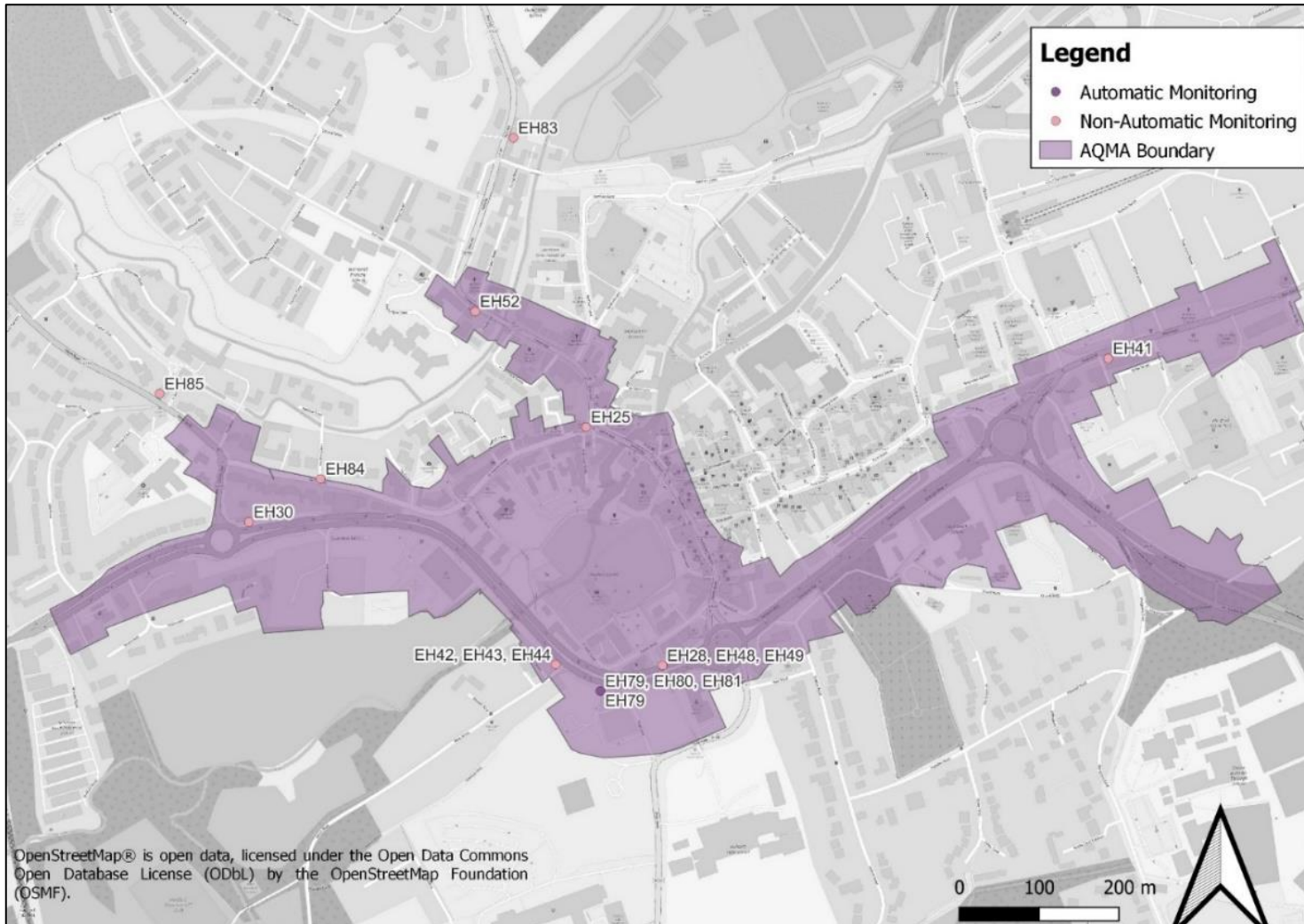


Figure 3 - Hertford AQMA and air quality monitoring locations



5.1 Analysis of the *annual* mean average NO₂ concentration in the Hertford AQMA

From the data in **Table 2**, we can see that by 2022 all five monitoring locations are below the *annual* mean air quality objective (AQO) for NO₂ of 40µg/m³.

As discussed earlier in this report, to revoke an AQMA, the annual mean air quality objective for NO₂ must be at least 10% lower than the exceedance value of 40µg/m³ or, put another way, the readings must not be above 36µg/m³, for at least three years. Because of the unreliability of the data collected during the COVID-19 pandemic (2020 and 2021), we do not have three consecutive years' worth of data to support revoking this AQMA at the present time.

Table 2 gives annual mean average levels as the 'raw data' and as 'bias adjusted' figures. The latter figures are the raw numbers with a DEFRA formula applied to take account of the precise location of the monitoring in relation to residents and thus purport to give a better measure of how the residents in the area would be likely to experience the pollution. Both figures have been included for completeness.

Table 2 – LAQM diffusion tube monitoring – Hertford AQMA

| Site ID | Site location | Within Hertford AQMA | Annual Mean NO ₂ Concentration (µg/m ³) | | | | |
|----------------------|---------------------------------------|----------------------|--|----------------------|--------|--------|--------|
| | | | [Bias adjusted annual mean concentration] (µg/m ³) | | | | |
| | | | <i>Figures in bold = level above the national objective of 40 µg/m³</i> | | | | |
| | | | 2018 | 2019 ^[11] | 2020 | 2021 | 2022 |
| EH25 | Old Cross | Yes | 35.1 | 41.8 | 33.1 | 32.3 | 32.0 |
| | | | [43.2] | [41.0] | [32.1] | [33.7] | [29.7] |
| EH28 EH48 EH49 | Castle Street | Yes | 28.4 | 34.7 | 28.0 | 28.1 | 31.8 |
| | | | [35.0] | [34.0] | [27.2] | [29.3] | [29.4] |
| | | | | | | | |
| EH42 EH43 EH44 | West Street (co-located with EH29) | Yes | 32.9 | 40.6 | 31.8 | 32.1 | 36.8 |
| | | | [40.5] | [41.4] | [30.9] | [33.5] | [34.1] |
| | | | | | | | |

¹¹ Year of readings used for source apportionment.

| Site ID | Site location | Within Hertford AQMA | Annual Mean NO ₂ Concentration (µg/m ³) | | | | |
|----------------------|--------------------------------------|----------------------|--|----------------------|----------------|----------------|----------------|
| | | | [Bias adjusted annual mean concentration] (µg/m ³) | | | | |
| | | | <i>Figures in bold = level above the national objective of 40 µg/m³</i> | | | | |
| | | | 2018 | 2019 ^[11] | 2020 | 2021 | 2022 |
| EH79 EH80 EH81 | Gascoyne Way | Yes | 31.8 [39.2] | 32.0 [31.4] | 25.6 [24.9] | 26.1 [27.2] | 28.9 [26.7] |
| EH30 | Downey Cottage, Hertingfordbury Road | Yes | 29.9 [36.8] | 37.3 [36.5] | 31.3 [30.3] | 30.0 [31.3] | 33.3 [30.8] |

5.2 Analysis of the hourly mean average NO₂ concentration in the Hertford AQMA

Hertford is the only AQMA which currently has a continuous air quality monitoring station. The monitor is located on Gascoyne Way, within the Hertford AQMA, and monitors NO₂ and PM_{2.5} via a chemiluminescent and BAM analyser. This can be used to assess performance against the annual mean average objective of 200µg/m³.

Details of the continuous air quality monitor are provided in **Table 3**. The location of the monitoring site within the AQMA is shown in **Figure 3**.

Table 3 – Automatic monitor (Hertford)

| Site ID | Site Location | Site Type | OS Grid Ref (E, N) | In AQMA | Pollutants Monitored | Inlet Height (m) |
|---------|---------------|-----------|--------------------|---------|---------------------------------------|------------------|
| EH79 | Gascoyne Way | Roadside | 532464, 212338 | Yes | NO ₂ and PM _{2.5} | 1.5 |

The monitoring results for the annual mean NO₂ concentration are presented in **Table 4**. It can be seen that there have been no recorded exceedances of

60µg/m³, we can therefore deduce that the hourly 200µg/m³ level is likely not to have been exceeded in the last five years.

Table 4 – Automatic monitor EH79: NO₂ annual mean concentrations

| Site ID | NO ₂ Annual Mean Concentration (µg/m ³) | | | | |
|---------|--|------|------|------|------|
| | 2018 | 2019 | 2020 | 2021 | 2022 |
| EH79 | 32.2 | 33.0 | 20.0 | 26.0 | 28.9 |

Table 5 confirms that the 200µg/m³ NO₂ exposure to air pollution objective has not been breached during any single hourly reading.

Table 5 – Automatic monitor EH79: Number of NO₂ hourly means exceedances

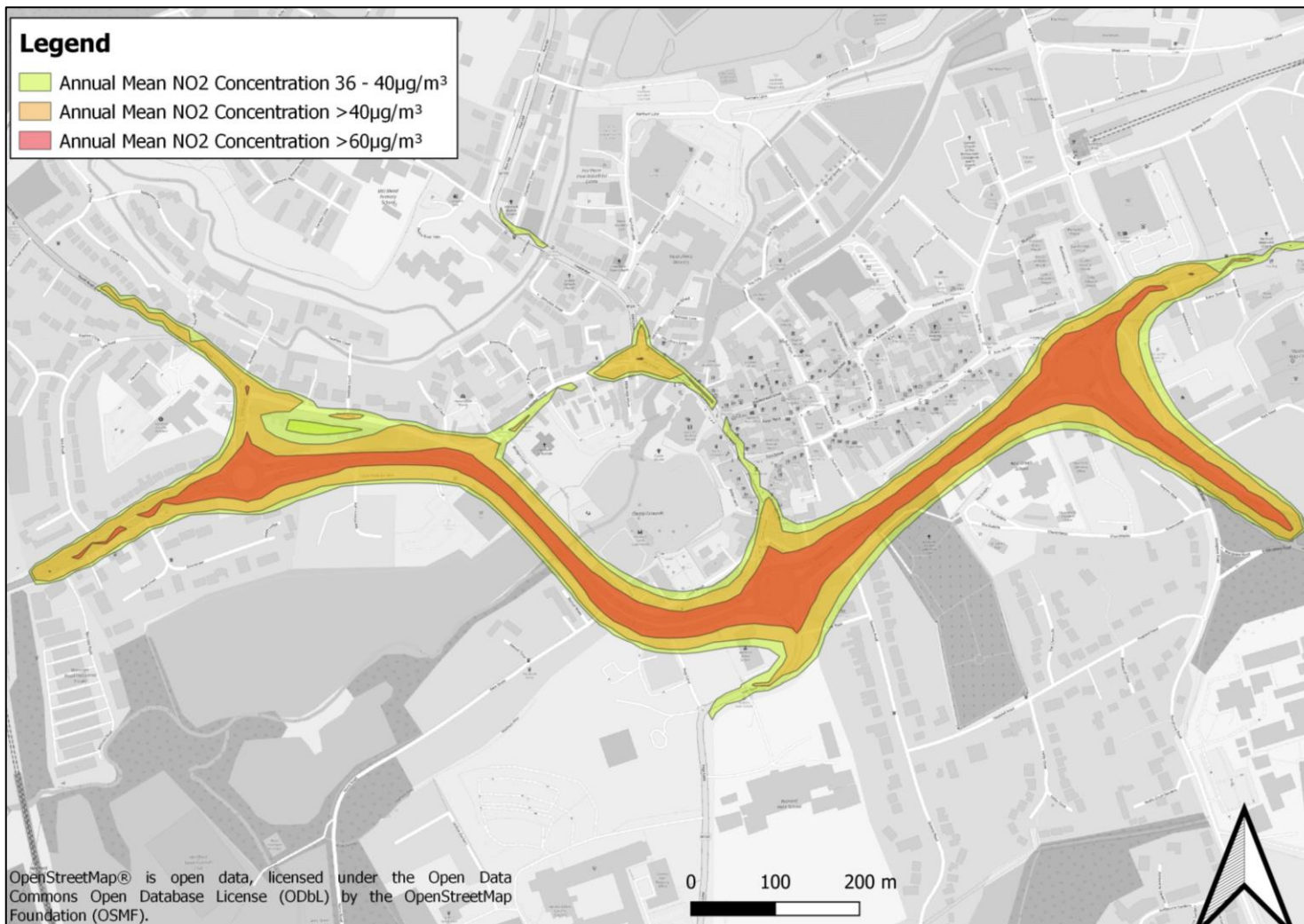
| Site ID | Hourly Means in Excess of the 1-hour Objective (200 µg/m ³) | | | | |
|---------|---|------|------|------|------|
| | 2018 | 2019 | 2020 | 2021 | 2022 |
| EH79 | 0 | 0 | 0 | 0 | 0 |

5.3 Heat map showing NO₂ concentrations in the Hertford AQMA

The ‘heat map’ in **Figure 4** shows the *modelled* air pollution levels in the Hertford AQMA based on the readings from the various monitoring stations. The map uses DEFRA’s standard scale, represented as yellow, orange and red, to indicate the severity of the NO₂ levels in each location.

The map illustrates that annual mean NO₂ concentrations are highest in the centre of the main roads, notably Gascoyne Way and London Road. The levels of pollution fall as one moves away from each road. This illustrates that traffic is the primary cause of air pollution in the AQMA.

Figure 4 - Hertford AQMA modelled pollutant concentrations (based on data from 2019)



6 Exposure to Air Pollution in the Sawbridgeworth AQMA

This chapter of the report provides details of exposure to air pollution in the Sawbridgeworth Air Quality Management Area (AQMA).

Figure 5 shows the location of the council's air quality monitoring stations in the Sawbridgeworth AQMA which is centred on the London Road/Cambridge Road corridor through the town.

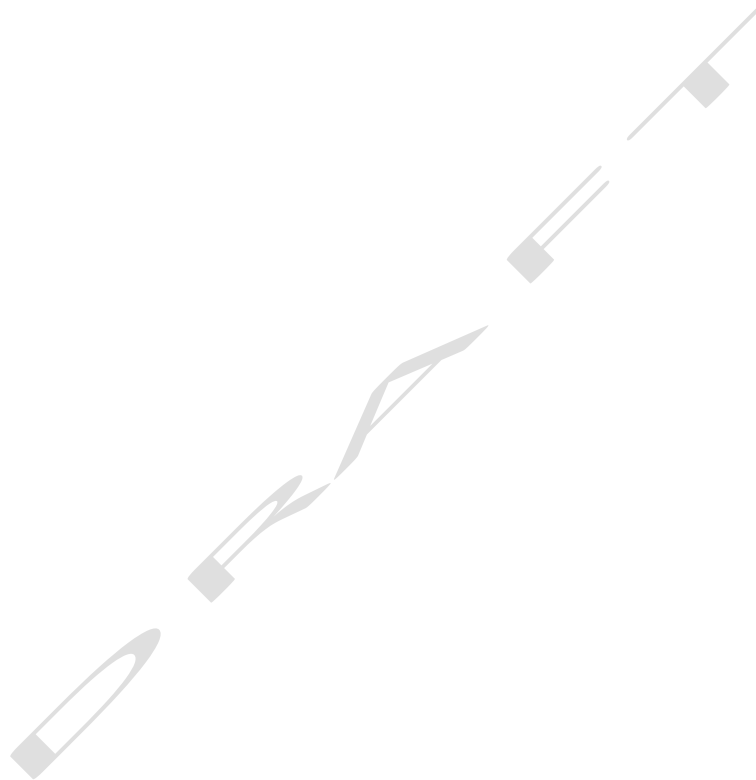


Figure 5 - Sawbridgeworth AQMA and air quality monitoring locations



6.1 Analysis of the *annual* mean average NO₂ concentration in the Sawbridgeworth AQMA

From the data in **Table 6**, we can see that one of the monitoring locations is below the annual mean air quality objective (AQO) for NO₂ of 40µg/m³, and one exceeds it based on the bias adjusted concentration.

As discussed earlier in this report, to revoke an AQMA, the annual mean air quality objective for NO₂ must be at least 10% lower than the exceedance value of 40µg/m³ or, put another way, the readings must not be above 36µg/m³, for at least three years. Notwithstanding the unrepresentative nature of the data collected during the COVID-19 pandemic (2020 and 2021), the threshold for revocation clearly has not yet been met.

Table 6 gives annual mean average levels as the ‘raw data’ and as ‘bias adjusted’ figures. The latter figures are the raw numbers with a DEFRA formula applied to take account of the precise location of the monitoring in relation to residents and thus purport to give a better measure of how the residents in the area would be likely to experience the pollution. Both figures have been included for completeness.

Table 6 – LAQM diffusion tube monitoring – Sawbridgeworth AQMA

| Site ID | Site location | Within Sawbridgeworth AQMA | Annual Mean NO ₂ Concentration (µg/m ³) | | | | |
|---------|-------------------------|----------------------------|--|----------------------|-------------|-------------|-------------|
| | | | [Bias adjusted annual mean concentration] (µg/m ³) | | | | |
| | | | <i>Figures in bold = level above the national objective of 40 µg/m³</i> | | | | |
| | | | 2018 | 2019 ^[12] | 2020 | 2021 | 2022 |
| EH57 | Bell Street at crossing | Yes | 41.5 | 50.4 | 40.5 | 40.9 | 42.9 |
| | | | [51.0] | [49.5] | [39.3] | [42.6] | [39.8] |
| EH91 | 14 London Road | Yes | 36.7 | 39.5 | 32.7 | 33.6 | 37.3 |
| | | | [43.3] | [38.7] | [31.7] | [33.6] | [34.5] |

¹² Year of readings used for source apportionment.

6.2 Analysis of the *hourly* mean average NO₂ concentration in the Sawbridgeworth AQMA

At present, we do not have data from a continuous air quality monitor in the Sawbridgeworth AQMA and so we use the guidance published by DEFRA to calculate whether the *hourly* mean average for NO₂ of 200µg/m³ objective has or is likely to be exceeded.

DEFRA's Local Air Quality Management Technical Guidance (TG22)^[13] states that the *hourly* mean average of NO₂ of 200µg/m³ objective is only likely to be exceeded where the *annual* mean average concentrations are 60µg/m³ or more. As the data in **Table 6** shows levels below 60µg/m³ we can deduce that the hourly 200µg/m³ level has not been exceeded in the last five years.

