



Air Quality Action Plan 2018-2023 Consultation Summary Action Plan

Exeter City Council has suggested a vision for air quality, health and transport the city.

Emissions are reduced because:	The exposure of people to air pollution will be reduced because:
<ul style="list-style-type: none"> • The private car is seldom used; • Business travel and servicing is by Ultra Low Emission Vehicle (ULEV) and/or is shared; • Development creates sustainable car-free communities; and • Internal combustion engines are discouraged in a vibrant centre, where active or by Ultra Low Emission Vehicle (ULEV) travel is the norm. 	<ul style="list-style-type: none"> • Decision makers have clear understanding of air pollution and its impacts; • Residents, employers and visitors understand the impact of air pollution and the effect of their travel choices; • Healthy and active travel options are promoted; and • Everyone is more active.

To deliver this vision, 25 measures are proposed in the Plan. Some can be delivered by Exeter City Council alone (labelled with ECC). Others will require significant work with partners, particularly Devon County Council (DCC). Some measures are being developed by DCC separately to this draft plan, and these are shown under a separate heading below.

The private car is seldom used for journeys within the city

1 Anti Idling Campaign (ECC)

Educate drivers about not leaving engines idling. The initial focus will be on areas close to schools and buses. Possible enforcement of anti-idling in the future.

2 Promote Car Clubs and Co-Bikes (ECC)

Support significant expansion of car clubs and electric bike hire network.

3 Design a new and improved multi-modal public transport network (ECC and partners)

Seek a significant upgrade to public transport, including single ticketing platform where possible, new routes and an enhanced passenger experience.

Electric, gas or hybrid buses where these are a realistic alternative to diesel fuel.

4 Filtered permeability and corridor improvements (ECC and partners)

Develop a plan for changes to the road network within a defined area (initially Heavitree), which is designed to will deliver an agreed reduction in local car travel and emissions, in conjunction with improved public transport.

The detailed plan would be subject to separate consultation before being implemented.

Business travel and servicing is by ULEV and/or is shared

5 Workplace Parking Levy (ECC)

Employers within a defined area will pay a levy or charge for every business parking space they have. This will discourage use of private cars and generate income that will be used to deliver other aspects of the plan. ECC will lead by example by providing electric pool cars.

The levy will be subject to a separate consultation to agree the area included and the fee scale.

6 Business support and accreditation schemes using levy income (ECC)

Provide advice and support to companies to change their travel habits and reduce emissions.

ECC to lead by example, replacing diesel vehicles with Ultra Low Emission Vehicles (ULEV) where this can be cost effective.

Investigate setting emission standards for private hire vehicles.

7 Further support for businesses (ECC and partners)

Further phase of support, with accreditation or award schemes to highlight good performance, working with partners and covering a larger geographic area.

DCC, University and hospital to convert diesel vehicles to ULEV, and work towards a Devon-wide EV charging network.

8 Access restrictions/ charging (ECC and partners)

Restrictions on what vehicles can enter certain parts of the city at certain times of day, potentially with a charge for vehicles that do not meet the relevant criteria (focusing on goods vehicles).

The detailed plan would be subject to separate consultation before being implemented.

Development creates sustainable car-free communities

9 Developers to mitigate against the effects of their development on air quality (ECC)

Require developers to provide additional information on air quality impacts with planning applications.

Require developers to predict the health costs of vehicle emissions and match this cost with spending on mitigation.

10 Policies deliver development where car travel is not needed (ECC)

Develop planning guidance which sets out how we want development to be as car-free as possible.

The Greater Exeter Strategic Plan (GESP) will allocate development in sustainable locations and require developers to mitigate air quality impacts.

Make the green travel plans that are required for new development more effective.

11 New transport links mean it is easier and more attractive for those living outside the city to travel in to Exeter by public and active travel (ECC and partners)

Implement new network of transport routes and infrastructure, connected to new development areas.

12 Policies make it hard for those living in new developments outside the city to access the city entirely by private car (ECC and partners)

Develop park and ride and new public transport routes.

Consider the use of traffic management or access restrictions which make park and ride, public transport or active travel more attractive than driving into the city centre. The detailed plans would be subject to separate consultation before being implemented.

Internal combustion engines are discouraged in a vibrant centre, where active or ULEV travel is the norm

- 13 Changes to parking charges to discourage car travel in peak times (ECC)
Parking charges discourage travel at peak times, and encourage visitors to stay into the evening.
- 14 More things to see and do in the City Centre to encourage longer stays (ECC)
Increase the length of time people spend in the City Centre
- 15 New and improved public transport network means it is easier and more attractive for those living in the city to use public travel and active travel (ECC and partners)
A significant upgrade to public transport, including single ticketing platform where possible, new routes and an enhanced passenger experience.
- 16 Access restrictions/ charging (ECC and partners)
Restrictions on what vehicles can enter certain parts of the city at certain times of day, potentially with a charge for vehicles that do not meet the relevant criteria
Focussing on bus and Heavy Goods Vehicles (HGVs) in the city centre.
The detailed plan would be subject to separate consultation before being implemented.

Exposure Reduction Vision

- 17 Estimate the impact of transport emissions on health (ECC and partners)
Ask Public Health Devon to undertake an evidence review to show the impact of traffic emissions on the population of Exeter.
Brief ECC members and senior managers.
- 18 Promote community projects, car free events and active travel (ECC and partners)
Work with the Wellbeing Exeter and Sport England Local Delivery Partner Pilot to support work by local communities.
Continue to work with Sustrans in local schools
Support research by Exeter University into sustainable travel and behavioural change
Further improve the air quality data available on ECC's website
- 19 Use social prescribing and community building to help individuals get and stay active (ECC and partners)
Through Wellbeing Exeter and Sport England Local Delivery Partner Pilot.
- 20 High quality parks, play areas, sport and leisure facilities (ECC and partners)
Promote and encourage Parklife activities and active lifestyles
Ensure that parks and public open space are attractive places to spend time, encourage active lifestyles and active travel.
- 21 Communication & Engagement Plan (ECC)
Develop a formal communications plan for air quality.

Devon County Council

22 Access Fund and cycle/walking network (DCC)

Promote walking and cycling (working with large employers and schools to improve skills and activity).

Planned improvements in the strategic walking and cycling networks.

23 InnovaSUMP (DCC)

Develop a standalone transport plan for Exeter which will improve sustainable mobility alongside the major growth plans.

This will be linked to the Greater Exeter Strategic Plan (GESP).

24 Maximise efficiency of existing highway network (DCC)

Optimise junctions and signals

Use real-time technology and new forms of network control to smooth flow and provide information to travellers

Monitoring

25 Monitoring (ECC)

Monitor in parks and on cycle routes to show the difference to congested routes.

Replace the continuous monitoring equipment, at RAMM and Alphington Street, including analysers which measure fine particle dust (PM_{2.5}).