

## Chesterfield Cycle Campaign response to draft Air Quality Action Plan prepared by Chesterfield Borough Council.

We fully support the comments made by Transition Chesterfield with further comments added by ourselves below;

1. All schools to have air quality monitors outside where children and parents arrive/pick up. These monitors to feed live info into the 'Luftdaten' web site. Monitors can be built from low cost parts and just require power and wi-fi to operate (cost less than £50 per monitor)
2. A major problem is parents/carers idling outside schools for long periods. A campaign to raise awareness is needed.
3. The main reason for not cycling is fear of traffic, therefore the only encouragement that will work is building cycling infrastructure. Linked to points 5 & 6 - all new developments MUST have connections to the existing cycle network paid for by the developer. Housing without a garage must have secure cycle storage provided by the developer.
4. As the licensing authority CBC to move to electric only licensed taxis within three years. (Has CBC applied for the government grant to have an all electric bus fleet?).
5. As above.
6. As above
7. Remove signage for Chesterfield from M1 junction 30 (replace with Staveley). Work with Sat Nav systems to only use junction 29 & 29A. Look at alternative road layouts in Brimington, idea attached. Work with DCC to develop a traffic free cycle route to Chesterfield canal towpath from Brimington centre alongside Station Road (B6050) and along Newbridge Lane.
8. Install 'City Trees' (Essentially a moss-covered wall, each CityTree removes CO<sub>2</sub>, nitrogen oxides, and particulate matter from the air while also producing oxygen.) along the most traffic clogged corridors - Brimington, Derby Road, Chatsworth Road etc.
9. Building additional roads simply provides a short term solution. All evidence proves that new roads eventually fill to capacity. Relocating traffic will relocate the air quality problems. Rather than a Brimington by-pass a light rail or tram line should be considered linking Staveley (including new developments) and Chesterfield. This could be extended to the Sheffield tram at Halfway.
10. No comment until report is in the public domain.