

EXETER CITY COUNCIL

**SCRUTINY COMMITTEE - COMMUNITY
16 JANUARY 2007**

**EXECUTIVE
23 JANUARY 2007**

**LOCAL AIR QUALITY MANAGEMENT
AIR QUALITY MANAGEMENT AREA**

1. PURPOSE OF REPORT

- 1.1 To update Members on the outcome of the consultation exercise on the proposed Air Quality Management Area (AQMA) for Exeter.

2. BACKGROUND

- 2.1 The final Detailed Assessment report was discussed at the November meetings of the Community Scrutiny and Executive and it was agreed to consult on the proposal to declare one AQMA (Min 76/06 refers) covering the main routes into the City.

Consultation Process

- 2.2 The Detailed Assessment report was forwarded to consultees, statutory and non-statutory including the business community, detailed in Appendix I.
- 2.3 An article appeared in the Exeter Citizen, a publication sent to every household in the city and in the Express and Echo. The AQMA map has been placed on the Council's website with an e-comment facility.
- 2.4 Letters were sent to the occupants of properties which were specifically identified as being included within the AQMA.
- 2.5 A display was set up at the Civic Centre reception where feedback slips were provided so that visitors could submit their comments.
- 2.6 The comments were requested between 27 November – 18 December 2006

3. RESPONSE

- 3.1 The responses to, the letters to residents, the article in the Exeter Citizen and the public display are detailed in the Table in Appendix II.
- 3.2 Comments were received from some of the statutory and non-statutory consultees.

4. RESULTS

Public

- 4.1 Generally those that responded welcomed measures to improve air quality in the City.

There was concern that measures to tackle the problem along one route would cause problems elsewhere – ***the impact of any measure along identified routes and adjacent routes will be considered during the evaluation of the measure prior to implementation.***

Many made traffic management suggestions which could be introduced to tackle congestion - ***these comments will be discussed with Devon County Council during the formulation of the Air Quality Action Plan (AQAP).***

Two areas – Church Road Alphington (between Alphin Brook Rd and Shillingford Rd) and Market St were identified where residents felt that there could be air quality problems due to congestion with residential properties at the back of the pavement. Officers have visited these areas and have confirmed that queuing traffic is an issue. ***Therefore it is proposed to include these roads within the new AQMA, no properties will be included.***

Buses in the High St, Exeter was identified as a problem area – ***Members will recall that High St has not been included as the annual average nitrogen dioxide objective does not apply to this area, it only refers to areas where people spend a significant amount of time e.g. the facades of residential buildings.***

Business

- 4.2 No comments have been received from the various business organisations consulted. Should any comments be received before Committee these will be reported verbally at the meeting.

Statutory and non-statutory consultees

- 4.3 *DEFRA* – accepted the proposal to merge the existing and additional AQMAs as a wider single AQMA.
- 4.4 *Devon County Council* – welcomed “the decision to create a new single AQMA with a view to enabling a single, integrated Air Quality Action Plan to be produced for the whole city”, and confirmed that they would “continue to co-operate with the City Council in addressing local air quality management issues and progressing the AQAP.”
- 4.5 *Health Protection Agency* – accepted the assessment of air quality in the city and the designation of a single large air quality management area covering the locations where air quality standards are likely to be breached.

4.6 *Highways Agency* – confirmed that the AQMA did not relate to the Highway Agency’s trunk road network and therefore had no comments to make.

5. CONCLUSIONS

5.1 Following the consultation exercise the proposed AQMA boundaries will be altered to include Church Rd, Alphington between Alphin Brook Rd and Shillingford Rd, and Market Street, the finalised boundaries will be displayed at the meeting.

5.2 The AQMA Order as in Appendix III will be drafted for signing and sealing and copies will be forwarded to DEFRA.

6. TIME TABLE FOR FURTHER ACTION

6.1 The timetable for further work relating to the AQMA and the development of the Air Quality Action Plan is detailed below.

Order sealed/signed	February 2007
Copies of Order to statutory consultees; Press release.	February 2007
Review and Assessment Progress Report (the next round of annual reporting)	May 2007
Further Assessment Report for AQMA	February 2008
AQAP produced in consultation with DCC and consulted upon	August 2008
AQAP Progress Report and Review and Assessment	Every May thereafter

7. FINANCIAL IMPLICATIONS

7.1 The City Council has been actively monitoring air quality for a number of years. No additional resources are therefore needed for us to continue with this work.

