

# Exeter Low Emission Strategy (2015-2018)

Exeter City Council's Low Emission Vision:  
*"To continue to support a vibrant and growing economy whilst reducing emissions that are harmful to both human health and the environment"*

## Foreword

Welcome to the Exeter Low Emission Strategy (LES). This strategy is for 2015-2018 and is hopefully the first of a series of these strategies for our city.

The purpose of the LES is to reduce emissions from local traffic in Exeter. The emissions that we are concerned about are local pollutants that have a harmful effect on the health of the local population, as well as global pollutants such as carbon dioxide and other greenhouse gasses. We are all responsible for these emissions to some extent, by our personal travel choices, the goods we buy, and the work that we do.

The main local air pollutants of concern in Exeter are nitrogen dioxide (NO<sub>2</sub>) and particulates (PM). Particulate matter causes the greatest harm to people's health, but evidence for the effects of nitrogen dioxide is growing too. For example, the smallest particulates (PM<sub>2.5</sub>) have been estimated to cause equivalent to 29,000 premature deaths per year in the UK. In Exeter the local figure is thought to be around 42 deaths per year<sup>1</sup>. The young, the old and those with existing medical conditions will be the most affected. Other research has also suggested links between high levels of fine particles (PM<sub>2.5</sub>) and lower school assessment grades for high-school age children, because of school absences and reduced productivity while learning at school<sup>2</sup>.

Impacts on health of this scale inevitably have a significant effect on the population and the economy. Recent evidence<sup>2</sup> suggests that the scale of the effect may be greater than the impact of industrial disputes in terms of the number of absences from work, and greater than passive smoking or road traffic accidents in terms of the impact on life expectancy. The costs to the UK economy in 2010 were roughly 5% of GDP<sup>2</sup>. The understanding of air quality costs and impacts is still developing and so care must be taken when quoting the effects listed above. Nevertheless, important implications for health, wellbeing and economic growth are starting to emerge<sup>2</sup>.

This LES describes the steps that Exeter City Council, Devon County Council and their partners will take to reduce the impact of transport emissions and support sustainable development. To do this, we will work with all groups who travel or who generate traffic, including emissions from the council owned fleet and staff vehicles. We will also work to improve the understanding of air pollution as an issue and actively seek funding opportunities to implement stretched and innovative measures, especially opportunities to increase the use of ultra-low emission vehicles. The two Councils will evaluate the success of the strategy and use the lessons learned during the period 2015 to 2018 to develop a strategy for 2018 onwards.

We firmly believe that the successful implementation of the LES depends on the involvement of and consultation with businesses and local residents. Low transport emissions, and a vibrant growing economy are both seen as part of a sustainable future for Exeter, where

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<sup>1</sup> Public Health England, PHE-CRCE-010: Estimating Local Mortality Burdens associated with Particulate Air Pollution 2014. <http://www.hpa.org.uk/Publications/Environment/PHECRCEReportSeries/PHECRCE010/>

<sup>2</sup> Natural Capital Committee (2015). The State of Natural Capital, Protecting and Improving Natural Capital for Prosperity and Wellbeing.

cleaner vehicles, more efficient use of vehicles and reduced number of vehicles combine to reduce emissions and costs.

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## Summary

Exeter is one of the greenest and healthiest cities in the country. But as in all cities, pollution from cars, lorries, buses and vans does cause poorer air quality.

Air pollution has a negative impact on the health of those living and working in Exeter. In most cases this impact will be fairly small, but for some people it could be significant. This strategy explains steps that will be taken to cut the emissions of harmful pollutants from traffic in Exeter, to reduce the impact that air pollution has on people's health and to increase understanding of the problem amongst those living and working in the city.

In 2011 Exeter City Council declared an Air Quality Management Area (AQMA) because measured levels of nitrogen dioxide (NO<sub>2</sub>) were higher in some parts of the city than European Union (EU) limit values and the UK's national objectives for air quality. The main sources of the high NO<sub>2</sub> concentrations are transport emissions, and this is reflected in the AQMA boundary, which includes all of the main routes into and around the city.

The Exeter Low Emission Strategy for 2015 to 2018 seeks to address this by identifying actions that will reduce transport emissions of nitrous oxides (NO<sub>x</sub>) and contribute towards meeting the EU limit values for NO<sub>2</sub>, whilst also reducing emissions of particulates, noise and carbon dioxide (CO<sub>2</sub>).

