STRATEGIC SCRUTINY COMMITTEE

Date: Thursday 5 December 2024
Time: 5.30 pm
Venue: Rennes Room, Civic Centre, Paris Street, Exeter

Members are invited to attend the above meeting.

If you have an enquiry regarding any items on this agenda, please contact Liz Smith, Democratic Services Officer on 01392 265425.

Entry to the Civic Centre can be gained through the door at the rear of the Customer Service Centre, Paris Street.

Membership -
Pole (Chair), Mitchell, M (Deputy Chair), Atkinson, Ellis-Jones, Haigh, Hughes, Jobson, Knott, Moore, Palmer, Rees, Rolstone, Snow and Williams, M

Agenda

1 **Apologies**

To receive apologies for absence.

2 **Minutes** (Pages 5 - 18)

To approve and sign the minutes of the Strategic Scrutiny Committee held on 14 November 2024.

3 **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.

4 **Local Government Act 1972 - Exclusion of Press and Public**

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

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

5 **Questions from Members of the Public Under Standing Order No.19**

Details of questions should be notified to the Democratic Services Manager via the committee.services@exeter.gov.uk email by 10.00am at least three working days prior to the meeting. For this meeting any questions must be submitted by 10.00am on Monday 2 December 2024.

For details about how to speak at Committee, please click the following link - https://exeter.gov.uk/council-and-democracy/councillors-and-meetings/public-speaking-at-meetings/overview/

6 **Questions from Members of the Council Under Standing Order No.20**

To receive questions from Members of the Council to the relevant Portfolio Holders for this Scrutiny Committee. The Portfolio Holders reporting to this Scrutiny Committee are:-

Councillor Bialyk -	Leader
Councillor Allcock -	Portfolio Holder City Development
Councillor Vizard -	Portfolio Holder Climate and Ecological Change and Communities
Councillor Wood -	Portfolio Holder Leisure Services and Physical Activity
Councillor Wright -	Portfolio Holder, Culture and City Centre Strategy
Councillor Foale -	Portfolio Holder Arts, Culture and Tourism

Advance questions from Members relating to the Portfolio Holders above should be notified to the Democratic Services Manager.

7 **City Wide Net Zero programme of work and update on delivery** (Pages 19 - 32)

To receive the report of the Strategic Director for Place.

8 **Working Towards Net Zero - Exeter City Council's Corporate Carbon Footprint Report and Carbon Reduction Action Plan** (Pages 33 - 50)

To receive the report of the Strategic Director for Place.

9 **Air Quality Performance** (Pages 51 - 188)

To receive the report of the Interim Joint Direct – Environment, Waste and Operations.

NB this report went to the Executive on 1 October 2024
Information on this topic can also be found on the Council website at any time and can be found here: Air quality monitoring - Exeter City Council

10 **Annual Scrutiny Report** (Pages 189 - 204)

To receive the report of the Scrutiny Programme Board.

11 **Forward Plan of Business and Scrutiny Work Plan** (Pages 205 - 208)

Please see for noting a link to the schedule of future business proposed for the Council which can be viewed on the Council's web site. This on-line document is a source for Members to raise issues at Scrutiny on forthcoming Executive agenda items:-
https://exeter.gov.uk/council-and-democracy/councillors-and-meetings/forward-plan-of-executive-decisions/

Also attached is a draft work plan of future scrutiny items.

Should Members wish to raise issues in respect of future business please notify Liz Smith in advance of the meeting.

Date of Next Meeting

The next scheduled meeting of the Scrutiny Committee - Community will be held on **Thursday 23 January 2025** at 5.30 pm in the Civic Centre.

Individual reports on this agenda can be produced in large print on request to Democratic Services on 01392 265425.

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STRATEGIC SCRUTINY COMMITTEE

14 November 2024

Present:
Councillor Councillor Liz Pole (Chair)
Councillors Mitchell, M, Atkinson, Haigh, Hughes, Jobson, Knott, Moore, Palmer, Rees, Rolstone and Snow

Apologies:
Councillors Ellis-Jones and Williams, M

Also present:
Strategic Director for Place, Assistant Service Lead – Local Plan, Head of Legal and Democratic Services & Monitoring Officer, Planning Solicitor, Democratic Services Manager and Democratic Services Officer(LS)

In attendance:

37 **Minutes**

The minutes of the meeting held on 12 September 2024 were taken as read, approved and signed by the Chair as correct.

38 **Declarations of Interest**

No declarations of interest were made by Members.

39 **Questions from Members of the Public Under Standing Order No.19**

There were no questions submitted by the public.

40 **Questions from Members of the Council Under Standing Order No.20**

In accordance with Standing Order No. 20, the following questions were submitted by Councillors Jobson, Mitchell, Moore and Palmer in relation to the Portfolios of Councillors Allcock, Bialyk and Wood who attended the meeting. The questions were circulated at the meeting to Members of the Committee.

The Chair clarified that due to the number of questions received and supplementary questions would be answered in writing only and appended to the minutes.

Questions and responses are set out below:
Questions from Councillor Jobson
Question: Is there a break down of the finances of Wellbeing Exeter on an annual basis and is there an independent audit that can be produced to members to show the value for money to the Council Taxpayer of Exeter?
Response from Councillor Wood: Annual financial information is available. This has not been subject to specific independent audit. Evaluation and impact reports identify social value through a variety of approaches.

Question: I note from the reports available that between 2016 and 15th March 2024 (New Report highlights massive impact of Wellbeing Exeter on communities) 5,503

have accessed their services. Can this be broken down to an annual or bi-annual count for each year from 2016?
Response: Quarterly dashboards of impact and outcomes are produced and uploaded to the Wellbeing Exeter website Impact | Wellbeing Exeter | Exeter

Question: Does Sport England require quarterly returns to show how money is spent and is that against contractual targets? If there are no contractual targets are any targets set and if so is it possible to know the basis on which those targets are set?
Response: The Sport England Grant Agreement requires the production of performance reports on all aspects of the Live and Move Programme including Wellbeing Exeter. Six monthly evaluation reports are sent to Sport England: these are available on the Live and Move website. www.liveandmove.co.uk Outcomes are monitored at a number of levels, strategically we focus on information on physical activity levels gathered through our Local Active Lives Survey. More information is available here: : PowerBI Dashboard

Question: From that 5,503 is any analysis undertaken at periods of say 6mths and a year after the project that involved them or the activity they were prescribed has concluded to enable an analysis of the long term benefits to be undertaken?
Response: In 2023/24 we commissioned an academic evaluation of Wellbeing Exeter the details are in the impact report available here:
www.exeter.gov.uk/wellbeing
This is worth a read as it sets out a range of impressive outcomes using a variety of evaluation methodologies, for example the research concludes that *"Robust data analysis shows that community connecting is effective in improving wellbeing, reducing loneliness, and connecting people with their community. Scores on recognised scales for levels of loneliness and wellbeing both saw a marked improvement."*
Wellbeing Exeter is more that Community Connecting and the Impact report is rich in evidence of the positive impacts all aspects of its work are having across the City.

Question: Is any income received from, for instance, the GP surgeries who are making use of Wellbeing Exeter? If so, are any accounts available?
Response: There is no funding from the NHS into Wellbeing Exeter.

Question: Should not a report come to Strategic Scrutiny and potentially Audit and Governance that sets out such a detailed analysis?
Response: Any of the Wellbeing Exeter reports can be scrutinised.
Given the renewed interest in Wellbeing Exeter being shown by members I have asked officers to provide the opportunity for members to attend information and briefing sessions about Wellbeing Exeter where they can find out more about this excellent pioneering work in the City of which we should all be very proud of.

Question from Councillor Palmer: Young people in the care system struggle to access many things, do we offer anything specifically to help?
Response from Councillor Wood: This could be considered alongside increasing uptake.

Questions from Councillor Moore: Re Bids have been submitted and due diligence has been undertaken at Clifton Hill. ECC received £425,000 for demolition and enabling works from Government - what has happened to those funds?
Responses from the Leader: £200k of the funding was used to demolish the former leisure centre. £120k for Surface Water Attenuation, £85k for a Substation and £20k

for off-site enhancements for the local community are held on ECC's accounts and can be drawn down when the works are undertaken.

Councillor Moore asked a supplementary question: Will the community be involved in this?

Question: Exeter Development Fund As the Exeter Development Fund has now been removed as a mitigation on the risk register I assume the project is no longer supported. A task and finish group was set up but didn't do anything. Will the leader commit to councillor involvement in the "identification, timing and modelling for a smaller site. or flagship sites" for the Liveable Exeter project?
Response: I have asked that the Portfolio Holder for City Development, to be kept informed of progress with the Exeter Development Fund. Once the technical work is completed next year, I will update Councillors accordingly.

Councillor Moore asked a supplementary question: Are the Council committed to Exeter Development Fund?

Question: As of June 2023 ECC held £805,000 of funds from DLUHC for work on the Exeter Development Fund, how have these monies been spent over the past year and what are the deliverables that have been achieved?

Response: Government funding is enabling ECC to explore delivery models, so the learning can be shared more widely (by MHCLG) and potentially replicated in other places. When the technical work is completed next year, the outputs will be handed over to MHCLG.

Councillor Moore asked a supplementary question: Has any money been spent on this?

Question: In 2021 ECC received £5,966,470 One Public Estate monies for the following sites to create homes on the following sites:

- Cathedral and Quay Car Park
- Mary Arches Car Park
- Bonhay Meadows
- Belle Isle
- Exeter Canal Basin

What deliverables have been achieved for each site, how much money has been spent on each site and how much money returned to Government?
Response: £1,009,870 for Bonhay Meadows and the £2,373,183 for Cathedral and Quay were returned to Central Government last year. The remainder is held on ECC's accounts and can be drawn down if/when the works are undertaken.

Councillor Moore asked a supplementary question: Canal basin money, what has been, or is expected to be spent?

Question: Open Space depot As land values have changed since the decision by the Council to dispose of Belle Isle is it still financially viable for the Council to dispose of Belle Isle, buy another depot, cover the costs of the move and establish a new depot?
Response: Our appointed acquisition and disposal agents are confident an alternative site can be acquired within budget and that the disposal values haven't changed materially since the decision.

Councillor Moore asked a supplementary question: Is the agent looking for sites outside Exeter given prices?

Question from Councillor Palmer: could we have an update on the King Billy site at the corner of Longbrook st - the site has been abandoned following unauthorised demolition of a medieval wall - what action is being taken against the developer for this and when will further work commence on the site?

Response from Councillor Allcock: King Billy Site Update: The King Billy site encountered issues with the medieval wall during the adjacent demolition of the King Bill Pub, compromising its stability. As a result, Exeter City Council had to perform an emergency demolition of the wall's upper section. Subsequently:

- The applicant, under application 23/1215/VOC, assessed the wall as unstable and received approval from the case officer at that time to partially demolish it. Unfortunately, this led to a more extensive demolition than initially intended.
- The Council considered actions to require the wall's reconstruction. However, because the historical significance lay primarily in the wall's original authenticity, it was deemed more effective to preserve and protect the remaining wall, along with ensuring the remnants continue to reflect the site's historical character.

Councillor Palmer asked a supplementary question: When would further work commence?

Question: In relation to other approved PBSA sites at Cowley Bridge and West Park why are these developments delayed?

Response: Cowley Bridge Road: Delays at this site relate to complex ground contamination issues, for which the Council has been working with the Environment Agency and the developer to protect groundwater quality. The current target for occupation is September 2026.

West Park: No specific delays have been identified at the West Park site. The most recent application (24/0184/VOC), approved in May 2024, introduced a phased plan and various design adjustments, which are proceeding as scheduled.

41 **Portfolio Holder Report - Leader, Councillor Bialyk**

The Leader presented his report drawing attention to the following topics:

- One Exeter;
- Digital Customer Strategy;
- Residents Survey;
- Corporate Plan;
- MTFP update;
- Senior Leadership Review – new appointment to the remaining Strategic Director post;
- Office relocation; and
- Key cities.

Councillor M Mitchell asked a Question: When does the Leader envisage the Council will be carrying out a public consultation regarding the 2025/26 proposed budget and what does he consider are the key questions that it should pose?

Response: Public consultation on proposal for the 2025/26 budget would commence in mid-November. We would ask residents to rank, in order of their priority a range of ideas under consideration.

These included things we may consider investing in; some areas where we may consider introducing or increasing charges and some areas where we may consider reducing service provision.
A briefing note will be circulated to all councillors ahead of the consultation launch.

The Leader responded to Members' questions making the following points:

- there is a wider programme of work for Key Cities;
- Strata Scrutiny could consider facilities for those who can't or won't access digitally;
- the Corporate plan was aligned with the ruling party and similar to 2040 vision;
- that there would be a Member Briefing on the Corporate Plan;
- that there was no outstanding debt from Exeter City Living;
- a professional organisation carried out the residents Survey on behalf of the Council following LGA guidelines;
- that due to technical reasons scrutiny could not be broadcast at present;
- there was no reason for Residents Survey responses not to be on the website;
- that the survey wasn't only online, a methodology was followed;
- would endeavour to retain Exeter's position in CCA; and
- that collaborative working regarding housing would be needed.

42 **Portfolio Holders Report - City Development, Councillor Allcock**

Councillor Allcock presented her report and thanked the team of officers for the huge amount of work they have undertaken, and drew attention to the following points:

- Placemaking Charter;
- Water Lane;
- Exeter Plan had three extensive consultations and Member engagement;
- it was excellent that the timeline for transitional arrangements looked likely to be met; and
- challenges in brownfield development.

Two questions had been received from Councillor M Mitchell.

1. **Question:** Does the Portfolio Holder consider now is appropriate time to review the authority's 35% affordable housing target in the light of our failure over many years to achieve anywhere near this figure? In 2022/23 the figure was 16.88%

Response: The Council's 35% affordable housing (AH) target remains a central goal under Policy CP7, which applies to developments of 10 or more homes. However, achieving this target has been challenging due to factors impacting viability. To clarify, the 16.88% figure mentioned by Cllr Mitchell represents affordable housing delivered as a percentage of total housing completions in 2022/23. This percentage reflects the overall delivery rate, which is naturally lower than the 35% target that applies specifically to eligible developments.

Affordable housing delivery over the past five years, as a percentage of total housing completed, is as follows:

- **2022/23**: 16.88%
- **2021/22**: 18.97%
- **2020/21**: 11.49%
- **2019/20**: 14.65%
- **2018/19**: 25.76%

In addition, recent data shows the average affordable housing percentages secured on specific S106 developments:

- **2021**: 30% on average, plus financial contributions totalling £27,387.65
- **2022**: 36% on average
- **2023**: 43% on average, plus contributions of £467,011.12
- **2024 to date**: 36% on average, plus contributions of £241,916.44

These figures reflect higher percentages on individual developments, often greenfield sites, with fewer viability issues. The Council has also secured 100% affordable housing on select schemes supported by Homes England funding.

Our approach to addressing viability includes acknowledging the impact of factors such as the Vacant Building Credit and the reduced national requirement (20%) for build-to-rent developments. Both factors can reduce the percentage of affordable housing achievable on certain sites.

Looking ahead, the emerging Exeter Plan considers the latest viability data, highlighting the need for a more nuanced approach. The Plan may shift away from a single percentage target towards differentiated requirements that reflect each site's characteristics and development constraints, potentially improving feasibility while sustaining our commitment to affordable housing.

Our experiences have shown the importance of phased reviews and clear viability documentation to ensure realistic, sustainable, affordable housing contributions. National planning policy also requires that affordable housing requirements do not compromise overall project viability, which can sometimes limit our capacity to enforce higher targets.

Beyond planning policy, the Council actively pursues affordable housing delivery through initiatives outside of development management. These include Council-led developments and partnerships with Homes England and neighbouring authorities. Such collaborations provide additional funding, expertise, and strategic support, helping us bridge any shortfalls in delivery.

2. **Question:** Can the Portfolio Holder explain why no planning enforcement action has been registered on the council website since the 28th June 2023?

Response: The Council's approach to enforcement prioritises resolution through voluntary compliance wherever feasible, which can reduce the necessity for formal enforcement notices. However, I can confirm that when a formal Enforcement Notice is issued, a redacted version is promptly made available on our website in accordance with standard procedures and confidentiality protocols.

The limited number of formal notices over the past year reflects our success in achieving compliance without resorting to formal measures rather than a lack of

enforcement activity. We continue to engage with site owners and operators to address breaches swiftly, aiming to prevent further escalations. Our team routinely monitors the website to ensure it accurately reflects any formal actions taken and updates as necessary.

The Portfolio Holder and the Assistant Service Lead – Local Plan, answered questions from Members' making the following points:

- that she had a strong personal interest in the northern hills, which is a designated landscape setting, protected in the plan;
- the best that could be done would be to get the plan submitted with the new policies; and
- evidence of landscape setting would be updated to ensure protection.

Remaining questions would be answered in writing and appended to the minutes.

43 **Exeter Plan Publication Process**

The Assistant Service Lead – Local Plan presented the report drawing attention to the following points:

- there had been changes to procedural matters since the last consultation;
- there had been previous consultation and additional partnership work;
- Planning Member Working Group had discussed the emerging plan;
- the Plan period had moved on by one year;
- transitional arrangements for plan-making were proposed by Government in the national planning reforms consulted on in summer 2024. These proposals would amend the NPPF and increase housing requirements from 602 to 815 per annum for Exeter;
- it was important that the plan continue in a timely manner; and
- that the publication process was formal and statutory.

Councillor Moore expressed disappointment that the Local Plan was not available for scrutiny and in the governance of the process.
The Strategic Direct for Place and Assistant Service Lead – Local Plan answered Members' questions making the following points:

- that the council worked jointly with neighbouring authorities with Gypsy, Roma and travelling communities;
- work continued with the university rather than students themselves, using demographic projections;
- that the recommendation to Executive will be seeking approval to publish the plan, waiting would fall outside the transition arrangements;
- Valley Park Master Plan would run until 2026, would be valuable evidence but the Plan had higher status;
- There had been three rounds of extensive consultation, online, in-person, public exhibitions and a number of methodologies used;
- all responses to consultations were collated and brought to committee and the response rate had been higher than any seen in his considerable experience; and
- that the Plan is only one mechanism to meeting the 2030 net zero ambition.

Councillor M Mitchell moved a motion, seconded by Councillor Palmer, that a special meeting of Strategic Scrutiny be held after the publication of the Executive agenda on 25 November 2024 and before the meeting of the Executive on 3 December 2024 in

order to consider the content of the draft local plan which following a vote was **NOT CARRIED.**

44 **Forward Plan of Business and Scrutiny Work Plan**

Councillor Knott moved a motion, seconded by Councillor Snow that this item be deferred and following a vote was **CARRIED**.

The meeting commenced at 5.30 pm and closed at 8.26 pm

Chair

Original Question	Response given at meeting	Supplementary Question	Response given outside the meeting
Questions from Councillor Moore to the Leader **1.Bids have been submitted and due diligence has been undertaken at Clifton Hill.** ECC received £425,000 for demolition and enabling works from Government - what has happened to those funds?	£200k of the funding was used to demolish the former leisure centre. £120k for Surface Water Attenuation, £85k for a Substation and £20k for off-site enhancements for the local community are held on ECC's accounts and can be drawn down when the works are undertaken.	Will the community be involved in this?	We are in negotiations with the two top bidders for the site (both retirement living led). Both offers are subject to planning and will need to go through the public planning consultation process prior to land completion.
2.As the Exeter Development Fund has now been removed as a mitigation on the risk register I assume the project is no longer supported. A task and finish group was set up but didn't do anything. Will the Leader commit to councillor involvement in the identification, timing and modelling for.. smaller site or flagship sites" for the Liveable Exeter project?	I have asked that the Portfolio Holder for City Development, to be kept informed of progress with the Exeter Development Fund. Once the technical work is completed next year, I will update Councillors accordingly.	Are the Council committed to Exeter Development Fund?	The City Council is committed to using government funding to explore delivery models, including an Exeter Development Fund.
3.As of June 2023 ECC held £805,000 of funds from DLUHC for work on the Exeter Development Fund, how have these monies been spent over the past year and what are the deliverables that have been achieved?	Government funding is enabling ECC to explore delivery models, so the learning can be shared more widely (by MHCLG) and potentially replicated in other places. When the technical work is completed next year, the outputs will be handed over to MHCLG.	Has any money been spent on this?	Yes. The government grant is being used to fund this work.
4.In 2021 ECC received £5,966,470 One Public Estate monies for the following sites to create homes on the following sites:	£1,009,870 for Bonhay Meadows and the £2,373,183 for Cathedral and Quay were returned to Central Government last year. The remainder is held on ECC's accounts and can be drawn down if/when the works are undertaken.	Canal basin money, what has been, or is expected to be spent?	The Exeter Water Sports Association ("EWSA") site included £150k towards demolition and £450k towards decontamination and abnormal substructures. A viable route to vacant possession and disposal is still being sought before any monies can be spent.

• Cathedral and Quay Car Park • Mary Arches Car Park • Bonhay Meadows • Belle Isle • Exeter Canal Basin What deliverables have been achieved for each site, how much money has been spent on each site and how much money returned to Government?			
5.Open Space depot As land values have changed since the decision by the Council to dispose of Belle Isle is it still financially viable for the Council to dispose of Belle Isle, buy another depot, cover the costs of the move and establish a new depot?	Our appointed acquisition and disposal agents are confident an alternative site can be acquired within budget and that the disposal values haven't changed materially since the decision.	Is the agent looking for sites outside Exeter given prices?	Unfortunately not, the acting Head of Operations has made it clear that due to the number of vehicle movements and "tip off" points associated with the depot it has to remain central. The focus is currently the area west of Exe Bridges around Marsh Barton and Matford.
Question from Councillor Palmer to Councillor Allcock as Portfolio Holder for City Development Could we have an update on the King Billy site at the corner of Longbrook St - the site has been abandoned following unauthorised demolition of a medieval wall - what action is being taken against the developer for this and when will further work commence on the site?	The King Billy site encountered issues with the medieval wall during the adjacent demolition of the King Bill Pub, compromising its stability. As a result, Exeter City Council had to perform an emergency demolition of the wall's upper section. Subsequently: • The applicant, under application 23/1215/VOC, assessed the wall as unstable and received approval from the case officer at that time to partially demolish it. Unfortunately, this led to a more extensive demolition than initially intended. • The Council considered actions to require the wall's reconstruction. However, because the historical significance lay primarily in the wall's original authenticity, it was deemed	When would further work commence?	In early 2020, Exeter City Council's Engineering and Health & Safety teams identified significant concerns about the structural condition of a boundary wall between Longbrook Street properties and the John Lewis Service Yard. The risks of material loss or collapse due to cracks, poor-quality brickwork, and lack of structural support were deemed critical. • **February 2020:** The wall was reported to Building Control as a dangerous structure, and structural inspection (R200233) recommended reducing the height of the upper brick section for safety while repairing the lower stone section. • Subsequently, ECC lowered the wall's height, adding coping bricks and sand/cement capping for water resistance. Notifications were issued to relevant stakeholders (John Lewis and the former garage site owner), with no objections

	more effective to preserve and protect the remaining wall, along with ensuring the remnants continue to reflect the site's historical character.		raised. The work was completed in June 2020 before the demolition of the King Billy Pub commenced. During the pub's demolition, additional issues arose involving a medieval wall. • Under application 23/1215/VOC, the applicant determined the medieval wall as unstable and obtained approval for partial demolition. However, this extended further than initially intended. • While the Council considered mandating reconstruction, the historical value linked to the original materials led to a focus on preserving remaining sections and ensuring the site's historical character. **Regarding commencement of further work:** The site has an active development permission following the King Billy Pub's demolition. A pre-application process for a variation to the development plan is underway, but these discussions are not yet public. It remains within the applicant or any subsequent owner's discretion to proceed with development as permitted.

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Questions on Local Plan item submitted prior to meeting – answered outside the meeting

Flooding SFRA

1. RE SRFA second report: What increased risk of flooding in surrounding areas from the development of brownfield sites along the Rivers, canal and other Flood zone 3 area has been identified and what Local plan polices will be put in place to protect these areas?

Response: The NPPF states that development in flood risk areas will need to satisfy the exception test which means it needs to be safe for its lifetime 'without increasing flood risk elsewhere'. Policy in the emerging Exeter Plan will also require residential development in flood zone 3 to contribute to reducing flood risk overall.

2. Will the Council or EA offer insurance for those residential or commercial properties in a flood zone 3 of adjacent area at a higher risk of flooding?

Response: This is not a planning matter. However, insurance companies and the Government have introduced a 'flood re-insurance' scheme - known as Flood Re. This aims to help support households at highest flood risk.

Transport

1. What confidence is there that the Local Transport Plan 2020 remains a suitable document as part of local plan evidence?

Response: The DCC Exeter Transport Strategy dovetails with the spatial strategy proposed in the Exeter Plan. It is effectively being updated as part of the current work which DCC is doing on the Local Transport Plan 4 which is currently out for consultation (until 30 November).

2. What policies are there for the requirements for managing the logistics of building the majority of the new plan in the city centre?

Response: Policies which consider the impact of development in terms of transportation would cover the construction and operational phases of development. The development management process also includes mechanisms to manage construction impact through, for example, construction environmental management plans which can be required through conditions.

Climate

The Local Plan evidence for climate change and reaching net zero is based on work in 2019 and published in February 2020 on the GESP, looking at national net zero polices and carbon in use, but not embedded carbon in the build out of the local plan.

The document states: "Emissions have generally fallen in absolute terms over time in a broadly similar manner to how they have fallen nationally. However this decline is due to the reduction in the power sector elsewhere in the UK and, if power is excluded, emissions in the GESP area have not noticeably changed Estimates of projected GHG emissions have shown that in the absence of any carbon reduction policy emissions would rise to approximately 4.2 MtCO2e in 2050 including an allowance for population growth."

1. The Local Plan evidence makes reference to net zero 2030 but in light of the above statement from document there is a conflict already between the supporting evidence in the local plan and cannot rely of decarbonisation of the grid alone. **So how will you evidence that the local plan will meet that target of Net Zero 2030 greenhouse gas emissions for the build out of the new local plan and in use?**

Response: The climate change evidence supporting the Exeter Plan is being updated. There will be a series of policies in the Exeter Plan which will play a role in achieving carbon ambitions, however planning itself cannot alone achieve such ambitions; it is part of a much wider picture.

2. The Climate Change Committee recommends that the UK's Nationally Determined Contribution commits to reduce territorial greenhouse gas emissions by 81% from 1990 to 2035. **Given that this milestone (81% by 2035) is towards the latter stage of the new local plan is this an more realistic achievable target for the new local plan to be modelled on and achieved?**

Response: The Council has a net zero 2030 ambition and therefore it is appropriate for the Exeter Plan to refer to it.

REPORT STRATEGIC SCRUTINY COMMITTEE

Date of Meeting: 5 December 2024

Report of: Strategic Director of Place

Title: Exeter's Greenhouse Gas Emissions 2022

Is this a Key Decision?

No

Is this an Executive or Council Function?

No

1. What is the report about?

1.1 This report sets out the 2022 greenhouse gas (GHG) emissions for the city of Exeter, and progress made since 2019, the first year this was reported on. The publication year of territorial GHG emissions for local authority areas lags the data year by 2 years, so the most recent data available is for 2022.

1.2 The GHG emissions for Exeter are reported under the following categories:

- **Power:** emissions resulting from electricity consumption.
- **Buildings:** emissions resulting from fuel combustion in the domestic, commercial, and public administration sectors.
- **Industry:** emissions as categorised from industry in the government local authority CO2 dataset [5], including large industrial installations but excluding electricity (reported under power).
- **Transport:** emissions from road and rail vehicles (emissions from electric vehicles are also reported under power; emissions from aviation and shipping have not been included due to lack of data).
- **Agriculture:** emissions from fuel use (excluding electricity), livestock, and arable operations in the sector.
- **Land use (including land use change and forestry):** emissions are produced by biomass removal and are removed (sequestered) by biomass growth. Draining or wetting organic soils, soil mineralisation, and fertilizer application in the forestry industry are also included (however, fertilizer use in agriculture is reported under agriculture).
- **Waste:** emissions from the disposal of solid waste and wastewater.
- **F-gases:** emissions from the consumption of fluorinated gases.

1.3 This report and the GHG inventory highlights the challenges in reducing place based GHG emissions and some of the work undertaken to mitigate against climate change (actions taken to reduce or remove GHG emissions). Adaptation (adjustments needed from individuals, communities and businesses countries in response to climate change) will play a greater role in activity going forward.

2. Recommendations:

2.1 Members note the latest Exeter GHG inventory report and support the work being undertaken to reduce city wide GHG emissions, led by the Programme Manager City Wide Net Zero.

2.2 From data provided from the University of Exeter, the Centre for Energy and the Environment report (Appendix 1), members support the priority areas of focus going forward, which supports our communities and business community:

- Power
- Buildings
- Industry
- Transport
- Waste

3. Reasons for the recommendation:

3.1 In 2019 a climate emergency was declared in Exeter and pledged to work towards net zero by 2030. The Exeter GHG inventory provides an update on progress made in reducing GHG across the city.

3.2 The Programme Manager City Wide Net Zero focus on sectors with the highest GHG emissions (as above) to enable the biggest impact on our GHG inventory.

4. What are the resource implications including non financial resources

4.1 £1million was committed from earmarked reserves for net zero activity, of which £800,000 was allocated for City Council Activity and £200,000 for City Wide activity. £155,513 remains from City Wide activity and has been committed to the appointment of a temporary Programme Manager, as well as project activity.

4.2 The City Wide Net Zero Programme Manager was appointed August 2024 for two years, these costs have been included below. Project activity is being drawn up, which supports the priority areas as listed in 2.2 and the delivery of the Net Zero Exeter Action Plan.

City Wide Net Zero	2024/25	2025/26	2026/27
Associated salary costs	£20,990	£63,323	£21,104
Project activity (tbc)	£10,000	£40,096	£0
TOTAL	**£30,990**	**£103,419**	**£21,104**

5. What are the legal aspects?

5.1 Section 1 of the Climate Change Act 2008 states that it is the duty of the Secretary of State to ensure that the net UK carbon account for the year 2050 is at least 100% lower than the 1990 baseline. The target was originally 80% and was increased to 100% by the Climate Change Act 2008 (2050 Target Amendment) Order 2019.

5.2 Exeter City Council has declared a climate emergency and set the target of achieving net zero by 2030.

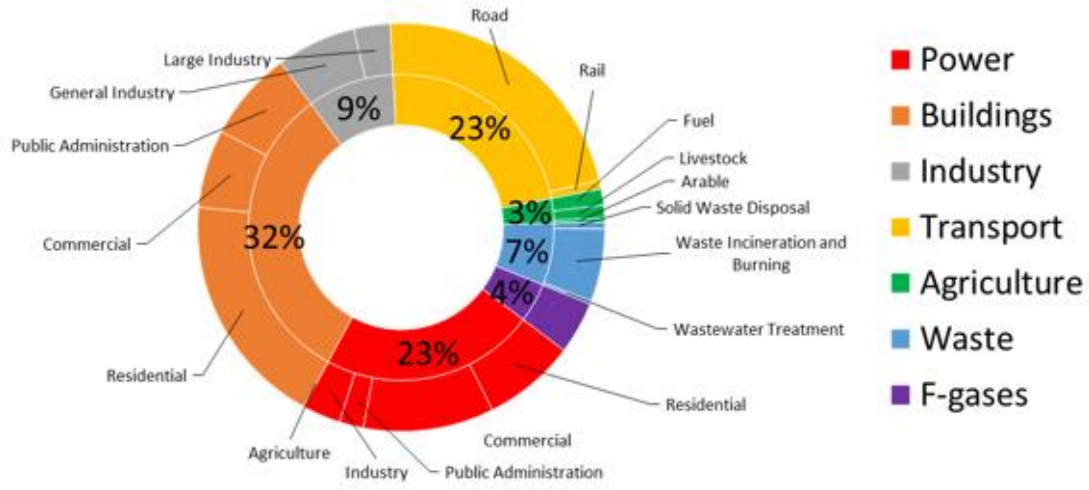
6. Exeter's Greenhouse Gas Report 2024

6.1 Since the Programme Manager for City Wide Net Zero was appointed, the University of Exeter's Centre for Energy and the Environment (SWEEG) has updated the city wide GHG emissions inventory. A copy of the Exeter Greenhouse Gas Report 2024 is located within Appendix 1.

6.2 As part of the University of Exeter's commitment to the Civic University Agreement, the University kindly funded the Exeter Greenhouse Gas Report 2024 to be produced – our thanks and appreciation goes out to them.

6.3 Exeter's GHG emissions decreased by 45 kt CO2e between 2019 the year of the last GHG inventory update and 2022. GHG emissions reduced from 511 kt CO2e in 2019 to 466 kt CO2e in 2022 – **which is equates to a 9% reduction**. The majority of the decline reflects the continued decarbonisation of the power sector through national renewable electricity generation.

6.4 The sources of Exeter's GHG emissions are illustrated in illustration 1 below.



6.5 The methodology has been revised and additional data included. The revised total GHG emissions figure for 2019 is 511 kt CO2e, which is an increase of 35 kt CO2e or 7%. The underlying data sources often include revisions to the historical time series data when data are released.

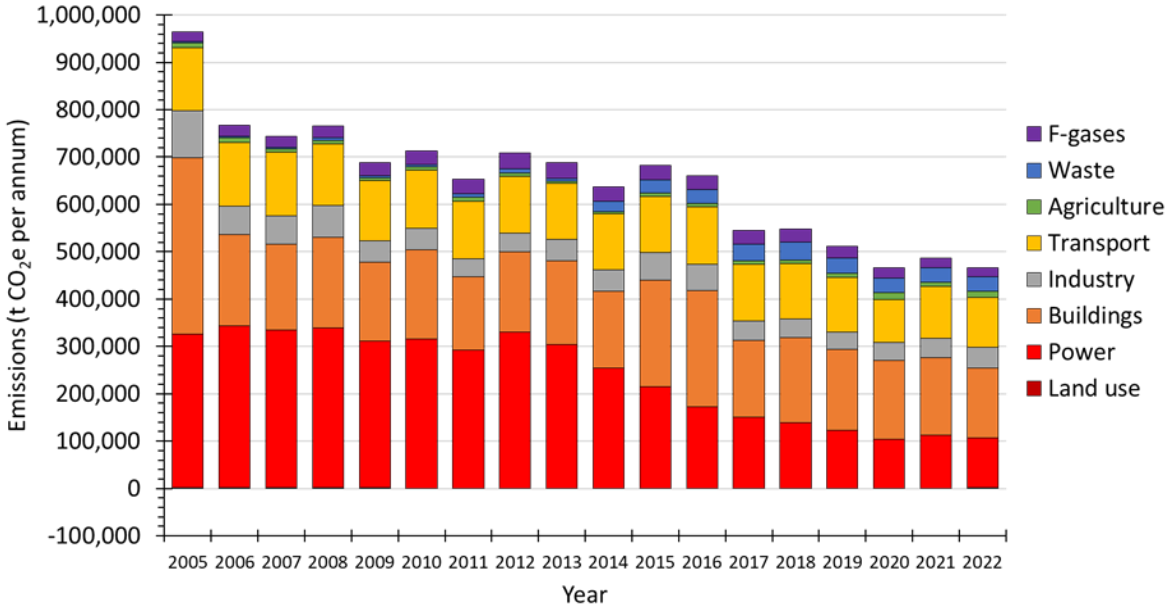
6.6 Due to data revisions, the greatest absolute change in the 2019 GHG emission has been for the industry sector, with an increase of 10kt CO2e or 39%.

6.7 Since 2019, agriculture experienced the largest percentage change (774%) due to the methodology change, which now includes methane and nitrous oxide

emissions, providing more accurate estimates. However, agricultural emissions remain relatively insignificant at 3% of total GHG emissions.

6.8 Land use emissions have also suffered a large percentage change (113%) by considering non-CO2 emissions. There has been a 4kt CO2e decrease (-15%) in reported fluorinated gas emissions due to the methodology and data revisions. Emissions from all other sectors changed by less than 10% due to methodology revisions.

6.9 The illustration below shows revised GHG emissions, along with the extended historical data, the illustration clearly shows the impact of grid decarbonisation on the city's GHG emissions.



6.10 Annual changes in emissions from 2021 to 2022 are shown in the table below. The greatest year-on-year decrease in 2022 has been in the buildings and power sectors, with a decline of 15 ktCO2e (-9%) and 6 kt CO2e (-6%), respectively. Activity in the building sector was impacted by the warmer temperatures and higher energy prices in 2022, resulting in lower fuel demands in both domestic and commercial buildings. The reduction in emissions from the power sector is attributable to the decarbonisation of the grid through increased use of renewables.

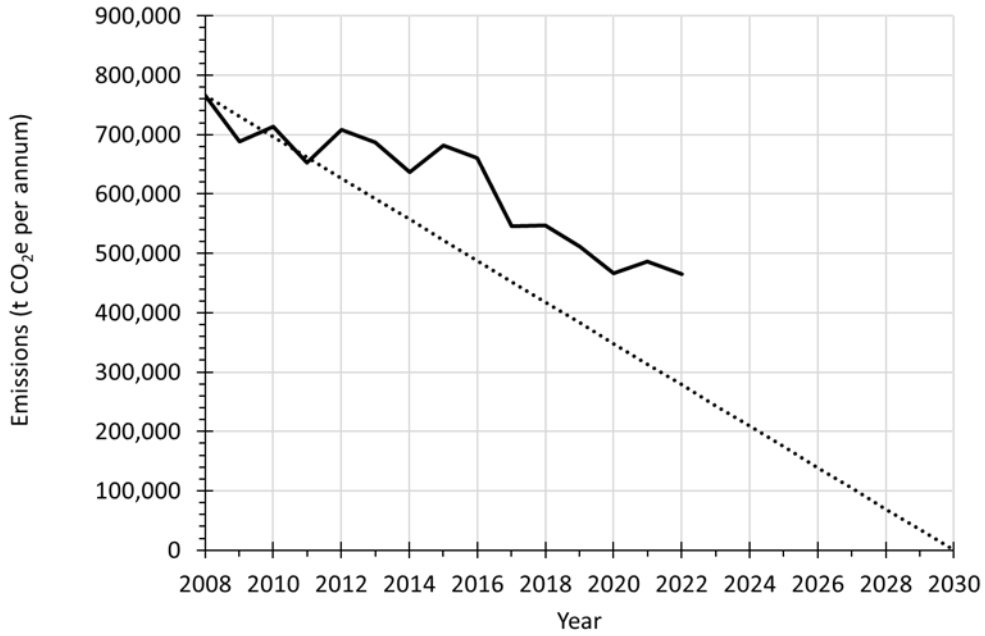
	2021	2022	Change achieved 2021 to 2022	
Sector	t CO_2e	t CO_2e	t CO_2e	%
Power	111,855	105,418	-6,437	-6%
Buildings	163,826	148,705	-15,121	-9%
Industry	41,240	42,777	1,538	4%
Transport	109,421	106,170	-3,251	-3%
Agriculture	9,009	12,054	3,046	34%
Land use	817	953	136	17%
Waste	30,449	30,529	79	0%
F-gas	20,347	19,235	-1,112	-5%
Total	486,963	465,841	-21,122	-4%

6.11 Transport has seen a slight decrease in emissions of 3 kt CO2e (-3%). After the fall in 2020 that resulted from COVID-19 restrictions, transport emissions have returned to pre-pandemic levels, with slight decreases in emissions because of lower fuel consumption and higher fuel efficiency.

6.12 Agriculture has seen a rise in emissions of 3 kt CO2e (34%) likely due to an increase in emissions from agricultural machinery. Other sectors have seen annual changes of between 0% and 5%, except for land use (which is now a net source and has increased by 17% since 2021).

6.13 The illustration below shows the trajectory in reducing GHG emissions from all sectors combined in Exeter since 2008. Overall, progress falls short of delivering net zero in 2030. After the bounce back from lower emissions during the COVID-19 pandemic in 2020, emissions have returned to the rate of decline of the 2016 to 2019 trend.

6.14 The illustration below highlights the significant challenges places like Exeter face in reducing place based GHG emissions and the requirement for a city-wide approach to be taken.



6.15 Since the Programme Manager City Wide Net Zero was appointed in August 2024, the officer has been reviewing a number of areas of work, as well as introducing themselves to a number of organisations across the city.

6.15.1 **Partners, business and community engagement:** a series of meetings have been attended to build relationships and explore collaboration opportunities at organisations across the city including: Exeter Community Energy; University of Exeter Community of Practice groups (Adaptation and Doughnut Economics); University of Exeter Employer Skills; Active Devon; Exeter College Green Construction Advisory Panel (GCAP); Exeter College Future Skills centre;

InExeter; Global City Futures; Devon Wildlife Trust; Devon Climate Emergency Tactical Group, as well as sustainability leads from other Devon and South West local authorities. A database of stakeholders has been developed, and further engagement is planned over the next six months.

6.15.2 Current Projects supported:

- 1Energy District Heating Network: attending update meetings and coordinating City Council responses and actions as required.
- Secure Bike Hub project: working collaboratively with colleagues across City Council to develop plans for providing secure and covered bike storage at work locations and HRA housing sites; working collaboratively with colleagues at Devon County Council, exploring opportunities and approaches for developing secure and covered bike storage in the city centre and residential areas;
- Devon County Council's transport and travel consultations: coordinating and collating the City Council's response to the Devon and Torbay Local Transport Plan 4 and the County Wide LCWIP.
- Supporting a CIC's micro-forest tree planting initiative at an Exeter school with potential for wider role out across Exeter, facilitating the Portfolio Holder's participation in a tree planting event and promotion on City Council communications channels.
- Exeter City Council Transport Working Group: attending meetings and progressing relevant city wide actions arising from this group.

6.15.3 **University of Exeter Civic University Agreement (CUA) Sustainability group:** a new advisory group has been established and comprises of sustainability leaders from CUA signatories, chaired by the City Council. The purpose of the group is to support the delivery of the Exeter CUA Mission 2: *Innovate towards a sustainable low-carbon economy for the City of Exeter*. The Advisory Group meets quarterly and identifies areas of "common ground" where it is expected that joint working will add value to the core mission of each institution. This will include putting evidence into practice around transition to net zero and the wider environmental, biodiversity and health benefits.

6.15.4 **Devon Climate Emergency:** this group offers opportunities for working collaboratively and in partnership with other attendees from across a range of areas to address climate challenges with upcoming workshops focusing how to work together more closely to enhance progress.

6.15.5 **Exeter Net Zero 2030 Plan:** actions are being reviewed with progress on each action being added to a tracking document. Relevant actions from the Devon Carbon Plan have also been included, to avoid duplication and that relevant actions are also addressed and actioned. Monitoring indicators for actions and the priority areas are being researched and will be presented at our next six monthly update to Strategic Scrutiny.

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

7.1 This report, the work of the Programme Manager City Wide links directly to the Exeter Vision and a number of strategic priorities.

Exeter Vision	Innovative & Analytical City	A range of data sets are being developed to monitor a reduction of city wide GHG emissions to support residents and businesses to reduce their own GHG emissions
	Healthy & Inclusive	Projects to be developed to provide clean, secure and affordable energy to eliminate fuel poverty
	The Most active city in the UK	Projects to be developed to support active and sustainable travel for residents and commuters into Exeter
	Liveable & connected	Commercial and residential properties are energy efficient and built to the best possible standard
	A leading sustainable city	Communications plan to be developed to raise the awareness of the progress made in the city, highlighting good practice from residents and the business and community
	Culture	Advice and support will be provided to the City's cultural venue in how they reduce their GHG emissions

Corporate Plan	Prosperous Local Economy	Activity to City Council are supporting the new Innovation Hub, led by the University of Exeter
	Healthy & Active City	Working in partnership with Live & Move in developing sustainable travel options and low traffic neighbourhoods
	Housing & Building Great Neighbourhoods & Communities	Working with the Local Plan team in progressing with the Exeter Plan, feedback provided on the Climate Change chapter. The team now provide commentary on major planning applications
	Net Zero Carbon City	Activity will Focus on reducing city wide carbon emission, highlighting best practice
	Thriving Culture & Heritage	Advice and support will be provided to cultural venues in how they reduce their GHG emissions, working alongside the net zero team

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

8.1 This report provides an overview of the current state of play for the city of Exeter. A linear decline in emissions from the projected 2024 value to zero in 2030 requires an annual reduction of 74 kt CO2e, 16% of 2022 emissions, for each of the six years to 2030. This amount is 7.4 times the reduction rate of the current trend. The overall trajectory remains downward, albeit at a slowing pace. Cost of living and the squeeze on businesses and residents is very real.

8.2 The financial cost to reduce city wide GHG emissions will be significant, at present the team is unable to provide accurate financial costs. There will be the requirement to explore opportunities with private investors, energy companies, transport

providers and for them to then work collaboratively across the city. There is a risk there won't be the appetite or funding to achieve significant change across the city.

8.3 There will be a six monthly review of work undertaken (linked to reporting back to Strategic Scrutiny), to ensure progress is being made to reduce city wide GHG emissions and that activity links back to priority areas highlighted. Ownership of citywide projects will be challenging, as the City Council has limited scope and powers. Significant projects will require a number of organisations coming together, with the City Council playing the role of facilitator and coordinator.

8.4 A regular agenda item has been added to OMB for Heads of Service to discuss City Wide Net Zero, to address barriers in reducing GHG emissions and lessons learnt across the city.

9. Equality Act 2010 (The Act)

9.1 An EQIA was undertaken in reviewing the Exeter GHG Inventory report 2022. The EQIA identified the following people with protected characteristics that may be potentially impacted:

- Race & Ethnicity
- Disability
- Age
- Pregnancy & Maternity

9.2 For each project Exeter City Council leads on in the delivery, an EQIA will be undertaken to ensure no project discriminates against any protected characteristic.

10. Carbon Footprint (Environmental) Implications:

10.1 This report and supporting GHG inventory provides an overview of the current levels of GHG emissions across the city of Exeter. It raises the financial and technical challenges in reducing city wide GHG emissions. The next update to Strategic Scrutiny, will provide more detail on progress made since 2019, as well as a thorough review of the Net Zero Exeter 20230 action plan.