6.3 Heat map showing NO₂ concentrations in the Sawbridgeworth AQMA

The 'heat map' in **Figure 6** shows the *modelled* air pollution levels in the Sawbridgeworth AQMA based on the readings from the various monitoring stations. The map uses DEFRA's standard scale, represented as yellow, orange and red, to indicate the severity of the NO₂ levels in each location.

The map illustrates that annual mean NO₂ concentrations are highest at the junction of London Road and Bell Street and the dual roundabouts linking Cambridge Road, Station Road, London Road and West Road. The levels of pollution fall as one moves away from these two traffic junctions. This illustrates that traffic is the primary cause of air pollution in the AQMA.

¹³ <https://laqm.defra.gov.uk/wp-content/uploads/2022/08/LAQM-TG22-August-22-v1.0.pdf>

Figure 6 - Sawbridgeworth AQMA modelled pollutant concentrations (based on data from 2019)



7 Who is Exposed to Air Pollution in the AQMAs in East Hertfordshire?

Those living in an AQMA, as well as those walking, cycling or driving through one will be exposed to some extent to air pollution. That said, as discussed in the preceding chapters, it is only the annual mean NO₂ concentration of 40µg/m³ which is exceeded and thus only those living in the AQMA who will be impacted according to the DEFRA guidance. That is not to say that those walking, cycling or driving through an AQMA will not experience poor air quality, however, none are likely to walk, cycle or drive through for a continuous hour and even if they did, the 200µg/m³ hourly exposure level has not been exceeded in any of the three AQMAs.

7.1 Residents

To understand the extent of the population of East Hertfordshire who reside in an AQMA and are exposed to poor air quality, a review of the estimated population of each AQMA has been undertaken (see **Table 7**). This has been completed using the Office for National Statistics 'Lower Super Output Area' (LSOA) information^[14]. Information from the Indices of Multiple Deprivation (IMD)^[15] are also included.

The scores for the IMD are based on deciles of multiple factors of deprivation. The larger the score, the more deprived the area, on a scale of 1 to 10.

¹⁴ <https://www.data.gov.uk/dataset/3f6c84f1-9da1-4ee0-82a7-50086a775e22/lower-layer-super-output-areas-2021-boundaries-ew-bgc>

¹⁵ https://data.england.nhs.uk/ncdr/data_element/indices-of-multiple-deprivation-imd-decile/

Table 7 - Population Exposure within East Herts AQMAs

| AQMA | Estimated population in AQMA | Average IMD score (1 being the most disadvantaged, 10 being the least) | Median age |
|--------------------|-------------------------------------|---|-------------------|
| Bishop's Stortford | 71 | 9 | 35 |
| Hertford | 2,128 | 9 | 41 |
| Sawbridgeworth | 428 | 9 | 47 |

As shown, the Hertford AQMA has the greatest population.

All AQMAs are in the 9th decile (out of 10), indicating that none of the three AQMAs are in areas of deprivation. This makes the AQMAs in East Hertfordshire different from some other ones, particularly those in more urban and metropolitan areas, where living in an area of poor air quality is correlated more closely with deprivation.

The median ages for the district of East Hertfordshire and England are 43 years and 42 years respectively. The 71 people estimated to be living in the Bishop's Stortford AQMA have a younger average age than the East Hertfordshire population, with those living in the Hertford AQMA being slightly younger and Sawbridgeworth AQMA being older than the both the district-wide and national average ages. The younger average among the, albeit low, population in the Bishop's Stortford AQMAs suggests there may be young residents who are particularly susceptible to the adverse effects of air pollution. This further serves to emphasise the need for action.

7.2 Walkers and cyclists

For those who walk or cycle through an AQMA, when reading this AQAP, the measure likely to be of most interest is the *hourly* mean objective for Nitrogen Dioxide of no more than 200µg/m³. This is because this is the nationally set upper level of pollution for someone to experience continuously for a whole hour.

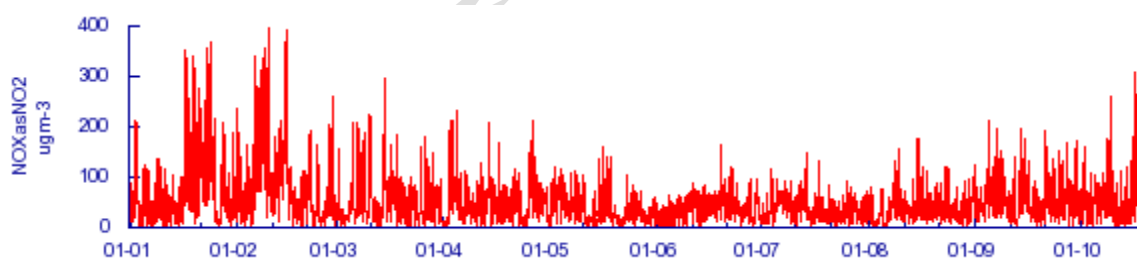
As air pollution in East Hertfordshire stems from traffic, it is to be expected that higher concentrations will be experienced by someone walking or cycling through an AQMA than someone living in one because they will be nearer to the source of the emissions, that is, the vehicles driving along the roads.

At the same time, it is important to note that the measure relates to an *hourly* mean average of $200\mu\text{g}/\text{m}^3$ rather than a very short exposure to this level although, of course, the council recognises that ideally no-one would be exposed to air pollution at all.

As discussed in earlier chapters, modelling in Bishop's Stortford and Sawbridgeworth and the continuous monitor in Hertford indicate no location within any of the AQMAs ever demonstrates a whole hour's worth of air pollution above $200\mu\text{g}/\text{m}^3$, although data from continuous air quality monitors will show the fluctuating level of NO_2 at the monitoring station.

At present there is only one continuous monitoring station in the district. This is located in the Hertford AQMA. The findings from this monitoring station for January to October 2023 are shown in **Figure 7** below. There are 'spikes' where for short bursts of time air pollution exceeds $200\mu\text{g}/\text{m}^3$. See section 9.1 for information about the relationship between NO_x and NO_2 .

Figure 7 - Hertford AQMA NO_x as NO_2 Levels for 2023



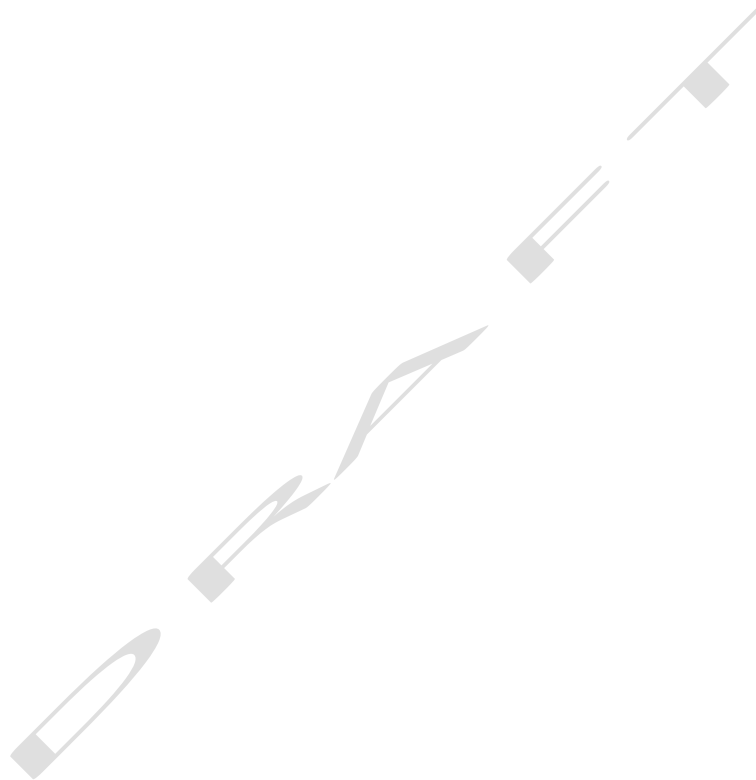
Those walking or cycling through the Hertford AQMA, or considering doing so, may wish to check the real time information which is available online via the council's air quality webpage: <https://www.eastherts.gov.uk/environmental-health/air-quality>

In 2024, continuous air quality monitoring stations will be added to each of the three AQMAs.

7.3 Drivers

As the heat maps included in earlier chapters have clearly shown, air pollution in East Herts' AQMAs is the result of traffic. While much of the national debate and discussion in this AQAP sees drivers of fossil-fuelled vehicles as the polluters, those same drivers, and indeed drivers of electric vehicles, will experience a degree of air pollution *within* their vehicles (however powered) as they drive through an AQMA.

There are no national objectives relating to pollution levels *within* vehicles but just as for those walking or cycling in an AQMA, the real time data, as exemplified in **Figure 7** above, is likely to be of interest to drivers.



8 Developing an Air Quality Action Plan for East Hertfordshire

The preceding chapters have explained that:

- air pollution is detrimental to health
- nationally set maximum levels for *annual* average air pollution have been exceeded in three AQMAs
- traffic is the primary cause of air pollution in the three AQMAs
- while those living within the district's AQMAs are the most exposed to pollution, those walking, cycling or driving through the AQMAs will also experience poor air quality.

This chapter will now cover the council's examination of the work to date, policies, evidence and best practice which can be drawn upon to effectively tackle the district's air pollution.

8.1 Track record to date

This action plan will need to build on our track record to date. For example, we have:

- trialled an e-car club, using Department for Environment, Food and Rural Affairs (DEFRA) funding, which served council staff in the day and the public outside of office hours with dedicated charges in Hertford and Bishop's Stortford. This pilot has led to the establishment of a staff e-car club and private car rental companies in the area offering low emission vehicles for hire by the public
- published a sustainability Supplementary Planning Document (SPD) with a specific air quality chapter applying strict air quality measures to all developments
- introduced the strictest emissions standards in Hertfordshire for the taxi vehicles we licence
- installed over 60 e-vehicle charging points to promote the switch to e-vehicles
- replaced our fleet of diesel vans with e-cars
- installed anti-idling signage in our own car parks and beyond.

In addition, together with our partners, principally Hertfordshire County Council, we have:

- introduced smart traffic light management at Hockerill junction in the Bishop's Stortford Air Quality Management Area (AQMA) to promote traffic flow and minimise idling
- improved the lighting and visual appeal of pedestrian subways to counteract feelings of a lack of safety as a barrier to active travel
- annually promoted Clean Air Day
- supported the introduction of demand responsive bus services in the northern half of the district.

We have continued to facilitate behaviour change by:

- introducing and promoting an air alert notification scheme
- working with schools and businesses, using DEFRA funding, on active travel alternatives to daily commutes.

The evidence discussed in earlier chapters demonstrates that despite all the efforts and interventions described above there is still more to do. It is thus incumbent on East Herts Council to work with its partners to marshal all the available information, best practice or policy levers to tackle the unacceptable levels of air pollution.

8.2 Planning and Policy Context

Clean Air Strategy 2019

The Government's Clean Air Strategy^[16] sets out the case for action at a national level, identifying a number of sources of air pollution within the UK including road transportation (relevant in terms of the AQMAs currently present within East Hertfordshire). It also sets out the actions required to reduce the impact upon air quality from these sources. It has been developed in conjunction with three other UK Government Strategies; the Industrial Strategy, the Clean Growth Strategy, and the 25 Year Environment Plan.

¹⁶ <https://www.gov.uk/government/publications/clean-air-strategy-2019>

Air Quality Strategy 2023

In April 2023, the government's new Air Quality Strategy was published^[17], which supersedes the Air Quality Strategy (2008).

The strategy plans to set out a framework to enable local authorities to deliver for their communities and contribute to the governments long term air quality goals, this includes the new targets for PM_{2.5}.

The Air Quality Strategy is designed for local authorities in England with the focus on three main pollutants, PM_{2.5}, NO_x and NH₃.

The Air Quality Strategy seeks to implement the focus on air quality being a public health issue, with Directors of Public Health being involved and collaboration with plans and strategies with other departments and strategies such as climate change.

UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations

Published in July 2017, the UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations (Detailed Plan)^[18] is the UK government's plan for bringing concentrations of NO₂ within statutory limits within the shortest possible time. It identifies that the most immediate air quality challenge within the UK is tackling the issue of NO₂ concentrations close to roads, especially within towns and cities.

The plan identifies the local authorities that were required to complete feasibility studies to define NO₂ concentrations on road links which were identified by the national Pollutant Climate Mapping (PCM) model as exceeding the NO₂ annual mean AQS objective. East Herts Council was not one of the authorities identified. That said, the UK Plan details a range of possible solutions to reduce NO_x emissions from vehicles and therefore lower NO₂ concentrations which the council has been mindful of when devising this plan. The actions detailed within the UK Plan include:

- implementation of Clean Air Zones (CAZs)

¹⁷ <https://www.gov.uk/government/publications/the-air-quality-strategy-for-england/air-quality-strategy-framework-for-local-authority-delivery>

¹⁸ <https://www.gov.uk/government/publications/air-quality-plan-for-nitrogen-dioxide-no2-in-uk-2017>

- new real world driving emissions requirements for light passenger and commercial vehicles
- additional funding to accelerate the uptake of low emissions buses and also for the retrofitting of older buses
- additional funding to accelerate the uptake of hydrogen vehicles and associated infrastructure
- new mandatory emissions standards for non-road mobile machinery
- local cycling and walking investment plans.

East Herts District Plan (the Local Plan)

The council adopted its Local Plan, known locally as the District Plan, on the 23 October 2018¹⁹. The District Plan sets out the planning framework for the district for the period of 2011-2033 and prioritises the delivery of sustainable development.

Specific Air Quality policies are included within the plan, notably:

Policy EQ4 Air Quality

I. The effect of development upon air quality is a material consideration. All applications should take account of the Council's Air Quality Planning Guidance Document, which details when an air quality assessment is required.

II. All development should take account of the Council's latest Air Quality Action Plan, local Air Quality Strategies, Local Transport Plans, as well as national air quality guidance.

III. All developments should include measures to minimise air quality impact at the design stage and should incorporate best practice in the design, construction and operation of all developments.

IV. Where development (on its own or cumulatively) will have a negative impact on local air quality during either construction or operation, mitigation measures will be sought that will remove overriding impacts, such as an air quality neutral or negative development. Evidence of mitigation measures will be required upfront.

¹⁹ https://cdn-eastherts.onwebcurl.com/s3fs-public/documents/District_Plan_Publish_web_view.pdf

V. Where on-site mitigation is not sufficient, appropriate off-site mitigation measures may be required. Where adequate mitigation cannot be provided, development will not normally be permitted.

VI. Developments must not:

- *lead to a breach or worsening of a breach of UK or EU limit values;*
- *lead to a breach or worsening of a breach of an Air Quality objective or cause the declaration of an Air Quality Management Area or;*
- *prejudice the implementation of any Air Quality Action Plan or local air quality strategy*

East Herts Sustainability Planning Guidance

East Herts Council have developed a Sustainability Supplementary Planning Document (SPD)^[20]. This planning guidance document has been prepared to support East Herts Council's Air Quality Development Management Policy within its District Plan. The aim is to facilitate sustainable development by helping to achieve the best possible public health protection outcomes, in relation to air quality.

The objectives defined to help achieve this aim are to:

- identify the district-specific air pollution issues
- identify the tools to control air pollution that are available to this local authority under the planning regime
- provide clarity and consistency to developers, planners and local communities by confirming:
 - how the council will assess planning applications in relation to air quality
 - the mitigation and monitoring of air quality impacts via planning conditions and the use of tools such as Section 106 agreements
 - the circumstances where an air quality assessment will be required for a proposed development
 - the requirements of an air quality assessment

²⁰ <https://cdn-eastherts.onwebcurl.com/s3fs-public/2021-03/Sustainability%20SPD.pdf>

- contribute to the improvement of air quality in the district, in particular in Air Quality Management Areas
- be compatible with existing East Herts Council policies
- complement and add important local context to the National Planning Practice Guidance
- direct developers to detailed guidelines for undertaking an emissions assessment in line with that from the Low Emission Partnership.
- use the Damage Cost Approach for applications
- promote Air Quality Neutral Assessments.

East Herts Climate Change Strategy

In 2022, following East Herts Council's climate change declaration in July 2019, the council introduced its first Climate Change Strategy. The strategy lays out how the council, residents, business and other partners can all pull together and help each other make significant and long-lasting improvements to the sustainability of our precious environment.

Another key aspect of the strategy was the inclusion of the council's route map to net-zero carbon by 2030.

Since this time, the council has accelerated its efforts to tackle climate change by:

- declaring a Climate Emergency in July 2023
- bringing forward to 2027 the deadline for minimising its own carbon footprint and putting in place robust offsetting plans and
- devoting over £500,000 from its share of the UK Shared Prosperity Fund to environmental sustainability measures.

The Climate Change Strategy and this air quality action plan share a number of priorities, goal and actions, for example, the promotion of e-vehicles, anti-idling measures and the focus of enabling people to making lasting behavioural changes.

Hertfordshire's Local Transport Plan 2018-2031

The Local Transport Plan 2018 – 2031, developed by Hertfordshire County Council, sets out how transport can help deliver a positive future vision for

Hertfordshire by having a major input into wider policies such as economic growth, meeting housing needs, improving public health and reducing environmental damage whilst also providing for safe and efficient travel^[21]. As part of this there are two specific policies relating to Air Quality as set out below:

Policy 19: Emissions reduction

The county council will reduce levels of harmful emissions by:

- a) Promoting a change in people's travel behaviour to encourage a modal shift in journeys from cars to walking, cycling and passenger transport.*
- b) Addressing any barriers to and supporting the uptake of ULEVs in the county, particularly where this can positively affect areas with identified poor air quality.*
- c) Reducing emissions from its operations.*

Policy 20: Air Quality

The county council will seek to reduce the impact of poor Air Quality on human health, by:

- a) Investigating the use of Clean Air Zones.*
- b) Working with district/borough councils to monitor and assess air pollution levels and working in partnership with them to deliver any declared AQMA joint action plans.*
- c) Implementing, monitoring and reviewing the county council's Air Quality Strategic Plan.*

Local cycling and walking infrastructure plans

Local Cycling and Walking Infrastructure Plans (LCWIPs) are a 10-year strategic approach to cycling and walking improvements. They form part of the Government's strategy to increase the number of trips made on foot or by cycle. The LCWIP for East Herts Council was still in development at the time of devising the Air Quality Action Plan.