7.2 Costs arising from the Action Plan cannot be determined at this stage but will be identified in the Action Plan since a cost benefit analysis of the measures needs to be undertaken during the drafting of the Air Quality Action Plan.

8. RECOMMENDED that:

- 1) Members note the result of the consultation exercise.
- 2) Members agree the proposed amended AQMA (displayed at the meeting)
- 3) Members approve the order designating the chosen boundaries, using the form of words detailed in Appendix III.
- 4) the order is sealed and a copy submitted to DEFRA.

HEAD OF ENVIRONMENTAL HEALTH SERVICES

H:LP/ Committee/107SCC9
29 November 2006

COMMUNITY AND ENVIRONMENT DIRECTORATE

Local Government (Access to Information) Act 1985 (as amended)

Background papers used in compiling the report:-

Exeter Local Air Quality Review – Detailed Assessment 2006

Air Quality Strategy for England – DEFRA

Air Quality Regulations 2000 and (Amendment) Regulations 2002

Local Air Quality Management – Technical Guidance (LAQM.TG(03) – DEFRA

Local Air Quality Management – Policy Guidance (LAQM.PG(03) – DEFRA

Local Air Quality Management – Draft Addendum to Policy Guidance (LAQM.PG(03) - DEFRA

Appendix I

LIST OF CONSULTEES FOR THE PURPOSES OF LOCAL AIR QUALITY MANAGEMENT

Secretary of State

Environment Agency

Devon County Council

Highways Agency

All neighbouring local authorities:-

Mid Devon District Council, East Devon District Council and Teignbridge District Council

Consultant in Health Protection, North and East Devon (Health Protection Agency)

Chamber of Commerce, Trade and Industry

English Nature

Exeter City Centre Consortium

Exeter Business Forum

Transport 2000

Friends of the Earth

Federation of small businesses

Marsh Baron Forum

Sowton Forum

Appendix II

Address	Post Code	Comment	Response
Heath Road, Exeter	EX2 5JX	More could be done to improve the air quality in the High St by forcing the buses to switch off engines	More pollution can be caused when engines are switched on, there is only a benefit if the stop over is for longer than 5 minutes
Pinhoe Road		Enquired if there were any steps he needed to take if he lived in an AQMA	
Heavitree Road (East Wonford Hill) AQMA		Concerns regarding creating a single AQMA: traffic volumes in some parts of the city are far worse than others; pollution in these parts affect significantly different numbers of people; the number of potential solutions to the local problems varies widely; suitable solutions are likely to be either relatively simple or complex depending on local constraints. Concerned that the areas previously identified and prioritised in 2006 will be held back in order to produce a “one size fits all” plan for the city.	A single action plan will still contain specific measures, which relate to specific problems at particular locations. It will also however, be able to better tackle city-wide problems such as the uptake of public transport. It will recognise the varying severity of the problem in different locations and aim to reduce pollution most on the worst affected roads. A single plan accepts however, that congestion is a city-wide problem that requires action by all residents, businesses and visitors, not just those living along particular routes. The publication of an action plan for the initial four locations has been delayed by this process, but measures are already being implemented by DCC through the LTP. These locations therefore have a 'head start' over the rest of the new area, in that measures have already been identified for them.
Heavitree Road		Will it mean congestion charging	All options will be considered during the drafting of the AQAP
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Sidmouth Road	EX2 5QJ	Increase in traffic in Sidmouth Road and airplanes flying over the property. These must be the two main factors contributing to the pollution in the area. Can't just shift the problem from Sidmouth Rd to another main road in the city. 7.5 ton lorry limit in Sidmouth Rd not enforced. The pollution from the airport is worse when the planes fly over the city to land – it is not a problem when the planes take off. Pleased that the issue is being addressed	The issue of the 7.5 ton lorry limit will be referred to DCC With regards to the airport defra guidance indicates that when the review and assessment of air quality in the city is being undertaken the airport does not have to be taken into consideration as it is more than 1 kilometre from the boundary of the city.