11. Are there any other options?

11.1 There is the option of the City Council not committing resources to this important area of work, which would result in a lack of co-ordination, strategic direction and delivery, as is currently the case.

11.2 The Programme Manager City Wide Net Zero will be researching external funding opportunities to delivering projects of scale, as well as projects that support small scale change.

Strategic Director Place

Report Author: Head of Service Net Zero & City Centre

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

Background papers used in compiling this report:-

None

Contact for enquires:
Democratic Services (Committees)
Room 4.36
01392 265275

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Equality Impact Assessment: Exeter's Greenhouse Gas Emissions 2022

The Equality Act 2010 includes a general duty which requires public authorities, in the exercise of their functions, to have due regard to the need to:

- **Eliminate discrimination**, harassment and victimisation and any other conduct that is prohibited by or under the Act.
- **Advance equality of opportunity** between people who share a relevant protected characteristic and people who do not share it.
- **Foster good relations** between people who share a relevant protected characteristic and those who do not

In order to comply with the general duty authorities must assess the impact on equality of decisions, policies and practices. These duties do not prevent the authority from reducing services where necessary, but they offer a way of developing proposals that consider the impacts on all members of the community.

Authorities which fail to carry out equality impact assessments risk making poor and unfair decisions which may discriminate against particular groups and worsen inequality.

Committee name and date:	**Report Title**	**Decisions being recommended:**	**People with protected characteristics potentially impacted by the decisions to be made:**
Strategic Scrutiny 5 December 2024	Exeter's Greenhouse Gas Emissions 2022	Members note the latest Exeter GHG inventory report and support the work being undertaken to reduce city wide GHG emissions, led by the Programme Manager City Wide Net Zero. From data provided from the University of Exeter, the Centre for Energy and the Environment report (Appendix 1), members support the priority areas of focus going forward, which supports our	Race & Ethnicity Disability Age Pregnancy and maternity

Committee name and date:	Report Title	Decisions being recommended:	People with protected characteristics potentially impacted by the decisions to be made:
		communities and business community: • Power • Buildings • Industry • Transport • Waste	

Factors to consider in the assessment: For each of the groups below, an assessment has been made on whether the proposed decision will have a **positive, negative or neutral impact.** This is must be noted in the table below alongside brief details of why this conclusion has been reached and notes of any mitigation proposed. Where the impact is negative, a **high, medium or low assessment** is given. The assessment rates the impact of the policy based on the current situation (i.e. disregarding any actions planned to be carried out in future).

High impact – a significant potential impact, risk of exposure, history of complaints, no mitigating measures in place etc.
Medium impact –some potential impact exists, some mitigating measures are in place, poor evidence
Low impact – almost no relevancy to the process, e.g. an area that is very much legislation led and where the Council has very little discretion

Protected characteristic/ area of interest	Positive or Negative Impact	High, Medium or Low Impact	Reason
Race and ethnicity (including Gypsies and Travellers; migrant workers; asylum seekers).	Positive	High	There could be the potential for jobs for migrant workers within construction sector and others that support net zero and clean growth
Disability: as defined by the Equality Act – a person has a disability if they have a physical or mental impairment that has a substantial and long-term adverse impact on their ability to carry out normal day-to-day activities.	Positive Negative	High High	Buildings built to passivhaus standard in Exeter, would support mental health & wellbeing for individuals. If active and sustainable travel is the only option, those with a disability are unable to access services, to shop or to meet family & friends

Protected characteristic/ area of interest	Positive or Negative Impact	High, Medium or Low Impact	Reason
	Negative	High	If city car parks are used for alternative means, those less able may not be able to access city centre parking and use a car park not at their desired location, or to using park & ride.
	Negative	High	Those that are older or frail may need to keep their homes warm in colder times of the year – which has a negative impact on carbon emissions
	Positive	Medium	Some energy efficiency schemes support those who claim various benefits, dependant on eligibility criteria
	Negative	High	Some active & sustainable travel options may not be accessible to this with limited mobility
	Positive	medium	New EV charging infrastructure to be available and accessible for those with a disability
	Negative	High	Projects and actions related to climate change adaptations (such as extreme weather) need to take into account those with limited mobility
Sex/Gender			No impact
Gender reassignment			No impact
Religion and belief (includes no belief, some philosophical beliefs such as Buddhism and sects within religions).			No impact
Sexual orientation (including heterosexual, lesbian, gay, bisexual).			No impact
Age (children and young people aged 0-24; adults aged 25-50; younger older people aged 51-75/80; older people 81+; frail older people; people living with age related conditions. The	Positive	High	Delivering Net Zero across the city is likely to be embraced by younger people who live, study, work and socialise in Exeter.
	Negative	Medium	Some age categories may not engage with the aims and aspirations of Net Zero, and projects to deliver net zero.

Protected characteristic/ area of interest	Positive or Negative Impact	High, Medium or Low Impact	Reason
age categories are for illustration only as overriding consideration should be given to needs).	Negative	High	Those that are older or frail may need to keep their homes warm in colder times of the year – which has a negative impact on carbon emissions
	Positive	Medium	Some energy efficiency schemes support older people, dependant on eligibility criteria
	Positive	High	The building of new sustainable and active travel routes, would support positive mental health and wellbeing and increase accessibility for those less able
Pregnancy and maternity including new and breast feeding mothers	Positive	Medium	As a result of tackling the impacts of climate change there will be a healthier environment for expectant mothers, as well as the ability to walk/exercise in a safe environment.
Marriage and civil partnership status			

Actions identified that will mitigate any negative impacts and/or promote inclusion

- For each project Exeter City Council leads on in the delivery of the Net Zero Exeter 2030 Action Plan, an EQIA will be undertaken to ensure no project discriminates against any characteristic.

Officer: Head of Service City centre & Net Zero
Date: 22 November 2024

REPORT TO STRATEGIC SCRUTINY COMMITTEE

Date of Meeting: 5 December 2024

Report of: Strategic Director of Place

Title: Working Towards Net Zero - Exeter City Council's Corporate Carbon Reduction Plan

Is this a Key Decision?

No

Is this an Executive or Council Function?

No

1. What is the report about?

1.1 The report is a six monthly update of the progress made towards reducing the Council's own carbon emissions and work facilitated by the Net Zero Team.

1.2 An update of the Corporate Carbon Reduction Plan (November 2024 v5.0), following the six monthly review of all measures and in-person service review completed with officers and the University of Exeter to inform the upcoming Costed Organisational Carbon Descent Report.

2. Recommendations:

2.1 That members acknowledge progress made and challenges to achieving measures set out in the Corporate Carbon Reduction Plan to deliver Net Zero by 2030.

2.2 To ensure activity can continue, and the City Council is able to fulfil the priorities set out in the Council's Corporate Plan, additional resources will need to be secured for years following 2025/26.

3. Reasons for the recommendation:

3.1 Members understand the level and range of work being carried out to support City Council services and deliver the Corporate Carbon Reduction Plan to, the risks and challenges faced, together with resources needed to deliver Net Zero by 2030.

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

4.1 Exeter City Council declared a Climate Emergency in 2019 and as part of this declaration, the City Council set a target to achieve net zero Greenhouse Gas emissions for its own corporate activities by 2030. The target year is 20 years in advance of the national net zero target of 2050, required under the Climate Change Act and reported on in the Sixth Carbon Budget.

4.2 Achieving net zero, whether nationally, locally or organisationally, requires broad action across all emission scopes and across every City Council service. Reducing City Council carbon emissions will be very challenging in such a tight time frame and with the resources currently available at our disposal.

4.3 Additional resources will be required to enable the Net Zero Team to continue to drive forward the required organisation change, and the investment needed to deliver activity across services to support one of the main City Council's Strategic priorities. One-off financial and non-financial resources currently in place will need to be addressed next financial year if temporary roles are to be extended or made permanent.

4.4 To deliver Net Zero by 2030 will require an increase in financial investment and operational capacity, both internally and from government at a national level. The Carbon Descent Report to be presented at Scrutiny Committee on 23 January 2025 will provide a detailed costed assessment of carbon reduction measures required.

4.5 £1million was committed from earmarked reserves for net zero activity, of which £800,000 was allocated for City Council Activity and £200,000 for City Wide activity. To ensure activity can continue, and the City Council is able to fulfil the priorities set out in the Council's Corporate Plan, additional resources will need to be secured for years following 2025/26.

4.6 £155,513 remains from City Wide Net Zero and has been committed to the Programme Manager City Wide Net Zero officer and supporting project activity.

City Wide Net Zero	**2021/22**	**2022/23**	**2023/24**	**2024/25**	**2025/26**	**2026/27**
Project costs				£10,000	£40,096	£0
Associated salary costs				£20,990	£63,323	£21,104
				£30,990	£103,419	£21,104
					TOTAL	**£155,513**

4.7 £754,116 has been spent and committed from the £800,000 City Council net zero budget. The table below highlights previous, current, and some of the future spend.

Corporate Net Zero	2021/22	2022/23	2023/24	2024/25	2025/26
Staffing 2 temp staff	£0	£75,995	£84,106	£88,199	£91,989 est
SWEEG	£31,610	£19,663	£20,031	£20,031	£20,031
Carbon Literacy		£2,936	£2,977	£2,300	£2,000
Public Transport		£162	£661	£44	
Solar PV		£42,083	£71,870	£29,633	£25,000
Green Accord		£14,880	£1,676	£725	£1,000
EV Charge Points				£4,750	
Feasibility Studies / Research		£8,300	£58,822	£0	
Membership / subscriptions		£1,495	£1,666	£11,632	£10,000
Staff Training	£175	£460	£0	£19	
Conferences & Events		£0	£738	£120	
Mobile Phone		£0	£47	£0	£50
Devon Climate Emergency		£140		£2,000	£2,000
Other		£48		£2,052	
TOTAL	£31,785	£166,162	£242,594	£161,505	£152,070
				TOTAL	£754,116

5. What are the legal aspects?

5.1 Section 1 of the Climate Change Act 2008 states that it is the duty of the Secretary of State to ensure that the net UK carbon account for the year 2050 is at least 100% lower than the 1990 baseline. The target was originally 80% and was increased to 100% by the Climate Change Act 2008 (2050 Target Amendment) Order 2019.

5.2 Exeter City Council has declared a climate emergency and set the target of achieving net zero by 2030.

6. Corporate Carbon Reduction Plan Update

6.1 The Corporate Carbon Reduction Plan demonstrates progress made and our commitment to reducing the City Council's Carbon Footprint. The Carbon Reduction Plan is a 'live' document of proposed measures, from straightforward energy efficiency

to far more challenging solutions. The Plan is reviewed with service leads across the City Council on a six monthly basis, to provide for an authority wide commitment to Net Zero. Listed below are key updates taken from the Corporate Carbon Reduction Plan, with a full breakdown of activity within Appendix A.

6.2 The results of the most recent carbon footprint inventory report (2022/23), are broken down and the percentage of the overall Carbon Footprint for each sector inserted into the Reduction Plan update. This allows each service to understand carbon emissions attributed to their function and service area. The carbon footprint inventory report (2022/23) was reported to Scrutiny on 14 March 20224.

6.3. Emissions from City Council owned nondomestic buildings (commercial property) account for 42% of the Council's carbon footprint. Opportunities are constantly sought for financing decarbonisation and energy efficiency measures of our commercial property assets, with building decarbonisation plans being developed where possible. The Public Sector Decarbonisation Scheme (PSDS) 3b funding grant secured in 2023 for heat decarbonisation projects at both the Royal Albert Memorial Museum (RAMM) and the Riverside Leisure Centre proved unviable. Due to challenges at both sites and the immovable grant funding spend deadline, the project overall could not proceed. PSDS Phase 4 is currently open for bids with changes made to the grant criteria and application process, presenting significant differences to previous rounds. As a result of these changes, there is only opportunity to submit a viable PSDS funding application for the Riverside Leisure Centre. The installation of an individual heat pump scheme at Riverside, would present a strong grant application, allowing the Council to utilise information and understanding gained during the PSDS 3b exercise and deliver a revised project meeting all essential criteria, including having a DNO connection offer and design to RIBA stage 3. If successful, in what will be a highly competitive funding round, the project will be presented at Executive Committee for approval before proceeding.

6.4 A fully costed Decarbonisation Plant for RAMM was completed in November to support further all funding bids to support decarbonisation measures at the museum.

6.5 The City Council's Green Accord Scheme continues to be promoted following a relaunch in April 2023. The Green Accord is an environmental accreditation scheme for businesses to evidence carbon reduction within their business. It is also a supply chain tool for organisations to ensure their suppliers operate sustainable business practices and are working towards net zero. The scheme was softly relaunched last year and will be used to secure improved supplier engagement for high spend City Council services, and is to be rolled out to all Housing suppliers. On 28th November, a Sustainable Supplier event will be hosted by the Net Zero team. This event is for current and prospective suppliers to the City Council to learn about how to be a sustainable supplier, and 1:1 advice on how to become accredited with the Green Accord.

6.6 The Net Zero Team have delivered Carbon Literacy training to 256 members of staff, including members of the Strategic Management Board, Organisational Management Board, Councillors and officers from across the organisation. 132 Councillors and staff are certified as being Carbon Literate, which secures Carbon Literate Organisational Bronze Status for the City Council. The team have a programme of additional training

courses planned for the remainder of 2024 and early 2025, including working with the Waste & Recycling team to deliver training to all MRF staff.

6.7 Housing services are continuing the retrofit programme across the City Council's social housing stock, financed through the Housing Revenue Account and Government funding. A delivery timescale is currently being developed. Government grant of £1.49M has been secured from the Social Housing Decarbonisation Fund for 2023 through to 2025. The funding award represents 43% of the estimated retrofit costs, with a further £1.998m co-funded contribution from the Council, representing 57% and a total expenditure of £3.493M. 773 properties have been fully retrofitted so far, with a further 153 to be completed by end of March 2025. On average, the SAP score of retrofitted properties is increasing by 32 (from 63 to 95), with an annual energy bill saving of £445 per property, and a carbon reduction of 93.7% for completed properties.

6.8 The City Council continues to be a full member of the South West Energy and Environment Group (SWEEG). SWEEG is a collaborative research partnership of South West public organisations and provides the City Council access to detailed technical work by academics from the University of Exeter's Centre for Energy and Environment. Studies include the Water Lane Smart Grid and Storage Project and A Case for Electrification of Fleet. In addition, SWEEG has supported City Development in developing emerging policies for the Exeter Plan. SWEEG have recently provided the first draft of the revised Carbon Footprint report for 2023/24 and associated study to establish the full financial cost carbon descent to achieve Net Zero for the City Council by 2030. The report will be reported at January's Scrutiny Committee, including a detailed presentation by Dr Dan Lash, a Senior Research Fellow at SWEEG.

6.9 The City Council is currently working with Devon County Council and other Devon District Councils to secure Local Electric Vehicle Infrastructure (LEVI) funding. The fund from government will be allocated to Tier 1 authorities (DCC), to support the expansion of on-street residential electric vehicle (EV) charging infrastructure across the County. The City Council will seek funding from LEVI to install new EV charging facilities in City Council owned car parks (off-street) in line with our City EV strategy, to be reported at a future Executive.

6.10 The pioneering Water Lane Smart Grid and Storage Project completed last year, has received national recognition, securing a RTPI, APSE and EDIE commendation, and was shortlisted for the REGEN Clean Energy Scheme Award. The ERDF part funded project includes a ground mounted 1.2 MW Solar Farm at Water Lane, co-located with energy storage technology (2MWh battery store). A connecting private wire provides a renewable energy supply to the City Council's Operations Depot at Exton Road to support the installation and roll-out of EV charging infrastructure for the electrification of our operational fleet. The project also includes a 120kw solar PV array on the Riverside Sports Hall roof and battery storage at both the Matford Centre and John Lewis Car Park, to optimise power generation from the existing PV. The City Council currently lease 3 eRCV's and a case for full fleet electrification is a compelling one, providing for a Net Zero Fleet operation, but this ambition is hampered by the increased cost of leasing electric vehicles. The project is a demonstrator to all and recently site visits have been hosted at the solar farm for outside organisations and members to share learning about EV charging, eRVC's, self-supply and storage.

6.11 The City Council has secured £100k from the new South West Net Zero Hub Local Net Zero Fund (£1 million fund). The fund has been created to support South West Local Authorities to deliver on net zero to investigate opportunities, unlock barriers and get stalled projects moving. The City Council is using the funding to evaluate solar opportunities across City Council's assets and develop a business case for new solar sites. A solar survey has been completed, as well as structural surveys and DNO feasibility to bring together a business case in the new year, to install solar PV on a number of City Council assets. This will support the decarbonisation of City Council owned buildings, provide energy independence and to reduce energy bills.

6.12 The Net Zero team continue to support the Devon Climate Emergency in attending and contributing to the Tactical Group, Resource Group and Climate Impact Group meetings. The Devon Carbon Plan has recently turned a corner, with delivery now being a focus.

6.13 Members of the Net Zero team attend the quarterly the City Council's Transport Working Group, chaired by Cllr Vizard. The Transport Working Group will use the levers available to the Council to support a positive change across the city, including planning, City Council Green Travel Plan, influencing Devon County Council as the Transport & Highway Authority, lobby public transport providers and government, apply for relevant funding where appropriate. Part of the work of the group will be to develop Bike Hubs across the city for City Council employees, HRA residents, commuters, and residents of the city.

6.14 Ownership of the City Council's Green Travel Plan is currently being reviewed by the Director for People. A revised Green Travel Plan and Implementation Plan will be discussed at a future Transport Working Group.

6.15 The Net Zero Ambassadors will be reassessed following the staff restructure, and a number of the Ambassadors leaving the organisation. The Ambassadors role has been reviewed to provide them with more focus and a direct opportunity to reduce carbon emissions within their own service.

6.16 The team are developing a new Environmental Policy for the City Council, which is required for contracts we bid for, but to also provide some consistency across the organisation. The Environmental Policy will be brought to Executive for future sign off.

6.17 The Net Zero team are determining the financial and carbon impact of the City Council connecting to the Exeter Energy Network (delivered by 1Energy). Separate work is ongoing to assist 1Energy to support the skills agenda and to procure goods and services locally, to ensure the project has significant positive impacts within the city.

6.18 The Net Zero team will be reviewing the "*Carbon Footprint (Environmental) Implications*" section of the committee report template, to understand how this section can be completed consistency, similar to completing an EQIA for carbon. Discussion with the LGA and Net Zero Go https://www.netzerogo.org.uk/s/ are being held, to learn best practice from Local Authorities across the UK.

6.19 Planning has acquired the EXACOM add-on, which will enable us to manage and report on BNG across the city, from initial planning through to long-term monitoring. However, full utilisation of the system is contingent on filling the vacant Ecologist position, as this role will be essential in managing and interpreting the data. We

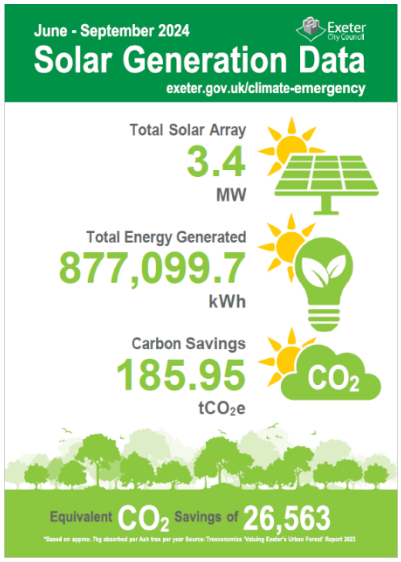
anticipate this capacity will support the reporting requirements leading up to 2026 and beyond.

In the interim, project officers have been instructed to mark relevant BNG applications in our Uniform system to ensure that data is collected consistently, providing a foundational dataset for future analysis. For clarity, the software does not support BNG requests on retrospective applications, as regulations currently exclude these.

6.20 In October 2023, the Climate Emergency UK charity's Council Climate Action Scorecards ranked Exeter City Council as the second-best performing district council in the UK for taking action towards becoming Net Zero. This was later changed to third, as another Council's score was adjusted. Climate Emergency UK will soon be announcing new scorecard results for 2025. Prior to this, there is a 5-week Right of Reply (opened on 11th November). Officers in the Net Zero team are currently reviewing the first mark for the Council with the opportunity to question the scores given so far.

6.21 In addition, work continues at Northbrook where 950 whips and 50 standards have been planted, extending the potential annual sequestration levels further. Less considered, but nonetheless valuable, is the sequestration value provided by the meadow grass programme city wide. Whilst currently less measurable, studies indicate that a change in intensive grass management could see carbon soil retention worldwide increase in excess of 2.3 billion tonnes through reduced compaction and reduced carbon release. Whilst more work needs to be done to fully understand the sequestration potential of Exeter Meadow areas, the sequestration value they offer is not in question. TO UPDATE

6.22 The team are working with the City Council's Communications team in informing members of the public in how much solar is generated from our 3.4mw solar estate. The image below show how much solar was generated in June – September 2024. The Climate Emergency webpages are routinely updated with solar generation data.



6.23 Strata have their own carbon reduction plan and produce their own annual footprint. This is calculated and then split between the Local Authorities they serve. The City Council's share of this is reported in our GHG inventory. Strata is committed to

reducing their carbon footprint to net zero and have made progress, primarily through reductions associated with the two datacentres, and reductions in staff travel largely. The continuation of Strata's cloud journey will include a business case to be presented in December to the Architecture board as committed in the business plan – with a view to start to implement in 25/26. As systems and servers move towards the cloud, and Global Desktop numbers reduce, the energy usage within the Strata datacentres will reduce. This will enable Strata to leverage the multi-billion-dollar investment companies such as Microsoft and Amazon have made in carbon reduction.

6.24 Amy Brett-Schneider was appointed as City Wide Net Zero Programme Manager August 2024, to lead on reviewing and delivering the Net Zero Exeter 2030 Plan.

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

7.1 This report and the work of the Net Zero team links directly to the Exeter Vision and a number of strategic priorities. All measures will need to be delivered in partnership, with all City Council services to be supported by the Net Zero Team to secure investment and reduce emissions.

Exeter Vision	Innovative & Analytical City	The team has developed a range of data sets to monitor City Council carbon emissions
	Healthy & Inclusive	Ensure City Council owned homes are energy efficient
	The Most active city in the UK	Projects to be developed to support active travel for employees
	Liveable & connected	Commercial and residential properties are energy efficient and built to the best possible standard
	A leading sustainable city	The City Council is a role model for other organisations in Exeter

Corporate Plan	Value for money services	Carbon reducing actions will be commercially viable and will reduce service delivery costs Solar projects to reduce energy and to provide an income to the City Council. Net Zero projects reduce energy consumption and help to reduce service delivery costs
	Prosperous Local Economy	City Council are supporting the new Innovation Hub, led by the University of Exeter
	Net Zero Carbon City	Net Zero team focuses on reducing City Council carbon emissions to deliver Net Zero by 2030.
	Housing & Building Great Neighbourhoods & Communities	Working with Building Greater Exeter, Liveable Exeter, and other developers in developing sustainable and accessible neighbourhoods and new homes, using sustainable constructions methods
	Healthy & Active City	Working in partnership with Live & Move in developing sustainable travel options and low traffic neighbourhoods for staff travel. Supporting Leisure to become cost neutral through better energy management and procurement. Review of the City Council Green Travel Plan
	Thriving Culture & Heritage	Decarbonisation of City Council owned cultural and heritage facilities

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

8.1 The development of the City Council's carbon footprint report, supporting Corporate Carbon Reduction Plan and Net Zero Risk Register will inform the work programme of the Net Zero team and that of other services for the foreseeable future. The Corporate Carbon Reduction Plan is presented to Strategic Scrutiny every six months for ongoing monitoring and evaluation.

8.2 Ownership, understanding and a lack of some emissions data is constantly reviewed and addressed by the Net Zero Team, with initiatives undertaken such as the Net Zero Ambassadors and Carbon Literacy Training Programme, as listed in the Corporate Carbon Reduction Plan.

8.3 The financial cost to deliver net zero within the City Council will be significant. This report provides detailed carbon reduction projections, and measures that can be taken to deliver those projections. The team is unable to provide accurate financial costs for the measures needed at present, this will require investment plans and accurate cost proposals. The Net Zero team are working with SWEEG to determine the full cost of achieving net zero by 2030 for the City Council. As soon as the report is completed, it will be presented to Strategic Scrutiny on the resources required to achieve net zero by 2030.

8.4 A regular agenda item has been added to OMB for Heads of Service to discuss Net Zero, to address Council wide projects, barriers to reducing carbon emissions and lessons learnt.

9. Equality Act 2010 (The Act):

9.1 In delivering the action plan, the Net Zero team will take into account the potential impact of actions in relation to age, disability, race/ethnicity (includes Gypsies and Travellers), sex and gender, gender identity, religion and belief, sexual orientation, pregnant women and new and breastfeeding mothers, marriage and civil partnership status in coming to a decision. A separate EQIA is developed for each project.

10. Carbon Footprint (Environmental) Implications:

10.1 The City Council declared a Climate Emergency in 2019 and as part of this commitment, it aims to achieve net zero emissions for its corporate activities by 2030. The Corporate Carbon Reduction Plan provides a clear roadmap of actions to reduce City Council GHG emissions.

10.2 Strategic decisions made, either have a positive or negative effect on City Council carbon emissions. Additional work needs to be undertaken prior to decisions being made, to determine the impact on City Council carbon emissions.

10.3 The Net Zero Risk Register considers the carbon reduction measures required to achieve net zero and measures needed to address the impact of extreme weather events to reduce financial risk and protect City Council services. This is reported to Audit & Governance every six months.

11. Are there any other options?

11.1 There is the option of not committing existing or additional financial and non-financial resources in working towards Net Zero within the City Council. This would result in a lack of co-ordination, strategic direction and delivery in reducing our carbon emissions and to realise the City Council's Net Zero 2030 target. On a regular basis, the Net Zero team are sourcing and applying for external funding to support the delivery of the City Council's Corporate Carbon Reduction Plan, working with services to identify capacity and match funding within the City Council.

Strategic Director Place

Author: Net Zero Project Manager

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

Background papers used in compiling this report:-

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Exeter City Council declared a Climate Emergency in 2019 and as part of this commitment it aims to achieve Net Zero Green House Gas (GHG)`````` emissions for its own corporate activities by 2030.

The core measures set out in this Carbon Reduction Plan are needed to drive forward and deliver a broad range of actions across all services to deliver Net Zero. The greatest challenge to the Council is the financial resource and capacity needed to reach Net Zero in a timeframe as tight as 2030. A one-off budget of £800,000 has been provided to support the Net Zero team, which has enabled two temporary posts to be recruited for 4 years, and a revenue budget to support service delivery of the Carbon Reduction Plan.

The Carbon Reduction Plan is supported by the 'Exeter City Council Corporate Carbon Footprint 2021/22' report produced by the Centre for Energy and the Environment at the University of Exeter, which sets out opportunities, actions, and targets required to reduce carbon emissions across all Council operations, and links to the Net Zero Risk Register updated in August 2024.

The Carbon Reduction Plan is a live evolving plan, reviewed every 6 months to update on progress made, as well as legislative, financial, technical and operational changes. The plan is clearly laid out and includes an assessment of potential measures to reduce carbon emissions in each Council service ranging from the straightforward to far more challenging. The aim is to lead by example and to reduce emissions across all Council sectors, services and operations, with the aim of being Net Zero by 2030.

The success of the Carbon Reduction Plan will need support politically and financially to ensure every Council service and employee can lead by example and demonstrate the broad and sometimes extreme actions to reduce carbon emissions, whilst delivering a service to the residents and businesses of Exeter.

Document Framework

The seven sectors in the Carbon Reduction Plan (below) are those assessed in the Corporate Carbon Footprint report, with an additional Overall Organisational Change section. The footprint was completed following an appraisal of central government policy, input from discussions with Council Service Leads and other officers in relevant departments, and consultation with key Council documents and data sources.

Measures identified for each sector include possible actions attributed to services with an update on progress made, priority, lead and resource. It is noted this further work is needed to identify investment and accurate GHG savings.

1. Non-domestic buildings
2. Council-owned housing
3. Transport
4. Procurement
5. F gases and waste
6. Renewable energy
7. Land use change – afforestation
8. Overall organisational change

Governance and Monitoring

Delivery of the Action Plan will involve:

1. A rolling programme of projects, funded by invest to save opportunities, borrowing, the Net Zero budget, and available grant funding.
2. Progress to be monitored and reported on a six monthly basis to Strategic Scrutiny Committee, including an annual report of the Council's GHG Carbon Emissions to measure and monitor progress.
3. Monitoring and updating of the Net Zero Risk Register will be reported to the Audit and Governance Committee every six months.
4. Actions have been assessed as low, moderate or high priority based on greatest carbon saving and impact on delivery of Net Zero.
    a. **Low -** of benefit, but unlikely to have a significant impact on reduction of carbon outputs
    b. **Moderate -** impact is likely to assist the Carbon Reduction Plan and the delivery carbon savings
    c. **High -** essential for full delivery of the Carbon Reduction Plan and City Council Net Zero ambition

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Sector	Area of Focus	Potential Measures	Identified GHG reduction tCO2e	Lead	Priority	Measures taken	November 2024 Update
Council Non-domestic buildings *(42% of 2022/23 footprint)*	Change in assets (speculative)	Longer term rolling plan to address retained assets and fabric first approach measures to reduce consumption beyond 2025	tbc	SMB, Head of Commercial Assets, Net Zero Lead	H	• BMS upgrade and Energy Management Information system installed in 2021 to better identify projects and measure improvements. • ASHP survey undertaken for two key leisure sites • Decarbonisation survey undertaken in 2022 to establish available Public Sector Decarbonisation Scheme (PSDS) funding to establish corporate properties that qualify for retrofit, insulation and decarbonisation of heat. Survey established that two properties qualify – Riverside Leisure Centre and RAMM. • Net Zero discussions with the Centre Operator have begun following acquisition of Guildhall Shopping Centre in 2023 • Roof replacement to provide for solar array at Riverside Leisure Centre completed and solar array fitted alongside battery storage in December 2022. • Battery storage installed at 2 further sites with solar generation - Matford Centre and John Lewis Car Park, completed in January 2023. • Membership of South West Energy and Environment Group (SWEEG) progressing with projects for 2023/24, studies include investigating decarbonisation of corporate estate and operational services, embodied emissions associated with future of Civic Centre, Water Lane Smart Grid and Storage Project Case for Electrification of Fleet, support for net zero policies for emerging Local Plan in relation to retrofit, embodied emissions and future development standards. • Feasibility Study Underway to assess the suitability of connection to a potential City District eat Network. Three sites were surveyed with findings reported to SMB for further consideration. • Solar Survey for all remaining suitable assets to be finalised and business case developed to tender a programme of work to help decarbonise ECC owned and occupied buildings • Changes to temperature and humidity controls at RAMM	• The Public Sector Decarbonisation Scheme (PSDS) 3b funding granted in 2023 to deliver heat decarbonisation projects for both the Royal Albert Memorial Museum (RAMM) and the Riverside Leisure Centre has proven unviable. Due to challenges at both sites and the immovable grant funding spend deadline, the project cannot proceed. PSDS Phase 4 is currently open for bids with changes made to the grant criteria and application process, presenting significant differences to previous rounds. As a result, there is only opportunity to submit a viable PSDS funding application for the Riverside Leisure Centre. The installation of an individual heat pump scheme at Riverside, would present a strong grant application, allowing the Council to utilise information and understanding gained during the PSDS 3b exercise and deliver a revised project meeting all essential criteria, including having a DNO connection offer and design to RIBA stage 3. • Low Carbon Skills Fund application to fund asset decarbonisation plans submitted in early 2024 but was unsuccessful. • Work on the Royal Albert Memorial Museum (RAMM) using Museum Estate & Development (MEND) funding (£498,000) awarded in 2023 is complete. The MEND grant, matched by an existing capital programme budget, provides vital funds to address the maintenance backlog of the RAMM roof and included installation of a permanent access system to the roof, upgrades to the roofs' insulation and the re-decoration of damaged ceilings. To support further funding bids and decarbonisation measures, this work, a full decarbonisation plan for RAMM is being developed. • An additional 16kWp PV has been installed on RAMM in 2024. • Solar survey funded and underway. • Energy storage under review and if financially viable will be included in new solar install programme (dependent on building condition) • Awaiting decision on making a Heritage England funding bid for the historic Guildhall • Continue to look for funding to improve energy efficiency of all buildings • Potential Measures marked with * where this is unable to take place due to funding being unavailable
	Efficiency and demand reduction	Improve space heating, hot water heating systems to decarbonise heat	-572	Asset Maintenance, Net Zero Team, Service Leads	H		
		Full energy efficiency and demand reduction investment grade audit at RAMM	tbc	Asset Maintenance, Net Zero Team, RAMM Service Lead	H		
		Improvement opportunities at RAMM include sector based changes to temperature and humidity controls of temporary exhibitions, and other permanent galleries to reduce consumption	tbc	Asset Maintenance, Net Zero Team, RAMM Service Lead	H		
		Replacement of Air Handling Units *	tbc	Asset Maintenance, Net Zero Team, RAMM Service Lead	H		
		Improvements to Leisure Centres (Riverside ISCA, Exeter Arena) e.g. fabric improvements, ventilation upgrades, lighting replacement, swimming pool efficiency *	tbc	Leisure Service Lead, Net Zero Team	H		
		Improvements to Corn Exchange e.g. fabric improvements, ventilation upgrades, lighting replacement *	tbc	Asset Maintenance, Net Zero Team, Service Lead	H		
		Improvements to all remaining buildings with a 20% energy efficiency improvement by 2030 *	tbc	Asset Maintenance, Net Zero Team, Service Leads	H		
	Decarbonising heat	Installation of heat pumps, district heating, direct electric heating or hydrogen heating (if feasible) in public buildings to decarbonise heat, including those requiring replacement at Riverside, RAMM, ISCA and Arena Centre. Where heat pumps are installed, ensure that low and zero GWP refrigerants are used *	-584	Asset Maintenance, Net Zero Team, Service Leads	H		

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Sector	Area of Focus	Potential Measures	Identified GHG reduction tCO2e	Lead	Priority	Measures taken	November 2024 Update
	Water	Review water saving opportunities	-	Net Zero Team, Service Leads	L		
	Renewable energy	Inclusion of PV on any suitable outstanding roofs across ECC's non-domestic estate – see Renewable Energy Sector below	-82	Net Zero Team, Head of Commercial Assets	H		
		Investigate potential for further energy storage	Tbc	Net Zero Team, Head of Commercial Assets	M		

Council-owned housing
 	
(39% of 2022/23 footprint)
	New low carbon dwellings	Build new low carbon dwellings at a proposed rate of 500 before 2025, and a further 500 up to 2030 to A++ target standard	+861	Head of Asset Maintenance	H	• Green Homes Grant – Local Authority delivery of £1.6m secured and delivered in 2021/22
						• Current housing assets planned maintenance programme includes retrofit work as standard
						• Review of mechanical and electrical strategy underway – no programme installation of ASHP/GSHP to be installed at present
						• Analysis of non-traditional properties being completed – structural condition now known to be sound and design plans are being prepared to maximise building fabric thermal efficiency. An initial programme for non-traditional properties likely to commence in the 2023/24 financial year
						• The Housing Service is continuing the retrofit programme across the remainder of ECC stock, financed through the Housing Revenue Account. A delivery timescale is currently being developed.
						• This programme of works equates to a target of 98 properties for Year 1 (2023/24) and 147 properties for Year 2 (2024/25).
						• New rented Council housing to be delivered to low carbon or high environmental standard
						• 53 bed extra care scheme 'Edwards Court' was completed in 2022. The scheme was built to the Passivhaus energy performance standard and Building Biology principles.
						• The current new-build target is for 500 Council homes over a 10 year period – commenced in 2020
						• Working with Wales and West Utilities on a pilot tool to create a decarbonisation tool using ECC data.
						• Delivery target date of 2030 being assessed on the basis of current delivery and resource/funding availability, but likely to be beyond this date.
						• Currently working on design specification for non-traditional properties to be retrofitted.
						• Further Government grant of £1.494m via the Social Housing Decarbonisation Fund has been secured for 2023/2025. The funding award is representing 43% of the estimated retrofit costs, with a further £1.998m
							• 773 properties fully retrofitted so far, with a further 153 to be completed by end of March 2025.
							• Retrofitting measures include:
							  ○ Removal of failed cavity wall insulation
							  ○ Removal of historic debris and rubble left behind when previous insulation was installed
							  ○ Roofs and roofline repairs and renewals
							  ○ Installation of new thermally efficient and low-carbon cavity wall insulation
							  ○ New loft insulation
							  ○ New renewable Solar PV systems
							  ○ New highly efficient replacement heating systems where required
							  ○ Smart heating controls fitted
							  ○ Windows and Doors replacements
							  ○ Smart meters installed
							  ○ Monitoring and management support for tenants
							  ○ New tenant energy efficiency booklets published and distributed
							• Average SAP Score Pre Work - 63
							  Average SAP Score Post Work - 95
							  Average Annual Energy Bill Savings Per Property - £445 (33% reduction)
							  Average of 93.7% carbon reduction for completed properties
							• Housing currently evaluating the opportunities for a bid under Social Housing Decarbonisation Funding Wave 3 – submission likely to be required in October/November 2024.

	Loft and cavity wall insulation	Install loft and cavity wall insulation top-up where required in existing homes pre 2025	-139	Head of Asset Maintenance	H		
	Improvements in energy efficiency	Promoting energy efficiency and use of low energy appliances by promotion of /access to good quality guidance	-363	Head of Asset Maintenance	H		
	Further deployment of solar photovoltaic panels	Installation of PV to half of suitable existing and new homes by 2025	-334	Head of Asset Maintenance	H		
	Solid wall insulation	Install solid wall insulation in 500 appropriate homes	-244	Head of Asset Maintenance	H		
	Replacing fuel fuelled heating with ASHPs	Install ASHP in 3,510 homes not already heated electrically ensuring that low and zero GWP refrigerants are used	-9,871	Head of Asset Maintenance	H		
	Deep retrofit and other energy saving	Install a combination of smart technologies, heat recovery, thermal and electrical storage where a property type is able to achieve EnerPhit standards of 15kWh/m^2 however Government grant funding now requires 90 kwh/m^2/year	-1,520	Head of Asset Maintenance	H		
	Final deployment of solar photovoltaic panels	Install PV on all remaining suitable homes by 2030	-203	Head of Asset Maintenance	H		

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Sector	Area of Focus	Potential Measures	Identified GHG reduction tCO2e	Lead	Priority	Measures taken	November 2024 Update
				Head of Asset Maintenance		co-funded contribution from ECC representing 57% and a total expenditure of £3.493m over a 2-year project period. Year 1 programme has just been completed. • Retrofit delivery is 773 properties to be completed by March 2024 part of a 'fabric first' strategy – with the inclusion of PV installation and smart heating controls. Estimated that by March 2025, this will have increased to 929. • ECC continue to work on sites through the design and development stage based on a low cardon or high environmental standards. • Current development programme has been suspended due to the inability to make schemes financially viable – 2 schemes currently on site. 21 flats in Hamlin Gardens, will be completed in June 2024. 35 flats at Vaughan Road, will be completed in May 2025.	
Transport *(3% of 2022/23 footprint)*	ECC Fleet	Migrating the fleet to low and Zero Emission Vehicles, including solutions for specialist waste and public and green space vehicles and equipment by 2030	-746	Fleet Management, Net Zero team	H	• Driver Training undertaken to maximise efficiency • Navigation software investigated to provide optimisation of residential waste collection • Exton Road Depot site installed with full charging infrastructure to electrify the Council's operational fleet, provided with renewable energy from Water Lane Solar Farm co-located with energy storage technology, connected to Exton Road via private wire. Completed January 2023. • Report undertaken by SWEEG evaluating the case for electrification of the remainder of the refuse collection vehicle fleet, considering both greenhouse gas emissions and costs. High lease costs currently prohibiting further electrification. • Research carried out to ascertain the viability of using biodiesel for fleet vehicles as an interim solution to reduce carbon emissions of fleet whilst electrification of the fleet is delivered • EV infrastructure implementation plan and City Strategy completed and to be reported to Executive. • New Stagecoach Corporate Discount put in place for ECC staff in April 2023. • Staff travel survey carried out in July 2023 allowed for commuting and homeworking emissions to be calculated more accurately for 2022/23 carbon footprint. • Currently looking into electric 7.5 tonne vehicle for food collections, with the potential for a trial Electric alternative to 3.5 tonne vehicles and small plant and	• Staff travel survey carried out in July 2024 to inform Green Travel Plan and 23/24 Carbon Footprint calculations • Green Travel Plan being reviewed by the Director of People • 18x (16.5%) electric vehicles (including 3x electric Refuse Collection Vehicles (eRCVs)), and 4x (3.7%) petrol hybrid vehicles in active fleet of 109 vehicles in 2022/23 • Currently investigating possibility of bringing back electric pool cars (ECC previously had 2x Leaf cars until 2020) to reduce grey fleet mileage • A report has been commissioned and is currently underway to produce a decarbonisation plan for the Waterways team, this will cover all aspects of the service including the fleet of boats
		Minimise number of and mileage of journeys / better route planning for bin collections / waste bin collection rounds	tbc	Cleansing Services Lead, Fleet Management	H		
		Drive efficiently e.g. through Telematics (especially important with electric vehicles)	tbc	Cleansing Services Lead, Fleet Management	M		
		Better reporting - each department using vehicles to measure and report mileage and give feedback to staff, set targets for reduction and incentivise to use most efficient vehicle	tbc	All Services, Net Zero team	H		
	Other direct transport	Zero Red diesel strategy for specialist vehicles and equipment for Public and Green Spaces team e.g. tractors, mowers, sweepers, tele-handlers and other portable equipment	tbc	Cleansing Services Lead, Fleet Services, P&GS Manager	H		
		Electrification of 25% of public and green spaces specialist equipment between 2025 and 2030 and removing red diesel	-18	Fleet Services, P&GS Manager	H		
	Indirect transport	Policy on business travel and grey fleet miles to ensure all business travel to be using public transport, active travel or electric vehicles	-127	OMB	H		
		Mandating use of low and zero carbon travel alternatives and green travel incentives	tbc	OMB	H		

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Sector	Area of Focus	Potential Measures	Identified GHG reduction tCO2e	Lead	Priority	Measures taken	November 2024 Update
		Further expansion of EV Charging Network across Council owned assets	tbc	Net Zero Team, Fleet Services, Parking Services	H	equipment explored routinely for any replacement requirements for Public and Green Spaces (P&GS) teams for as and when vehicles/equipment reach end of life. • Alternative suppliers for eRCVs currently being investigated with the potential for a trial • ECC currently working with Devon County Council and other District Councils following awarding of LEVI funding - ECC to allocate in line with the commissioned EV strategy, new public EV charging facilities to be procured in 2024. • Currently investigating daisy chain charging at Belle Isle depot.	
		Require deliveries to the council to be by electric vehicles or bike, creating demand for freight consolidation centres. Liaise with partners to identify sites and ensure planning provision is made	tbc	Net Zero team, Procurement Lead	M		
Procurement *(17.37% of 2022/23 footprint)*	Improve data capture	Improve Data Capture, with minimum corresponding sector spend recorded in procurement records	tbc	Procurement Lead, Net Zero Team	H	• Discussions ongoing with partnering organisations to introduce improved supplier carbon accounting data and obligate suppliers to provide contract specific emissions data, and use in contract selection process • Procurement Task and Finish (T&F) group established, looking at supplier engagement and improving accuracy of Scope 3 data capture • Carbon footprint reporting used by SWEEG for Scope 3 emissions data updated and more accurate methods are in place providing better recording of Scope 3 emission data • Green Accord accreditation scheme relaunched at Exeter Chamber Event in April 2023 following rebrand, providing a sustainability accreditation scheme for businesses to evidence carbon reduction and way for supply chains to ensure their suppliers use businesses with proven sustainable business practices and net zero targets. Campaign being developed to promote Green Accord across the region and discussions underway with district councils in Devon and other large supply chains to adopt Green Accord. • New Environmental Requirements have been established and to be introduced for all contracts over £100k and high impact contracts over £25k. • More promotion of Green Accord to be made internally, on website and included in email sent to new suppliers. • Discussions underway to create or use an existing carbon calculator to allow suppliers to calculate carbon footprints and provide more accurate data to calculate Scope 3 emissions than spend-based method. • Discussions underway with housing suppliers to implement Green Accord as a supply chain tool.	• Active promotion of Green Accord accreditation scheme through networking groups and on LinkedIn page. • Sustainable Supplier event being run by Net Zero team to be held on 28th November. Invites existing and prospective suppliers to hear about how to be a sustainable supplier, and 1:1 advice on how to become accredited with the Green Accord. • Implementation of tighter emissions reporting requirements for contracts over £25,000. First tender with new requirements ongoing.
		Make it a requirement that all suppliers for new contracts exceeding £50k should state associated GHG emissions with that contract for each financial year, or as a minimum suppliers should provide the corresponding sector for spec to minimise the effort and error associated with manual allocation, and this info be recorded in procurement records	tbc	SMB, Procurement Lead, Net Zero Team	H		
	Consider the need for new buildings	On consideration of the hierarchy for buildings and maximise use of existing assets: build nothing, build less, build clever, build efficiently	tbc	SMB, Head of Commercial Assets , Net Zero Lead	H		
		Implement a Sustainable Procurement Policy which specifically includes a minimum A and A++ (LETI) for all City Council new development projects	tbc	Procurement Lead, Net Zero Team, Head of Commercial Assets	H		
	Follow circular economy principles	Decisions must be taken with good quality data i.e. from suppliers. Take GHG emissions into account alongside cost and quality considerations when awarding new contracts and all key decisions on capital projects. Weight contract award weighting for climate change in procurement processes where relevant and proportionate	tbc	Procurement Lead, Head of Commercial Assets, Net Zero Team, SMB	H		
		Ensure all new homes have LETI embodied carbon rating of A and other construction has equivalent, target increased to A++ by 2030	tbc	Head of Asset Maintenance, SMB	H		

