

EXETER CITY COUNCIL**SCRUTINY COMMITTEE – ECONOMY
21 JANUARY 2010****EXECUTIVE
9 FEBRUARY 2010****REDUCING CARBON EMISSIONS IN EXETER: THE ROLE OF PLANNING AND
TRANSPORTATION STRATEGY: SUMMARY PAPER****1.0 PURPOSE OF REPORT**

- 1.1 The reports which are attached outline the challenges facing the City in reducing carbon emissions over the next two decades and beyond. This paper summarises a set of actions for the short and medium term which are proposed for adoption.

2.0 INFORMATION

- 2.1 The government has set a range of very demanding targets for the reduction of carbon emissions across the country for the next decade and beyond. It has also appointed a Committee chaired by Lord Turner which has been tasked with producing detailed action plans for achieving these emission reductions and with monitoring performance over a series of five year periods in delivering on the targets for reducing emissions.
- 2.2 The proposals included in the attached papers contain measures which are a reflection of national policies and targets – some will seem straightforward but will require significant finance to implement, whilst others may be seen as being radical and, indeed, controversial. Because of the length of the attached papers, the key elements and actions are briefly summarised below.

Paper One : Overview

- 2.3 This paper sets out the national targets, targets by specific sector and proposed options. Because of the scale of the challenge at a global and national level to reduce carbon emissions by 26% by 2020 and 80% by 2050, there is a need for major changes in land use planning, transportation strategy, new construction and retro-fitting of existing buildings. That world oil production may also have passed its peak is a further reason for a significant change of direction.

Paper Two : Land Use Planning

- 2.4 To achieve significant reductions in emissions there will need to be major changes to land use planning and development management. New development needs to be planned with a much greater emphasis on mixed use development and on higher densities with a high quality public transport network at its core and site wide energy systems, such as Combined Heat and Power if carbon emissions are to be significantly reduced. The southern German city of Freiburg demonstrates how much can be achieved with an integrated and demanding land use/transport strategy.
- 2.5 The key recommendations are:
- (i) endorsing major changes in land use planning priorities with the co-

location of uses and adoption of higher densities. This will mean a significant change in planning philosophy through revisions to the Local Development Framework and accepting major changes in the appearance of buildings.

- (ii) the formulation and adoption of a sustainable energy supply strategy for the City's growth areas. This will potentially involve significant financial input from the City Council as well as other parties.
- (iii) lobbying government through the LGA to ensure that there are tight national standards for new construction and a much improved funding regime to retrofit existing property to reduce carbon emissions.
- (iv) improving staff and Member skills in dealing with this new area of work.

Paper Three : Transportation Strategy

2.6 Because the transport sector is a major source of CO₂ emissions (20% of the total) and its contribution is rising, there is a need for a radical change in transportation strategy. The responsibility sits primarily with the County Council with funding from the County, government and developers. The County Council has begun a review of its Transport Strategy as a precursor to the preparation of Local Transport Plan 3 for the period 2011-2016. The paper recommends that Members endorse the contents as the City Council's input to the new LTP. In particular, it envisages:

- (i) a City Centre traffic management strategy which is intended to improve air quality, reduces extraneous traffic, whilst creating new public spaces, particularly, if feasible, at London Inn Square
- (ii) much improved public transport by backing the High Quality Public Transport proposal, building on the recent successes of the local rail network and providing new Park and Ride sites around the City
- (iii) limited future highway construction
- (iv) a system of demand management by pricing all parking whether publicly or privately owned
- (v) reviewing the City's Parking Strategy
- (vi) facilitating the dramatic expansion of electric vehicle ownership and use
- (vii) raising air quality by limiting vehicle emissions for vehicles using City Centre streets.

2.7 The financial consequences are primarily for the County Council and government, though the City's significant revenue from car parking may be affected.

Paper Four : City Centre

2.8 All of the above measures may significantly impact on the City Centre – and for reasons set out in the papers, development pressures in the City Centre will be rather greater. Alongside a city centre traffic management strategy, the City Council will be preparing a City Centre Action Plan. In addition to the elements outlined above, the main physical impacts would be:

- (i) progress with key development/regeneration projects on the Bus Station site and in the Castle Quarter
- (ii) the acceptance that HQPT will operate through the High Street but that there should be a presumption against all other buses running through the historic part of High Street (Queen Street to Fore Street section)

- (iii) the creation of new and improved pedestrian spaces and much enhanced gateways at St David's and Central Stations.

2.9 The achievement of these changes will require a mix of developer funding, City Council cash and resources from Devon County Council.

3.0 RECOMMENDATION

3.1 It is recommended that

- (i) Scrutiny Economy considers the content of the attached papers, comments on the strategies and actions and considers what further focus the Council needs to bring to the issue of carbon reduction.
- (ii) Executive approves the recommended actions or modifies any of them in the light of comments from Planning Member Working Group or Scrutiny Economy.

**JOHN RIGBY
DIRECTOR ECONOMY AND DEVELOPMENT**

ECONOMY & DEVELOPMENT DIRECTORATE

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

Background papers used in compiling this report:-

None