The strategy will improve connections between the work done by air quality officers and public health specialists. It will consider both local air quality and climate change issues to ensure that policies are beneficial to both.

The strategy contains actions that are arranged under 6 themes:

- Exeter City Council actions
- Business and employer actions
- Commuting / personal travel
- Reducing congestion on roads
- Encouraging low emission vehicles
- Health and awareness

These actions will be undertaken by Exeter City Council and key stakeholders including Devon County Council during the period 2015 to 2018 to ensure that the city continues to grow and prosper, and that planned development is delivered as sustainably as possible.

## 1. Introduction

Exeter is one of the greenest and healthiest cities in the country. But as in all cities, pollution from cars, lorries, buses and vans does cause poorer air quality.

In 2011 Exeter City Council declared an Air Quality Management Area (AQMA) because measured levels of nitrogen dioxide (NO<sub>2</sub>) were higher in some parts of the city than European Union (EU) limit values and the UK's national objectives for air quality. The main sources of the high NO<sub>2</sub> concentrations are transport emissions, and this is reflected in the AQMA boundary, which includes all of the main routes into and around the city. There is significant growth planned over the coming years with an estimated almost 50% population increase in Greater Exeter by 2026, which will increase potential demand for travel into the city, and consequently affect emissions.

The Exeter Low Emission Strategy for 2015 to 2018 seeks to address this by identifying actions that will reduce transport emissions of nitrous oxides (NO<sub>x</sub>) and contribute towards meeting the EU limit values for NO<sub>2</sub>, whilst also reducing emissions of particulates, noise and carbon dioxide (CO<sub>2</sub>). These actions can be undertaken by Exeter City Council and various stakeholders including Devon County Council to ensure that the city continues to grow and prosper, and that planned development is delivered as sustainably as possible. The strategy will improve connections between the work done by air quality officers and public health specialists. It will consider both local air quality and climate change issues to ensure that policies are beneficial to both.

Exeter City Council firmly believes that the successful development of the Low Emission Strategy depends on the involvement of and consultation with businesses and residents (locally based stakeholders). This strategy already reflects contributions from each of these. Low transport emissions, and a vibrant growing economy are both seen as part of a sustainable future for Exeter, where cleaner vehicles, more efficient use of vehicles and reduced number of vehicles combine to reduce emissions and costs.

The strategy includes some actions which are in progress or just starting out and integrates these with new initiatives where possible. The strategy is for the period 2015-2018, after which it will be reviewed and updated, based on an evaluation of the first three year period.

## 2. Strategic Aims

The aims of the Low Emission Strategy are:

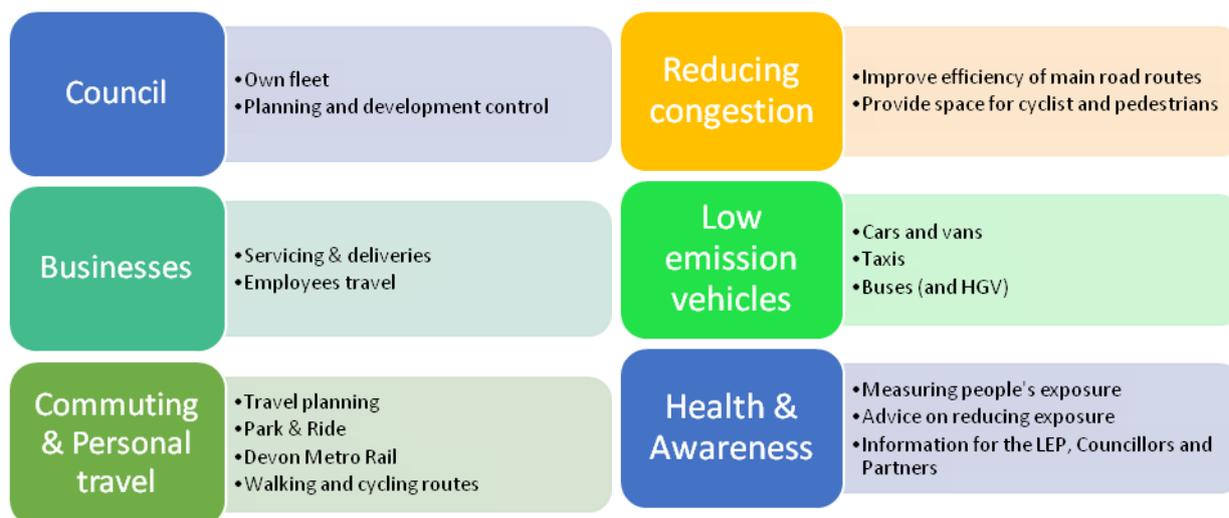
1. To take actions that will reduce emissions from transport in Exeter and support sustainable development.
2. To reduce emissions from all classes of vehicles, and to work with all groups who travel or who generate traffic, including emissions from the council owned fleet and staff vehicles (driven for business use).
3. To improve the understanding of air pollution as an issue that should be considered during the development of policy, and to influence decisions made in the Greater Exeter area.