Exeter City Council Corporate Net Zero Carbon Reduction Plan
2022 – 2030
Version 5.0, updated November 2024

Sector	Area of Focus	Potential Measures	Identified GHG reduction tCO2e	Lead	Priority	Measures taken	November 2024 Update
						• Action Plan to be put together to deliver Social Value aspects of the Devon Districts Procurement Strategy 2023 – 2027, which contains commitments to carbon reduction and sustainability.	
F gases and waste	Quantify ECC's own waste volumes	Produce an annual ECC waste report that includes total tonnes/annum, breakdown into categories by weight, final destination of waste reported. This will form a base year against which targets can be set	tbc	Net Zero Team, Recycling Lead	H	• Recycling and signage provided in all Council offices • Printing discouraged where possible • Net Zero team working with Net Zero Ambassadors to help enforce waste prevention and recycling in the workplace • Discussions with ECC venues to reduce single use plastic across organisation • SWEEG review of the carbon emissions of processing waste and recycling collected and sold on by ECC	• Discussions to be held with Corporate Property and Housing to ensure maintenance contracts include F gas losses
	Reduce waste going to landfill	Use a contractor that guarantees no waste going to landfill	tbc	Service Leads, Net Zero Team	H		
		Adopt a no-printing policy. Ensure all documents distributed are electronic	tbc	OMB, Net Zero team	H		
	Quantify ECC's full inventory of F-gas	Create inventory of refrigeration, air conditioning and heat pump equipment and for each item, record the refrigerant type, the charge capacity and the time in use during the reporting period to plan a reduction programme	tbc	Asset Maintenance, site managers, Net Zero Team	H		
	Quantify ECC's recycling processing	Assess the carbon emissions of processing recycling that the city council collects and sells on. Include cardboard, paper, glass, plastic, and other waste streams sold on e.g. fishing nets	tbc	Recycling Lead, Net Zero team	H		
Renewable energy *(-1% of 2022/23 footprint)*	Non-domestic PV	Identify and make business case / seek funding for further non-domestic PV opportunities across ECC estate e.g. Guildhall, ISCA, Arena, ECFC, Corn Exchange, RAMM, University fields, Water Lane II, Bus Station, St Sidwell's Point	-461	Head of Commercial Assets, Service Leads, Net Zero Team	H	• Pioneering Water Lane Smart grid and Storage Project completed in January 2023 - ground mounted 1.2 MW Solar Farm at Water Lane co-located with energy storage technology (2MWh battery store). A connecting private wire providing a renewable energy supply to the Council's Operations Depot at Exton Road and installation of EV charging infrastructure to support the electrification all operational fleet. The project also included a 120kw solar PV array on the Riverside Sports hall roof and battery store, a battery storage at the Matford Centre, and a battery store at John Lewis Car Park, to optimise power generation from existing Solar PV installed at both sites. • Review of Solar opportunities and new Invest to Save proposal for generation to provide energy security, protection against price increases, provide PPA potential, and to reduce carbon emissions through renewable self-supply • Review of solar opportunities underway including 13 ECC owned non-domestic buildings. • Feasibility survey being carried out to relocate the canopy solar PV array from Mary Arches car park to the Guildhall Car Park. • Full dissemination report of first year of operation of Water Lane solar farm and energy storage technology, as well as outcomes from Riverside, Matford and John Lewis battery storage installations, to be completed by SWEEG.	• The City Council has secured £100k from the South West Net Zero Hub, Local Net Zero Fund created to support South West Local Authorities to deliver on net zero. The grants is to be used to investigate opportunities, unlock barriers and get stalled projects moving. The City Council's grant will fund an evaluation of solar opportunities across 13 City Council assets and develop a business case for new solar sites. A solar survey has been completed, as well as structural surveys and DNO feasibility to bring together a business case to install solar PV on a number of roofs owned by the City Council. This will support the decarbonisation of City Council owned buildings, to provide energy independence and to reduce energy bills. • The team are working with the City Council's Communications team in informing members of the public in how much solar is generated from our 3.4mw solar estate. Communications include infographics that show solar generation over time. The Climate Emergency webpages are routinely updated with solar generation data. • The Water Lane Smart Grid and Storage Project is a demonstrator to all and recent site visits have been hosted at the solar farm for outside organisations and members to share learning about EV charging, eRVC's, self-supply and storage. The scheme has also received interest from industry bodies and the
	Domestic PV	Install roof mounted PV on 2,386 existing homes and similar proportion of new build Council homes	-376	Head of Commercial Assets, Housing lead, Net Zero Team	H		

Exeter City Council Corporate Net Zero Carbon Reduction Plan
2022 – 2030
Version 5.0, updated November 2024

Sector	Area of Focus	Potential Measures	Identified GHG reduction tCO2e	Lead	Priority	Measures taken	November 2024 Update
						• DNO constraints restrict large scale solar development.	SW Catapult Hub as an example of innovation and leadership.
Land use change – afforestation *(0% of 2022/23 footprint) offsetting potential*	Planting broadleaf and conifers	Planting broadleaf and conifers evenly throughout the Valley Parks and greenspace woodland (409ha) between 2022 - 2030 identifies potential to cover 25% of the area	-829	SMB, P&GS Manager	H	• Parks officers working closely with community groups and to support community-based initiatives. 2021/22 has seen the establishment and extensions of two community gardens in Exeter. • Increased meadow grass programme in 2021/22 • P&GS aiming for 30% canopy cover (tree line cover) by 2030, working with Greater Devon Network partners to increase canopy cover further across remaining private open spaces. • Officers working closely with Devon Wildlife Trust and Wild City, creating wildlife corridors, integrated process that relies on multiple methods to reduce aggregate use of chemical controls • Study to be undertaken to evaluate offsetting opportunities • 107 standard trees planted city wide in 2023, and 591 whips in a new woodland project at Newhaven fields • Northbrook has planted 50 heritage variety fruit trees, 3,800 native bulbs, 400 hedge row whips which will be extended later in 2024 • P&GS service lead and Planning working on Local Infrastructure Plan which will allocate land for offsetting, Suitable Alternative Natural Greenspaces (SANGs) and BNG • Total glyphosate use at 40L in 2023 (down from 195L used in 2017) • ECC stopped spraying on behalf of Highways, so total city use has reduced by 900L in 2023 •	• Planning has acquired the EXACOM add-on, which will enable us to manage and report on BNG across the city, from initial planning through to long-term monitoring. However, full utilisation of the system is contingent on filling the vacant Ecologist position, as this role will be essential in managing and interpreting the data. We anticipate this capacity will support the reporting requirements leading up to 2026 and beyond. In the interim, project officers have been instructed to mark relevant BNG applications in our Uniform system to ensure that data is collected consistently, providing a foundational dataset for future analysis. For clarity, the software does not support BNG requests on retrospective applications, as regulations currently exclude these.
		Explore options for offset funding and opportunities within Exeter, utilising Council owned assets	tbc	P&GS ManagerLead, Net Zero Lead, SMB	H		
Overall Organisational Change	Improve understanding of Net Zero actions and Climate Change	Implement 'Carbon Literacy' training to all Councillors, Net Zero Ambassadors, SMB, OMB and other relevant officers	tbc	Net Zero Team	H	• Quarterly meetings between Net Zero Ambassadors and Net Zero team established • Carbon Literacy training underway for all staff and Councillors delivered by 2 members of the Net Zero team, with training open to all staff and Councillors • Carbon Literate Organisation 'Bronze' Status achieved in November 2022 • New 'Climate Emergency' section created on ECC website in January 2023 which includes information ECC's Footprint reports, Carbon Reduction Plan and Net Zero progress. These pages are maintained and updated regularly. • Statement made in support of the Devon Carbon Plan in December 2022.	• 256 members of staff and Councillors have undertaken Carbon Literacy training delivered by 2 members of Net Zero Team. • 122 members of staff and Councillors 'certified' as Carbon Literacy so far. • Carbon Literacy training to be delivered to all staff working at Materials Reclamation Facility in Nov/Dec 2024. • The Net Zero Ambassadors have been reassessed following the staff restructure, and some of the Ambassadors leaving the organisation. The Ambassadors role has been reviewed to provide them with more focus and a direct opportunity to reduce carbon emissions within their own service.
		Develop communications programme to highlight within the Council and externally, achievements and projects delivered in working towards Net Zero 2030	-	Net Zero Team	H		
		Review City Council policies to determine their negative and positive impact on reducing Council carbon emissions	-	Net Zero Team, Service Leads	H		
		Improve staff capacity to allow delivery of Net Zero across all ECC Services (sectors)	-	All services, SMB	H		
		Continue to work with partners locally and nationally to deliver Net Zero	-	All services, SMB, Net Zero team	H		

Exeter City Council Corporate Net Zero Carbon Reduction Plan
2022 – 2030
Version 5.0, updated November 2024

Sector	Area of Focus	Potential Measures	Identified GHG reduction tCO2e	Lead	Priority	Measures taken	November 2024 Update
		Ensure all Council decisions are informed by an analysis of whether they would help or hinder the delivery of the Net Zero ambition for the council and the city	-	All services, Councillors, Net Zero team	H	• 190 members of staff and Councillors have undertaken Carbon Literacy training delivered by 2 members of Net Zero team • 90 members of staff and Councillors 'certified' as Carbon Literate so far • Environmental Policy to be produced in 2024	• New Environmental Policy underway, which is required for contracts we bid for, but to also provide some consistency across the organisation. • Review of committee reports and accountability to ensure all Council decisions are informed by an analysis of whether they would help or hinder the delivery of the Net Zero ambition for the council and the city is ongoing • Staff members' Carbon Literacy pledges to be shared in staff newsletters • Organisational Carbon Descent Report to be presented to Scrutiny Committee in January2025 to determine what resources would be required to achieve net zero measures • Active engagement with external networks – Devon Climate Emergency Response Group, Devon Climate Emergency Tactical Group, University of Exeter Green Future's Community of Practice Scope 3 group
		Investment Plan to determine what resources would be required to achieve net zero measures		Net Zero Team	H		

Changes to version 2.0 in February 2023

- **Addition to potential measures in 'Transport' sector -** Require deliveries to the council to be by electric vehicles or bike, creating demand for freight consolidation centres. Liaise with partners to identify sites and ensure planning provision is made
- **Addition to potential measures in 'Overall Organisational Change' sector -** Ensure all Council decisions are informed by an analysis of whether they would help or hinder the delivery of the Net Zero ambition for the council and the city
- **Addition to area of focus and potential measures in 'F Gases and Waste' sector -** Quantify ECC's recycling processing - Assess the carbon emissions of processing recycling that the city council collects and sells on. Include cardboard, paper, glass, plastic, and other waste streams sold on e.g. fishing nets
- **Update column changed to February 2023** and updated accordingly above

Changes to version 3.0 in August 2023

- All previous measures taken moved to new 'Measures taken' column and new column created for August 2023
- New low, moderate, high priority ranking added for potential measures

Changes to version 4.0 in January 2024

- All previous measures taken moved to new 'Measures taken' column and new column created for January 2024
- Sector % updated to 2022/23 data

Changes to version 5.0 in November 2024

- All previous measures taken moved to new 'Measures taken' column and new column created for November 2024

NB this report is for examination by Strategic Scrutiny but is unchanged from that which appeared at the meetings below:

REPORT TO EXECUTIVE

Date of Meeting: 1 October 2024

REPORT TO COUNCIL

Date of Meeting: 15 October 2024

Report of: Joint Interim Director – Environment, Waste and Operations

Title: Air Quality Annual Status Report

Is this a Key Decision?

No

Is this an Executive or Council Function?

Council

1. What is the report about?

1.1 To present the statutory Annual Status report that has been submitted to the Department of Environment, Food and Rural Affairs (DEFRA). This contains the monitoring data from 2023, a summary of the actions taken in that year to improve local air quality and future plans.

2. Recommendations to Executive and Council:

2.1 That Executive Committee notes the statutory annual status report.

2.2 That Council notes the statutory annual status report.

2.3 That an update be provided to Executive should the clarification from Department for Food and Rural Affairs (DEFRA) over the timetable for future actions by the City Council be different than that outlined in this report.

3. Reasons for the recommendation:

3.1 Action on local air quality is a legal duty placed upon the Council (and all district and county councils) by Part IV of the Environment Act 1995. Safeguarding air quality will help reduce any detrimental effects from air pollution on the health and wellbeing of Exeter's population. We are required under this legislation to submit an Annual Status Report to DEFRA using their template and to present the report to members at a local level.

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

4.1 The City Council will continue to monitor air pollution and report on levels. This will take place within existing resources. In the coming years, the Air Quality Management Area (AQMA) boundary will need to be reviewed in line with government statutory guidance and a new Air Quality Action Plan (AQAP) produced.

5. Section 151 Officer comments:

5.1 There are no additional financial implications for Council to consider.

6. What are the legal aspects?

6.1 Part IV of the Environment Act 1995 (as amended by the Environment Act 2021) 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. 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.

6.2 The Department for Environment, Food and Rural Affairs (DEFRA) has provided 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 (NO_2) and so-called 'Particulate Matter' (PM10 and PM2.5) which are relevant to both district and county councils. Local Authorities are required to submit an Annual Status Report (ASR) to the Department for Environment, Food and Rural Affairs in order to report the progress being made in achieving reductions in concentrations of emissions relating to relevant pollutants below air quality objective levels. The completed report is submitted to the Secretary of State (DEFRA) for consideration. DEFRA provide comments back to the Local Authority which the Authority must 'have regard to'.

7. Monitoring Officer's comments:

7.1 The purpose of this report is to provide members with an update on the air quality of its area. Members will note the content of the report together with the attached 2024 Air Quality Annual Status Report and DEFRA appraisal.

8. Report details:

8.1 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 $\mu g/m^3$, and the average level for one hour, which should not exceed 200 $\mu g/m^3$ on more than 18 occasions during a year. Local authorities are told that this one hour standard is unlikely to be exceeded where the average level over a whole year is below 60 $\mu g/m^3$ so this measurement is a commonly used proxy. The annual average objective applies to residential, hospital and education sites. The hourly average objective applies to these sites and to busy streets and workplaces as well.

8.2 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 most of the monitoring sites are indicative of the worst case locations.

8.3 The number of sites which exceed the objective has reduced significantly since the AQMA was declared (a reduction from 32 exceedences in 2009 to one in 2021, 2022 and 2023). The highest levels are measured on the Heavitree corridor, at East Wonford Hill. Here levels have previously been close to or above the levels which indicates an exceedance of the hourly objective but in since 2019 have been significantly lower (at 38.2 $\mu g/m^3$ in 2020, 42.2 in 2021, 40.4 in 2022 and 40.5 in 2023).

8.4 The measured results can be found in table A.3 of the Annual Status Report (appendix 1). Trends in annual nitrogen dioxide concentrations can also be seen in Figure A.1. These show that in 2020 levels of nitrogen dioxide at every site, including East Wonford Hill fell to below the objective levels. This significant fall was caused by a reduction in traffic flows as a result of COVID-19. There was a rebound in 2021, but not back to pre-pandemic levels. A further fall was seen from 2021 to 2022, back to close to 2020 (lockdown) levels. Levels in 2023 were very similar to 2022.

8.5 This pattern is partially explained by traffic flows, which fell dramatically in 2020 and rebounded partially in 2021. They increased again to 2023 (Table 3.1 in the Annual Status Report contains data from Devon County Council) but still not back to pre-pandemic levels. It is not possible to say whether traffic flows will eventually return to pre-pandemic levels and if they do whether this will be matched by a full return in air pollution levels as well. At the same time as the changes caused by Covid, there will also have been changes in the vehicle fleet which should have reduced emissions from newer vehicles. Additional variability is also introduced by weather and other factors that affect pollution concentrations on a year-to-year basis. These factors will continue to be evaluated in future reports, looking at the data from 2024 and beyond.

8.6 The report covers part of the period during which Devon County Council introduced temporary changes to prohibit through traffic in the Heavitree area. This is discussed in section 3.2.1 of the report, which concludes that no impact from the changes can be seen in the 2023 data set for the monitoring sites that could be expected to have been affected, although the changes were only in place for September to December of 2023.

8.7 No sites had levels in 2023 between 35 and 40 $\mu g/m^3$ (i.e. close to but not above the objective level of 40). Most locations along the busy routes into and around the city had concentrations of nitrogen dioxide in the range between 25 and 35 $\mu g/m^3$ during last year.

8.8 As you move away from busy roads, levels in previous years have fallen below 25 $\mu g/m^3$. In 2023, levels in these areas were typically between 10 and 15 $\mu g/m^3$ for purely suburban streets and between 15 and 20 $\mu g/m^3$ for local through routes. 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.

8.9 NO_2 levels in Exeter have at most sites have fallen since a peak in 2009 then were broadly stable in the four years prior to 2020. 2020 was exceptional, in terms of the reduction in traffic flows during some parts of the year but it is likely that trends in travel habits, homeworking etc will continue to evolve. Trends in air quality generally take several years to emerge even when other factors are stable, because of the annual

variability caused by weather. What the long term, post-covid trends will be remains to be seen. As trends do appear, these will be reported in future Annual Status Reports.

8.10The Annual Status Report also summarises the results of particulate pollution measurements (PM_{10} and $PM_{2.5}$). No areas in the city are thought to exceed the objectives for this type of air pollution. It should also be noted that local authorities do not have legal duties to achieve the objectives for $PM_{2.5}$. This responsibility sits with national government in recognition of the fact that the sources of this type of pollution are much less local and may therefore be mainly beyond the local control.

8.11The annual average EU limit value for $PM_{2.5}$ is 25 $\mu g/m^3$ and there is no suggestion that this level is being exceeded in Exeter. The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023 introduce a target for national government of 10 $\mu g/m^3$ as an annual mean, to be achieved by 2040. Currently it seems likely that large parts of Exeter meet this level (based on national modelling) but areas close to specific sources may not. The Regulations also introduce a population exposure reduction target for national government; that there is at least a 35% reduction in population exposure by the end of 31st December 2040, as compared with the average population exposure in the three-year period from 1st January 2016 to 31st December 2018.

8.12The annual status report also summarises the measures that the City Council has taken in the last year to reduce pollution levels, and the actions that will be implemented in the coming year (table 2.2 of the Annual Status Report).

8.13The Council was awarded grant funding from DEFRA in 2023 for a project that aims to provide further information on pollution levels in the Heavitree corridor area, using machine learning, and to disseminate that information to the local community. This work is progressing according to the project plan, with the public dissemination phases commencing in 2024.

8.14 The Annual Status report concludes that previous exceedences of the nitrogen dioxide (NO_2) objective at the Blackboy Road / Pinhoe Road junction have been permanently resolved given that they had fallen below 40 $\mu g/m^3$ in 2018 and therefore have been below the objective for more than 5 years. Other sites (Alphington Street, Livery Dole, Satutary Mount, Fore Street Heavitree inbound and Honiton Road) were above the objective in 2019 but have not been since. This means that there have now been four years of results at these sites which are below the objective level although two of these were affected by Covid and lockdowns.

8.15 The Annual Status Report therefore proposed that the Council follow the approach in the statutory guidance to amend the AQMA order and reduce the boundary to just the area of exceedence on East Wonford Hill. This would co-incide with the expiry of the current AQAP at the end of 2024, with the subsequent publication of a new AQAP focussing on the new AQMA. The proposed timetable for this process was as follows.

Date	Actions
June 2024	Submit ASR, announcing need for amendment of AQMA (with proposed new boundary) as well as timetable for consultation and publication of new AQAP
From June 2024	Start of process to consider AQAP measures
September committee (date TBC)	ASR presented to committee for approval and start of consultation period on new AQMA order
11 weeks after committee	Consultation closes, and draft AQMA order submitted to DEFRA
From January 2025	Evaluation of potential AQAP measures
By end March 2025	New AQMA order signed and 18 month deadline for AQAP issue starts
June 2025	Submit ASR with update on progress and timetable
From June 2025	Draft AQAP
September 2025 committee (date TBC)	ASR presented to committee for approval and start of consultation period on new AQAP
8 to 12 weeks after committee	End of consultation (exact date TBC)
By end March 2026	Consideration of consultation responses and final AQAP produced
	AQAP sent to DEFRA for approval
June 2026	Submit ASR
September 2026 committee (date TBC)	ASR presented to committee for approval and adoption of AQAP

8.16 This approach was proposed following the DEFRA appraisal of the previous year's Annual Status Report, which made it clear that an AQAP which covered a greater area than the area of exceedance was not recommended. In addition, the timetable above was provided to the DEFRA Air Quality helpdesk. Their response was 'The timetable appears to be reasonable. Please ensure this is communicated in your next ASR, so this can be considered during the appraisal process'. It was therefore anticipated that this part of the Annual Status Report, and the timetable would be acceptable to DEFRA when they reviewed the report. The Annual Status Report describes the proposed, smaller AQMA boundary, as well as including a consultation plan and equalities impact assessment for making the necessary changes to the AQMA order (Appendix F of the Annual Status Report).

8.17 The DEFRA appraisal of the Annual Status report is included with this report to Executive and Full Council (appendix B). As can be seen, it says that 'the conclusions reached in the report are **accepted** for all sources and pollutants.' However it also says 'We advise ECC to wait until compliance has been achieved in 2022, 2023 and 2024 in the areas where ECC are proposing to remove the AQMA, before proceeding with plans to amend the AQMA. The current Air Quality Action Plan (AQAP) is due to expire at the end of 2024, but ECC do plan on publishing a new AQAP which focuses on the amended AQMA'. This appears to contradict the appraisal of the previous Annual Status Report as well as the previous approval of the proposed timetable of action. It would mean that publication of the new AQAP would be delayed until September 2027 (ie according to the timetable described above but delayed for one year while further monitoring data is obtained).

8.18 DEFRA were asked for clarification of this, as well as an explanation of the other matters raised in items 4 and 6 of their commentary on 05 August 2024. They have not yet responded despite it being explained to them that a committee report on the matter was pending.

8.19 Given the requirement from DEFRA to collate another year's worth of data before reviewing the Air Quality Management Area, it is prudent for the Council to continue with its current Action Plan for a further 12 months and for a revised timetable to be submitted as part of next years Annual Staus Report.

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

9.1 Successful implementation of measures to improve local air quality will contribute towards all of the Council's Strategic programmes (promoting active and healthy lifestyles, building great neighbourhoods and net zero). The collection of reliable air quality data is a vital part of this process, so that the Council and others can understand the scale, location and trends in pollution objective exceedences.

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

10.1 This report is for the information of the Committee only and there are no risks associated with the recommendation to note the contents of the Annual Status Report. There would be risks in continuing with the previously proposed timetable, given the DEFRA appraisal report, which is why it has been decided to wait until further monitoring data has been collected before amending the AQMA boundary or replacing the AQAP.

10.2 There are also risks in the implementation of measures to improve air quality, such as funding. This is acknowledged within the Annual Status Report. Any necessary alterations to Action Plans can be made by means of future Annual Status Reports.

11. Equality Act 2010 (The Act)

11.1 Under the Act's Public Sector Equalities Duty, decision makers are required to consider the need to:

- eliminate discrimination, harassment, victimisation and any other prohibited conduct;
- advance equality by encouraging participation, removing disadvantage, taking account of disabilities and meeting people's needs; and

- foster good relations between people by tackling prejudice and promoting understanding.

11.2 In order to comply with the general duty authorities must assess the impact on equality of decisions, policies and practices. These duties do not prevent the authority from reducing services where necessary, but they offer a way of developing proposals that consider the impacts on all members of the community.

11.3 In making decisions the authority must take into account the potential impact of that decision in relation to age, disability, race/ethnicity (includes Gypsies and Travellers), sex and gender, gender identity, religion and belief, sexual orientation, pregnant women and new and breastfeeding mothers, marriage and civil partnership status in coming to a decision.

11.4 An equalities assessment is included within the Annual Status Report at Appendix F.

12. Carbon Footprint (Environmental) Implications:

12.1 Measures to improve local air quality will also reduce carbon emissions from transport (although the opposite is not always true). The recommendations of this report therefore align with and support the Council's carbon reduction target (carbon neutral by 2030).

13. Are there any other options?

13.1 Completing an Annual Status Report and submitting it to DEFRA is a legal duty.

Joint Interim Director – Environment, Waste and Operations , Simon Lane

Author: Simon Lane, Head of Environment and Waste and Alex Bulleid, Senior Environmental Technical Officer.

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

Background papers used in compiling this report:-

None

Contact for enquires:
Democratic Services (Committees)
Room 4.36
01392 265275

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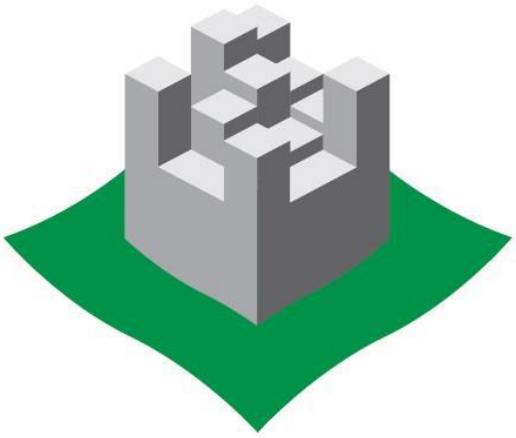

Exeter City Council

2024 Air Quality Annual Status Report (ASR)

In fulfilment of Part IV of the Environment Act 1995 Local Air Quality Management, as amended by the Environment Act 2021

Date: June, 2024

Information	Exeter City Council Details
Local Authority Officer	Alex Bulleid
Department	Environmental Health & Community Safety
Address	Civic Centre, Paris Street, Exeter, EX1 1 RQ
Telephone	01392 265147
E-mail	Environmental.Health@exeter.gov.uk
Report Reference Number	ASR 2023
Date	June 2024

Executive Summary: Air Quality in Our Area

Air Quality in Exeter

Breathing in polluted air affects our health and costs the NHS and our society billions of pounds each year. Air pollution is recognised as a contributing factor in the onset of heart disease and cancer and can cause a range of health impacts, including effects on lung function, exacerbation of asthma, increases in hospital admissions and mortality. In the UK, it is estimated that the reduction in healthy life expectancy caused by air pollution is equivalent to 29,000 to 43,000 deaths a year[1].

Air pollution particularly affects the most vulnerable in society, children, the elderly, and those with existing heart and lung conditions. Additionally, people living in less affluent areas are most exposed to dangerous levels of air pollution[2].

Table ES 1 provides a brief explanation of the key pollutants relevant to Local Air Quality Management and the kind of activities they might arise from.

Table ES 1 - Description of Key Pollutants

Pollutant	Description
Nitrogen Dioxide (NO_2)	Nitrogen dioxide is a gas which is generally emitted from high-temperature combustion processes such as road transport or energy generation.
Sulphur Dioxide (SO_2)	Sulphur dioxide (SO_2) is a corrosive gas which is predominantly produced from the combustion of coal or crude oil.
Particulate Matter (PM_{10} and $PM_{2.5}$)	Particulate matter is everything in the air that is not a gas. Particles can come from natural sources such as pollen, as well as human made sources such as smoke from fires, emissions from industry and dust from tyres and brakes. PM_{10} refers to particles under 10 micrometres. Fine particulate matter or $PM_{2.5}$ are particles under 2.5 micrometres.

[1] UK Health Security Agency. Chemical Hazards and Poisons Report, Issue 28, 2022.

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

Exeter's Air Quality Management Area (AQMA) was declared in 2011 because levels of nitrogen dioxide exceeded both the annual average and the short-term objectives for that pollutant. A map of the area can be found in Appendix D. The Air Quality Action Plan (AQAP) contains measures to reduce pollution levels in the AQMA. The current AQAP covers the period 2019-2024. It was published following a significant consultation and engagement process which reached nearly 3000 people. The plan is available online at this link.

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 generally representative of typical or average conditions across the city. Instead it is indicative of the worst case locations.

Prior to 2020 the annual average objective was regularly exceeded at a number of places in the city. These were at Alphington Street and along the Heavitree corridor into the city. The highest levels measured have typically been on the Heavitree corridor, at East Wonford Hill. Here levels historically were close to or above the level which indicates an exceedance of the hourly objective.

The measured results for 2023 can be found in Table A.3 of this report. Trends in annual nitrogen dioxide concentrations can also be seen in Figure A.1. These show that in 2023 levels of nitrogen dioxide were below the objective at every site except East Wonford Hill. The significant fall seen in 2020 as a result of a reduction in traffic flows during COVID-19 rebounded in 2021 but not back to pre-pandemic levels. There was then a further fall in concentrations seen at most sites in 2022, with concentrations roughly stable since then. The improvement since 2019 is likely to have been caused by a combination of traffic flows still being slightly below those seen before Covid, the ongoing improvement in vehicle emissions technologies and measures taken by the City Council and partners to implement the Air Quality Action Plan.

No sites had levels in 2023 between 35 and 40 $\mu g/m^3$ (i.e. close to but not above the objective level of 40). Most locations along the busy routes into and around the city had concentrations of nitrogen dioxide in the range between 25 and 35 $\mu g/m^3$ during last year.

As you move away from busy roads, levels fall below 25 $\mu g/m^3$. In 2023, levels in these areas were typically between 10 and 15 $\mu g/m^3$ for purely suburban streets and between 15

and 20 μg/m^3 for local through routes. The majority of the population of Exeter therefore live in locations with concentrations of nitrogen dioxide well below the objective, but a very small number are still exposed to levels above the objective outside their homes. No schools in Exeter experience levels above the objective.

In September 2023 temporary changes were made to prohibit through traffic in the Heavitree residential area. In June 2024 the HaTOC committee voted to end the trial scheme. This only affected part of the 2023 monitoring year reported so any changes in traffic flows or nitrogen dioxide levels as a result would not be as significant as if the change had co-incided with the calendar year. There will also be other factors which affect pollution levels on a year-to-year basis, so identifying the impact of the highway changes will never be straightforward. Figure 3.1 shows 2023 concentrations plotted against those from 2022. This is not a formal assessment of the temporary scheme, but it suggests that no impact of the highway changes can be seen in the 2023 data set for the monitoring sites that could be expected to have been impacted. This will be reported on further in the next Annual Status Report in 2025.

The data shows that no locations measured an exceedence of the proxy for the hourly nitrogen dioxide objective in 2023 (an annual average of 60μg/m^3).

2020 was exceptional, in terms of the change in traffic flows, so the Council had no plans to amend the AQMA as a result of the changes to NO_2 concentrations seen in that year. The last Annual Status Report (published in 2023) also recommended that longer term trends were monitored to confirm which exceedences have indeed been permanently resolved. There will also always be natural variation between years as a result of local small changes in traffic flows (road works etc) and weather patterns. This makes identifying any trend difficult over short periods of time even where other factors are stable. For this reason, DEFRA recommend that three years of data are used to confirm that an exceedence of the objective has indeed been resolved.

It seems highly likely that previous exceedences at the Blackboy Road / Pinhoe Road junction (DT42 and DT43) have been permanently resolved given that they had fallen below 40 μg/m^3 in 2018 and therefore have been below the objective for more than 5 years. Other sites (Alphington Street DT19, Livery Dole DT52, Satutary Mount DT54, Fore Street Heavitree inbound DT56 and Honiton Road DT58) were above the objective in 2019 but have not been since. This means that there have now been four years of results at these sites which are below the objective level although two of these were affected by Covid and lockdowns.

The Council therefore intends to follow the approach in the statutory guidance and amend the AQMA order to reduce the AQMA to just the area of exceedence on East Wonford Hill. This would co-incide with the expiry of the current AQAP at the end of 2024, with the subsequent publication of a new AQAP focussing on the new AQMA. The proposed timetable for this process is as follows:

Date	Actions
June 2024	Submit ASR, announcing need for amendment of AQMA (with proposed new boundary) as well as timetable for consultation and publication of new AQAP
From June 2024	Start of process to consider AQAP measures
September committee (date TBC)	ASR presented to committee for approval and start of consultation period on new AQMA order
11 weeks after committee	Consultation closes, and draft AQMA order submitted to DEFRA
From January 2025	Evaluation of potential AQAP measures
By end March 2025	New AQMA order signed and 18 month deadline for AQAP issue starts
June 2025	Submit ASR with update on progress and timetable
From June 2025	Draft AQAP
September 2025 committee (date TBC)	ASR presented to committee for approval and start of consultation period on new AQAP
8 to 12 weeks after committee	End of consultation (exact date TBC)
By end March 2026	Consideration of consultation responses and final AQAP produced
	AQAP sent to DEFRA for approval
June 2026	Submit ASR
September 2026 committee (date TBC)	ASR presented to committee for approval and adoption of AQAP

This timetable was provided to the LAQM helpdesk on 26 September 2023. Their response was ‘The timetable appears to be reasonable. Please ensure this is communicated in your next ASR, so this can be considered during the appraisal process’.

Whilst it would be desirable to publish a new AQAP immediately after the expiry of the old plan at the end of 2024 this is not possible with the timetable above. The need to first review the AQMA boundary forces the production of the new AQAP to be delayed. The AQMA boundary can only be reviewed this year because there is only now at least three years of data showing that many of the former areas of exceedance have been resolved. Once the new AQMA order has been signed work can formally begin on the new AQAP. However it is anticipated that officers will start to discuss the new plan before this. Full

public consultation will be undertaken as part of the production of the plan, so those affected will have the opportunity to comment on it.

The proposed new AQMA boundary and an explanation of how this has been derived is included in Appendix F.

In the interim period between the expiry of the current plan and the publication of a new plan, Exeter City Council will continue to implement measures, with partners such as the Devon County Council Highways team, neighbouring authorities and Sport England to improve air quality. These will be listed in the Annual Status Reports, with updates on progress.

Public Health England's Public Health Outcomes Framework tool shows that in Exeter in 2022 the fraction of mortality attributable to particulate air pollution was 3.1%. This is below the regional figure for the south west (4.6%) and the national level of 5.8%. Exeter therefore has levels of particulate matter which are causing harm, but this problem is less severe than in the majority of the country. The data is available at this link. The modelling on which this is based suggests that average $PM_{2.5}$ concentrations in Exeter in 2021 (the latest year for which data is available) were 6.6 $\mu g/m^3$. This is below the south west level of 6.8 and the national figure of 7.4 $\mu g/m^3$.

The Annual Status Report also summarises the results of particulate pollution measurements (PM_{10} and $PM_{2.5}$). No areas in the city are thought to exceed the current objectives for this type of air pollution.

The annual average EU limit value for $PM_{2.5}$ is 25 $\mu g/m^3$ and there is no suggestion that this level is being exceeded in Exeter. The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023 introduce a target for national government of 10 $\mu g/m^3$ as an annual mean, to be achieved by 2040. Plans to achieve this will be brought forward by DEFRA on behalf of HM Government. The Regulations also introduce a population exposure reduction target for national government; that there is at least a 35% reduction in population exposure by the end of 31st December 2040, as compared with the average population exposure in the three-year period from 1st January 2016 to 31st December 2018.

There were no measured exceedences of the PM_{10} air quality objectives in Exeter in 2023. Annual average concentrations rose slightly in 2023 compared to the previous four years. The longer-term trend in annual concentrations is a decline since 2005 or 2006. The data will be monitored over the coming years to identify whether this recent increase is part of

an emerging trend or caused by expected inter-annual variability as a result of weather patterns etc.

Actions to Improve Air Quality

Whilst air quality has improved significantly in recent decades, there are some areas where local action is needed to protect people and the environment from the effects of air pollution.

The Environmental Improvement Plan[3] sets out actions that will drive continued improvements to air quality and to meet the new national interim and long-term targets for fine particulate matter ($PM_{2.5}$), the pollutant of most harmful to human health. The Air Quality Strategy[4] provides more information on local authorities' responsibilities to work towards these new targets and reduce fine particulate matter in their areas.

The Road to Zero[5] details the Government's approach to reduce exhaust emissions from road transport through a number of mechanisms, in balance with the needs of the local community. This is extremely important given that cars are the most popular mode of personal travel and the majority of Air Quality Management Areas (AQMAs) are designated due to elevated concentrations heavily influenced by transport emissions.

Exeter City Council has taken forward a number of direct measures during the current reporting year of 2023 in pursuit of improving local air quality. Further details are provided later in the report but key completed measures include:

1. Exeter City Council has continued to implement its Physical Activity Strategy. The strategy focusses on getting the least active members of the community moving more (including active travel) with a key focus being to normalise and increase active travel in everyday life. It also prioritises development projects for the Wonford Health & Wellbeing Centre to include a cycling hub on Exeter's Green Circle and family activity trails around the Ludwell valley. It will also implement walking / cycling improvements as part of Newtown Neighbourhood enhancements,

[3] Defra. Environmental Improvement Plan 2023, January 2023

[4] Defra. Air Quality Strategy – Framework for Local Authority Delivery, August 2023

[5] DfT. The Road to Zero: Next steps towards cleaner road transport and delivering our Industrial Strategy, July 2018

strengthening active travel connections with city centre and rest of the cycle network.

2. The Sport England Local Delivery Pilot team has developed and tested the governance and application structure for communities to be able to implement localised, regular closures of roads within their neighbourhoods. For specific periods this will provide sections of roads where the priority will be given to activity (play) rather than travel. The SELDP team was also involved in the school streets projects discussed below.
3. The large solar array with battery storage at Water Lane installed by Exeter City Council is operational. It powers the first three of an intended fleet of electric refuse collection vehicles.
4. Scrutiny of planning applications for air quality impacts has continued, including making objections to developments on air quality grounds where this is justified and the negotiation of mitigation in accordance with Council and national planning policy.
5. From 1st Jan 2020 adopted policy required the Hackney carriage fleet to be 50% Euro 6 wheelchair accessible vehicles and 50% ULEV saloon cars with a stated emission level of 75g km CO_2 or below. This policy continues to be implemented.
6. A reduction in NOx emissions from buildings as a result of a variety of measures intended primarily to address fuel poverty and carbon emissions. These include building the next phase of PassivHaus standard homes by Exeter City Council, completion of an Extra Care facility and a leisure centre and swimming pool both meeting the PassivHaus standard and continued implementation of district heating schemes to provide heating and hot water to 2800 homes at Monkerton, Tithebarn, Mosshayne, Pinn Court, Park Farm, and Exeter Science Park. The Council is also working with number of other city public sector partners to create a new District Heat Network across the city centre.
7. A new city centre bus station has been delivered providing improved facilities for public transport users in the city.
8. The City Council were partners with Devon County Council and Co Delivery in a scheme which secured an £80,000 grant from the Department for Transport Energy Saving Trust to expand the capabilities of e-cargo bikes for business travel. Nine electric cargo bikes were secured for use within the partner organisations, Devon

County Council, Exeter City Council, University of Exeter and Royal Devon & Exeter NHS Foundation Trust (RD&E). These are now operational including at the City Council where three bikes are used to replace vehicle trips. This pilot project seeks to encourage the transition to carbon neutral modes of business travel.

9. Devon County Council continues to implement the 2020 Transport Strategy. This has three themes: Greater Connectivity, Greater Places for People and Greater Innovation. Key targets within the strategy include:

    - 50% of trips by foot or cycle within the city;
    - Removal of air quality exceedances in the city.

10. Devon County Council have adopted their Exeter Local Cycling and Walking Infrastructure Plan in January 2024

11. DCC have continued their Travel Planning service provided to new residential developments.

12. A new station opened at Marsh Barton in July 2023, and provides easy rail access to Marsh Barton (Exeter's largest industrial estate) as well as Exeter Canal/ Riverside Valley Park and it is the closest station to the new developments in South West Exeter. It is located on the line between Paignton and Exmouth, with half-hourly services at peak times.

13. The Okehampton railway line has reopened to hourly services on a daily basis. This provides a valuable alternative to car travel for people coming into the city from the area north of Dartmoor and increased service frequency from Crediton. Design work is underway to deliver the Okehampton Interchange, which is a 'Parkway style' station, funded through DfT Levelling Up Funds. It will serve the wider rural catchment of west Devon, Torridge and north Cornwall.

14. Pop up measures to facilitate social distancing and active travel were introduced in 2020. The changes included the introduction of a new 5km cross city route (E9 Newcourt/Pynes Hill to City centre), supplemented with new crossings (eg at Russell Way). Some of these pop-up measures have since been made permanent, such as the road closures and modal filters on Ludwell Lane, Dryden Road, Wonford Road and Magdalen Road. Devon County Council have also introduced modal filters on the E3 route which include Homefield Road and Chard Road.

15. Circa 700m of segregated cycle route on Rifford Road has been approved, which forms part of E12 ('north-south') route and would link the Sweetbrier Lane section

through the Wonford area with options to connect into the E9 route or beyond towards the valley park / Exe Estuary. Construction work will commence in 2024 for completion in early 2025.

16. Permament school streets have been introduced at Whipton Barton School and Ladysmith School. The school streets are community led schemes that restrict traffic outside schools at pick up / drop off times to create a calmer, safer, and more pleasant environment, for families and children to walk, wheel or cycle to school.
17. A series of Modal Filters to form a Low Traffic Neighbourhood were introduced in the Heavitree area on a trial basis in August 2023. In June 2024, the Exeter Highways and Traffic Order Committee agreed to suspend the Experimental Traffic order associated with the trial.
18. A new Park and Change site at the Science Park has been opened. It is currently being used as a Park and Ride for the Nightingale Hospital.
19. Improved ‘green lane’ cycle linkages from ‘urban fringe settlements’ into the Exeter cycle network including from Woodbury (connecting to Exe Estuary Trail), from Cranbrook and the Science Park via Langaton Lane and from Ide via Balls Farm Road.
20. The reallocation of road space on Queen Street has been made permanent, delivering widened pedestrian areas and removing northbound vehicular traffic except for buses and cycles. The changes help remove dominance of vehicles from the city centre streets and create a more attractive environment for active travel.
21. Bus patronage has recovered to some extent from the effect of Covid 19 lockdowns. Devon County Council have obtained funding (over 3 years) for its Bus Service Improvement Plan across the County. This includes plans for improving bus priority four key Exeter corridors (the Eastern, Central, Western and Northern corridors). Proposals include improving bus priority using technology, bus lane operation time changes, and physical infrastructure improvements. They have also been successful in a joint bid with Stagecoach to provide electric (‘Zebra’) buses on routes 4, A, and the Green Park and Ride.
22. Pinhoe Station interchange has been delivered, with a shuttle bus alongside bike lockers, electric vehicle chargers and a new car park to provide an integrated rail hub, linking passengers arriving at Pinhoe to the Science Park, SkyPark, Exeter Gateway logistics park and Exeter Airport.

Exeter City worked to implement these measures in partnership with the following stakeholders during 2023:

- Neighbouring authorities
- Devon County Council (Highways and Public Health)
- Sport England

Exeter City Council expects the following measures to be completed over the course of the next reporting year:

- DEFRA grant funding has been obtained for a project to develop a model of pollution concentrations in the Heavitree corridor which will provide better spatial and temporal resolution than the current monitoring. This will be overlaid with health information, enabling more informed choices by the travelling public. Work on the project is progressing according to the project plan, with the air quality sensors installed just before the end of the 2023 reporting year. Further information on the project is available at this link.
- Further refinement of the net zero plan for Exeter. Executive & Council have agreed for the City Council to take on the leadership role for city wide net zero. A programme manager will be recruited in 2024. This new role will support businesses / communities / residents to reduce their carbon emissions.
- Implementation of the Transport Strategy and LCWIP by DCC, in conjunction with the Active and Healthy People Programme team.
- Sport England Project work will continue; including on the Wonford Health and Wellbeing Centre, Newtown active neighbourhood, enabling road closures for play streets and community events, community builders and social prescribing.
- Work to enable the delivery of a Water Lane low traffic neighbourhood through redevelopment of brownfield land.
- All new vehicles entering the Council's fleet are likely to be electric (unless there is no availability of vehicles meeting the specific operational requirements on the market).

- DCC will continue to monitor traffic within the Heavitree and Whipton area following the Heavitree and Whipton Active Streets Trial filtered permeability project.
- Further improvements will take place to cycle routes. In addition to constructing the bi-directional route along Rifford Road, further design work is underway to link this to Burnthouse Lane/ Dryden Road and two crossings are being designed to join the route to other existing cycle infrastructure along the E12 route. This will make it safer and easier to travel by bike.
- £14m of funding (over 3yrs) has been received by Devon County Council for its Bus Service Improvement Plan across the County. Additional funding will deliver a fleet of electric buses to operate on the 4, A and Green Park &Ride routes.
- The Council have received a grant to replace gas boilers with heat pumps at the RAMM and the Riverside leisure centre in a two year project to be completed by April 2025. This will reduce NOx emissions from the old boilers.
- 2024 car park charges are set to increase by 5%, with implementation in October 2024. Mary Arches surface and MSCP are expected to be sold during 2024, so total parking provision in the city centre will reduce. As part of the work to deliver the Exeter Plan, a number of other city car parks are likely to be repurposed, to allow for housing to be built on brown field land. Work on these plans will continue in 2024.

The principal challenges and barriers to implementation that Exeter City Council anticipates facing are further funding constraints within Local Government and available officer time. There are also challenges in achieving behavioural change, balancing the needs of all groups and allowing local communities to take ownership of initiatives. The Active Streets scheme in Heavitree and Whipton was trialled for over 9 months. The results of that show a significant level of opposition to the trial. Whilst there have been some positives, the trial has been suspended by Devon County Council due to the adverse impacts that have been identified for those people with protected characteristics.

Progress on the following measures has been slower than expected due to:

- Changes to the proposed planning policy framework because the Greater Exeter Strategic (GESP) Plan is no longer being progressed. The Exeter Plan will shape the future of Exeter for the next 20 years, to 2040, and will be the basis for how the

city continues to evolve and meet the needs of the community. The Exeter Plan is the new name for the Local Plan. It will be the main planning document for Exeter, setting out where development should take place and providing the policies which will be used in making decisions on planning applications.

