

EXECUTIVE

Date: Tuesday 13 November 2018
Time: 5.30 pm
Venue: Rennes Room, Civic Centre, Paris Street, Exeter

Members are invited to attend the above meeting to consider the items of business.

If you have an enquiry regarding any items on this agenda, please contact Sarah Selway, Democratic Services Manager (Committees) on 01392 265275.

Entry to the Civic Centre can be gained through the Customer Service Centre, Paris Street.

Membership -
Councillors Edwards (Chair), Bialyk, Denham, Harvey, Leadbetter, Morse, Pearson, Sutton and Wright

Agenda

Part I: Items suggested for discussion with the press and public present

1 Apologies

To receive apologies for absence from Committee members.

2 Minutes

To approve and sign the minutes of the meeting held on 9 October 2018.

(Pages 5 -
12)

3 Local Government (Access to Information) Act 1985 - Exclusion of Press and Public

It is considered that the Committee would be unlikely to exclude the press and public during consideration of any of the items on the agenda, but if it should wish to do so, the following resolution should be passed:-

RECOMMENDED that, under Section 100A(4) of the Local Government Act 1972, the press and public be excluded from the meeting for the consideration of the particular item(s) on the grounds that it (they) involve(s) the likely disclosure of exempt information as defined in the relevant paragraphs of Part 1, Schedule 12A of the Act

4 **Declarations of Interest**

Councillors are reminded of the need to declare any disclosable pecuniary interests that relate to business on the agenda and which have not already been included in the register of interests, before any discussion takes place on the item. Unless the interest is sensitive, you must also disclose the nature of the interest. In accordance with the Council's Code of Conduct, you must then leave the room and must not participate in any further discussion of the item. Councillors requiring clarification should seek the advice of the Monitoring Officer prior to the day of the meeting.

5 **Notice of Motion -Community Land Trust**

To consider the report of the City Development Manager. (Pages 13 - 18)

6 **Revision of the Air Quality Action Plan**

To consider the report of the Environmental Health and Licensing Manager (Pages 19 - 92)

Place Scrutiny Committee considered the report at its meeting on 8 November 2018 and its comments will be reported.

7 **Skills Strategy for Exeter**

To consider the report of the Skills Officer. (Pages 93 - 100)

Place Scrutiny Committee considered the report at its meeting on 8 November 2018 and its comments will be reported.

8 **Representation at Court**

In accordance with Section 223 of the Local Government Act 1972, authorisation is sought to allow the following officer to represent the Council at the County and Magistrates Courts:-

Anne-Marie Hawley – Litigation Lawyer

Date of Next Meeting

The next scheduled meeting of the Executive will be held on **Tuesday 11 December 2018** at 5.30 pm in the Civic Centre.

A statement of the executive decisions taken at this meeting will be produced and published on the Council website as soon as reasonably practicable.

Find out more about Exeter City Council services by looking at our web site <http://www.exeter.gov.uk>. This will give you the dates of all future Committee meetings and tell you how you can ask a question

at a Scrutiny Committee meeting. Alternatively, contact the Democratic Services Officer (Committees) on (01392) 265115 for further information.

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EXECUTIVE

Tuesday 9 October 2018

Present:

Councillor Sutton took the Chair for this meeting
Councillors Bialyk, Denham, Harvey, Morse, Pearson and Sutton

Apologies:

Councillors Edwards, Leadbetter and Packham

Also present:

Chief Executive & Growth Director, Director (JY), Director (DB), City Solicitor & Head of HR, Chief Finance Officer, City Surveyor and Corporate Manager Democratic and Civic Support

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MINUTES

The minutes of the meeting held on 11 September 2018 were taken as read, approved and signed by the Chair as correct.

95

DECLARATIONS OF INTEREST

No declarations of disclosable pecuniary interest were made.

96

CORPORATE PLAN

The Chief Executive & Growth Director presented the Council's draft 2018-21 Corporate Plan and stated that this set out a clear statement for the future of the City, and had been drawn up following discussions with many stakeholders and parties.

During discussion, the following points were raised:-

- That the document would develop the City's innovative, analytical and entrepreneurial aspirations;
- The document drew together many strategies including not only those of the City Council, but also of partner organisations in the City;
- That once approved, the key messages contained within the Corporate Plan be publicised as widely as possible.

RECOMMENDED that Council;

- (1) approves the Council's 2018-21 draft Corporate Plan; and
- (2) the Chief Executive & Growth Director, in consultation with the Leader of the Council, be authorised to make any necessary drafting amendments before publication.

SOUTH STREET REGENERATION

The City Surveyor presented the report following the resolution of Executive in October 2017 that an Urban Design Consultancy be appointed to give the context for current and future development opportunities in South Street and consider the Street's role in the link between the City and the Quay. Lacey Hickie Caley, Exeter based Consultants had been appointed following a procurement exercise. They had prepared a set of Urban Design Proposals for the South Street area which were attached to the report and presented to the meeting.

During discussion, the following points were raised:-

- That the Proposals offered an incremental delivery of intervention proposals which would improve the area and links between it and the Quay;
- That the report brought forward a number of proposals which could now be more formally explored;
- That no budgetary provision was being requested at this stage.

Place Scrutiny Committee considered the report at its meeting on 13 September 2018 and its comments were reported.

RESOLVED that:-

- (1) the Urban Design Proposals be noted and implementation on an incremental basis subject to appropriate consultation and budget availability be supported;
- (2) the proposals be incorporated into the developing City Centre Strategy; and
- (3) Officers, with the help of Devon County Council and others, explore the implementation of the Early Interventions set out on Page 50 of the Urban Design Proposals report.

PSPO SPOTLIGHT REVIEW REPORT

Councillor Laura Wright presented the report which provided an update following implementation of the Public Spaces Protection Order (PSPO) in June 2017.

Members welcomed the decrease in the number of anti-social behaviour incidents by some 16% since the introduction of the PSPO.

Place Scrutiny Committee considered the report at its meeting on 13 September 2018 and its comments were reported.

RESOLVED that the report be noted.

PROPOSAL TO INTRODUCE AN UPDATED GAMBLING ACT 2005 STATEMENT OF LICENSING POLICY

The Director (JY) presented the report detailing the responses to the consultation undertaken into the proposed updated Gambling Act 2005 Statement of Licensing Policy. A full 12 week consultation period had been undertaken during which the policy had been welcomed within the industry.

Licensing Committee had considered the Policy at its meeting on 18 September 2018 and supported its adoption.

RECOMMENDED that Council approves and adopts the updated Gambling Act 2005 Statement of Licensing Policy.

100

ADDITIONAL STAFFING TO DEAL WITH CHANGES IN MANDATORY HOUSES IN MULTIPLE OCCUPATION (HMO) LICENSING

The Director (JY) presented the report on Licensing of Houses in Multiple Occupation (Prescribed Description) (England) Order 2018 extending mandatory licensing of Houses in Multiple Occupation (HMOs) to cover all properties with five or more occupiers living in two or more households and sharing amenities, regardless of the number of storeys. The revised regulations came into effect from 1 October 2018. This change in legislation will bring smaller, privately rented properties into the HMO licensing regime e.g. two storey shared terraced housing, as well as some purpose built flats. It is estimated that this will increase the number of properties requiring a HMO licence from the current figure of 900 to approximately 1,600. Additional resources are required to administer the scheme and it was noted that the required additional staffing would be funded on a cost recovery basis through the HMO licence fee.

Councillor Mitchell, having given notice under Standing Order No.44, spoke on this item. He raised the following points:-

- He welcomed the extension of HMO licensing to smaller properties, but requested the Executive to further extend the regime to cover all HMO's irrespective of size. This, he suggested, had been successfully introduced into other cities.

During discussion, which welcomed the introduction of the increased licensing regime, Members supported early investigations into further extending the scheme as described by Councillor Mitchell.

RECOMMENDED that Council;

- (1) note the proposals for the implementation of the extension to mandatory HMO licensing, effective from 1 October 2018;
- (2) approves pump-priming funding of £77,879 per annum for the recruitment of one permanent Environmental Health Officer and one temporary Environmental Health Technician;
- (3) the cost of this proposal would be funded from the licence fees levied; and
- (4) that early investigations be undertaken regarding the possible further expansion of the licensing scheme to include all HMO's regardless of their size.

101

OVERVIEW OF THE GENERAL FUND BUDGET 2018/19

The Chief Finance Officer presented the report advising Members of the overall projected financial position of the Housing Revenue Account (HRA) and General Fund Revenue Budgets for the 2018/19 financial year after three months and to seek approval for a number of supplementary budgets.

The Chief Finance Officer made particular reference to the level of the Council's reserves and the work that the Strategic Management Board was undertaking to address the situation.

Corporate Services Scrutiny Committee considered the report at its meeting on 27 September 2018 and its comments were reported.

RECOMMENDED that Council notes and approves the:-

- (1) General Fund forecast financial position for the 2018/19 financial year and the action proposed by the Strategic Management Board as set out in section 4.3 of the circulated report;
- (2) HRA forecast financial position for 2017/18 financial year;
- (3) additional supplementary budgets listed in Appendix C;
- (4) outstanding Sundry Debt position as at August 2017; and
- (5) creditors' payments performance.

102

2018/19 CAPITAL MONITORING STATEMENT - QUARTER 1

The Chief Finance Officer presented the report on the current position in respect of the Council's revised annual capital programme and advised Members of the anticipated level of deferred expenditure into future years. The report also sought Member approval to amend the Annual Capital Programme in order to reflect the reported variations.

RECOMMENDED Council approves the revision of the annual capital programme to reflect the reported variations detailed in 8.4 and 8.5 of the circulated report.

103

REPLACEMENT AUDIO AND VISUAL EQUIPMENT

The Corporate Manager Democratic & Civic Support presented the report seeking approval to replace all or some of the Audio Visual equipment at both the Civic Centre and the Guildhall so as to improve the meeting experience for those attending the meeting and also for those watching meeting broadcasts via social media. The report gave various options as to how this can be achieved.

The Corporate Services Scrutiny Committee had considered the options and recommended option 3 which not only replaced the Audio and Visual equipment, but improved other aspects including the webcasting of meetings.

The Portfolio Holder for Support Services supported the replacement of the audio and visual equipment but felt that, as technology and equipment for webcasting was a fast moving industry, he could not support the scheme to include this. He did however suggest that to ensure the maximum benefit of improving the audio equipment at the Guildhall was achieved, investigations should be undertaken to improve the sound amplification system with an additional budget of up to £10,000 being made available to do so.

The Chief Finance Officer reported that sufficient funding could be made available to achieve this.

Corporate Services Scrutiny Committee considered the report at its meeting on 27 September 2018 and its comments were reported.

RECOMMENDED to Council that;

- (1) a budget of up to £55,000 be made available to replace the audio and visual equipment in the Civic Centre and Guildhall; and
- (2) an additional budget of up to £10,000 be made available to improve the sound amplification system at the Guildhall.

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**NEIGHBOURHOOD PORTION OF COMMUNITY INFRASTRUCTURE LEVY/
GRANTS ROOTS GRANTS RECOMMENDATIONS OCTOBER 2018**

The Director (JY) updated Members on the community and arts grants review which was currently taking place, this review also included the Neighbourhood Community Infrastructure Levy (CIL) funding. The recommendations from the review would be considered by Members through the committee process in January 2019. In the meantime, the Council continued to respond to requests from community and arts groups for grants within existing arrangements. This report recommended awards to be made to two community organisations in this fifth round of the Neighbourhood Community Infra-Structure Levy (CIL)/Grass Roots Grants funding.

Members welcomed the proposals presented to the meeting, particularly as they were community based initiatives ran by volunteers.

RECOMMENDED that Council approves the recommendation made by the Grass Roots Grants Panel which met on the 4 September 2018, to support the following grant applications:-

- (1) **The Club, Pow's Place** Locarno Road St Thomas. Mental health support project – funding towards new heating system and ramps to ensure the building is accessible - £10,000; and
- (2) **Friends of Merrivale Park** - St Thomas Community Association - Improving the park with new play equipment, goal posts and picnic bench - £10,000.

105

TEDXEXETER

The Chief Executive & Growth Director presented the report seeking authority to allocate £10,000 from the existing council events budget to TEDx Exeter and the volunteer organisation that makes the hosting of this event possible.

In welcoming the proposal, Members noted that TEDx Exeter was one of the most successful in the world.

RESOLVED that £10,000 from existing sponsorship budget be used to support TEDxExeter be noted.

106

LOCAL INDUSTRIAL STRATEGY

The Chief Executive & Growth Director presented the report informing Members on the progress with the development of an Industrial Strategy for the Greater Exeter area based on the transformational opportunity around environmental science and big data. The Strategy was the culmination of work that has been started under the

initiative led by Sir Steve Smith and supported by the City Council entitled Innovation Exeter.

RESOLVED that the decision of the Greater Exeter Growth Board to endorse the Greater Exeter Industrial Strategy document and to promote the strategy to the Heart of the South West LEP Board on the basis of this being incorporated within the Local Industrial Strategy for the Heart of the South West area, be welcomed and supported.

107 **LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985 - EXCLUSION OF PRESS AND PUBLIC**

RESOLVED that under Section 100A(4) of the Local Government Act 1972, the press and public be excluded from the meeting during consideration of the following items on the grounds that they involved the likely disclosure of exempt information as defined in paragraphs 1,2, 3 and 4 of Part 1, Schedule 12A of the Act.

108 **FUTURE OF GROWTH & ENTERPRISE**

The Director (DB) presented the report proposing the changes within the Growth & Enterprise team, as a result of savings needing to be made to meet the demands of the Medium Term Financial Plan.

RESOLVED that:-

- (1) the consultation on changes to the Growth & Enterprise team to meet the financial challenges facing the City Council be approved; and
- (2) the Director (DB) be authorised to proceed to the first consultation stage in accordance with the Exeter City Council's Management of Organisational Change Policy.

109 **ADDITIONAL RESOURCES - FINANCE**

The Chief Finance Officer presented the report setting out the final proposal for the restructure of the Finance team.

RESOLVED that:-

- (1) the business case for the restructure as set out in the circulated report be agreed;
- (2) the Chief Finance Officer be authorised to proceed in accordance with Exeter City Council Organisational Change Policy;
- (3) this report which is the outcome of the consultation with staff, Human Resources and Unions in terms of job descriptions, line management and reporting structure be noted; and

- (4) the key changes between the initial report through Executive and the details set out in section 8 of the circulated report, be noted.

(The meeting commenced at 5.30 pm and closed at 6.40 pm)

Chair

The decisions indicated will normally come into force 5 working days after publication of the Statement of Decisions unless called in by a Scrutiny Committee. Where the matter in question is urgent, the decision will come into force immediately. Decisions regarding the policy framework or corporate objectives or otherwise outside the remit of the Executive will be considered by Council on 16 October 2018.

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REPORT TO: EXECUTIVE
Date of Meeting: 12 June 2018
Report of: City Development Manager
Title: Community Land Trusts

Is this a Key Decision?

No

Is this an Executive or Council Function?

Executive.

1. What is the report about?

To consider the implications of a motion put forward by Councillor Musgrave in Community land Trusts *viz*;

Exeter City Council notes the varied successes of community land trust (CLTs). The council therefore resolves to:

- 1) facilitate the integration of community land trusts with Exeter's existing housing policy;**
- 2) conduct an audit for the purpose of allocating a proportion of land to made available to CLTs;**
- 3) host a forum for self builders and residents wishing to start a CLT.**

2. Recommendations:

That no proactive action in respect of supporting CLTs is taken at present but that the appetite amongst communities for such initiatives should continue to be monitored and should a viable proposition present itself the Council will seek to support it in an appropriate way.

3. Reasons for the recommendations:

The recommendation reflects the reality that the council at the present time does not have sufficient resources to work proactively on a CLT programme.

4. What are the resource implications including non financial resources:

None

5. Section 151 Officer comments:

There are no financial implications for the Council to consider contained in this report.

6. What are the legal aspects?

7. Monitoring Officer's comments:

This report raises no issues for the monitoring officer

8. Equalities Impact:

n/a

9. Risk:

None

10. Report details:

10.1. Background

10.1.1 This report seeks to set out the details of what a Community Land Trust is, the implications for the Council by way of the CLT's need to secure Land and the need for help and assistance through a Forum for self-builders.

The report encompasses comments from Council Officers responsible for Council land and property assets and the City Development Team.

10.1.2 What is Community Led Housing?

Community led housing is inspired and controlled by the community. It's not a new phenomenon but there's been a very rapid growth in community led development over the last 15 years. The purpose of this note is to explain community led housing and particularly Community Land Trusts (CLTs). CLTs have developed over 700 permanently affordable homes over the last few years with a further 3000 expected by 2020.

A scheme is community led when:

- There is a meaningful community engagement and consent throughout the process.
- The local community manages the homes in a manner of their choosing. This could be done in partnership with a housing association.
- The benefits to the community are clearly defined and legally protected in perpetuity e.g. through an asset lock.

Community led housing can take many different forms but, basically, it's built by the community to meet the needs of the community and is not for profit.

10.1.3 Brief History and definition of CLTs

The concept of community ownership is not new. The CLT model itself has been adopted from the United States where land held in community trust was used to develop affordable homes during the civil rights movement.

Community leaders in the US had taken inspiration from the Bhoodan Movement in India where land owners gave some of their land to landless people on condition that they couldn't sell it. Inspiration was also taken from co-ops in Israel (Kibbutzim).

The characteristics of a CLT are defined in the Housing and Regeneration Act 2008. A CLT:

- Acquires and manages assets for the benefit of the local community
- Profits are used to benefit the community

- People who live or work in the area can become members who control the trust
- There is an asset lock preventing assets being used for personal gain

10.1.4 Advantages of CLTs

If there is a housing need in an area it's worth considering encouraging a CLT. Key advantages to this approach are:

- Permanent affordability. It's possible to ensure that homes remain affordable in the future however many people move in and out of them. This control over resale values can be achieved a number of ways, often by the CLT retaining a portion of the homes' equity.
- Community involvement. Development is led by the community and not by a development company or housing association. This can help galvanise community support for a proposal.
- Financial and practical support. Groups considering community led housing can access expert advice and funding to resource business planning, design, community engagement activities and building. The government is investing £60 million a year for the next four years into the community housing fund.
- Community control. The housing remains in the community's control and any income generated is used to benefit the community. The community can develop its own policy for how dwellings are allocated, focusing on local people.

Community led development can be approached in several ways, some more labour intensive than others, but those leading the project will need to commit a significant amount of time to see the project through.

10.1.5 Funding CLT development

Community led housing development can be financed by a variety of sources. The National CLT Network and CAF Venturesome can offer technical expertise and grants and loans up to about £70,000 toward the early stage costs of establishing a CLT and planning a project. This money can be spent on incorporating the CLT, project design, community consultation, business planning, architects and technical experts. Most of this money would be a loan which may not need to be paid back if planning permission is not granted. CAF Venturesome also offers development financing up to £40,000 to help draw in funding from commercial lenders to finance site purchase and building work. Some commercial lenders have a particular interest in working with groups who can demonstrate they add value to a community. Some Local Authorities have provided an interest free loan to help community groups develop.

The Government's Community Housing Fund has since been relaunched this year (July 2018). Refer to appendix A for details.

Housing associations can also draw funds from Homes England (who replaced the Homes and Communities Agency in January 2018). Some CLTs have registered as housing associations to access this funding, others have partnered with housing associations who can access this funding. Not all CLTs make use of this fund.

CLTs can often include open market housing in their development to subsidise the provision of affordable homes. Some developments have

benefitted from a supportive landowner selling a site for less than best value. Some CLTs have raised funds by selling community shares.

10.1.6 Models of CLT development

10.1.6.1 Partnering with a Housing Association

Many CLTs have worked with housing associations to complete their housing projects. Typically, the community forms a CLT which selects a site, accesses start-up funding, holds community consultation events, drafts an allocation policy, selects an architect and applies for planning permission. A housing association chosen by the CLT accesses funding to buy the site and build the homes. The homes are then handed over to the CLT and, if desired, the housing association can manage the homes.