²¹ <https://www.hertfordshire.gov.uk/media-library/documents/about-the-council/consultations/ltp4-local-transport-plan-4-complete.pdf>

9 Source Apportionment

9.1 How was the source apportionment work undertaken?

The AQAP measures presented in this report are intended to be targeted towards the predominant sources of emissions within East Hertfordshire. To assist in this, a source apportionment exercise was carried out for East Herts Council by Bureau Veritas based on a 2019 baseline year. Importantly, this is a pre-COVID-19 dataset which the council believes best reflects the local situation without the unprecedented events of the pandemic, notably the lockdowns, which are likely to have skewed more recent readings. Full details are provided within the technical report found on our website^[22] including a breakdown of polluting vehicles and pollution from background sources.

The source apportionment exercise used 12-months traffic data from traffic flow cameras around the AQMAs to match against vehicle classifications held by the DVLA. The calculations were undertaken using an air dispersion model to assess the overall emissions profiles of vehicles moving through each AQMA. It should be noted that emission sources of NO₂ are dominated by a combination of direct NO₂ (f-NO₂) and oxides of nitrogen (NO_x), the latter of which is chemically unstable and rapidly oxidised upon release to form NO₂. Reducing levels of NO_x emissions therefore reduces levels of NO₂.

“f-NO₂” factors are developed from real world testing of vehicles, thereby measuring what vehicles *actually* emit rather than emissions measured in a laboratory. These values are used in dispersion modelling to make it more accurate.

9.2 Bishop’s Stortford AQMA

The NO₂ source apportionment exercise has been completed at the maximum receptor reading location in line with the guidance contained within the Local Air Quality Management Technical Guidance (TG22). A summary of this information can be found in **Appendix B**.

Using the calculations in **Table 24** (in **Appendix B**), the NO₂ apportionment for vehicles is set out below in **Table 8**. These apportionments are based on the total

²² <https://www.eastherts.gov.uk/environmental-health/air-quality>

actual vehicle movement through the AQMA and represent the *total* impact of each class of vehicle, not each *individual* vehicle. Therefore, **Table 8** is not showing that ‘petrol LGVs’ are less polluting than ‘plug-in hybrid petrol cars’, it is instead saying that during the monitoring period the impact of petrol LGV vehicles on the NO₂ level was less than the plug-in hybrid petrol cars, which is most likely a result of fewer, if any, petrol LGVs passing through the AQMA during this time.

Table 8 - NO₂ Source apportionment from vehicles at max receptor in Bishop’s Stortford AQMA

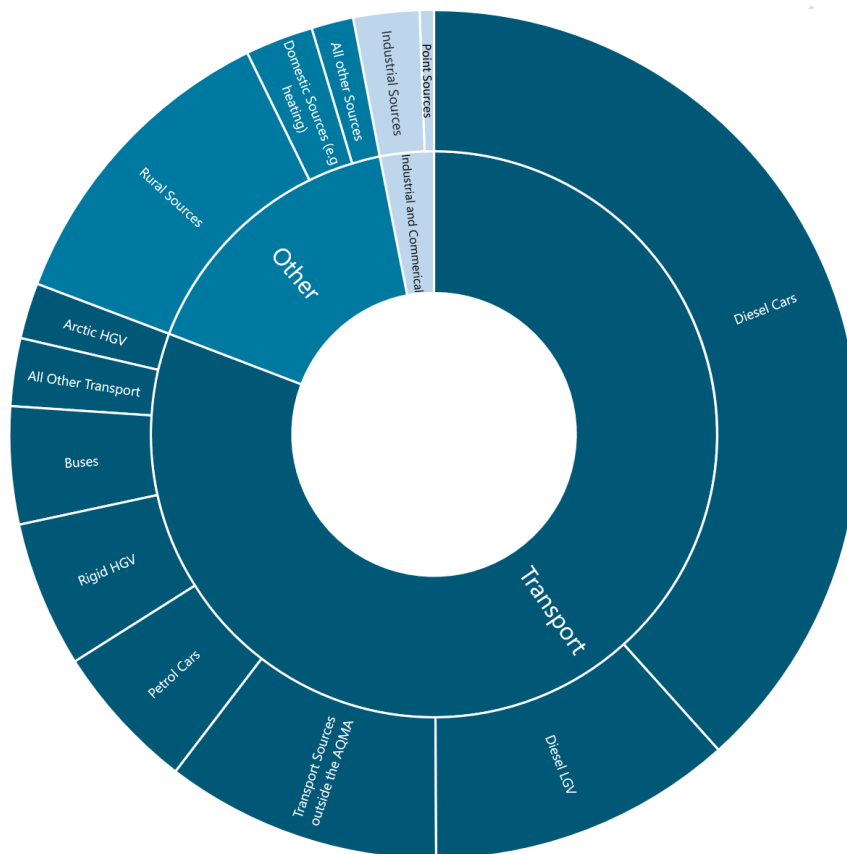
| Vehicle | NO ₂ Contribution (µg/m ³) |
|-----------------------------------|---|
| Diesel Cars | 24.61 |
| Diesel light goods vehicles (LGV) | 8.40 |
| Rigid heavy goods vehicles (HGV) | 4.26 |
| Petrol Cars | 3.92 |
| Articulated HGV | 1.66 |
| Buses | 1.56 |
| Full Hybrid Diesel Cars | 0.14 |
| Motorcycle | 0.03 |
| Plug-in Hybrid Petrol Cars | 0.01 |
| Petrol LGV | 0.00 |
| Full Hybrid Petrol Cars | 0.00 |
| Electric Cars | 0.00 |

The source apportionment exercise demonstrates a ranking of contributing vehicle classes with diesel cars being the main contributors to total road NO₂ concentrations across the Bishop’s Stortford AQMA, followed by diesel LGVs, rigid HGVs and petrol cars.

Overall, the volume of traffic, “street canyon” effects and congestion in the AQMA are considered to be the key contributors to elevated levels of NO₂ *annual* mean concentrations within the AQMA. The location within the AQMA where particularly elevated levels of NO₂ are observed is the main junction of A1060 London Road, A1250 Hockerill Road, B1383 Stansted Road and A1250 Dunmow Road.

This is explored in detail in the Bureau Veritas source apportionment report found on our website^[23]. A summary is shown below in **Figure 8**.

Figure 8 - Source apportionment in Bishop’s Stortford AQMA, show as an average percentage of NO₂



Notes on chart

- **‘All other transport’** includes emissions from Motorcycles, Petrol LGVs, Full Hybrid Petrol Cars, Plug-in Hybrid Petrol Cars, Full Hybrid Diesel Cars, EV Cars, Aircraft and Rail.

²³ <https://www.eastherts.gov.uk/environmental-health/air-quality>

- **'Transport sources outside the AQMA'** relates to pollution migrating into the AQMA from adjacent roads.

9.3 Hertford AQMA

The NO₂ source apportionment exercise has been completed at the maximum receptor reading location in line with the guidance contained within Local Air Quality Management Technical Guidance (TG22). A summary of this information can be found in **Appendix B**.

Using the calculations in **Table 24** (in **Appendix B**), the NO₂ apportionment for vehicles is set out below in **Table 9**. These apportionments are based on the total *actual* vehicle movement through the AQMA and represent the *total* impact of each class of vehicle, not each *individual* vehicle. Therefore, **Table 9** is not showing that 'petrol LGVs' are less polluting than 'plug-in hybrid petrol cars', it is instead saying that during the monitoring period the impact of petrol LGVs on the NO₂ level was less than the plug-in hybrid petrol cars, which is most likely a result of fewer, if any, petrol LGVs passing through the AQMA during this time.

Table 9 - NO₂ Source Apportionment from Vehicles at Max Receptor in Hertford AQMA

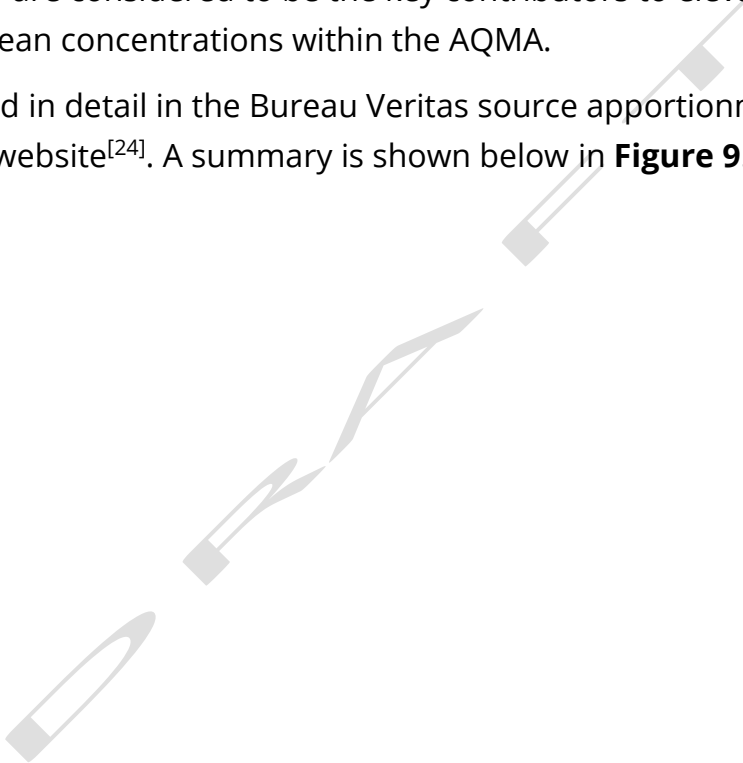
| Vehicle | NO ₂ Contribution (µg/m ³) |
|----------------------------|---|
| Diesel Cars | 20.98 |
| Rigid HGV | 4.52 |
| Diesel LGV | 3.70 |
| Petrol Cars | 3.19 |
| Articulated HGV | 1.75 |
| Buses | 1.03 |
| Full Hybrid Diesel Cars | 0.11 |
| Full Hybrid Petrol Cars | 0.05 |
| Motorcycle | 0.02 |
| Plug-in Hybrid Petrol Cars | 0.01 |

| Vehicle | NO ₂ Contribution (µg/m ³) |
|---------------|---|
| Petrol LGV | 0.00 |
| Electric Cars | 0.00 |

The source apportionment exercise demonstrates a ranking of contributing vehicle classes with diesel cars being the main contributors to total road NO₂ concentrations across the Hertford AQMA, followed by diesel LGVs, rigid HGVs and petrol cars.

Overall, the volume of traffic and congestion on the main roads such as Gascoyne Way are considered to be the key contributors to elevated levels of NO₂ annual mean concentrations within the AQMA.

This is explored in detail in the Bureau Veritas source apportionment report found on our website^[24]. A summary is shown below in **Figure 9**.



²⁴ <https://www.eastherts.gov.uk/environmental-health/air-quality>

Figure 9 - Average NO₂ % Source Apportionment in Hertford AQMA



Notes on chart

- **'All other transport'** includes emissions from Motorcycles, Petrol LGVs, Full Hybrid Petrol Cars, Plug-in Hybrid Petrol Cars, Full Hybrid Diesel Cars, EV Cars, Aircraft and Rail.
- **'Transport sources outside the AQMA'** relates to pollution migrating into the AQMA from adjacent roads.

9.4 Sawbridgeworth AQMA

The NO₂ source apportionment exercise has been completed at the maximum receptor reading location in line with the guidance contained within Local Air Quality Management Technical Guidance (TG22). A summary of this information can be found in **Appendix B**.

Using the calculations in **Table 24** (in **Appendix B**), the NO₂ apportionment for vehicles is set out below in **Table 10**. These apportionments are based on the total *actual* vehicle movement through the AQMA and represent the *total* impact

of each class of vehicle, not each *individual* vehicle. Therefore, **Table 10** is not showing that ‘petrol LGVs’ produce the same level of pollution as ‘plug-in hybrid petrol cars’, it is instead saying that during the monitoring period the impact of petrol LGVs on the NO₂ level was the same as plug-in hybrid petrol cars.

Table 10 - NO₂ Source Apportionment from Vehicles at Max Receptor in Sawbridgeworth AQMA

| Vehicle | NO ₂ Contribution (µg/m ³) |
|----------------------------|---|
| Diesel Cars | 21.79 |
| Diesel LGV | 10.56 |
| Buses | 3.66 |
| Rigid HGV | 3.48 |
| Petrol Cars | 3.30 |
| Articulated HGV | 1.35 |
| Full Hybrid Diesel Cars | 0.12 |
| Full Hybrid Petrol Cars | 0.05 |
| Motorcycle | 0.04 |
| Petrol LGV | 0.01 |
| Plug-in Hybrid Petrol Cars | 0.01 |
| Electric Cars | 0.00 |

The source apportionment exercise demonstrates a ranking of contributing vehicle classes with diesel cars being the main contributors to total road NO₂ concentrations across the Sawbridgeworth AQMA, followed by diesel LGVs, buses, rigid HGVs and petrol cars.

Overall, this suggests the volume of traffic and congestion at the main junctions along London Road are the key contributors to elevated levels of NO₂ annual mean concentrations within the AQMA.

This is explored in detail in the Bureau Veritas source apportionment report found on our website^[25]. A summary is shown below in **Figure 10**.

Figure 10 - Average NO₂ % Source Apportionment in Sawbridgeworth AQMA



Notes on chart

- **'All other transport'** includes emissions from Motorcycles, Petrol LGVs, Full Hybrid Petrol Cars, Plug-in Hybrid Petrol Cars, Full Hybrid Diesel Cars, EV Cars, Aircraft and Rail
- **'Transport sources outside the AQMA'** relates to pollution migrating into the AQMA from adjacent roads.

²⁵ <https://www.eastherts.gov.uk/environmental-health/air-quality>

10 Required Reduction in Emissions

10.1 Emissions reduction calculations

Any area will experience air pollution from a variety of local and more remote, background sources. For each AQMA in East Hertfordshire, the evidence reported in this action plan, shows that it is traffic emissions *within* the AQMAs that are the primary source of air pollution.

The council and partners need to target interventions that are likely to have the largest impact on reducing air pollution within each AQMA and so the primary source of pollution, that is traffic emissions, needs to be addressed. These will have some, though limited, impact on reducing the background sources of pollution *outside* of the AQMA, thus, interventions within the AQMA will need to have a proportionally greater impact on reducing the emissions arising *within* the AQMA as, unfortunately, the AQMA is still likely to suffer from pollution sources beyond its boundaries.

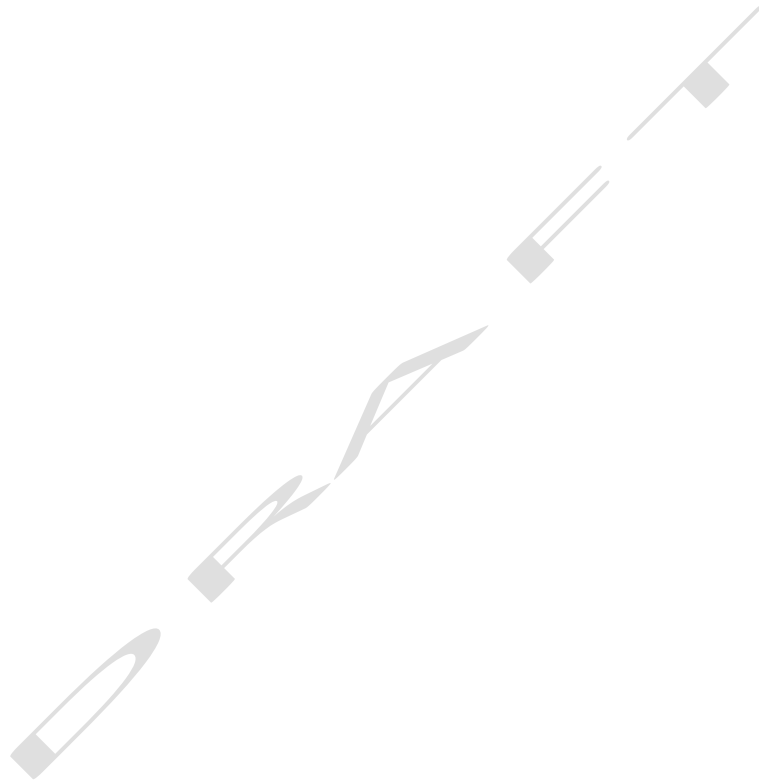
Based on their analysis of the 2019 emissions data in the three AQMAs, Bureau Veritas have calculated the required reduction in NO_x emissions, that is, various nitrogen oxides, *from traffic within* the AQMAs on the basis of pollution outside of the AQMAs remaining at consistent levels. This analysis also takes account of the way in which NO_x breaks down into the polluting NO₂ and so gives the NO_x percentage reduction needed for NO₂ concentrations to fall below the AQO of 40µg/m³. The findings are as follows:

- **45.6%** reduction in road NO_x is required to meet the AQO for annual mean NO₂ at the worst-case receptor in the Bishop's Stortford AQMA
- **33.7%** reduction in road NO_x is required to meet the AQO for annual mean NO₂ at the worst-case receptor in the Hertford AQMA
- **40.6%** reduction in road NO_x is required to meet the AQO for annual mean NO₂ at the worst-case receptor in the Sawbridgeworth AQMA.

Table 25, found in **Appendix C**, contains a summary of the values used to calculate the required reduction in emissions listed above, with full details of the required reductions and methodology contained within the Technical Report found on our website^[26].

²⁶ <https://www.eastherts.gov.uk/environmental-health/air-quality>

It is worth noting that the council and its partners will aim to take as broad a range of actions as possible to reduce air pollution in the AQMAs and so the full percentage reduction in road NO_x is unlikely to be necessary because our proposed interventions should reduce pollution in other ways too – see **Chapter 13** for more details of this.



11 Consultation

11.1 Consultation and Stakeholder Engagement

In developing our updated AQAP, we have worked with other local authorities, expert agencies, businesses and the local community to identify actions likely to have a positive impact. Schedule 11 of the Environment Act 1995 requires local authorities to consult the bodies listed in **Table 11**. To help encourage engagement at a local level, we have undertaken the following stakeholder engagement:

- publishing the consultation on our website and social media channels
- advising local climate groups of the consultation.