- Bus patronage has not fully recovered to pre pandemic levels. There was already a downward trend prior to Covid because this was accelerated by lockdowns. The future of public transport and the measures needed to encourage passengers back safely will be considered in 2024 and beyond in Devon County Council's Bus Service Improvement Plan.
- The company delivering the car club and co-bikes schemes has gone into administration. Devon County Council are currently looking to procure an alternative provider.

Conclusions and Priorities

Nitrogen dioxide levels in Exeter in 2023 were generally similar to those in 2022, below those measured in 2021 and well below pre-pandemic concentrations. There is now sufficient data to be confident that only one location remains above the objective (East Wonford Hill). It is proposed to reduce the AQMA boundary as described in Appendix F so that it only includes the area of exceedance and allows a new, focussed Action Plan to be produced. A timetable for these changes is shown above.

No areas in the city are thought to exceed the objectives for particulate air pollution. Measured $PM_{2.5}$ concentrations are below the current objective level and PM_{10} concentrations have shown a general decline since 2006.

As well as the changes to the AQMA and AQAP, the priorities and challenges for 2024 are:

- To implement the DEFRA Air Quality Grant project
- To support the delivery of the Physical Activity Strategy, Transport Strategy, Local Cycling and Walking Implementation Plan (LCWIP)
- To deliver robust planning policy

- To continue to support DCC in reviewing the impact of the experimental traffic orders in the Heavitree area.
- In the interim period between the expiry of the current plan and the publication of a new plan, Exeter City Council will continue to take the actions listed in Table 2.2, with partners, to improve air quality. If it appears that additional measures are likely to be required, these will be described fully in the next Annual Status Report.

These will be delivered in the face of challenging and uncertain conditions within Local Government.

Local Engagement and How to get Involved

Local air pollution currently has a high profile within the city. For example nearly 3000 people were involved in the consultation on the current AQAP and Devon County Council have committed in their Transportation Strategy to resolve exceedances of the objective.

The Wellbeing Exeter Community Builders are actively engaging with local communities to increase active travel, social inclusion, improve the public realm for walking and cycling and to benefit air quality.

Further enquiries about pollution levels and actions to improve air quality should be made to environmental.health@exeter.gov.uk.

Local Responsibilities and Commitment

This ASR was prepared by the Environmental Health & Community Safety Department of Exeter City Council with the support and agreement of the following officers and departments:

Exeter City Council - City Development

Exeter City Council – Active and Healthy People Programme

Devon County Council - Highways

This ASR has been approved by:

Service Lead (Environmental Health & Community Safety). Once the report has been checked by DEFRA it will be presented to members at committee.

This ASR has been signed off by the Devon County Council Director of Public Health, who commented, "…we welcome the continued measures to improve air quality and population exposure, with cobenefits for the environment, and health, including in relation to increased activity through active travel, and other initiatives."

If you have any comments on this ASR please send them for the attention of Alex Bulleid:

Exeter City Council

Environmental Health and Community Safety

Civic Centre

Paris Street

Exeter

EX1 1 RQ

01392 265147

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1 Local Air Quality Management

This report provides an overview of air quality in Exeter during 2023. It fulfils the requirements of Local Air Quality Management (LAQM) as set out in Part IV of the Environment Act (1995), as amended by the Environment Act (2021), and the relevant Policy and Technical Guidance documents.

The LAQM process places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether or not the air quality objectives are likely to be achieved. Where an exceedance is considered likely the local authority must declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan (AQAP) setting out the measures it intends to put in place in order to achieve and maintain the objectives and the dates by which each measure will be carried out. This Annual Status Report (ASR) is an annual requirement showing the strategies employed by Exeter City Council to improve air quality and any progress that has been made.

The statutory air quality objectives applicable to LAQM in England are presented in Table E.1.

2 Actions to Improve Air Quality

2.1 Air Quality Management Areas

Air Quality Management Areas (AQMAs) are declared when there is an exceedance or likely exceedance of an air quality objective. After declaration, the authority should prepare an Air Quality Action Plan (AQAP) within 18 months. The AQAP should specify how air quality targets will be achieved and maintained, and provide dates by which measures will be carried out.

A summary of AQMAs declared by Exeter City Council can be found in Table 2.1. The table presents a description of the one AQMA that is currently designated within Exeter. Appendix D: Map(s) of Monitoring Locations and AQMAs provides maps of AQMA and also the air quality monitoring locations in relation to the AQMA. The air quality objectives pertinent to the current AQMA designation are as follows:

- NO_2 annual mean;
- NO_2 hourly mean.

We propose to amend the Exeter AQMA to significantly reduce the area included and to remove the NO_2 hourly mean objective which is no longer exceeded within Exeter. Full details are available in Appendix F.

Table 2.1 – Declared Air Quality Management Areas

AQMA Name	Date of Declaration	Pollutants and Air Quality Objectives	One Line Description	Is air quality in the AQMA influenced by roads controlled by Highways England?	Level of Exceedance: Declaration	Level of Exceedance: Current Year	Number of Years Compliant with Air Quality Objective	Name and Date of AQAP Publication	Web Link to AQAP
Exeter AQMA 1	Declared 2007, Amended 2011	NO2 Annual Mean	An area encompassing the radial routes into the city and other major routes.	NO	70 µg/m3	40.5	N/A	Exeter AQAP 2019-2024	www.exeter.gov.uk/airpollution
Exeter AQMA 1	Declared 2007, Amended 2011	NO2 1 Hour Mean	An area encompassing the radial routes into the city and other major routes.	NO	65 µg/m3	N/A	5 years	Exeter AQAP 2019-2024	www.exeter.gov.uk/airpollution

☒ **Exeter City Council confirm the information on UK-Air regarding their AQMA(s) is up to date.**

☒ **Exeter City Council confirm that all current AQAPs have been submitted to Defra.**

2.2 Progress and Impact of Measures to address Air Quality in Exeter

Defra's appraisal of last year's ASR concluded "The report is well structured, detailed, and provides the information specified in the Guidance".

Exeter City Council has taken forward a number of direct measures during the current reporting year of 2023 in pursuit of improving local air quality. Details of all measures completed, in progress or planned are set out in Table 2.2. Seventeen measures are included within Table 2.2, with the type of measure and the progress Exeter City Council have made during the reporting year of 2023 presented. Where there have been, or continue to be, barriers restricting the implementation of the measure, these are also presented within Table 2.2.

More detail on these measures can be found in Air Quality Action Plan, Physical Activity Strategy, Local Walking and Cycling Infrastructure Plan and Transportation Strategy. Key completed measures are:

1. Exeter City Council has continued to implement its Physical Activity Strategy. The strategy focusses on getting the least active members of the community moving more (including active travel) with a key focus being to normalise and increase active travel in everyday life. It also prioritises development projects for the Wonford Health & Wellbeing Centre to include a cycling hub on Exeter's Green Circle and family activity trails around the Ludwell valley. It will also implement walking / cycling improvements as part of Newtown Neighbourhood enhancements, strengthening active travel connections with city centre and rest of the cycle network.
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17. A series of Modal Filters to form a Low Traffic Neighbourhood were introduced in the Heavitree area on a trial basis in August 2023. In June 2024, the Exeter Highways and Traffic Order Committee agreed to suspend the Experimental Traffic order associated with the trial.

18. A new Park and Change site at the Science Park has been opened. It is currently being used as a Park and Ride for the Nightingale Hospital.
19. Improved ‘green lane’ cycle linkages from ‘urban fringe settlements’ into the Exeter cycle network including from Woodbury (connecting to Exe Estuary Trail), from Cranbrook and the Science Park via Langaton Lane and from Ide via Balls Farm Road.
20. The reallocation of road space on Queen Street has been made permanent, delivering widened pedestrian areas and removing northbound vehicular traffic except for buses and cycles. The changes help remove dominance of vehicles from the city centre streets and create a more attractive environment for active travel.
21. Bus patronage has recovered to some extent from the effect of Covid 19 lockdowns. Devon County Council have obtained funding (over 3 years) for its Bus Service Improvement Plan across the County. This includes plans for improving bus priority four key Exeter corridors (the Eastern, Central, Western and Northern corridors). Proposals include improving bus priority using technology, bus lane operation time changes, and physical infrastructure improvements. They have also been successful in a joint bid with Stagecoach to provide electric (‘Zebra’) buses on routes 4, A, and the Green Park and Ride.
22. Pinhoe Station interchange has been delivered, with a shuttle bus alongside bike lockers, electric vehicle chargers and a new car park to provide an integrated rail hub, linking passengers arriving at Pinhoe to the Science Park, SkyPark, Exeter Gateway logistics park and Exeter Airport.

Exeter City worked to implement these measures in partnership with the following stakeholders during 2023:

- Neighbouring authorities
- Devon County Council
- Sport England

Progress on the following measures has been slower than expected due to:

- Changes to the proposed planning policy framework because the Greater Exeter Strategic (GESP) Plan is no longer being progressed. The Exeter Plan will shape

the future of Exeter for the next 20 years, to 2040, and will be the basis for how the city continues to evolve and meet the needs of the community. The Exeter Plan is the new name for the Local Plan. It will be the main planning document for Exeter, setting out where development should take place and providing the policies which will be used in making decisions on planning applications.

- Bus patronage has not fully recovered to pre pandemic levels. There was already a downward trend prior to Covid because this was accelerated by lockdowns. The future of public transport and the measures needed to encourage passengers back safely will be considered in 2024 and beyond in Devon County Council's Bus Service Improvement Plan.
- The company delivering the car club and co-bikes schemes has gone into administration. Devon County Council is reviewing the options to re-procure these services.

Exeter City Council expects the following measures to be completed over the course of the next reporting year:

- DEFRA grant funding has been obtained for a project to develop a model of pollution concentrations in the Heavitree corridor which will provide better spatial and temporal resolution than the current monitoring. This will be overlaid with health information, enabling more informed choices by the travelling public. Work on the project is progressing according to the project plan, with the air quality sensors installed just before the end of the 2023 reporting year. Further information on the project is available at this link.
- Further refinement of the net zero plan for Exeter. Executive & Council have agreed for the City Council to take on the leadership role for city wide net zero. A programme manager will be recruited in 2024. This new role will support businesses / communities / residents to reduce their carbon emissions.
- Implementation of the Transport Strategy and LCWIP by DCC, in conjunction with the Active and Healthy People Programme team.
- Sport England Project work will continue; including on the Wonford Health and Wellbeing Centre, Newtown active neighbourhood, enabling road closures for play streets and community events, community builders and social prescribing.

- Work to enable the delivery of a Water Lane low traffic neighbourhood through redevelopment of brownfield land.
- All new vehicles entering the Council's fleet are likely to be electric (unless there is no availability of vehicles meeting the specific operational requirements on the market).
- DCC will continue to monitor traffic within the Heavitree and Whipton area following the Heavitree and Whipton Active Streets Trial filtered permeability project.
- Further improvements will take place to cycle routes. In addition to constructing the bi-directional route along Rifford Road, further design work is underway to link this to Burnthouse Lane/ Dryden Road and two crossings are being designed to join the route to other existing cycle infrastructure along the E12 route. This will make it safer and easier to travel by bike.
- £14m of funding (over 3yrs) has been received by Devon County Council for its Bus Service Improvement Plan across the County. Additional funding will deliver a fleet of electric buses to operate on the 4, A and Green Park &Ride routes.
- The Council have received a grant to replace gas boilers with heat pumps at the RAMM and the Riverside leisure centre in a two year project to be completed by April 2025. This will reduce NOx emissions from the old boilers.
- 2024 car park charges are set to increase by 5%, with implementation in October 2024. Mary Arches surface and MSCP are expected to be sold during 2024, so total parking provision in the city centre will reduce. As part of the work to deliver the Exeter Plan, a number of other city car parks are likely to be repurposed, to allow for housing to be built on brown field land. Work on these plans will continue in 2024.

Exeter City Council's priorities for the coming year are:

- To implement the DEFRA Air Quality Grant project
- To support the delivery of the Physical Activity Strategy, Transport Strategy, Local Cycling and Walking Implementation Plan (LCWIP)
- To deliver robust planning policy
- To continue to support DCC in reviewing the impact of the experimental traffic orders in the Heavitree area.

Exeter City Council's NO_2 monitoring data shows that during the period of the current AQAP concentrations have fallen significantly, such that only one small area now exceeds the relevant objective. A timetable is proposed in this report for the amendment of a new, smaller AQMA boundary and the publication of an AQAP for the new area. In the interim period between the expiry of the current plan and the publication of a new plan, Exeter City Council will continue to take action, with partners, to improve air quality (including the measures listed in this document). These will be described in the next Annual Status Report, with an update on progress. If it appears that additional measures are likely to be required, these will be described fully in the next Annual Status Report.

The principal challenges and barriers to implementation that Exeter City Council anticipates facing are further funding constraints within Local Government and available officer time. There are also challenges in achieving behavioural change, balancing the needs of all groups and allowing local communities to take ownership of initiatives. The Active Streets scheme in Heavitree and Whipton was trialled for over 9 months. The results of that show a significant level of opposition to the trial. Whilst there have been some positives, the trial has been suspended by Devon County Council due to the adverse impacts that have been identified for those people with protected characteristics.

In summary, the measures stated above and in Table 2.2 will help to contribute towards compliance. Exeter City Council will identify whether further additional measures not yet prescribed will be required in subsequent years to achieve compliance and discus these in the next Annual Status Report prior to publication of a new AQAP.

Table 2.2 – Progress on Measures to Improve Air Quality

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
1 (green measure)	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	2019	2024	DCC via Transport Strategy and Exeter City Futures, Sport England Local Delivery Pilot	SELDP, DCC, Developer Contributions, Grant Funding where available and ECC	NO	Partially Funded	£50k - £100k	Implementation	The target for design of permanent 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	Implementation of scheme(s)	Pop up measures introduced in 2020, including a new 5km cross city route (E9 Newcourt/Pynes Hill to City centre) have been made permanent with road closures and modal filters on Ludwell Lane, Dryden Road, Wonford Road and Magdalen Road. School streets introduced at Whipton Barton School and Ladysmith School. Heavitree and Whipton Active Streets Trial commenced September 2023. HATOC members decided to suspend the trial in June 2024. A wider package of measures, including play streets is being developed by the Sport England team.	Plans need community ownership to be successful

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
2 (amber measure)	Consider access restrictions which will reduce the dominance of private cars, including in the city centre	Policy Guidance and Development Control	Other policy	2019	2024	DCC via Transport Strategy and Exeter City Futures	DCC, grant funding as available and developer contributions	NO	Partially Funded	£100k - £500k	Planning	4% reduction in emissions at East Wonford Hill (shared across all measures which will in combination achieve the targeted reduction in private car commutes)	Implementation of scheme(s)	Traffic reduction scheme for Bartholomew Street West, one way system for Queen Street (allowing for the footway to be widened). Roadside interviews in the city centre undertaken to inform a city centre traffic strategy. Liveable Exeter vision for the city published, which includes development on car parks, and a reduction in road space for cars. Quay to City route improvements made (Quay Hill two way cycling allowed, a plant box introduced at Commercial Road to prevent cars blocking walking and cycling access and a contra-flow cycle lane provided at West Street). Local Walking and Cycling Implementation Plan adopted January 2024.	Consultation and obtaining relevant permissions, consents and traffic orders as well as bringing together necessary funding.

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
3 (amber measure)	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	2019	Ongoing Programme	DCC via Transport Strategy	DCC, grant funding as available and developer contributions	NO	Partially Funded	£100k - £500k	Implementation	4% reduction in emissions at East Wonford Hill (shared across all measures which will in combination achieve the targeted reduction in private car commutes)	Implementation of schemes	Pinhoe and Science Park Park and Change sites delivered. Okehampton line reopened for hourly, daily travel and new station delivered at Marsh Barton. Improved walking and cycling infrastructure delivered on Rydon Lane connecting Woodbury to the Exe Estuary Trail. Further consultation held to close the lane to motorised traffic. Modal filter on Langaton Lane constructed, delivering quiet lane link between Pinhoe area, Exeter Science Park and wider East Devon strategic employment sites. Balls Farm Road modal filter near Alphington constructed to improve quiet lane linkages between Ide and Exeter. Plans being developed for improving bus priority to reduce journey times and improve reliability. Funding obtained for electric buses on routes 4, A and Green P&R.	Consultation and obtaining relevant permissions, consents and traffic orders as well as bringing together necessary funding

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
4 (yellow measure)	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	2019	2024	ECC via Local Plan	ECC	NO	Not Funded	£100k - £500k	Planning	<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.	Implementation of changes	Parking charges across Exeter are designed to balance the need for parking against the harm that private car travel into the city centre can cause, especially at peak times.	The need to balance action against any real or perceived impact on local businesses.
5	Maximise efficiency of existing highway network	Transport Planning and Infrastructure	Other	2019	2024	DCC via Transport Strategy and Exeter City Futures	DCC, ECC, grant funding as available and developer contributions	NO	Partially Funded	£500k - £1 million	Planning	TBC, based on predicted changes to traffic parameters provided by DCC as plans for specific locations emerge and are consulted upon	Implementation of scheme(s)	In planning phase	Consultation and obtaining relevant permissions, consents and traffic orders as well as bringing together necessary funding
6 (amber measure)	Access Fund and cycle/walking network, Local Walking and Cycling Infrastructure Plan (LCWIP)	Transport Planning and Infrastructure	Other	2019	2024	DCC via Transport Strategy	Access Fund	NO	Partially Funded	£1 million - £10 million	Planning	4% reduction in emissions at East Wonford Hill (shared across all measures which will in combination achieve the targeted reduction in private car commutes)	Adoption of LCWIP	Modal filters introduced under emergency active travel fund made permanent to deliver sections of the E9 route between Pynes Hill and City centre via the RD&E. E12 route on Rifford Road under construction. Bi-directional route on Sweetbrier Lane delivered. The LCWIP was adopted in January 2024	Consultation and obtaining relevant permissions, consents and traffic orders as well as bringing together necessary funding

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
7 (amber measure)	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	2019	2024	ECC via Sport England Local Delivery Pilot & Exeter City Futures	Sport England funding	NO	Partially Funded	£50k - £100k	Implementation	4% reduction in emissions at East Wonford Hill (shared across all measures which will in combination achieve the targeted reduction in private car commutes)	School Streets introduced	Trials at three primary schools in 2020, two made permanent (Whipton Barton and Ladysmith). Community Builders and new SELDP local Physical Activity Organisers delivered play street 'non car events'	Plans will be developed in individual areas with local communities.
8 (amber measure)	Use social prescribing and community building to help individuals get and stay active	Public Information	Other	2019	2024	ECC via Sport England Local Delivery Pilot and local Health Service providers	Sport England funding	NO	Partially Funded	£100k - £500k	Implementation	4% reduction in emissions at East Wonford Hill (shared across all measures which will in combination achieve the targeted reduction in private car commutes)	Implementation of scheme	Behaviour change training delivered for all Community Builders and Community Connectors to provide support to people to lead active lifestyles. New social prescribing posts recruited to support health & wellbeing of Children and Young Families.	
9 (amber measure)	High quality parks, play areas, sport and leisure facilities	Promoting Travel Alternatives	Other	2019	2024	ECC via Physical Activity Strategy, Sport England Local Delivery Pilot & Local Plan	Sport England funding	NO	Partially Funded	£50k - £100k	Planning	4% reduction in emissions at East Wonford Hill (shared across all measures which will in combination achieve the targeted reduction in private car commutes)	Implementation of scheme(s)	Physical Activity Strategy published and flagship programmes in development - Wonford Health & Wellbeing Centre to be delivered first. Focus on sites becoming more accessible for sustainable transport and increased active travel infrastructure	Obtaining necessary permissions and consents, and funding

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
10 (yellow measure)	Communications plan, to support measures that will achieve modal shift	Public Information	Other	2019	2024	ECC via Sport England Local Delivery Pilot & Exeter City Futures	ECC via existing internal budgets, Sport England Local Delivery Pilot & Exeter City Futures	YES	Partially Funded	£10k - 50k	Implementation	<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.	Completion of DEFRA grant project for Heavitree area	DEFRA grant funding obtained for project to develop air quality information and communications specific to the Heavitree area. Communications strategy developed through SELDP - 'Let's Move'. Focus on small steps for 'least active' residents and communities to move more in their local neighbourhoods. Walking & Cycling central to this communications strategy	
11 (yellow measure)	Promote and expand Co-Bikes network, and support the roll out of electric car club vehicles to more locations	Promoting Travel Alternatives	Other	2019	2024	DCC, ECC via Transport Strategy, Sport England Local Delivery Pilot & Exeter City Futures	Ongoing programme, dependent on funding availability	NO	Partially Funded	£100k - £500k	Implementation	<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	Implementation of expansions to schemes, as funding is obtained	A substantial network of bikes and cars was created	Devon County Council considering the procurement of a new provider

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
12 (amber measure)	An improved multi-modal public transport network, incorporating cleaner bus technologies	Transport Planning and Infrastructure	Other	2019	2024	DCC via GESP, Transport Strategy and Exeter City Futures	TBC	NO	Partially Funded	> £10 million	Planning	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.	Implementation of agreed plans	14 Euro 6 busses have entered the fleet and significant new additions to the city's bus network. Devon County Council's Bus Service Improvement Plan will deliver improved services and access across the County. Funding obtained for electric buses on routes 4, A and Green Park and Ride	Dependent on funding availability and future demand for public transport.
13	Developers to mitigate the effects of their development on air quality	Policy Guidance and Development Control	Other policy	2019	2024	ECC via the Exeter Plan	Within existing ECC resources	NO	Funded	£50k - £100k	Planning	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)	Developments delivered	Until the Exeter Plan is published, officers will be implementing current policy in a robust manner eg when considering retail park applications and new housing.	The AQAP originally envisaged that this would be delivered by the GESP. However the GESP is no longer being progressed. Instead, the Exeter Plan will shape the future of Exeter for the next 20 years. The Exeter Plan is the new name for the Local Plan. It will be the main planning document for Exeter, setting out where development should take place and providing the policies which will be used in making decisions on planning applications.

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
14	Policies deliver development where private car use is not the only realistic travel choice	Policy Guidance and Development Control	Other policy	2019	2024	ECC via the Exeter Plan	Within existing ECC resources	NO	Funded	£50k - £100k	Planning	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)	Developments delivered	Liveable Exeter vision for development in the city which is not reliant on car travel. Until the Exeter Plan is published, officers will be implementing current policy in a robust manner eg when considering retail park applications and new housing.	Work on the Liveable Exeter project continues alongside the Exeter Plan (this has replaced the GESP which may have resulted in some delay from when the AQAP was published). (see measure 13).
15 (yellow measure)	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	2019	2024	ECC, BID, DCC and developers	TBC once strategy adopted	NO	Partially Funded		Planning	<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.	Completion of Strategy and then implementation	St Sidwells Point leisure centre open. South Street plan completed and awaiting funding to deliver. Consultants are reviewing City Centre Strategy	
16	Better information to raise awareness and improve the level of understanding of air pollution and transport issues within communities	Public Information	Other	2019	2024	ECC	Internal ECC budgets	YES	Partially Funded	£10k - 50k	Planning	Enable the Council to explain why it is taking action. Measure itself is unlikely to have significant impact on its own.	Completion of DEFRA grant funded project	DEFRA grant funding obtained for project to develop air quality information and communications specific to the Heavitree area. Baseline evidence report completed subject to annual review following publication of each year's measurement data and any new research, national guidance etc.	

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
17	An air pollution monitoring network that supports the measures in this action plan	Public Information	Other	2019	2024	ECC	Internal ECC budgets or grant funding if available	YES	Funded	< £10k	Implementation	This measure would not in itself deliver reductions in emissions, but would support the other measures in this plan	monitoring equipment operational	Diffusion tube monitoring network remains under review. DEFRA grant funding obtained for project to develop air quality information and communications specific to the Heavitree area which includes use of new sensor technologies.	

2.3 $PM_{2.5}$ – Local Authority Approach to Reducing Emissions and/or Concentrations

As detailed in Policy Guidance LAQM.PG22 (Chapter 8) and the Air Quality Strategy[6], local authorities are expected to work towards reducing emissions and/or concentrations of fine particulate matter ($PM_{2.5}$)). There is clear evidence that $PM_{2.5}$ (particulate matter smaller 2.5 micrometres) has a significant impact on human health, including premature mortality, allergic reactions, and cardiovascular diseases.

Public Health England's Public Health Outcomes Framework tool shows that in Exeter in 2022 the fraction of mortality attributable to particulate air pollution was 3.1%. This is below the regional figure for the south west (4.6%) and the national level of 5.8%. Exeter therefore has levels of particulate matter which are causing harm, but this problem is less severe than in the majority of the country. The data is available at this link. The modelling on which this is based suggests that average $PM_{2.5}$ concentrations in Exeter in 2021 (the latest year for which data is available) were 6.6 $\mu g/m^3$. This is below the south west level of 6.8 and the national figure of 7.4 $\mu g/m^3$.

There is now a capacity for direct monitoring of $PM_{2.5}$ in Exeter, since August 2018, at two roadside sites. This showed $PM_{2.5}$ concentrations of 13.2 $\mu g/m^3$ at RAMM and 8.8 $\mu g/m^3$ at Alphington Street in 2023. National modelling by PHE (available via the website above) suggests that for 2021 (the most recent data available), the average figure for the city as a whole was 6.6 $\mu g/m^3$. The annual average EU limit value for $PM_{2.5}$ is 25 $\mu g/m^3$ so there is no suggestion that this level is being exceeded in Exeter. The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023 introduce a target for national government of 10 $\mu g/m^3$ as an annual mean, to be achieved by 2040. Plans to achieve this will be brought forward by DEFRA on behalf of HM Government. The Regulations also introduce a population exposure reduction target for national government; that there is at least a 35% reduction in population exposure by the end of 31st December 2040, as compared with the average population exposure in the three-year period from 1st January 2016 to 31st December 2018.

[6] Defra. Air Quality Strategy – Framework for Local Authority Delivery, August 2023

Despite these being targets for central government, Exeter City Council still has a duty to reduce emissions of and exposure to this pollutant. During 2023, Exeter City Council will be taking the measures described in Table 2.2 that will address $PM_{2.5}$ as well as NO_2.

Approximately 60% of Exeter is designated as Smoke Control Areas. Controls on solid fuel combustion appliances and fuels are likely to have restricted $PM_{2.5}$ emissions in these areas to some extent.

3 Air Quality Monitoring Data and Comparison with Air Quality Objectives and National Compliance

This section sets out the monitoring undertaken within 2023 by Exeter City Council and how it compares with the relevant air quality objectives. In addition, monitoring results are presented for a five-year period between 2019 and 2023 to allow monitoring trends to be identified and discussed.

3.1 Summary of Monitoring Undertaken

3.1.1 Automatic Monitoring Sites

Exeter City Council undertook automatic (continuous) monitoring at 2 sites during 2023. Table A.1 in Appendix A shows the details of the automatic monitoring sites. NB. Local authorities do not have to report annually on the following pollutants: 1,3 butadiene, benzene, carbon monoxide and lead, unless local circumstances indicate there is a problem. This page presents automatic monitoring results for Exeter, with automatic monitoring results also available through the UK-Air website.

Maps showing the location of the monitoring sites are provided in Appendix D. Further details on how the monitors are calibrated and how the data has been adjusted are included in Appendix C.

3.1.2 Non-Automatic Monitoring Sites

Exeter City Council undertook non- automatic (i.e. passive) monitoring of NO_2 at 84 sites during 2023. Table A.2 in Appendix A presents the details of the non-automatic sites.

Maps showing the location of the monitoring sites are provided in Appendix D. Further details on Quality Assurance/Quality Control (QA/QC) for the diffusion tubes, including bias adjustments and any other adjustments applied (e.g. annualisation and/or distance correction), are included in Appendix C.

3.2 Individual Pollutants

The air quality monitoring results presented in this section are, where relevant, adjusted for bias, annualisation (where the annual mean data capture is below 75% and greater than 25%), and distance correction. Further details on adjustments are provided in Appendix C.

3.2.1 Nitrogen Dioxide (NO_2)

Table A.3 and Table A.4 in Appendix A compare the ratified and adjusted monitored NO_2 annual mean concentrations for the past five years with the air quality objective of 40µg/m^3. Note that the concentration data presented represents the concentration at the location of the monitoring site, following the application of bias adjustment and annualisation, as required (i.e. the values are exclusive of any consideration to fall-off with distance adjustment).

For diffusion tubes, the full 2023 dataset of monthly mean values is provided in Appendix B. Note that the concentration data presented in Table B.1 includes distance corrected values, only where relevant.

Table A.5 in Appendix A compares the ratified continuous monitored NO_2 hourly mean concentrations for the past five years with the air quality objective of 200µg/m^3, not to be exceeded more than 18 times per year.

The national bias adjustment figure (0.81, from the March spreadsheet) has been used this year because data capture at the Exeter Roadside (CM1) continuous analyser was below 90% (this is because scaffolding for urgent, essential roof repairs at the RAMM has made the data unreliable).

The data shows that no locations measured an exceedence of the proxy for the hourly objective in 2023 (an annual average of 60µg/m^3).

Only one site exceeded the objective for annual average concentrations. This was East Wonford Hill (DT57) where concentrations were slightly above the limit (40.5 µg/m^3 against an objective of 40). This is within the Exeter AQMA. The general trend in the data for all the monitoring sites is a significant fall in concentrations between 2019 and 2020 with a partial rebound in 2021 and levels since then being roughly stable (see Figure A.1 and the data in Table A.4). This can be attributed to changes in traffic flows as a result of COVID-19 and new travel & working behaviours (see table 3.1) as well as ongoing improvements in vehicle emission technologies and the impact of measures in the Air Quality Action

Plan. Some inter-annual variability is also expected as a result of road works, weather patterns etc.

Table 3.1 – Traffic Flow Data (24 hour average)

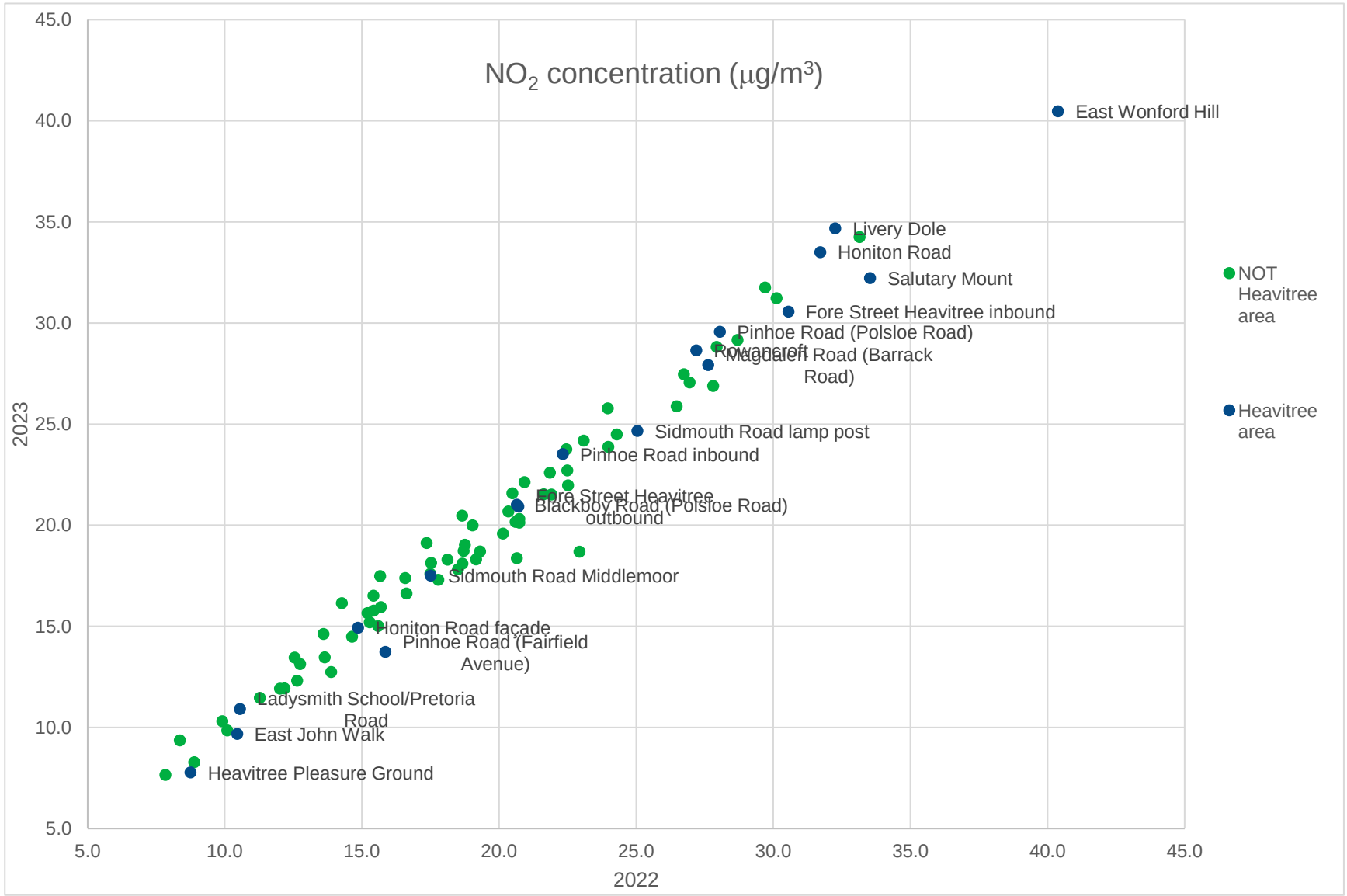
Site Name	2015	2020	2023	% change from 2015 to 2020	% change from 2015 to 2023
Pinhoe Road (Whipton)	20830	16538	18,222	-21%	-13%
Heavitree Road	17507	14832	19,027	-15%	9%
Honiton Road	26832	22789	25,312	-15%	-6%
Topsham Road (King George)	26057	20702	24,705	-21%	-5%
Alphington St	28799	22012	24,588	-24%	-15%
Cowick St	14840	10913	12,106	-26%	-18%
Total	**134865**	**107786**	**123,960**	**-20%**	**-8%**

Table notes:

This table shows only average WORKDAY flows, weekend flows have been excluded. This will mean that the results cannot be compared with other published 7-day traffic flows. Similarly, this report is only assessing flows and changes at these six selected locations, if different sites were chosen, different trends could appear.

In September 2023 temporary changes were made to prohibit through traffic in the Heavitree residential area. In June 2024 the HaTOC committee voted to end the trial. This only affected part of the 2023 monitoring year reported so any changes in traffic flows or nitrogen dioxide levels as a result would not be as significant as if the change had co-incided with the calendar year. Figure 3.1 below shows 2023 concentrations plotted against those from 2022, with the monitoring locations that are close to Heavitree area labelled and coloured blue. Those distant from the Heavitree area are coloured green. This is not a formal assessment of the scheme, but there does not appear to be a different trend between the two sets of data. This suggests that no impact of the highway changes can be seen in the 2023 data set for the monitoring sites that could be expected to have been impacted. There will also be other factors which affect pollution levels on a year-to-year basis, so identifying the impact of the highway changes will never be straightforward. This will be reported on further in the next Annual Status Report in 2025.

Figure 3.1 – A Comparison of 2022 and 2023 Concentrations, with Monitoring Sites Close to Heavitree Identified



2020 was exceptional, in terms of the change in traffic flows, so the Council had no plans to amend the AQMA as a result of changes to NO_2 concentrations seen in that year. The last Annual Status Report (published in 2023) recommended that longer term trends were monitored to confirm which exceedences have indeed been permanently resolved. There will also always be natural variation between years as a result of local small changes in traffic flows (road works etc) and weather patterns which make identifying any trend difficult over short periods of time even where other factors are stable.

It seems highly likely that previous exceedences at the Blackboy Road / Pinhoe Road junction (DT42 and DT43) have been permanently resolved given that they had fallen below 40 µg/m^3 in 2018 and therefore have been below the objective for more than 5 years. Other sites (Alphington Street DT19, Livery Dole DT52, Satutary Mount DT54, Fore Street Heavitree inbound DT56 and Honiton Road DT58) were above the objective in 2019 but have not been since. This means that there have now been four years of results that are below the objective level, two of which were affected by Covid and lockdowns.

The Council intends to amend the AQMA order and AQMA boundary as a result of these results and to co-incide with the expiry of the current AQAP at the end of 2024. The proposed timetable for this process is as follows:

Date	Actions
June 2024	Submit ASR, announcing need for amendment of AQMA (with proposed new boundary) as well as timetable for consultation and publication of new AQAP
From June 2024	Start of process to consider AQAP measures
September committee (date TBC)	ASR presented to committee for approval and start of consultation period on new AQMA order
11 weeks after committee	Consultation closes, and draft AQMA order submitted to DEFRA
From January 2025	Evaluation of potential AQAP measures
By end March 2025	New AQMA order signed and 18 month deadline for AQAP issue starts
June 2025	Submit ASR with update on progress and timetable
From June 2025	Draft AQAP
September 2025 committee (date TBC)	ASR presented to committee for approval and start of 8 week consultation period on new AQAP
8-12 weeks after committee	End of consultation (dates TBC)
By end March 2026	Consideration of consultation responses and final AQAP produced
	AQAP sent to DEFRA for approval
June 2026	Submit ASR
September 2026 committee (date TBC)	ASR presented to committee for approval and adoption of AQAP

This timetable was provided to the LAQM helpdesk on 26 September 2023. Their response was 'The timetable appears to be reasonable. Please ensure this is communicated in your next ASR, so this can be considered during the appraisal process'.

Whilst it would be desirable to publish a new AQAP immediately after the expiry of the old plan at the end of 2024 this is not possible with the timetable above. The need to first review the AQMA boundary forces the production of the new AQAP to be delayed. The AQMA boundary can only be reviewed this year because there is now at least three years of data showing that many of the former areas of exceedance have been resolved. Only once the new AQMA order has been signed can work formally begin on the new AQAP. However it is anticipated that officers will start to discuss the new plan before this. Full public consultation will be undertaken as part of the production of the plan, so those affected will have the opportunity to comment on it. An Equalities Impact Assessment is included in Appendix G.

The proposed new AQMA boundary and an explanation of how this has been derived is included in Appendix F.

There were no changes to the monitoring network in 2023. The following changes have been made for the start of 2024:

- Removal of the diffusion tube on Pinn Lane. The existing site at Pinhoe Station is more representative of worst case conditions along this road, making the Pinn Lane site redundant.
- Removal of the Northernhay Gardens diffusion tube. Data capture was historically very low here and as this was located in a city centre park some distance from relevant receptors it has not been replaced.
- Addition of two diffusion tubes close to the junction of Magdalen Street, Holloway Street, South Street and Western Way. Significant development, including changes to the road layout are proposed in this area so additional monitoring would be beneficial (although it is not anticipated that any exceedences of the objective will be identified).

The Council considers that it has good coverage of all areas where exceedences might occur at a relevant location as well as any areas which might be expected to see significant traffic growth (as a result of new development etc). Monitoring is focused at expected hot spots and relevant worst-case locations. No further revision to the monitoring network is therefore currently proposed in order to identify suspected exceedences,

although regular review of the network will continue to ensure that monitoring is taking place at all areas of potential exceedance at locations of relevant exposure.

3.2.2 Particulate Matter (PM_{10})

Table A.6 in Appendix A: Monitoring Results compares the ratified and adjusted monitored PM_{10} annual mean concentrations for the past five years with the air quality objective of 40µg/m^3.

Table A.7 in Appendix A compares the ratified continuous monitored PM_{10} daily mean concentrations for the past five years with the air quality objective of 50µg/m^3, not to be exceeded more than 35 times per year.

There were no measured exceedences of the PM_{10} air quality objectives in Exeter in 2023. Data capture at CM1 (RAMM) was below 75% (because of equipment breakdowns) and therefore annualisation was required. Annual average concentrations rose in 2022 and 2023 compared to the previous three years. The longer-term trend in annual concentrations is a decline since 2005 or 2006. The data will be monitored over the coming years to identify whether this recent increase is part of an emerging trend or caused by expected inter-annual variability as a result of weather patterns etc.

There were no exceedences of an hourly mean of 50µg/m^3 in 2023 at either monitoring site. The 90.4th percentile of hourly results has also been calculated for RAMM (CM1) because of the low data capture. This is below 50 µg/m^3.

3.2.3 Particulate Matter ($PM_{2.5}$)

Table A.8 in Appendix A presents the ratified and adjusted monitored $PM_{2.5}$ annual mean concentrations for the past five years.

There were no measured exceedences of the $PM_{2.5}$ air quality objectives in Exeter in 2023. Data capture at CM1 (RAMM) was below 75% and therefore annualisation was required. There is no obvious trend in concentrations over the period when data has been collected.

3.2.4 Ozone (O3)

Table A.9 in Appendix A compares the ratified continuous monitored O_3 8-hour mean concentrations for the past 5 years with the air quality objective of 100µg/m^3, not to be exceeded more than 10 times per year.

Although not a local air pollutant, Exeter City Council has the facility to measure ozone (O_3) levels. Table A.9 in Appendix A compares the ratified continuous monitored O_3 concentrations for 2023 with the nationally applied air quality objective for this pollutant. In 2020, the number of occasions when there was an 8 hour running mean of >100 micrograms per cubic meter increased significantly. This could have been caused by the interaction between NOx and ozone in the atmosphere. With lower concentrations of NO being emitted during lockdowns, less ozone would be converted to oxygen (O_2). There were 8 exceedances during the part of 2023 for which monitoring data was collected. Data capture at this site was low, because of equipment replacement during the year. The relevant percentile of results has also therefore been calculated and is below 100 micrograms per cubic meter. Ozone is not a local air pollutant so Exeter City Council is not responsible for reporting on, or mitigating, exceedances of this objective. This is the responsibility of DEFRA.

Appendix A: Monitoring Results

Table A.1 – Details of Automatic Monitoring Sites

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Monitoring Technique	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Inlet Height (m)
CM1	Exeter Roadside	Kerbside	291939	92830	PM10; PM2.5; NO2; O3	YES. AQMA 1	Chemiluminescent; UVA; Optical Light Scattering	0	1	1.7
CM2	Alphington Street	Roadside	291670	91773	PM10; PM2.5	YES. AQMA 1	Optical Light Scattering	12	3	1.7

Notes:

(1) 0m if the monitoring site is at a location of exposure (e.g. installed on the façade of a residential property).

