

	Comments Received	Response	Action Taken
1	There are numerous wood burning fires now and there seems no issue with the fact that my particular road is supposed to be covered by the clean air act according to my deeds yet the road Westbrook Gardens constantly smells of burning	The issue of wood burning is not relevant to the Air Quality Action Plan – issues of odour are dealt with under the Environmental Protection Act 1990 and cases are investigated to assess statutory nuisance	None
2	Slow down traffic on the route from M4 to M3 to make this route less attractive, create additional congestion on the periphery of the problem areas.	Creating congestion will exacerbate air pollution from NOx .	The Action plan contains measures that assist in keeping traffic flowing and reducing congestion, which in turn will reduce the pollution from NOx
3	More frequent public transport services between Camberley and Bracknell	Improving the uptake in the use of public transport should assist in improving air quality as the number of individual car journeys decrease.	The Action plan contains measures to improve bus travel via the planning process

DEFRA Appraisal Comments			
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1	Bracknell Forest Borough Council has adopted a strategic approach to the update of their action plan with strong links made to other council policy which is welcomed. Further, the AQAP is closely tied to the Local Transport Plan 3.		None required
2	The AQAP clearly outlines the air quality improvement that will be required in order to meet the National Air Quality Standards throughout each AQMA. Additionally the trends of air quality measurements at receptors in each AQMA is clearly shown. This is to be commended. The highest reduction required in NO ₂ was in Downshire Way where 18 µg m ⁻³ reduction is required to meet the objective.		None required
3	Source apportionment information has been included which outlines that moving and queuing traffic was the dominant source within the AQMAs. This is reflected in the balance of measures within the plan, which is appropriate		None required
4	The report recognises that improvements in Air Quality benefit a wider area, rather than only being relevant in the AQMA. This wider perspective is welcomed		None required
5	The measures presented seem appropriate to the level of pollution and the sources of emissions within the AQMAs. The Council should consider a more detailed assessment of the costs and likely benefits of each of the measures, to enable them to prioritise attention and resources appropriately.	Detailed assessments of costs and the likely benefits are undertaken when the engineered solutions within the plan are implemented.	Action plan has been amended to reflect the comments.

6	Similarly it would be useful for the Council to include indicators for each measure which would allow them to independently measure the effects of each measure. The Council has provided information on the target for each measure (eg "This will reduce the need for on street loading/unloading of goods to the units along the North Eastern part of the highway"), and these could be more formally started as indicators or targets ("This measure aims to move 90% of loading/unloading actions from the North Eastern part of the highway to the rear service yard facilities"). This would enable the Council to make useful decisions about what to prioritise in future revisions of the action plan.	Indicators for some of the measures are difficult to specify until more information is obtained as work progresses.	Action plan has been amended where possible to reflect comments
7	Finally it is noted that approximate implementation dates are provided for a majority of measures, which is welcomed. The addition of estimated timescales and finish dates for all of the measures listed in the plan would be beneficial, along with an estimate in the plan of when the air quality in each AQMA would be improved to the point where the AQMAs could be eliminated.	Timescales have been included and will be updated as the work progresses – however implementation of the measures is determined by available funding	Action Plan amended to reflect comments
8	The explicit creation of a steering group for the plan would place responsibility for delivery of the plan in a recognised body that could drive forward implementation. The Council could consider this as a way to increase the impact of the plan.	An officer group meets regularly to ensure that this work area progresses, this group includes officers from Regulatory Services and Transport and Planning	Action Plan amended to reflect comments
9	Overall, much work has gone into the production of this action plan. To enhance its success, we recommend that the Council specifically develop the measures to have specific targets and dates for implementation, as well as indicators for monitoring purposes. This could be driven by a Steering Group formed to oversee delivery of the plan, but if not, such a group should be considered by the Council anyway		Officer group in existence