10.1.6.2 Self-Build or Self-Finish

Some CLTs require or encourage residents to help build or finish their own homes under the guidance of a professional builder. This can bring the cost of the project down. As a reward for their efforts the residents receive a portion of their home's equity. Broadhempston CLT built six homes on a rural exception site in Devon using this model. The pre-development costs were funded by CAF Venturesome and the site purchase and construction were financed by a commercial investor with an interest in social enterprise. The foundations and timber shell of the homes were constructed by contractors. From there the residents worked on the site 20 hours a week and were rewarded with 25% "sweat equity" in their homes. When the residents moved in they continued making payments that cover the cost of the loan and that gradually increase their equity up to a limit of 75%. Bristol CLT and St. Miniver CLT have also involved residents in building or finishing their own homes.

10.1.6.3 Partnering with a developer

London CLT is partnering with the developers of St. Clements Hospital site. The CLT will take on 23 units of the affordable homes component of the development, selling them to Londoners according to their allocations policy at a fraction of their market value.

10.1.6.4 Other forms of community led housing

- Housing Cooperatives – Housing that's democratically controlled by the tenants.
- Self-build – Groups building their own homes together.
- Cohousing – Housing made up of private dwellings and shared communal facilities.
- Self-help Housing – Groups bringing empty properties into use as homes.

10.1.7 CLT – Implications for Exeter City Council

Exeter City Council has over the years been approached on a number of occasions by groups and individuals wanting to self-build or community build. The Housing Development Team has, in the past, provided development consultancy advice including development appraisal work to those groups keen to development within the City on Council land.

- 10.1.8 Since 2016 the Council has been required to keep a register of individuals. Subsequently regulations have been introduced that require local authorities to grant as many planning permissions for self/custom build each year as there are new entries on the register during that year. However we don't currently have a policy on self-build, which could for example require a % of self-build housing on every major development site, as set out in the current Teignbridge Local Plan, and won't until such time as the GESP is adopted. Until then delivery will be piecemeal through individual plots.
- 10.1.9 In terms of land availability, the Council has HRA land and General Fund land there is no exemption on the disposal of land from the HRA for CLTs and it would need to be purchased at market value unless Secretary of State approval was requested and received. We can do less than best deals in some circumstances but approvals are needed. Certainly if we were to do so in this case there would need to be a clear policy in place to justify. There is however some tension in allocating Council land for CLT/ Self-build purposes. Assuming that the underlying purpose of the CLT is to deliver affordable housing to specifically allocate for this purpose could prevent delivery by alternative methods such as the Council developing themselves through the HRA or the Council Development Company, Exeter City Living Ltd.
- 10.1.10 If it were considered desirable to promote CLTs there would be a need to set out the ground rules on statutory consents, best consideration, etc. Ultimately however the success or otherwise of such an approach would be dependent local CLTs being established and it is not clear that a viable group(s) exists within the city. Success depends on a well organized committed group of "ordinary" citizens with strong accountability.
- 10.1.11 In terms of a forum for self-builders and CLT members – this can be done but requires staff resources and clear terms of reference. Teignbridge District Council has a policy for Self-build and CLT and employ an Officer to facilitate a similar role. It may be worth exploring the options for sharing such a resource in the future.

10.3 Conclusion

- 10.2.1 The provision of housing through CLTs would certainly chime with the Council's housing strategy. However there would be significant resource implications in supporting such ventures particularly if the promoting organisations are inexperienced. Given the number of committed initiatives aimed at actively improving delivery of social housing such as the development company and new Neighbourhoods Team it is recommended that for the time being no proactive action in respect of supporting CLTs is taken. However the appetite amongst communities for such initiatives should continue to be monitored and should a viable proposition present itself the council will seek to support it in an appropriate way.

City Development Manager

**Local Government (Access to Information) Act 1972 (as amended)
Background papers used in compiling this report:-**

None

Contact for enquires:
Democratic Services (Committees)
Room 2.3
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Final

REPORT TO: Place Scrutiny Committee
Date of Meeting: 8 November 2018

REPORT TO: Executive
Date of Meeting: 13 November 2018

REPORT TO: Council
Date of Meeting: 18 December 2018

Report of: Environmental Health and Licensing Manager
Title: Revision of the Air Quality Action Plan

Is this a Key Decision?

No

Is this an Executive or Council Function?

Council

1. What is the report about?

1.1 To seek approval for a new Air Quality Action Plan following public consultation.

2. Recommendations:

2.1 That Place Scrutiny Committee recommends adoption of the Air Quality Action Plan.

2.2 That Executive recommends adoption of the Air Quality Action Plan.

2.3 That Council adopts the Air Quality Action Plan.

2.4 That the feasibility of a work place parking levy be kept under review and an update be brought back to Scrutiny Place as part of the annual review of the Air Quality Action Plan.

3. Reasons for the recommendation:

3.1 Exeter City Council has produced and submitted for public consultation an Air Quality Action Plan as part of its duty to the Local Air Quality Management statutory process, and in recognition of the legal requirement placed on the local authority to work towards air quality objectives under Part IV of the Environment Act 1995.

3.2 Following the closure of the extensive public consultation, the draft plan has been reviewed, taking into account the responses received from statutory consultees and the public. The full action plan can be found at Appendix 2, with a summary provided as Appendix 1.

3.3 The final plan outlines the action we will take to improve air quality in Exeter between 2019 & 2024. It is aligned with the Council's Corporate Strategy 2018 – 2021 and the emerging Exeter Vision.

3.4 The introduction of a workplace parking levy was proposed in the draft Air Quality Action Plan. Only 41% of respondents agreed with the implementation of a workplace parking levy, with 59% either disagreeing or undecided. Therefore at this stage the measure has not been taken forward in the action plan, but it will be kept under review with Devon County Council who are the statutory authority for implementing such a scheme. An update will be brought back to Scrutiny Place as part of the annual review of the Air Quality Action Plan.

4. What are the resource implications including non financial resources.

4.1 The majority of costs relating to measures outside of Exeter City Council's control would be paid by other organisations such as Devon County Council as the Transportation Authority.

4.2 For other measures it may be possible to consider grant applications..

4.3 Budget is already allocated for the existing air quality monitoring work, however any proposals to change the monitoring network will need to seek further capital expenditure approval or grant funding from central government.

5. Section 151 Officer comments:

5.1 There are no financial commitments arising from this report. Any further requests for funding, such as for replacement monitoring equipment, will require an additional report to Council.

6. What are the legal aspects?

6.1 Part IV of the Environment Act 1995 sets out statutory provisions on air quality. Section 82 provides that local authorities shall review the air quality within their area. Section 83 requires local authorities to designate Air Quality Management Areas (AQMAs) where air quality objectives are not being achieved, or are not likely to be achieved (i.e. where pollution levels exceed the air quality objectives) as set out in the Air Quality (England) Regulations 2000.

6.2 Where an area has been designated as an AQMA, section 84 requires local authorities to develop an Air Quality Action Plan (AQAP) setting out the remedial measures required to achieve the air quality standards for the area covered within the AQMA. Where air quality issues have been identified, it is recommended that a steering group is formed to include the main parties involved in developing either Action Plans or Air Quality Strategies.

6.3 The Department for Environment and Rural Affairs has recently provided new statutory guidance in the form of the Local Air Quality Management Policy Guidance (PG16). The guidance gives particular focus to so-called 'priority pollutants' such as Nitrogen Dioxide (NO₂) and so-called 'Particulate Matter' (PM₁₀ and PM_{2.5}) and is relevant to both district and county councils.

7. Monitoring Officer's comments:

7.1 This report raises no issues of concern to the Monitoring Officer.

8. Report details:

8.1 In February, Exeter City Council launched a three month public consultation on a draft air quality action plan. The consultation was part of the statutory process for the implementation of an AQAP and it comprised a number of strands, namely:

- The targeted engagement of partners and statutory bodies with an interest in air quality
- A city wide 12 week online publication of the draft plan and accompanying online survey
- The targeting of some community groups that had engaged us on the subject of air quality.
- A public consultation event held in the Guildhall
- The targeted engagement of those using the city centre

8.2 Nearly 3,000 people took part in the consultation and provided hugely valuable feedback. The following points summarise the results of the Air Quality Action Plan survey, which are contained in more detail in Appendix A of the Air Quality Action Plan (found at Appendix 2 of this report).

- 66 per cent agreed that the impact of private cars needs to be reduced by reducing numbers of journeys
- The vast majority (88 per cent) agreed air quality should be treated as a public health priority
- More than half (55 per cent) back a switch to electric cars
- 58 per cent support measures to reduce the attractiveness of driving into the city centre
- Measures to increase the attractiveness of travel by means other than private car is strongly supported - by 90 per cent
- A majority (52 per cent) disagree with increasing the cost of driving into the city centre - a third (33 per cent) agree with measure
- More than half (55 per cent) would support closure of roads to through traffic if their neighbourhood if there are improvements to public transport
- A similar number would back the same measure if there were improvements to walking routes (53 per cent) and improvements to cycle routes (53 per cent)
- A big majority (80 per cent) support an increase in park and ride sites. Almost three quarters (73 per cent) believe the move would cut private car journeys from those living outside the city
- More than half (53 per cent) supported the aim of reducing the impact of travel for business purposes. Only 26 per cent disagreed
- 61 per cent support restrictions on accessing certain parts of the city for certain types or ages of vehicles. Only 27 per cent disagreed
- 41 per cent agreed that businesses within a defined area should pay a fee for private vehicle parking, 34 per cent opposed the measure
- 76 per cent thought developers should be held to account if developments create more traffic than predicted in planning applications
- 82 per cent agree that making public space more attractive will encourage people to be more active. Nearly three quarters (72 per cent) agree that active and healthy people will use active and healthy travel options

8.2 Exeter City Council is committed to reducing the exposure of people in Exeter to poor air quality in order to improve health. This Air Quality Action Plan (AQAP) outlines the Council's vision for air quality in the city.

- 8.3 In this Air Quality Action Plan, we outline how Exeter City Council plans to tackle air quality issues within our control and with local partners. However, we recognise that there are a large number of air quality policy areas that are outside of the Council's direct influence (such as vehicle emissions standards agreed in Europe). We will continue to seek opportunities to lobby regional and central government on policies and issues beyond Exeter City Council's direct influence.
- 8.5 For any action to reduce emissions to be effective, it needs not only the support of the local population, but also their action. Individual behaviour will have to change, starting in small ways. For example turning off engines when idling, or using alternative travel modes where these are practical for the journey in question should become the social norm. Leadership and assistance from businesses and community groups will be needed to make this happen. Exeter City Council and Devon County Council can support people to make these changes, and provide them with the infrastructure to do so, but ultimately the community needs to shift its attitudes and expectations. Positive action by informed and engaged community groups will receive the full support of the Council to achieve this. There are now many examples of such action available online, as well as packs for community organisers to help them facilitate particular campaigns.

9. How does the decision contribute to the Council's Corporate Plan?

- 9.1 The Air Quality Action Plan seek to contribute to the following Corporate Plan objectives:
- Tackling congestion and accessibility
 - Promoting active and healthy lifestyles
 - Building great neighbourhoods
- 9.2 In achieving these Corporate Priorities, it is necessary to proactively engage with other key partners in improving air quality. These include working with developers through the planning system to deliver good development including infrastructure, working with health partners and working with business to run a successful business to ensure that any emissions to air that they may produce are kept within legal limits.

10. What risks are there and how can they be reduced?

- 10.1 Various risks have been identified to the successful implementation of the Air Quality Action Plan. These include failure to engage with partners and, the impact of development in the greater Exeter area on traffic levels. These risks will be monitored as the plan develops, and steps taken to mitigate and risks as appropriate.

11. What is the impact of the decision on equality and diversity; health and wellbeing; safeguarding children, young people and vulnerable adults, community safety and the environment?

- 11.1 Areas with high levels of air pollution also tend to be relatively deprived. This means that more deprived populations are disproportionately affected. There is also a higher incidence amongst deprived populations of the types of diseases that are exacerbated by poor air quality. Thus the most vulnerable members of society are often worst affected by air pollution. The actions described in this report work to reduce the health impacts of poor local air quality.

12. Are there any other options?

12.1 Action to reduce local air pollution where levels exceed the government objectives and produce and air quality action plan are legal duties.

Environmental Health and Licensing Manager

Local Government (Access to Information) Act 1972 (as amended)
Background papers used in compiling this report:-

- Environment Act 1995
- Annual Status Report 2018
- Draft Air Quality Action Plan 2019 - 2024

Contact for enquires:
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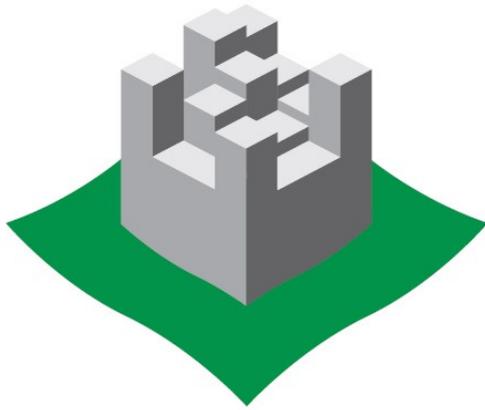
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Appendix 1 - Summary Table of Air Quality Action Plan Measures

Vision	AQAP Actions	Lead	Programme	Timescales (from)		System Level
				Plan	Implement	
Tackling congestion and accessibility	Filtered permeability projects to considered for the city with an initial focus on the Heavitree corridor area and including a feasibility study for corridor improvements	DCC	TS, ECF		2019, rolling program	Policy
	Consider access restrictions which will reduce the dominance of private cars, including in the city centre	DCC, ECC	GESP, TS, LP		2021 (ongoing programme)	Policy
	New transport links and Park & Change facilities to make it easier for those living outside the city to choose active and sustainable travel modes	DCC	GESP, TS	2021	2023	Environmental
	Changes to parking charges to discourage car travel in peak times, encourage longer stays in the city centre and support other measures in this plan, such as active travel	ECC	LP	2019	2020	Organisational
	Maximise efficiency of existing highway network	DCC	GESP, TS, ECF	2020	Ongoing	Environmental
Promoting Active & Healthy lifestyles	Access Fund and cycle/walking network, Local Cycling and Walking Infrastructure Plan (LCWIP)	DCC	TS	2019	Ongoing	Environmental
	Expand school and community projects, car free events and events promoting active travel, building on the success of the Heavitree pilot	ECC	SELDP, ECF	2019	2020 (ongoing programme)	Social
	Use social prescribing and community building to help individuals get and stay active	ECC	SELDP	2019	2020 (ongoing programme)	Social
	High quality parks, play areas, sport and leisure facilities	ECC	SELDP, LP	2019	2020 (ongoing programme)	Environmental
	Communications plan, to support measures that will achieve modal shift	ECC	SELDP, ECF	2019	2020 (ongoing programme)	Social
	Promote and expand Co-Bikes network, and support the roll out of electric car club vehicles to more locations	DCC, ECC	TS SELDP, ECF	2019	Ongoing	Social
Building Great Neighbourhoods	An improved multi-modal public transport network, incorporating cleaner bus technologies	DCC	GESP, TS, ECF	2020	TBC by plan, and ongoing	Environmental
	Developers to mitigate the effects of their development on air quality	GESP	GESP, LP	2020	2023	Policy
	Policies deliver development where private car use is not the only realistic travel choice	GESP ECC	GESP, LP	2020	2023	Policy
	More things to see/do in the City Centre, encouraging longer stays and supporting events which promote sustainable travel, active and healthy lifestyles	ECC	LP	2020	2023 (ongoing programme)	Environmental
	Better information to raise awareness and improve the level of understanding of air pollution and transport issues within communities	ECC		2019	2020 (ongoing programme)	Individual
	An air pollution monitoring network that supports the measures in this action plan	ECC	LP	2019	2021	Organisational

Key:
 ECC Exeter City Council
 DCC Devon County Council
 TS Transport Strategy
 GESPP Greater Exeter Strategic Plan
 LP Local Plan
 SELDP Sport England Local Delivery Pilot

Not taken forward	Anti Idling Campaign	For further information on the measures not taken forward, please see Appendix B of the full Action Plan.
	Workplace Parking Levy	
	Business support and accreditation schemes using levy income	
	Further support for businesses	
	Estimate the impact of transport emissions on health	
	InnovaSUMP	



Exeter
City Council

Exeter City Council Air Quality Action Plan

In fulfilment of Part IV of the
Environment Act 1995
Local Air Quality Management

2019

Local Authority Officer	Jo Yelland
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Report Reference number	AQAP III
Date	2019

Executive Summary

This Air Quality Action Plan (AQAP) has been produced as part of our statutory duties required by the Local Air Quality Management framework. It outlines the action we will take to improve air quality in Exeter City Council between 2019 and 2024.

This action plan replaces the previous action plan which ran from 2011. Projects delivered during the last action plan period include:

- Exeter Low Emissions Strategy.
- Newcourt station.
- Cranbrook station.
- Tithebarn link for new bus route to Cranbrook.
- Car clubs on new areas of development.
- Extensions and improvements to the cycling network.
- Personal exposure projects to highlight the beneficial effects of alternative travel modes, or travel routes on personal exposure to PM_{2.5}.
- Taxi emissions licensing standards.
- Reductions in Exeter City Council fleet fuel use and roll out of electric pool cars.
- 6 diesel vans in the ECC fleet have been replaced with electric.
- Bridge Road widening.
- Car club electric bike hire scheme (Co-Bikes).
- Devon-wide Ecostars scheme to reduce emissions from commercial vehicle fleets.

Over the same period, nitrogen dioxide concentrations have generally reduced or remained stable in the city.

Air pollution is associated with a number of adverse health impacts. It is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. There is also often a strong correlation with

equalities issues, because areas with poor air quality are also often the less affluent areas^{1,2}.

The annual health cost to society of the impacts of particulate matter alone in the UK is estimated to be around £16 billion³. Exeter City Council is committed to reducing the exposure of people in Exeter to poor air quality in order to improve health. The Corporate Strategy for 2018 to 2021 and the emerging Exeter Vision for 2040 commit the Council to tackling congestion, improving accessibility and increasing activity levels (including active travel). This Action Plan is highly complementary to these existing corporate priorities, and the measures identified in section 5 are listed under headings from this strategy:

- Tackling congestion and accessibility;
- Promoting Active & Healthy Lifestyles;
- Building Great Neighbourhoods.

The Corporate Plan and emerging Vision contain a key aspiration for the city which is relevant to this plan. This is that by 2021 cycling to work will have doubled (from 6% to 12%), and 50% of people will be walking or cycling to work within the city.

The Action Plan focuses on the Heavitree corridor, where the greatest reductions in emissions are required. An integrated plan for this whole area will be developed that will increase active travel and change the way that existing roads are used (including filtered permeability). As part of this process care will be taken that any traffic displaced from the Heavitree corridor does not compromise the effectiveness of other city-wide measures to achieve compliance at the other locations.

In this AQAP we outline how we plan to effectively tackle air quality issues within our control. However, we recognise that there are a large number of air quality policy areas that are outside of our influence (such as vehicle emissions standards agreed in Europe), but for which we may have useful evidence, and so we will continue to work with regional and central government on policies and issues beyond Exeter City Council's direct influence.

¹ Environmental equity, air quality, socioeconomic status and respiratory health, 2010

² Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006

³ Defra. Abatement cost guidance for valuing changes in air quality, May 2013

Responsibilities and Commitment

This AQAP was prepared by Environmental Health and Licensing at Exeter City Council with the support and agreement of the following officers and departments:

Senior Management Board

This AQAP has been approved by:

Senior Management Board

This AQAP will be subject to an annual review, appraisal of progress and annual reports to Scrutiny Committee (Place). Progress each year will be reported in the Annual Status Reports (ASRs) produced by Exeter City Council, as part of our statutory Local Air Quality Management duties.

If you have any comments on this AQAP please send them to Alex Bulleid at:

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1 Introduction

This report outlines the actions that Exeter City Council will deliver between 2019 and 2024 in order to reduce concentrations of air pollutants and exposure to air pollution; thereby positively impacting on the health and quality of life of residents and visitors to the city.

