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Phoenix House  
Phoenix Lane  
Tiverton  
Devon  
EX16 6PP  
[www.middevon.gov.uk](http://www.middevon.gov.uk)

Contact: **J Stuckey**

Email: **[Julia.stuckey@hotmail.co.uk](mailto:Julia.stuckey@hotmail.co.uk)**

**Date 2 June 2017**

Dear Member

## **Community PDG 6 June 2017**

I am now able to enclose, for consideration at the next meeting of the **Community Policy Development Group**, the following reports that were unavailable when the agenda was printed.

8 **Performance and Risk** *(Pages 3 - 4)*

To provide Members with an update on performance against the corporate plan and local service targets for 2016-17 as well as providing an update on the key business risks.

10 **Air Quality Update** *(Pages 5 - 34)*

To promote discussion on the development of the updated statutory Air Quality Action Plan 2017-21 for the district.

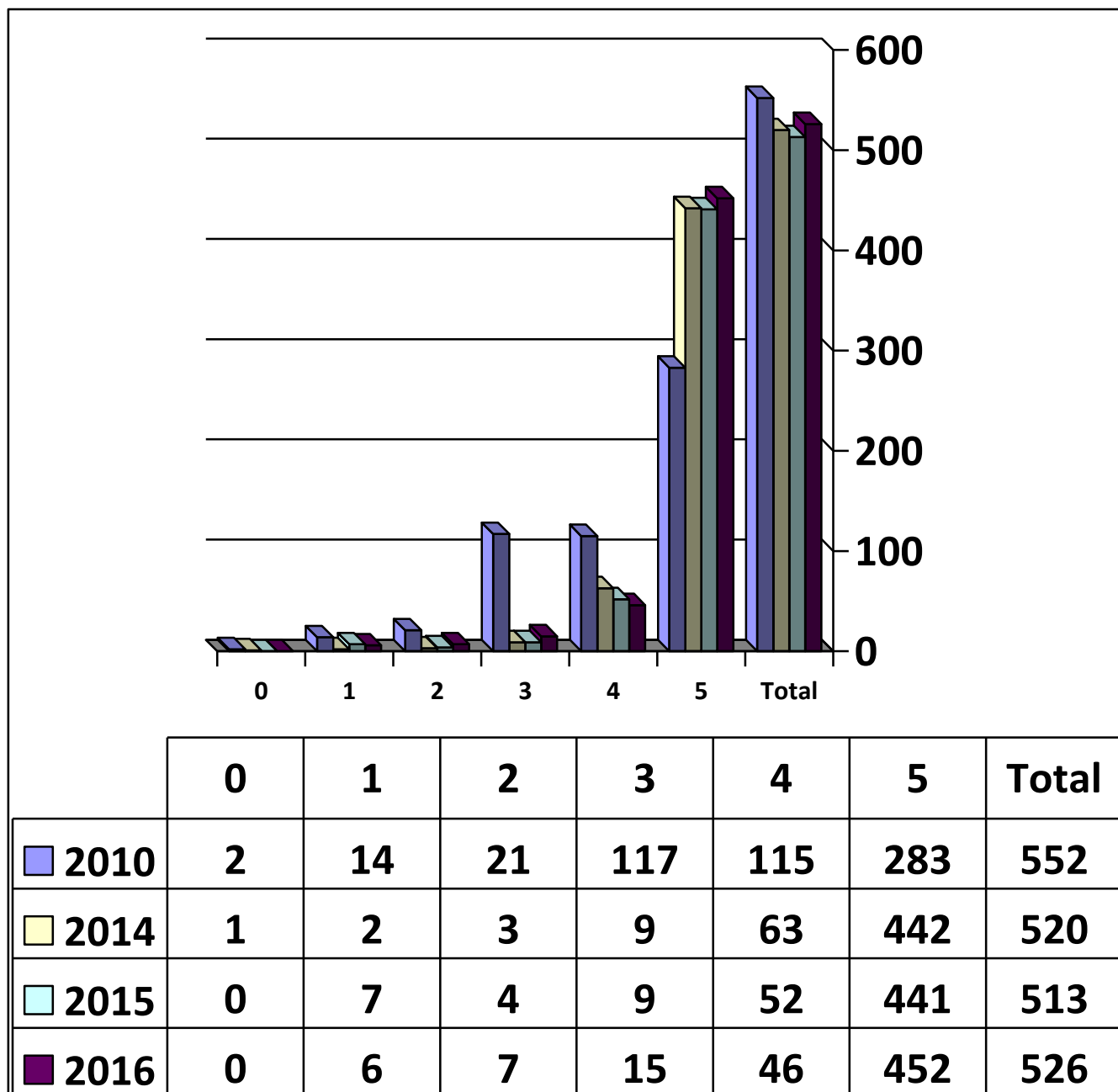
Yours sincerely

**Julia Stuckey**  
**Member Services Officer**

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**Please telephone 01884 255255 or email [customerfirst@middevon.gov.uk](mailto:customerfirst@middevon.gov.uk)**