4. To actively seek funding opportunities to implement stretching and innovative measures, especially opportunities to increase the use of ultra-low emission vehicles.

5. To evaluate the success of the strategy and report annually. To use the lessons learned during the strategy period to develop a strategy for 2018 onwards.

### 3. Themes and Actions

The strategy contains six themes, each with a set of actions:



More detail is set out in the tables that follow.

### 3.1 Council Activities

Initiative	Action	Responsible
Reduce emissions from council vehicles	Reduce emissions from: <ul style="list-style-type: none"> <li>• Council owned vehicles</li> <li>• Staff owned vehicles driven for business use</li> </ul>	Exeter City Council fleet management.  Exeter City Council managers and staff required to use own vehicles for council business.
	Reduce ECC fuel use by 5% between 2014 and 2015.	Exeter City Council fleet management.

### 3.2 Business and employer activities

Initiative	Action	Responsible
Help businesses in and around Exeter to benefit from more efficient delivery of goods and servicing (by vans and HGVs)	Reintroduce a Freight Quality Partnership to champion initiatives to deliver freight more effectively, including investigation of delivery times to avoid congestion, load consolidation and low emission vehicles/fuels.	Led by Devon County Council and Exeter City Council with involvement of Chamber of Commerce, Freight Transport Association and Road Haulage Association.
Enable businesses to promote sustainable travel options to their employees	Sustainable travel for employees commuting: <ul style="list-style-type: none"> <li>• Introduction of sites for drivers to “Park and Change” on the outskirts of Exeter to car share and reduce the number of car trips (launched in October 2014 by Devon Council and the Chamber of Commerce)</li> <li>• Close working between Exeter City Council and Devon County Council to engage with businesses on travel planning</li> </ul>	Major employers (e.g. Exeter University are supportive).  Both councils will continue to build on work with local businesses to improve travel planning.

### 3.3 Commuting and personal travel

Initiative	Action	Responsible
Help individuals with travel planning and provide more information to help them make more sustainable travel choices (e.g. walk, bike, bus, car share, train, park & ride)	Travel planning and sustainable transport options at new developments: <ul style="list-style-type: none"> <li>• Provide a travel plan production and monitoring service to developers in the major growth</li> </ul>	Devon County Council, supported by Exeter City Council Developers have been supportive of this to date.

Initiative	Action	Responsible
	<p>areas in the city. (e.g. Monkerton, Newcourt, Pinhoe and East Devon growth areas)</p> <ul style="list-style-type: none"> <li>Promote Exeter City Council’s Supplementary Planning Document on sustainable transport via this process</li> </ul>	
	<p>Identify potential changes to park &amp; ride capacity:</p> <ul style="list-style-type: none"> <li>Promote the development of improved park and ride capacity and services to the city centre</li> <li>Complete the identification process for a site to serve the A30 west during the LES delivery period</li> </ul> <p>This is part of a range of measures to promote alternatives to car use and may create the opportunity to improve local bus services, use cleaner fuels, and improve bus priority.</p>	<p>Devon County Council, supported by Exeter City Council</p>
	<p>Promotion of Devon Metro Rail:</p> <ul style="list-style-type: none"> <li>Promote travel by rail into the city to promote alternatives to traffic on the highway network as new stations open (e.g. Marsh Barton and Cranbrook stations in 2015)</li> <li>Brand and market Devon Metro to employees and businesses as a clean, green and efficient way to travel</li> <li>Improve the level of parking and facilities at rural stations for onward travel into the city (e.g. via Park &amp; Change)</li> </ul>	<p>Devon County Council, supported by Exeter City Council</p> <p>Requires support from Teignbridge and East Devon councils and Network Rail.</p>
	<p>Champion the development of enhanced walking and cycling routes alongside new infrastructure and development:</p> <ul style="list-style-type: none"> <li>Work with community and interest groups to identify options</li> <li>Work together with the Local Enterprise Partnership and other sources to identify and deliver improvements</li> </ul>	<p>Exeter City Council Devon County Council Local Enterprise Partnership Community and interest groups</p>
	<p>Introduce smart-ticketing for bus services in the city</p>	<p>Stagecoach</p>