(2) N/A if not applicable

Table A.2 – Details of Non-Automatic Monitoring Sites

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DT1	High Street /Castle Street	Kerbside	292199	92814	NO2	YES, Exeter AQMA	50.0	0.5	No	2.0
DT2	Longbrook Street	Kerbside	292315	93016	NO2	NO	0.0	1.0	No	1.7
DT3	New North Road	Kerbside	292185	93049	NO2	YES, Exeter AQMA	0.0	1.0	No	2.0
DT4	Queen Street	Roadside	291779	93011	NO2	YES, Exeter AQMA	0.0	1.5	No	2.0
DT5, DT6	RAMM 2	Kerbside	291984	92626	NO2	YES, Exeter AQMA	0.0	1.0	Yes	1.7
DT7	High Street Guildhall	Roadside	291895	92569	NO2	YES, Exeter AQMA	0.0	2.0	No	2.0
DT8	North Street	Kerbside	291943	92511	NO2	YES, Exeter AQMA	0.0	1.0	No	1.7
DT9	South Street	Roadside	291833	92433	NO2	YES, Exeter AQMA	4.0	2.5	No	2.0
DT10	Market Street	Kerbside	292291	92292	NO2	YES, Exeter AQMA	0.0	1.0	No	1.7
DT11	Magdalen Street	Roadside	292422	92320	NO2	YES, Exeter AQMA	6.0	2.0	No	1.7
DT12	Magdalen Street façade	Kerbside	292590	92743	NO2	YES, Exeter AQMA	0.0	1.0	No	1.7
DT13	Archibald Road	Roadside	292832	92731	NO2	NO	0.0	1.5	No	1.7

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DT14	Heavitree Road inbound	Roadside	292703	92807	NO2	YES, Exeter AQMA	0.0	10.0	No	2.0
DT15	Heavitree Road outbound	Kerbside	292378	92039	NO2	YES, Exeter AQMA	0.0	1.0	No	1.7
DT16	Holloway Street	Kerbside	291699	92091	NO2	YES, Exeter AQMA	0.0	1.0	No	1.7
DT17	Carder's Court, Shilhay	Roadside	291657	91973	NO2	NO	0.0	15.0	No	1.7
DT18	Rear of Gervase Avenue	Roadside	291669	91812	NO2	YES, Exeter AQMA	5.0	18.0	No	2.0
DT19	Alphington Street	Kerbside	291532	91349	NO2	YES, Exeter AQMA	0.0	1.0	No	2.0
DT20	Alphington Road inbound	Roadside	291460	91390	NO2	YES, Exeter AQMA	0.0	2.0	No	1.7
DT21	Queen's Road	Urban Background	291509	91151	NO2	NO	8.0	2.0	No	1.7
DT22	Alphington Road outbound	Roadside	291518	90813	NO2	YES, Exeter AQMA	0.0	8.0	No	1.7
DT23	Alphington Road outer	Roadside	291691	90425	NO2	YES, Exeter AQMA	15.0	2.0	No	1.7
DT24	Church Road Alphington	Roadside	291767	90160	NO2	YES, Exeter AQMA	0.0	1.5	No	1.7
DT25	Church Road II	Kerbside	291520	90531	NO2	YES, Exeter AQMA	0.0	1.0	No	1.7
DT26	Alphington Cross	Roadside	290864	91725	NO2	YES, Exeter AQMA	0.0	1.8	No	1.7

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DT27	Cowick Street (Cowick Lane)	Kerbside	291249	91874	NO2	YES, Exeter AQMA	0.0	1.0	No	1.7
DT28	Cowick Street (inbound)	Roadside	291376	91944	NO2	YES, Exeter AQMA	0.0	4.0	No	1.7
DT29	Cowick Street (outbound)	Roadside	291500	92055	NO2	YES, Exeter AQMA	0.0	1.5	No	1.7
DT30	Cowick Street (Exe Bridges)	Roadside	291351	92169	NO2	YES, Exeter AQMA	0.0	2.0	No	1.7
DT31	Okehampton Street	Roadside	290826	93598	NO2	YES, Exeter AQMA	0.0	4.0	No	1.7
DT32	Station Road	Roadside	291253	93299	NO2	NO	0.0	2.1	No	1.7
DT33	Bonhay Road (St Clements Lane)	Roadside	291242	93483	NO2	YES, Exeter AQMA	0.0	2.0	No	2.0
DT34	Red Cow Village	Kerbside	291272	93468	NO2	YES, Exeter AQMA	0.0	1.0	No	1.7
DT35	Red Cow II	Kerbside	291054	94399	NO2	YES, Exeter AQMA	0.0	1.0	No	1.7
DT36	Cowley Bridge Road	Roadside	292391	93291	NO2	YES, Exeter AQMA	0.0	4.0	No	1.7
DT37	Pennsylvania Road	Kerbside	292469	93245	NO2	NO	0.0	1.0	No	1.7
DT38	York Road School	Roadside	292579	93146	NO2	NO	3.5	2.5	No	1.7
DT39	York Road	Kerbside	293047	93877	NO2	NO	1.5	0.1	No	1.7

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DT40	Union Road	Roadside	293405	93395	NO2	NO	0.0	1.0	No	1.7
DT41	Pinhoe Road inbound	Roadside	293251	93375	NO2	YES, Exeter AQMA	0.0	3.0	No	1.7
DT42	Pinhoe Road (Polsloe Road)	Kerbside	293227	93356	NO2	YES, Exeter AQMA	0.0	1.0	No	1.7
DT43	Blackboy Road (Polsloe Road)	Roadside	295068	94487	NO2	YES, Exeter AQMA	0.0	2.0	No	1.7
DT44	Beacon Heath	Kerbside	295888	94101	NO2	NO	10.0	1.0	No	1.7
DT45	Venny Bridge	Kerbside	296418	94470	NO2	NO	8.0	1.0	No	1.7
DT46	Pinhoe	Kerbside	296984	94327	NO2	NO	20.0	0.1	No	1.7
DT47	Langaton Lane	Urban Background	296494	93782	NO2	NO	12.0	0.5	No	1.7
DT48	Pinn Lane	Roadside	295413	93689	NO2	NO	9.5	1.0	No	2.0
DT49	Pinhoe Road (Fairfield Avenue)	Roadside	293091	92825	NO2	YES, Exeter AQMA	0.0	5.0	No	1.7
DT50	East John Walk	Urban Background	293448	92419	NO2	NO	1.5	N/A	No	1.7
DT51	Magdalen Road (Barrack Road)	Kerbside	293418	92497	NO2	YES, Exeter AQMA	0.0	1.0	No	1.7
DT52	Livery Dole	Roadside	293533	92473	NO2	YES, Exeter AQMA	0.0	1.5	No	1.7

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DT53	Rowancroft	Kerbside	293738	92396	NO2	YES, Exeter AQMA	0.0	0.2	No	2.0
DT54	Salutary Mount	Roadside	293781	92409	NO2	YES, Exeter AQMA	4.5	1.5	No	1.7
DT55	Fore Street Heavitree outbound	Roadside	294043	92359	NO2	YES, Exeter AQMA	6.0	4.0	No	1.7
DT56	Fore Street Heavitree inbound	Roadside	294410	92310	NO2	YES, Exeter AQMA	0.0	2.0	No	1.7
DT57	East Wonford Hill	Roadside	295203	92378	NO2	YES, Exeter AQMA	0.0	2.0	No	1.7
DT58	Honiton Road	Roadside	295191	92395	NO2	YES, Exeter AQMA	20.0	1.5	No	2.0
DT59	Honiton Road façade	Roadside	295466	92365	NO2	NO	0.0	15.0	No	1.7
DT60	Sidmouth Road lamp post	Roadside	295636	92232	NO2	YES, Exeter AQMA	7.0	2.0	No	2.0
DT61	Sidmouth Road Middlemoor	Roadside	295710	90571	NO2	YES, Exeter AQMA	0.0	10.0	No	1.7
DT62	Newcourt Way	Roadside	294694	90001	NO2	NO	17.0	2.0	No	2.0
DT63	Topsham Road (Countess Wear)	Roadside	294652	89974	NO2	YES, Exeter AQMA	0.0	5.0	No	2.0
DT64	Bridge Road (Countess Wear)	Roadside	296415	88477	NO2	NO	0.0	15.0	No	1.7
DT65	High Street Topsham	Kerbside	294227	90435	NO2	NO	0.0	1.0	No	1.7

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DT66	Topsham Road (Tollards Road)	Roadside	293213	91245	NO2	YES, Exeter AQMA	0.0	1.5	No	1.7
DT67	Topsham Road (Barrack Road)	Roadside	292291	91678	NO2	YES, Exeter AQMA	0.0	10.0	No	1.7
DT68	Riverside Valley Park	Urban Background	291016	91304	NO2	NO	n/a	N/A	No	2.0
DT69	Cowick Barton Playing Fields	Urban Background	291298	92593	NO2	NO	n/a	N/A	No	1.7
DT70	Exwick Playing Fields	Urban Background	294387	92611	NO2	NO	n/a	N/A	No	2.0
DT71	Heavitree Pleasure Ground	Urban Background	293617	93090	NO2	NO	n/a	N/A	No	2.0
DT72	Ladysmith School/Pretoria Road	Roadside	293052	94185	NO2	NO	1.5	1.5	No	1.7
DT73	Pennsylvania	Urban Background	292056	93043	NO2	NO	6.0	2.0	No	2.0
DT74	Northernhay Gardens	Urban Background	291721	89727	NO2	NO	n/a	N/A	No	2.0
DT75	Chudleigh Road	Roadside	291555	90449	NO2	YES, Exeter AQMA	0.0	4.0	No	2.0
DT76	Mill Lane	Urban Background	292553	93082	NO2	NO	8.5	1.0	No	2.0
DT77	Sidwell Street	Kerbside	296415	94165	NO2	YES, Exeter AQMA	6.0	1.0	No	2.0
DT78	Station Road Pinhoe	Other	296827	93886	NO2	NO	1.5	1.5	No	1.7

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DT79	Tithebarn Link Road	Roadside	295967	88876	NO2	NO	2.0	2.0	No	2.0
DT80	Exeter Road	Roadside	292637	91991	NO2	NO	14.5	3.0	No	2.0
DT81	St. Leonards Road	Roadside	292847	92911	NO2	NO	0.0	2.0	No	1.7
DT82	Newtown	Urban Background	291655	92258	NO2	NO	0.0	3.5	No	2.0
DT83	New Bridge St	Roadside	291897	92217	NO2	YES, Exeter AQMA	0.0	2.0	No	2.0
DT84	Lower Coombe St	Roadside	291375	92935	NO2	NO	2.0	10.0	No	1.7
DT85	Bonhay Road bridge	Roadside	291375	92935	NO2	YES, Exeter AQMA	3.0	2.0	No	1.7

Notes:

(1) 0m if the monitoring site is at a location of exposure (e.g. installed on the façade of a residential property).

(2) N/A if not applicable (nb sites DT68-71 and DT74 are located in public open space, intentionally distant from roads but also distant from relevant receptors, DT50 is located on a traffic free residential street)

Table A.3 – Annual Mean NO_2 Monitoring Results: Automatic Monitoring (µg/m^3)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2023 (%) (2)	2019	2020	2021	2022	2023
CM1	291939	92830	Kerbside		76	29	18.8	19.2	17.9	16.4 (16.4)

☒ **Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG22 (the annualised result is shown in brackets)**

☒ **Reported concentrations are those at the location of the monitoring site (annualised, as required), i.e. prior to any fall-off with distance correction**

☒ **Where exceedances of the NO_2 annual mean objective occur at locations not representative of relevant exposure, the fall-off with distance concentration has been calculated and reported concentration provided in brackets for 2023**

Notes:

The annual mean concentrations are presented as µg/m^3.

Exceedances of the NO_2 annual mean objective of 40µg/m^3 are shown in **bold**.

All means have been "annualised" as per LAQM.TG22 if valid data capture for the full calendar year is less than 75%. See Appendix C for details.

Concentrations are those at the location of monitoring and not those following any fall-off with distance adjustment.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

Table A.4 – Annual Mean NO_2 Monitoring Results: Non-Automatic Monitoring (µg/m^3)

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) [1]	Valid Data Capture 2023 (%) [2]	2019	2020	2021	2022	2023
DT1	292199	92814	Kerbside		100.0	26.5	17.0	20.9	15.7	17.5
DT2	292315	93016	Kerbside		100.0	26.4	17.5	21.4	19.0	20.0
DT3	292185	93049	Kerbside		92.3	27.8	18.8	22.6	20.1	19.6
DT4	291779	93011	Roadside		90.4	23.8	16.2	19.0	16.6	17.4
DT5, DT6	291984	92626	Kerbside		100.0	27.5	18.5	21.3	17.8	17.3
DT7	291895	92569	Roadside		100.0	22.6	15.7	20.4	18.1	18.3
DT8	291943	92511	Kerbside		82.7	35.7	22.6	27.9	24.0	23.9
DT9	291833	92433	Roadside		100.0	28.5	18.7	24.2	20.6	20.2
DT10	292291	92292	Kerbside		100.0	29.5	18.6	23.4	20.7	20.1
DT11	292422	92320	Roadside		100.0	28.9	19.5	24.7	22.5	22.0
DT12	292590	92743	Kerbside		100.0	29.3	20.0	23.8	22.9	18.7
DT13	292832	92731	Roadside		90.4	19.6	13.2	16.8	15.2	15.7

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) [1]	Valid Data Capture 2023 (%) [2]	2019	2020	2021	2022	2023
DT14	292703	92807	Roadside		100.0	19.0	13.2	16.5	14.6	14.5
DT15	292378	92039	Kerbside		100.0	31.4	22.3	28.0	24.0	25.8
DT16	291699	92091	Kerbside		100.0	29.3	21.3	26.6	21.9	21.5
DT17	291657	91973	Roadside		100.0	21.4	15.5	18.3	15.7	15.9
DT18	291669	91812	Roadside		92.3	22.7	15.8	19.2	17.5	17.6
DT19	291532	91349	Kerbside		100.0	**42.0**	28.5	35.7	33.1	34.3
DT20	291460	91390	Roadside		100.0	31.3	22.4	27.4	24.3	24.5
DT21	291509	91151	Urban Background		100.0	12.7	9.1	11.7	10.1	9.9
DT22	291518	90813	Roadside		100.0	26.2	17.7	21.2	20.6	18.4
DT23	291691	90425	Roadside		92.3	23.4	15.3	20.6	18.7	18.1
DT24	291767	90160	Roadside		100.0	23.4	18.3	24.3	18.5	17.8
DT25	291520	90531	Kerbside		92.3	23.5	16.2	19.8	20.9	22.1
DT26	290864	91725	Roadside		100.0	30.2	20.4	25.6	22.5	23.8
DT27	291249	91874	Kerbside		100.0	38.7	26.8	31.6	30.1	31.2

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) [1]	Valid Data Capture 2023 (%) [2]	2019	2020	2021	2022	2023
DT28	291376	91944	Roadside		92.3	21.1	15.6	19.9	17.5	18.1
DT29	291500	92055	Roadside		100.0	34.4	24.3	29.8	28.7	29.2
DT30	291351	92169	Roadside		90.4	30.1	22.1	28.2	26.7	27.5
DT31	290826	93598	Roadside		100.0	24.3	17.3	20.6	18.7	19.0
DT32	291253	93299	Roadside		100.0	25.4	17.7	21.2	20.3	20.7
DT33	291242	93483	Roadside		100.0	26.8	19.2	24.7	21.8	22.6
DT34	291272	93468	Kerbside		100.0	36.0	26.5	32.1	29.7	31.7
DT35	291054	94399	Kerbside		92.9	31.1	21.5	26.0	23.1	24.2
DT36	292391	93291	Roadside		100.0	32.5	22.9	27.5	26.5	25.9
DT37	292469	93245	Kerbside		100.0	28.4	18.3	23.2	21.6	21.5
DT38	292579	93146	Roadside		100.0	27.7	18.1	23.0	20.7	20.3
DT39	293047	93877	Kerbside		100.0	36.2	23.3	31.2	27.8	26.9
DT40	293405	93395	Roadside		100.0	26.4	16.7	21.0	19.3	18.7
DT41	293251	93375	Roadside		100.0	29.8	20.9	24.0	22.3	23.5

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) [1]	Valid Data Capture 2023 (%) [2]	2019	2020	2021	2022	2023
DT42	293227	93356	Kerbside		100.0	35.9	25.6	30.6	28.0	29.6
DT43	295068	94487	Roadside		100.0	25.7	19.2	23.5	20.6	21.0
DT44	295888	94101	Kerbside		100.0	17.8	13.6	15.1	13.6	14.6
DT45	296418	94470	Kerbside		90.4	18.0	14.2	16.6	15.3	15.2
DT46	296984	94327	Kerbside		100.0	23.1	18.4	21.8	18.6	20.5
DT47	296494	93782	Urban Background		92.3	17.9	13.3	15.1	12.7	13.1
DT48	295413	93689	Roadside		100.0	17.6	12.8	15.5	14.3	16.2
DT49	293091	92825	Roadside		100.0	17.9	12.6	15.8	15.9	13.7
DT50	293448	92419	Urban Background		100.0	14.0	9.7	11.6	10.4	9.7
DT51	293418	92497	Kerbside		100.0	35.5	24.3	29.4	27.6	27.9
DT52	293533	92473	Roadside		100.0	**42.6**	31.1	34.9	32.3	34.7
DT53	293738	92396	Kerbside		100.0	38.5	27.4	32.1	27.2	28.6
DT54	293781	92409	Roadside		100.0	**43.4**	32.7	37.3	33.5	32.2
DT55	294043	92359	Roadside		100.0	26.7	19.8	23.4	20.7	20.9

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) [1]	Valid Data Capture 2023 (%) [2]	2019	2020	2021	2022	2023
DT56	294410	92310	Roadside		100.0	**40.3**	29.0	32.2	30.5	30.6
DT57	295203	92378	Roadside		100.0	**53.5**	38.2	**42.2**	**40.4**	**40.5**
DT58	295191	92395	Roadside		100.0	**47.3**	33.2	35.4	31.7	33.5
DT59	295466	92365	Roadside		100.0	20.4	14.8	16.0	14.9	14.9
DT60	295636	92232	Roadside		100.0	30.7	23.5	26.8	25.0	24.7
DT61	295710	90571	Roadside		92.3	21.8	15.5	19.2	17.5	17.5
DT62	294694	90001	Roadside		100.0	16.3	11.5	14.7	13.6	13.5
DT63	294652	89974	Roadside		100.0	25.4	18.1	20.7	17.4	19.1
DT64	296415	88477	Roadside		75.0	20.6	17.8	16.9	15.6	15.0
DT65	294227	90435	Kerbside		100.0	24.4	17.2	22.1	18.7	18.7
DT66	293213	91245	Roadside		100.0	36.4	25.0	30.0	27.9	28.8
DT67	292291	91678	Roadside		100.0	21.5	15.9	19.1	19.2	18.3
DT68	291016	91304	Urban Background		84.6	13.8	9.4	11.7	9.9	10.3
DT69	291298	92593	Urban Background		92.3	11.2	7.6	9.3	8.9	8.3

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) [1]	Valid Data Capture 2023 (%) [2]	2019	2020	2021	2022	2023
DT70	294387	92611	Urban Background		84.6	16.1	12.3	15.9	13.9	12.7
DT71	293617	93090	Urban Background		100.0	10.5	7.6	9.1	8.7	7.8
DT72	293052	94185	Roadside		100.0	14.2	10.6	12.2	10.5	10.9
DT73	292056	93043	Urban Background		100.0	10.2	7.5	8.3	7.8	7.6
DT74	291721	89727	Urban Background		84.1	11.4	8.3	10.7	8.4	9.4
DT75	291555	90449	Roadside		100.0	15.8	11.1	13.7	12.6	12.3
DT76	292553	93082	Urban Background		100.0	14.7	9.6	12.3	11.3	11.5
DT77	296415	94165	Kerbside		100.0	31.1	18.6	23.8	20.5	21.6
DT78	296827	93886	Other		90.4	15.1	10.6	13.4	12.5	13.5
DT79	295967	88876	Roadside		100.0	19.5	14.5	17.3	15.4	15.8
DT80	292637	91991	Roadside		100.0	19.8	14.3	16.4	16.6	16.6
DT81	292847	92911	Roadside		100.0	15.6	11.2	13.9	12.2	11.9
DT82	291655	92258	Urban Background		100.0		10.8	12.6	12.0	11.9
DT83	291897	92217	Roadside		80.8		19.5	24.0	22.5	22.7

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2023 (%) (2)	2019	2020	2021	2022	2023
DT84	291375	92935	Roadside		90.4		15.5	18.6	15.4	16.5
DT85	291375	92935	Roadside		100.0				26.9	27.1

☒ **Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG22**

☒ **Diffusion tube data has been bias adjusted**

☒ **Reported concentrations are those at the location of the monitoring site (bias adjusted and annualised, as required), i.e. prior to any fall-off with distance correction**

Notes:

The annual mean concentrations are presented as µg/m^3.

Exceedances of the NO_2 annual mean objective of 40µg/m^3 are shown in **bold**.

NO_2 annual means exceeding 60µg/m^3, indicating a potential exceedance of the NO_2 1-hour mean objective are shown in **bold and underlined**.

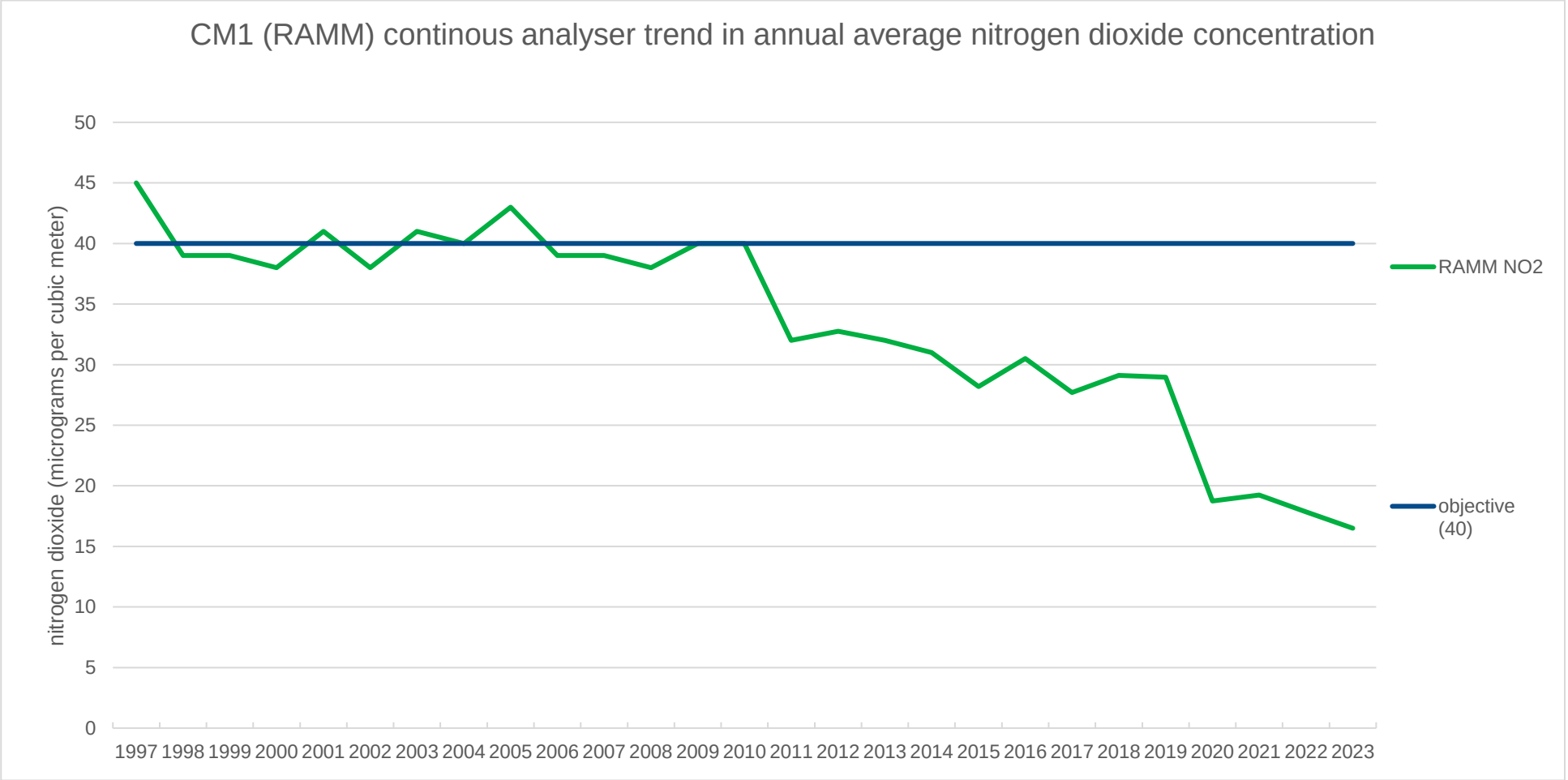
Means for diffusion tubes have been corrected for bias. All means have been “annualised” as per LAQM.TG22 if valid data capture for the full calendar year is less than 75%. See Appendix C for details.

Concentrations are those at the location of monitoring and not those following any fall-off with distance adjustment.

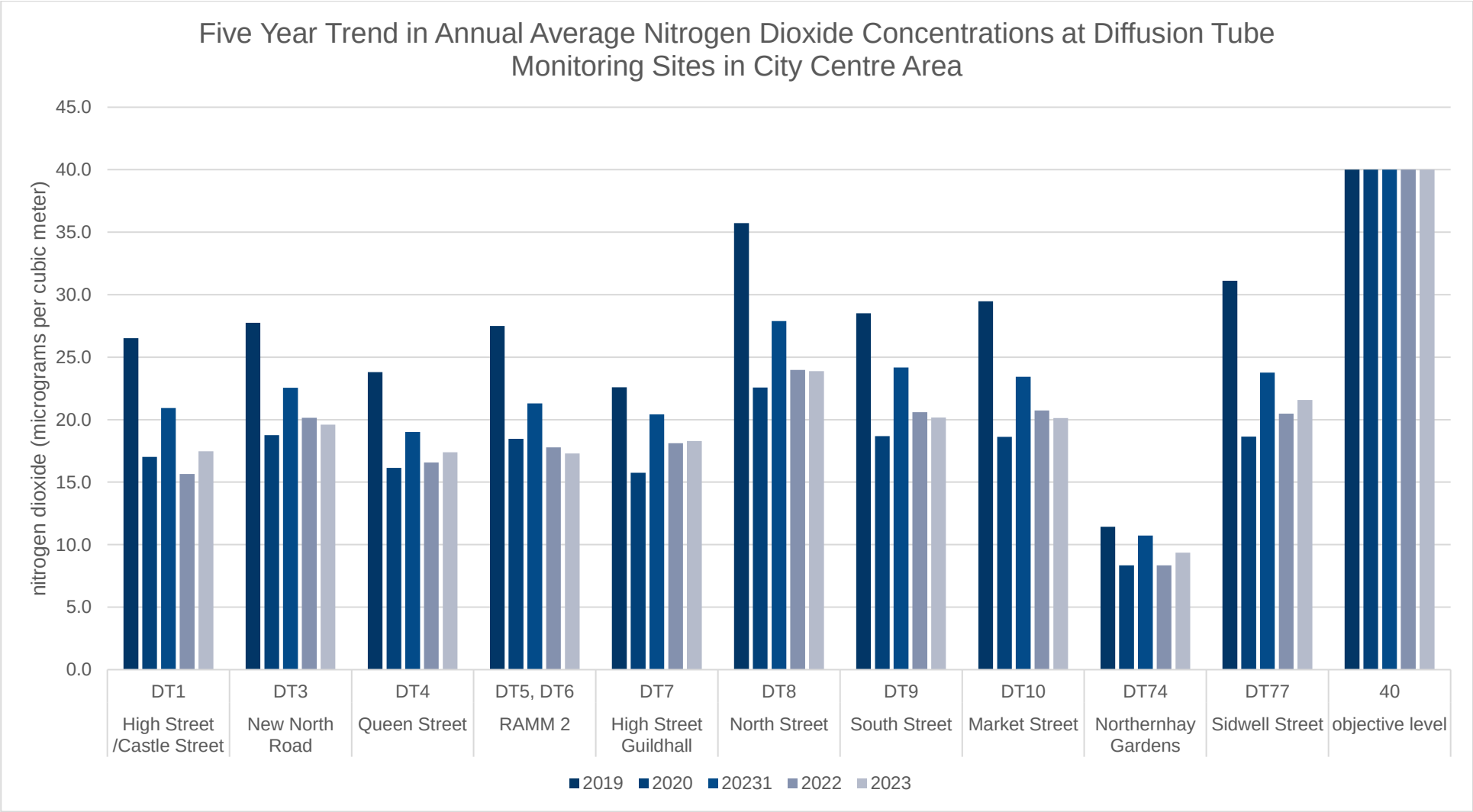
(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

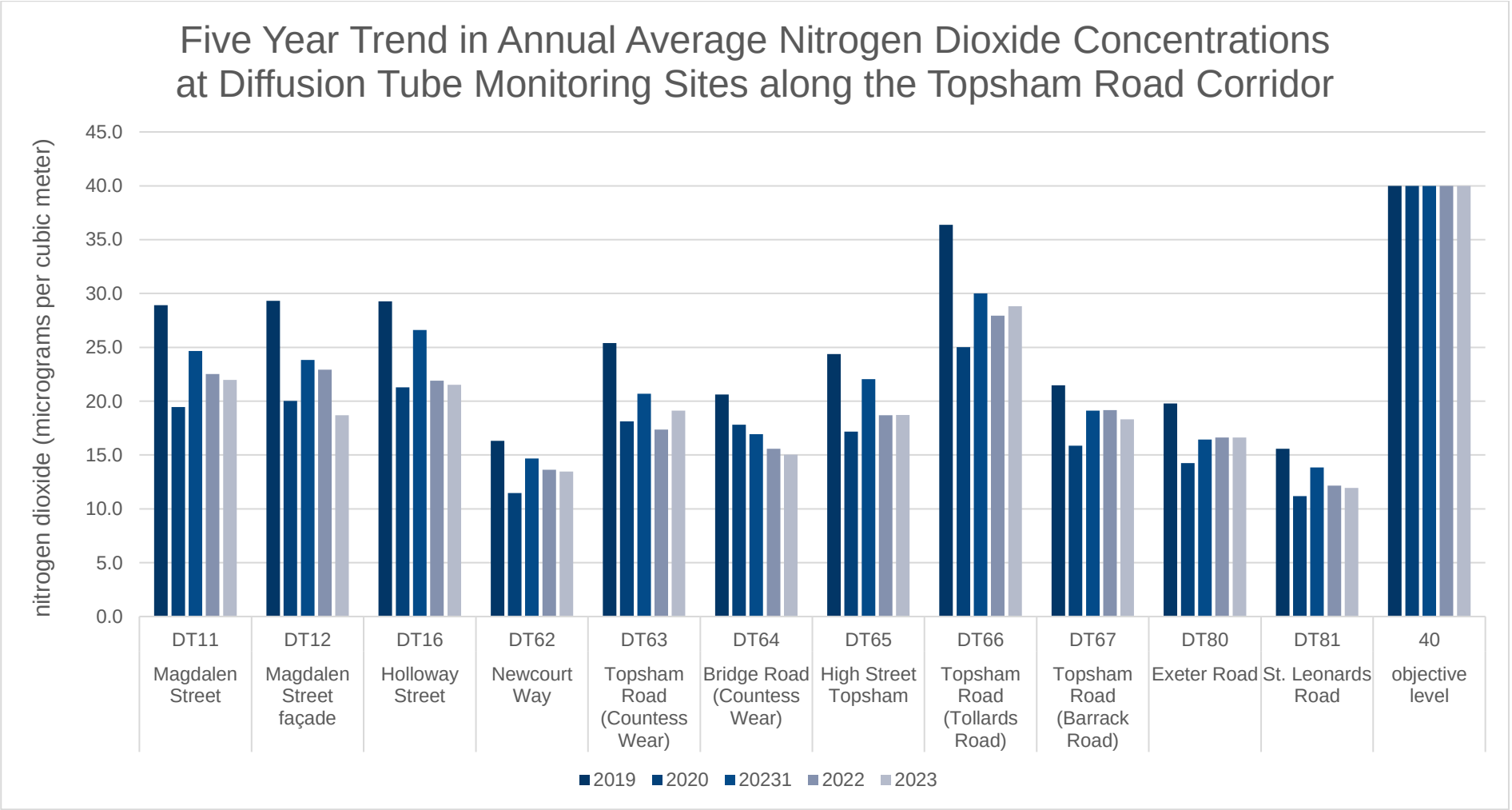
Figure A.2 – Trends in Annual Mean NO_2 Concentrations



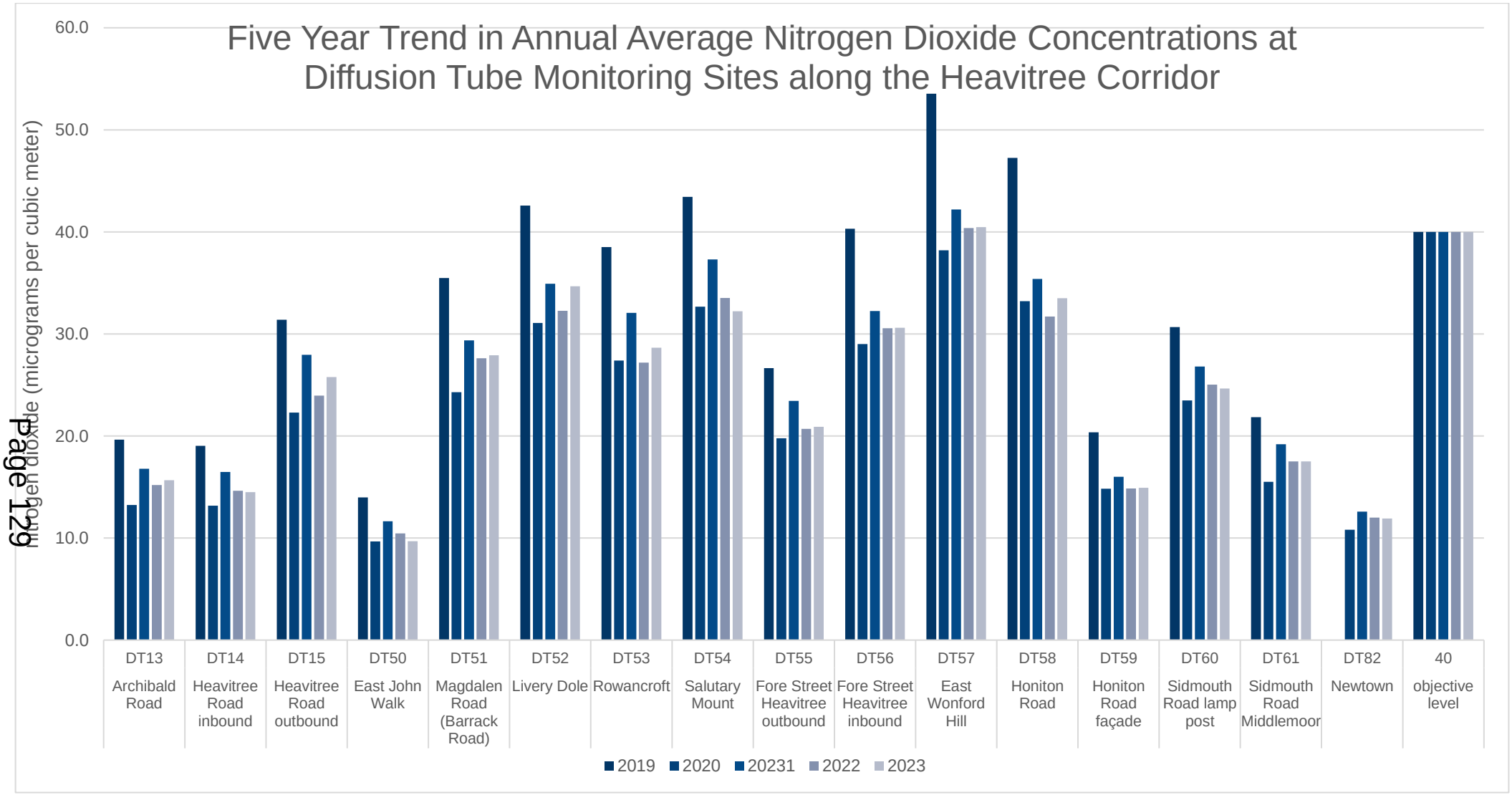
This figure presents NO_2 annual mean concentrations at the RAMM continuous monitoring site between years 1997 and 2023. There are no exceedances of the annual mean objective in 2023. There is a general trend of reduction since 2010.



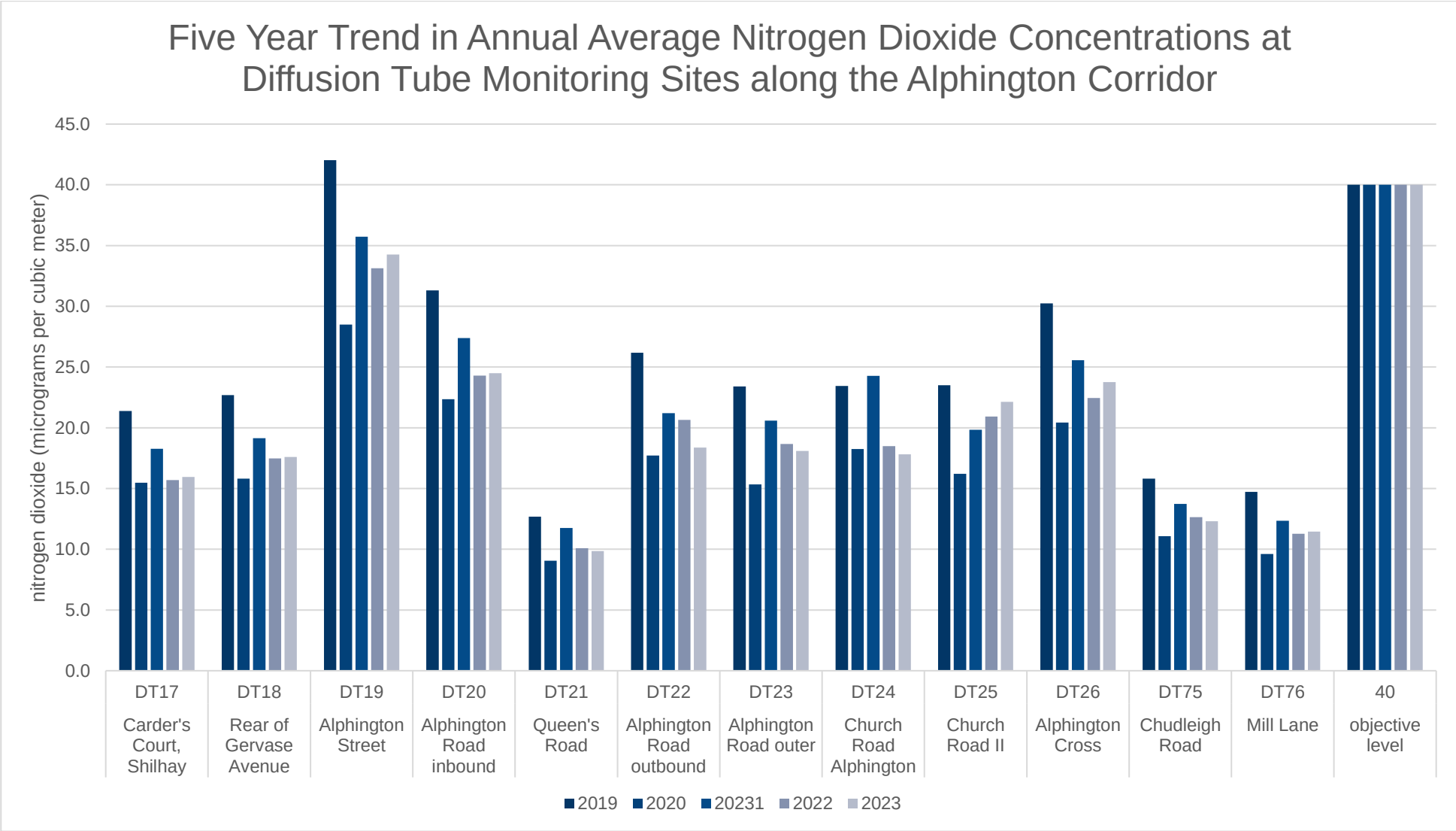
This figure presents NO_2 annual mean concentrations for sites in the city centre between years 2019 to 2023. There are no exceedances of the annual mean objective in 2023 and there is a general trend of reduction experienced across the sites.



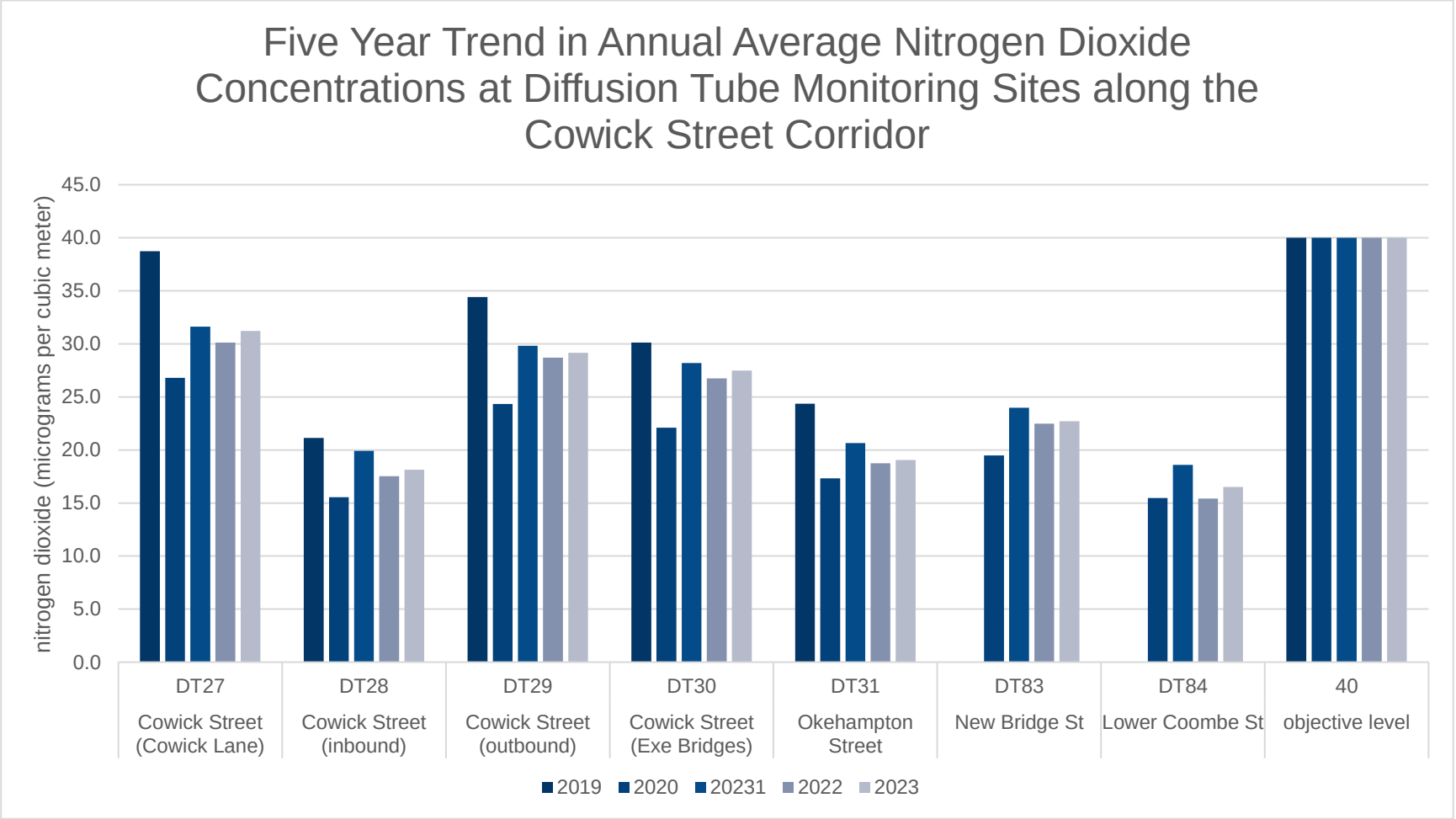
This figure presents NO_2 annual mean concentrations for sites along the Topsham Road corridor between years 2019 to 2023. There are no exceedances of the annual mean objective in 2023 and there is a general trend of reduction experienced across the sites.



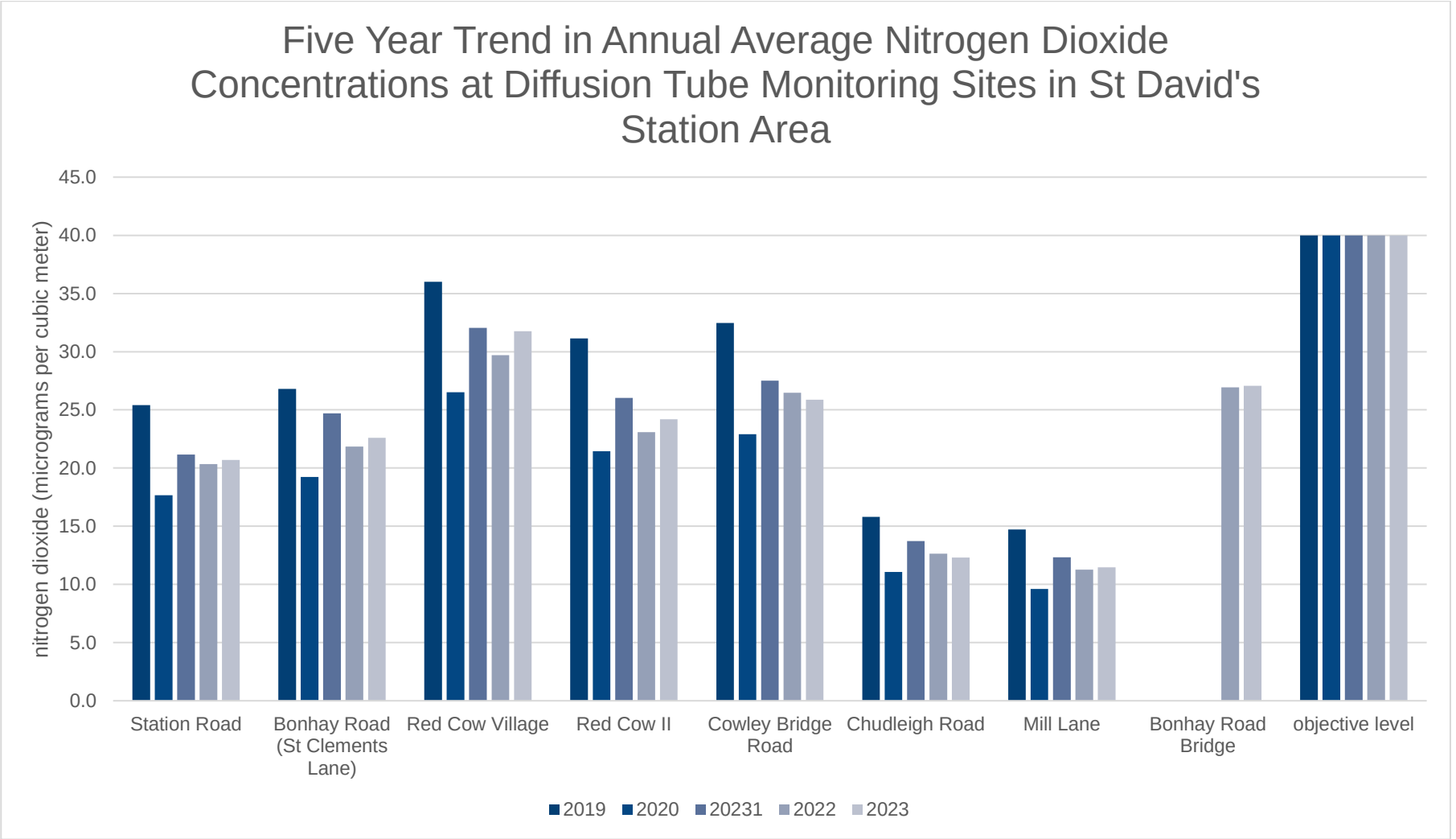
This figure presents NO_2 annual mean concentrations for sites along the Heavitree corridor between years 2019 to 2023. There is one exceedances of the annual mean objective in 2023 at DT57 (East Wonford Hill) and there is a general trend of reduction across the sites.