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## Food Hygiene Rating Scheme 2010-2016



### FOOD HYGIENE RATING SCHEME BANDINGS

- 0 Urgent improvement necessary
- 1 Major improvement necessary
- 2 Improvement necessary
- 3 Generally satisfactory
- 4 Good
- 5 Very good

\* The national food hygiene rating scheme was launched in 2010





## Mid Devon District Council Air Quality Action Plan

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

May (2017)

Local Authority Officer	Simon Newcombe
Department	Public Health Services
Address	Phoenix House, Phoenix Lane, Tiverton, Devon EX16 6PP
Telephone	01884 255255
E-mail	snewcombe@middevon.gov.uk
Report Reference number	Enter Report Reference
Date	Enter Date of Report
Signed Leader of Cabinet	
Signed Chief Executive	

## Executive Summary

This Air Quality Action Plan (AQAP) has been produced as part of our statutory duties required by the Local Air Quality Management framework. It outlines the action we will take to improve air quality in Mid Devon 2017-2021.

This action plan replaces the previous action plan which ran from 2009 - 2015.

Projects delivered through the past action plan include:

- Lords Meadows Link road at Crediton was completed in 2014. The link road directs traffic to the industrial estate, and provides an alternative route for traffic going to Tiverton. Early traffic data shows traffic flows using the road are close to modelled predictions and a significant proportion of HGVs and other traffic previously using Exeter Road to access the Lords Meadow Industrial Estate is now using the Link Road. All monitoring locations where there is actual exposure by residents are now currently below the NO<sub>2</sub> air objective. In respect of PM<sub>10</sub>, the data indicates that concentrations have also continued to fall at all the Exeter Road monitoring location since the Link Road has opened.
- Extended bus service to facilitate access to new Tesco Superstore.
- Reducing emissions through Taxi licensing - from 1 April 2014 all vehicles offered for licensing for the first time must be no more than five years old from the date of first registration (Hackney Carriage & Private Hire Licensing Policy April 2013, Section 2.9).
- Promotion of the Devon-wide concessionary bus fares scheme resulted in a 60% uptake of eligible residents in Mid Devon by 2009. This was subsequently replaced by the National Bus Pass scheme.
- Sustainable school travel and School Travel Plans have been developed by 100% of schools in Mid Devon.
- Traffic Management High Street, Crediton - Bus pull in at St Lawrence Green has been deferred in the programme due to concerns relating to the balance of the benefits to the air quality against the impact on The Green.
- Enhanced evening bus services to Tiverton - Services 1, 1A, 1B. There have been some reductions last year, but services introduced are still in place.

- ECO Stars scheme - targets vehicle emissions was introduced in Mid Devon in October 2010 and is run by a private company, TTR Ltd, who are specialists in this area. The scheme targets HGV, buses and fleet operators (including taxis) and provides a fuel management and operational efficiency support programme, designed to help operators reduce fuel consumption, thereby improving air quality through reducing particulate emissions and vehicle carbon. The Mid-Devon scheme ran from October 2010 to December 2012, funded from a Defra Air Quality grant. At completion in December 2012 the scheme had 19 members. Despite not being resourced as a stand-alone scheme, Mid-Devon benefited from the programme-wide activity across the UK, which included ongoing recruitment of multi-location based transport operators with a strong presence in the Mid-Devon area, even after completion of the original project recruitment phase. Consequently, at the beginning of the new Devon-wide Scheme in October 2015, membership from the original Mid-Devon scheme was carried over, giving the new Devon scheme a solid starting point of 44 members. As of July 2016 there were 53 companies enrolled in the scheme covering some 2,053 vehicles.
- Crediton Milk Link Dairy boiler changed from heavy fuel to gas.
- Cullompton Distributor Road is designed to provide relief to the town centre. Potential routes include between Tiverton Road and Willand Road (the NW route) which may be required in combination with a link between Station Road and Meadow Lane (the SE or Eastern route) subject to further investigation of air quality and other environmental impacts. This project is still under consideration and is now more central going forward as plans for new developments in excess of 2,000 homes have been approved.
- Town centre traffic management measures Cullompton - Station Rd\Higher Road junction improvement scheme introduced 2013. (New signalised junction with MOVA control). Right turn ban Tiverton Rd \Fore St. Experimental order trialled in 2013, made permanent in 2014. Parking management changes Fore St\High St introduced 2014.
- Introduction of Euro V engine standard on buses along the Culm Valley – Completed and now moving to Euro VI for new double-deckers.