Table 11– Consultation Undertaken

| Consultee | Yes/No |
|---|--------|
| The Secretary of State | Yes |
| The Environment Agency | Yes |
| DEFRA / LAQM | Yes |
| Julie Marson MP for Hertford and Stortford | Yes |
| Sir Oliver Heald MP for North East Hertfordshire | Yes |
| Hertfordshire County Council (Public Health / Highways) | Yes |
| All neighbouring local authorities | Yes |
| Hertfordshire police | Yes |
| UK Health Security Agency | Yes |
| Hertfordshire Local Enterprise Partnership | Yes |

| Consultee | Yes/No |
|--|--------|
| Federation of Small Businesses | Yes |
| Licensed hackney carriage and private hire operators | Yes |
| Commercial bus operators | Yes |

11.2 Steering Group

A steering group was established as part of the AQAP development process to drive forward the development of the new AQAP. The core aim of the steering group has been to identify measures for inclusion within the AQAP that would be effective both in terms of reducing NO₂ concentrations and feasible in terms of implementation and delivery.

The steering group is composed mainly of officers from East Herts Council, from those services with an interest or potential impact on air quality and who may have an influence on the action measures being considered.

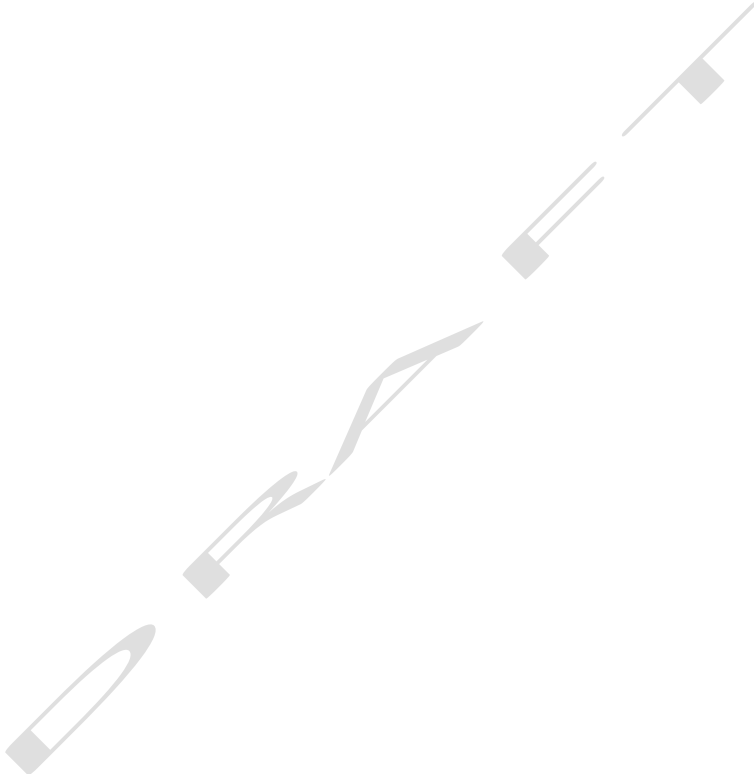
The officers have provided and continue to provide guidance in their respective areas of expertise to ensure selection and continual evaluation of the most appropriate measures.

A first steering group meeting took place in February 2023. The steering group included officers from the local authority from: Environmental Health, Sustainability and Climate Change, Planning, Licensing, Parking, Economic Development, Transport and Highways.

Having members within the steering group from different areas and departments allows a collaborative approach to improving air quality and provides a wider scope of measures that can be implemented.

The steering groups set out an ambitious approach to tackling air quality within the wider district. While the technical aspects of this AQAP have focussed on concentrations within the declared AQMA, the wider ambitions are included as part of the measures for reducing pollutant concentrations across the whole district.

It is the aim for this steering group to continue to communicate at regular intervals following the adoption of the AQAP. This is essential to provide progress reports on individual actions in relation to the AQAP measures, discuss any key lessons learnt from the continual implementation of the measures and to continue to discuss any new ideas in terms of future measures and actions within the AQMAs.



12 East Herts Air Quality Priorities

In devising our air quality priorities, we have drawn upon:

- the empirical air pollution findings from our AQMAs
- the detailed source apportionment modelling
- our review of the wider public health, planning and climate change contexts and
- the professional views and experience of our steering group.

Our four priorities, presented below, focus on the key issues we need to tackle to improve air quality across our AQMAs and, indeed, beyond.

Priority 1: Reduce the impact of traffic levels and congestion on air quality

The main source of air pollution leading to the declaration of the AQMAs is road transport emissions. Therefore, reducing transport emissions is the key priority. Our approach focuses on factors where East Herts Council has direct control (for example, planning and procurement of outsourced functions) and measures that can be implemented via a partnership with Hertfordshire County Council (HCC) or others, with the necessary monitoring arrangements put in place, for example sustainable travel plans for businesses and schools that need to be checked to see if they are working.

As the roads contributing to pollutant concentrations which result in exceedance of the *annual* average NO₂ objective are not managed by National Highways, this Relevant Public Authority has not been engaged with for the purpose of preparing this AQAP.

Across the council and its partners, there are already multiple efforts in place to improve uptake in cleaner vehicles. This includes provision of additional electrical vehicle charging, incentives for taxis to use electric or Euro VI vehicles and improvements in technology in buses used within the district.

Priority 2: Mitigate the impact of future growth on air quality

Construction and demolition activities can have a significant impact on local air quality. These impacts can be minimised by using the planning system to ensure best practice techniques are employed on all sites.

New or refurbished buildings have the potential to add to emissions from domestic heating and cooling. These impacts can be addressed directly through emissions limits or indirectly by reducing the energy demand in new buildings.

New residents will need to travel for work and leisure. The impact of this can be addressed by measures to encourage walking and cycling or by working with Hertfordshire County Council (HCC) to further improve public transport provision.

An increased provision of services to meet extra demand such as refuse collections will create additional emissions. Negative impacts can be reduced by designing new developments with due consideration to operational efficiency and ensuring only the cleanest vehicles are used.

New roads have the potential to increase pollutant concentrations unless they are well designed and well placed. East Herts Council will work closely with HCC to ensure that necessary infrastructure improvements minimise any detrimental effects on air quality.

East Herts Council's District Plan and its associated policies set out the considerations that will be applied by the council to all development proposals. The council will work with developers and partner organisations to ensure the delivery of infrastructure, services and community facilities necessary to develop and maintain sustainable communities. This will not only apply to air quality but all relevant environmental aspects. Further Section 106 agreements will be sought to secure funding for future mitigation measures as appropriate where development will increase pollutant concentrations.

The review of the council's District Plan, which will take place within the lifetime of this AQAP, will provide a crucial means for continued and expanded efforts to mitigate the impact of development on air quality.

Existing strategies and policies adopted by East Herts Council and HCC are key mechanisms for reducing emissions across the district. Transport is the main source of NO_x emissions, and therefore NO₂ concentrations, within the AQMAs. For effective reductions in NO_x emissions, in addition to the implementation of the measures outlined within the AQAP, future revisions of the council's and Hertfordshire County Council's Transport Plans, Freight Strategies, Climate Change Strategies, Cycle Strategies and the like should all be completed with potential air quality impacts taken into account.

Priority 3: Support residents to make active travel choices

One of the most effective ways to achieve a reduction in vehicle numbers is to change the attitudes and behaviour of the population towards travel. East Herts Council and partners will encourage and facilitate these changes through implementing a suite of interventions that have been informed by insights into the key factors affecting travel behaviour. Measures will include education and awareness raising alongside schemes which incentivise change.

Reducing the need to travel by car promotes neighbourhoods which are not so dominated by cars, which in turn provide good quality outdoor spaces, encourage residents to be more active and enable benefits for mental health and wellbeing. Indeed, measures to encourage active travel such as walking and cycling can support residents to achieve and maintain an active lifestyle, which has additional health benefits beyond those achieved through improving air quality.

Ensuring that outdoor spaces are protected from pollution sources not only makes them more pleasant to use but reduces residents' exposure.

Improving air quality to protect public health requires a wide-reaching perspective which is not specific to the AQMAs but instead aims to have a broader impact across the district.

Priority 4: Reduce East Herts Council's own impact on air quality

We have already replaced all our diesel vans with electric vehicles. We will continue to extend the use of these vehicles beyond the services making most use of them, notably our environmental services team, by promoting the vehicles for use as a staff car club to reduce officers using their own fossil-fuelled vehicles when on council business.

We will also continue to take steps towards greening the fleets of our contractors, notably our waste management and ground maintenance contractors. Procurement processes are key to this next step and we know that seeking higher environmental standards from council suppliers and contractors would accelerate moves to replacement of fossil-fuelled vehicles across the whole district.

13 Air Quality Action Plan Measures

Table 12, Table 13, Table 14 and **Table 15** list the measures East Herts Council and its partners will take as part of this AQAP. They contain:

- a list of the actions that form part of the plan
- expected benefit in terms of pollutant emission and/or concentration reductions – listed in more detail in **Table 16** and **Table 17**
- the estimated cost of implementing each action
- the responsible individual, team and/or organisation who will lead on delivery of the action.

Future ASRs will provide regular annual updates on implementation of these measures.

Air Quality Action Plan Measures

Table 12 - Priority 1: Reduce the impact of traffic levels and congestion on air quality

| No. | Action | Benefits | Costs Low < £10k Medium £10 to £50k High > £50k | Responsible Agency |
|-----|--|--|--|---|
| 1.1 | <p>Continued expansion of EV infrastructure</p> <ul style="list-style-type: none"> Expanding the current electric charging points for electric vehicles on council owned land. Explore possibility of on street lamppost chargers on residential streets. Continued efforts to provide information and support to enable residents to make informed choices as to when and if to switch to an e-vehicle. | <ul style="list-style-type: none"> Increased provision of charging points encouraging EV uptake. Leads to direct reduction in NO₂ emissions. | Medium – based on commercial contract | East Herts Council & Hertfordshire County Council |

| No. | Action | Benefits | Costs Low < £10k Medium £10 to £50k High > £50k | Responsible Agency |
|-----|--|---|--|---|
| 1.2 | <p>Explore emissions-based parking charges</p> <ul style="list-style-type: none"> In council owned car parks. For council issued parking permits. | <ul style="list-style-type: none"> Further incentives to encourage EV uptake. Leads to direct reduction in NO₂ emissions. | Medium | East Herts Council |
| 1.3 | <p>Explore Last Mile Delivery possibilities within the district</p> <ul style="list-style-type: none"> By replacing diesel delivery vehicles with ultra-low emission electric vehicles or zero-emission bicycles/e-cargo bikes (operating from depots). Through the introduction of pick-up/drop-off points, meaning companies can distribute a large number of parcels to fewer locations. | <ul style="list-style-type: none"> Reduction in delivery vehicle emissions and numbers also reducing congestion. | High | East Herts Council & Hertfordshire County Council |

| No. | Action | Benefits | Costs Low < £10k Medium £10 to £50k High > £50k | Responsible Agency |
|-----|---|---|--|---|
| 1.4 | <p>Installation of additional anti-idling signage</p> <ul style="list-style-type: none"> • Previous campaigns saw anti idling signage and messaging which was promoted in local businesses and council car parks. • We plan to roll out the message wider and to create more permanent signs around schools and other public spaces. | <ul style="list-style-type: none"> • Less idling increased awareness. Leads to direct reduction in NO₂ emissions. | Low | East Herts Council & Hertfordshire County Council |
| 1.5 | <p>Continued promotion of our four key air quality campaigns</p> <ul style="list-style-type: none"> • Air Quality Alert System – a free to use, health based digital notification system which notifies users of days when air quality is poor in their area to help them make more informed choices about their activities that day. | <ul style="list-style-type: none"> • Improved health outcomes for vulnerable residents. • Increased awareness of air pollution. • Increased uptake of electric vehicles. • Reduction in lone journeys and vehicles. | Medium | East Herts Council & Hertfordshire County Council |

| No. | Action | Benefits | Costs Low < £10k Medium £10 to £50k High > £50k | Responsible Agency |
|-----|--|---|--|--------------------|
| | <ul style="list-style-type: none"> • Electric vehicle uptake – continued promotion to increase e-vehicle uptake. • Herts liftshare scheme – a free to use liftshare scheme matching users and locations to reduce lone journeys. • Clean Air Day – national air quality campaign to highlight the effects of air pollution and positive ways in which we can all make a difference. • Install at least one real-time air quality sensor in the Bishop’s Stortford and Sawbridgeworth AQMAs and another on in the Hertford AQMAs • Explore ways to make the real-time air quality data more accessible and visible • Work with residents and community groups on priorities for air quality campaigns and | <ul style="list-style-type: none"> • All lead to direct reduction in NO₂ emissions. | | |

| No. | Action | Benefits | Costs Low < £10k Medium £10 to £50k High > £50k | Responsible Agency |
|-----|--|--|--|---|
| | seek external funding for this wherever possible. | | | |
| 1.6 | <p>Review the effectiveness of travel plans for schools and businesses</p> <ul style="list-style-type: none"> Review the travel plans produced for local schools and businesses near the AQMAs to establish their effectiveness on reducing pollution in the AQMA. | <ul style="list-style-type: none"> Understand the effectiveness of travel plans. Work to improve the implementation and effectiveness of travel plans. | Low | East Herts Council & Hertfordshire County Council |

| No. | Action | Benefits | Costs Low < £10k Medium £10 to £50k High > £50k | Responsible Agency |
|-----|--|--|--|---|
| 1.7 | <p>Investigate the possible pros and cons of new options being adopted by other local authorities, such as road pricing and ultra-low emission zones (ULEZ) in the AQMAs</p> <ul style="list-style-type: none"> • Understand the relevance, benefits and costs of road pricing / ULEZ within the context of East Herts' AQMAs. • Involve residents, community groups and statutory stakeholders in better understanding the possible pros and cons of new approaches such as road pricing / ULEZ as part of the council's overall aim to engage everyone in the shared endeavour to reduce air pollution. | <ul style="list-style-type: none"> • Reduce traffic in congested areas. | High – if road pricing or ULEZs introduced | East Herts Council & Hertfordshire County Council |

| No. | Action | Benefits | Costs Low < £10k Medium £10 to £50k High > £50k | Responsible Agency |
|-----|---|--|--|---|
| 1.8 | <p>Hertfordshire County Council, East Herts Council and other stakeholders to maintain dialogue about any emerging operational and/or technical means of minimising congestion.</p> <ul style="list-style-type: none"> • Wherever possible, minimise congestion due to planned roadworks. • Encourage vehicular journeys which cannot reasonably be replaced by active travel alternatives to avoid the AQMAs. | <ul style="list-style-type: none"> • Reduce traffic in congested areas. | Low | East Herts Council & Hertfordshire County Council |

| No. | Action | Benefits | Costs Low < £10k Medium £10 to £50k High > £50k | Responsible Agency |
|-----|---|---|--|---|
| 1.9 | <p>Monitor and act upon emerging guidance on the new national PM_{2.5} objectives.</p> <ul style="list-style-type: none"> • Use and report on data from the existing and new continuous air quality monitors in each AQMA. • With partners, identify potential actions required to address any PM_{2.5} levels in excess of national objectives. | <ul style="list-style-type: none"> • Reduce air pollution due to PM_{2.5}. | Low | East Herts Council & Hertfordshire County Council |

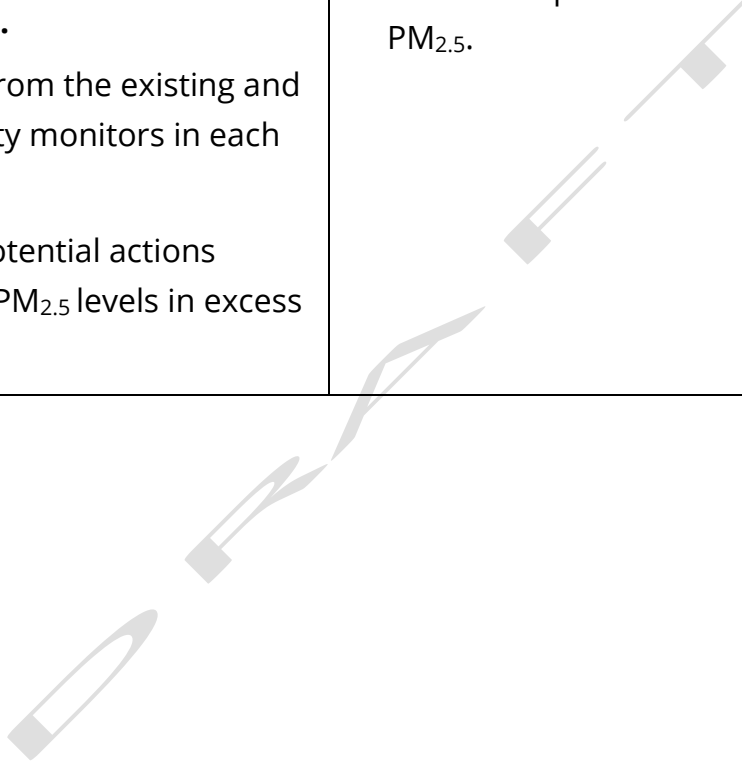


Table 13 - Priority 2: Mitigate the impact of future growth on air quality

| No. | Action | Benefits | Costs Low < £10k Medium £10 to £50k High > £50k | Responsible Agency |
|-----|---|--|--|------------------------------|
| 2.1 | <p>Hertfordshire Essex Rapid Transit (HERT)/ The A414 Corridor Strategy</p> <ul style="list-style-type: none"> The HERT will deliver a step-change in the passenger transport network through an accessible, reliable and affordable east-west transit system which connects people easily to where they live, work and visit which could reduce private vehicle use in, most notably, the Hertford AQMA. | <ul style="list-style-type: none"> Increased provision of public transport, reduction in overall vehicle numbers. Leads to direct reduction in NO₂ emissions. | High | Hertfordshire County Council |
| 2.2 | <p>Continued adherence to our sustainability SPD and air quality neutral policies</p> <ul style="list-style-type: none"> Using the upcoming district plan review to strengthen the planning policy in relation to air quality. | <ul style="list-style-type: none"> Reduction in building emissions and construction emissions. | Low | East Herts Council |

| No. | Action | Benefits | Costs Low < £10k Medium £10 to £50k High > £50k | Responsible Agency |
|-----|---|--|--|--------------------|
| 2.3 | Create a sustainable design and construction code of practice (CCOP) | <ul style="list-style-type: none"> Reduction in construction emissions. | Low | East Herts Council |