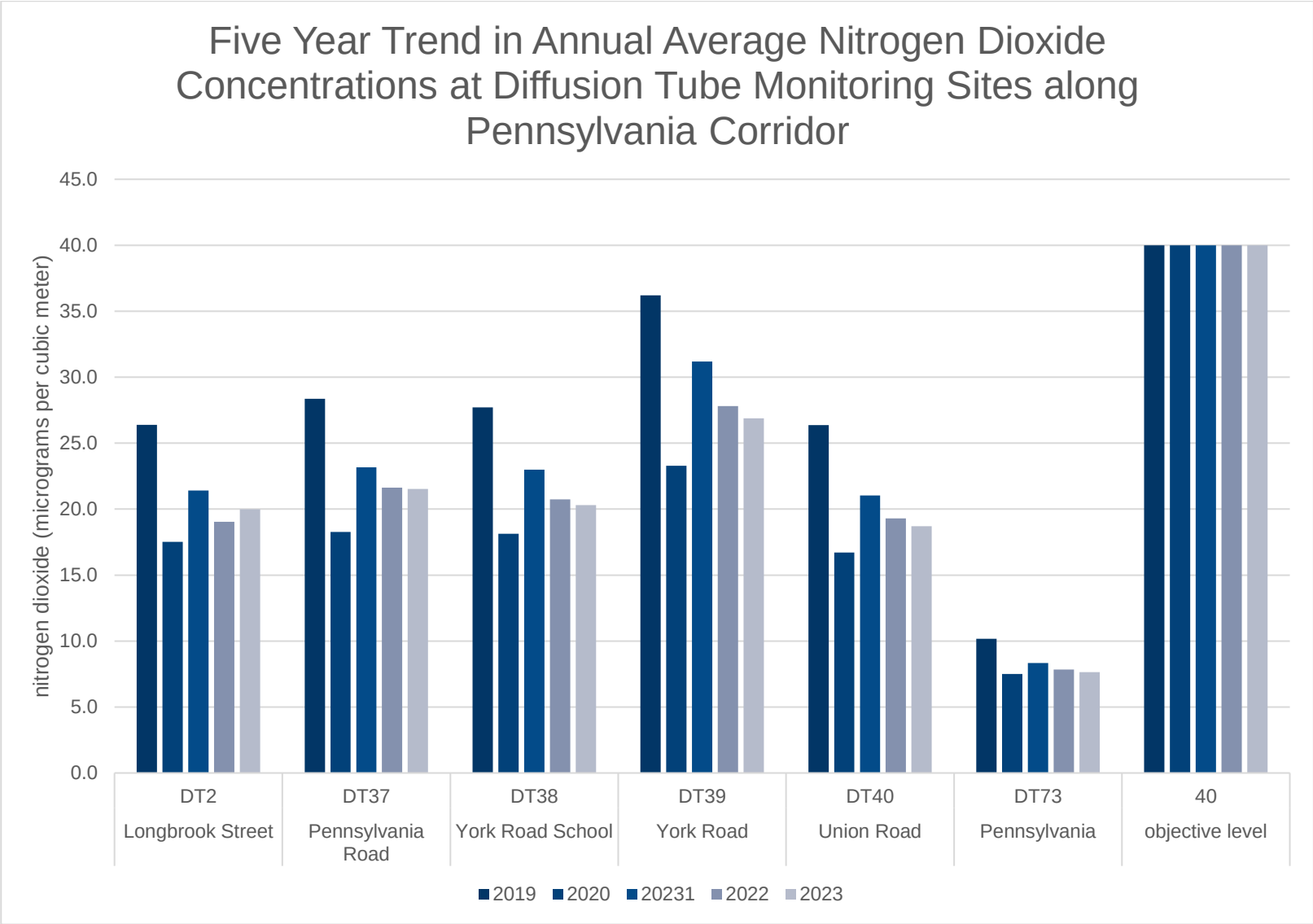
This figure presents NO_2 annual mean concentrations for sites along the Alphington corridor between years 2019 to 2023. There are no exceedances of the annual mean objective in 2023 and there is a general trend of reduction experienced across the sites.



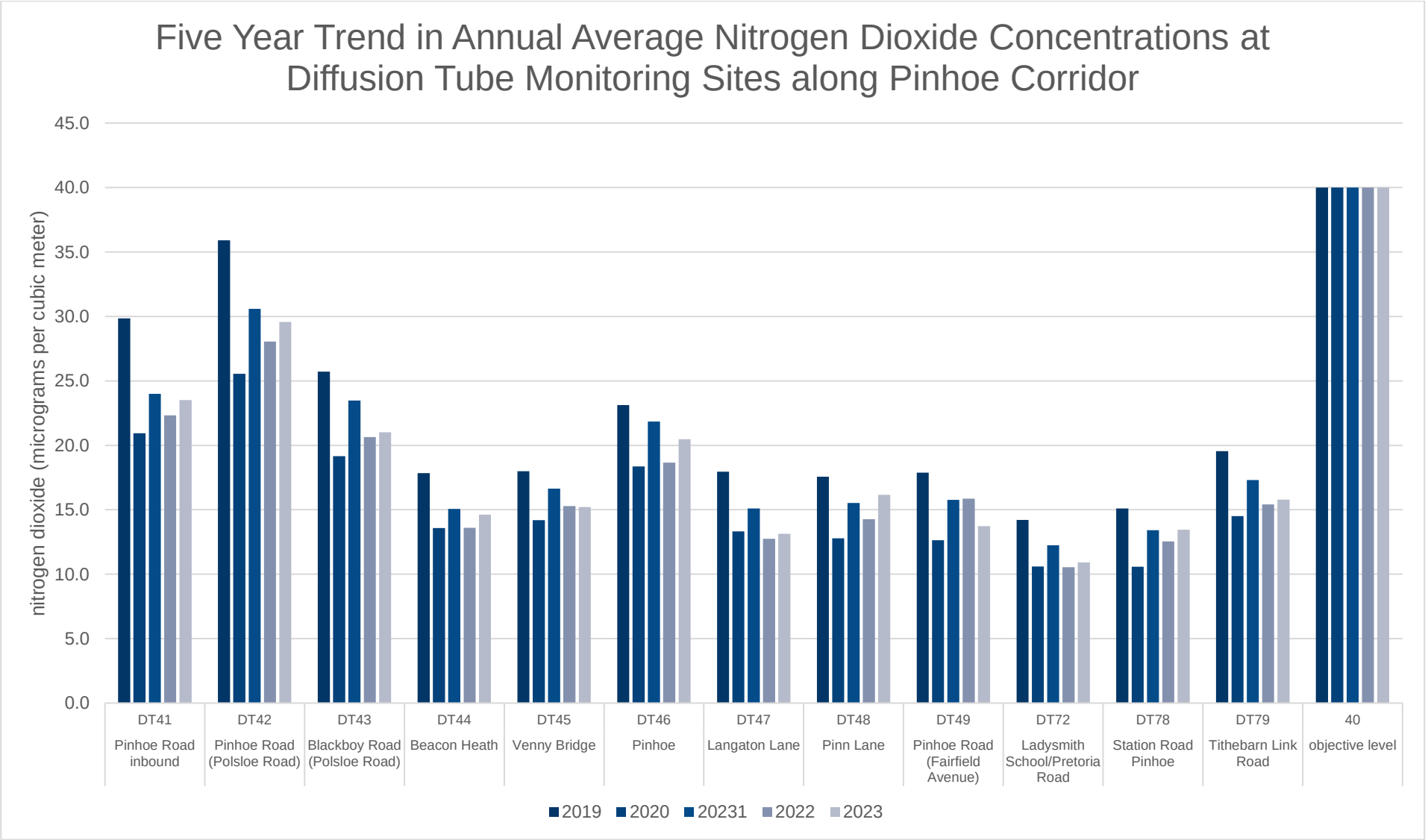
This figure presents NO_2 annual mean concentrations for sites along the Cowick Street corridor between years 2019 to 2023. There are no exceedances of the annual mean objective in 2023 and there is a general trend of reduction experienced across the sites.



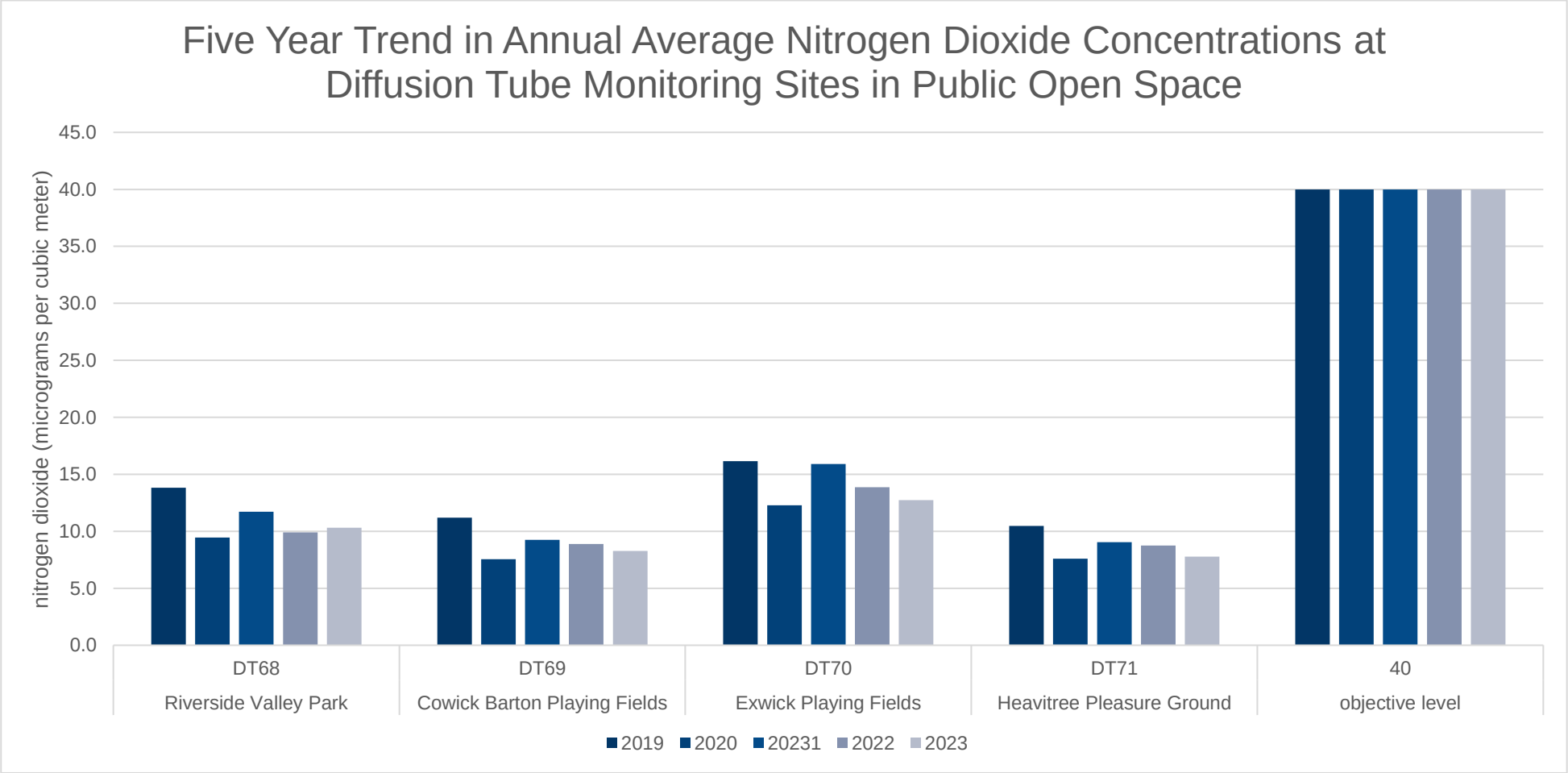
This figure presents NO_2 annual mean concentrations for sites in the St David's area between years 2019 to 2023. There are no exceedances of the annual mean objective in 2023 and there is a general trend of reduction experienced across the sites.



This figure presents NO_2 annual mean concentrations for sites in the Pennsylvania area between years 2019 to 2023. There are no exceedances of the annual mean objective in 2023 and there is a general trend of reduction experienced across the sites.



This figure presents NO_2 annual mean concentrations for sites along the Pinhoe corridor between years 2019 to 2023. There are no exceedances of the annual mean objective in 2023 and there is a general trend of reduction experienced across the sites.



This figure presents NO_2 annual mean concentrations for sites in public open space between years 2019 to 2023. There are no exceedances of the annual mean objective in 2023 and there is a general trend of reduction experienced across the sites.

Table A.5 – 1-Hour Mean NO_2 Monitoring Results, Number of 1-Hour Means > 200µg/m^3

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2023 (%) (2)	2019	2020	2021	2022	2023
CM1	291939	92830	Kerbside		76	0	0	0	0	0 (63.3)

Notes:

Results are presented as the number of 1-hour periods where concentrations greater than 200µg/m^3 have been recorded.

Exceedances of the NO_2 1-hour mean objective (200µg/m^3 not to be exceeded more than 18 times/year) are shown in **bold**.

If the period of valid data is less than 85%, the 99.8th percentile of 1-hour means is provided in brackets.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

Table A.6 – Annual Mean PM_{10} Monitoring Results ($\mu g/m^3$)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2023 (%) (2)	2019	2020	2021	2022	2023
CM1	29193	92830	Kerbside		45.5	15.8	14.1	13.9	17.1 (19.22)	18.8 (20.1)
CM2	291670	91773	Roadside		100	15.1	11.5	12	14.7	15.2

☒ **Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG22**

Notes:

The annual mean concentrations are presented as $\mu g/m^3$.

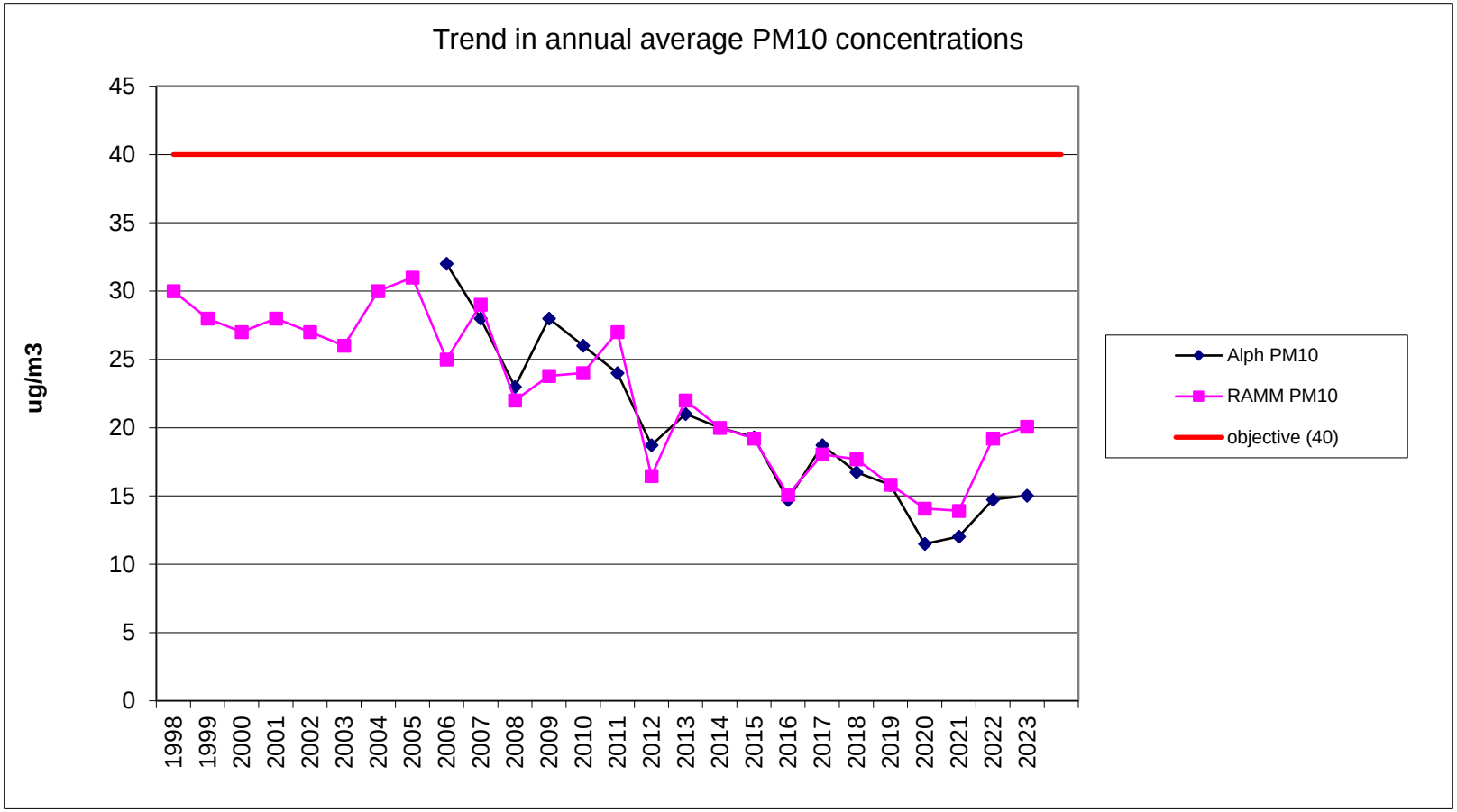
Exceedances of the PM_{10} annual mean objective of $40\mu g/m^3$ are shown in **bold**.

All means have been "annualised" as per LAQM.TG22 if valid data capture for the full calendar year is less than 75%. See Appendix C for details.(annualised results are shown in brackets)

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

Figure A.3 – Trends in Annual Mean PM_{10} Concentrations



This figure presents PM_{10} annual mean concentrations for the two monitoring sites in Exeter between years 1998 and 2023. There are no exceedances of the annual mean objective in 2023 although concentrations have increased since 2021. Otherwise there is a general trend of reduction experienced across both sites.

Table A.7 – 24-Hour Mean PM_{10} Monitoring Results, Number of PM_{10} 24-Hour Means > 50µg/m^3

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2023 (%) (2)	2019	2020	2021	2022	2023
CM1	29193	92830	Kerbside		45.5	0 (21.2)	1	1	2 (29.9)	0 (30.3)
CM2	291670	91773	Roadside		100	4	0 (19.2)	0	1	0

Notes:

Results are presented as the number of 24-hour periods where daily mean concentrations greater than 50µg/m^3 have been recorded.

Exceedances of the PM_{10} 24-hour mean objective (50µg/m^3 not to be exceeded more than 35 times/year) are shown in **bold**.

If the period of valid data is less than 85%, the 90.4th percentile of 24-hour means is provided in brackets.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

Table A.8 – Annual Mean $PM_{2.5}$ Monitoring Results ($\mu g/m^3$)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) [1]	Valid Data Capture 2023 (%) [2]	2019	2020	2021	2022	2023
CM1	29193	92830	Kerbside		45.5	10	8.6	8.4	11.1 (12.69)	13.2
CM2	291670	91773	Roadside		99.9	9.5	6.8	7.5	9	8.8

☒ **Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG22**

Notes:

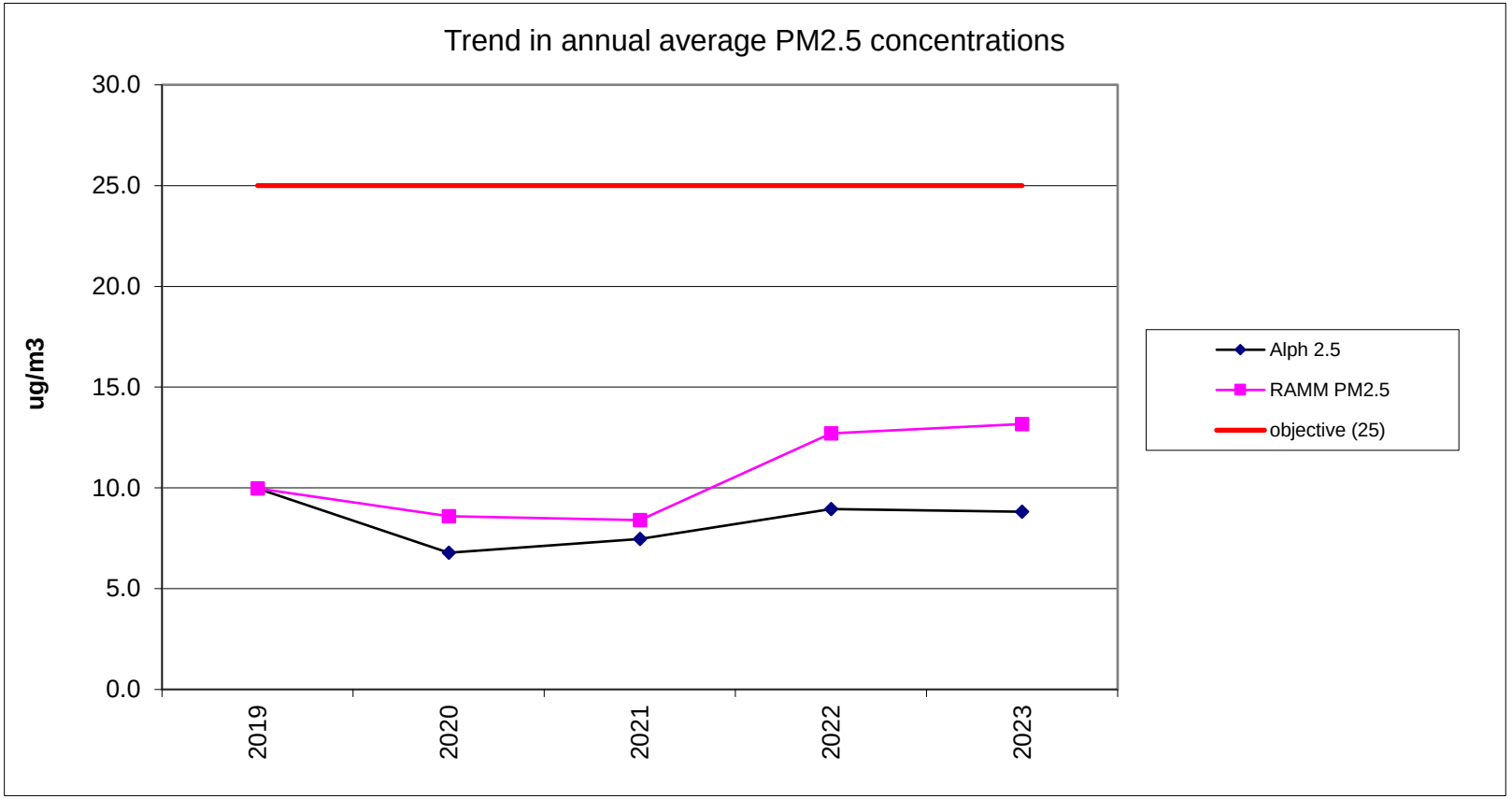
The annual mean concentrations are presented as $\mu g/m^3$.

All means have been “annualised” as per LAQM.TG22 if valid data capture for the full calendar year is less than 75%. See Appendix C for details. (annualised results have been shown in brackets)

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

Figure A.4 – Trends in Annual Mean $PM_{2.5}$ Concentrations



This figure presents $PM_{2.5}$ annual mean concentrations for the two monitoring sites in Exeter between years 2019 and 2023. There are no exceedances of the annual mean objective in 2023 although concentrations have increased since 2021. There is no clear trend over the five year period.

Table A.9 – O_3 2023 Monitoring Results, Number of Relevant Instances

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) [1]	Valid Data Capture 2023 (%) [2]	2019 O_3 8-hour mean > 100 (µg/m³)	2020 O_3 8-hour mean > 100 (µg/m³)	2021 O_3 8-hour mean > 100 (µg/m³)	2022 O_3 8-hour mean > 100 (µg/m³)	2023 O_3 8-hour mean > 100 (µg/m³)
CM1	291939	92830	Kerbside		60	11	87	0	0	8 (74.6)

Notes:

Results are presented as the number of instances where monitored concentrations are greater than the objective concentration.

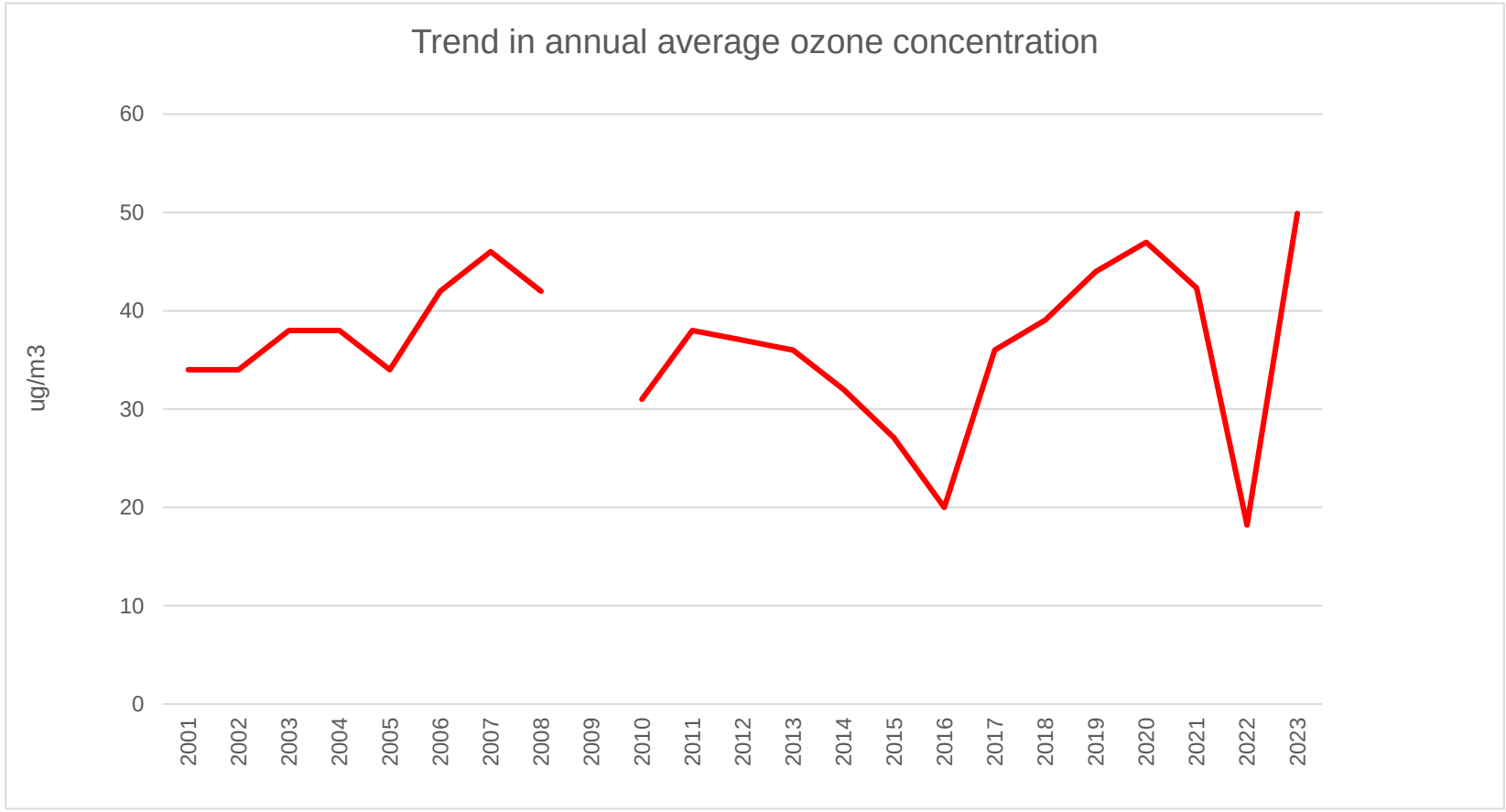
Exceedances of the SO_2 objectives are shown in **bold** (8-hour mean > 100 µg/m³ = 10 allowed a year).

If the period of valid data is less than 85%, the relevant percentiles are provided in brackets.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

Figure A.5 – Trends in Annual Mean O_3 Concentrations



This figure presents O_3 annual mean concentrations between years 2001 and 2023. (Note that there is no local air quality objective for annual mean O_3 concentrations so this data is presented for information only). There is no clear trend over the entire period.

Appendix B: Full Monthly Diffusion Tube Results for 2023

Table B.1 – NO_2 2023 Diffusion Tube Results ($\mu g/m^3$)

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.81)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
DT1	292199	92814	25.6	29.6	23.4	23.1	20.0	19.1	14.1	16.2	21.9	24.0	23.5	18.4	21.6	17.5	-	
DT2	292315	93016	30.8	30.9	25.6	22.5	16.4	19.0	18.9	20.4	25.9	30.0	28.5	27.1	24.7	20.0	-	
DT3	292185	93049	25.2	28.3	27.5	23.4	17.4	19.4		21.1	28.1	27.5	24.5	23.5	24.2	19.6	-	
DT4	291779	93011	24.3	28.4	23.4	20.7	16.2		13.7	17.2	24.1	27.7	23.2	17.2	21.5	17.4	-	
DT5	291944	92826	22.8	27.8	21.4	20.5	22.1	18.8	13.0	17.2	21.3	25.7	25.3	18.2	-	-	-	Duplicate Site with DT5 and DT6 - Annual data provided for DT6 only
DT6	291984	92626	26.4	27.7	20.6	21.3	22.4	19.5	12.8	18.6	22.8	25.3	23.7	17.6	21.4	17.3	-	Duplicate Site with DT5 and DT6 - Annual data provided for DT6 only
DT7	291895	92569	24.3	27.3	25.3	21.8	16.7	19.0	18.7	18.6	25.6	29.7	23.2	21.0	22.6	18.3	-	
DT8	291943	92511	32.5	34.3	29.3	27.2	24.8	25.3	26.7	27.0	32.7	34.9			29.5	23.9	-	
DT9	291833	92433	29.0	31.1	24.4	21.6	21.8	19.6	20.0	21.9	26.5	28.2	29.9	24.8	24.9	20.2	-	
DT10	292291	92292	27.2	32.6	25.9	24.2	19.1	19.3	19.1	21.3	28.7	31.2	27.1	22.5	24.9	20.1	-	
DT11	292422	92320	33.8	35.3	27.4	25.5	22.0	22.6	18.0	22.1	29.3	31.6	32.1	25.9	27.1	22.0	-	
DT12	292590	92743	23.1	37.1	17.6	23.9	24.6	24.4	18.5	22.0	21.4	28.7	20.8	14.7	23.1	18.7	-	
DT13	292832	92731	25.6	26.6	19.3	18.2	16.2		11.4	13.7	20.3	22.9	21.6	16.9	19.3	15.7	-	
DT14	292703	92807	24.7	27.1	18.1	18.6	14.7	13.2	10.0	13.3	17.6	22.1	21.4	13.9	17.9	14.5	-	
DT15	292378	92039	36.6	43.1	33.3	35.0	31.5	30.0	20.9	25.4	32.6	36.9	33.1	23.5	31.8	25.8	-	
DT16	291699	92091	34.5	37.8	26.3	26.9	23.7	22.2	15.6	21.0	27.0	30.3	30.7	22.7	26.6	21.5	-	
DT17	291657	91973	26.2	26.2	18.8	16.2	15.9	14.9	15.2	15.8	21.3	21.9	25.1	18.7	19.7	15.9	-	

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.81)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
DT18	291669	91812	28.9	28.3	21.9	19.1	18.6	17.3	17.9	19.0		25.2	23.9	18.8	21.7	17.6	-	
DT19	291532	91349	44.7	55.2	42.5	45.2	48.0	47.2	28.7	34.8	43.4	47.1	40.9	29.7	42.3	34.3	-	
DT20	291460	91390	38.7	35.3	30.2	29.0	27.4	27.4	25.5	26.0	30.5	33.1	33.5	26.1	30.2	24.5	-	
DT21	291509	91151	16.5	20.2	13.0	12.5	9.4	9.7	4.7	9.2	13.4	16.0	13.6	7.8	12.2	9.9	-	
DT22	291518	90813	17.3	32.3	16.3	29.7	20.6	26.6	15.7	21.0	28.5	33.3	21.8	9.2	22.7	18.4	-	
DT23	291691	90425	23.6	29.9	27.0	21.9	29.4	24.2	16.3	18.9		29.3	8.6	16.5	22.3	18.1	-	
DT24	291767	90160	30.1	31.0	23.2	21.7	19.6	18.5	14.8	17.2	22.8	25.1	24.4	15.7	22.0	17.8	-	
DT25	291520	90531	33.3	33.5	28.0	26.7	19.5	24.3	23.3	23.6	29.3	29.4	29.5		27.3	22.1	-	
DT26	290864	91725	37.4	35.4	28.7	29.5	23.2	25.0	27.3	24.5	26.8	32.8	33.3	27.9	29.3	23.8	-	
DT27	291249	91874	42.0	42.4	42.1	39.6	29.1	37.0	34.5	31.2	44.7	45.9	37.7	36.3	38.5	31.2	-	
DT28	291376	91944	26.9	31.1	23.5	22.1		19.3	14.9	17.3	22.6	27.1	24.4	17.2	22.4	18.1	-	
DT29	291500	92055	36.6	42.3	38.2	40.9	32.0	35.9	27.5	31.6	37.6	48.2	34.1	27.3	36.0	29.2	-	
DT30	291351	92169	39.3	40.3	32.5	32.4	30.0		26.9	29.6	34.7	38.2	38.9	30.2	33.9	27.5	-	
DT31	290826	93598	29.0	28.8	23.2	23.0	19.5	21.5	18.2	20.2	25.6	27.1	25.6	20.3	23.5	19.0	-	
DT32	291253	93299	29.3	29.5	27.3	24.9	20.9	24.2	19.6	21.4	28.5	30.6	26.4	23.9	25.5	20.7	-	
DT33	291242	93483	32.4	37.8	28.2	27.2	28.2	26.7	19.0	22.3	27.1	29.0	33.2	23.5	27.9	22.6	-	
DT34	291272	93468	43.2	43.4	41.3	41.0	34.6	35.6	33.7	34.0	42.0	43.3	42.0	36.2	39.2	31.7	-	
DT35	291054	94399	33.5		33.3	30.4	25.8	26.7	25.3	24.1	33.8	32.9	34.3	28.4	29.9	24.2	-	
DT36	292391	93291	36.4	37.2	38.5	34.1	13.5	27.7	27.7	26.6	34.2	41.5	34.6	31.5	32.0	25.9	-	
DT37	292469	93245	26.9	32.3	28.9	27.6	22.5	24.1	19.0	21.2	30.8	34.9	27.4	23.3	26.6	21.5	-	
DT38	292579	93146	30.0	33.6	26.3	25.0	20.4	21.9	17.5	19.4	27.4	28.3	28.0	23.0	25.1	20.3	-	

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.81)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
DT39	293047	93877	35.5	42.3	36.2	35.8	35.4	31.4	22.2	26.4	34.7	38.0	35.2	25.2	33.2	26.9	-	
DT40	293405	93395	25.1	28.6	25.3	24.0	17.4	20.6	15.6	17.4	27.8	31.0	25.0	19.4	23.1	18.7	-	
DT41	293251	93375	33.8	33.5	29.1	24.4	17.8	25.4	24.9	23.3	36.7	38.1	33.0	28.5	29.0	23.5	-	
DT42	293227	93356	39.2	44.4	37.7	36.3	26.2	32.6	29.3	30.9	43.5	45.1	40.7	32.2	36.5	29.6	-	
DT43	295068	94487	35.2	32.3	25.8	22.9	21.0	21.4	20.1	22.1	26.0	28.6	30.9	24.9	25.9	21.0	-	
DT44	295888	94101	24.5	25.2	19.7	17.8	15.4	13.8	12.4	12.3	18.8	19.6	20.5	16.5	18.0	14.6	-	
DT45	296418	94470	20.5	20.4	18.7	15.6	12.4		15.6	15.4	22.7	24.2	21.9	19.0	18.8	15.2	-	
DT46	296984	94327	32.9	30.4	24.1	21.7	19.2	21.0	19.5	19.4	25.7	28.5	31.6	29.4	25.3	20.5	-	
DT47	296494	93782	18.2	20.7	17.0	15.7	12.7	14.7	11.2	12.1	18.5	21.4	16.2		16.2	13.1	-	
DT48	295413	93689	30.0	28.1	22.0	19.6	16.5	12.8	12.4	14.0	21.4	23.8	22.0	16.7	19.9	16.2	-	
DT49	293091	92825	21.0	24.5	17.4	16.9	14.9	14.6	9.8	13.0	17.3	19.5	20.4	14.3	17.0	13.7	-	
DT50	293448	92419	16.8	18.1	13.2	11.7	7.8	8.1	7.8	9.0	13.5	15.4	15.4	6.6	11.9	9.7	-	
DT51	293418	92497	36.7	46.3	39.4	37.8	34.2	28.9	20.6	26.4	34.4	40.9	40.6	27.6	34.5	27.9	-	
DT52	293533	92473	48.3	51.9	45.6	42.4	34.5	35.3	35.2	35.3	45.2	46.2	50.4	43.3	42.8	34.7	-	
DT53	293738	92396	41.3	42.7	33.0	38.7	32.6	34.7	30.0	31.4	34.0	40.3	37.3	28.5	35.4	28.6	-	
DT54	293781	92409	43.9	44.0	40.0	38.2	30.4	38.1	35.6	34.1	44.0	47.0	41.9	40.0	39.8	32.2	-	
DT55	294043	92359	34.0	31.8	27.8	27.3	24.0	22.5	19.0	22.2	25.7	29.7	22.2	23.8	25.8	20.9	-	
DT56	294410	92310	44.9	43.8	40.3	39.7	22.4	32.0	33.1	31.2	41.7	44.3	40.3	38.9	37.7	30.6	-	
DT57	295203	92378	53.2	55.0	54.0	54.4	35.9	46.9	43.4	42.8	53.7	55.1	55.3	49.9	50.0	**40.5**	-	
DT58	295191	92395	47.7	51.0	38.7	41.5	35.5	36.3	32.7	34.0	43.2	49.3	47.9	38.7	41.4	33.5	-	
DT59	295466	92365	24.1	26.5	18.3	17.6	13.8	13.6	11.5	14.4	20.8	22.6	21.7	16.2	18.4	14.9	-	

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.81)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
DT60	295636	92232	37.4	42.7	31.6	30.8	29.4	30.1	19.6	23.0	31.7	33.6	31.5	24.0	30.4	24.7	-	
DT61	295710	90571	25.7	28.2	22.4	19.8		17.4	15.7	18.1	24.6	25.5	22.4	18.0	21.6	17.5	-	
DT62	294694	90001	24.1	24.4	15.7	15.8	15.2	13.3	10.7	12.7	17.7	19.7	16.9	13.3	16.6	13.5	-	
DT63	294652	89974	30.6	29.7	23.7	21.5	18.5	20.1	21.2	20.4	24.2	25.1	24.7	23.5	23.6	19.1	-	
DT64	296415	88477	25.4	27.6	19.1	16.7	16.9	14.8	12.6	14.8	19.1				18.5	15.0	-	
DT65	294227	90435	26.6	32.5	24.4	26.4	23.8	24.2	14.8	20.2	24.6	23.2	21.8	15.0	23.1	18.7	-	
DT66	293213	91245	40.4	40.5	35.1	35.4	29.8	32.4	30.1	31.1	41.6	42.8	37.2	30.5	35.6	28.8	-	
DT67	292291	91678	25.0	27.7	23.1	22.8	19.1	21.6	16.0	18.9	27.4	30.2	22.9	16.6	22.6	18.3	-	
DT68	291016	91304	18.7	19.0	12.5	10.4	9.0	7.9		9.2	12.6	14.5	13.5		12.7	10.3	-	
DT69	291298	92593	15.0	17.5	10.7	10.1	6.8	7.0	5.3	7.6		13.3	12.3	6.9	10.2	8.3	-	
DT70	294387	92611	21.3	25.0	16.2	16.3	15.4	13.3	9.3	13.0			20.5	6.9	15.7	12.7	-	
DT71	293617	93090	14.8	15.1	9.8	8.8	5.3	5.9	6.0	6.8	10.6	12.3	11.4	8.4	9.6	7.8	-	
DT72	293052	94185	21.1	20.0	13.7	12.6	9.8	9.6	9.1	8.8	13.4	15.1	16.5	11.9	13.5	10.9	-	
DT73	292056	93043	12.5	13.4	10.4	9.2	5.3	6.2	5.5	6.4	10.5	13.8	11.5	8.6	9.4	7.6	-	
DT74	291721	89727		17.6	11.3	11.0	10.2	8.1	7.1	8.8	12.3	15.0	14.2		11.6	9.4	-	
DT75	291555	90449	20.7	22.8	15.0	14.2	11.7	12.0	9.5	12.3	15.5	19.8	17.6	11.2	15.2	12.3	-	
DT76	292553	93082	19.9	21.7	12.3	13.2	11.1	11.6	8.7	11.1	14.9	17.2	17.5	10.6	14.1	11.5	-	
DT77	296415	94165	32.4	34.2	30.0	25.6	24.4	23.8	19.8	21.1	26.8	29.9	28.0	23.5	26.6	21.6	-	
DT78	296827	93886	22.2	22.3		17.0	13.3	13.0	11.4	12.5	18.6	19.5	18.5	14.3	16.6	13.5	-	
DT79	295967	88876	22.8	26.7	20.0	20.9	17.4	19.0	11.5	14.3	21.4	24.9	20.2	14.4	19.5	15.8	-	
DT80	292637	91991	28.2	27.7	20.0	19.6	17.6	17.4	14.1	17.3	22.1	21.5	23.1	17.7	20.5	16.6	-	

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.81)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
DT81	292847	92911	21.1	22.1	15.7	13.5	9.9	10.3	8.8	10.7	16.2	17.9	18.2	12.4	14.7	11.9	-	
DT82	291655	92258	21.6	22.3	15.8	13.0	9.0	9.5	8.8	10.6	14.5	17.2	18.6	15.6	14.7	11.9	-	
DT83	291897	92217	31.7	37.1		25.0	25.2		21.8	22.8	28.4	31.2	31.2	25.9	28.0	22.7	-	
DT84	291375	92935	23.6	26.2		17.5	20.8	16.2	13.6	17.3	20.8	22.2	27.3	18.8	20.4	16.5	-	
DT85	291375	92935	40.9	40.7	35.0	32.8	31.7	30.8	25.3	27.8	27.1	38.2	38.8	31.9	33.4	27.1	-	

☒ **All erroneous data has been removed from the NO_2 diffusion tube dataset presented in Table B.1.**

☒ **Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG22.**

☐ **Local bias adjustment factor used.**

☒ **National bias adjustment factor used.**

☒ **Where applicable, data has been distance corrected for relevant exposure in the final column.**

☒ **Exeter City Council confirm that all 2023 diffusion tube data has been uploaded to the Diffusion Tube Data Entry System.**

Notes:

Exceedances of the NO_2 annual mean objective of 40µg/m^3 are shown in **bold**.

NO_2 annual means exceeding 60µg/m^3, indicating a potential exceedance of the NO_2 1-hour mean objective are shown in **bold and underlined**.

See Appendix C for details on bias adjustment and annualisation.

Appendix C: Supporting Technical Information / Air Quality Monitoring Data QA/QC

New or Changed Sources Identified Within Exeter During 2023

Exeter City Council has not identified any new sources relating to air quality within the reporting year of 2023.

Additional Air Quality Works Undertaken by Exeter City Council During 2023

Appendix F contains the details of how the proposed new AQMA boundary has been determined.

QA/QC of Diffusion Tube Monitoring

Exeter City Council uses Gradko diffusion tubes (20% TEA in water). Gradko laboratories (GRADKO International Ltd., St. Martins House, 77 Wales Street, Winchester, Hants. SO23 0RH) hold UKAS accreditation, follow the procedures set out in the Harmonisation Practical Guidance and their performance was satisfactory in the centralised AIR NO_2 PT scheme for quality assurance and quality control.

The tube exposure period used generally follows the Diffusion Tube Monitoring Calendar provided by the Air Quality Support Helpdesk, i.e. an exposure time of 4 or 5 weeks, with an allowed variation in exposure time of ± 2 days. During 2023, the monitoring was completed in adherence with the 2023 Diffusion Tube Monitoring Calendar.

The tubes are stored in a fridge before they are exposed. Location sites and fixings follow the recommendations in the DEFRA practical guidance on the use of diffusion tubes for NO_2 monitoring, published in 2008. Two tubes are collocated with the continuous analyser at the Royal Albert Memorial Museum (RAMM), Queen Street (Exeter Roadside).

Data from the tubes are ratified and suspect data rejected by Exeter City Council, following the procedure in the DEFRA practical guidance. Random checks of the data in the reporting spreadsheet are also undertaken to ensure that no mistakes were made when inputting the data. Analysis of the data from the two tubes that are co-located with the continuous analyser shows that these have overall good precision.

Diffusion Tube Annualisation

All diffusion tube monitoring locations within Exeter recorded data capture of 75% therefore it was not required to annualise any monitoring data. In addition, any sites with a data capture below 25% do not require annualisation.

Diffusion Tube Bias Adjustment Factors

The diffusion tube data presented within this ASR have been corrected for bias using an adjustment factor. Bias represents the overall tendency of the diffusion tubes to under or over-read relative to the reference chemiluminescence analyser. LAQM.TG22 provides guidance with regard to the application of a bias adjustment factor to correct diffusion tube monitoring. Triplicate co-location studies can be used to determine a local bias factor based on the comparison of diffusion tube results with data taken from NO_x/NO_2 continuous analysers. Alternatively, the national database of diffusion tube co-location surveys provides bias factors for the relevant laboratory and preparation method.

Exeter City Council have applied a national bias adjustment factor of 0.81 to the 2023 monitoring data (from the March 2023 national bias adjustment spreadsheet). This factor was chosen because the data collection at the RAMM (CM1) continuous analyser was low. It is based on 23 studies. A summary of bias adjustment factors used by Exeter over the past five years is presented in Table C.1.

Table C.1 – Bias Adjustment Factor

Monitoring Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2023	National	03/24	0.81
2022	Local	-	0.77
2021	National	03/22	0.84
2020	Local	-	0.74
2019	Local	-	0.89

NO_2 Fall-off with Distance from the Road

Wherever possible, monitoring locations are representative of exposure. However, where this is not possible, the NO_2 concentration at the nearest location relevant for exposure

has been estimated using the Diffusion Tube Data Processing Tool/NO_2 fall-off with distance calculator available on the LAQM Support website. Where appropriate, non-automatic annual mean NO_2 concentrations corrected for distance are presented in Table B.1.

No diffusion tube NO_2 monitoring locations within Exeter required distance correction during 2023.

QA/QC of Automatic Monitoring

Neither of the two PM analysers are part of the national network, however recommended QA/QC procedures from the AURN Local Site Operator's manual are followed. ET also service each analyser every six months. The analyser at RAMM (CM1) was not available for much of the year, because of a long-running fault.

Live PM10 and PM2.5 data is available at this page.