	Introduce Real Time Information (RTI) at bus stops in Exeter. Introduce a real time phone app for bus services	Devon County Council and Stagecoach
	Complete a review of the existing parking strategy including real time information on parking space availability at all car parks across the city	Exeter City Council
Continued improvements to walking and cycling infrastructure	<ul style="list-style-type: none"> <li>Actively support walking and cycling facilities to be delivered as part of new developments.</li> <li>Identify funding opportunities to deliver new infrastructure.</li> <li>Work with community and interest groups to identify opportunities for further improvements</li> </ul>	Exeter City Council, Developers, interest and community groups

### 3.4 Reducing congestion and improving flow

Initiative	Action	Responsible
Improve the efficiency of main road routes to manage the operation of the highway network and facilitate new development	<ul style="list-style-type: none"> <li>Continue to look for opportunities to improve flow on key routes for all road users (e.g. Bridge Road scheme and signalled roundabouts at Moor Lane and the motorway services and the Bad Homburg Way roundabout near Matford Park and Ride site, Marsh Barton)</li> <li>Adjust traffic signal timings where this is possible and will reduce pollution (e.g. give Alphington Cross a shorter cycle time at certain times of day)</li> <li>Remove 'pinch points' where possible in order to extend existing priority lanes for bus or freight</li> <li>Identify new and improved bus links and bus priority measures</li> <li>Promote the permitted use of priority lanes by HGV (via Freight Quality Partnership)</li> </ul>	Devon County Council
Provide space for cyclist and pedestrian traffic	Find improvements and implement restrictions in appropriate areas of the city centre to create more space for shoppers, visitors and walking or cycling.	Devon County Council and Exeter City Council, closely working with any parties affected by change.



Initiative	Action	Responsible
	vehicles.	
Support bus operators to make improvements to their fleet and lower emissions	<p>Bus operators to:</p> <ul style="list-style-type: none"> <li>Investigate potential for alternative fuels to reduce emissions and cost of bus operations (e.g. Compressed Natural Gas, Biomethane, Biodiesel and Battery Electric)</li> <li>Highlight that new vehicles joining their diesel fleet contribute to reduced emissions</li> </ul>	<p>Stagecoach and other bus operators. Exeter City Council Devon County Council</p>
Exeter City Council and Devon County Council to investigate opportunities for alternative fuels for their own vehicle fleets, and those they support	<p>Exeter City and Devon County councils to:</p> <ul style="list-style-type: none"> <li>Investigate opportunities for alternative fuels in their own vehicle fleets and the option of shared re-fuelling stations (with bus companies and HGV operators).</li> <li>Assess opportunities from future supported bus services (e.g. Park and Ride, new developments) to support low emission vehicles and fuels</li> <li>Look for options to support the local generation and use of renewable and low emission fuels through the planning process</li> </ul>	<p>Exeter City Council, Devon County Council, Stagecoach, FQP.</p>

### 3.6 Health and awareness

Initiative	Action	Responsible
Raise awareness of the effects of poor air quality and the benefits of taking action in and around Exeter	<ul style="list-style-type: none"> <li>Conduct a trial with commuters and students using monitoring equipment to demonstrate levels of exposure to pollutants</li> </ul>	<p>Exeter City Council, Public Health team at Devon County Council</p>
	<ul style="list-style-type: none"> <li>Provide advice to residents and employees living and working in areas with higher pollution on how to reduce their exposure</li> </ul>	<p>Exeter City Council, Public Health team at Devon County Council</p>

	<ul style="list-style-type: none"> <li>• Work with the Local Enterprise Partnership to ensure transport policy development takes account of air quality issues</li> <li>• Deliver a workshop on air quality for the Local Enterprise Partnership and Chamber of Commerce members</li> <li>• Regular meetings between Devon County Council and Exeter City Council to identify opportunities for progressing the Low Emission Strategy, and developing it further as funding allows</li> </ul>	<p>Exeter City Council, Devon County Council</p> <p>Exeter City Council, working with Air Quality officers in East Devon and Teignbridge.</p>
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## 4. Low Emission Strategy Steering Group

A LES steering group will be set up and meet quarterly to identify opportunities for delivering schemes within the city. The objective is to help ensure future transport funding is delivered to the most appropriate schemes in terms of growing the economy, whilst mitigating the impact of travel on people’s health and the environment. The steering group includes representatives from Exeter City Council, Devon County Council, and key partners.