Willeys Avenue	EX2 8BE	Look forward to the implementation of the plan to improve the traffic flows out of the city along Alphington St.	
Heavitree Road	EX1 2LG	If the roads were improved within the city then perhaps the traffic would move through the city quicker and therefore reduce pollution. Cycle lanes and footbridges over the Exe do little to improve Exeter's traffic problems. Congestion charges for Exeter will help Plymouth and Taunton to grow at our expense.	Increasing the speed of vehicles and reducing congestion will reduce pollution levels.
Church Road, Alphington	EX2 8SH	Why are only certain properties on Church Road included in the area? What does it mean in respect of my property?	Only properties where the air quality levels have either been monitored or modelled and found to exceed or are likely to exceed the air quality objective are included in the area. No specific action is required to be taken by individuals whose property has been included in an AQMA.
The Mint	EX4 3BL	Why isn't Market St/Mary Arches St not included.	Monitoring sites are reviewed annually, streets will only be included in the monitoring programme if there are "relevant locations" in the streets, that is locations where people spend a significant amount of time e.g. facades of residential premises. These streets will be considered at the next review.
New Hayes Close	EX2 9JN	Just another Council scam that will cost the taxpayer money, do nothing of any value and line a few pockets	The City Council is required by the Government to undertake periodic reviews of air quality and if air quality objectives are exceeded or are likely to be exceeded the Council must take action to produce an AQAP which will work towards reducing the levels of pollution in the city and consequently improve the quality of life for residents and visitors to the city. The City Council is therefore acting responsibly to monitor air quality and take action when and where required in consultation with the highways authority – Devon County Council.
Shillingford Abbot	EX2 9QE	Is this the prelude to congestion charging? Church Rd, Alphington is the lifeline to those living in Shillingford Abbot, the traffic has worsened since the roundabout at Lidl's was installed, traffic is frequently backed up past Shillingford Rd because of the pressure of traffic from Marsh Barton blocking the roundabout	All options will be considered when drafting the AQAP. The comments re. The roundabout in Church Rd will be forwarded to DCC.
Cowick Street		Not surprised that government limits on pollution are exceeded. The bus stop in Cowick St at the junction with Dunsford Hill causes congestion. The priorities at the traffic lights at this	The traffic related issues will be discussed with DCC during the preparation of the AQAP. The AQAP will set out the measures that will be implemented to work towards improving the air

		junction has changed and this has increased congestion.7.5 ton lorry restriction ignored. Stagecoach have re-introduced older buses onto the streets of Exeter. What and when are the Council going to do something about the pollution levels?	quality in the city. The AQAP will be completed by August 2008. However, measures already identified within DCC's LTP will be implemented before this date.
Heavitree Corridor		Concerned re. Congestion charging	All options will be considered during the drafting of the AQAP
Church Road, Alphington	EX2 8SZ	Concerned about the level of noise and pollution from traffic. Suggest various measures to reduce the traffic through Alphington e.g road humps, encouraging traffic to go via Matford Park.	The suggestions will be forwarded to DCC
Summerland Court, Heavitree Rd	EX1 2LY	Traffic flows have increased in Heavitree Rd year by year, air quality will not improve while unlimited traffic uses the Heavitree Rd – Paris St – New North Rd route	By declaring an AQMA along this route measures will be identified to work towards improving the air quality.
New North Rd	EX4 4EP	Lived in area for 21 years, recent years dirt and dust from vehicles has got worse, especially since the traffic lights were installed by Exeter College. Welcomes the fact that something is being done	The issue re. The traffic lights will be forwarded to DCC for their consideration.
Mortimer Court, Bishop Westall Rd	EX2 6NN	The wait coming out of Tollards Rd onto Topsham Rd is long. The bus stop and the pedestrian crossing at the Topsham Rd/Tollards Rd are badly sited and causes congestion on Topsham Rd.	The comments will be forwarded to DCC.
Magdalen Bridge Crt, Magdalen St	EX2 4HS	The road outside property is regularly blocked by slow moving vehicles, we have to keep windows closed due to fumes	The purpose of declaring a AQMA is to enable an AQAP to be formulated which will work towards improving air quality in the city.
Chudleigh Rd, Alphington		The section of Church Rd between Alphin Brook roundabout and St Michael's church is a pollution hot spot. There is frequent severe traffic congestion, particularly at peak times, and the road is victim to large amounts of rat-run traffic using the Dawlish Rd route into Exeter. It also suffers from regular illegal Heavy Goods Vehicles. With houses on one side and a steep wall/fencing on the other a "pollution tunnel" is created. Action urgently needs to be taken to address this pollution; including all of Church Rd in the AQMA will help ensure this happens (Standard reply circulated with residents newsletter)	The comments will be forwarded to DCC. Whilst this part of Church Rd is not included the impact of any measures on the wider network will be addressed during the drafting of the AQAP.
Church Rd, Alphington		See above	See comment above