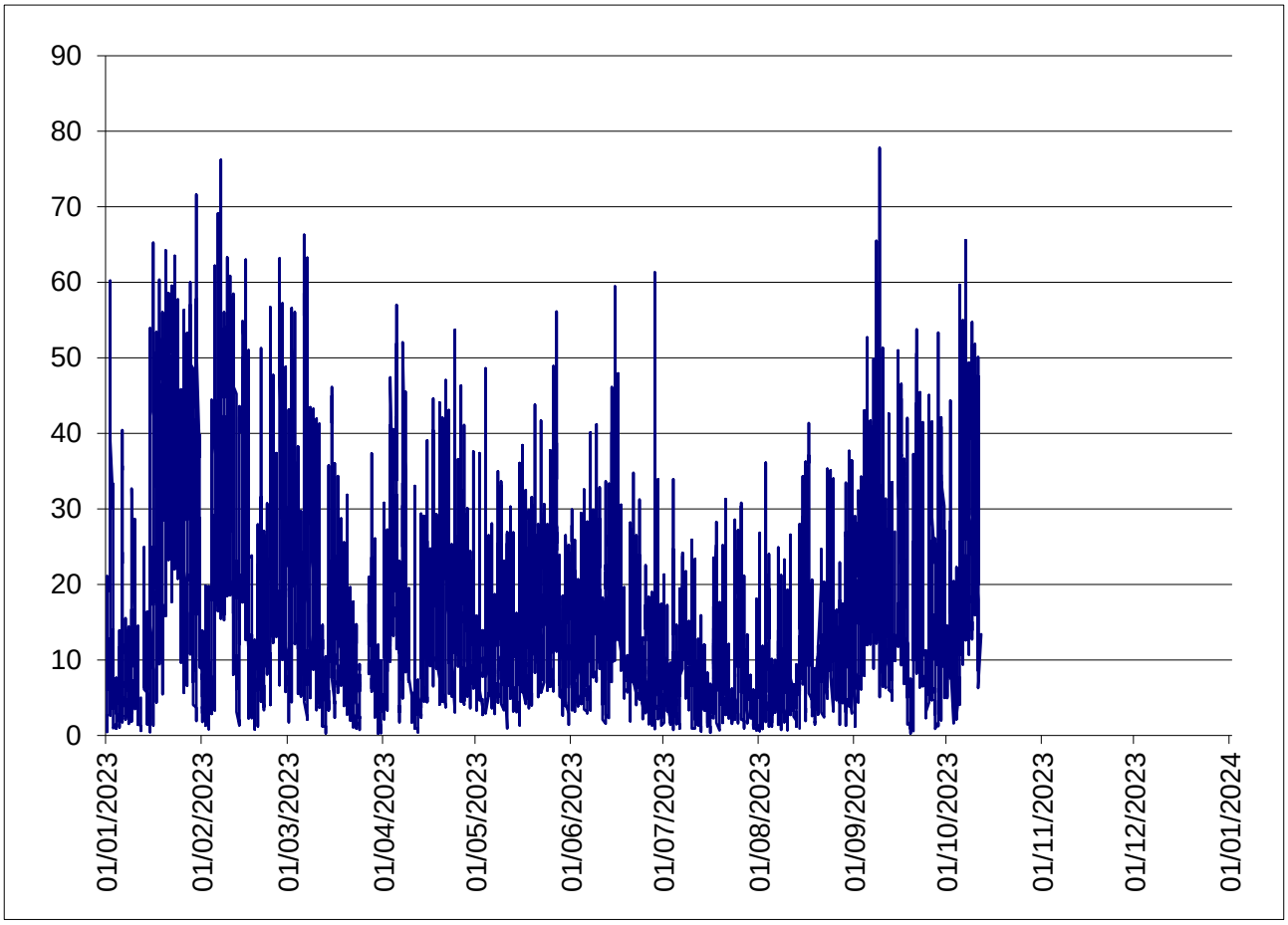
The PM data is collected, validated and ratified by Exeter City Council. Validation involves checking the data daily for instrumentation errors etc. and then visually screening the data on a weekly basis to mark any obviously spurious or unusual measurements. The Council also undertakes data ratification on an approximately three monthly basis as well as following site services. This involves:

- Comparison of data with other pollutants and other appropriate AURN network sites (roadside sites and other sites in the south west),
- Final checking and deletion of data marked as possibly erroneous,
- Removal of data from unrepresentative periods of operation (e.g. road works in immediate vicinity of site etc. where data is shown or believed to have been affected),
- Adjustment for issues identified during services etc.

The NO_2 data from Exeter Roadside is collected and ratified by the AURN. Network data from the site can be found at this link. It is ratified every 3 months by NETCEN, and is reported in the QA / QC Data Ratification Report for the Automatic Urban Network. Data capture from the NO_2 analyser was 76% in 2023 (scaffold erected for repairs at the RAMM site has meant that the data for the last part of the year cannot be used).

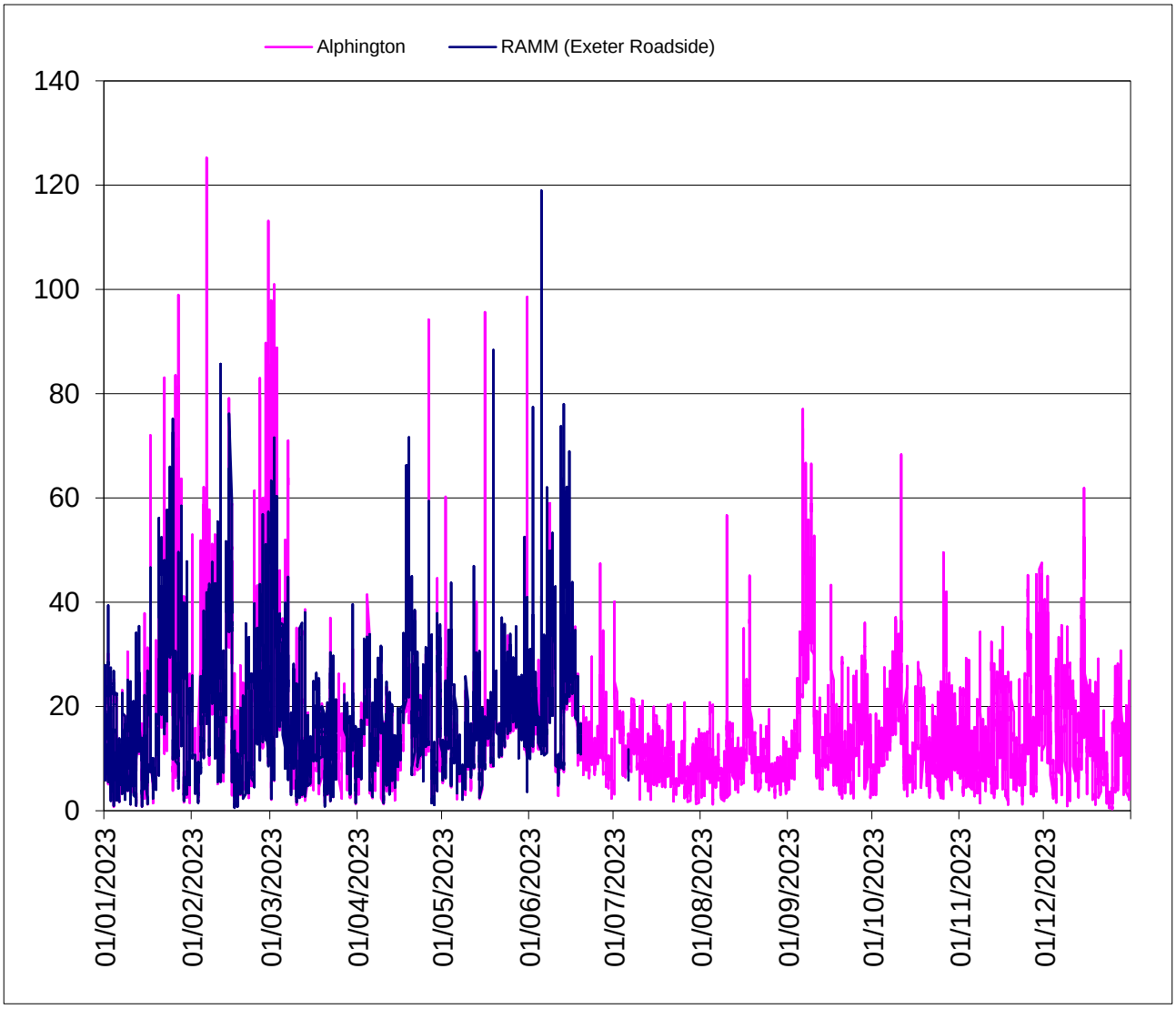
Plots of hourly average values for nitrogen dioxide, PM_{10} and $PM_{2.5}$ are shown below in figures C.1, C.2 and C.3.

Figure C.6 – Hourly NO_2 data from Exeter Roadside (RAMM) ($\mu g/m^3$)



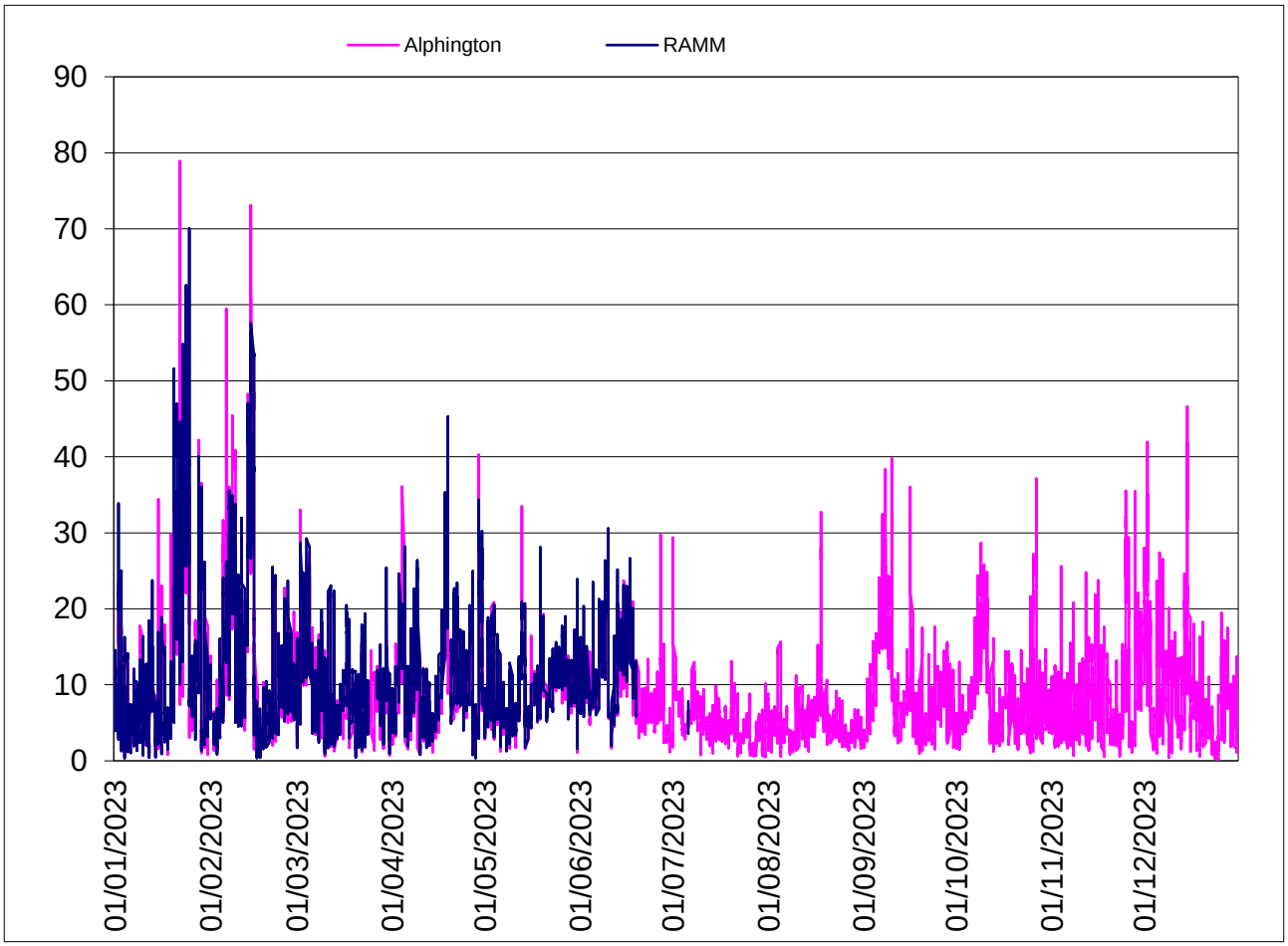
This graph shows the hourly NO_2 data from the RAMM continuous analyser.

Figure C.7 – Hourly PM_{10} data from Exeter Roadside (RAMM) and Alphington ($\mu g/m^3$)



This graph shows the hourly PM_{10} data from the RAMM and Alphington Street continuous analysers.

Figure C.8 – Hourly $PM_{2.5}$ data from Exeter Roadside (RAMM) and Alphington ($\mu g/m^3$)



This graph shows the hourly $PM_{2.5}$ data from the RAMM and Alphington Street continuous analysers.

PM_{10} and $PM_{2.5}$ Monitoring Adjustment

The type of PM_{10}/$PM_{2.5}$ monitors utilised within Exeter City Council do not require the application of a correction factor.

Automatic Monitoring Annualisation

Data capture from the PM10 and PM2.5, NO_2 and O_3 continuous analysers at RAMM (Exeter Roadside CM1) were below 75% so these have been annualised using the method described in the Technical Guidance. Annualisation factors were gained using data from nearby (<50 miles) AURN urban or rural background sites which have data

capture of over 75%. The annualisation factors for each pollutant are fairly similar for all the sites used, especially for NO_2 and O_3. Details of the calculation method undertaken are provided in Tables C.4 to C.7.

Table C.4 – PM10 Annualisation Summary (concentrations presented in µg/m^3)

Site ID	Annualisation Factor Plymouth Centre	Annualisation Factor Honiton	Annualisation Factor Yarner Wood	Annualisation Factor Site 4 Charlton Mackerell	Average Annualisation Factor	Raw Data Annual Mean	Annualised Annual Mean
CM1	1.03	1.12	1.06	1.12	1.08	18.6	20.07

Table C.5 – PM2.5 Annualisation Summary (concentrations presented in µg/m^3)

Site ID	Annualisation Factor Plymouth Centre	Annualisation Factor Honiton	Annualisation Factor Yarner Wood	Annualisation Factor Charlton Mackerell	Average Annualisation Factor	Raw Data Annual Mean	Annualised Annual Mean
CM1	1.08	1.21	1.16	1.23	1.17	11.3	13.17

Table C.6 – NO_2 Annualisation Summary (concentrations presented in µg/m^3)

Site ID	Annualisation Factor Plymouth Centre	Annualisation Factor Yarner Wood	Annualisation Factor Charlton Mackerell	Annualisation Factor 4	Average Annualisation Factor	Raw Data Annual Mean	Annualised Annual Mean
CM1	1.01	1	1	-	1	16.47	16.47

Table C.7 – O_3 Annualisation Summary (concentrations presented in µg/m^3)

Site ID	Annualisation Factor Plymouth Centre	Annualisation Factor Yarner Wood	Annualisation Factor Charleton Mackerell	Annualisation Factor 4	Average Annualisation Factor	Raw Data Annual Mean	Annualised Annual Mean
CM1	0.96	0.96	0.98	-	0.97	48.5	46.94

NO_2 Fall-off with Distance from the Road

Wherever possible, monitoring locations are representative of exposure. However, where this is not possible, the NO_2 concentration at the nearest location relevant for exposure has been estimated using the NO_2 fall-off with distance calculator available on the LAQM

Support website. Where appropriate, automatic annual mean NO_2 concentrations corrected for distance are presented in Table A.3.

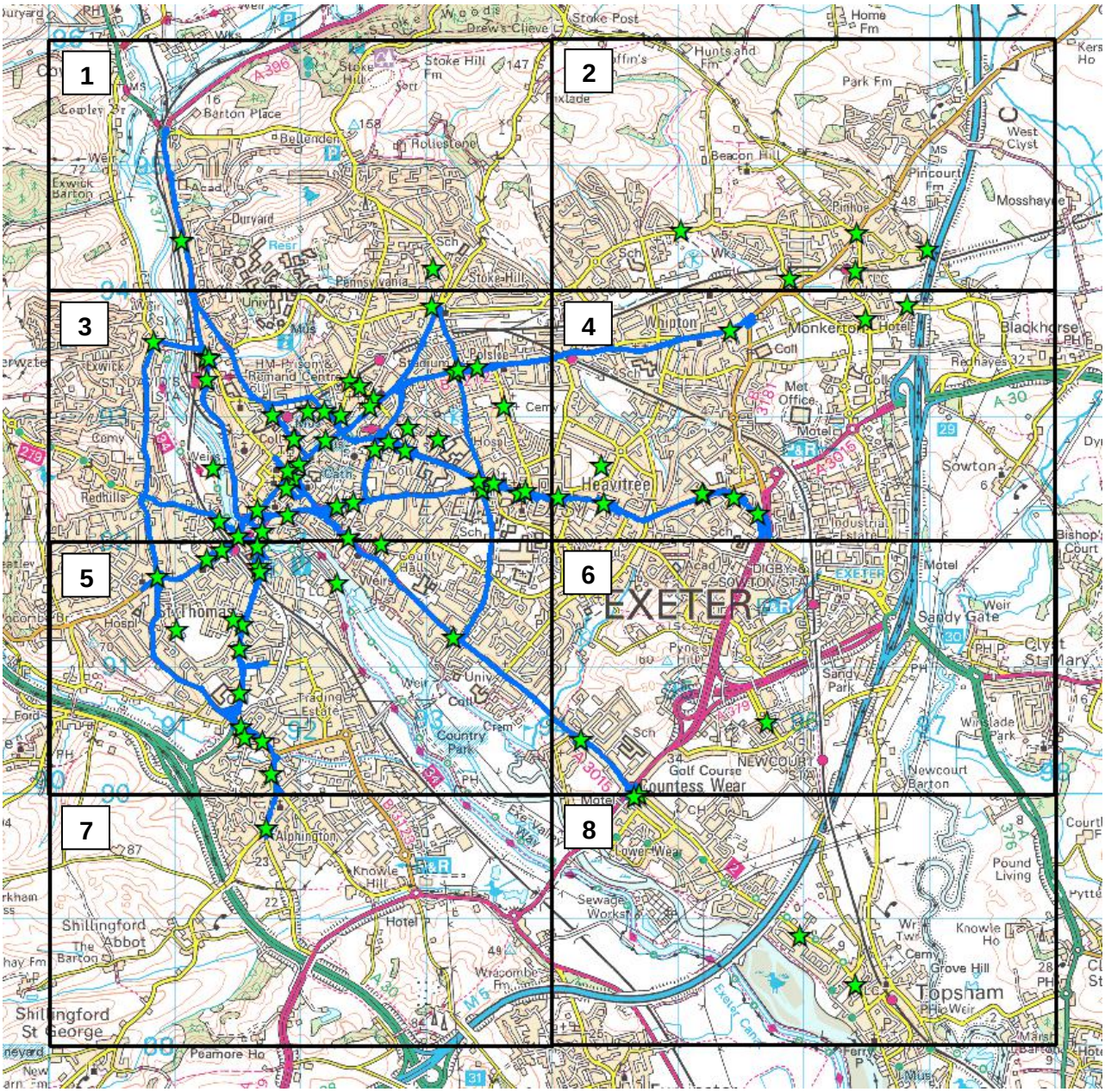
No automatic NO_2 monitoring locations within Exeter required distance correction during 2023.

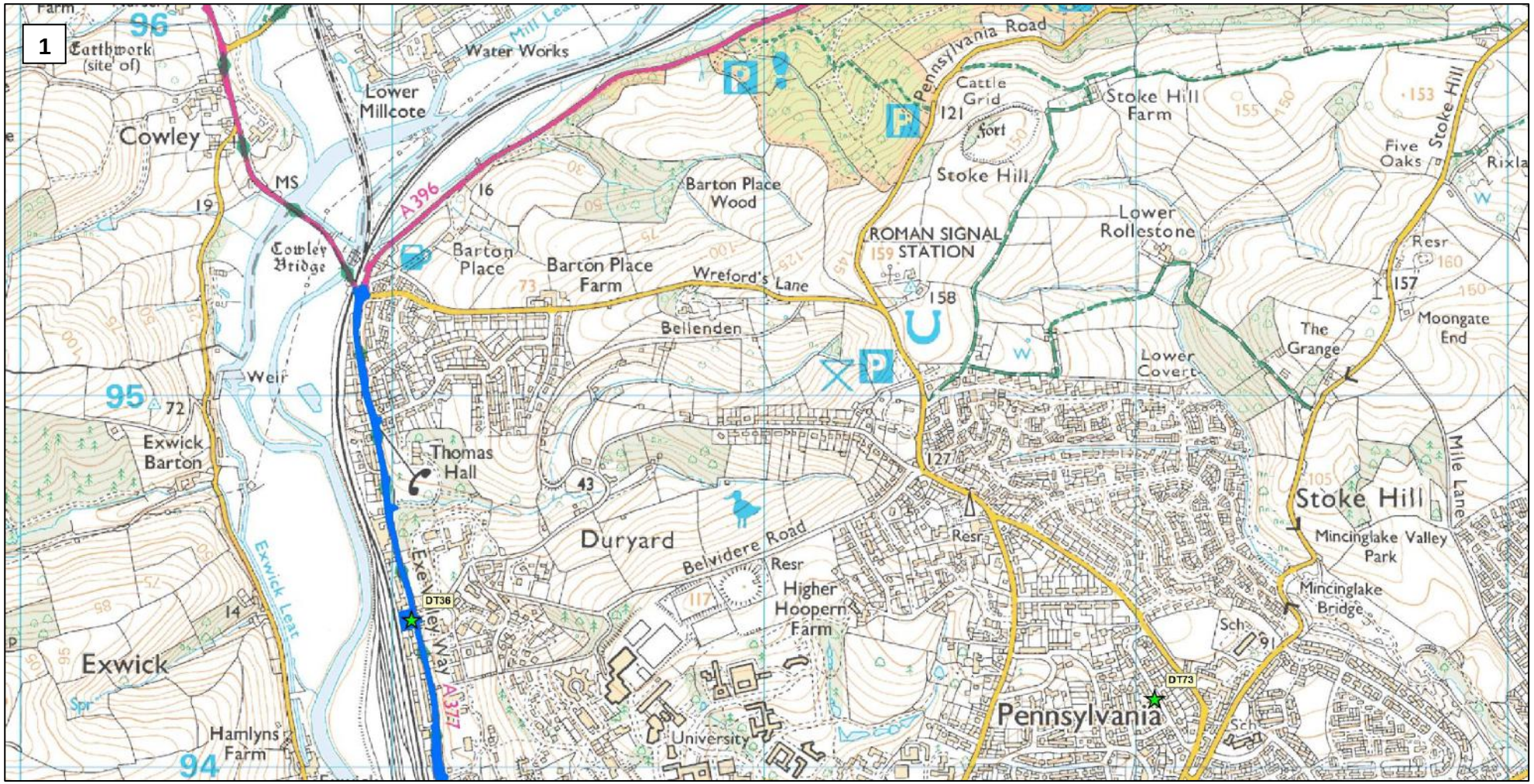
Appendix D: Map(s) of Monitoring Locations and AQMAs

Figure D.1 – Map of Non-Automatic Monitoring Site

The monitoring locations and 2023 data can also be viewed using an online map here.

Monitoring location = ★
AQMA = ▬





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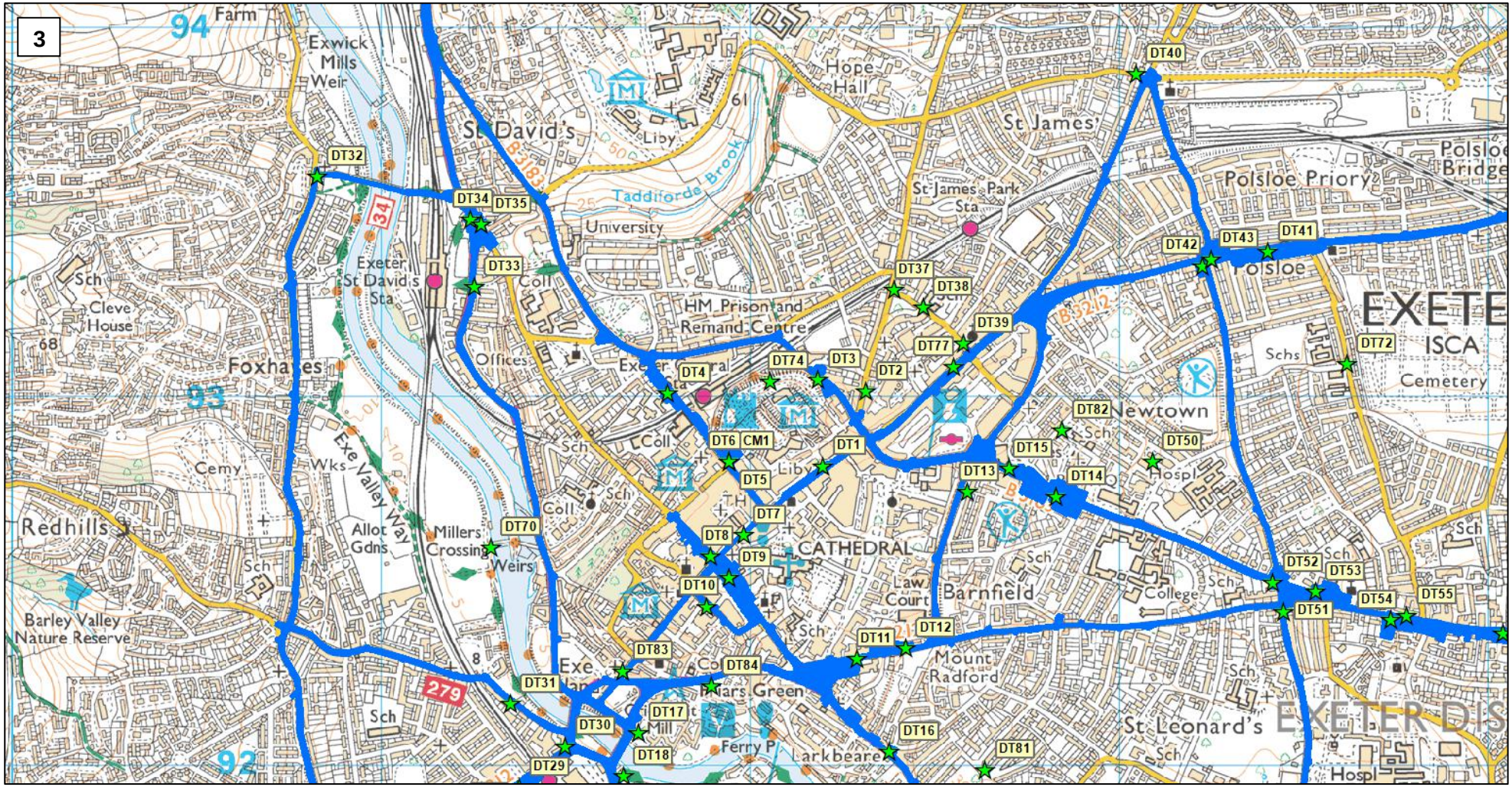

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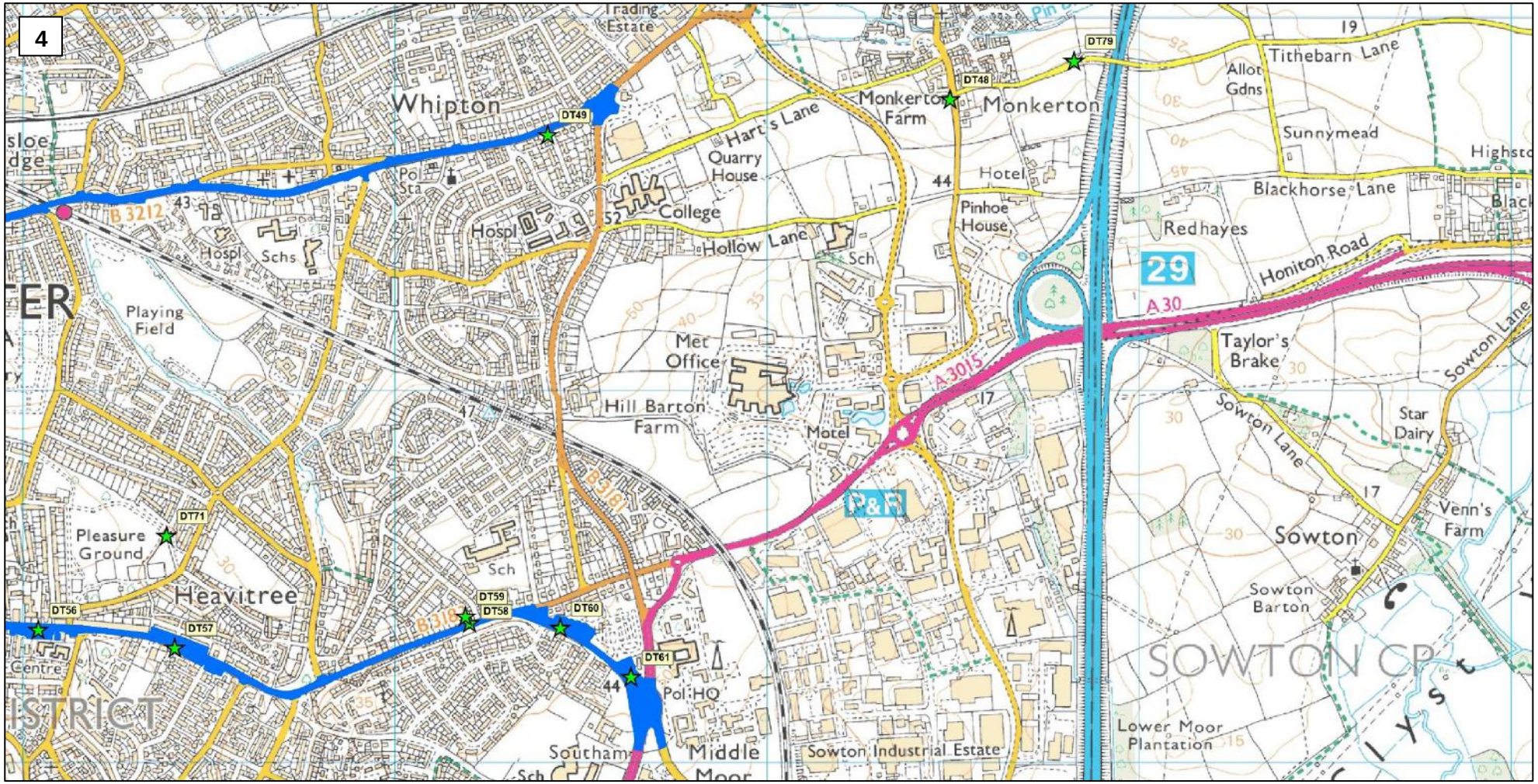

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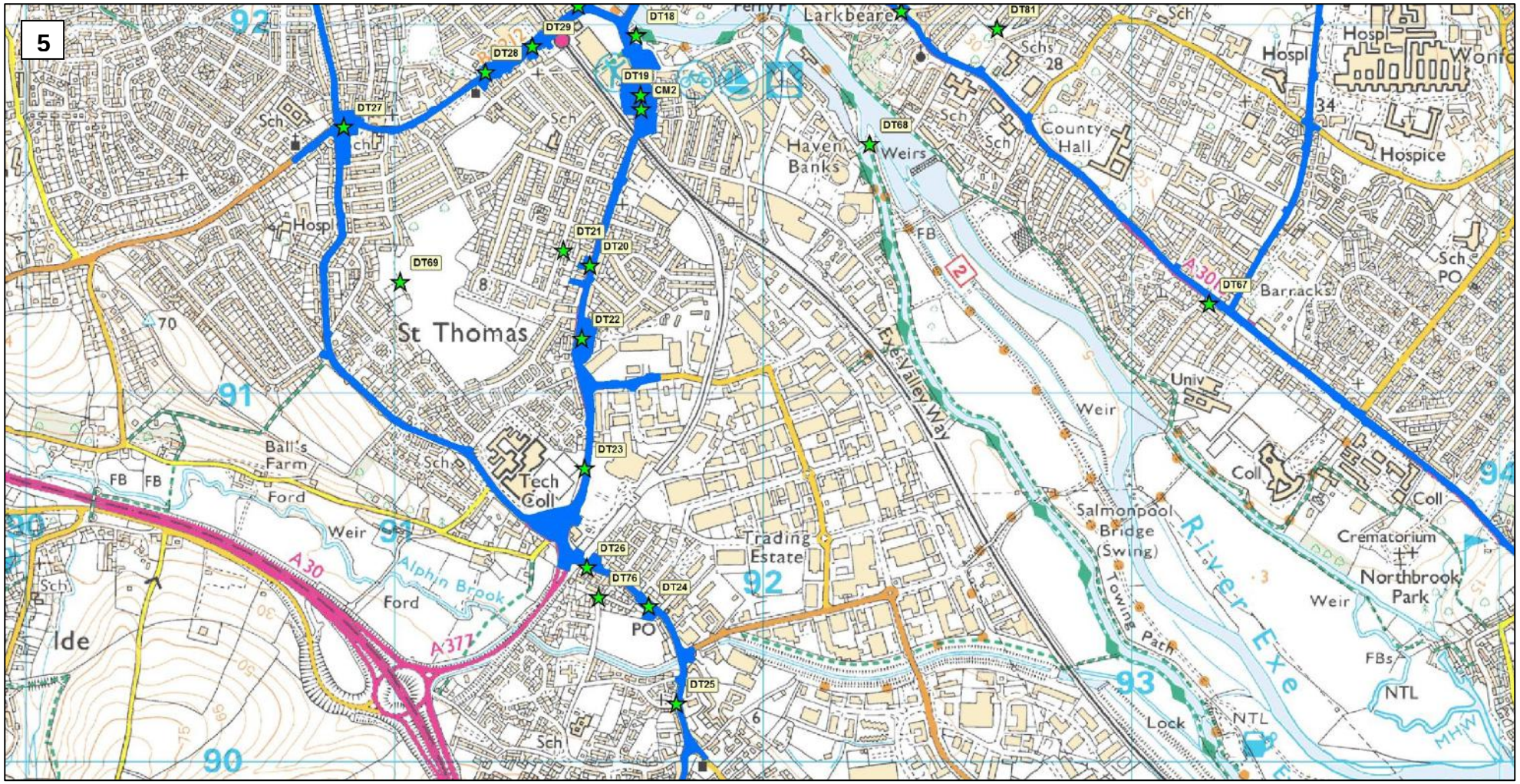

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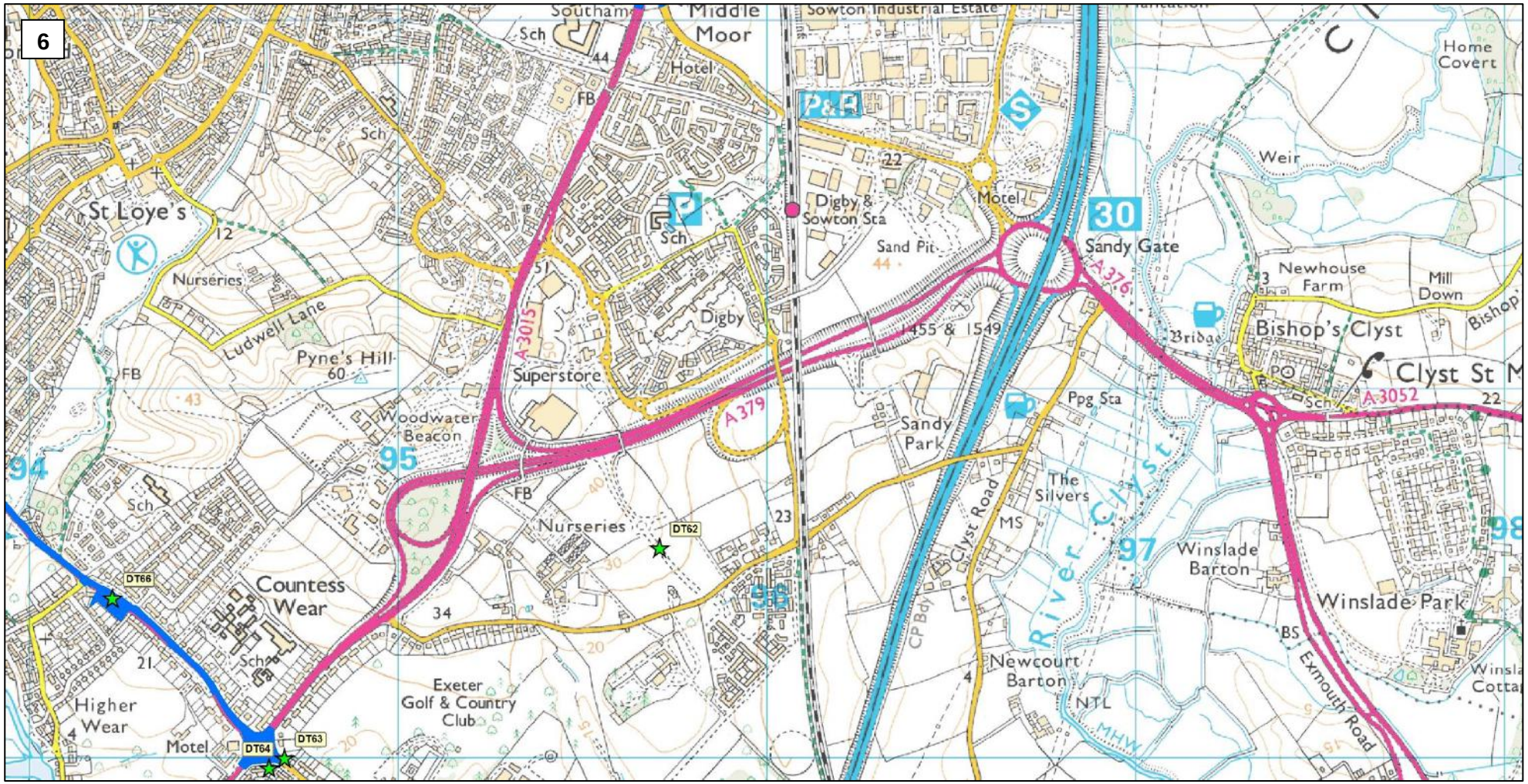

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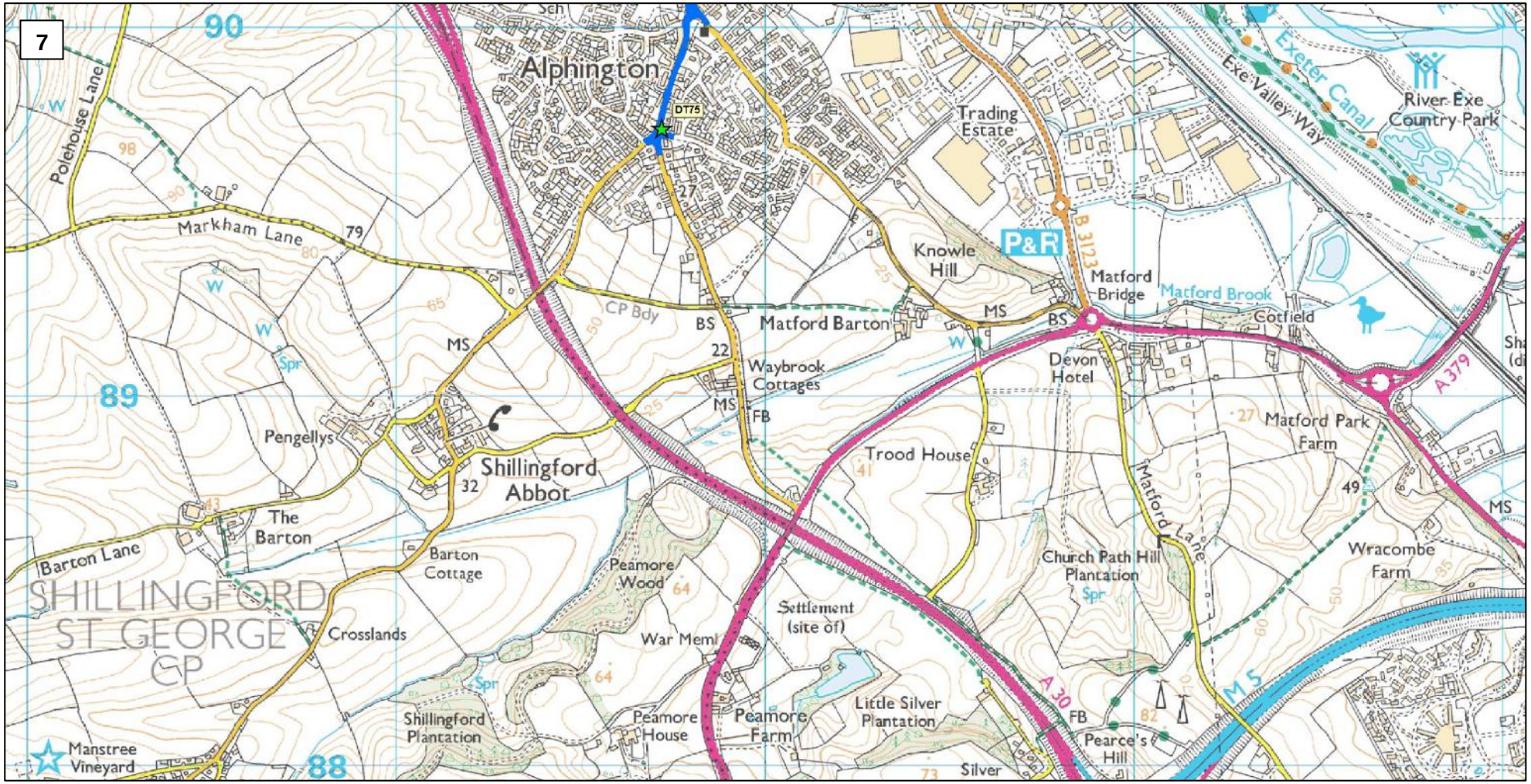
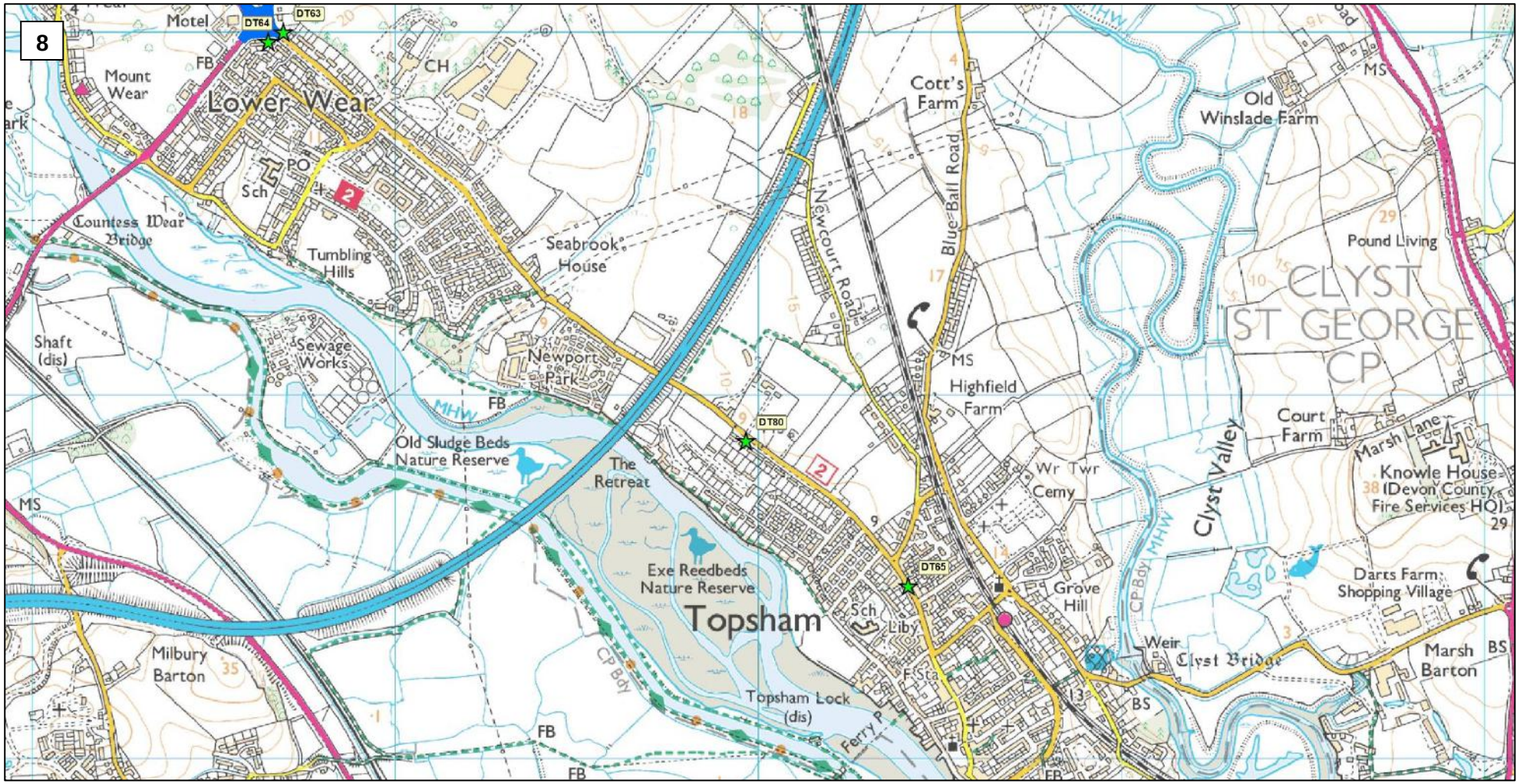




Appendix E: Summary of Air Quality Objectives in England

Table E.1 – Air Quality Objectives in England[7]

Pollutant	Air Quality Objective: Concentration	Air Quality Objective: Measured as
Nitrogen Dioxide (NO_2)	200µg/m^3 not to be exceeded more than 18 times a year	1-hour mean
Nitrogen Dioxide (NO_2)	40µg/m^3	Annual mean
Particulate Matter (PM_{10})	50µg/m^3, not to be exceeded more than 35 times a year	24-hour mean
Particulate Matter (PM_{10})	40µg/m^3	Annual mean
Sulphur Dioxide (SO_2)	350µg/m^3, not to be exceeded more than 24 times a year	1-hour mean
Sulphur Dioxide (SO_2)	125µg/m^3, not to be exceeded more than 3 times a year	24-hour mean
Sulphur Dioxide (SO_2)	266µg/m^3, not to be exceeded more than 35 times a year	15-minute mean

[7] The units are in microgrammes of pollutant per cubic metre of air (µg/m^3).