The LES steering group will engage with the Local Enterprise Partnership to try to ensure that air quality is a consideration when funding is allocated within the region, particularly where it affects travel to and from Exeter. To ensure buy in on air quality issues the first output of the LES steering group will be to deliver a workshop on air quality to both the Local Enterprise Partnership and Chamber of Commerce members in 2015. This workshop will highlight the issues of poor air quality, before demonstrating the clear delivery plan of the LES and how this, with assistance from partners, can help to bring Exeter’s air quality into line with EU standards.

## 5. Monitoring Success

### 5.1 Monitoring

Exeter City Council will monitor the influence of the strategy using existing data gathered by Devon County Council relating to traffic movements to demonstrate the success of the LES, for example<sup>3</sup>:

- Traffic data and analysis
- Bus data and analysis
- Rail data and analysis
- Cycle data and analysis

<sup>3</sup> As detailed in the Exeter Infrastructure Planning Baseline Traffic Evidence Base Report (February 2011) via <http://www.devon.gov.uk/eldf-traffic-evidence-base-report.pdf>

In addition, specific monitoring may need developing for certain actions, for example the take up of low emission vehicles will need to be recorded by other means that differentiate them from general traffic/vehicles. In the case of any schemes that benefit from funding or require registration this should be relatively straightforward if a baseline situation is recorded to monitor against.

In addition Devon County Council have offered developers the opportunity for Devon County Council to complete the travel plan for any new development being delivered in the area. This is seen as a win-win for both parties, as the developers' costs for planning and delivering sustainable travel are reduced and Devon County Council get a plan that is deliverable. The monitoring processes included in these plans will provide evidence of the success of the initiatives outlined above in mitigating the impacts of travel.

Changes to Exeter City Council's fleet will be recorded and available on Exeter City Council's website. This will identify where changes have been made to reduce the impact of the Council's fleet on local air quality.

Appendix 3 includes the monitoring plan that will be followed by Exeter City Council to show how the delivery timeframe and key milestones for each initiative within the LES will be assessed. The annual monitoring report will then provide a short summary relating to how the change has been made and the expected impact on air quality.

## 5.2 Potential benefits

As part of the work to develop this strategy the Council has developed a significant body of evidence about traffic, emissions and their impact on air quality. Details are provided in Appendix 2 to this document. This work has been used to test the potential benefits of a range of possible actions, and helped to decide what should be included in the strategy. The analysis shows that by implementing only the most feasible measures in the strategy there will be a measurable reduction of emissions and a small improvement in air quality. However, much greater benefits are possible if the strategy is delivered in full and reaches its ambitious potential as this will bring significant benefits to air quality. The task now is to implement as many of the actions in the strategy as possible in order to turn these predicted changes into real benefits for reduced pollutant and CO<sub>2</sub> emissions.

## Appendix 1 – Implementation Plan

Taking each of the themes of the LES above the following appendix provides information relating to: the lead partner(s); the methods of delivery, timescales for delivery, the estimated costs and possible sources of funding available to deliver each initiative.

### Council activities

#### Reduce emissions from council vehicles

Lead/Partners	Methods	Timescale	Cost	(Potential) Funding Sources
Fleet Manager, Exeter City Council	<ul style="list-style-type: none"> <li>Use the Fleet Management Emissions (FME) tool developed by TRL. The fleet manager will identify the best vehicles in terms of specification, price, carbon reduction and local air quality when making changes to ECC's fleet, or recommending changes to the Green Travel Plan.</li> <li>Seek funding to electrify the Council van fleet ECC's Corporate Plan includes a desire to reduce fuel use by ECC fleet by 5% between 2014 and 2016.</li> </ul>	<p>Ongoing through three years of LES when fleet is updated.</p> <p>2015-2018</p> <p>Between April 2014 and March 2016.</p>	<p>TBC at time of purchase</p> <p>To be confirmed if/when funding awarded</p> <p>Officer Time</p>	<p>Council funding.</p> <p>Other funding sources for procurement of low emission vehicles when available.</p> <p>Office of Low Emission Vehicles grant opportunities</p> <p>Council funding</p>
Exeter City Council	<ul style="list-style-type: none"> <li>ECC's Corporate Plan includes a desire to reduce emissions from ECC fleet by 5% between 2014 and 2016. This is being completed by improvements to vehicle utilisation and promotion of pool car use. This is will be reviewed and a new commitment set in 2016/17.</li> </ul>	<p>Between April 2014 and March 2016.</p>	<p>Officer Time</p>	<p>Council funding</p>