Table 14 - Priority 3: Support residents' make active travel choices

| No. | Action | Benefits | Costs Low < £10k Medium £10 to £50k High > £50k | Responsible Agency |
|-----|---|---|--|---|
| 3.1 | <p>Support expansion of Herts Lynx on demand public transport scheme</p> <ul style="list-style-type: none"> Increased coverage and provision of the transport leading to increased use of this form of public transport, reduction in private lone journeys from rural areas of the district through the AQMAs. | <ul style="list-style-type: none"> Reduction in vehicles and emissions in the AQMAs. | High | Hertfordshire County Council & Department for Transport |

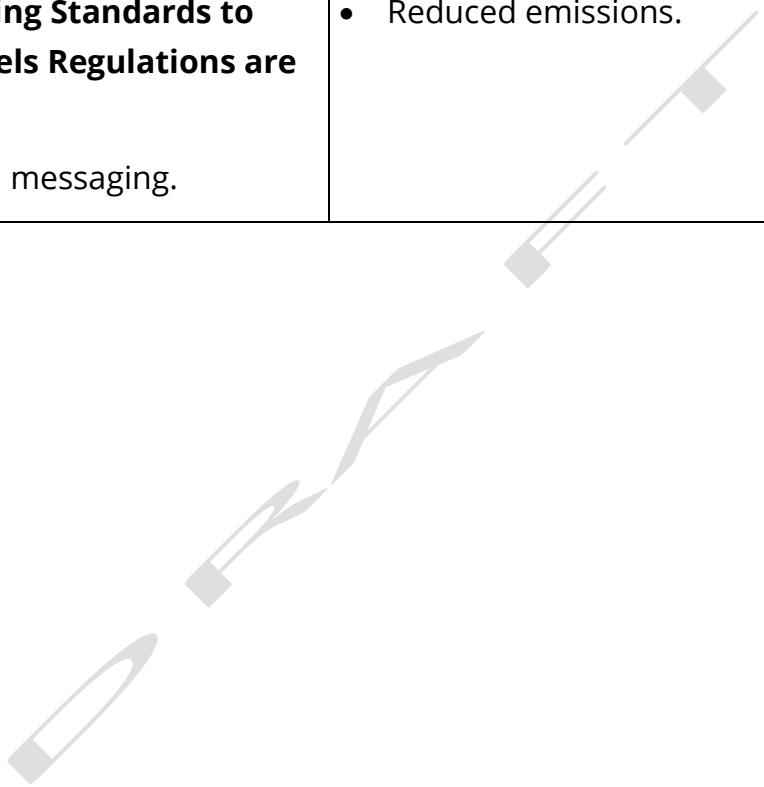
| No. | Action | Benefits | Costs Low < £10k Medium £10 to £50k High > £50k | Responsible Agency |
|-----|--|---|--|---|
| 3.2 | <p>Investigate potential implementation of ‘footstreets’ in central Hertford</p> <ul style="list-style-type: none"> Footstreets minimise the volume and impact of cars within certain areas making them more attractive and safer places for people to walk. | <ul style="list-style-type: none"> Increasing active travel. Reducing vehicle numbers and therefore emissions. | Medium | East Herts Council & Hertfordshire County Council |
| 3.3 | <p>Develop personalised travel planning for residents</p> <ul style="list-style-type: none"> Highlighting the public transport options within their area. | <ul style="list-style-type: none"> Increased public transport use, reducing private vehicle numbers and emissions in AQMAs. | Medium | East Herts Council & Hertfordshire County Council |
| 3.4 | <p>Active Travel Campaign working with schools and businesses</p> <ul style="list-style-type: none"> Continuation of the council’s active travel campaign which has so far reached 11 schools. | <ul style="list-style-type: none"> Increased awareness of air pollution sources and outcomes. Increased active travel and public transport uptake. | Medium | East Herts Council |

| No. | Action | Benefits | Costs Low < £10k Medium £10 to £50k High > £50k | Responsible Agency |
|-----|---|---|--|---|
| 3.5 | <p>Local Cycling and Walking Infrastructure Plan (LCWIP)</p> <ul style="list-style-type: none"> Projects to improve the commuter infrastructure for non-motorised users between residential areas and towns. Promotion to encourage use. | <ul style="list-style-type: none"> Increased uptake of active travel due to increased provision and links. Reducing car usage. | Medium | Hertfordshire County Council |
| 3.6 | <p>Exploration of increased on street town centre cycle parking</p> | <ul style="list-style-type: none"> Increased uptake of active travel, reducing private car usage. | Medium | East Herts Council & Hertfordshire County Council |
| 3.7 | <p>Creation of an East Herts standalone air quality website</p> <ul style="list-style-type: none"> Provide annual updates on the council's website on progress against the action plan. | <ul style="list-style-type: none"> Increased awareness, access to information and resources. | Medium | East Herts Council |

Table 15 - Priority 4: Reduce East Herts Council's own impact on air quality

| No. | Action | Benefits | Costs Low < £10k Medium £10 to £50k High > £50k | Responsible Agency |
|-----|--|---|--|--------------------|
| 4.1 | <p>New council procurement rules</p> <ul style="list-style-type: none"> Consolidate and reduce deliveries to council buildings. Promote e-vehicles through East Herts Council waste management contract. | <ul style="list-style-type: none"> Reduced vehicles driving through AQMA to council offices. Reduction in vehicle emissions throughout district from council procured vehicles. | Low | East Herts Council |
| 4.2 | <p>Create East Herts Council workplace travel plan for staff</p> <ul style="list-style-type: none"> Continuing facilitating home working arrangements. Promotion of car share schemes, public transport opportunities and council's cycling facilities. | <ul style="list-style-type: none"> Reduced car journeys, increased uptake in active travel. | Low | East Herts Council |

| No. | Action | Benefits | Costs Low < £10k Medium £10 to £50k High > £50k | Responsible Agency |
|-----|---|--|--|--------------------|
| 4.3 | <p>Work with colleagues in Trading Standards to ensure the Domestic Solid Fuels Regulations are complied with</p> <ul style="list-style-type: none"> • Help with promotion and messaging. | <ul style="list-style-type: none"> • Reduced emissions. | Low | East Herts Council |



14 Illustration of Potential Impact of the AQAP

14.1 Estimated potential impact

The measures set out in the tables in **Chapter 13** present an ambitious programme of interventions by the council and its partners. Ultimately, however, the impact of the measures will depend on the extent to which they lead to behaviour change by those living or working in the district or just passing through. Quantifying the impact, in terms of NO₂ reduction, of the proposed measures is thus very difficult and susceptible to spurious precision, that is, figures which would be hard to justify given the inevitable uncertainty about how people will react in the real world.

While eager to avoid misleading predictions, we have nevertheless attempted to estimate the impact of each proposed measure based on background work by Bureau Veritas and council officers' professional judgement. The illustrations are presented as ranges of NO₂ reductions to avoid the spurious precision discussed above while justifying a fair degree of confidence in the likely efficacy of the proposed measures.

Table 16 below gives the estimated potential reductions in NO₂ for *proposed interventions*.

Table 17 below gives the estimated potential reductions in NO₂ for *measures that the council proposes to explore* in order to determine whether to implement them.

A summary consideration of the measures not included as part of this action plan is contained in **Appendix A**.

Table 16 - Estimated impact of proposed interventions

| No. | Measure to be taken | Assumptions for Quantification | Estimated potential reduction in NO ₂ | | |
|-----|--|--|--|--|--|
| | | | Bishop's Stortford | Hertford | Sawbridge -worth |
| 1.1 | Continued expansion of EV infrastructure. | Additional 60 EV cars across all AQMAs. Expected 0.006% reduction in road emissions per EV rather than combustion engine vehicle using latest Emissions Factors Toolkit. Additional 60 EVs would therefore result in around a 0.36% reduction in emissions. Effectiveness of measure in isolation is likely to be negligible, but it will help to push the drive towards normalising EV use. | 0.5µg/m ³ to 1µg/m ³ | 0.5µg/m ³ to 1µg/m ³ | 0.5µg/m ³ to 1µg/m ³ |
| 1.4 | Install additional anti-idling guidance /advisory signage. | Not possible to quantify given the existing amount of idling is not known for comparison. Reduction based on conservative professional judgement. | Up to 0.5µg/m ³ | Up to 0.5µg/m ³ | Up to 0.5µg/m ³ |
| 1.5 | Continued promotion of our four key air quality campaigns. | Will promote behavioural change but not considered possible to quantify. Reduction based on professional judgement. | 0.5µg/m ³ to 1µg/m ³ | 0.5µg/m ³ to 1µg/m ³ | 0.5µg/m ³ to 1µg/m ³ |
| 1.8 | Hertfordshire County Council, East Herts Council and other stakeholders to maintain dialogue about any emerging operational and/or technical means of minimising congestion. | Not considered to be quantifiable. Reduction based on professional judgement. | Up to 0.5µg/m ³ | Up to 0.5µg/m ³ | Up to 0.5µg/m ³ |

| No. | Measure to be taken | Assumptions for Quantification | Estimated potential reduction in NO ₂ | | |
|-----|---|---|--|--|----------------------------|
| | | | Bishop's Stortford | Hertford | Sawbridge-worth |
| 2.1 | Hertfordshire Essex Rapid Transit (HERT)/ The A414 Corridor Strategy. | It is anticipated that a detailed Air Quality assessment will be completed for this scheme, which will set out the expected changes in pollutant concentrations. However, no assessment is yet available. | | 2µg/m ³ to 3µg/m ³ | |
| 2.2 | Continued adherence to our Sustainability SPD and air quality neutral policies. | Not considered to be quantifiable. Reduction based on professional judgement. | Up to 0.5µg/m ³ | Up to 0.5µg/m ³ | Up to 0.5µg/m ³ |
| 2.3 | Create a sustainable design and construction code of practice (CCOP). | Not considered to be quantifiable. Reduction based on professional judgement. | Up to 0.5µg/m ³ | Up to 0.5µg/m ³ | Up to 0.5µg/m ³ |
| 3.1 | Support expansion of Herts Lynx on demand public transport scheme. | Current usage rates applied to an expanded service. | Up to 0.5µg/m ³ | Up to 0.5µg/m ³ | Up to 0.5µg/m ³ |
| 3.3 | Develop personalised travel planning for residents. | Insufficient detail to quantify this measure. Reduction based on professional judgement. | Up to 0.5µg/m ³ | Up to 0.5µg/m ³ | Up to 0.5µg/m ³ |
| 3.4 | Active Travel Campaign working with schools and businesses. | Unknown effectiveness at this stage. Reduction based on professional judgement. | Up to 0.5µg/m ³ | Up to 0.5µg/m ³ | Up to 0.5µg/m ³ |
| 3.5 | Local Cycling and Walking Infrastructure Plan (LCWIP). | Potential for 5% fewer single occupancy vehicle trips due to shift to active travel based on case studies ^[27] | Up to 0.5µg/m ³ | Up to 0.5µg/m ³ | Up to 0.5µg/m ³ |
| 3.7 | Creation of an East Herts standalone air quality website. | Unknown effectiveness at this stage. Reduction based on professional judgement. | Up to 0.5µg/m ³ | Up to 0.5µg/m ³ | Up to 0.5µg/m ³ |

²⁷ <https://www.theguardian.com/environment/bike-blog/2017/dec/01/bike-lanes-dont-clog-up-our-roads-they-keep-london-moving>

| No. | Measure to be taken | Assumptions for Quantification | Estimated potential reduction in NO ₂ | | |
|---|---|---|--|--------------------------------|-------------------------------|
| | | | Bishop's Stortford | Hertford | Sawbridge-worth |
| 4.1 | New council procurement rules. | Unknown effectiveness at this stage. Reduction based on professional judgement. | Up to 0.5µg/m ³ | Up to 0.5µg/m ³ | Up to 0.5µg/m ³ |
| 4.2 | Create East Herts Council workplace travel plan for staff. | Unknown effectiveness at this stage. Reduction based on professional judgement. | Up to 0.5µg/m ³ | Up to 0.5µg/m ³ | Up to 0.5µg/m ³ |
| 4.3 | Work with colleagues in Trading Standards to ensure the Domestic Solid Fuels Regulations are complied with. | Unknown effectiveness at this stage. Reduction based on professional judgement. | Up to 0.5µg/m ³ | Up to 0.5µg/m ³ | Up to 0.5µg/m ³ |
| Combined estimated potential reduction in NO₂ | | | 1 to 8 µg/m³ | 3 to 11µg/m³ | 1 to 8µg/m³ |

Table 17 considers the *potential* measures that will be explored during the lifetime of this AQAP. For each exploratory measure, an estimated potential impact, based on background work by Bureau Veritas and the professional judgement of council officers, is given *should the potential measure to be explored then be implemented*.

Table 17 - Quantification of measure to be explored

| No. | Exploratory measure | Assumptions for Quantification | Assumed Reduction in AQMA | | |
|-----|---|--|--|--|--|
| | | | Bishop's Stortford | Hertford | Sawbridge-worth |
| 1.2 | Explore emissions-based parking charges. | Would promote behavioural change but not considered possible to quantify. Reduction based on professional judgement. | 0.5µg/m ³ to 1µg/m ³ | 0.5µg/m ³ to 1µg/m ³ | 0.5µg/m ³ to 1µg/m ³ |
| 1.3 | Explore Last Mile Delivery possibilities within the district. | Change in fleet/trips not yet known as not possible to quantify measures. Reduction based on professional judgement. | 0.5µg/m ³ to 1µg/m ³ | 0.5µg/m ³ to 1µg/m ³ | 0.5µg/m ³ to 1µg/m ³ |

| No. | Exploratory measure | Assumptions for Quantification | Assumed Reduction in AQMA | | |
|---|--|--|--|--|--|
| | | | Bishop's Stortford | Hertford | Sawbridge-worth |
| 1.6 | Review the effectiveness of travel plans for schools and businesses. | Assumption based on increased adoption of plans triggered by the review process. Reduction based on professional judgement. | Up to 0.5µg/m ³ | Up to 0.5µg/m ³ | Up to 0.5µg/m ³ |
| 1.7 | Investigate the possible pros and cons of new options being adopted by other local authorities, such as road pricing and ultra-low emission zones (ULEZ) in the AQMAs. | Would promote behavioural change but not considered possible to quantify with any accuracy especially as AQMA-only measures could see a reduction in the AQMA but increases elsewhere due to displacement of traffic. Prudent estimate used. | 1µg/m ³ to 2µg/m ³ | 1µg/m ³ to 2µg/m ³ | 1µg/m ³ to 2µg/m ³ |
| 1.9 | Monitor and act upon emerging guidance on the new national PM _{2.5} objectives. | Would reduce pollution from PM _{2.5} which could be alongside NO ₂ reductions, though PM _{2.5} would not of themselves bring about NO ₂ reductions. | 0µg/m ³ | 0µg/m ³ | 0µg/m ³ |
| 3.2 | Investigate potential implementation of footstreets in central Hertford. | In planning stage, insufficient detail to attempt quantification. Reduction based on professional judgement. | 0.5µg/m ³ to 1µg/m ³ | 0.5µg/m ³ to 1µg/m ³ | 0.5µg/m ³ to 1µg/m ³ |
| 3.6 | Exploration of increased on street town centre cycle storage / parking. | Unknown effectiveness at this stage. Reduction based on professional judgement. | Up to 0.5µg/m ³ | Up to 0.5µg/m ³ | Up to 0.5µg/m ³ |
| Combined estimated potential reduction in NO₂ | | | 2.5 to 6µg/m³ | 2.5 to 6µg/m³ | 2.5 to 6µg/m³ |

14.2 Illustration of potential cumulative impact of measures in the AQMAs

As noted above, assessing the extent to which individual interventions made by the council and its partners will lead to behaviour change and thus reductions in NO₂ is fraught with difficulty. It follows that seeking to estimate the cumulative impact will be extremely difficult. This difficulty is compounded by:

- some measures acting in combination may lead to a higher reduction to that estimated for each measure alone. For example, a measure to

increase public transport when acting in combination with more cycling resulting from, say, more secure storage and dedicated cycle lanes may together make walking, as an alternative to driving, through the AQMA more pleasant thus the two individual measures could have an additive impact leading to greater reductions than the sum of the estimated reduction of each measure

- nationally, drivers of cars and commercial vehicles are switching to less polluting vehicles, it is thus to be expected that pollution from vehicles based on their fuel alone will begin to decrease, or at least arrest rises in, air pollution in the AQMAs over the lifetime of this AQAP. For all the reasons discussed above, precise estimates for this are difficult to make.