Chudleigh Rd	EX2 8TU	See above	See above
Chudleigh Rd	EX2 8TU	See above. Plus – not just a problem in Church Rd – traffic queues back along Chudleigh Rd to Shillingford Rd roundabout. Congestion for one and a half hours every day. Lived in the area for 25 years the situation has got gradually worse.	See above
Church Rd, Alphington	EX2 8TA	See above. Plus – the half of Church Rd which has been omitted is narrower than the half you say has polluted air quality, also the properties don't have front gardens. Could this length of road be included	See above
Sidmouth Rd		Happy property is included in the area. Concerned about the impact of new developments at Digby on the volume of traffic passing his house. Queried what happened to the AQAP for the original AQMAs.	The publication of an action plan for the initial four locations has been delayed by this process, but measures are already being implemented by DCC through the LTP. These locations therefore have a 'head start' over the rest of the new area, in that measures have already been identified for them.
Cowick Lane		Bus stop at the junction of Cowick St with Buddle Lane should be moved to prevent stopped buses causing congestion at the junction	This will be discussed with DCC
Badger Close, Sidmouth Rd		Concerned with congestion associated with the Middlemoor roundabout – this seems worse since the new road layout	This will be discussed with DCC
Alphington	EX2 8TD	Surprised only part of Church Rd, Alphington included. Remainder of Church Rd and the junction of Dawlish and Chudleigh Rds should be included	This will be discussed with DCC
Church Rd, Alphington	EX2 8TA	Section of Church Rd to St Michael's Church is also a pollution "hotspot". Also it also suffers from illegal heavy good vehicles using this route.	This will be discussed with DCC
Church Rd, Alphington	EX2 8TA	Section of Church Rd to St Michael's Church is also a pollution "hotspot". Also it also suffers from illegal heavy good vehicles using this route.	This will be discussed with DCC
Church Rd, Alphington	EX2 8SY	Section of Church Rd to St Michael's Church is also a pollution "hotspot". Also it also suffers from illegal heavy good vehicles using this route.	This will be discussed with DCC
Lower Summerlands	EX1 2LJ	Several suggestions made such as encouraging schools to have	This will be discussed with DCC

		“walking buses”, more park and ride car parks, encourage car sharing,	
Mercer Court, Bishop Westall Rd		The Princesshay development will trap fumes due to the canyon like development.	There is limited access for vehicles within the development therefore this is unlikely to be an issue. Pollution levels drop off very quickly within a short distance of the edge of the road.

Appendix III

EXETER CITY COUNCIL

ENVIRONMENT ACT 1995 SECTION 83

THE EXETER QUALITY MANAGEMENT AREA ORDER 2007

Whereas it appears to Exeter City Council (“the Council”) that the air quality objective for nitrogen dioxide set out in the Air Quality (England)(Wales) Regulations and the Air Quality (England)(Wales) (Amendment) Regulations 2002 is unlikely to be achieved by 31 December 2005, the Council in exercise of its powers under section 83(1) of the Environment Act 1995 hereby makes the following Order:

- 1. This Order shall be known as the Exeter Air Quality Management Area Order 2007.**
- 2. The area edged in red on the plan(s) attached to the Order shall be designated as an Air Quality Management Area.**
- 3. The Order shall come into operation on [] 2007 and shall remain in force until it is varied or revoked by a subsequent order.**

Dated the day of 2007

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

A duly authorised signatory

Seal no.