- Investigation of a direct bus route to Exeter via M5 and Sowton/Exeter Business Park possibly in conjunction with funding from Cullompton development – completed and introduced (Service no.1)
- Provision of the town-bus ‘loop’ service is identified for delivery via existing s106 development funds - Introduced and maintained over a number of years with two stages of developer funding. But not a viable service to maintain commercially and was withdrawn/reduced in 2015.
- Cullompton Railway Station reinstatement feasibility study - £40K investment announced in August 2016. This funding matches a previous commitment by Taunton Deane Borough Council of £40k and, in addition, both Town Councils of Cullompton and Wellington have committed to contributing £10k each, providing the project with a £100k boost with which to push the work forward.

Air pollution is associated with a number of adverse health impacts. It is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. There is also often a strong correlation with equalities issues, because areas with poor air quality are also often the less affluent areas<sup>1,2</sup>

The annual health cost to society of the impacts of particulate matter alone in the UK is estimated to be around £16 billion<sup>3</sup>. Mid Devon District Council is committed to reducing the exposure of people in Mid Devon to poor air quality in order to improve health.

We have developed actions that can be considered under 8 broad topics:

- Alternatives to private vehicle use
- Freight and delivery management
- Policy guidance and development control
- Promoting low emission transport
- Promoting travel alternatives
- Transport planning and infrastructure
- Traffic management
- Vehicle fleet efficiency

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<sup>1</sup> Environmental equity, air quality, socioeconomic status and respiratory health, 2010

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

<sup>3</sup> Defra. Abatement cost guidance for valuing changes in air quality, May 2013

Our priorities are:

1. To reduce heavy goods vehicle emissions by expanding the current Eco stars scheme to all the districts within Devon.
2. To conduct a personal reduction assessment with schools close to the AQMAs that will assist in re-developing their school travel plans.
3. To work with Devon County Council and the key bus service providers to maximise patronage and link the bus routes more effectively.
4. To work with Devon County Council to promote the use of the Co Bikes scheme for residents travelling to Exeter and where possible expand into Mid Devon.
5. To improve the Electric Vehicle Charging Network through the installation of units at Council Parks or other appropriate locations and at designated future housing developments.
6. Mid Devon District Council is investing £40k for the commissioning of engineering design work for a new railway station at Cullompton. This funding matches a previous commitment by Taunton Deane Borough Council of £40k and, in addition, both Town Councils of Cullompton and Wellington have committed to contributing £10k each, providing the project with a £100k boost with which to push the work forward.
7. To support local car sharing schemes and other local transport initiatives that minimise personal car use.
8. To adopt Local Plan Policies (Low emission strategies)

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

The plan will be delivered through a variety of different mechanisms including the Local Plan Review and planning obligations such as s106 and Community Infrastructure Levy (CIL) in addition to Government infrastructure funds and the

Devon County Local Transport Plan (LTP 3). Major infrastructure proposals for example will be included in the Local Plan Review Infrastructure Plan due for submission in March 2017 and will include estimated costs. Overall, greater clarity on funding for specific measures and the plan overall will emerge once the timeline for Local Plan Review examination and adoption is known and from further consultation with Devon County Council in respect of the emerging LTP3.

<https://www.middevon.gov.uk/media/342721/local-plan-review-2013-2033-proposed-submission-january-2017.pdf>

<https://www.middevon.gov.uk/media/342702/mddc-infrastructure-plan-dec-2016-draft-v2.pdf>

## Responsibilities and Commitment

This AQAP was prepared by the Public Health Services of Mid Devon District Council with the support and agreement of the following officers and departments:

Development Control, MDDC

Forward Planning, MDDC

Public Health, Devon County Council

Transport and Planning, Devon County Council

Additional contributors:

Management Team, MDDC

Chair of the Community Policy Development group

**Add more as required.....**

This AQAP has been approved by:

Community Policy Development Group, MDDC

MDDC Leadership Team

Cabinet and Full Council, MDDC

Director of Devon Public Health

Highways England

Transport and Planning, Devon County Council

***Add more as required.....***

This AQAP will be subject to an annual review, appraisal of progress and reporting to the Community Policy Development Group. Progress each year will be reported in the Annual Status Reports (ASRs) produced by Public Health Services, Mid Devon District Council, as part of our statutory Local Air Quality Management duties.