It has been developed in recognition of the legal requirement on the local authority to work towards Air Quality Strategy (AQS) objectives under Part IV of the Environment Act 1995 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 every five years at the latest and progress on measures set out within this Plan will be reported on annually within Exeter City Council's air quality Annual Status Report.

2 Summary of Current Air Quality in Exeter City Council

Please refer to the latest Annual Status Report from Exeter City Council (www.exeter.gov.uk/airpollution) for full details of all monitoring undertaken.

There are two national objectives for levels of nitrogen dioxide. These are for the average level over a whole year, which should be below 40 $\mu\text{g}/\text{m}^3$, and the average level for one hour, which should be below 200 $\mu\text{g}/\text{m}^3$. It is not easy to measure the average level for one hour, so a proxy has been developed by the Department for Environment, Food and Rural Affairs (DEFRA) which is that the average over a whole year should be below 60 $\mu\text{g}/\text{m}^3$. The annual average objective applies to residential, hospital and educational sites. The hourly average objective applies to these sites and to busy streets and workplaces as well.

Exeter City Council has a monitoring network that is designed to identify the areas with the highest levels of nitrogen dioxide, at the locations where the objectives apply. Most of the monitoring sites are therefore on residential properties in close proximity to the busiest roads and junctions in the city. The results of the monitoring conducted by the City Council is not representative of typical or average conditions across the city. Instead it is indicative of the worst case locations.

In recent years the annual average objective has not been met at a number of places in the city. These are Alphington Street, the junction of Blackboy Road and Pinhoe Road, and along the Heavitree corridor into the city. The highest levels are measured on the Heavitree corridor, at East Wonford Hill. Here levels are close to also exceeding the hourly objective, but have not (in the last three years) been above that target. The measured results can be found in table A.3 of the Annual Status Report (www.exeter.gov.uk/airpollution). Trends in annual nitrogen dioxide concentrations can also be seen in Figure A.1 of that report.

A few sites have levels between 35 and 40 $\mu\text{g}/\text{m}^3$ (i.e. are close to but not above the objective level of 40). These are York Road, Barrack Road at Livery Dole, Sidmouth Road and Topsham Road near Tollards Road. Away from these locations, but still along the busy routes into and around the city, concentrations of nitrogen dioxide are in the range between 25 and 35 $\mu\text{g}/\text{m}^3$.

As you move away from busy roads, levels fall below $25 \mu\text{g}/\text{m}^3$. Typical suburban streets with only local traffic flows experience levels of between 13 and $25 \mu\text{g}/\text{m}^3$. The majority of the population of Exeter therefore live in locations with concentrations of nitrogen dioxide well below the objective, but a small number are exposed at home to levels above the objective. No schools in Exeter experience levels above the objective.

The Annual Status Report also summarises the results of particulate pollution measurements (PM_{10}). No areas in the city are thought to exceed the objectives for this type of air pollution. Measurements of $\text{PM}_{2.5}$ have been made in Exeter since July 2018 following the replacement of the fixed air quality monitoring equipment. This data will be presented in future annual reports on air pollution.

3 Exeter City Council's Air Quality Priorities

3.1 Public Health Context

The air quality objectives were designed to be protective of human health so at the most basic level we can say that harm to health occurs where people live in areas which exceed the nitrogen dioxide objective.

It has not been possible to look directly at the health of these people to see whether they have a particular prevalence of those medical problems associated with poor air quality. This is because of the relatively small number of households affected, which means that statistical approaches would not be able to reliably identify any air quality impact on health. There is also a concern that such a study would reveal the medical histories of the individuals involved. (The small number of people included would make identification of individuals with specific diseases more likely than would be the case in a study of a larger group).

The evidence for health impacts below the nitrogen dioxide objective of $40 \mu\text{g}/\text{m}^3$ has recently been reviewed by COMEAP (the Committee on the Medical Effects of Air Pollution). There is considerable range of scientific opinion but it seems possible to say that some harm will occur below this objective (although not necessarily caused by the NO_2 itself). The committee did not produce a recommended method to assess the burden of exposure to long-term NO_2 alone on mortality, although the majority of the committee did support methods to allow the assessment of the health benefits of cutting NO_2 concentrations. Therefore we cannot say with confidence what harm occurs below the NO_2 objective or whether harm occurs to the whole population or just to those who are particularly sensitive. We also cannot say whether there is a threshold below which no harm occurs.

The understanding of the health effects of NO_2 is so difficult because of the limited number of studies to draw from, and the presence of other pollutants (including $\text{PM}_{2.5}$) which tend to co-vary with NO_2 and which have health impacts of their own. Thus there remains a probability that some (and possibly the majority or even the whole of) the harm is caused not by NO_2 , but by these other pollutants which are not measured but which are found in association with the NO_2 . Practically, this uncertainty makes little difference to the AQAP as measures will in the main reduce

all co-related pollutants as well as NO₂. The exception to this would be any measures which involve increased uptake of electric vehicles. These have zero local NO_x emissions, and zero tailpipe PM_{2.5} emissions but do still produce some particulate matter from road, brake and tyre wear.

Some efforts have been made by Public Health England to quantify the impact of air pollution on health for individual local authority areas, (although this has not been updated following the recent COMEAP report referred to above). This is based upon modelled pollution data, and estimates of the increased risk of certain diseases or increased risk of mortality which occur with increases in pollution. These are known as risk coefficients.

PHE have used risk coefficients for PM_{2.5} to show that it has an impact in Exeter which is equivalent to shortening the life of 42 people per year. This statistic is not easy to understand, and the exact figure is affected by the age and health of the Exeter population as well as by PM_{2.5} concentrations.

This assessment of mortality also ignores the impacts of air pollution throughout people’s lives. Research by Public Health England has modelled the impact of air pollution on the prevalence of certain diseases to which poor air quality has been linked (Table 3.1). The model also estimates the likely cost of these diseases to the healthcare system.

Table 3.1 Modelled Disease Prevalence in Exeter in 2017

	Number of individuals in Exeter in 2017 living with disease (per 100,000 of the population)	Pollutants thought to contribute to disease
Asthma	13800	NO ₂ and PM _{2.5}
Diabetes	4580	NO ₂ and PM _{2.5}
Lung cancer	132	NO ₂ and PM _{2.5}
Coronary Heart Disease	2020	PM _{2.5}
COPD	1740	PM _{2.5}
Stroke	2320	PM _{2.5}
Costs	£20.3M per 100,000 of the population	

The model, and the other approaches discussed above, are all highly technical. They are based on estimates and assumptions about pollution levels, disease prevalence and costs. As such, although it is important for decision makers to understand the results, it is not easy for the lay public to understand either the outputs, or the

limitations of the models. Simpler messages need to be developed to explain the impact of air pollution on health to local people. This is included as a specific measure in table 5.1 of this Action Plan.

3.2 Planning and Policy Context

In recognition of scale of development beyond the City Council's boundaries, and the need for the neighboring authorities to work together, a Greater Exeter Strategic Plan (GESP) is currently being prepared. This sits above the individual Local Authority Core Strategies, to guide development across Exeter, Mid Devon, East Devon and Teignbridge. It is expected that an initial consultation will take place in 2019.

This action plan contains ambitious measures which the City Council will seek to have included in the emerging GESP (table 5.1).

3.3 Source Apportionment

The AQAP measures presented in this report are intended to be targeted towards the predominant sources of emissions within Exeter's area.

A source apportionment exercise was carried out by Exeter City Council in 2018. This identified that within the AQMA, the percentage source contributions were as follows:

Heavitree Corridor

Figure 3.1 shows that cars make up 84% of the traffic flow at East Wonford Hill, and release 49% of the NO_x emissions. The next highest emissions at this location are from Bus & Coach (23%) and then LGVs (19%). The pattern is very similar on Fore Street at the Butts Road junction (which is close to the Fore Street Heavitree (inbound) air quality monitoring point) and at Fore Street east of Homefield Road (which is close to the monitoring point at Salutory Mount).

On Heavitree Road there are measured exceedences of the air quality objective near Rowancroft and west of Barrack Road. At these two locations cars make up approximately 82% of the flow, and cause 40% of the emissions. Bus & Coach is the next largest emitter of pollution, creating 35% of the emissions at Rowancroft and 40% to the west of Barrack Road.

Alphington Street

Cars make up 95% of the traffic flow on Alphington Street (figure 3.2), and release 73% of the NO_x emissions (figure 3.3). The next highest emissions are from HGVs (19%) and then Bus & Coach (7%).

Pinhoe Road / Polsloe Road / Blackboy Road / Mount Pleasant Road junction

Cars make up 85% of the traffic flow at this junction (figure 3.4), and release 56% of the NO_x emissions (figure 3.5). The next highest emissions are from LGVs (20%), Bus & Coach (16%) and then rigid HGVs (7%).

Figure 3.1 The percentage of different vehicle types making up the total vehicle flow and total emissions at key locations along the Heavitree corridor

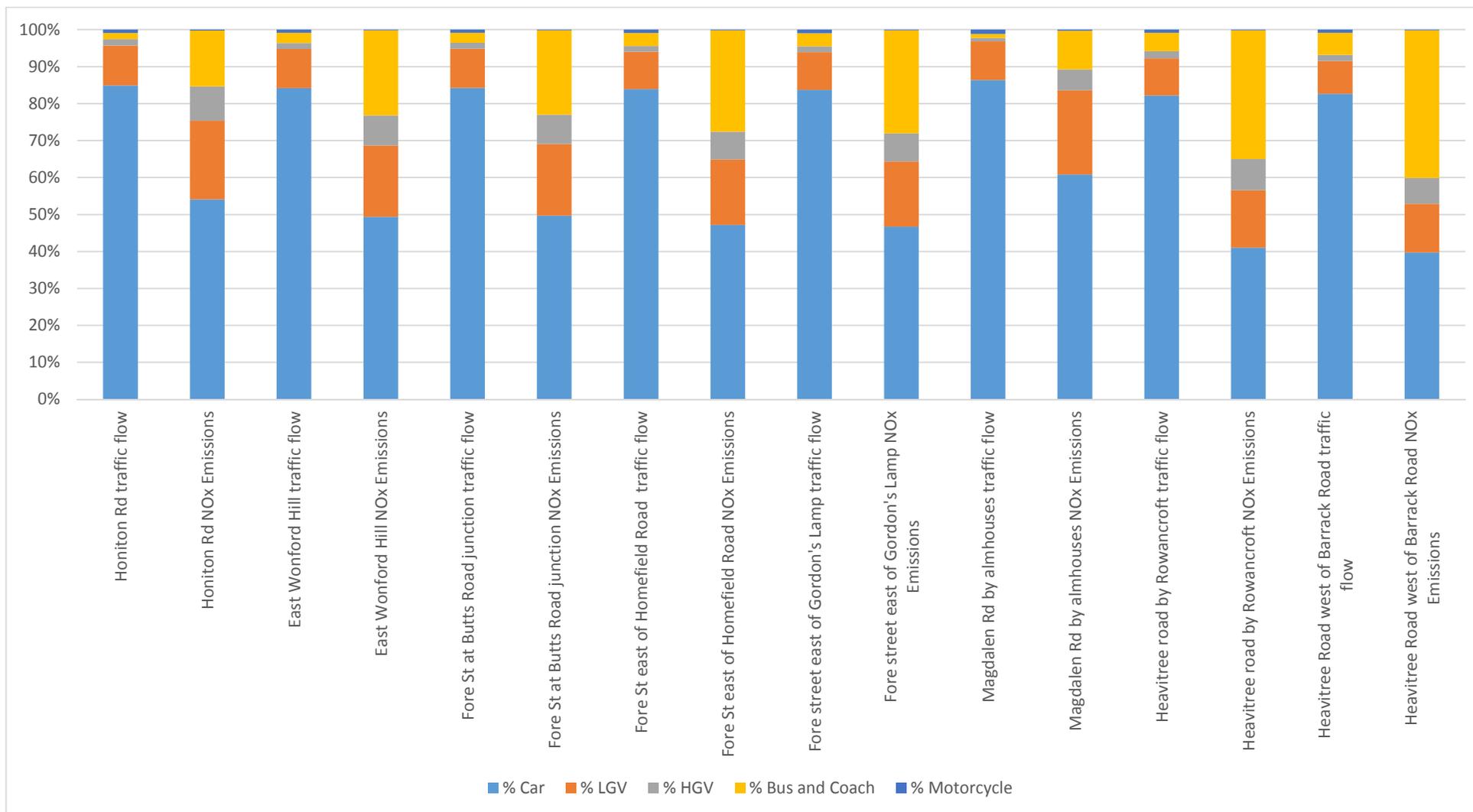


Figure 3.2 The percentage contributions of different vehicle types to total flow on Alphington Street

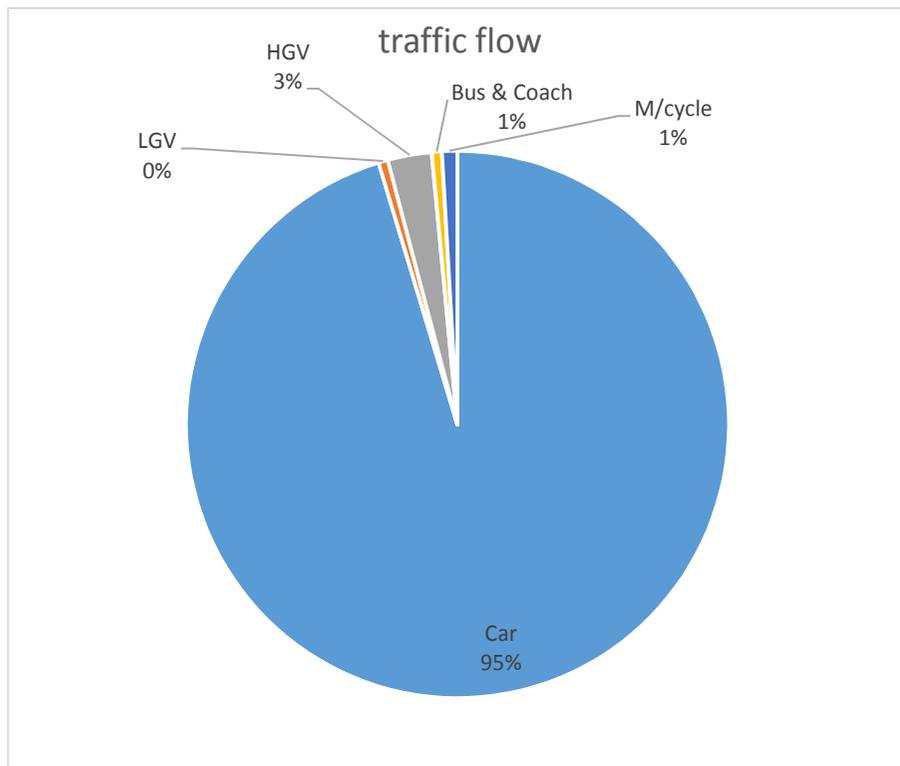


Figure 3.3 The percentage contributions of different vehicle types to total NOx emissions on Alphington Street

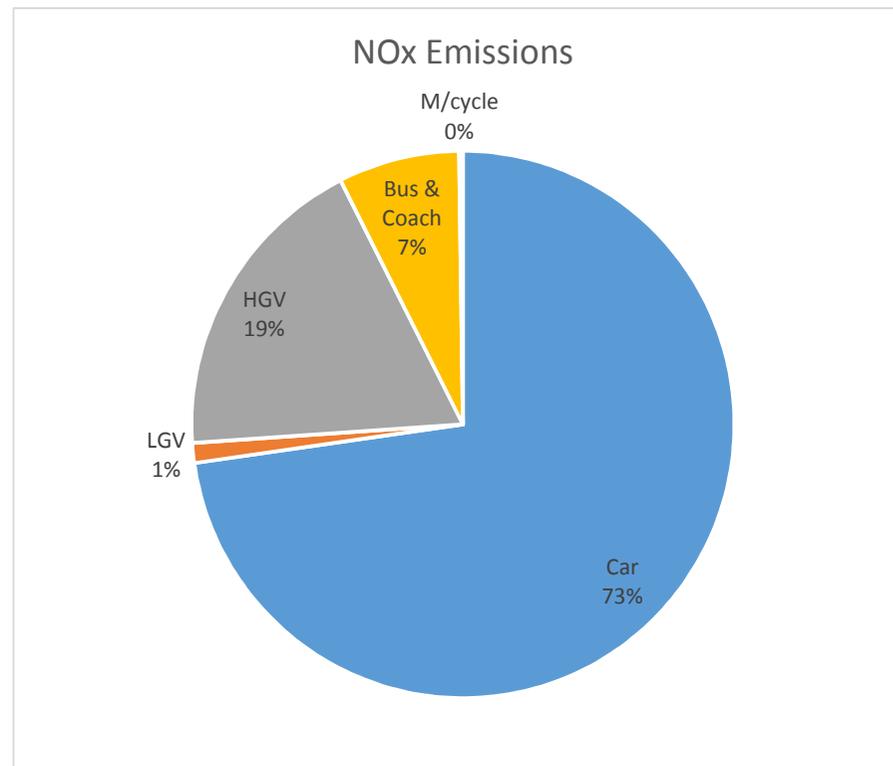


Figure 3.4 The percentage contributions of different vehicle types to total flow at the Pinhoe Road / Polsloe Road / Blackboy Road / Mount Pleasant Road junction

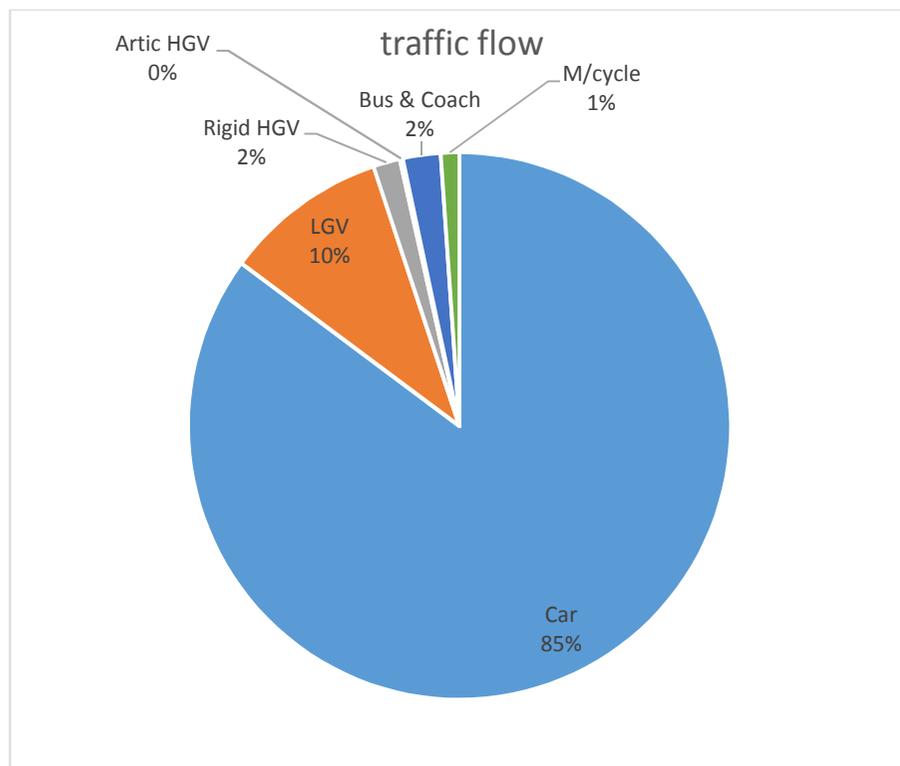
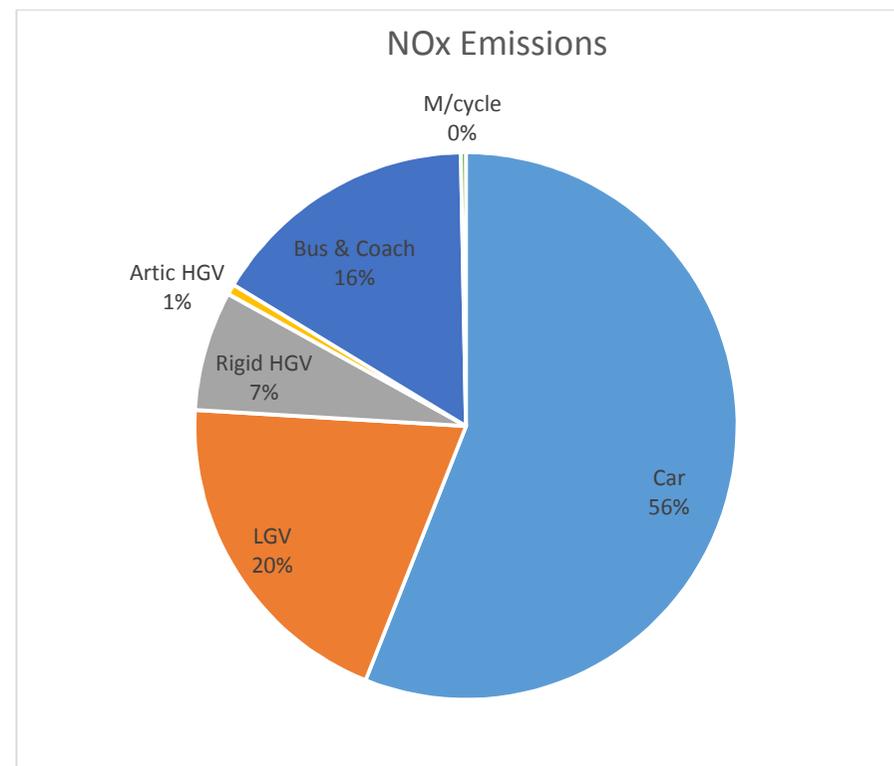


Figure 3.5 The percentage contributions of different vehicle types to total NOx emissions at the Pinhoe Road / Polsloe Road / Blackboy Road / Mount Pleasant Road junction



3.4 Required Reduction in Emissions

Table 3.2 below shows the required reduction in NO₂ concentrations and Road NO_x emissions, based on the 2017 measured levels at those monitoring locations where the objective was exceeded. For information, Table 3.3 shows the required reduction at East Wonford Hill to be able to remove the short-term objective from the AQMA declaration. In order to do this concentrations would need to be stable for three years at less than 90% of the proxy for exceedance of the short term objective (i.e. less than 54 µg/m³ or 90% of an annual average concentration of 60µg/m³).