## Business activities

### Assist businesses in and around Exeter to benefit from more efficient delivery of goods and servicing (by vans and HGVs)

Lead/Partners	Methods	Timescale	Cost	(Potential) Funding Sources
Led by Devon County Council and Exeter City Council with involvement of Chamber of Commerce, Freight Transport Association and Road Haulage Association	<ul style="list-style-type: none"> <li>Reintroduce a Freight Quality Partnership.</li> <li>FQP to form a bidding partnership to take advantage of funding sources/competitions. Enable scoping, investigation, data collection etc. to provide basis for scheme(s) to be implemented or qualify for other funding sources.</li> <li>FQP to champion initiatives identified by partners.</li> </ul>	<p>FQP set up by June 2015 Initiatives, scoping studies and member actions to be delivered between 2015 and 2018.</p> <p>2016-18.</p>	No £ cost for running FQP, but input of officer and partner time and donations in kind (i.e. meeting rooms)	<p>Council officer time.</p> <p>Local Growth Fund. Local Transport Plan</p> <p>Funding competitions from Central Government.</p> <p>Private funding.</p>

### Enable businesses to promote sustainable travel options to their employees

Lead/Partners	Methods	Timescale	Cost	(Potential) Funding Source
Devon County Council and Businesses and institutions	<ul style="list-style-type: none"> <li>DCC to deliver Park and Change across the city.</li> </ul>	DCC initiated Park and Change programme in October 2014. Scheme to be rolled out in 2015 and managed throughout LES.	Phase 1 cost of £70,000 in 2015/16, with follow on work being DCC staff time.	Local Sustainable Transport Fund. Local Transport Plan

	<ul style="list-style-type: none"> <li>• Delivery of travel planning support.</li> </ul>	Travel planning support to be delivered as required by businesses, for planning purposes, or when funding is identified.	Via a proportion of sustainable travel plan teams staff time.	Internal staff revenue budgets from DCC. <sup>4</sup> Opportunities for further funding similar to the Local Sustainable Transport Fund to be sought.
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## Commuting and personal travel

Assist individuals with travel planning and provide more information to help make more sustainable travel choices (e.g. walk, bike, bus, car share, train, park & ride).

Lead/Partners	Methods	Timescale	Cost	(Potential) Funding Sources
Devon CC, Exeter CC and Developers	<ul style="list-style-type: none"> <li>• Promotion of sustainable transport and travel planning with new developments. Devon CC are working with term contractors Jacobs to provide travel planning support for new developers.</li> </ul>	Ongoing. Working with developers to ensure transport options are available when development sites open.	Will be determined by extent of new developments	Developers.
	<ul style="list-style-type: none"> <li>• Promote improved Park and Ride capacity.</li> </ul>	When funding is available.	£6.1m (2013 estimate)	DCC LTP in past, and now via Local Growth Fund/LEP.
	<ul style="list-style-type: none"> <li>• Promote Devon Metro (rail)</li> </ul>	Devon Metro Programme, delivery, investigation and promotion activities to run throughout LES period. Including new stations at Marsh Barton, Newcourt and Cranbrook	£6.1m Exeter	Developers New Stations Fund LEP Local Growth fund LTP

<sup>4</sup> Funding likely to be in proportion to new developments (rather than retrospective travel plan work).

	<ul style="list-style-type: none"> <li>• Smart ticketing</li> <li>• Real Time Information (RTI) to be added to stops in Exeter. App to provide RTI information on bus services including integration of bus priority at key signal junctions</li> <li>• ECC undertaking a parking strategy, including review of real-time information provision during time period of study</li> </ul>	<p>Stagecoach starting to expand smart ticketing by 2016.</p> <p>RTI to be available on Smartphones and at selected key bus stops by end of 2015.</p> <p>To be completed in 2015.</p>	<p>To be delivered commercially by bus operator.</p> <p>£480,000 across Devon including Exeter</p> <p>£70,000</p>	<p>Stagecoach</p> <p>DCC</p> <p>ECC</p>
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### Continued improvements to walking and cycling infrastructure