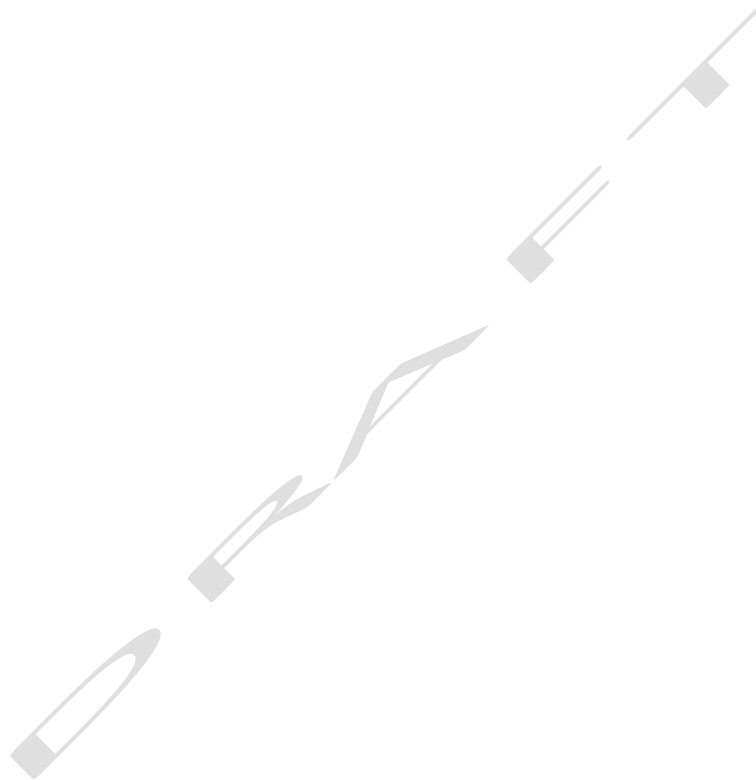


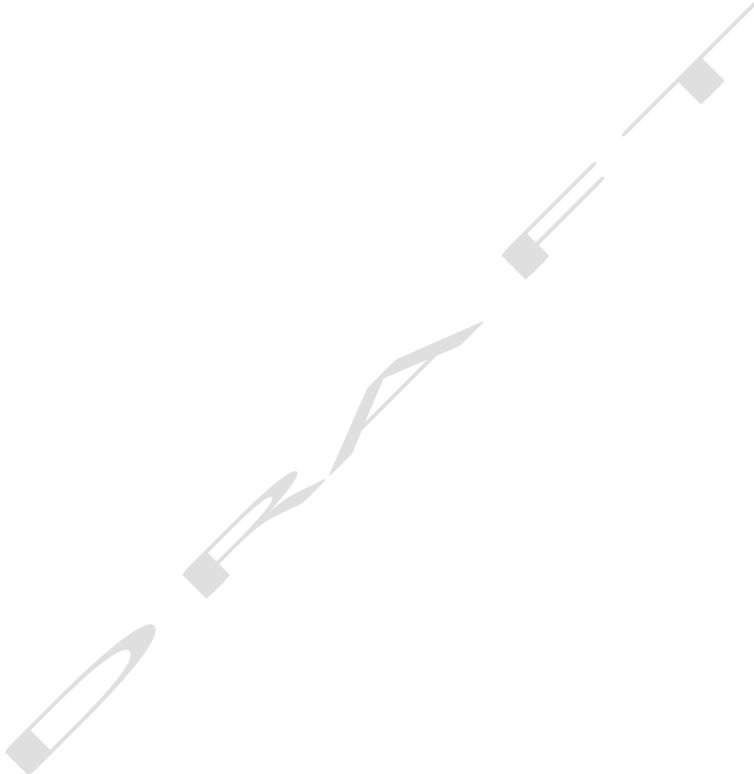
Table 18 - Illustration of the cumulative impact of measures in this AQMA

| | Bishop's Stortford AQMA | Hertford AQMA | Sawbridge-worth AQMA |
|--|--|--|--|
| National annual mean average NO ₂ exposure objective | 40µg/m ³ | 40µg/m ³ | 40µg/m ³ |
| Consistent level required to revoke AQMA | 36µg/m ³ | 36µg/m ³ | 36µg/m ³ |
| Highest annual bias-adjusted level of NO ₂ in 2022 | 50.0µg/m ³ | 36.8µg/m ³ | 42.9µg/m ³ |
| NO ₂ level based on estimated cumulative impact of measures to be taken (in Table 16) | 42.0µg/m ³ to 49.0µg/m ³ | 25.8µg/m ³ to 33.8µg/m ³ | 34.9µg/m ³ to 41.9µg/m ³ |
| NO ₂ level based on estimated cumulative impact of measures to be taken (in Table 16) and implementation of measures to be explored (in Table 17) | 36.0µg/m ³ to 46.5µg/m ³ | 19.8µg/m ³ to 31.3µg/m ³ | 28.9µg/m ³ to 39.4µg/m ³ |

Table 18 indicates that:

- in the Hertford AQMA, the measures to be taken over the lifetime of this action plan are likely to act together to bring air pollution below the 36µg/m³ threshold for revoking the AQMA
- in Sawbridgeworth, if the upper estimates of pollution reduction from all the proposed measures (as listed in **Table 16**) were met, then it would appear possible to achieve pollution levels below the 36µg/m³ threshold for revoking the AQMA over the lifetime of this action plan. Lower reductions stemming from the proposed measures would not, however, lead to meeting this threshold. The ongoing switch away from fossil-fuelled vehicles could assist in meeting the threshold. If this impact is insufficient to achieve the lower levels then the council and its partners would need to consider the case for implementing some of the exploratory measures listed in **Table 17**
- the situation in Bishop's Stortford is more complicated; just the measures to be taken as listed in **Table 16** would not be sufficient to bring air pollution below the 36µg/m³ threshold for revoking the AQMA. In this AQMA, it is suggested that the impact of the switch away from fossil-

fuelled vehicles is very closely monitored on a regular basis and that, should this not assist sufficiently in bringing air pollution down below the threshold for revocation of the AQMA, the council, its partners and those living and working in the district will consider the case for implementing some of the exploratory measures listed in **Table 17**.



15 Cost / Benefit and Feasibility Analysis of Measures

Given the pressures on the capacity and resources of the council and its partners, it is important to determine how best to prioritise our efforts. This chapter uses the cost/benefit and feasibility rating scores developed by Bureau Veritas to rank the different measures in the action plans in **Chapter 13**.

15.1 Methodology

The low-medium-high estimated cost ratings in the action plan tables have been combined with the estimated impact of the measure on pollutant concentrations as listed in **Table 16** in line with the scoring matrix in **Table 19** provided by Bureau Veritas.

Table 19 - Cost Benefit Scoring Matrix

| | | Benefit: Estimated Reduction in Pollutant Concentrations (as listed in Table 16 and Table 17) | | | | | | |
|--|-----------------|---|--------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|----------------------------|
| | | (1) <0.5µg/m ³ | (2) 0.5-1 µg/m ³ | (3) 1-2 µg/m ³ | (4) 2-3 µg/m ³ | (5) 3-4 µg/m ³ | (6) 4-5 µg/m ³ | (7) >5µg/m ³ |
| Cost (as listed in the tables in Chapter 12) | (1) < £10k | 6 | 8 | 10 | 12 | 14 | 16 | 18 |
| | (2) £10k - £50k | 5 | 6 | 8 | 10 | 12 | 14 | 16 |
| | (3) £50k + | 4 | 5 | 6 | 8 | 10 | 12 | 14 |

The resulting scores are then multiplied by the feasibility assessment ratings listed in **Table 20**.

Table 20 - Feasibility Scores

| Feasibility Score | Score |
|--|-------|
| Measure has already been started and just requires progressing | 4 |
| Very easy to implement, and political good will towards this, sufficient resources | 3 |
| Possible to implement but may require some learning/campaigning, moderately time intensive | 2 |
| Difficult to implement, time and resource intensive | 1 |

This methodology gives the overall combined cost/benefit and feasibility rating.

Table 21 lists all the measures to be taken (as listed in **Table 16**) in order of descending overall combined cost/benefit and feasibility score.

Table 21 – Cost, Benefit and Feasibility Analysis of proposed interventions

| No. | Measure | Cost / Benefit Score (Table 19) | Feasibility Score (Table 20) | Overall Score (Cost / Benefit Score * Feasibility Score) |
|-----|---|------------------------------------|---------------------------------|---|
| 1.1 | Continued expansion of EV infrastructure | 6 | 4 | 24 |
| 3.5 | Local Cycling and Walking Infrastructure Plan (LCWIP) | 5 | 4 | 20 |
| 1.4 | Install additional anti-idling guidance /advisory signage | 6 | 3 | 18 |
| 4.2 | Create East Herts Council workplace travel plan for staff | 6 | 3 | 18 |
| 4.1 | New council procurement rules | 6 | 3 | 18 |

| No. | Measure | Cost / Benefit Score (Table 19) | Feasibility Score (Table 20) | Overall Score (Cost / Benefit Score * Feasibility Score) |
|-----|--|------------------------------------|---------------------------------|---|
| 1.5 | Continued promotion of our four key air quality campaigns | 6 | 3 | 18 |
| 2.2 | Continued adherence to our Sustainability SPD and air quality neutral policies | 6 | 3 | 18 |
| 3.3 | Develop personalised travel planning for residents | 6 | 3 | 18 |
| 3.7 | Creation of an East Herts standalone air quality website | 5 | 3 | 15 |
| 4.3 | Work with colleagues in Trading Standards to ensure the Domestic Solid Fuels Regulations are complied with | 6 | 2 | 12 |
| 2.3 | Create a sustainable design and construction code of practice (CCOP). | 6 | 2 | 12 |
| 1.8 | Hertfordshire County Council, East Herts Council and other stakeholders to maintain dialogue about any emerging operational and/or technical means of minimising congestion. | 6 | 2 | 12 |
| 3.4 | Active Travel Campaign working with schools and businesses | 5 | 2 | 10 |
| 2.1 | Hertfordshire Essex Rapid Transit (HERT)/ The A414 Corridor Strategy | 8 | 1 | 8 |
| 3.1 | Support expansion of Herts Lynx on demand public transport scheme | 4 | 2 | 8 |

Table 22 lists the cost/benefit and feasibility of actions arising from the exploratory measures *should it be decided to implement the actions* in order of descending overall combined cost/benefit and feasibility score.

Table 22 – Cost, Benefit and Feasibility Analysis of measures to be explored

| No. | Measure to be taken | Cost / Benefit Score (Table 19) | Feasibility Score (Table 20) | Overall Score (Score * Feasibility Score) |
|-----|---|---|---------------------------------|--|
| 3.2 | Investigate potential implementation of footstreets in central Hertford | 6 | 2 | 12 |
| 1.6 | Review of travel plans | 6 | 2 | 12 |
| 1.2 | Explore emissions-based parking charges | 6 | 2 | 12 |
| 1.9 | Monitor and act upon emerging guidance on the new national PM _{2.5} objectives | 6 | 2 | 12 |
| 3.6 | Exploration of increased on street town centre cycle storage / parking | 5 | 2 | 10 |
| 1.7 | Investigate the possible pros and cons of new options being adopted by other local authorities, such as road pricing and ultra-low emission zones (ULEZ) in the AQMAs | 6 <i>note: the cost to implement this measure would be far higher than the £50k lower threshold of the highest cost score rating available. Also, the reduction in NO₂ could be higher than the prudent assumption in Table 17. Therefore, this score would require recalibration during any investigation of the pros and cons this possible measure</i> | 1 | 6 |
| 1.3 | Explore Last Mile Delivery possibilities within the district | 5 | 1 | 5 |

Appendix A - Reasons for Not Pursuing Action Plan Measures

Table 23 – Measures considered and not pursued and the reasons for that decision

| Action Category | Action Description | Reason action is not being pursued (including Stakeholder views) |
|--------------------|--|---|
| Traffic Management | Junction Improvements at Sawbridgeworth Junction | <p>One measure to help alleviate the congestion issues observed in the Sawbridgeworth AQMA at the double mini roundabout could be to determine if improvements to the junction can be made to help alleviate congestion on the four roads. A traffic light system could help to ensure that traffic on the main part of the road (London Road to Cambridge Road) would be better flowing, whilst also providing a potential safer junction for both pedestrians as well as cyclists.</p> <p>This measure has already been subject to examination, and it has been determined that there are no viable improvements to the junction based on its current capacity.</p> |
| Traffic Management | Junction Improvements at Hockerill Junction | <p>Similar to the above measure on the improvements at the Sawbridgeworth Junction, the Hockerill Junction which is currently a 4-way traffic light system results in congestions on each arm of the junction. However, this in combination with the narrow streets and proximity to buildings on either sites</p> |

| Action Category | Action Description | Reason action is not being pursued (including Stakeholder views) |
|-----------------|---|--|
| | | makes any additional measures other than an improved traffic light system, which has already been implemented, an non-viable solution. |
| Green Walls | Install a green wall on the Gascoyne Way multistorey car park or elsewhere within the AQMAS | <p>This intervention has been considered in the past and not pursued. DEFRA’s UK-Air website which states the following with regards to quantifying the effect of vegetation on NO₂ concentrations:</p> <p><i>For nitrogen dioxide (NO₂), vegetation is, generally speaking, of little benefit; it is not a very efficient sink. The deposition occurs in daytime, and primarily in the warmer months, when NO₂ is less of a problem. Vegetation is a very poor sink for nitric oxide (NO) and soil is a source of NO, at least partially offsetting any potential benefit of uptake by vegetation.</i></p> |
| Planting Trees | Use tree planting to reduce air pollution | <p>DEFRA’s UK-Air website indicates the relatively low benefit of tree planting with regard to reducing the effect of vegetation on NO₂ concentrations:</p> <p><i>Locally (tens to hundreds of square metres) tree planting may enhance or reduce dispersion; this redistributes pollution but does not remove it. Where vegetation acts as a barrier close to a source, concentrations immediately behind the barrier owing to that source are reduced typically by a factor of about 2 relative to those which would occur without the barrier, whereas on the source side of the barrier concentrations are increased.</i></p> |

| Action Category | Action Description | Reason action is not being pursued (including Stakeholder views) |
|--------------------------------------|--|---|
| | | <i>Tree planting may also exacerbate the build-up of pollution within street canyons by reducing air-flow. The use of trees to improve air quality is not without negative impacts as some tree species are important sources of biogenic volatile organic compounds (BVOCs), notably isoprene. BVOCs can enhance the formation of pollutants including PM and ozone.</i> |
| Stopping further housing development | Reduce air pollution by dramatically reducing / halting new housing developments | The council is required by law to make provision for new housing development to meet local need. If the council were to seek to reduce development to significantly below local need levels as informed by nationally set methodologies, developers would in all probability apply to the national Planning Inspectorate to review the decision. The Planning Inspectorate would form a view based on the level of local need and could overturn the council's decision. It is in the local interest for the council to set planning targets and policies and designate sites so as to exert maximum control over the numbers, type, location, environmental sustainability and other standards of new housing. |

Appendix B - NO₂ Source Apportionment Calculations

The µg/m³ concentrations in **Table 24** have been used by Bureau Veritas to undertake the source apportionment work for the council. Their full report can be found on our website:

<https://www.eastherts.gov.uk/environmental-health/air-quality>

Table 24 - NO₂ Source Apportionment Calculations – PROVISIONAL FIGURES PROVIDED BY BUREAU VERITAS SUBJECT TO FINAL CONFIRMATION

| Calculation | Concentration (µg/m ³) | | |
|---|------------------------------------|---------------|---------------------|
| | Bishop's Stortford AQMA | Hertford AQMA | Sawbridgeworth AQMA |
| Total Background NO ₂ [TB-NO ₂] | 13.50 | 15.10 | 11.50 |
| Total Background NO _x [TB-NO _x] | 18.28 | 20.40 | 15.29 |
| Regional Background NO _x [RB-NO _x] | 7.17 | 7.30 | 7.34 |
| Local Background NO _x [LB-NO _x] | 11.10 | 13.10 | 7.95 |
| Regional Background NO ₂ [RB-NO ₂] | 5.30 | 6.59 | 5.52 |
| Local Background NO ₂ [LB-NO ₂] | 8.20 | 8.51 | 5.98 |
| Total Max Modelled NO ₂ [T-NO ₂] | 58.1 | 50.6 | 55.88 |
| Local NO ₂ Contribution [L-NO ₂] | 31.10 | 33.7 | 44.38 |

Appendix C - Emission Reduction Calculations

The $\mu\text{g}/\text{m}^3$ concentrations in **Table 25** have been used by Bureau Veritas to calculate the needed reduction in NO_x in order for the air quality to meet the hourly AQO. Their full report can be found on our website:

<https://www.eastherts.gov.uk/environmental-health/air-quality>

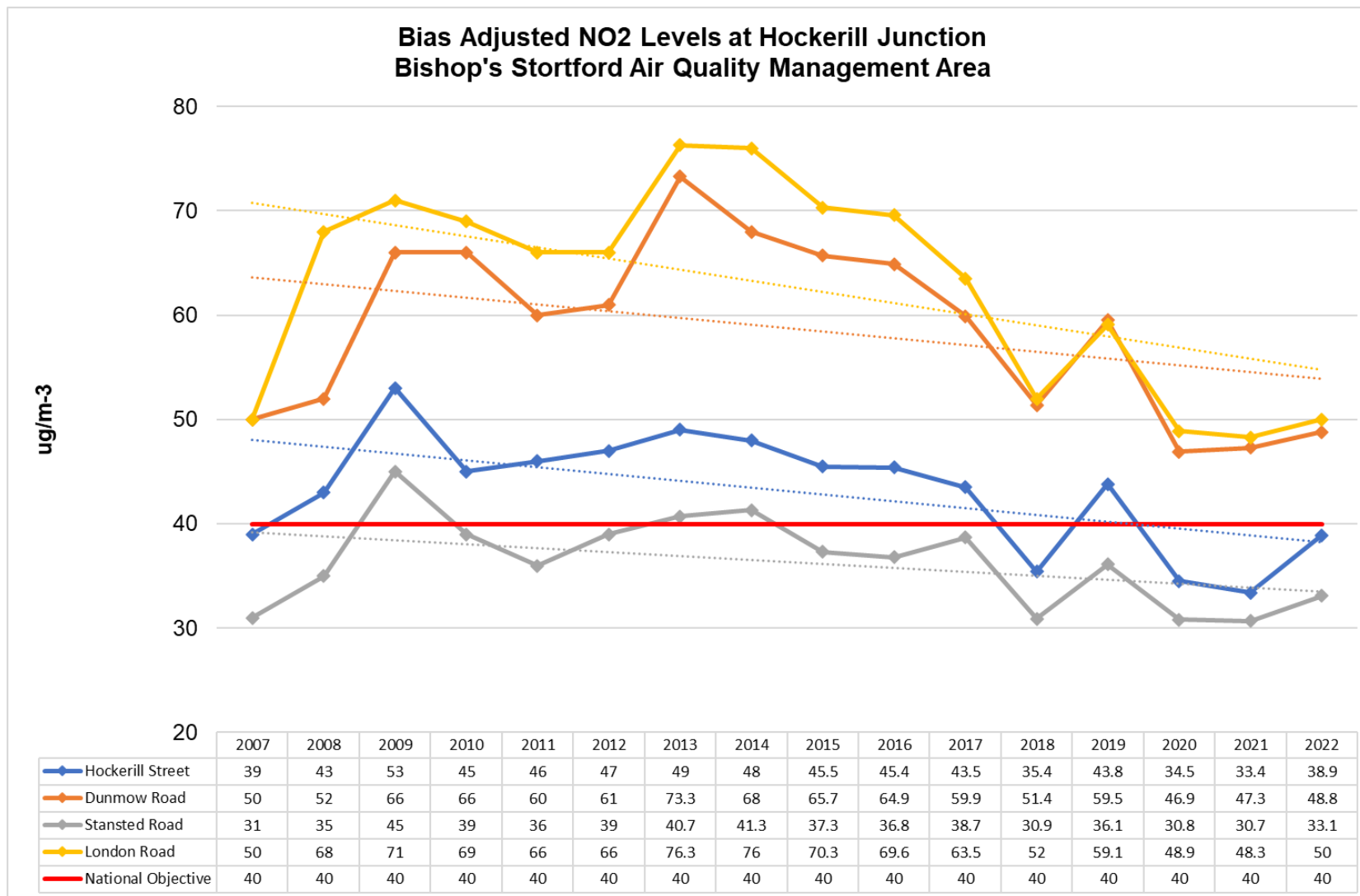
Table 25 – Required Reduction in NO_x emissions to meet AQO for Annual Mean Bias-Adjusted NO_2 (based on 2019 figures unless otherwise stated) – PROVISIONAL FIGURES PROVIDED BY BUREAU VERITAS SUBJECT TO FINAL CONFIRMATION

| Metric | Value ($\mu\text{g}/\text{m}^3$) | | |
|---|------------------------------------|---------------|---------------------|
| | Bishop's Stortford AQMA | Hertford AQMA | Sawbridgeworth AQMA |
| (a) Worst-Case Relevant Exposure NO_2 Concentration | 58.1 | 50.6 | 55.9 |
| (b) Equivalent NO_x Concentration | 108.8 | 96.9 | 112.8 |
| (c) Background NO_x | 18.3 | 20.7 | 15.3 |
| (d) Background NO_2 | 13.5 | 15.1 | 11.5 |
| (e) Road NO_x – Current | 98.9 | 76.2 | 97.5 |
| (f) Road NO_x – Required to achieve NO_2 concentration of $39.9\mu\text{g}/\text{m}^3$ | 53.8 | 50.5 | 57.9 |
| (g) Required Road NO_x Reduction | 45.1 | 25.7 | 39.6 |
| Required % Reduction <i>figure in row (g) as a % of the figure in row (e)</i> | 45.6% | 33.7% | 40.6% |
| $\mu\text{g}/\text{m}^3$ reduction from worst exposure to 10% below the national objective of $40\mu\text{g}/\text{m}^3$ that is, $36\mu\text{g}/\text{m}^3$ (data from Table 18) | | | |
| reduction from worst exposure in 2019 | 22.1 | 14.6 | 19.9 |
| reduction from worst exposure in 2022 | 14.0 | 0.8 | 6.9 |