Table 3.2 The Required Reduction in Road NO_x Emissions to meet the NO₂ Annual Average Objective

Location	NO ₂ concentrations (µg/m ³)		Road NO _x Emissions
	2017 measured concentration	Required Reduction	Percentage Reduction Required
East Wonford Hill	59	19	78%
Salutory Mount (Heavitree)	53	13	51%
Livery Dole (Heavitree)	50	10	39%
Honiton Road (Heavitree) (Nb objective is not exceeded at nearest relevant location)	49	9	36%
Rowancroft	44	4	12%
Fore Street Heavitree (inbound)	41	1	3%
Pinhoe Road/Blackboy Road	41	1	5%
Alphington Street	41	1	3%

Table 3.3 The Required Reduction in Road NO_x Emissions to meet the NO₂ Short Term Objective

Location	NO ₂ concentrations (µg/m ³)		Road NO _x Emissions
	2017 measured concentration	Required Reduction	Percentage Reduction Required
East Wonford Hill	59	5	14%

The Department for the Environment, Food and Rural Affairs (DEFRA) predict that vehicle emissions will reduce over time, as vehicle standards improve

(<https://laqm.defra.gov.uk/review-and-assessment/tools/emissions-factors-toolkit.html>). Using these factors suggests that the small exceedances of the

objective at Alphington Street and at the Pinhoe Road / Polsloe Road / Blackboy Road / Mount Pleasant Road junction will be resolved by 2019 because of a predicted 6 to 7% fall in emissions. If this were the case, no specific measures would be required from this Action Plan in order to achieve compliance with the objective at these locations.

However, although concentrations at these locations have generally reduced in the last 15 years, the reduction in pollution concentrations that has been measured has not been as great as would be expected based on the DEFRA predicted reduction in emissions. For this reason the Council is not content to simply wait for improvements in the vehicle fleet to resolve the exceedance at these locations and will instead take actions to reduce emissions as well.

The scale of the exceedance of the objective, and therefore the required reduction in emissions on the Heavitree corridor is much greater (table 3.1). The DEFRA emission factors predict that East Wonford Hill would continue to exceed the objective in 2030, but that the objective would be met at other locations along this corridor between 2020 and 2025. For the purposes of this Action Plan it has been assumed that half of the expected reduction in emissions will be achieved in the lifetime of the plan. This is thought to be conservative without ignoring the fact that some reduction in emissions is likely to occur as the vehicle fleet changes. (nb for the purposes of this assessment there has been no assumed growth in total traffic flows, as recommended by Devon County Council).

This means that by 2024 emissions at key locations along the Heavitree corridor will have fallen by the amounts shown in Table 3.4 below. The remaining reduction that will need to be achieved by this plan is also shown.

Table 3.4 The expected reduction in emissions at key locations along the Heavitree corridor using a conservative assessment of the effect of improved vehicle standards

	Total required reduction in emissions (2017 baseline)	Reduction in emissions by 2024 if half of DEFRA's predicted improvements are realised (2017 baseline)	Reduction in emissions required to 2024 as a result of measures in this plan (2017 baseline)
East Wonford Hill	78%	25%	53%
Salutary Mount	51%	26%	25%
Livery Dole	39%	27%	12%

Key Priorities

Exeter City Council has committed to tackling congestion, improving accessibility and increasing activity levels (including active travel). Figure 3.6 is an extract from the corporate plan for 2018 to 2021 showing the City Council's strategy for this period. This Action Plan is highly complementary to these existing corporate priorities, and the measures identified in section 5 are listed under headings from this strategy.

Figure 3.6 Extract from Exeter City Council's Corporate Plan for 2018 to 2021



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Tables 3.2, 3.3 and 3.4 show the scale of the challenge which faces Exeter if we are to meet the objective level for nitrogen dioxide at all residential locations in the city.

This plan intends to reduce concentrations of nitrogen dioxide below the objective, because that is the City Council's legal duty, and it is a challenging target. However the Council recognises that this may not be the complete extent of the health impacts of air pollution, because the objective level may not be the lower limit of health impacts for nitrogen dioxide, and because particulate matter can also have health impacts below the relevant objectives (COMEAP 2018). The Council therefore aspires to reduce harm to health from air pollution further than this in the future.

The Council's Corporate Plan and emerging Vision contain a key aspiration for the city which is relevant to this plan. This is that by 2021 cycling to work will have doubled (from 6% to 12%), and 50% of people will be walking or cycling to work within the city.

In order to meet the needs identified in section 3.4 above and to contribute to the Council's vision for active travel in the city, the priorities of this plan are that:

- Actions will focus on the Heavitree corridor, where the greatest reductions in emissions are required. An integrated plan for this whole area will be developed that will increase active travel and change the way that existing roads are used (including filtered permeability).
- Care will be taken that any traffic displaced from the Heavitree corridor as a result of measures that are specific to that location does not compromise the effectiveness of other city-wide measures to achieve compliance at other locations.
- A comparison of the required reduction in emissions from Table 3.2 with the emissions breakdown in Figures 3.3 and 3.5 shows that action to bring nitrogen dioxide concentrations below the objective could be focussed on just a single class of vehicle at Alphington Street and the Mount Pleasant Road /Pinhoe Road / Blackboy Road / Polsloe Road junction. However this is not an approach that would realistically work on the Heavitree corridor. The Council therefore plans to take measures which will reduce emissions from all classes of vehicles.

4 Development and Implementation of Exeter City Council AQAP

4.1 Consultation and Stakeholder Engagement

In developing/updating this AQAP, we have worked with other local authorities, agencies, businesses and the local community to improve local air quality. Schedule 11 of the Environment Act 1995 requires local authorities to consult the bodies listed in Table 4.1. In addition, we have undertaken a comprehensive stakeholder engagement process which generated nearly 3000 responses. The following points summarise the results of the survey:

- 66 per cent agreed that the impact of private cars needs to be reduced by reducing numbers of journeys;
- The vast majority (88 per cent) agreed air quality should be treated as a public health priority;
- More than half (55 per cent) back a switch to electric cars;
- 58 per cent support measures to reduce the attractiveness of driving into the city centre;
- Measures to increase the attractiveness of travel by means other than private car is strongly supported - by 90 per cent;
- A majority (52 per cent) disagree with increasing the cost of driving into the city centre - a third (33 per cent) agree with measure;
- More than half (55 per cent) would support closure of roads to through traffic if their neighbourhood if there are improvements to public transport;
- A similar number would back the same measure if there were improvements to walking routes (53 per cent) and improvements to cycle routes (53 per cent);
- A big majority (80 per cent) support an increase in park and ride sites. Almost three quarters (73 per cent) believe the move would cut private car journeys from those living outside the city;
- More than half (53 per cent) supported the aim of reducing the impact of travel for business purposes. Only 26 per cent disagreed;

- 61 per cent support restrictions on accessing certain parts of the city for certain types or ages of vehicles. Only 27 per cent disagreed;
- 41 per cent agreed that businesses within a defined area should pay a fee for private vehicle parking, 34 per cent opposed the measure;
- 76 per cent thought developers should be held to account if developments create more traffic than predicted in planning applications;
- 82 per cent agree that making public space more attractive will encourage people to be more active. Nearly three quarters (72 per cent) agree that active and healthy people will use active and healthy travel options.

Further detail of the response to the engagement process is given in Appendix A.

Table 4.1 – Consultation Undertaken

Yes/No	Consultee
Yes	the Secretary of State
Yes	the Environment Agency
Yes	the highways authority
Yes	all neighbouring local authorities
Yes	other public authorities as appropriate, such as Public Health officials
Yes	bodies representing local business interests and other organisations as appropriate

4.2 Steering Group

In drafting the Air Quality Action Plan Environmental Health and Licensing identified and engaged with partners that have a key interest in air quality. These include:

- Public Health (Public Health England and Public Health Devon);
- Devon County Council Highways;
- Neighbouring Districts (Teignbridge, East Devon and Mid Devon);
- Exeter City Council colleagues (Communities Engagement, Sustainable Transport and Economic Development, City Development, Communications, Corporate Policy, Fleet and the Sport England Local Delivery Pilot team);
- Exeter and East Devon Low Carbon Task Force;
- Exeter University (Greenpeace laboratories);
- Exeter City Futures;
- Public Health South West Air Quality Network.

The final plan is an update to the previously published draft plan, taking into account the responses to the consultation and engagement process, and the emerging Exeter Vision for 2040. The measures within the final plan were discussed and finalised by the Senior Management Board, assisted by officers from Environmental Health & Licensing and the Sport England Local Delivery Pilot team.

5 AQAP Measures

Table 5.1 shows the Exeter City Council AQAP measures. It contains:

- a list of the actions that form part of the plan
- the responsible individual and departments/organisations who will deliver this action (abbreviations are GESP – Greater Exeter Strategic Plan, LP – Local Plan review, SELDP – Sport England Local Delivery Pilot, ECF – Exeter City Futures)
- expected benefit in terms of NO₂ emissions
- the timescale for implementation
- how progress will be monitored
- relevant sections from the Corporate Plan and Exeter Vision (comments column)

NB: Please see future Annual Status Reports for regular annual updates on implementation of these measures

The modelling which has been undertaken to predict the reduction in emissions which the measures will achieve is summarised in Appendix C.

Table 5.1 – Air Quality Action Plan Measures

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
Tackling Congestion and Accessibility											
1	Filtered permeability projects to be considered for the city with an initial focus on the Heavitree corridor area and including a feasibility study for corridor improvements	Policy Guidance and Development Control	Other policy	DCC Via Transport Strategy Exeter City Futures (ECF)	In consultation with communities, develop plans for individual areas	2019 start challenge definition and feasibility assessment	12% cycle to work and 50% walk or cycle to work Heavitree corridor improvements designed to achieve compliance with the objective	The target for design of changes to the Heavitree corridor area will be to eliminate exceedences. Details will be finalised as the design emerges, but it is currently expected that a reduction in emissions of between 39 and 78% will be required	ECF Community engagement project commenced for Heavitree, and initial work by Exeter Cycle Campaign	Rolling programme	Transport will not be a barrier to economic or social activities, and sustainable means of travel will be cheaper, quicker and more convenient than private car ownership A comprehensive network of safe routes will ensure that most everyday journeys are made by walking and cycling

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
2	Consider access restrictions which will reduce the dominance of private cars, including in the city centre	Policy Guidance and Development Control	Other policy	DCC Via Transport Strategy & Exeter City Futures	Development of plans as part of Transport Strategy for the city, consultation and obtaining relevant permissions, consents and traffic orders	2021 start implementation	Less than 50% private car commute	4% reduction in emissions at East Wonford Hill (shared across all measures which will in combination achieve the targeted reduction in private car commutes)		Ongoing programme	<p>The impacts of growth will be managed and mitigated and communities will lead development, helping to create a city where everyone has access to the places and services which enable them to meet their needs and lead fulfilling lives.</p> <p>Local supply chains will be stronger, supporting the city's businesses and social enterprises and keeping more money within the local economy</p> <p>A comprehensive network of safe routes will ensure that most everyday journeys are made by walking and cycling</p> <p>Transport will not be a barrier to economic or social activities, and sustainable means of travel will be cheaper, quicker and more convenient than private car ownership</p>

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
3	New transport links and Park & Change facilities to make it easier for those living outside the city to choose active and sustainable travel modes	Transport Planning and Infrastructure	Other	DCC Via GESP & Transport Strategy	2021 start formalisation of plans through Transport Strategy and GESP	2023 start implementation of plans, once relevant permissions, consents and traffic orders obtained, and funding is in place	Publication of Transport Strategy Less than 50% private car commute	4% reduction in emissions at East Wonford Hill (shared across all measures which will in combination achieve the targeted reduction in private car commutes)	GESP work is progressing	Ongoing programme	Transport will not be a barrier to economic or social activities, and sustainable means of travel will be cheaper, quicker and more convenient than private car ownership
4	Changes to parking charges to discourage car travel in peak times, encourage longer stays in the city centre and support other measures in this plan, such as active travel	Traffic Management	Other	ECC Via Local Plan	2019 commission relevant changes to software and/or hardware (if cost effective to achieve)	2020 implement new charging scheme (if approved)	New charging scheme in place	<1% reduction in emissions. This measure is expected to have an indirect effect on emissions, such that it is not possible to reliably quantify the impact of this measure alone	Identified that this would be most effective at 'pay on foot' car parks, rather than pay & display ones. However currently these are short stay only and peak hours are already 10 – 11am and 2-3pm	2021	Transport will not be a barrier to economic or social activities, and sustainable means of travel will be cheaper, quicker and more convenient than private car ownership
5	Maximise efficiency of existing highway network	Transport Planning and Infrastructure	Other	DCC via GESP, Transport Strategy & Exeter City Futures	2020 identify areas for specific improvement and develop detailed models to assess solutions	TBC, depending on outcome of planning phase and funding availability	TBC in subsequent annual air quality status reports	TBC, based on predicted changes to traffic parameters provided by DCC as plans for specific locations emerge and are consulted upon		Ongoing programme	Transport will not be a barrier to economic or social activities, and sustainable means of travel will be cheaper, quicker and more convenient than private car ownership

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
Promoting Active and Health Lifestyles											
6	Access Fund and cycle/walking network, Local Walking and Cycling Infrastructure Plan (LCWIP)	Transport Planning and Infrastructure	Other	DCC Via Transport Strategy	2019 continue to develop and expand plans for cycle network and development of LCWIP	Ongoing, as DCC have current plans for upgrades to cycling and walking infrastructure which will evolve as the LCWIP develops	12% cycle to work and 50% walk or cycle to work	4% reduction in emissions at East Wonford Hill (shared across all measures which will in combination achieve the targeted reduction in private car commutes)	DCC's current programme being implemented as funding is obtained	Ongoing programme	A comprehensive network of safe routes will ensure that most everyday journeys are made by walking and cycling
7	Expand school and community projects, car free events and events promoting active travel, building on the success of the Heavitree pilot	Promoting Travel Alternatives	Other	ECC Via Sport England Local Delivery Pilot & Exeter City Futures	2019, develop initial programme with communities	Ongoing programme, which evolves as previous events and projects are evaluated	12% cycle to work and 50% walk or cycle to work	4% reduction in emissions at East Wonford Hill (shared across all measures which will in combination achieve the targeted reduction in private car commutes)	Heavitree community have conducted local monitoring and awareness campaigns and are seeking funding to support them in projects to encourage behavioural change	Ongoing programme	Exeter will be healthy and happy and local services will support people to live their lives well, in the ways that matter to them.
8	Use social prescribing and community building to help individuals get and stay active	Public Information	Other	ECC Via Sport England Local Delivery Pilot & Wellbeing Exeter	2019, expand on existing Wellbeing Exeter programme	Ongoing programme, which evolves as previous events and projects are evaluated	12% cycle to work and 50% walk or cycle to work	4% reduction in emissions at East Wonford Hill (shared across all measures which will in combination achieve the targeted reduction in private car commutes)		Ongoing programme	Exeter will be healthy and happy and local services will support people to live their lives well, in the ways that matter to them.

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
9	High quality parks, play areas, sport and leisure facilities	Promoting Travel Alternatives	Other	ECC Via Physical Activity Strategy, Sport England Local Delivery Pilot & Local Plan	2019 formal consultation on draft Physical Activity Strategy	2020 start to implement plans, after obtaining necessary permissions and consents, and funding	Exeter the most active city in England	4% reduction in emissions at East Wonford Hill (shared across all measures which will in combination achieve the targeted reduction in private car commutes)		Ongoing programme	Exeter will be healthy and happy and local services will support people to live their lives well, in the ways that matter to them.
10	Communications plan, to support measures that will achieve modal shift	Public Information	Other	ECC Via Sport England Local Delivery Pilot & Exeter City Futures	2019 develop communications plan to promote behavioural change as part of existing programmes	2019 onwards implement and evolve plan	12% cycle to work and 50% walk or cycle to work	<1% reduction in emissions. The purpose of this measure is to enable the Council to explain why it is taking action. The measure itself is unlikely to have significant impact on its own.	Work on baseline evidence report commenced. Lessons from Commute Exeter project will contribute to development of plan	Ongoing (iterative process of developing and implementing communications / messages)	Active, engaged citizens and communities will be empowered to create, share and use data to respond to shared problems and needs.
11	Promote and expand Co-Bikes network, and support the roll out of electric car club vehicles to more locations	Promoting Travel Alternatives	Other	DCC, ECC Via Transport Strategy & Sport England Local Delivery Pilot & Exeter City Futures	2019	Ongoing programme, dependent on funding availability	ULEV Co-Car fleet and expanded network of Co-Bikes	<1% reduction in emissions This measure will have indirect benefits for air quality by facilitating active travel and supporting a change in car ownership patterns. It is not possible to reliably model the impact of this measure alone on emissions	DCC have planned upgrades to the Co-Bikes network	Ongoing programme	A comprehensive network of safe routes will ensure that most everyday journeys are made by walking and cycling

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
Building Great Neighbourhoods											
12	An improved multi-modal public transport network, incorporating cleaner bus technologies	Transport Planning and Infrastructure	Other	DCC Via GESP, Transport Strategy & Exeter City Futures	2020	TBC	Less than 50% private car commute	4% reduction in emissions at East Wonford Hill (shared across all measures which will in combination achieve the targeted reduction in private car commutes) As an example, 33% bus electrification would achieve 5% fall in emissions at East Wonford Hill and 66% electrification would achieve 10% reduction		Ongoing programme	Transport will not be a barrier to economic or social activities, and sustainable means of travel will be cheaper, quicker and more convenient than private car ownership
13	Developers to mitigate the effects of their development on air quality	Policy Guidance and Development Control	Other policy	GESP team, ECC Via GESP & Local Plan	2019/20 start formalisation of new policies, plans, emerging GESP and updates to Local Plan	2019 continue to implement policies in existing planning policy in a robust manner 2022 start implementation of new policies	Incorporation of new policies into GESP and Local Plan review	The purpose of this measure is to limit the impact of new development. It is not intended to reduce emissions on the current baseline (although some reduction may be achieved as a result in practice)	GESP work is progressing. Local Plan work to be supported by the Sport England Local Delivery Pilot	Ongoing	The impacts of growth will be managed and mitigated and communities will lead development, helping to create a city where everyone has access to the places and services which enable them to meet their needs and lead fulfilling lives.