Lead/Partners	Methods	Timescale	Cost	(Potential) Funding Source
Devon County Council, Exeter City Council, Local Enterprise Partnership Community and interest groups	<ul style="list-style-type: none"> <li>• Champion walking and cycling facilities to be delivered as part of new developments.</li> <li>• Identify funding opportunities to deliver improvements to existing infrastructure. A <a href="#">Cycling Strategy</a> and a separate <a href="#">Walking Strategy</a> were developed in 2011 and 2012 respectively highlighting preferred schemes.</li> </ul>	<p>Ongoing throughout LES.</p> <p>To be delivered when funding is available.</p>	<p>Will be determined by extent of new developments</p> <p>Cost dependent per scheme</p>	<p>Developers</p> <p>LEP Local Growth Fund</p> <p>Local Transport Plan</p> <p>Schemes are on the RDF/LEP list ('Exeter Package').</p>

	<ul style="list-style-type: none"> <li>Identify opportunities for funding for new infrastructure.</li> <li>Work with community and interest groups to identify new infrastructure opportunities.</li> </ul>	<p>Identify funding opportunities.</p> <p>Ongoing throughout LES.</p>	<p>All candidate schemes to be costed during LES period, ready for funding opportunities.</p>	<p>New developments: developer contributors via s106 and planning conditions.</p> <p>CIL schedule includes Monkerton and Newcourt cycling link.</p>
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## Reducing congestion and improving flow

### Improve the efficiency of main road routes to speed up essential vehicle journey times and reduce queuing traffic

Lead/Partners	Methods	Timescale	Cost	(Potential) Funding Sources
Devon County Council and Exeter City Council	<ul style="list-style-type: none"> <li>Continue to look for opportunities to improve flow on key routes for all road users. Including improvement schemes for Bridge Road, Moor Lane junction, Exhibition Way, M5 Junction 30 and the Tithebarn Link.</li> </ul>	2015-2016	<p>£8.4m 2014/15</p> <p>£4.8m 2015/16</p>	<p>Developers</p> <p>LEP Local Growth Fund</p> <p>Local Transport Plan</p>
	<ul style="list-style-type: none"> <li>Remove 'pinch points' that could be used to extend existing priority lanes for bus or freight.</li> </ul>	Plan to identify key pinch points on the network – 2015.	Cost dependent per scheme	To be confirmed
	<ul style="list-style-type: none"> <li>Improve bus links and bus priority measures.</li> </ul>	Identify plans to improve network flow – 2016-2018.	Cost dependent per scheme	<p>Developers</p> <p>CIL</p> <p>LEP Local Growth Fund</p> <p>Local Transport Plan</p>

### Provide space for pedestrian and cycle traffic

Lead/Partners	Methods	Timescale	Cost	(Potential) Funding Source
Devon County Council, Exeter City Council	<ul style="list-style-type: none"> <li>Create a plan to identify changes to the city (outside city centre) to accommodate walking and cycling trips. This may be linked to low emission corridors, and walking and cycling strategies</li> </ul>	Delivered in 2015-2018, based on key nodes identified by Walking Strategy and Cycling Strategy.	Schemes to be costed on a scheme by scheme basis	To be confirmed

### Low emission vehicles

#### Increase the number of organisations and individuals using low emission cars and vans in Exeter

Lead/Partners	Methods	Timescale	Cost	(Potential) Funding Sources
Devon County Council and Exeter City Council	Exeter City Council to: <ul style="list-style-type: none"> <li>Produce information outlining what grants and incentives are available for low emission cars and associated infrastructure.</li> </ul>	To deliver in 2015 and update 2016-2018.	Officer time	From existing staff and resource budgets
	<ul style="list-style-type: none"> <li>Promote electric vans for urban deliveries.</li> </ul>	Ongoing throughout LES.	Officer time	From existing staff and resource budgets
	<ul style="list-style-type: none"> <li>Promote existing examples of low emission vehicles (e.g. RD&amp;E Hospital) to demonstrate how they can benefit business.</li> </ul>	Ongoing throughout LES.	Officer time	From existing staff and resource budgets
	Devon County Council to: <ul style="list-style-type: none"> <li>Engage with businesses on low emission vehicles, while undertaking travel planning activities.</li> </ul>	Ongoing throughout LES.	Officer time	From existing staff and resource budgets, and any grant funding competition opportunities.