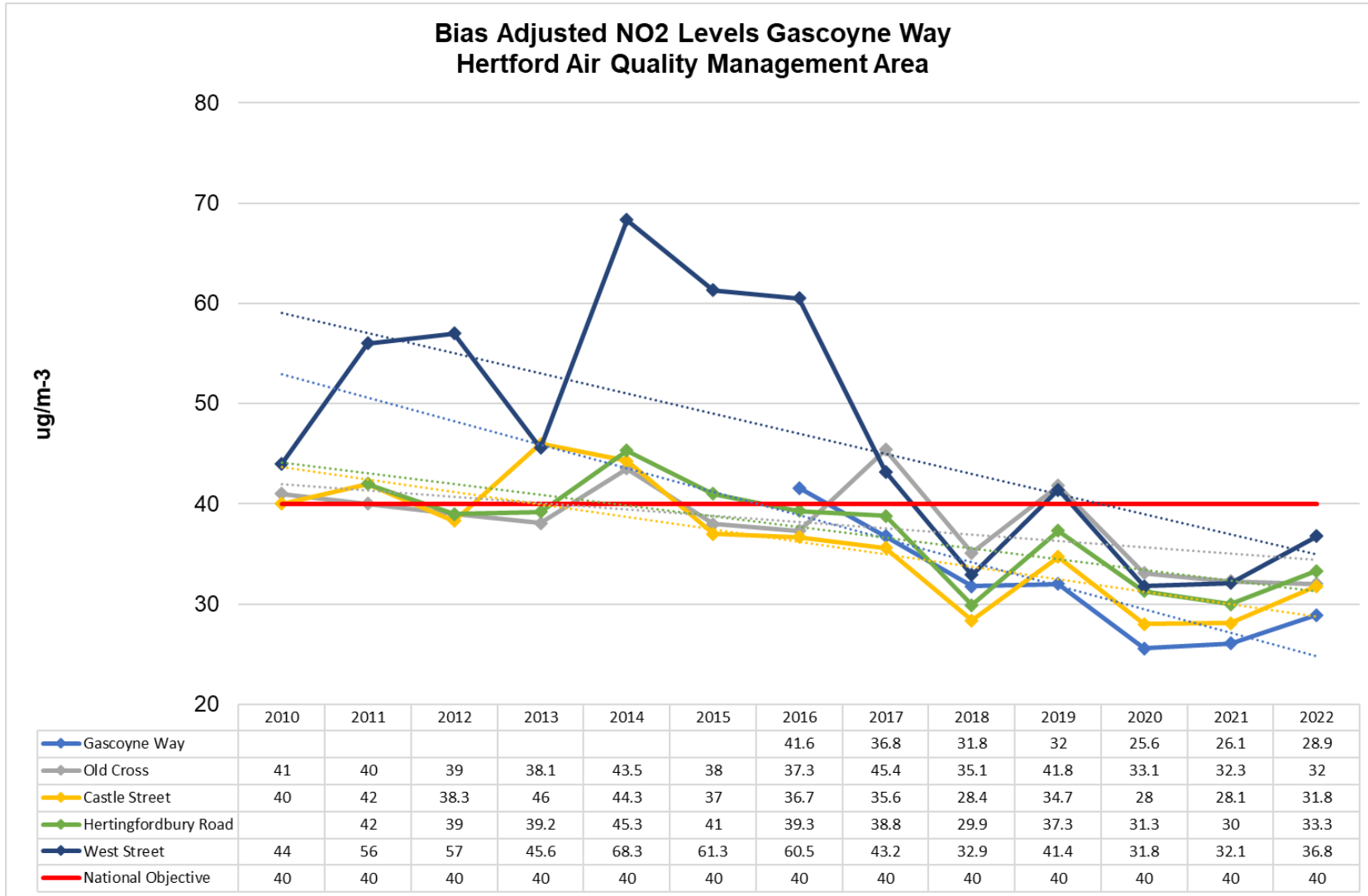
Appendix D - Steering Group Attendees

| Invitees | From |
|---------------------|--|
| Claire Spendley | Environmental Health |
| Linda Meehan | Sustainability and Climate Change |
| Laura Guy | Sustainability and Planning |
| Brad Wheeler | Taxi Licensing |
| Dominique Kingsbury | Car Parking |
| Chris Smith | Economic Development |
| Tina Gigg | Local Transport Plan, Hertfordshire County Council |
| Anushia Vettivelu | Transport/Highways |
| Daniel Clampin | Bureau Veritas |
| Viral Patel | Bureau Veritas |

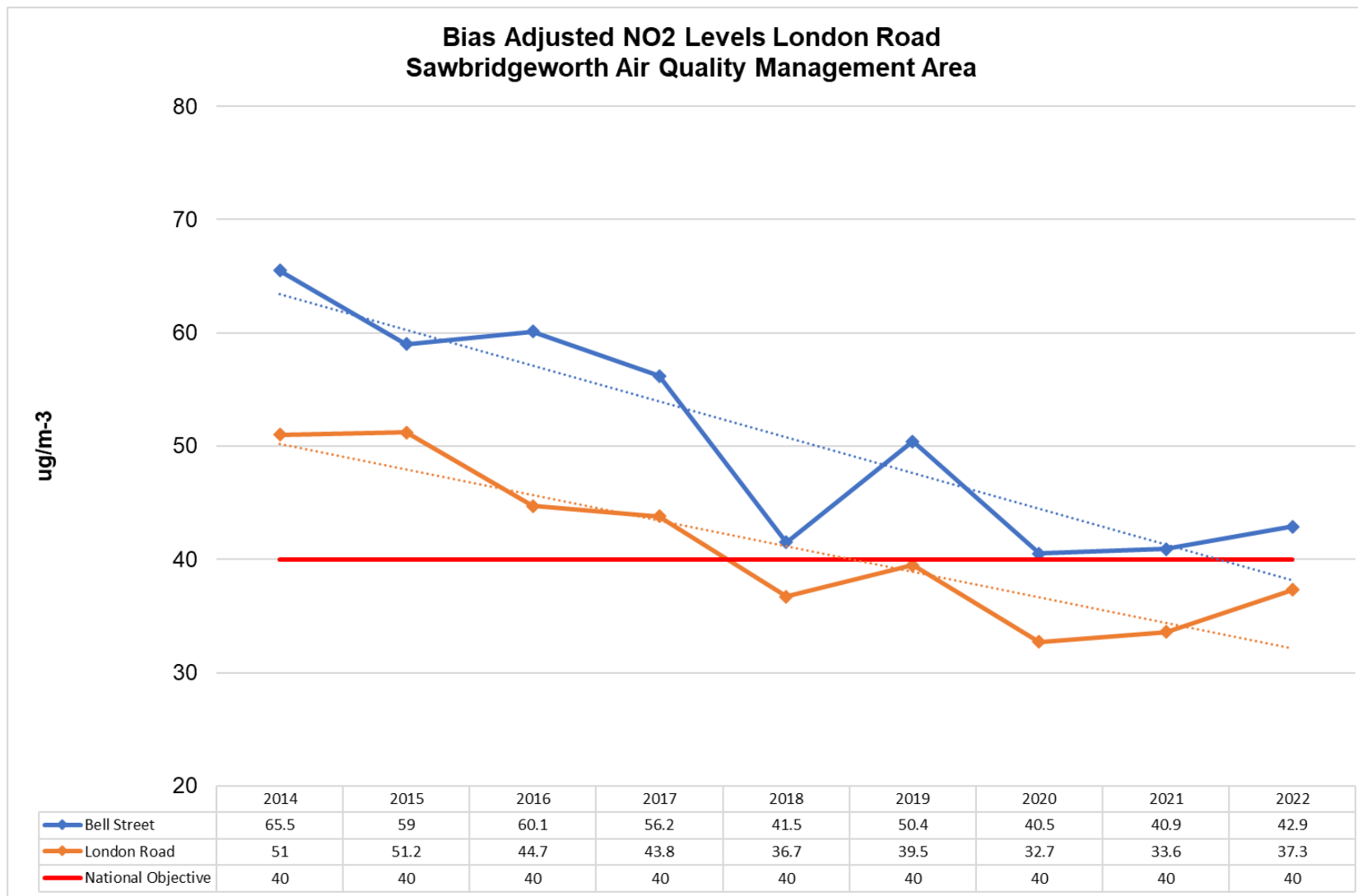
Appendix E - Air Pollution Monitoring Results - Bishop's Stortford



Appendix F - Air Pollution Monitoring Results - Hertford



Appendix G - Air Pollution Monitoring Results - Sawbridgeworth



Appendix H - Glossary of Terms

| Abbreviation | Description |
|-------------------|---|
| AQAP | Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values' |
| AQMA | Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives |
| AQO | Air Quality Objective |
| AQS | Air Quality Strategy |
| ASR | Air Quality Annual Status Report |
| DEFRA | Department for Environment, Food and Rural Affairs |
| EHDC | East Hertfordshire District Council |
| EU | European Union |
| EV | Electric Vehicle |
| LAQM | Local Air Quality Management |
| NO ₂ | Nitrogen Dioxide |
| NO _x | Nitrogen Oxides |
| PM _{2.5} | Airborne particulate matter with an aerodynamic diameter of 2.5µm or less |
| PM ₁₀ | Airborne particulate matter with an aerodynamic diameter of 10µm (micrometres or microns) or less |

Appendix I - Action Plan presented in Defra format

Priority 1: Reduce the impact of traffic levels and congestion on air quality

| Measure No. | Measure | Category | Classification | Estimated Year Measure to be Introduced | Estimated / Actual Completion Year | Organisations Involved | Funding Source | DEFRA AQ Grant Funding | Funding Status | Estimated Cost of Measure | Measure Status | Target Reduction in Pollutant / Emission from Measure (per AQMA) | Key Performance Indicator | Progress to Date | Comments / Potential Barriers to Implementation |
|-------------|--|----------------------------------|--|---|------------------------------------|------------------------|--|------------------------|--|---------------------------|------------------------------|--|-------------------------------|-----------------------------|---|
| 1.1 | Continued expansion of EV infrastructure | Promoting Low Emission Transport | Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, gas fuel recharge | 2024 | 2027 | East Herts Council | Private market / East Herts Council/ LEVI scheme | No | Funding through contract and potentially LEVI contribution | £10k-£50k | Implementation | 0.5µg/m ³ to 1µg/m ³ | Additional EV charging points | Tendering exercise complete | Adverse market conditions |
| 1.2 | Explore emissions based parking charges | Promoting Low Emission Transport | Other | 2024 | 2027 | East Herts Council | East Herts Council | No | Not funded | £10k-£50k | Implementation and publicity | 0.5µg/m ³ to 1µg/m ³ | Reduced traffic volumes | Not yet started | Potential lack of political and/or public support |

| Measure No. | Measure | Category | Classification | Estimated Year Measure to be Introduced | Estimated / Actual Completion Year | Organisations Involved | Funding Source | DEFRA AQ Grant Funding | Funding Status | Estimated Cost of Measure | Measure Status | Target Reduction in Pollutant / Emission from Measure (per AQMA) | Key Performance Indicator | Progress to Date | Comments / Potential Barriers to Implementation |
|-------------|--|---------------------------------|---|---|------------------------------------|---|--------------------|------------------------|----------------|---------------------------|--------------------|--|---|--|--|
| 1.3 | Explore Last Mile Delivery possibilities in the district | Freight and Delivery Management | Freight Partnerships for city centre deliveries | 2024 | 2028 | East Herts Council | East Herts Council | No | Not funded | > £50k | Planning | 0.5µg/m ³ to 1µg/m ³ | Implementation of last mile delivery. Additional delivery lockers etc | including AQ hub lockers in certain areas to avoid individual LGV delivery movements | This measure specifically targets LGVs which are identified through the Source Apportionment to be the greatest contributor to NOx Emissions |
| 1.4 | Install additional anti-idling guidance | Public Information | Other | 2024 | 2027 | East Herts Council & Hertfordshire County Council | East Herts Council | No | Not funded | < £10k | Implementation | Up to 0.5µg/m ³ | Installation of signage | Council has already installed signs in some car parks | Support in place |
| 1.5 | Continued promotion of our four key | Promoting Travel | Promotion of walking, | 2024 | Ongoing | East Herts Council | East Herts | No | Part funded | £10k-£50k | Implementation and | 0.5µg/m ³ to 1µg/m ³ | Participation and | Delivered each year | Budget constraints |

| Measure No. | Measure | Category | Classification | Estimated Year Measure to be Introduced | Estimated / Actual Completion Year | Organisations Involved | Funding Source | DEFRA AQ Grant Funding | Funding Status | Estimated Cost of Measure | Measure Status | Target Reduction in Pollutant / Emission from Measure (per AQMA) | Key Performance Indicator | Progress to Date | Comments / Potential Barriers to Implementation |
|-------------|---|----------------------------------|---|---|------------------------------------|---|---|------------------------|----------------|---------------------------|----------------|--|---|---------------------------------|---|
| | air campaigns | Alternatives | promotion of cycling | | | & Hertfordshire County Council | Council / HCC | | | | publicity | | awareness & increased sign up of air alert scheme | Ongoing use of air alert scheme | |
| 1.6 | Review effectiveness of travel plans for schools and businesses | Promoting Travel Alternatives | Other | 2024 | 2029 | East Herts Council & Hertfordshire County Council | East Herts Council & Hertfordshire County Council | No | Funded | < £10k | Implemented | Up to 0.5µg/m ³ | Plans in place and being followed | Ongoing | Budget constraints |
| 1.7 | Investigate the possible pros and cons of new options being adopted by other local authorities, | Promoting Low Emission Transport | Low Emission Vehicles, EV recharging, gas fuel recharge | 2024 | 2026 | East Herts Council & Hertfordshire County Council | East Herts Council & Hertfordshire County Council | No | Funded | > £50k if adopted | Planning | 1µg/m ³ to 2µg/m ³ | Decision made on ULEZ / road pricing | Not yet started | Objections to even investigating the idea |

East Herts Council

| Measure No. | Measure | Category | Classification | Estimated Year Measure to be Introduced | Estimated / Actual Completion Year | Organisations Involved | Funding Source | DEFRA AQ Grant Funding | Funding Status | Estimated Cost of Measure | Measure Status | Target Reduction in Pollutant / Emission from Measure (per AQMA) | Key Performance Indicator | Progress to Date | Comments / Potential Barriers to Implementation |
|-------------|---|--------------------|----------------|---|------------------------------------|---|---|------------------------|----------------|---------------------------|----------------|--|---|------------------|---|
| | such as road pricing and ultra-low emission zones (ULEZ) in the AQMAs | | | | | | | | | | | | | | |
| 1.8 | Hertfordshire County Council, East Herts Council and other stakeholders to maintain dialogue about any emerging operational and/or technical means of minimising congestion | Traffic Management | Other | 2024 | 2029 | East Herts Council & Hertfordshire County Council | East Herts Council & Hertfordshire County Council | No | Not funded | < £10k | Planning | Up to 0.5µg/m³ | Implementation of any identified measures | Not started | Budget constraints |

East Herts Council

| Measure No. | Measure | Category | Classification | Estimated Year Measure to be Introduced | Estimated / Actual Completion Year | Organisations Involved | Funding Source | DEFRA AQ Grant Funding | Funding Status | Estimated Cost of Measure | Measure Status | Target Reduction in Pollutant / Emission from Measure (per AQMA) | Key Performance Indicator | Progress to Date | Comments / Potential Barriers to Implementation |
|-------------|---|---|--|---|------------------------------------|---|---|------------------------|----------------|---------------------------|----------------|--|---|------------------|---|
| 1.9 | Monitor and act upon emerging guidance on the new national PM _{2.5} objectives | Policy Guidance and Development Control | Air Quality Planning and Policy Guidance | 2024 | 2029 | East Herts Council & Hertfordshire County Council | East Herts Council & Hertfordshire County Council | No | Funded | < £10k | Planning | 0µg/m ³ | Implementation of any identified measures | Not started | Budget constraints |