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
14	Policies deliver development where private car use is not the only realistic travel choice	Policy Guidance and Development Control	Other policy	GESP team, ECC Via GESP & Local Plan	2019/20 start formalisation of new policies, plans, emerging GESP and updates to Local Plan	2019 continue to implement policies in existing planning policy in a robust manner 2022 start implementation of new policies	12% cycle to work and 50% walk or cycle to work	The purpose of this measure is to limit the impact of new development. It is not intended to reduce emissions on the current baseline (although some reduction may be achieved as a result in practice)	GESP work is progressing Local Plan work to be supported through the Sport England Local Delivery Pilot	Ongoing	A high-quality and accessible built environment and green spaces, with great arts and cultural facilities, will encourage healthy, active lifestyles A comprehensive network of safe routes will ensure that most everyday journeys are made by walking and cycling
15	More things to see/do in the City Centre, encouraging longer stays and supporting events which promote sustainable travel, active and healthy lifestyles	Policy Guidance and Development Control	Other policy	ECC Via Local Plan	2019 start to update current City Centre Strategy.	TBC once strategy adopted	Adoption of new City Centre Strategy	<1% reduction in emissions. This measure will not have a significant direct impact on emissions, but will support the step change in behaviour which will be required to meet the City Council's aspirations for active and healthy travel		Ongoing programme	Local supply chains will be stronger, supporting the city's businesses and social enterprises and keeping more money within the local economy Exeter will be a liveable city, with a thriving city centre A high-quality and accessible built environment and green spaces, with great arts and cultural facilities, will encourage healthy, active lifestyles

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
16	Better information to raise awareness and improve the level of understanding of air pollution and transport issues within communities	Public Information	Other	ECC	2019 develop plan, to raise understanding of air quality (identified in consultation as a key barrier)	2020 onwards implement and evolve plan	12% cycle to work and 50% walk or cycle to work	Enable the Council to explain why it is taking action. Measure itself is unlikely to have significant impact on its own.	Work commenced on baseline evidence report, on which communication messages can be based	Ongoing (iterative process of developing and implementing communications / messages)	Active, engaged citizens and communities will be empowered to create, share and use data to respond to shared problems and needs.
17	An air pollution monitoring network that supports the measures in this action plan	Public Information	Other	ECC Via Local Plan	2019 Identify gaps in the ability of the current network to achieve the aims of this action plan, and specify new or changed elements that are required	2021 new network on line (once necessary funding in place, and the tender process, installation and commissioning are complete)	The monitoring network provides the data required to inform the development and implementation of the actions in this plan	This measure would not in itself deliver reductions in emissions, but would support the other measures in this plan		Ongoing evolution of network may be required, as needs change	An innovative and analytical culture will support communities, businesses, civil society and public bodies to work together to solve the city's challenges and achieve its ambitions.

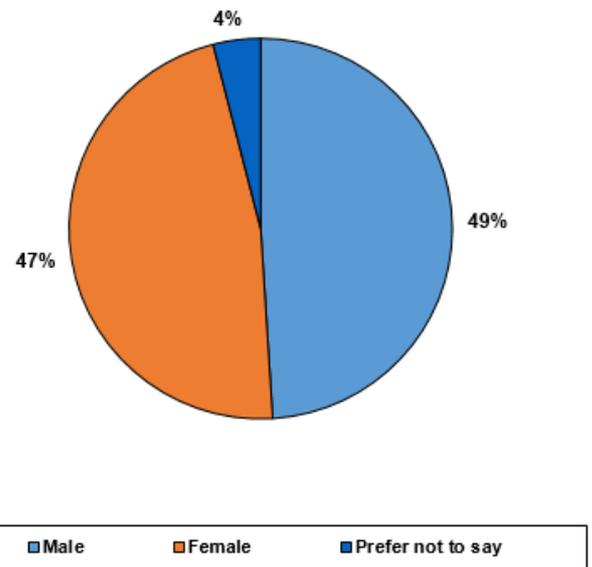
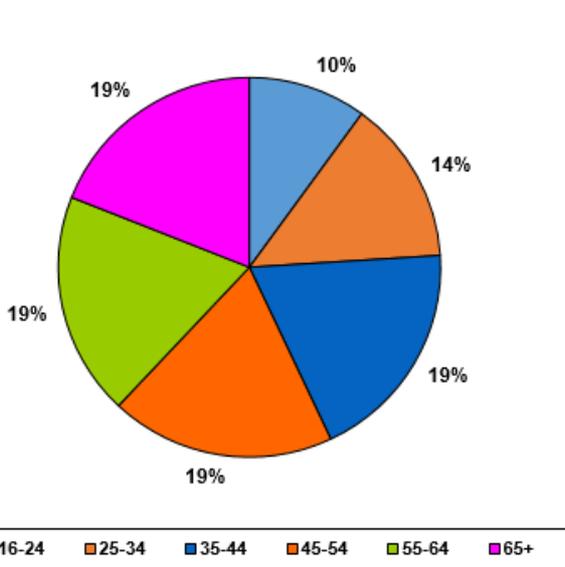
Appendix A: Response to Consultation

Table A.1 – Summary of Responses to Consultation and Stakeholder Engagement on the AQAP

A three month consultation was undertaken between February 11 and May 11 2018, on the draft Air Quality Action Plan. An online survey was hosted on the Council’s website and promoted through the media, social media and public events. A total of 1,722 responses were completed. In addition, 1,100 street surveys (550 with residents and 550 with commuters) were undertaken in and around Exeter by consultants. The Council also conducted its own consultation with statutory bodies and through public events. More than 300 people attended a consultation event at the Guildhall. In total 2,873 online, street and self-completion surveys were completed and five focus groups were also held with businesses and residents.

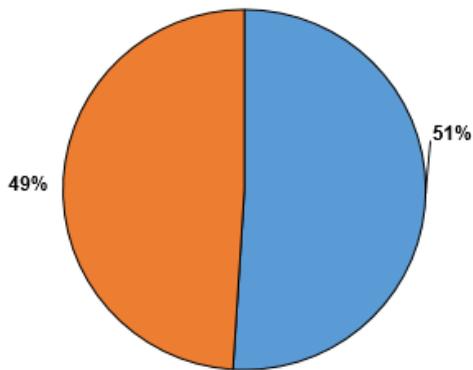
Survey Results

Who responded?



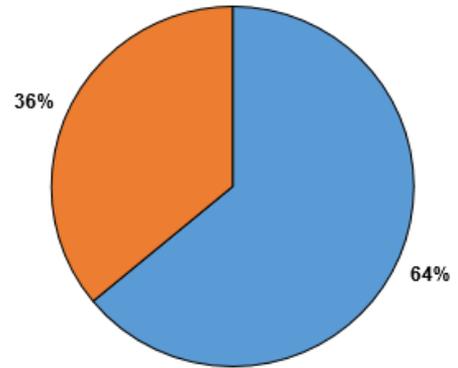
Who responded? – Residents or commuters

Street



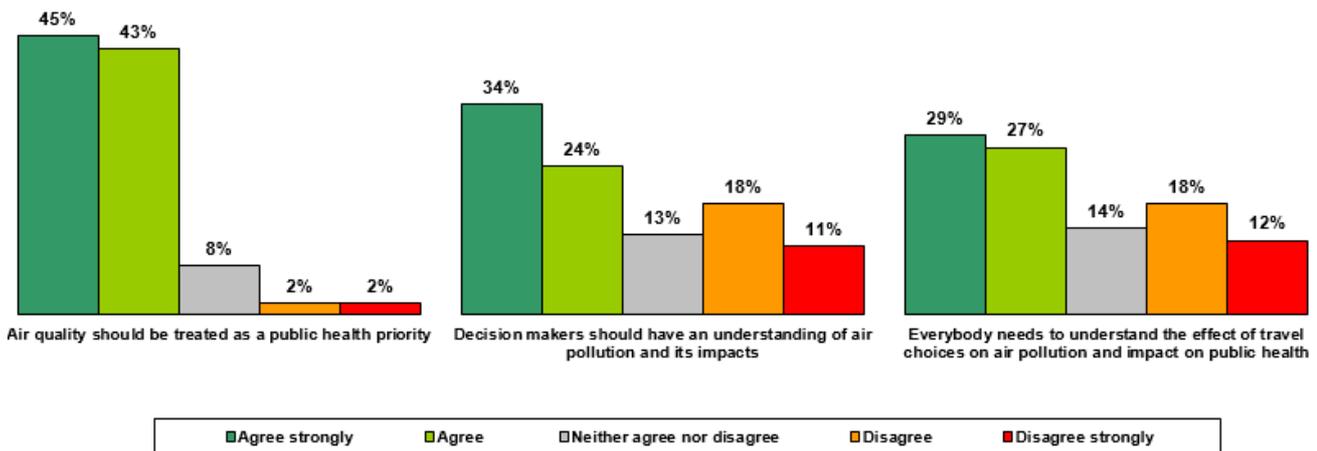
■ Residents ■ Commuters

Online

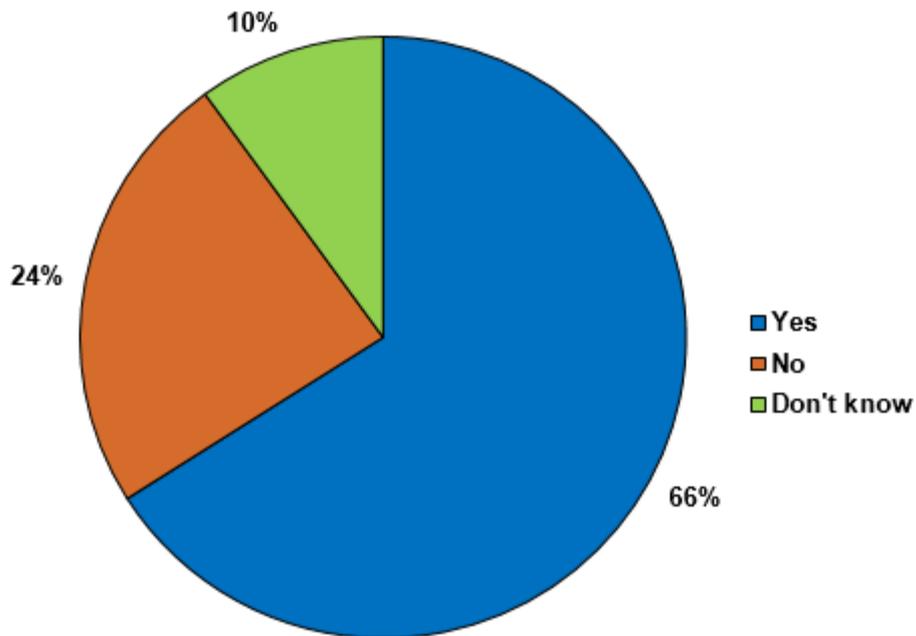


■ Residents ■ Commuters

Views on air quality

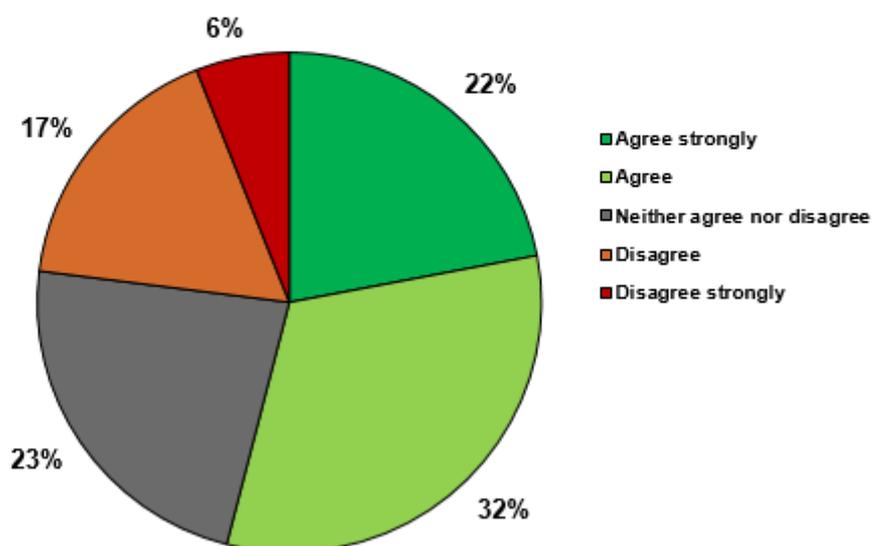


Do you support the aim to reduce the impact of cars by reducing car journeys?

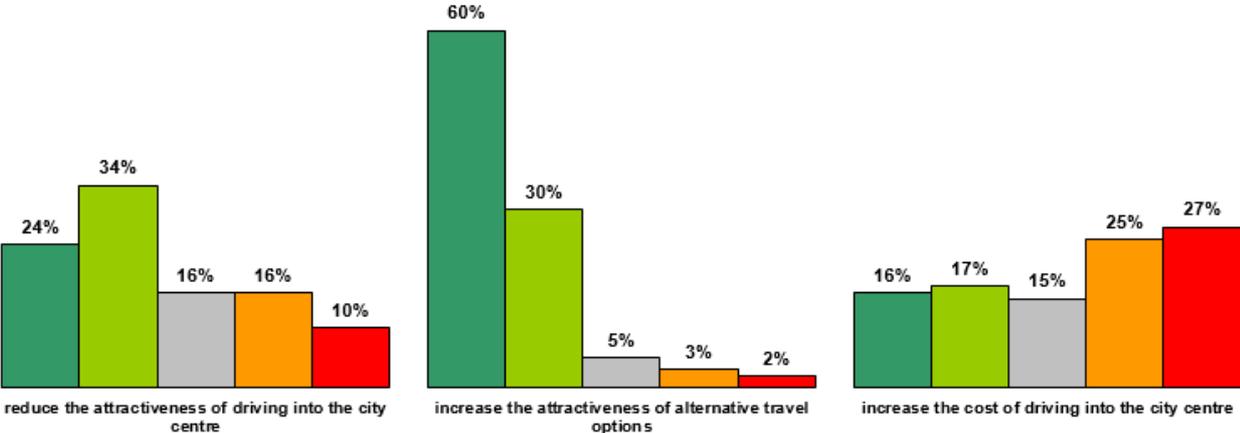


Private car use – focus on electric cars

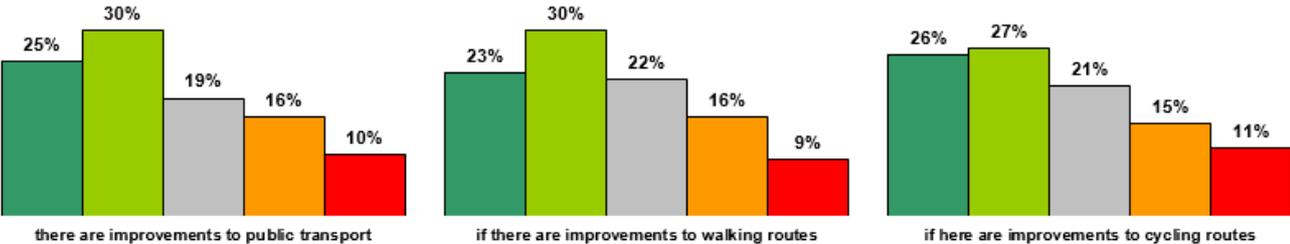
Whilst just over 50% agree to some extent with encouraging a switch to electric cars, 23% of people neither agree nor disagree.



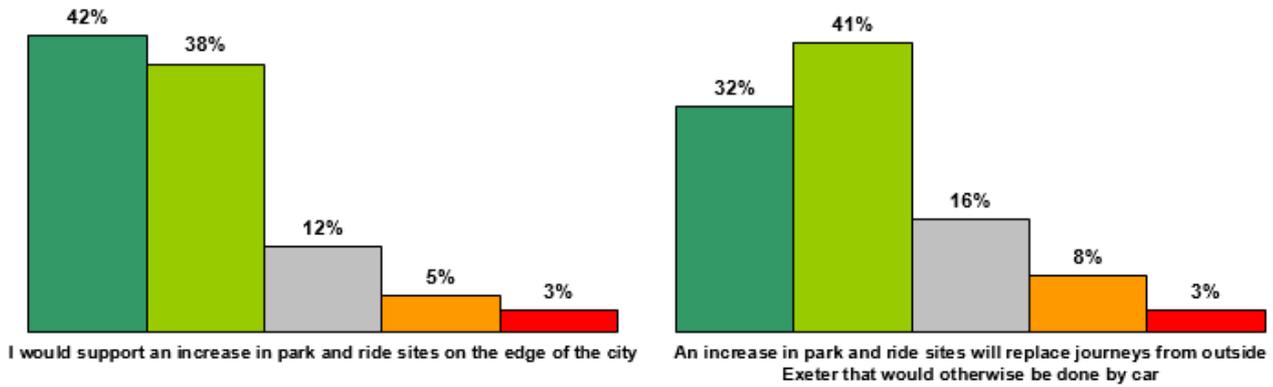
I would support measures which.....



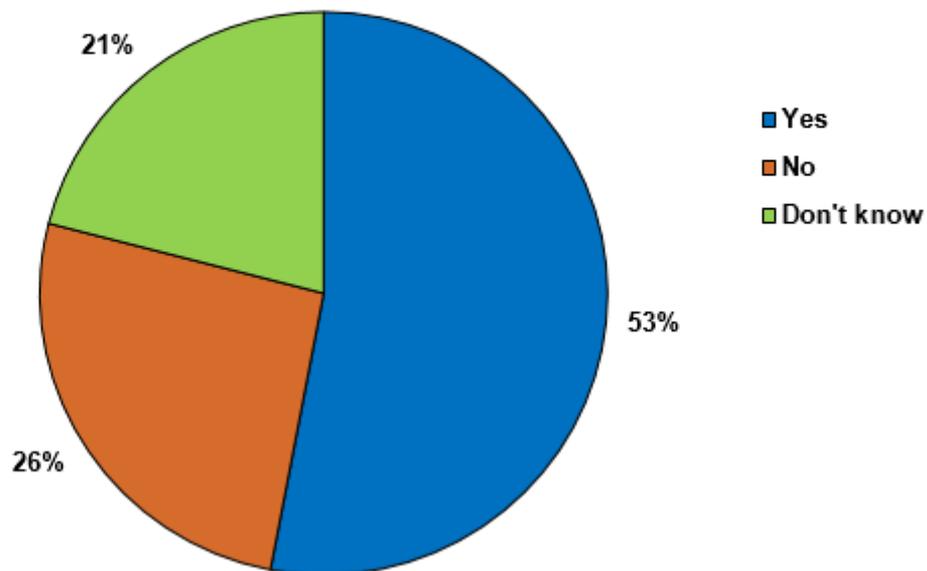
I would support the closure of roads to through traffic in my neighbourhood if.....