	<p>Consider opportunities for changes to on street and off street parking policies to manage demand, encourage alternative travel choices and the take up of low emission vehicles. Link to options for promotion on-street EV. Promote preferential parking spaces for ULEV in public (council) owned car parks.</p> <p>Joint action to: Investigate and promote concept of a low emission corridor(s) and/or zones(s) to encourage take up of low emission vehicles and fuels, and space for low emission modes (cycling, walking).</p>	<p>Investigation into opportunities to be undertaken in 2015. This includes Office of Low Emission Vehicles grant opportunities</p> <p>Roll out of any changes by 2018.</p> <p>2015</p>	<p>Officer time</p> <p>Officer time, and investigation costs as part of working up scope and applying for funding.</p>	<p>On-street and off-street changes could be revenue neutral. Grant funding exists to pay for EV charge point installation and equipment. Electricity costs might be recovered by low charge to users.</p> <p>Funding competitions.</p>
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### Boost the numbers of low emission vehicles used by taxi and private hire operators

Lead/Partners	Methods	Timescale	Cost	(Potential) Funding Source
<p>Exeter City Council.</p>	<ul style="list-style-type: none"> <li>• Use age and emission standards to reduce emissions from hackney carriages.</li> <li>• Seek and advertise funding opportunities for replacement of private hire vehicles with Ultra-Low Emission Vehicles, or to implement fuel saving technologies</li> </ul>	<p>By 2015 for new vehicles and by 2020 at the latest for replacements.</p> <p>If funding available</p>	<p>Officer time</p> <p>To be confirmed if funding received.</p>	<p>Officer time and taxi operators.</p> <p>Office of Low Emission Vehicles grant opportunities etc.</p>

Support bus, public and commercial fleet operators to make improvements to their fleet and lower emissions

Lead/Partners	Methods	Timescale	Cost	(Potential) Funding Source
Stagecoach and other bus operators	<ul style="list-style-type: none"> <li>Investigate potential for alternative fuels to reduce emissions and cost of bus operations (e.g. Compressed Natural Gas and Biodiesel and Battery Electric).</li> <li>Promote new vehicles in their diesel fleet as a contribution to reducing emissions.</li> </ul>	Ongoing but will be linked to changes to bus depot relocation.	Cost will vary on whether partners own the site, and equipment or lease it, and on size of fuel station (which is dependent on number of vehicles being fuelled).	From partners intending to use the refuelling facility, aided by grants (Government) funding if and when available.
Exeter City Council and Devon County Council	<p>Exeter City and Devon County councils to:</p> <ul style="list-style-type: none"> <li>Investigate opportunities for alternative fuels in their own vehicle fleets and the option of shared re-fuelling stations (with bus companies and HGV operators).</li> <li>Assess opportunities from future supported bus services (e.g. Park and Ride, new developments) to support low emission vehicles and fuels</li> <li>Look for options to support the local generation and use of renewable and low emission fuels through the planning process</li> </ul>	<p>See <i>Council Activities</i>.</p> <p>When funding and development opportunities become available.</p> <p>In parallel with actions on bus fleet considerations</p>	<p>Officer time.</p> <p>Officer time</p>	From commercial and public partners, making best use of any grant competitions and changes bus service operator grant or low carbon bus increments.

## Health and awareness

### Raise awareness of the effects of poor air quality and the benefits of taking action in and around Exeter

Lead/Partners	Methods	Timescale	Cost	(Potential) Funding Source
Exeter City Council, Public Health Devon	<ul style="list-style-type: none"> <li>Conduct a trial with commuters and students using monitoring equipment to demonstrate levels of exposure to pollutants.</li> </ul>	To be conducted in 2015.	£2,000	Health and Wellbeing Board
	<ul style="list-style-type: none"> <li>Report the findings to gain greater coverage of air quality issues and the measures available to resolve them.</li> </ul>	Provide summary of findings to press as means of promoting LES.	Existing officer time.	Existing officer / staff budgets.
	<ul style="list-style-type: none"> <li>Provide advice to residents and employees living and working in areas with higher pollution on how to reduce their exposure.</li> </ul>	Ongoing throughout LES.	Existing officer resources	As above.

## Appendix 2 – Modelling Results

The Appendix 2 Modelling Results are supplied as a separate MS Word and PDF file.

## Appendix 3 – Monitoring Plan

The monitoring plan is supplied in a separate Excel file.