Appendix F: Review of AQMA Boundary

There are two steps involved in the process. Firstly, the Council needs to have confidence that it has identified all locations for which the air quality objectives are exceeded. Secondly, it then needs to identify an AQMA boundary which includes these locations. The AQMA boundary can be larger than the area of exceedance although the current intent is for a smaller, more specific 'hot spot' AQMA which provides a clearer focus for AQAP measures.

The policy and technical guidance does not specify how councils should identify the limits to the areas of exceedance, only saying that the authority should have broad confidence in the monitoring data and/or modelling, be aware of the uncertainties and show in their annual report what steps they have taken to minimise these. However the guidance goes on to warn local authorities against expending significant resources narrowing down the parameters of an AQMA to the detriment of identifying measures and taking action. DEFRA suggest that where normal annual monitoring and local intelligence shows a persistent exceedance (or risk of exceedance) the local authority consider moving immediately to declaring and establishing (or extending) an AQMA and hence to the development of AQAP measures to remediate the problem. Only local authorities who, until now, have had few air quality problems, or have sufficient doubts, should consider the necessity of obtaining further supporting information.

This paragraph above suggests that provided the uncertainties can be minimised there is no absolute requirement for modelling of the extent of an exceedance. The question is therefore whether the monitoring that is currently undertaken by the Council is sufficient to allow us to determine the extent of the exceedance.

The 2023 data presented in this report shows that only the East Wonford Hill diffusion tube (DT57) is showing an exceedance. Furthermore, it is possible to say the following:

- The monitoring meets the DEFRA guidance for QA/QC, so uncertainties are reasonably well understood and controlled.
- The western (inner) extent of the exceedance is likely to be at or before the junction with Butts Road, because the diffusion tube beyond this junction (Fore Street inbound, DT56) is below the objective. This location is shown as the western red line on the map in Figure F.10 below.

- The eastern (outer) extent of the exceedance is likely to be at or before the junction with Rifford Road, because the diffusion tubes beyond this location (Honiton Road, DT58 and Honiton Road façade, DT59) are both below the objective. This location is shown as the eastern red line on the map in Figure F.10 below.
- The area of exceedance will be no larger than the existing AQMA, given that concentrations at all monitoring sites have reduced since that AQMA was declared.

The other question to be considered is whether both sides of this section of road are affected, or only the southern side (where the houses are closer to the roadside and where the diffusion tube is located). Currently the AQMA boundary includes the houses on both sides of the road, based on dispersion modelling undertaken prior to declaration, as shown in the map below. There is no suggestion that the extent of the exceedance will be greater than it was at that stage, given that monitored concentrations have fallen. There are two possible approaches:

1) Use the attenuation with distance calculator to predict the likely concentration at the façade of the houses on the north side. Using the 2023 data this shows a level of 35.2 mg/m^3 at the closest house to the road. This suggests that only the south side is exceeding the limit. The background concentration for this calculation has been taken from the Heavitree Pleasure Ground diffusion tube (DT71), which is shown on the map in Figure F.10 below.

Figure F.9 – Attenuation with Distance Calculation

BUREAU VERITAS

Enter data into the pink cells

Step 1	How far from the KERB was your measurement made (in metres)?	2	metres
Step 2	How far from the KERB is your receptor (in metres)?	4	metres
Step 3	What is the local annual mean background NO_2 concentration (in µg/m^3)?	7.8	µg/m^3
Step 4	What is your measured annual mean NO_2 concentration (in µg/m^3)?	40.5	µg/m^3
Result	The predicted annual mean NO_2 concentration (in µg/m^3) at your receptor	35.2	µg/m^3

2) Include both sides of the road even though there is no evidence that both are affected. This takes into account the uncertainty in the process described above, is

precautionary and also avoids making just a very small number of properties the subject of the AQAP. Including both sides of the road in this way would not 'dilute' the impact of the AQAP because it would still only include just a short stretch of one road.

It is proposed to adopt option 2 and the draft AQMA order, including the new boundary, is shown below. The new area includes 225m of road and 47 residential addresses.

This approach was sent to the LAQM helpdesk in May 2024 and the following response was received: We have reviewed the below and agree with your approach. Adopting option 2 seems to be this most robust approach and your reasoning is welcomed.

The Council will undertake an 11 week consultation on the proposed new boundary. The following consultees will be asked for their views:

- Residents within the new AQMA boundary (by means of a letter)
- The public, by means of information on the City Council website.
- Councillors on the Scrutiny and Executive committees, by means of the annual report
- Neighbouring District Councils and the County Council, by letter
- Director of Public Health, by letter
- Highways England, by letter
- Environment Agency, by letter
- Natural England, by letter

The draft consultation plan is included below.

1. Title of consultation	
Consultation on the revision of the Air Quality Management Area boundary.	
2. Responsible officers	
Director	David Bartram
Service lead	Simon Lane
Consultation lead officer	Alex Bulleid
3. Purpose of the consultation	

Explain why the council is consulting on this issue. Where the council has a preferred option, state this and explain how and why that preference was chosen. Where specific options have been rejected, explain why we do not consider them practical. Where options are offered, they should be realistic and deliverable.

It is necessary to amend the boundary of the current Air Quality Management Area to reflect the significantly improved levels of nitrogen dioxide in the city. There is a legal requirement to reduce the size of the current Area to reflect this change.

Exeter City Council's proposed new boundary, and the justification for this, are described in the Air Quality Annual Status Report for 2024.

4. Timing, duration and key milestones

Set out when will the consultation take place and for how long (6-8 weeks minimum)

The consultation will commence when the Annual Status Report is presented to scrutiny committee on the 12 September 2024. It will end on 30 November 2024. The consultation period is 11 weeks.

Set out other key milestones e.g. date of report to committee, data analysis schedule and date of publication of results and feedback

Once the consultation period has ended, the responses will be evaluated and the final order then submitted to DEFRA before Christmas 2024 for their approval. The new order will be adopted and signed by the end of March 2025. (Anticipated Executive 4 February and Full Council 18 February 2025).

5. Equality Impact Assessment

Confirm that a EQIA has been completed and date

The EQIA is included within the Annual Status Report.

6. Consultees and how they will be consulted (survey, public meeting, exhibition, focus group)

Consultee	Method
Those most affected by the proposal (Those living in the revised Area)	Direct letter to households
Exeter residents	Consultation advertised on City Council website
General public	Consultation advertised on City Council website
Members (ECC and DCC)	Consultation starts after report is taken to scrutiny committee

Partners and other statutory stakeholders	Statutory consultees will be written to directly (see list in Annual Status report)
Other stakeholders	

7. Public Sector Equality Duty

Set out any special provisions that are required to ensure that people with protected characteristics are able to partake in the consultation.

Characteristic	Special provision
Age	Consultees will have the opportunity to respond by electronic communication, telephone or a personal visit (in the case of residents within the Area only)
Disability(includes mobility, sensory, learning and mental health)	Consultees will have the opportunity to respond by electronic communication, telephone or a personal visit (in the case of residents within the Area)
Race/ethnicity(includes Gypsies and Travellers),	No special provisions required
Sex and gender	No special provisions required
Gender identity	No special provisions required
Religion and belief	No special provisions required
Sexual orientation	No special provisions required
Pregnant women, new and breastfeeding mothers,	No special provisions required
Marriage and civil partnership	No special provisions required

8. Supporting information

What background information will be provided for consultees and in what format?

The Annual Status Report, and a summary of it, will be available on the Council's website. A copy of the summary will be included with the letters to the households within the area.

9. Publicity

How will consultees be made aware of the consultation and the results?

Please see section 6. The final report will be to Executive and Full Council with the decision being published on the Council's website (with minutes of the meetings).

10. Accessibility

How will you ensure that consultation material meets accessibility and readability standards? (See intranet)

The accessibility and readability standards will be adhered to.

11. Demographics

What demographic data, if any, will be collected on consultees?

None

12. GDPR

If personal data is being collected, confirm that this has been agreed with the Data Protection Officer and that an appropriate privacy statement is included in any surveys.

None

13. Resource implications

Set out which internal resources will support this consultation or provide details of external resource requirements and means of funding.

The consultation will be undertaken within existing resources.

14. Carbon Footprint (Environmental) Implications:

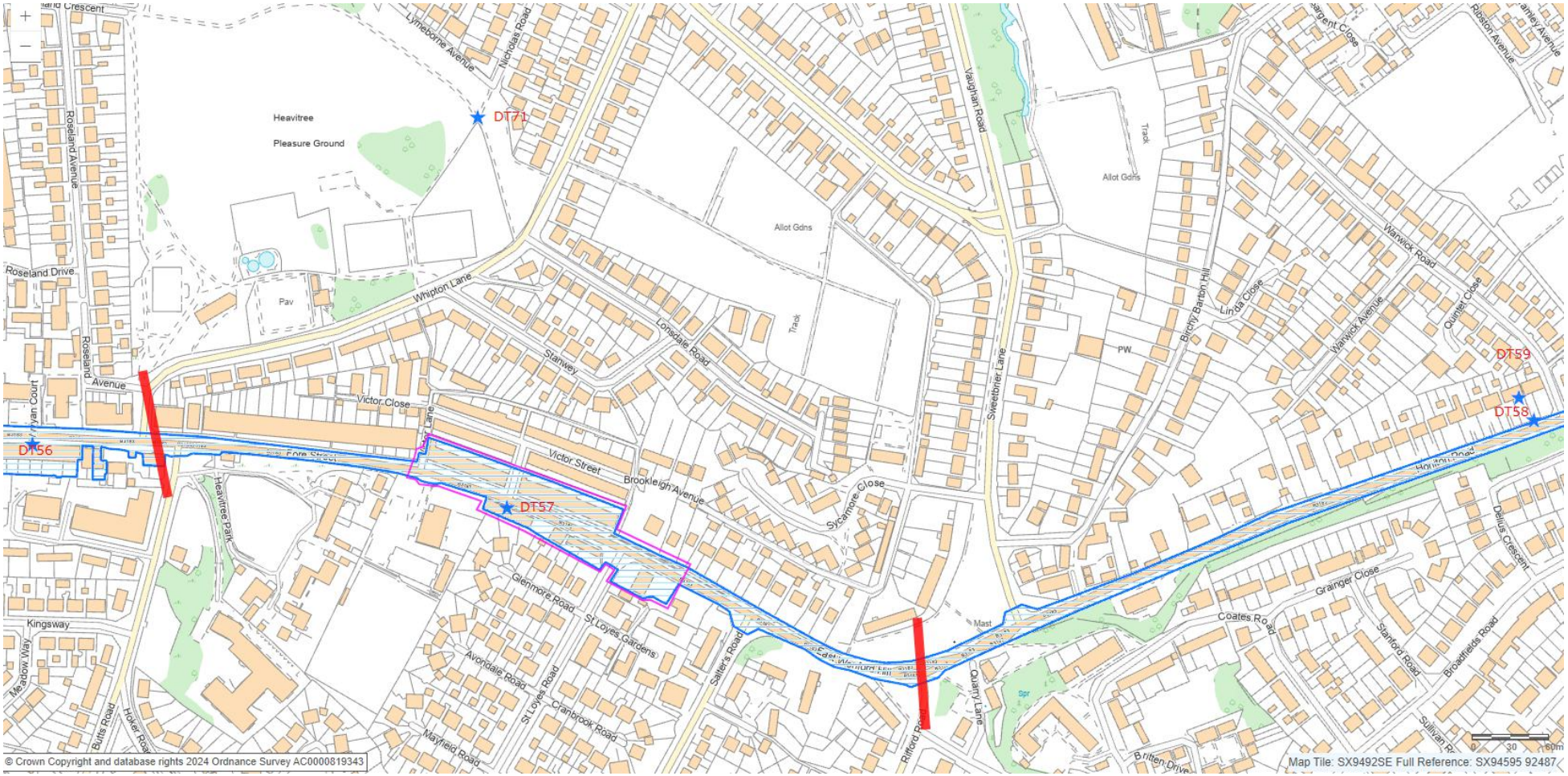
How are carbon/environmental impacts arising from the consultation being addressed?

The subject of the consultation has been brought about as a result of improving levels of traffic pollution.

15. Approval

Service Lead		*Corporate Manager (Executive Support)*	
Name		Name	
Signature		Signature	
Date		Date	

Figure F.10 – Map Showing Relevant Diffusion Tube Locations



The existing AQMA boundary is shown in blue, with the proposed new boundary drafted in purple.

Proposed New AQMA Order

Environment Act 1995 Part IV Section 83(1)

The Exeter Air Quality Management Area Order 2025

Exeter City Council, in exercise of the powers conferred upon it by Section 83(1) of the Environment Act 1995, hereby makes the following Order:

1. This Order may be cited/referred to as the Exeter Air Quality Management Area Order 2025 and shall come into effect on [date TBC].
2. The area shown on the attached map in red is to be designated as an air quality management area (the designated area), incorporating a section of East Wonford Hill. The map may be viewed at the Council Offices. This Area is designated in relation to a likely breach of the nitrogen dioxide annual mean objective as specified in the Air Quality Regulations 2000.
3. This Order shall remain in force until it is varied or revoked by a subsequent order.
4. The Exeter Air Quality Management Area 2010 shall be varied accordingly.

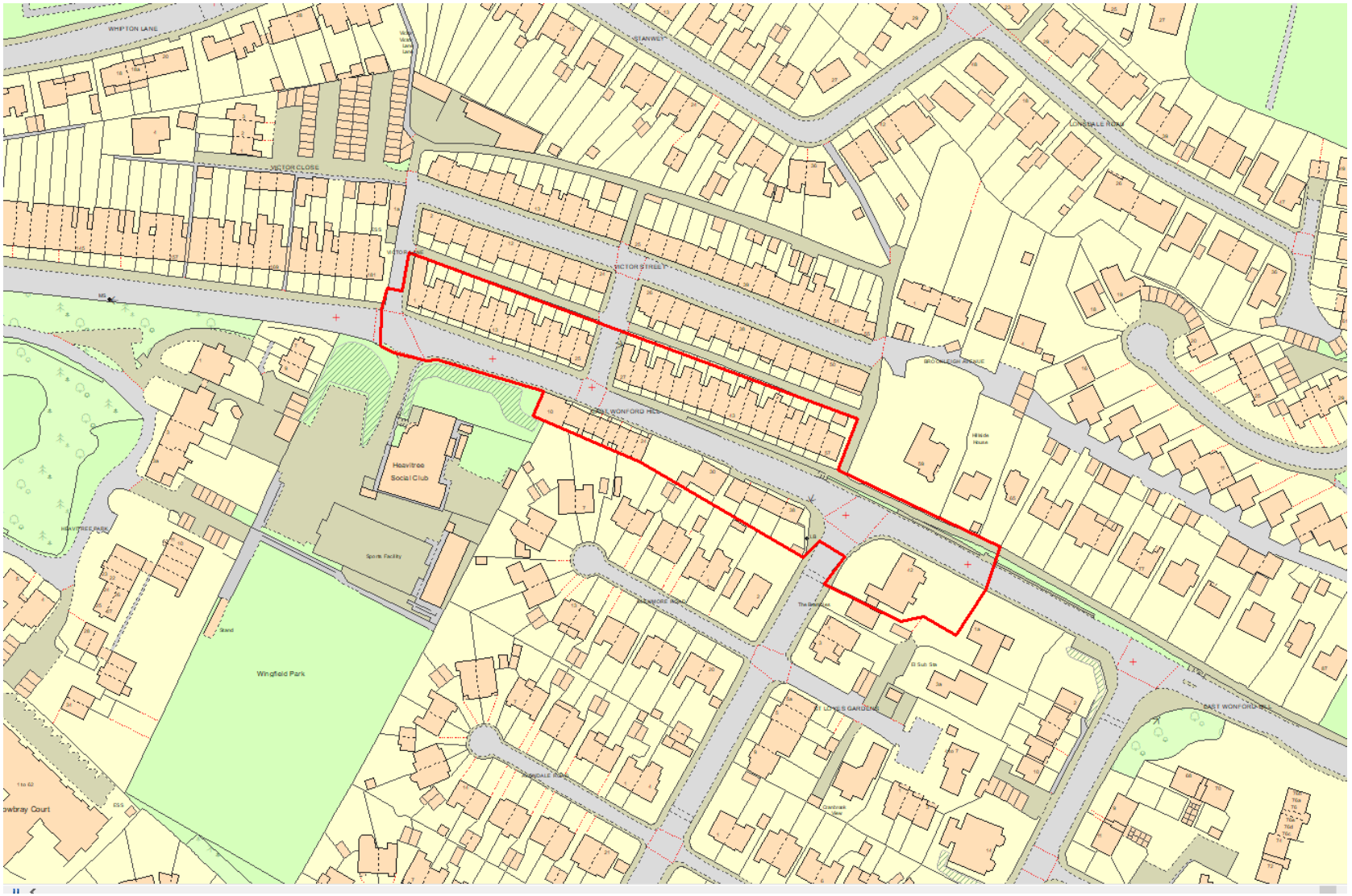
Dated the [date]

The Common Seal of Exeter City Council was hereunto affixed in the presence of:

A duly authorised signatory

Seal no.

The Exeter Air Quality Management Area



Appendix F: Equalities Impact Assessment for the Annual Status Report, including proposed variation of the AQMA Order

The Equality Act 2010 includes a general duty which requires public authorities, in the exercise of their functions, to have due regard to the need to:

- **Eliminate discrimination**, harassment and victimisation and any other conduct that is prohibited by or under the Act.
- **Advance equality of opportunity** between people who share a relevant protected characteristic and people who do not share it.
- **Foster good relations** between people who share a relevant protected characteristic and those who do not

In order to comply with the general duty authorities must assess the impact on equality of decisions, policies and practices. These duties do not prevent the authority from reducing services where necessary, but they offer a way of developing proposals that consider the impacts on all members of the community.

Authorities which fail to carry out equality impact assessments risk making poor and unfair decisions which may discriminate against particular groups and worsen inequality.

Committee name and date	Report Title	Decisions being recommended	People with protected characteristics potentially impacted by the decisions to be made
This report will form part of a report to Scrutiny and Executive Committees after submission to DEFRA. It is anticipated that this will be in September and October 2024.	Annual Status Report 2024	To amend the Air Quality Management Area (AQMA) Order so that it includes a significantly reduced area and so that the exceedance of the short term nitrogen dioxide objective is no longer included	No negative impacts identified

Factors to consider in the assessment: For each of the groups below, an assessment has been made on whether the proposed decision will have a **positive, negative or neutral impact.** This is must be noted in the table below alongside brief details of why this conclusion has been reached and notes of any mitigation proposed. Where the impact is negative, a **high, medium or low assessment** is given. The assessment rates the impact of the policy based on the current situation (i.e. disregarding any actions planned to be carried out in future).

High impact – a significant potential impact, risk of exposure, history of complaints, no mitigating measures in place etc.

Medium impact –some potential impact exists, some mitigating measures are in place, poor evidence

Low impact – almost no relevancy to the process, e.g. an area that is very much legislation led and where the Council has very little discretion

Protected characteristic/ area of interest	Positive or Negative Impact	High, Medium or Low Impact	Reason
Race and ethnicity (including Gypsies and Travellers; migrant workers; asylum seekers).	Positive / No Impact		This change can occur because of a reduction in nitrogen dioxide concentrations such that a far smaller area of the city is above the health-based objectives for this type of pollution. This means that the health effects of nitrogen dioxide will be reduced. It also means that a more focussed new Air Quality Action Plan (AQAP) can subsequently be produced. This will bring about further improvements in air quality and subsequently health. Any necessary restrictions or changes in the new plan can be limited to the region of the much smaller new AQMA if appropriate. (The new Action Plan will be subject to a further EQIA during its development).
Disability: as defined by the Equality Act – a person has a disability if they have a physical or mental impairment that has a substantial and long-term adverse impact on their ability to carry out normal day-to-day activities.	Positive		Poor air quality has a greater effect on vulnerable persons, such as the very young, the very old and those with pre-existing health conditions.

Protected characteristic/ area of interest	Positive or Negative Impact	High, Medium or Low Impact	Reason
Sex/Gender	Positive / No Impact		As above
Gender reassignment	Positive / No Impact		As above
Religion and belief (includes no belief, some philosophical beliefs such as Buddhism and sects within religions).	Positive / No Impact		As above
Sexual orientation (including heterosexual, lesbian, gay, bisexual).	Positive / No Impact		As above

Protected characteristic/ area of interest	Positive or Negative Impact	High, Medium or Low Impact	Reason
Age (children and young people aged 0-24; adults aged 25-50; younger older people aged 51-75/80; older people 81+; frail older people; people living with age related conditions. The age categories are for illustration only as overriding consideration should be given to needs).	Positive		Poor air quality has a greater effect on vulnerable persons, such as the very young, the very old and those with pre-existing health conditions.
Pregnancy and maternity including new and breast feeding mothers	Positive		Poor air quality has a greater effect on vulnerable persons, such as the very young, the very old and those with pre-existing health conditions.
Marriage and civil partnership status	Positive / No Impact		As above

Actions identified that will mitigate any negative impacts and/or promote inclusion

- None required

Officer: Alex Bulleid

Date: June 2024

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
ASR	Annual Status Report
Defra	Department for Environment, Food and Rural Affairs
DMRB	Design Manual for Roads and Bridges – Air quality screening tool produced by National Highways
EU	European Union
FDMS	Filter Dynamics Measurement System
LAQM	Local Air Quality Management
NO_2	Nitrogen Dioxide
NO_x	Nitrogen Oxides
PM_{10}	Airborne particulate matter with an aerodynamic diameter of 10µm or less
$PM_{2.5}$	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
QA/QC	Quality Assurance and Quality Control
SO_2	Sulphur Dioxide
O_3	Ozone
DCC	Devon County Council
ECC	Exeter City Council
GESP	Greater Exeter Strategic Plan
ECF	Exeter City Futures
SELDP	Sport England Local Delivery Pilot

References

- Local Air Quality Management Technical Guidance LAQM.TG22. August 2022. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.
- Local Air Quality Management Policy Guidance LAQM.PG22. August 2022. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.
- Chemical hazards and poisons report: Issue 28. June 2022. Published by UK Health Security Agency
- Air Quality Strategy – Framework for Local Authority Delivery. August 2023. Published by Defra.
- Exeter City Council 2019. Exeter Air Quality Action Plan 2019-2023.
- Exeter City Council 2023. Exeter Air Quality Annual Status Report.
- Diffusion Tubes for Ambient NO_2 Monitoring: Practical Guidance for Laboratories and Users 2008
- National bias adjustment factor spreadsheet.
- Devon Local Transport Plans.

Local Authority:	**Exeter City Council**
Reference:	**ASR24-2181**
Date of issue	**July 2024**

Annual Status Report Appraisal Report

The Annual Status Report (ASR) sets out new information on air quality obtained by Exeter City Council (ECC) as part of the Review & Assessment process required under the Environment Act 1995 (as amended by the Environment Act 2021) and subsequent Regulations.

ECC currently has one Air Quality Management Area (AQMA). 'Exeter AQMA 1' was first declared in March 2005 for exceedances of the NO_2 annual mean Air Quality Objective (AQO). The AQMA was amended in May 2011 to include exceedances of the NO_2 1-hour mean AQO. ECC is proposing to amend the boundaries of the AQMA so that the area of the AQMA is reduced to just an area of exceedance on East Wonford Hill (around the location of monitoring site DT57). We advise ECC to wait until compliance has been achieved in 2022, 2023 and 2024 in the areas where ECC are proposing to remove the AQMA, before proceeding with plans to amend the AQMA. The current Air Quality Action Plan (AQAP) is due to expire at the end of 2024, but ECC do plan on publishing a new AQAP which focuses on the amended AQMA.

ECC undertook automatic monitoring at two sites, and non-automatic NO_2 diffusion tube monitoring at eighty-four sites in 2023. No changes to the monitoring network were made by ECC in 2023. In 2023, one exceedance of the NO_2 annual mean AQO was recorded, at monitoring site DT57 (located inside the AQMA, on East Wonford Hill) which recorded a concentration of 40.5µg/m^3 (representative exposure) which is an increase of 0.1µg/m^3 over the concentration of 40.5µg/m^3 recorded at the same monitoring site in 2022.

The highest NO_2 annual mean concentration recorded outside of a AQMA is at monitoring site DT39 (located on Union Road, in the Stoke Hill area) which recorded a concentration of 26.9µg/m^3 which is a decrease of 0.9µg/m^3 over the concentration of 27.8µg/m^3 recorded at the same monitoring site in 2022. The general trend in NO_2 annual mean concentrations is mixed with some monitoring sites recording in increase in concentrations between 2022 and 2023, and others recorded a decrease in concentrations over the same time scale. The average change in NO_2 annual mean concentrations between 2022 and 2023 is an increase of 0.2µg/m^3.

The largest increase in NO_2 annual mean concentrations was recorded at monitoring site DT52 (located on Fore Street, inside the AQMA) which recorded a concentration of 34.7µg/m^3 (representative exposure) in 2023 which is an increase of 2.4µg/m^3 over the concentration of 32.3µg/m^3 recorded at the same monitoring site in 2022. The largest decrease in NO_2 annual mean concentrations was recorded at monitoring site DT12 (located on Magdalen Street, inside

the AQMA) which recorded a concentration of 18.7µg/m^3 (representative exposure) in 2023 which is a decrease of 4.2µg/m^3 over the concentration of 22.9µg/m^3 recorded at the same monitoring site in 2022. No other exceedances of any other relevant AQOs were recorded in 2023.

QA/QC procedures have been applied, with a national bias adjustment factor being used. ECC uses Gradko International for the supply and analysis of the NO_2 diffusion tubes, which are prepared with 20% Triethanolamine / De-ionised water. This factor was used as the data collection at monitoring site CM1 (which has a continuous analyser) was low so a local bias adjustment factor could not be calculated. No distance correction was required at any monitoring site in 2023. Annualisation was required at monitoring site CM1 (as a data capture rate of below 75% was recorded). After annualisation, the PM_{10}, $PM_{2.5}$, NO_2, and O_3 annual mean concentrations remained below the relevant AQOs.

The ASR discusses what measures within the AQAP were completed or progressed within the reporting year of 2023 which range from the installation of the large solar array (with battery storage) at Water Lane (which is intended to power the first three of an intended fleet of electric refuse collection vehicles) to the delivery of a new city centre bus station (to provide improved facilities to public transport users in the city). The ASR discusses what measures ECC expects to be completed or progressed over the course of the next reporting year which range from the delivery of a low traffic neighbourhood on Water Lane (through the redevelopment of brownfield land) to all new vehicles entering ECC's fleet being likely to be electric (unless there is no availability of vehicles meeting the specific operational requirements on the market).

On the basis of the evidence provided by the local authority the conclusions reached in the report are **accepted** for all sources and pollutants. Following the completion of this report, Exeter City Council should submit an Annual Status Report in 2025.

Local Authority:	**Exeter City Council**
Reference:	**ASR24-2181**
Date of issue	**July 2024**

Commentary

The report is well structured, detailed, and provides the information specified in the Guidance. The following comments are designed to help inform future reports:

1. There is good quality discussion on NO_2 annual mean results and trends. This is encouraged for future reports.
2. There are good quality figures showing monitoring site locations and AQMA boundary. This is encouraged for future reports.
3. There is a good quality review on the amendment of the AQMA.
4. The valid data capture for the monitoring period is missing from Tables A.3 - A.9. This should be corrected for future reports.
5. Some of labels on Figure D.1 showing the locations of the monitoring location could be made clearer so that it is easier for the reader to see and understand.
6. The title of some of the columns don't match between the excel template (both blank and filled in), and the same tables contained within the ASR report. This should be corrected for future reports.

This commentary is not designed to deal with every aspect of the report. It highlights a number of issues that should help the local authority either in completing the Annual Status Report adequately (if required) or in carrying out future Review & Assessment work.

Issues specifically related to this appraisal can be followed up by returning the attached comment form to Defra, Welsh Government, Scottish Government or DOE.

For any other queries please contact the Local Air Quality Management Helpdesk:
Telephone: 0800 0327 953
Email: LAQMHelpdesk@bureauveritas.com

The Air Quality Hub is now run by Defra, it is a free online information and knowledge sharing resource for local authority air quality professionals. Please consider onboarding on the Air Quality Hub to access a multitude of air quality resources and be kept up to date with local authority air quality activity and air quality news.

Local Authority:	**Exeter City Council**
Reference:	**ASR24-2181**
Date of issue	**July 2024**

Appraisal Response Comment Form

Contact Name:	
Contact Telephone number:	
Contact email address:	UKLAQMAppraisals@aecom.com

Comments on appraisal/Further information:

REPORT TO CUSTOMER FOCUS / STRATEGIC SCRUTINY COMMITTEE

Date of Meeting: 5 December and 30 January

Report of: The Scrutiny Programme Board

Title: Annual Scrutiny Report 2023/24

Is this a Key Decision?

Scrutiny is a non decision making committee

Is this an Executive or Council Function?

Executive

1. What is the report about?

1.1 To provide an annual update in respect of scrutiny work achieved during the year 2023/24.

2. Recommendations:

2.1 The Annual Scrutiny Report 2023/24 is noted by the Strategic Scrutiny Committee and the Customer Focus Scrutiny Committee; and

2.2 The Executive note the Annual Scrutiny Report 2023/24.

3. Reasons for the recommendation:

3.1 The Annual Scrutiny Report provides the Scrutiny Committees with an opportunity to:-

a. Monitor the progress of the Scrutiny function and process at Exeter City Council;
b. Comment upon the progress and direction of Scrutiny over the past year and into the future;
c. Ensure that the Scrutiny Committees are kept fully up to date as to any Task and Finish Groups and what they have achieved;
d. Illustrate how effective Scrutiny can contribute towards an accountable, transparent and democratic process.

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

4.1 Resources are limited to capacity within the Democratic Services Team. There is no dedicated Scrutiny Officer.

5. What are the legal aspects?

None identified.

6. Report details:

6.1 This update provides Members with an overview of the work and achievements of Scrutiny during 2023/24 and is set out in detail at Appendix A attached to this report.

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

7.1 Good governance contributes to the Council's purpose of a "Well Run Council".

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

None identified

9. Equality Act 2010 (The Act)

9.1 Under the Act's Public Sector Equalities Duty, decision makers are required to consider the need to:

- eliminate discrimination, harassment, victimisation and any other prohibited conduct;
- advance equality by encouraging participation, removing disadvantage, taking account of disabilities and meeting people's needs; and
- foster good relations between people by tackling prejudice and promoting understanding.

9.2 In order to comply with the general duty authorities must assess the impact on equality of decisions, policies and practices. These duties do not prevent the authority from reducing services where necessary, but they offer a way of developing proposals that consider the impacts on all members of the community.

9.3 In making decisions the authority must take into account the potential impact of that decision in relation to age, disability, race/ethnicity (includes Gypsies and Travellers), sex and gender, gender identity, religion and belief, sexual orientation, pregnant women and new and breastfeeding mothers, marriage and civil partnership status in coming to a decision.

9.4 No potential impact has been identified on people with protected characteristics as determined by the Act because the report is for noting only

10. Carbon Footprint (Environmental) Implications:

10.1 No direct carbon/environmental impacts arising from the recommendations.

11. Are there any other options?

None identified.

Director: Strategic Director for Corporate Resources

Report Author: Scrutiny Programme Board

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

Background papers used in compiling this report:-

None

Contact for enquires:
Democratic Services
Room 4.36
01392 265425

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SCRUTINY ANNUAL REPORT 2023/24

EXETER CITY COUNCIL

(July 2023 – April 2024)

Contents

Foreword from the Chair of the Scrutiny Programme Board

The role of Scrutiny is to provide support, challenge and to maximise the effectiveness of Exeter City Council and its working relationships with its partners across the local and wider communities it serves.

The two Scrutiny Committees have continued to take a proactive approach to matters concerning the Council and its residents, to support the Council in making a positive contribution to work in the city. The Scrutiny Programme Board supported by the Democratic Services Team have also continued to work to reinforce the focus of Scrutiny and manage the available resources to develop scrutiny training for all Members.

The Scrutiny Programme Board was set up to meet on a bi-annual basis but have continues to meet quarterly to provide oversight and direction on the work of scrutiny. The meetings are attended by the Chairs and Deputy Chairs with the aim to develop a future programme of work, review any Scrutiny Proposals submitted by Members on our pro-forma and support best practice for both of the scrutiny committees.

I would like to take this opportunity to thank all Scrutiny Committee Members, and our partners for their continued support in contributing to the Scrutiny process as well as officers and the Democratic Services team in facilitating the operation of the Board and the Committees.

Councillor Naima Allcock,
Chair of the Scrutiny Programme Board (2023/24)

November 2024

Introduction

The Annual Scrutiny Report for Exeter City Council provides an overview of the work undertaken by the Strategic Scrutiny Committee and Customer Focus Scrutiny Committee during the 2022/23 year, July 2023 to April 2024.

Scrutiny is a key tool for promoting the best interests and wellbeing of the area and seeks to ensure that local people receive high quality services that meet their needs. The two Scrutiny Committees act as a critical friend to the Executive, hold it to account and provide challenge where deemed necessary. Scrutiny has a vital role in reviewing the formulation of policy development and advising the Executive of areas of potential improvements. The work of the two Scrutiny Committees supports the Council in the work undertaken to achieve the aims of the Council's corporate objectives.

The aims of the Scrutiny process are to:-

- add value to Council business and decision-making;
- hold the Executive to account;
- to monitor the budget and performance of services;
- assist the Council in the development of policy and review the effectiveness of the implementation of Council policy; and
- to review relevant Government policy development and legislation to assess the impact on the City and make recommendations to Executive.

The two Scrutiny Committees of Strategic Scrutiny and Customer Focus discharge the functions conferred by Section 21 of the Local Government Act 2000 or regulations under section 32 of the Local Government Act 2000.

Continuing to highlight the role of scrutiny, the following training and resources are in place:-

- A link on the Council Intranet site to the Scrutiny Hub to provide Members with supporting information and guidance to assist them in good scrutiny practice;

- Highlighting the importance of Scrutiny Committees being led by Members, who are responsible for setting their own work programme and taking into account the views of Committee Members who are not Members of the largest political group on the Council; Members are encouraged to submit requests for consideration of scrutiny to the Scrutiny Programme Board using the Scrutiny proposal form

- Appointing Deputy Chairs of Scrutiny Committee to Chair any Task and Finish Groups or Spotlight Reviews, as and when established;

- A template for Portfolio Holder Reports to update Members on activities within their portfolio; and

- Face to face training scrutiny with an external provider took place on 7 September 2023.

The Council's Scrutiny Committees continue to have an important role in relation to the development of the Council's budget and policy framework, as well as to make proposals to the Executive in so far as they relate to matters within their terms of reference. Members have access to the Council's Forward Plan for work being undertaken throughout the year and where there is need for Scrutiny consideration following an Executive decision to bring the matter to Committee first, the Call-In process.

This interim report serves as a reminder to Members of their responsibilities and powers are and to re-iterate the importance of Scrutiny being Member-led. For the benefit of Members, the Terms of Reference for the Scrutiny Programme Board are included in this report.

Terms of Reference and Membership

Scrutiny Programme Board (SPB)

The purpose of the Scrutiny Programme Board is to manage scrutiny in a way that ensures the functions of overview and scrutiny are fairly balanced across all aspects of the Council's work, with a view to improving services, reducing inequalities and improving outcomes for the people of Exeter.

Role of the Scrutiny Programme Board:-

- to set priorities for the annual scrutiny work programme;
- to ensure that work is allocated fairly across the two scrutiny committees and reflects all aspects of the Council's work by providing oversight and direction to the committees' work programmes;
- to ensure corporate and cross cutting business is dealt with by the relevant committees;
- to review performance against the relevant corporate priorities and inform work programmes as appropriate;
- to receive for information, and oversee implementation of, recommendations made by each of the two Scrutiny Committees;
- to plan and oversee implementation of the process for annual Budget Scrutiny;
- to produce an annual scrutiny report to Council (in conjunction with the scrutiny committees); and
- to review national best practice and guidance in relation to scrutiny and recommend any changes to the way scrutiny is undertaken as a result.

Committee Membership – Scrutiny Programme Board (formed of the current Chairs and Deputy Chairs of the two Scrutiny Committees)

- Councillor Naima Allcock (Chair)
- Councillor Yvonne Atkinson
- Councillor Michael Mitchell
- Councillor Catherine Rees
- Councillor Matthew Vizard

General role of the Scrutiny Committees

The relevant scrutiny committee will:

- hear call-ins, Councillors' call for action and petitions;
- monitor performance against the relevant corporate priorities;
- receiving finance and performance reports;
- agree recommendations to Executive, Council and partner organisations;
- agree appointments of co-opted representatives;
- monitor the forward plan;
- review new and developing legislation to assess its impact on the city;
- consider and introduce schemes to involve the public in developing policy;
- working with national, regional and local organisations to promote the interest of local people;

Strategic Scrutiny Committee
The Strategic Scrutiny Committee provides scrutiny for the following areas of Council Work

- Relevant policies in the Exeter Plan
- Corporate Health & Safety
- Response to Central Government's Policy Making
- Climate change and sustainability
- Council wide/strategic matters
- Hear call-ins relevant to the role of the committee

Partnership Links

- Growth Board
- Joint Committee for Heart of the South West
- Heart of the South West local Enterprise Partnership

Committee Membership

- Councillor Yvonne Atkinson (Chair);
- Councillor Michael Mitchell (Deputy Chair);
- Councillor Naima Allcock;
- Councillor Marina Asvachin;
- Councillor Richard Branston;
- Councillor Andy Ketchin;
- Councillor Paul Knott;
- Councillor Andrew Leadbetter;
- Councillor Zion Lights;
- Councillor Diana Moore
- Councillor Tess Read
- Councillor Martyn Snow
- Councillor Matthew Vizard, and
- Councillor Matthew Williams

Note: Membership and Chair is proposed by the majority group and Deputy Chair is proposed from the opposition groups.

Customer Focus Scrutiny Committee

The Customer Focus Scrutiny Committee provides scrutiny for the following areas of Council Work

- Corporate Performance Monitoring
- Financial Performance Monitoring
- Annual Budget Setting Process
- Service specific/operational matters
- Hear call-ins relevant to the role of the committee

Partnership links

- Health and Wellbeing Board
- Exeter Community Safety Partnership
- Strata

Committee Membership

- Councillor Matthew Vizard (Chair);
- Councillor Catherine Rees (Deputy Chair);
- Councillor Yvonne Atkinson
- Councillor Jane Begley;
- Councillor Joshua Ellis-Jones;
- Councillor Adrian Fullam;
- Councillor Rob Hannaford
- Councillor David Harvey;
- Councillor Peter Holland;
- Councillor Mollie Miller;
- Councillor Susannah Patrick;
- Councillor Amy Sparling;
- Councillor Tony Wardle; and
- Councillor Steve Warwick.

Note: Membership and Chair is proposed by the majority group and Deputy Chair is proposed from the opposition groups.

Year in Review: Scrutiny 2023/24

Strategic Scrutiny Committee

The Strategic Scrutiny Committee has met on four occasions between July 2023 and April 2024.

21 September 2023

- Member Questions and Answers
- Ethical and Low Carbon Advertising: Planning Policy considerations
- Working towards Net Zero: ECC's Corporate Carbon Footprint Report and Carbon Reduction Plan
- Shared Prosperity Fund Progress Report – Update 3

16 November 2023

- Member Questions and Answers
- Update from Councillor Wood on Portfolio for Leisure and Physical Activity
- Draft Exeter Plan Consultation
- Live and Move Programme Update

25 January 2024

- Member Questions and Answers
- Update from Councillor Parkhouse on Portfolio areas of Climate and Ecological Crisis

14 March 2024

- Member Questions and Answers
- Update from Councillor Wright on Portfolio for Culture and City Centre Strategy
- Update from Councillor Morse on Portfolio for City Development
- Share Prosperity Fund Progress Report – Update 4
- Working Towards Net Zero – ECC's Corporate Carbon Reduction Plan
- Draft Exeter Plan - Initial Reporting on Consultation responses
- Ethical Advertising and Low Carbon Framework

There were no call-in requests during this period.

Customer Focus Scrutiny Committee

The Customer Focus Scrutiny Committee has met on four occasions between July 2023 and April 2024.

5 October 2023

- Member Questions and Answers
- Update from Councillor Williams on Portfolio areas for Place and City Management
- Progress Report Homelessness Strategy
- Update on street cleansing, bins and litter following the changed approach

- Healthy Homes

30 November 2023

- Member Questions and Answers
- Update from Councillor Denning on Portfolio areas Council Housing Development and Support Services
- Council Housing Strategy
- Tenancy Policy

1 February 2024

- Update from Councillor Foale on Portfolio for Corporate and Democratic Services and Environmental Health
- Waste Recycling Fleet
- Street Cleansing Litter Bin Review
- Allotment Service Review

28 March 2024

- Member Question and Answer
- Update from Councillor Pearce on Portfolio for Communities and Homelessness Prevention
- Progress Report on Homelessness Strategy

No call-in requests were received during this period.

Combined Customer Focus and Strategic Scrutiny Committee

The Combined Scrutiny Committee meets to discuss joint issues and also meets to discuss the Council budget. The Chair rotates between the Chairs of the respective Scrutiny Committees.

7 February 2024

Budget 2024/25 – Annual briefing for Members prior to the Council Tax Budget Council in February.

Looking Ahead to 2024/25

The Scrutiny Programme Board agrees the format and content of the work programme, Scrutiny Work Schedule, which is regularly updated and reported on at each Board meeting.

A copy of the Scrutiny Work Schedule is attached to each Scrutiny Committee agenda.

The Forward Plan is circulated to Members and is available on the Council Website

Introduction of Councillor Sharepoint Hub in 2024 has brought all information for Members together in one place and has replaced the Intranet.

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WORK PLAN FOR SCRUTINY ITEMS 2024/25

Working Draft for December 2024

Strategic Scrutiny Committee	Item	Director/	Portfolio Holder	Origin of Business	Status
5 December 2024	Working Towards Net Zero - Exeter City Council's Corporate Carbon Footprint Report and Carbon Reduction Action Plan	Strategic Director for Place (IC) Service Lead Net Zero & Business (VH)	Portfolio Holder Climate, Ecological Change and Communities (Cllr Vizard)	Report from Strategic Scrutiny Committee 29 September 2022 half yearly report	
5 December 2024	City Wide Net Zero - Programme of work and update on delivery	Strategic Director for Place (IC) Service Lead Net Zero & Business (VH)	Portfolio Holder Climate, Ecological Change and Communities (Cllr Vizard)		
5 December 2024	Air Quality Performance	Interim Joint Director Environment, Waste and Operations (SL)	Portfolio Holder Climate, Ecological Change and Communities (Cllr Vizard)	Scrutiny Proposal - Cllr Moore NB Yearly report to Executive	
5 December 2024	Scrutiny Programme Annual Report	Strategic Director Corporate Resources (DH)		Yearly report	Pending sign-off from previous Chair of SPB.
23 January 2025	Portfolio Holder's Report (Cllrs Wood)		Portfolio Holder Leisure Services & Healthy Living (Cllr Wood)		
23 January 2025	Live and Move Programme Update	Strategic Director for Community Services (tbc)	Portfolio Holder Leisure Services & Healthy Living (Cllr Wood)	Report from Strategic Scrutiny Committee 16 March 2023 half yearly	

Strategic Scrutiny Committee	Item	Director/	Portfolio Holder	Origin of Business	Status
23 January 2025	Net Zero Carbon Descent Report	Strategic Director for Place (IC)	Portfolio Holder Climate, Ecological Change and Communities (Cllr Vizard)		
13 March 2025	Portfolio Holder's Report (Cllr Wright & Foale)		Deputy Leader & Portfolio Holder Corporate Services & City Centre (Cllr Wright), Portfolio Holder Arts, Culture & Tourism (Cllr Foale)		
13 March 2025	Working Towards Net Zero - Exeter City Council's Corporate Carbon Footprint Report and Carbon Reduction Action Plan Progress Report	Strategic Director for Community Services (tbc), Service Lead Net Zero & Business (VH)	Portfolio Holder Climate & Ecological Crisis (Cllr Vizard)	Report from Strategic Scrutiny Committee 29 September 2022 half yearly report	
13 March 2025	Progress Report Shared Prosperity Fund - Update	Strategic Director for Community Services (tbc) Service Lead Net Zero & Business (VH)	Portfolio Holder Climate & Ecological Crisis (Cllr Vizard)	Report from Strategic Scrutiny Committee 29 September 2022 half yearly report	
5 June 2025	Portfolio Holder's Report (Cllr tbc)				
5 June 2025	Presentation on the Role of Scrutiny	Strategic Director Corporate Resources (DH)		Timetabled report	

Strategic Scrutiny Committee	Item	Director/	Portfolio Holder	Origin of Business	Status
5 June 2025	Live and Move Programme Update	Strategic Director for Community Services (tbc)	Portfolio Holder Leisure Services & Healthy Living (Cllr Wood)	Report from Strategic Scrutiny Committee 16 March 2023 half yearly	

Combined Strategic Scrutiny and Customer Focus					
5 February 2025	Budget Setting Process	Strategic Director Corporate Resources (DH)	Leader		

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