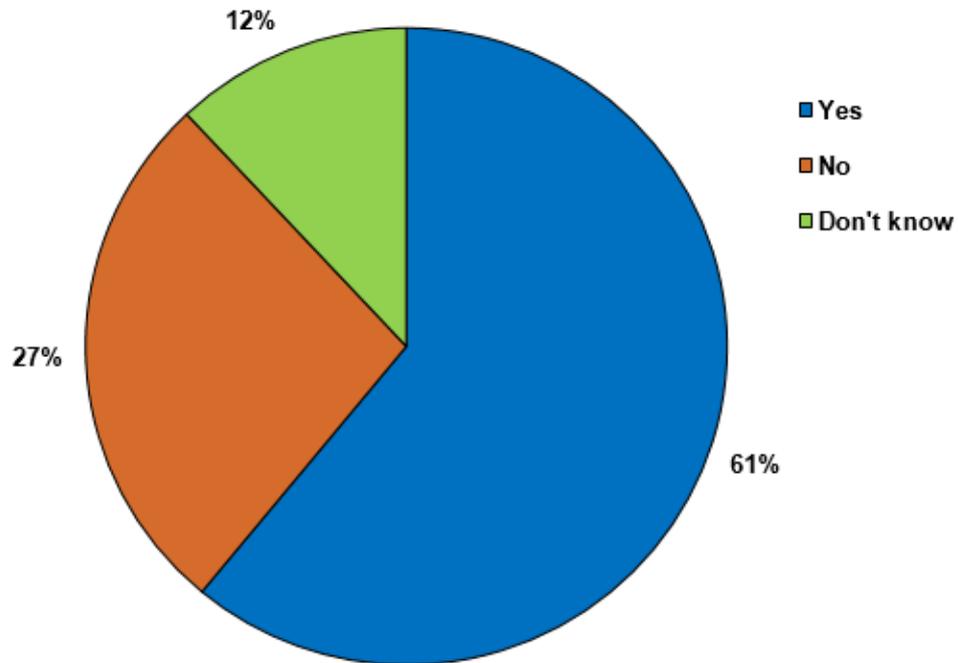
Levels of support for park and ride schemes



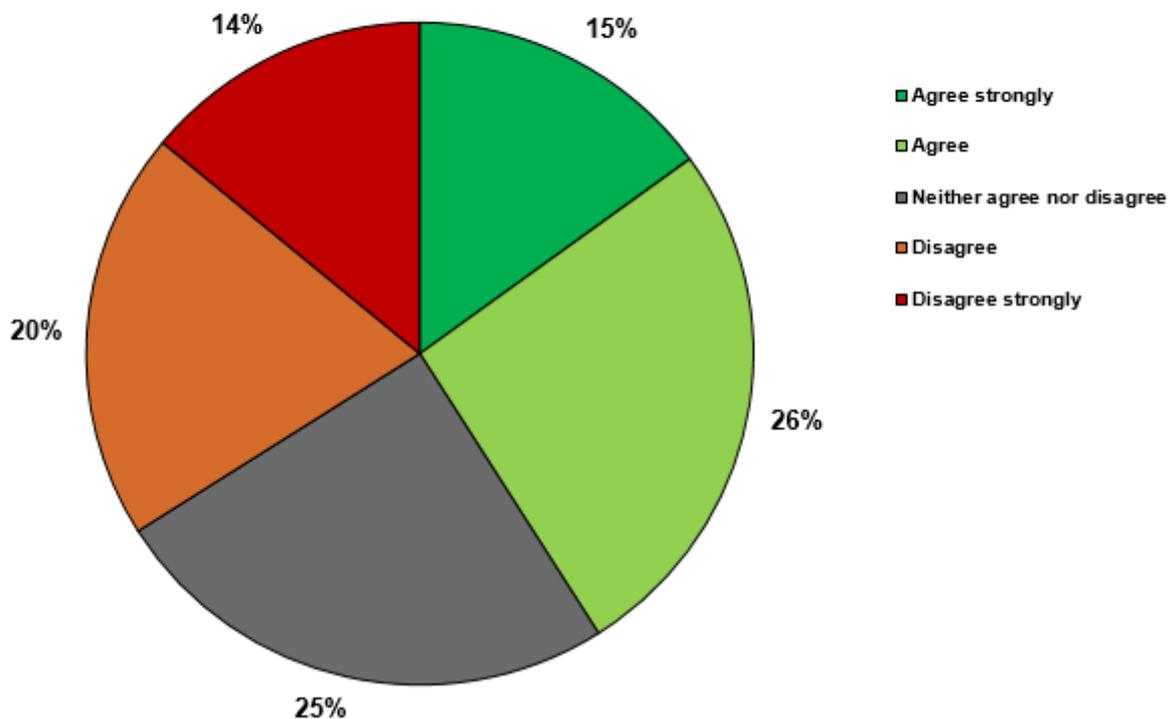
Do you support the aim to reduce the impact of travel for business purposes?



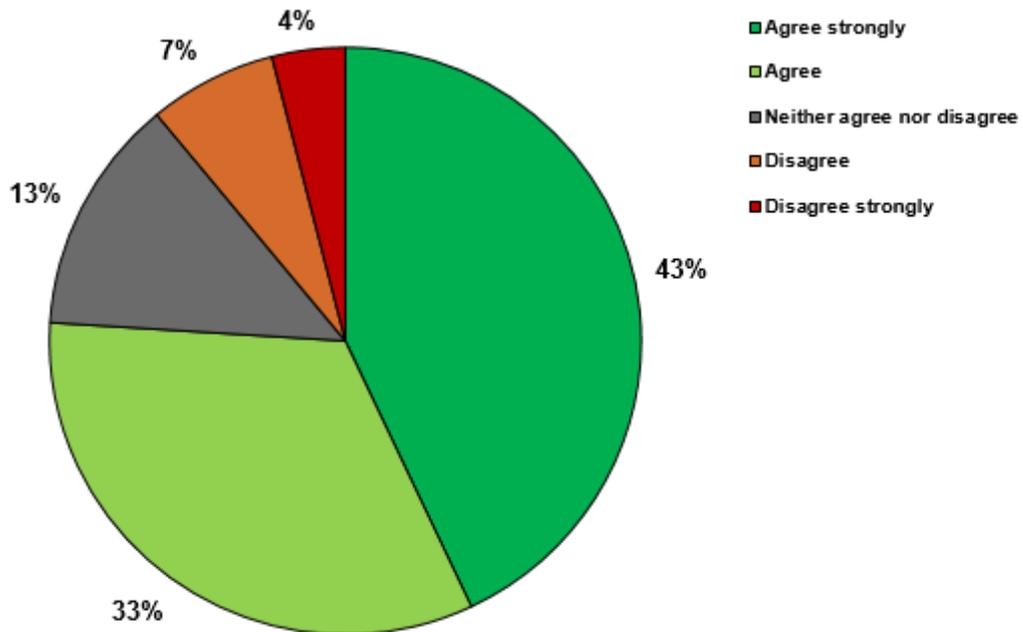
Would you support restrictions on access to certain parts of the city for certain types or ages of vehicles?



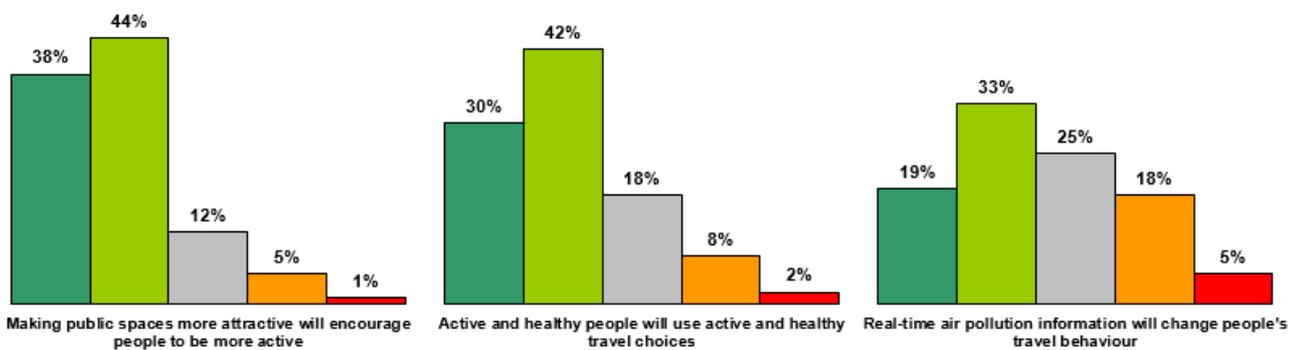
Businesses within a defined area should pay a fee for private car parking



Developers should be held to account if developments create more traffic than they predicted in their planning application



To what extent do you agree or disagree with the following...?



Focus Groups

5 focus groups were held, with the following audiences:

- 2 Residents' groups
 - Heavitree residents
 - St Thomas residents
 - A mix of ages and genders attended both groups
- 3 Business' groups
 - Exeter Business Network members – working in and around Exeter
 - Exeter Chamber of Commerce members – predominantly City Centre based
 - Exeter Marsh Barton forum – based on Marsh Barton
 - The focus for the business groups was predominantly small to medium sized businesses across a mix of sectors.
 - The Princesshay Manager attended one of the groups to represent the retail sector.
 - Exeter BID declined to attend as we understand that they are putting together their own response to the consultation.

Summary of findings:

- People are concerned about air quality and the impact of pollution on health
- More information and education is needed about how “bad” the levels are and what is causing the problems
- People must be given affordable, flexible, easy to use public transport (including park and ride schemes) if there is to be a reduction in private car travel
- Whilst some were in favour of charging to go into the city, the general view was that people should not be penalised/taxed if they don't have alternative ways of getting into town
- Any penalties will merely push the problem further out into the suburbs

- People can be encouraged to walk and cycle but again infrastructure particularly for cyclists needs to be there – paths, showers, storage.....
- Businesses can encourage but perhaps some form of incentives to the businesses should be considered if they are to make changes e.g. using co cars, changing to electric vehicles
- Tackle the worst polluters first – diesel buses and taxis
- Join up the planning – developers need to provide the infrastructure earlier and be required to make their developments more sustainable
- Promote schemes more e.g. car share, Co cars

Written Responses

Consultee	Category	Response
Devon County Council	Local Government	<p>Points out long term downward trend in concentrations of NO2, despite growth of housing and jobs in travel to work area. Daily traffic use has reduced on the main corridors, while use of sustainable travel has increased</p> <p>Traffic is busy in peak periods and Devon is working to support economic development through GESP, while tackling pollution on 'problematic corridors'. This should be done through new infrastructure, innovation and behavioural change initiatives</p> <p>New developments should be sustainable and well planned</p> <p>Exeter has comparatively low car use, and high levels of walking and cycling and bus use. But a number of daily short distance commuter trips need to be converted to sustainable modes</p> <p>Exeter has second highest geographical travel to work area in the country, and the second highest proportion of its workforce travelling from outside – 36,000 commuters, compared to 38,000 commutes within the city. 80 per cent of commuters from outside the city drive</p> <p>It needs to be clear who is the lead authority in which area. For example, a workplace levy, for example, it would need to be Devon</p> <p>Devon has previously considered a form of congestion charge for Exeter, but ruled this out, largely on cost grounds</p>
Public Health Devon	Local Government	<p>Public Health Devon supports the proposed measures to improve air quality in Exeter, particularly those which also encourage active travel and reduce health inequalities. The Action Plan is comprehensive, and supported.</p>
Exeter Cycle Campaign	Local Special Interest Group	<p>Produced a 27 page report. It welcomes measures to reduce private car use</p> <p>But it says a comprehensive, city-network of protected, connected and convenient paths is needed. The response includes a 17-point package of proposed measures to boost cycling</p>

		<p>Summary: AQAP has high aspirations, but measures are mixed, goals are weak and priorities are missing. Wholescale shift from private car to cycling is most effective way of tackling air quality ‘Encouraging’ cycling won’t work – it needs to be enabled through the building of safe infrastructure</p>
Exeter Green Party	Political Party	<p>In summary, the council must: Take a strategic approach to improving air quality Adopt the High Court ruling standard for Exeter AQAP Provide accurate information about air pollution in Exeter Take immediate action to improve air quality Have political leadership in relation to the realities of joint working with DCC Continue to educate on the need for radical change Stop saying that ‘encouraging’ and ‘supporting’ action will make any difference</p>
Exeter Civic Society	Local Special Interest Group	<p>The ambitions of cutting pollution hotspots and evolving as a car free city should be separated – the timescales are different The link between traffic levels and poor air quality needs to be clearer The majority of congestion problems are caused by those commuting into the city Not enough resource is being put in to tackling the problems New developments on the outskirts of the city will make congestion worse The AQAP should be incorporated into the Greater Exeter Strategic Plan (GESP) Commuters need to have benefits for not using the car Major increase in public transport infrastructure needed – although it is unlikely to be viable</p>
Members of Public (direct correspondence)	Public	<p>Two letters from residents in Mid Devon concerned about effects of any congestion charge – they claim it would be very unfair to drivers</p>

<p>rather than online survey)</p>		<p>Exeter resident living in St David’s Hill says it is noisy with traffic day and night – would support measures to close it to traffic</p> <p>Two letters complaining of bonfires being a major pollutant and nuisance, calling on the council to closely regulate this as elsewhere (Croydon quoted)</p> <p>Exeter resident is calling for the council to provide electric charging points in residential areas – those in terraced houses need to be able to charge</p> <p>Residents calls for better provision for cyclists, dedicates lane five feet away from cars</p>
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Appendix B: Reasons for Not Pursuing Action Plan Measures

Table B.1 – Action Plan Measures Not Pursued and the Reasons for that Decision

Ref in DRAFT plan	Measure	Detail	Taken forward? Y/N	Ref in FINAL plan	Stakeholder views, and reason action is not being pursued
The private car is seldom used for journeys within the city					
1	Anti-Idling Campaign	Program of anti-idling education, and consideration of enforcement in the future	N	n/a	Respondents supported this type of measure, but were doubtful that it would have much impact, or could be enforced widely Given the uncertainty over effectiveness this has not been included in the action plan, although some element of anti-idling education may be included within the education and communications actions and could be taken forward by communities.
2	Promote Car Clubs and Co-Bikes	Support significant expansion of car clubs and electric bike hire network, potentially as part of changes to planning policies and seamless multi-modal travel	Y	11	n/a
3	Design and implement a new and enhanced public transport network and seamless multi-modal travel	Support significant upgrade to public transport provision, including single ticketing platform where possible, new routes and an enhanced passenger experience Consider ULEV PSVs where appropriate	Y	12	n/a
4	Design and implement a filtered permeability plan and corridor improvements	Develop a plan which is most likely to deliver defined outcomes of emissions reduction, in conjunction with improved public transport. Initial work to focus on the Heavitree corridor and surrounding areas.	Y	1	n/a
Business travel and servicing is by ULEV and shared					
5	Workplace Parking Levy	Incentivise employers to adopt best practice and discourage use of private car, whilst generating income to support delivery of other aspects of the AQAP. ECC to lead by example by providing EV pool cars	N	n/a	Many respondents did not understand this mechanism or replied to suggest that businesses should not face additional financial burdens. There was a feeling that alternative modes of transport should be provided first, and this should not just be a money-raising scheme for general council budgets. This has not therefore been included as a specific measure at this stage, but may be reconsidered at a later date. ECC to continue to operate and expand electric pool cars fleet.
6	Business support and accreditation schemes using levy income	Provide advice and support to companies to change their travel habits and reduce emissions, showing the link to increased profitability and productivity. Expansion of Eco Stars, subject to funding ECC to lead by example, replacing diesel vehicles with ULEV where this can be cost effective. Investigate possibility of setting emission standards for private hire vehicles.	N	n/a	Dependent on income from Workplace Parking Levy (above)

7	Support businesses with sustainability advice, possibly through the LEP	Further phase of support, with accreditation or award schemes to highlight good performance, in conjunction with partners and covering a wider geographic area. DCC, University and hospital to convert diesel vehicles to ULEV as part of work by the Low Carbon Task Force ULEV group, and work towards a Devon-wide EV charging network.	N	n/a	Respondents supported this type of measure, but were doubtful that it would have much impact. For this reason it has not been included as a measure in this plan. Exeter City Futures are engaging with businesses on air pollution however, and the Sport England Local Delivery Pilot has a strand on healthy workplaces which would include healthy business travel.
8	Access restrictions/ charging	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)	Y	2	Some were supportive, whilst others replied that car drivers should not be the subject of such 'stick' measures. For private individuals, there were worries over cost and accessibility to services. For businesses there were concerns over profitability. These types of measures will be included for consideration in the development of a Transport Strategy for the city.
Development creates sustainable car-free communities					
9	Require developers to demonstrate a financial contribution to mitigation which matches the harm caused	Require developers to predict the health costs of vehicle emissions and match this cost with spending on mitigation Update local planning validation checklist to reflect the information we expect to see in an application	Y	13	This was supported in principle, but many respondents felt that it would not be achievable in practice. The wording has changed since the draft AQAP, but these types of measures will be considered within the GESP themed actions in this plan.
10	Policies deliver development where car travel is not needed	Develop planning guidance as part of Core Strategy or in annex to AQAP which sets out how we want development to be as car-free as possible. Work to ensure that the GESP is as robust as possible about allocating development in sustainable locations and mitigating air quality impacts. Review options for making green travel plans more effective, especially in the longer term (Green Travel Plans and Planning Conditions Spotlight Review Group)	Y	14	This was supported in principle, but many respondents felt that it would not be achievable in practice. The wording has changed since the draft AQAP, but these types of measures will be considered within the GESP themed actions in this plan.
11	Connections to new transport network mean it is easier, more attractive and more cost effective for those living outside the city to access the city by public and active travel	Implement new network of transport routes and infrastructure, connected to new development areas. Consider recommendations of Green Travel Plans and Planning Conditions Spotlight Review Group	Y	3	This was supported in principle, but many respondents felt that it would not be achievable in practice. The wording has changed since the draft AQAP, but these types of measures will be considered within the GESP themed actions in this plan.
12	Planning policy means it is hard for those living in new development outside the city to access the city entirely by private car	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. Consider recommendations of Green Travel Plans and Planning Conditions Spotlight Review Group	Y	2, 3	This was supported in principle, but many respondents felt that it would not be achievable in practice. The wording has changed since the draft AQAP, but these types of measures will be considered within the GESP themed actions in this plan.
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.	Ensure that parking policy discourages travel at peak times, and encourages visitors to stay into the evening. Consider recommendations of Green Travel Plans and Planning Conditions Spotlight Review Group.	Y	4	n/a
14	More things to see and do are developed in the City Centre to encourage longer stays	Increase the attractiveness of the city centre, and the length of time people spend in the city centre, for example changes in the South Street area, Corn Exchange and the bus station redevelopment	Y	15	n/a

15	New and enhanced transport network means it is easier, more attractive and more cost effective for those living in the city to travel public and actively	Support significant upgrade to public transport provision, including single ticketing platform where possible, new routes and an enhanced passenger experience Consider ULEV PSVs where appropriate	Y	3 and 12	n/a
16	Access restrictions/ charging	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 PSV and HGV in the city centre	Y	2	Some were supportive, whilst others replied that car drivers should not be the subject of such 'stick' measures. For private individuals, there were worries over cost and accessibility to services. For businesses there were concerns over profitability. These types of measures will be included for consideration in the development of a Transport Strategy for the city.
Exposure Reduction Vision					
17	Public health data provides estimate of impact of transport emissions alongside data on benefits of active lifestyles.	Request that Public Health Devon undertake an evidence review to provide estimate of impact of traffic emissions on the population of Exeter (including noise) Brief ECC members and senior managers as part of Communications and Engagement Plan	N	n/a	This information is already available in the Joint Strategic Needs Assessment.
18	Promote community monitoring projects, car free events and active travel.	Through Wellbeing Exeter and Sport England Local Delivery Partner Pilot promote community monitoring projects, car free events and active travel. 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	Y	7	
19	Target social prescribing and community building for those most likely to benefit for getting and staying active	Through Wellbeing Exeter and Sport England Local Delivery Partner Pilot develop and implement programs which increase active lifestyles, and active travel.	Y	8	
20	High quality destination parks, play areas, sport and leisure facilities across the City. 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, and maximise wider natural capital benefits. Support local groups which are based around shared public space.	Y	9	
21	Communication & Engagement Plan	Develop a formal communications plan for air quality.	Y	10 and 16	
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22	Access Fund and cycle/walking network	Promotional activities to increase walking and cycling (working with large employers, schools to improve skills and activity). Planned improvements in the strategic walking and cycling networks.	Y	6	Respondents commented that this was not a new measure, which is correct, DCC already do this work and would continue to do it in the absence of the AQAP. It has however been included as a specific measure, so that all relevant actions are recorded in the plan. The development of the LCWIP has also been included in the final measure.
23	InnovaSUMP	Develop a standalone transport plan for Exeter of low carbon transport options to improve sustainable mobility alongside the major growth plans. Will connect to the GESP and provide an update to the LTP3 for the Greater Exeter area.	N	n/a	Respondents were not clear on what this involved. The project will continue, lead from within DCC and its outputs will feed into the development of the GESP Transportation Strategy. As such there seemed little need to include it as a separate measure.