Priority 2: Mitigate the impact of future growth on air quality

| Measure No. | Measure | Category | Classification | Estimated Year Measure to be Introduced | Estimated / Actual Completion Year | Organisations Involved | Funding Source | DEFRA AQ Grant Funding | Funding Status | Estimated Cost of Measure | Measure Status | Target Reduction in Pollutant / Emission from Measure (per AQMA) | Key Performance Indicator | Progress to Date | Comments / Potential Barriers to Implementation |
|-------------|--|---|--|---|------------------------------------|------------------------|--------------------|------------------------|----------------|---------------------------|----------------|--|-------------------------------------|---|---|
| 2.1 | Hertfordshire Essex Rapid Transit (HERT)/ The A414 Corridor Strategy | Traffic Management | Other | 2028 | ongoing | HCC | HCC | No | Fully funded | > £50k | Implementation | 2µg/m³ to 3µg/m³ <i>note: only applies to Hertford AQMA</i> | Ongoing implementation | Early options and business case completed | |
| 2.2 | Continued adherence to our Sustainability SPD and air quality neutral policies | Policy Guidance and Development Control | Air Quality Planning and Policy Guidance | 2018 | 2024 | East Herts Council | East Herts Council | No | Fully funded | < £10k | Implementation | Up to 0.5µg/m³ | Reviewed through planning processes | Sustainability SPD in place | SPD and District Plan significantly more stringent on requiring consideration of air quality in all planning apps |
| 2.3 | Create a sustainable design and construction code of | Policy Guidance and | Other | Review due to start in 2024 | Ongoing | East Herts Council | East Herts Council | No | Not funded | < £10k | Planning | Up to 0.5µg/m³ | Creation of CCOP | Not yet started | Lack of resources or political will |

| Measure No. | Measure | Category | Classification | Estimated Year Measure to be Introduced | Estimated / Actual Completion Year | Organisations Involved | Funding Source | DEFRA AQ Grant Funding | Funding Status | Estimated Cost of Measure | Measure Status | Target Reduction in Pollutant / Emission from Measure (per AQMA) | Key Performance Indicator | Progress to Date | Comments / Potential Barriers to Implementation |
|-------------|------------------|---------------------|----------------|---|------------------------------------|------------------------|-----------------|------------------------|----------------|---------------------------|----------------|--|---------------------------|------------------|---|
| | practice (CCOP). | Development Control | | | | | and gov funding | | | | | | | | |

Priority 3: Support residents' make active travel choices

| Measure No. | Measure | Category | Classification | Estimated Year Measure to be Introduced | Estimated / Actual Completion Year | Organisations Involved | Funding Source | DEFRA AQ Grant Funding | Funding Status | Estimated Cost of Measure | Measure Status | Target Reduction in Pollutant / Emission from Measure (per AQMA) | Key Performance Indicator | Progress to Date | Comments / Potential Barriers to Implementation |
|-------------|---|---------------------------------------|------------------------------|---|------------------------------------|--|--|------------------------|--------------------------|---------------------------|----------------|--|-----------------------------|--|---|
| 3.1 | Support expansion of Herts Lynx on demand public transport scheme | Transport Planning and Infrastructure | Other | 2024 | 2024 | HCC | DfT / HCC | No | DfT funding being sought | > £50k | Implementation | Up to 0.5µg/m³ | Usage numbers | Scheme in place | Availability for government funding is crucial |
| 3.2 | Investigate potential implementation of footstreets in central Hertford | Promoting Travel Alternatives | Promotion of Walking | 2024 | 2029 | East Herts Council/ Herts County Council | East Herts Council/ Herts County Council | No | Not funded | £10k - £50k | Planning | 0.5µg/m³ to 1µg/m³ | | | Initial stages of viability |
| 3.3 | Develop personalised travel planning for residents | Promoting Travel Alternatives | Personalised Travel Planning | 2024 | Ongoing | Herts County Council | Herts County Council | No | TBC | £10k - £50k | Implementation | Up to 0.5µg/m³ | Development of travel plans | A Bishop's Stortford Town wide travel plan (including Personalised Travel Planning) is | |

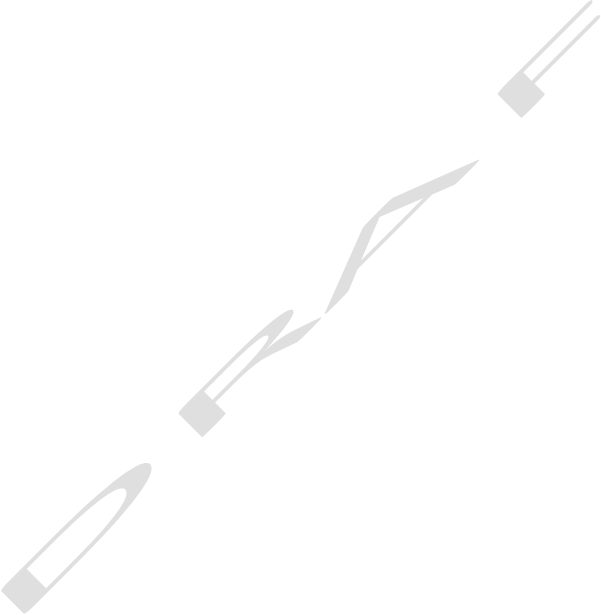
| Measure No. | Measure | Category | Classification | Estimated Year Measure to be Introduced | Estimated / Actual Completion Year | Organisations Involved | Funding Source | DEFRA AQ Grant Funding | Funding Status | Estimated Cost of Measure | Measure Status | Target Reduction in Pollutant / Emission from Measure (per AQMA) | Key Performance Indicator | Progress to Date | Comments / Potential Barriers to Implementation |
|-------------|--|-------------------------------|---|---|------------------------------------|------------------------|----------------------|------------------------|----------------|---------------------------|----------------|--|--|---|--|
| | | | | | | | | | | | | | | being developed | |
| 3.4 | Active Travel Campaign working with schools and businesses | Promoting Travel Alternatives | Intensive active travel campaign & infrastructure | 2024 | 2029 | East Herts Council | East Herts Council | No | Not funded | £10k - £50k | Planning | Up to 0.5µg/m ³ | Greater Foot Traffic | Plans to be developed | |
| 3.5 | Local Cycling and Walking Infrastructure Plan (LCWIP) | Promoting Travel Alternatives | Promotion of cycling | 2024 | 2025 | Herts County Council | Herts County Council | No | Fully Funded | £10k - £50k | Implementation | Up to 0.5µg/m ³ | Securing funds to improve commuter options | Plans are underway for works to begin and funding has been secured for the works. | Work to deliver a continuous shared-use cycling and pedestrian path along the eastern side of London Road and Station Road in Buntingford is progressing well. Works |

| Measure No. | Measure | Category | Classification | Estimated Year Measure to be Introduced | Estimated / Actual Completion Year | Organisations Involved | Funding Source | DEFRA AQ Grant Funding | Funding Status | Estimated Cost of Measure | Measure Status | Target Reduction in Pollutant / Emission (per AQMA) | Key Performance Indicator | Progress to Date | Comments / Potential Barriers to Implementation |
|-------------|--|-------------------------------|----------------|---|------------------------------------|------------------------|--------------------|------------------------|----------------|---------------------------|----------------|---|---------------------------|------------------|---|
| | | | | | | | | | | | | | | | are on track to complete in Summer 2023 before the Buntingford First School opens in September. |
| 3.6 | Exploration of increased on street town centre cycle parking | Promoting Travel Alternatives | Other | 2024 | 2029 | HCC | HCC | No | Not funded | £10k - £50k | planning | Up to 0.5µg/m³ | Storage in place | None | funding |
| 3.7 | Creation of an East Herts standalone air quality website | Promoting Travel Alternatives | Other | 2024 | 2029 | East Herts Council | East Herts Council | No | Not funded | £10k - £50k | Planning | Up to 0.5µg/m³ | Website in place | None | funding |

Priority 4: Reduce East Herts Council's own impact on air quality

| Measure No. | Measure | Category | Classification | Estimated Year Measure to be Introduced | Estimated / Actual Completion Year | Organisations Involved | Funding Source | DEFRA AQ Grant Funding | Funding Status | Estimated Cost of Measure | Measure Status | Target Reduction in Pollutant / Emission from Measure (AQMA) | Key Performance Indicator | Progress to Date | Comments / Potential Barriers to Implementation |
|-------------|---|---|---|---|------------------------------------|---|--------------------------|------------------------|----------------|---------------------------|-------------------------|--|--|---|--|
| 4.1 | New council procurement rules | Promoting Low Emission Transport | Public Vehicle Procurement - Prioritising uptake of low emission vehicles | 2025 | 2025 | East Herts Council (and North Herts Council as part of waste management consortium) | East Herts Council | No | Fully funded | < £10k | Implementation | Up to 0.5µg/m ³ | % of waste management mileage via e-vehicles | Discussion with tenderers has commenced | New council procurement rules to consolidate and reduce deliveries to council buildings. Ultimate value of the final tenders |
| 4.2 | Create East Herts Council workplace travel plans for staff | Promoting Travel Alternatives | Other | 2024 | 2029 | East Herts Council | East Herts Council | No | Unfunded | < £10k | Amended travel patterns | Up to 0.5µg/m ³ | Reduced mileage | Work not yet started | Lack of political appetite / resources |
| 4.3 | Work with colleagues in HCC Trading Standards to ensure the | Policy Guidance and Development Control | Other | 2024 | 2029 | East Herts Council / HCC | East Herts Council / HCC | No | Unfunded | < £10k | Publicity and enforce | Up to 0.5µg/m ³ | Adherence to regulations | Work not yet started | |

| Measure No. | Measure | Category | Classification | Estimated Year Measure to be Introduced | Estimated / Actual Completion Year | Organisations Involved | Funding Source | DEFRA AQ Grant Funding | Funding Status | Estimated Cost of Measure | Measure Status | Target Reduction in Pollutant / Emission from Measure (AQMA) | Key Performance Indicator | Progress to Date | Comments / Potential Barriers to Implementation |
|-------------|--|----------|----------------|---|------------------------------------|------------------------|----------------|------------------------|----------------|---------------------------|----------------|--|---------------------------|------------------|---|
| | Domestic Solid Fuels Regulations are complied with | | | | | | | | | | compliant | | | | |



Agenda Item 7

East Herts Council Report

Overview and Scrutiny Committee

Date of Meeting: Tuesday 16 January 2024

Report by: Scrutiny Officer

Report title: Overview and Scrutiny Committee - Draft Work Programme

Ward(s) affected: (All Wards);

Summary:

- This report considers topics for inclusion in the Committee's Draft Work Programme. By establishing a work programme of topics for scrutiny Members are better able to plan their future workload, with an agenda which is focussed, maximising the efficacy of the scrutiny process by taking a longer term, strategic view of the issues facing the council.
- A suggested list of topics are detailed in **Appendix 1**.

RECOMMENDATIONS FOR Overview and Scrutiny Committee:

(A) The update be noted: and

(B) The Work Programme at Appendix 1 be agreed.

1.0 Background

1.1 **Appendix 1** sets out the Draft Work Programme which may be reviewed at any time.

- 1.2 A key function of the Overview and Scrutiny Committee is to hold the Executive to account for its decisions, to review existing policies and consider proposals for new policies. In doing so, it will act as the Executive's critical friend in the process. The principle power of scrutiny is to influence policies and decisions made by the Council. Its aim should be to achieve positive outcomes for local people by undertaking a thorough targeted examination of the council's services and procedures and make recommendations for improvement.
- 1.3 It has no formal powers to make changes but where a recommendation is made to the Executive, the Executive is required to respond to the Overview and Scrutiny Committee if it decides not to accept a recommendation and the rationale for that decision. The Centre for Governance and Scrutiny (CfGS) recommends that the Executive has to respond to any recommendation within two months.

2.0 Update

- 2.1 Topics for scrutiny are detailed in **Appendix 1**. The Scrutiny Officer is liaising with officers and Councillors to arrange a site visit of some of the district's playgrounds to help facilitate the request from Councillor Williams for the Committee to scrutinise provision for disabled children in these playgrounds. Town and Parish Councils have been asked (via a monthly bulletin by HAPTC) to supply information on which still provide financial support to PCSOs. Furthermore, bulletin summaries have been circulated on a number of topics including IT and Cyber Security, the Digital Innovation Zone, Information Governance and Data Protection and Literacy in the District and Hertfordshire.
- 2.2 Information is currently awaited from two Registered Social Landlords on the queries raised by Members and when received the Scrutiny Officer will prepare a summary of

responses and circulate. A response on Climate Change and Smart Devices (ie. Digital innovation and how this can be adopted to improve council services) are still awaited.

2.3 The Executive has suggested that Members might wish to review the Anti-Racism Charter before this is submitted to the Executive and then onto Council for a decision. This has been provisionally added to the Work Programme and it is now for Members to determine when in the committee cycle, they wish to review this item.

2.4 The committee dates for 2024/25 have now been confirmed so Members will need to start thinking about what topics they would like to scrutinise in the next Civic Year.

3.0 Reason

3.1 Members are welcome to submit a scrutiny proposal at any time. This form is available in the Microsoft Teams channel and provides Officers with sufficient information to assess if it is appropriate for scrutiny and to ensure that specific questions are addressed. A Scrutiny Flowchart is also available which explains the processes involved in submitting a Scrutiny Proposal Form. The Scrutiny Officer will then liaise with Officers and the Chairman to consider the best way forward to address the subject and complete the scoping document.

4.0 Options

4.1 The work programme will be kept under review by the Committee throughout the coming year.

5.0 Risks

5.1 The establishment of an Overview and Scrutiny Committee is enshrined in the Local Government Act 2000 (Section 9). The

2000 Act obliges local authorities to adopt political management systems with a separate Executive. Various sub sections of the 2000 Act set out the powers and duties for Overview and Scrutiny Committee including the right to investigate and make recommendations on anything which is the responsibility of the Executive. Legislative provisions can also be found in the Localism Act 2011 (Schedule 2) with options to retain or re-adopt a “committee system” Section 9B.

- 5.2 Potential risks arise for the council if policies and strategies are developed and / or enacted without sufficient scrutiny. Approval of an updated work programme contributes to the mitigation of risk (and Call-Ins) by ensuring key activities of the council are scrutinised.

6.0 Implications/Consultations

- 6.1 Scrutiny is an important part of the local democratic process and represents the interests of residents. It holds the Executive to account on behalf of residents and helps review and improve the functions run by the Council and its local partners. With proper notification, members of the public can forward items for scrutiny (Section 5.19 of the Constitution) and if accepted by the Chairman, are allowed to address Members for a maximum of 15 minutes.

Community Safety

No

Data Protection

No

Equalities

No

Environmental Sustainability

Yes - the proposed Work Programme envisages the Overview and Scrutiny Committee receiving reports on the progress of the council's environmental strategies.

Financial

No

Health and Safety

No

Human Resources

No

Human Rights

No

Legal

Yes - scrutiny is enshrined in statute (the Local Government Act 2000 as amended by the Localism Act 2011)

Specific Wards

No

7.0 Background papers, appendices and other relevant material

7.1 Appendix 1 – Summary of topics

Contact Officer

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Report Author

Lorraine Blackburn, Scrutiny Officer, Tel: 01279 502172.

[*lorraine.blackburn@eastherts.gov.uk*](mailto:lorraine.blackburn@eastherts.gov.uk)

Programme of Proposed Scrutiny Topics

| Topic | Corporate Objectives (SEED) | Questions/concerns | Scrutiny Approach (Bulletin, Report, rapid review or task and finish group) | Background Notes / Officers' comments | Reporting timeframe to |
|--|-------------------------------|---|---|---|------------------------|
| Air Quality Action Plan | Sustainability | | Report and Action Plan | Action Plan for Members' Review | 16 January 2024 |
| Social Housing Providers | Sustainability and enablement | Quality of housing stock, complaints, response times to repairs. Performance and KPIs Steps being taken to achieve carbon neutrality. Member engagement | To be determined by Members | Information awaited from Social Housing Providers | 16 January 2024 |
| Thriving Together – A New Health and Wellbeing Plan for East Herts 2023 – 2027 | Sustainability | Updated Policy | Report | Updated Policy | 16 January 2024 |
| Climate Change – Carbon Neutrality | Sustainability | Support to residents and businesses? Changing residents' behaviour to achieve reductions in emissions. Will council achieve its goals? | | Summary bulletin to be provided by relevant Head of Service | 16 January 2024 |

| Topic | Corporate Objectives (SEED) | Questions/concerns | Scrutiny Approach (Bulletin, Report, rapid review or task and finish group) | Background Notes / Officers' comments | Reporting timeframe to |
|--|-----------------------------|---|---|---|----------------------------------|
| Anti- racism Charter | Sustainability | | Report to Members | Suggestion from the Executive to review the charter before presentation to Executive and Council | 5 March 2024 To be confirmed. |
| UK Share Prosperity Fund | Enablement | Levelling up – how the UKSPF is being used. | All Member Briefing to be provided on 7 December 2023 | Report to Members | 5 March 2024 |
| Access to parks for disabled children and equipment provided | Enablement | Concerns about disabled access to Council parks, lack of facilities for disabled children | Site Visit | Officers liaising with leisure officers and Councillors to agree what parks to visit | 5 March 2024 |
| Policing | Enablement | Neighbourhood Policing – pressure to contribute from Police to cost of PCSOs. | Background overview | HAPTC – advise that this information is not readily available but is canvassing all Parish and Town Councils via their monthly bulletin for any related information if available. | 5 March 2024 |
| East Herts Run Markets | Sustainability | Hire of stalls, issues faced, support to markets | Subject currently part of a larger piece of work under review. When available Members will be updated | Tentative date for discussion | 5 March 2024 |
| Smart Devices and improvement to Council services | Digital by Default | How could the internet improve service delivery and reduce costs | At the Chairman's request Dr Catherine Howe (CfGS) approached for webinar information (20.9.23) Publications Catherine Howe (curiouscatherine.info) | Dr Howe asked to provide a link to how the Council can actively influence social change digitally to improve the delivery of services. | 11 June 2024 |
| Pedestrian safety | Sustainability | | | Chairman and Vice Chairman to liaise at a further date with Cllr Carter on what further action (as the scrutiny proposer), she may wish to see taken. | 11 June 2024 |

| Topic | Corporate Objectives (SEED) | Questions/concerns | Scrutiny Approach (Bulletin, Report, rapid review or task and finish group) | Background Notes / Officers' comments | Reporting timeframe to |
|---|-----------------------------|--|---|--|------------------------|
| Development Management and Community Forums | Enablement | Questions about how the Development Management and Community Forums can impact positively in the engagement process with both residents and developers | Report | Report requested by O&S Members on 7 November 2023 following the collation meaningful data | 5 November 2024 |
| | | | | | 14 January 2025 |
| | | | | | 4 March 2025 |
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