24	Maximise efficiency of existing highway network	Network review to optimise junctions and signals Utilise real-time technology and new forms of network control to smooth flow and provide information to travellers	Y	5	
Monitoring					
25	Monitoring	Monitoring in parks and on cycle routes to demonstrate the exposure reduction benefits of avoiding congested routes. Installation of replacement continuous monitoring equipment, at RAMM and Alphington Street, including PM2.5 analysers.	Y	17	
Additional measures put forward by respondents to consultation					
	Bike hub in city centre	Showers and bike parking facilities for those who work in the city centre but whose employers cannot or do not provide suitable facilities	Y	9	This was supported by respondents. It will be considered as part of the SELDP and LCWIP actions within the plan, but has not been included as a specific measure at this stage.
	Bypass	Bypass route around west and north of city	N	n/a	This was identified by respondents to the public consultation as a measure which should be considered. It has not been included in the AQAP because it would encourage more road travel, and have a negative impact on actions to encourage modal shift
	Car free days	Run regular, city-wide, planned and well-publicised car free days	Y	7	This was supported by respondents. It will be considered as part of the SELDP actions within the plan, but has not been included as a specific measure at this stage.
	Car-free development	Develop planning guidance as part of Core Strategy or in annex to AQAP which sets out criteria for car-free development	Y	14	This was supported in principle, but many respondents felt that it would not be achievable in practice. The wording has changed since the draft AQAP, but these types of measures will be considered within the GESP themed actions in this plan.
	Clean Air Zone	A Low Emission Zone following a proscribed DEFRA pattern, with nationally-set emission standards and limited flexibility over pricing and the classes of vehicles included	N	n/a	It may displace non-compliant traffic onto other roads, and may not effectively target the worst polluters (e.g. if real world emissions do not match the expected Euro standards). It is also likely to affect the poorest motorists most significantly and the infrastructure required can be expensive. The CAZ standards for hackney carriages are actually less stringent than those already set by ECC Licensing requirements. It is seen as not sufficiently flexible to meet Exeter's needs.
	Congestion charge	A charge levied on all vehicles entering a certain area, regardless of vehicle type, emissions or age	N	n/a	Some were supportive, whilst others replied that car drivers should not be the subject of such 'stick' measures. For private individuals, there were worries over cost and accessibility to services. For businesses there were concerns over profitability. These types of measures may be included for consideration in the wider action to identify enhancements for the Heavitree corridor.
	Dock-less Bike Hire	Develop a policy on dock-less bike hire			Respondents commented that the Councils need a policy on dock-less bike hire before a company brings them to

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					the city. ECC agrees that this would be useful, but is not currently a priority for officer time.
	E bikes	Significant expansion in electric bike use			Some respondents were concerned about cost of electric bikes. Respondents supported use of E bikes, which are seen as more attractive to many current non-cyclists or for those with children, or cargo to carry. Measures to support uptake of E-Bikes may be included in the SELDP work, but these programs have not yet been finalised. For this reason E-bikes have not been included as a measure at this stage of the AQAP.
	ECC fleet	Replacing diesel vehicles with ULEV where cost effective	N		Respondents supported this type of measure, but were doubtful that it would have much impact city-wide. Some review of ECC vehicles will be included in the Council's Agile and Flexible working project, and the current program to replace diesel vehicles with electric ones where practical will continue. No specific measure has been included in the action plan.
	ECC grey fleet	New electric and hybrid pool cars to reduce use of private cars for journeys on Council business.	N		Respondents supported this type of measure, but were doubtful that it would have much impact city-wide.
	Eco Stars	Expand the Devon Eco Stars scheme to reduce emissions from business vehicle fleets	N	n/a	Respondents supported this type of measure, but were doubtful that it would have much impact. It is also funded by the public sector and only supports a small number of businesses. For these reasons it has not been included in the AQAP.
	Exposure monitoring	Conduct exposure monitoring projects to raise awareness and understanding	N	n/a	This was supported by respondents. It will be considered as part of the SELDP, education, communications and monitoring actions within the plan, but has not been included as a specific measure at this stage. The equipment required is expensive and care would have to be taken not to simply shift responsibility for pollution to the receptor (and not the polluter).
	Freight Quality Partnership	Work together to resolve specific problems with freight industry	N	n/a	Respondents supported this type of measure, but were doubtful that it would have much impact. For this reason it has not been included in the AQAP.
	GESP	Ensure that the GESP is as robust as possible about allocating development in sustainable locations and mitigating air quality impacts	Y	2, 3, 12, 13 and 14	This was supported in principle, but many respondents felt that it would not be achievable in practice. These types of measures will be considered within the GESP themed actions in this plan.
	Green travel Plans	Make green travel plans more effective, especially in the longer term	Y	13 and 14	This will be included in wider actions relating to GESP policy on emissions and transport.

	Hackney carriages	Tighter emission standards for hackney carriages, and restriction on idling at ranks.	N	n/a	This measure was suggested by respondents to the public consultation. The impact is expected to be low because hackney licences in Exeter already require ULEV and idling is not permitted. It may reduce local emissions when idling enforcement is taking place, but is not likely to have a prolonged or widespread effect.
	Home working and flexible working	Reduce the need to travel, and smooth the peaks in travel	N	n/a	Respondents supported measures that reduced the need to travel, particularly during the peak periods No specific measure has been included in the AQAP, but aspects of this will be included in the SELDP measures and ECC is currently developing an Agile and Flexible working Project for its own workforce.
	Incentives for EV car drivers	For example all EV car drivers could pay less in car parks	N	n/a	This was suggested in the consultation. This type of action was discounted in the city's Electric Vehicle Strategy because it would be difficult to maintain and support once EVs become mainstream.
	Information on costs of car use	Better information on total costs of car travel, including parking and health costs	Y	10 and 16	Respondents wanted the public to be better informed about air pollution and the costs of private car use. This will be considered as part of the education and communications actions within the plan.
	Large public sector fleets	DCC, University and hospital to convert diesel vehicles to ULEV where cost effective	N	n/a	Respondents supported this type of measure, but were doubtful that it would have much impact. For this reason it has not been included in a specific action, however the Council would hope to influence other large employers, particularly once its own agile and flexible working project is complete.
	Local travel and advice website	E.g. http://myjourneysouthampton.com	N	n/a	This was suggested during the consultation. It could be considered as part of the SELDP, education, communications and monitoring actions within the plan, but has not been included as a specific measure at this stage.
	Low Emission Zone	An area that vehicles which do not meet specified emission standards must pay a charge to enter	N	n/a	Some were supportive, whilst others replied that car drivers should not be the subject of such 'stick' measures. For private individuals, there were worries over cost and accessibility to services. For businesses there were concerns over profitability. It may not effectively target the worst polluters (e.g. if real world emissions do not match the expected Euro standards). It is also likely to affect the poorest motorists most significantly and the infrastructure required can be expensive.

	Pollution event alerts	Issue alerts about high pollution events	Y	10 and 16	This was supported by respondents. It will be considered as part of the education, communications and monitoring actions within the plan, but has not been included as a specific measure at this stage.
	Private Hire	Tighter emission standards for private hire vehicles and restrictions on idling.	N	n/a	This measure was suggested by respondents to the public consultation. Age standards are already set for private hire vehicles, and legal advice suggests that it is not possible to set emission standards. Idling is already prohibited in private hire licenses. It may reduce local emissions when idling enforcement is taking place, but is not likely to have a prolonged or widespread effect.
	Real Time Traffic Information	Utilise real-time technology and new forms of network control to smooth flow and provide information to travellers	Y	10, 16 and 17	Respondents supported this type of measure and were keen to have more information about pollution levels and impacts. This will be included for consideration in the actions for education, communications and expanding the monitoring network.
	Research	Actively support research by Exeter University (and others) into sustainable travel and behavioural change	N	n/a	This will continue, as research projects come forward, but was not considered suitable for inclusion as a separate measure in the AQAP.
	Roads	New roads within the city	N	n/a	This was identified by respondents to the public consultation as a measure which should be considered. It has not been included in the AQAP because it would encourage more road travel, and have a negative impact on actions to encourage modal shift
	Servicing	Reduce emissions from vehicles delivering to businesses in the city, and collecting from them	N	n/a	Respondents supported this type of measure, but were doubtful whether it could be achieved in practice. Some were wary of measures that would place additional costs on businesses, particularly small businesses. These types of measures may be included for consideration in the wider action to identify enhancements for the Heavitree corridor. Exeter City Futures are also engaging with businesses on sustainable transport of goods and waste.
	Schools	Work with Sustrans to deliver education programs in local schools	Y	7	This work will continue at the request of Sustrans but was not considered to merit a separate action in this plan. SELDP is also developing an Active School Communities programmes which will promote active travel.
	Street design	Best practice street design, including for walking, cycling and buses	Y	1, 2, 6, 13 and 14	This was suggested by respondents. These types of measures will be considered within the GESP and Local Plan themed actions in this plan.

	Traffic Lights	Reduce the number of traffic lights to smooth traffic flow	Y	5	This was identified by respondents to the public consultation as a measure which should be considered. Depending on what other measures were implemented, this could encourage modal shift to active travel modes, or it could discourage active travel. This would need careful review and is included within the action to maximise the efficiency of the highway network.
	Trams	Implement a new, high quality tram network	N		Respondents proposed this measure. ECC will press DCC to formally evaluate it, but it is too early to include this as a measure in the AQAP. If a review concludes that this may be a viable options for the city then it will be included in later versions of the AQAP.
	Transportation Group	High level regular meetings between ECC and DCC to discuss strategic transport policy and network performance	N	n/a	Respondents said that the two authorities should be working closely and effectively together. The Exeter and Devon Transport Steering Group is well established and continues to meet to discuss over-arching transport strategy. As such it has not been included as a particular measure in the AQAP.
	Tunnels	New road tunnels to carry traffic	N	n/a	This was identified by respondents to the public consultation as a measure which should be considered. It has not been included in the AQAP because it would encourage more road travel, and have a negative impact on actions to encourage modal shift
	Work with sufferers	Help those who are particularly vulnerable to air pollution to avoid high exposure	N	n/a	This will be considered as part of the SELDP actions within the plan, but has not been included as a specific measure at this stage.

Appendix C: Emissions Modelling

The required reduction in road emissions at each location where the NO₂ objective is exceeded was calculated using the method described in LAQM.TG(16). The DEFRA NO_x to NO₂ calculator was used, and background levels from the LAQM tools website.

Traffic flow and vehicle mix data was provided by Devon County Council for all the locations where the objective level for NO₂ is exceeded. Road link lengths were standardised to 1km for the Alphington Street and Blackboy Road / Polsloe Road / Pinhoe Road and Mount Pleasant Road junction models. Along the Heavitree corridor link lengths between each traffic count location have been measured from maps. Because these models have only been used to quantify the change in emissions that would occur as a result of changes to traffic parameters, the modelled link length is not in fact important. Total emissions are affected by the link length, but this modelling is not concerned with total emissions, only the percentage change. Average speeds for the 12 hour period from 7am to 7pm were provided by DCC and were adjusted to 24 averages assuming vehicles travel at the speed limit for the road between 7pm and 7am. The input data to the baseline models is shown in Figures C1 to C3 below.

The emissions model used was DEFRA's Emissions Factor Toolkit v.8.0.1. The default emission standards for each model year have been used except where described below for specific scenarios.

The alternative scenarios modelled were:

- Future years (with no change in traffic parameters). In these models only the emission year was changed in the Emission Factors Toolkit.
- A conservative assumption of the reduction in emissions caused by improved vehicle technology during the lifetime of the AQAP. For this model the year was changed to 2024 in the Emission Factors toolkit and then half of the predicted improvement compared to the 2017 baseline has been quoted in the Action Plan.

- The impact of an increase in active internal commutes to 50%. The input data for this model for the Heavitree corridor are shown in Figure C.4. These data are based on DCC's measurements that currently 19% of all car journeys are internal commutes, and 31% of internal commutes are made by walking or cycling. This rate has been increase to 50% at the expense of car commutes, which means private car commutes fall from 45% to 26%.
- The impact of 33% or 66% bus electrification (FCEV – Fuel Cell Electric Vehicle). For this model, the default bus / coach split from the Emission Factors Toolkit has been used, and only the relevant percentage of bus emission standards have been changed. The coach emission standards and the remaining proportion of the bus fleet have been kept at the standard emissions within the Emission Factors Toolkit.

All emissions changes as a result of these scenarios have been calculated as a percentage reduction in total emissions compared to the 2017 baseline models.

The currently anticipated reduction that will be required from measure 1 has been shown as a range between 39 and 78%. 78% is the required reduction based on 2017 measured pollution levels and assuming no improvement in vehicle emissions standards or impact from other measures. 39% is the remaining reduction which would be required from measure 1 allowing for a conservative 50% of DEFRA's predicted improvements in emissions standards over the lifetime of the action plan, and including the predicted impact of achieving a 50% active internal commute rate, and 66% bus fleet electrification.

Figure C1 Input data to the baseline 2017 emission model for Alphington Street

	all models			baseline model							
	Road Type	No of Hours	Link Length (km)	Traffic Flow	% Car	% Taxi (black cab)	% LGV	% HGV	% Bus and Coach	% Motorcycle	Speed(kph)
A377 N N	Urban (not London)	24	1	14572	94.86	0	0.72	2.32	1.13	0.97	40.485
A377 N S	Urban (not London)	24	1	13572	95.28	0	0.75	1.98	1.09	0.9	40.485
Haven Rd E	Urban (not London)	24	1	4307	93.8	0	1.07	2.33	2.14	0.66	40.485
Haven Rd W	Urban (not London)	24	1	4224	92.98	0	1.23	2.46	2.46	0.87	40.485
A377 S S	Urban (not London)	24	1	13870	95.38	0	0.6	2.55	0.58	0.89	16.23
A377 S N	Urban (not London)	24	1	13939	95.23	0	0.52	2.68	0.62	0.95	16.16
Ser Rd W	Urban (not London)	24	1	1014	99.06	0	0.12	0.47	0.12	0.23	40.485
Ser Rd E	Urban (not London)	24	1	2026	98.83	0	0.41	0.47	0	0.29	40.485

Although all arms of the junction have been modelled, only the 'A377 S' emissions have been used for the emissions calculations because the monitoring point is on this section of Alphington Street.

Figure C2 Input data to the baseline 2017 emission model for Blackboy Road / Polsloe Road / Pinhoe Road / Mount Pleasant Road junction

	all models			baseline model							
	Road Type	No of Hours	Link Length (km)	Traffic Flow	% Car	% LGV	% rigid HGV	% Artic HGV	% Bus and Coach	% Motorcycle	Speed(kph)
Pinhoe Road westbound	Urban (not London)	24	1	7466	83.5	10.2	2.1	0.2	2.9	1.0	29.1
Pinhoe Road eastbound	Urban (not London)	24	1	41	82.4	11.2	1.8	0.3	3.1	1.1	29.7
Polsloe Road southbound	Urban (not London)	24	1	4141	89.5	8.4	0.8	0.0	0.1	1.2	40.5
Polsloe Road northbound	Urban (not London)	24	1	3401	90.8	7.5	0.8	0.1	0.1	0.8	40.5
Blackboy Road westbound	Urban (not London)	24	1	5578	82.0	10.3	2.0	0.2	4.3	1.3	40.5
Blackboy Road eastbound	Urban (not London)	24	1	5617	80.5	11.6	1.7	0.3	4.4	1.5	40.5
Mountpleasant Road southbound	Urban (not London)	24	1	4118	87.4	9.4	1.3	0.1	0.7	1.0	40.5
Mount Pleasant Road northbound	Urban (not London)	24	1	3842	87.5	9.0	1.7	0.2	0.8	0.8	40.5

Total emissions from all arms of the junction have been combined, because the monitoring point is right at the junction and all traffic movements in the model will pass the monitoring point.

Figure C3 Input data to the baseline 2017 emission model for Heavitree Corridor

	all models			baseline model						
	Road Type	No of Hours	Link Length (km)	Traffic Flow	% Car	% LGV	% HGV	% Bus and Coach	% Motorcycle	Speed(kph)
Honiton Rd EB	Urban (not London)	24	1	13954	84.97	10.75	1.75	1.68	0.85	28.3
Honiton Rd WB	Urban (not London)	24	1	13690	84.87	10.86	1.61	1.72	0.94	25.5
East Wonford Hill EB	Urban (not London)	24	1	10549	84.28	10.60	1.57	2.82	0.73	28.3
East Wonford Hill WB	Urban (not London)	24	1	11000	84.05	10.67	1.61	2.80	0.87	25.5
Fore St at Butts Road junction EB	Urban (not London)	24	1	10347	84.59	10.23	1.60	2.84	0.74	28.3
Fore St at Butts Road junction WB	Urban (not London)	24	1	11439	83.96	10.92	1.53	2.70	0.89	25.5
Fore St east of Church Road EB	Urban (not London)	24	1	10202	84.51	10.08	1.71	2.87	0.83	28.3
Fore St east of Church Road WB	Urban (not London)	24	1	11490	84.35	10.50	1.51	2.67	0.97	25.5
Fore Street west of Church Road EB	Urban (not London)	24	1	10232	83.89	10.00	1.65	3.60	0.86	28.3
Fore st west of Church Road WB	Urban (not London)	24	1	11212	83.97	10.19	1.47	3.39	0.98	25.5
Fore St east of Homefield Road EB	Urban (not London)	24	1	10246	83.82	10.08	1.64	3.59	0.87	28.3
Fore St East of Homefield Road WB	Urban (not London)	24	1	11195	83.97	10.18	1.48	3.39	0.98	25.5
Fore St West of Homefield Road EB	Urban (not London)	24	1	9997	83.78	9.99	1.66	3.68	0.89	28.3
Fore St West of Homefield Road WB	Urban (not London)	24	1	10877	83.91	10.09	1.52	3.49	0.99	25.5

for street east of Gordon's Lamp EB	Urban (not London)	24	1	10000	83.62	10.18	1.66	3.64	0.90	28.3
Fore St east of Gordon's Lamp WB	Urban (not London)	24	1	10915	83.81	10.20	1.51	3.50	0.98	25.5
Magdalen Rd by almshouses EB	Urban (not London)	24	1	3639	86.01	10.84	1.04	0.97	1.14	28.3
Magdalen Rd by almshouses WB	Urban (not London)	24	1	3957	86.74	10.09	0.83	1.14	1.20	25.5
Heavitree road by Rowancroft EB	Urban (not London)	24	1	6362	82.24	9.81	2.02	5.16	0.77	28.3
Heavitree road by Rowancroft WB	Urban (not London)	24	1	6958	82.13	10.27	1.90	4.84	0.86	25.5
Heavitree Road west of Barrack Road EB	Urban (not London)	24	1	7864	82.66	8.37	1.71	6.49	0.78	28.3
Heavitree Road west of Barrack Road WB	Urban (not London)	24	1	9413	82.69	9.25	1.66	5.50	0.90	25.5

Figure C4 Input data to the emission model for Heavitree Corridor to predict the impact of a 50% active internal commute rate

	50 % active internal commutes										
	19% of total cars	total internal commutes	commute car flow if car commute rate falls to 26%	change in car flows	adjusted total car flow	adjusted total flow with fewer car commuters	adjusted percentage car	adjusted percentage LGV	adjusted percentage HGV	adjusted percentage Bus & Coach	adjusted percentage Motorcycle
Honiton Rd EB	2252.8	5006.2	1301.6	951.2	10905.6	13002.9	83.9%	11.5%	1.9%	1.8%	0.9%
Honiton Rd WB	2207.6	4905.8	1275.5	932.1	10686.9	12758.3	83.8%	11.7%	1.7%	1.8%	1.0%
East Wonford Hill EB	1689.2	3753.7	976.0	713.2	8177.2	9835.4	83.1%	11.4%	1.7%	3.0%	0.8%
East Wonford Hill WB	1756.7	3903.8	1015.0	741.7	8504.1	10258.7	82.9%	11.4%	1.7%	3.0%	0.9%
Fore St at Butts Road junction EB	1663.0	3695.6	960.8	702.2	8050.5	9645.0	83.5%	11.0%	1.7%	3.0%	0.8%
Fore St at Butts Road junction WB	1824.8	4055.0	1054.3	770.5	8833.5	10668.3	82.8%	11.7%	1.6%	2.9%	1.0%
Fore St east of Church Road EB	1638.1	3640.2	946.5	691.6	7929.9	9510.2	83.4%	10.8%	1.8%	3.1%	0.9%
Fore St east of Church Road WB	1841.5	4092.1	1063.9	777.5	8914.3	10712.5	83.2%	11.3%	1.6%	2.9%	1.0%
Fore Street west of Church Road EB	1630.9	3624.3	942.3	688.6	7895.3	9543.7	82.7%	10.7%	1.8%	3.9%	0.9%
Fore st west of Church Road WB	1788.7	3975.0	1033.5	755.2	8659.2	10456.4	82.8%	10.9%	1.6%	3.6%	1.1%
Fore St east of Homefield Road EB	1631.7	3626.1	942.8	689.0	7899.1	9556.8	82.7%	10.8%	1.8%	3.8%	0.9%
Fore St East of Homefield Road WB	1786.0	3968.9	1031.9	754.1	8646.0	10440.5	82.8%	10.9%	1.6%	3.6%	1.1%
Fore St West of Homefield Road EB	1591.3	3536.2	919.4	671.9	7703.4	9324.8	82.6%	10.7%	1.8%	3.9%	1.0%

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Fore St West of Homefield Road WB	1734.1	3853.6	1001.9	732.2	8394.8	10144.9	82.7%	10.8%	1.6%	3.7%	1.1%
for street east of Gordon's Lamp EB	1588.8	3530.8	918.0	670.8	7691.5	9329.5	82.4%	10.9%	1.8%	3.9%	1.0%
Fore St east of Gordon's Lamp WB	1738.1	3862.4	1004.2	733.9	8413.9	10181.1	82.6%	10.9%	1.6%	3.8%	1.1%
Magdalen Rd by almshouses EB	594.6	1321.4	343.6	251.1	2878.6	3387.6	85.0%	11.6%	1.1%	1.0%	1.2%
Magdalen Rd by almshouses WB	652.2	1449.3	376.8	275.4	3157.3	3682.0	85.7%	10.8%	0.9%	1.2%	1.3%
Heavitree road by Rowancroft EB	994.0	2209.0	574.3	419.7	4812.1	5941.9	81.0%	10.5%	2.2%	5.5%	0.8%
Heavitree road by Rowancroft WB	1085.7	2412.7	627.3	458.4	5255.8	6499.1	80.9%	11.0%	2.0%	5.2%	0.9%
Heavitree Road west of Barrack Road EB	1234.9	2744.3	713.5	521.4	5978.2	7342.1	81.4%	9.0%	1.8%	7.0%	0.8%
Heavitree Road west of Barrack Road WB	1478.9	3286.4	854.5	624.4	7159.2	8788.6	81.5%	9.9%	1.8%	5.9%	1.0%

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
AQS	Air Quality Strategy
ASR	Air quality Annual Status Report
BID	Business Improvement District
COMEAP	Committee on the Medical Effects of Air Pollution
DCC	Devon County Council
Defra / DEFRA	Department for Environment, Food and Rural Affairs
ECC	Exeter City Council
EU	European Union
FCEV	Fuel Cell Electric Vehicle
GESP	Greater Exeter Strategic Plan
LAQM	Local Air Quality Management
LCWIP	Local Walking and Cycling Infrastructure Plan
LP	Local Plan
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxides
PHE	Public Health England
PM ₁₀	Airborne particulate matter with an aerodynamic diameter of 10µm (micrometres or microns) or less

PM _{2.5}	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
SELDP	Sport England Local Delivery Plan
TS	Transport Strategy
ULEV	Ultra Low Emission Vehicle

References

- Committee on the Medical Effects of Air Pollution (COMEAP) (2018). Nitrogen Dioxide: Effects on Mortality
- DEFRA (2018). Emission Factors Toolkit v. 8.0.1
<https://laqm.defra.gov.uk/review-and-assessment/tools/emissions-factors-toolkit.html>
- DEFRA (2018). Tools for Local Air Quality Management, including NOx to NO2 calculator and background maps <https://laqm.defra.gov.uk/review-and-assessment/tools/tools.html>
- DEFRA (2016). Local Air Quality Management Technical Guidance
- DEFRA (2016). Local Air Quality Management Policy Guidance
- Exeter City Council (2018). Annual Status Report.
- Exeter City Council (2018). Draft Air Quality Action Plan and consultation www.exeter.gov.uk/aqap
- Public Health England (PHE) (2018). Estimation of Costs to the NHS and Social Care due to the Health Impacts of Air Pollution.
- Public Health England (PHE) (2014). Estimating Local Mortality Burdens associated with Particulate Air Pollution.

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REPORT TO: Place Scrutiny Committee
Date of Meeting: 8 November 2018

REPORT TO: Executive
Date of Meeting: 13 November 2018

Report of: Skills Officer
Title: Skills Strategy for Exeter

Is this a Key Decision?

No

Is this an Executive or Council Function?

Executive

1. What is the report about?

1.1 This report covers the development of a skills strategy for Exeter, including; progress made to date, an overview of required actions and timescales.

2. Recommendations:

2.1 To note the progress made to date in relation to the development of a skills strategy for Exeter.

2.2 To approve the plan for the next stages of development, leading to the publication of a strategy and associated action plans.

2.3 To approve the formation of a Skills Advisory Group for Exeter that will support strategy development and provide ongoing support, direction and challenge to the delivery of identified priorities.

2.4 That members support the priorities identified in section 10.

3. Reasons for the recommendation:

3.1 To ensure members are kept up to date with progress and future plans, in relation to this area of work.

3.2 To ensure that members understand and are supportive of the planned process and initial priorities to develop and deliver a skills strategy for Exeter.

4. What are the resource implications including non financial resources.

4.1 The work to develop the strategy will be overseen by the Skills Officer, and it is anticipated that this activity will require the majority of the incumbent officers' time during the next 3-6 months'. This will include the work to set up the Skills Advisory Group for Exeter. There will also be a requirement for oversight from the Growth & Enterprise Manager.

4.2 In addition, through the work undertaken to date, to ensure that the strategy can take account of the broad spectrum of existing work undertaken by the City Council which has

an association to the skills agenda, it is anticipated that officers in other departments will be requested to contribute knowledge and some time.

- 4.3 Financial resources are modest. There will be an allocation in the region of £10,000 made to undertake the strategy development, data analysis (supporting our own work to date) and managing the consultation process. This funding is allocated from existing budgets.
- 4.4 Once the strategy is completed, signed off and published, appropriate resources will need to be allocated to deliver projects identified. This will either be through the identification of budgets on a case by case basis, applying for appropriate external funding to support delivery or working with partners and stakeholders with access to appropriate funding streams.
- 4.5 If the requirement to bid for external funding is identified as being necessary to deliver on a particular priority area, then officer time will be required – from a range of services, including finance and legal – to undertake this work. (At this stage it is not possible to give an estimation of how much time this might be.)

5. Section 151 Officer comments:

- 5.1 There are no additional financial implications for the Council to consider contained within this report.

6. What are the legal aspects?

- 6.1 None identified

7. Monitoring Officer's comments:

- 7.1 This report raises no issues for the Monitoring Officer.

8. Background

- 8.1 The council has made a commitment to supporting the development of skills across the city both for our residents, and to support the skills requirements of the city's businesses. This is primarily through the appointment of a Skills Officer to lead on the development of a skills strategy for the city, and to ensure the delivery of identified priorities.
- 8.2 The recently released Greater Exeter Industrial Strategy identifies opportunities to develop skills and approaches to learning to drive productivity levels through skilled employees having higher value and better paid jobs. The development of the skills strategy for Exeter will support this ambition and the work identified within the Greater Exeter Industrial Strategy.
- 8.3 Previously, the City Council had supported a broader approach to the employment and skills agenda, through the Exeter & Heart of Devon Employment and Skills Board – which covered the Greater Exeter geography. In conjunction with other funding authorities, the decision was made to cease direct support for this organisation at the end of 2017.
- 8.4 During the past 6 months, information and intelligence gathering has been taking place, along with in-house data analysis in order to establish the current position of the

city in relation to its key employment and skills indicators. There has also been a small-scale business survey taking place, to 'take the temperature' of the city's businesses in relation to their employment and skills priorities.

- 8.5 The role of supporting employment and skills for Exeter has an impact on many different service areas within the City Council, whilst the role is based with the Growth & Enterprise team, there are many opportunities to support our customers, residents and businesses through other service areas. Therefore, engaging with other departments and identifying opportunities for joint working internally, as well as externally, has been very much at the forefront of the work done to date.
- 8.6 One of the priorities of the City Council and the Growth & Enterprise team, is to support and facilitate inclusive growth. The skills agenda is a key area of work for this priority and focuses our attention on supporting and addressing issues affecting residents and businesses of the city. This agenda works across departments and other external organisations and supports the Heart of the South West Local Enterprise Partnership Productivity Plan in raising productivity.

9 Current Position

- 9.1 In a lot of respects, the city is performing well in relation to key employment and skills indicators. The following table gives a snapshot of the current position of the city. It is proposed that these indicators will form the basis of a quarterly briefing for members.

Indicator	Exeter	National
Employment Rate (April 17 – March 18)	80.2%	78.4%
Total Claimants (April 17 – March 18)	17,000 / 19.8%	21.6%
JSA Claimant Count % (August 2018)	775 / 0.9%	2.2%
ESA Claimant Count (November 2016)	4,530 / 5.2%	6.1%
Workplace Earnings – Gross Weekly (FT) (2017)	£544.90	£552.30
Residential Earnings – Gross Weekly (FT) (2017)	£507.30	£552.70
Level 2 or above % (2017)	84.9%	74.7%
Level 3 or above % (2017)	68.1%	57.2%
Level 4 or above % (2017)	51.4%	38.6%
GCSE attainment 8 score* (2017)	48.3	46.3
Grade 5 or above in English and Maths (2017)	44.6%	42.70%
Apprenticeship starts (2016)	1060	N/A
Apprenticeship completions (2014/15)	490	N/A
Graduates retained locally	7.4%	N/A
Job Density (2016) (ratio of jobs to 16-64 population)	1.21	0.84

*Schools get a score based on how well pupils have performed in up to 8 qualifications, which include English, maths, 3 [English Baccalaureate](#) qualifications including sciences, computer science, history, geography and languages, and 3 other additional [approved qualifications](#).

- 9.2 The initial feedback from the short business survey includes;
- Commitment of candidates; flexibility, motivation, quality.
 - Low unemployment = challenging recruitment in some sectors such as hospitality and care.
 - Customer service skills are missing from a number of candidates.
 - A majority of employers stated that they could find people with the right skills for the available jobs, but that they were also delivering comprehensive training programmes.
 - The high employment rate was cited as a particular challenge for many, with the market currently very candidate driven.
 - A majority of responders are not offering work experience or engaging with schools.
 - There is a mixed response to Apprenticeships.

10 Emerging Exeter Skills Strategy Priorities

10.1 There are some initial conclusions that can be drawn from the work undertaken to date and from the analysis of city wide data. However, in order to develop the most robust skills strategy it would be wise to test these on business. Emerging priorities for further development and research are:

- Apprenticeships – engagement of SME businesses in the apprenticeship market, particularly in sectors that are growing and of importance to the Exeter economy. Also includes advice and guidance to young people and parents / carers.
- Careers Education, Information, Advice and Guidance – enhancing the current offer to support localised information. Working with the Careers and Enterprise Company and the new Careers Hub to support delivery.
- Sector-Based Support – defining our key sectors, for growth and inclusivity, and adopting approaches to work with and support those sectors and their workforces, e.g. Building Greater Exeter and construction sector.
- Workforce Development and Progression – supporting the ongoing development of the workforce (by sector, or sector blind), to ensure progression can be achieved and that vacancies at the appropriate level can be filled (also links to Apprenticeships theme and a position of ‘grow your own’). Applying the use of ‘escalator’ models, as per the Data Analytics approach, identifying entry routes, qualifications and job roles.
- Inclusive Growth – supporting entry to the labour market, re-entry, re-training, new and up-skilling, progression from entry level jobs. This could include dedicated work with identified groups (e.g. single parents, mental health sufferers), or areas of the city (measured against key indices, e.g. skill levels).
- Partnerships – ensuring that we have well developed relationships and partnerships with our key organisations that are developing and delivering in the employment and skills space. Supporting common interests and aspirations for the benefit of businesses and residents.

- 10.2 It would be reasonable to expect our priorities to be grouped in 3 ways;
1. Those that the council can and will deliver on directly.
 2. Those that we need to work with others to access funding and resources.

3. Those that are for others to deliver on with our support.

10.3 The employment and skills landscape can be notoriously complex, with a number of government departments engaged in policy, a range of funding streams, and a large number of interested partners, stakeholder and delivery organisations involved on a local basis. Ensuring that all elements of the existing system and landscape are engaged and considered in the production of the strategy is important to the credibility and robustness of what is produced.

11 Exeter Skills Strategy Development

11.1 The Skills Officer is currently procuring an external contractor to support the development of the skills strategy for Exeter, for them to undertake the following work:

- Further business focussed research to survey in greater depth a representative sample of the city's businesses and gain feedback in relation to their employment and skills challenges and opportunities.
- Production of an overarching strategy that finalises key priorities for the city in relation to employment and skills. This will include identification of those that should be priorities for the City Council, partners / stakeholders, and aspirational priorities that will require significant resources to deliver.
- Consultation with businesses, partners and stakeholders – both internal and external, to ensure that the proposed priorities are appropriate and support complementary work and activities being undertaken by other organisations.

11.2 Where possible, the opportunity to work with others, such as Devon County Council, to achieve economies of scale and jointly commission pieces of work is being explored.

12 Exeter Skills Advisory Group

12.1 In order to support the delivery of the skills strategy and the projects that are developed, it is proposed that a Skills Advisory Group for Exeter is formed. The group should have appropriate business representation, along with identified partners and stakeholders from organisations that are involved in the delivery of projects and programmes from across the city that are relevant to the skills agenda. These may include: DWP, National Careers Service, Careers and Enterprise Company, the Work and Health Programme Provider, and a variety of organisations in the CVS sector.

12.2 It is proposed that the group be chaired by a private sector representative to ensure that Exeter's business voice is at the heart of the skills agenda in the city. There should also be a good spread of sector representation. Time will be invested in ensuring that all members of the group are well briefed to a level of common understanding in relation to the employment and skills agenda, the issues affecting Exeter and the opportunities. This will enable an appropriate level of challenge and support to take place.

12.3 There will be elected member representation from the City Council on the Exeter Skills Advisory Group, with the most appropriate portfolio holder to be identified – most likely to be the Portfolio Holder for Economy & Culture. There may also be other elected members engaged in line with different work streams and priorities, for example, projects focussing specifically young people.

- 12.4 Whilst the work of the group should focus on the delivery and outcomes of the skills strategy, and specifically on Exeter, there will naturally be reference to the Greater Exeter area, and where appropriate we will seek to work in partnership.
- 12.5 There is currently an ongoing conversation with the Heart of the South West LEP to agree how the relationship between this group and the emerging Skills Advisory Panel (SAP) for the LEP will work together.
- 12.6 Full terms of reference for the group will be developed in conjunction with the legal team.

13 Timescales

- 13.1 The strategy will be developed and published by the end of March 2019, with a further report being presented to Place Scrutiny Prior to this date. To support this work, there will be consultation with relevant partners, stakeholders, businesses and residents. Consultation will also be held with internal stakeholders.
- 13.2 There is an opportunity for the city to state its commitment to supporting employment and skills and to engage with a range of interested organisations and individuals, and to ensure that our strategic priorities will provide support and intervention where it is most needed.
- 13.3 There will be an annual cycle of business developed alongside the skills strategy to ensure that the Skills Advisory Group are monitoring the progress of activity to support the priorities. This will also include a process to update the key indicators, provide briefings to members and SMB and gain business feedback.

14. How does the decision contribute to the Council's Corporate Plan?

- 14.1 The development of a skills strategy for Exeter and a work programme to address the identified priorities, has the most tangible links to the following priorities;
- **Building Great Neighbourhoods** – through the development of skills and access to employment and career progression opportunities, we can strengthen and build our communities and neighbourhoods through our people.
 - **Promoting Active and Healthy Lifestyles** – there are strong links between being active and healthy (both physically and mentally) and employment. In particular there are links to the Sport England Local Delivery Pilot across 2 strands of work; Activity Ambassadors and Active Workplaces, and the skills strategy is expected to identify areas of joint work under these themes.
- 14.2 The skills strategy will contribute to the emerging new Exeter Vision 2040, as investment in and delivery of activity to support employment and skills will ensure that citizens are able to take advantage of the opportunities and share in the prosperity of the city.
- 14.3 This will be achieved through ensuring that access to opportunities for education, to develop and increase skills and employment will be available for all. In particular the work undertaken will support the statement that “Employers will be able to recruit, nurture and retain a skilled local workforce as well as attracting the best global talent.”

15. What risks are there and how can they be reduced?

Potential Risk	Likelihood	Mitigation
Identified priorities need significant budget (more than available) to deliver	Medium	The City Council needs to be aware of this, and be prepared to support bids and applications to external funding streams in order to meet the needs of the strategy. Engagement and support to partners may also secure funding and delivery of priorities.
Lack of partner support / engagement	Low	A range of organisations / partners / stakeholders have already been engaged in the process, and thus far have been very supportive.
Priorities cannot be agreed	Low	There is already significant commitment to supporting the employment and skills agenda. Through initial discussion and research, there will be suitable priorities to gain appropriate support.

16. What is the impact of the decision on equality and diversity; health and wellbeing; safeguarding children, young people and vulnerable adults, community safety and the environment?

16.1 All of the above will be considered during the development of the strategy, to date impacts have been recognised as;

- Equality and Diversity - By the very nature of this piece of work, ensuring equality of opportunity for all and the diversity of the workforce will be considered.
- Health and Wellbeing - The links between a healthy and active population, engagement in the workforce and productivity will be explored as part of the development of the strategy.
- Safeguarding Children - There is no direct impact on safeguarding children as part of the development of the strategy.
- Young People and Vulnerable Adults - It is anticipated that young people will very much be a feature of the strategy, in particular, their role in the economic prosperity of the city in the future, and how they are being prepared for the future opportunities that will be available to them in Exeter. There is also likely to be an impact on vulnerable adults, through some of the inclusion themes that are showing early signs of having a role in the strategy.
- Community Safety - There is no direct impact on community safety through the development of the strategy.
- Environment - There is no direct impact on environment as part of the development of the strategy. There may however be linked areas of work, such as the role that flexible and agile working could have on reducing congestion within Exeter.

17. Are there any other options?

- 17.1 The City Council could choose to do nothing and not produce a skills strategy for Exeter. The development of skills, education, employment prospects could be left to market forces and providers and organisations actively engaged in this space.
- 17.2 However, the City Council has a commitment to supporting inclusive growth and social mobility, and ensuring that there is a strategy that will deliver appropriate interventions, and set direction for organisations across the city in relation to vision and ambition, is crucial to that.
- 17.3 An approach could be adopted to work across the Greater Exeter area, however, the City Council have decided that the strategy should very firmly focus on the residents and businesses within the city. By the very nature of the functional economic and travel to work area, those employed within city businesses, but resident outside will benefit from the work undertaken.

Rosie Bates
Skills Officer

Local Government (Access to Information) Act 1972 (as amended)

Background papers used in compiling this report:-

None

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