If you have any comments on this AQAP please send them to Simon Newcombe or Kevin Swift at:

Address: Mid Devon District Council, Phoenix House, Phoenix House, Tiverton,  
EX16 6PP

Telephone 01884 255 255

Email [snewcombe@middevon.gov.uk](mailto:snewcombe@middevon.gov.uk)

[kswift@middevon.gov.uk](mailto:kswift@middevon.gov.uk)

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# 1 Introduction

This report outlines the actions that Mid Devon District Council will deliver between 2017-2021 in order to reduce concentrations of air pollutants and exposure to air pollution; thereby positively impacting on the health and quality of life of residents and visitors to the Mid Devon District area.

It has been developed in recognition of the legal requirement on the local authority to work towards Air Quality Strategy (AQS) objectives under Part IV of the Environment Act 1995 and relevant regulations made under that part and to meet the requirements of the Local Air Quality Management (LAQM) statutory process.

Some actions have been developed in partnership with the neighbouring district councils (Greater Exeter): Teignbridge, Mid Devon and East Devon and will be replicated in their Action Plans. A Greater Exeter Strategic Plan is also being prepared. This sits above the individual Local Authority Core Strategies, to guide development across Exeter, Mid Devon, East Devon and Teignbridge. It is expected that a first draft will be published in 2019.

This Plan will be reviewed every five years at the latest and progress on measures set out within this Plan will be reported on annually within Mid Devon District Council's air quality ASR.

## 2 Summary of Current Air Quality in Mid Devon

Please refer to the latest ASR from Mid Devon District Council.

<https://www.middevon.gov.uk/media/342647/mddc-annual-status-report-2016.pdf>

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

The annual health cost to society of the impacts of particulate matter alone in the UK is estimated to be around £16 billion

Mid Devon District Council has examined the results from its air quality monitoring in the district. Concentrations outside of the Air Quality Management Areas (AQMA) in Crediton and Cullompton are all below the objectives at relevant locations.

Concentrations of nitrogen dioxide in Crediton (at the Exeter Road Station) during 2015 remained above the air quality objective (annual mean), however, the levels have dropped and there were no exceedances. Concentrations of particulate matter (PM<sub>10</sub>) for 2015 in Exeter Road, Crediton have again shown a further improvement and the level of exceedances have also stayed well below the objective confirming the opening of the Lords Meadow Link Road has removed sufficient traffic to reduce levels of particulate matter. We will continue to monitor for a further 12 months in this location and should the levels stabilise or continue to drop, consideration will be given to changing the parameters of the current AQMA.

The non-automatic (diffusion tube) monitoring data indicates that all locations in Mid Devon are below the annual objective but High Street, Crediton and Fore Street, Cullompton do remain close.

The Manor Hotel, Fore Street, Cullompton, had extremely bad data capture as the tube has been regularly missing again so these results should be considered spurious and we have discontinued monitoring at this location. However, starting

from January 2015 another tube was located 20m down the road and has returned similar levels which are close to the objective.

An assessment of all relevant transport, industrial, commercial and domestic sources has not identified any new or significantly changed sources that will result in any potential exceedances of the air quality objectives.



## 3 Mid Devon District Council's Air Quality Priorities and Drivers

### INSTRUCTIONS

Describe here the Council's priorities and drivers for pursuing some actions to improve air quality and not others. This may include a description of the health context in the local authority's administrative area, main sources of pollutants (such as roads, airports and industry), the necessary reductions required to meet the air quality objectives, the planning context (upcoming developments) and other Council policies, such as health and wellbeing, sustainability, economic development, transport, climate change or education.

Source apportionment dispersion modelling studies may assist in identifying priorities. For example, in an AQMA declared for NO<sub>2</sub> primarily due to emissions from road traffic and, e.g. if bus emissions are identified to contribute a high proportion of the total road-NO<sub>x</sub>, it may be sensible to prioritise AQAP measures that specifically target this source group. Include this detail or reference the external source of the information in Section 3.3.

If there are other documents or strategies that set out information on the local authority's approach to air quality, please provide brief information (and any links) about them and how they have been accounted for within this Action Plan.

This is an opportunity to lay out the Council's rationale and prioritisation.

Please add any further subtitles below as appropriate.

Delete this box when the document is finished

### 3.1 Public Health Context

The Mid Devon District Local Public Health Plan is informed by the priorities set out in the Devon Joint Health and Well Being Strategy to address health inequalities and the district specific health surveillance data.

This data is set out in a range of clinical and health indicators measured against England, Regional and Devon averages and produced by Public Health England and Public Health Devon at Devon County Council. A summary of this information is shown on pages 7-10 of the Action Plan (add link to MDDC PH Plan). The full dataset for 2015/16 can be viewed at

<http://www.devonhealthandwellbeing.org.uk/jsna/himp/>.

Air quality in parts of Mid Devon District is a cause for concern, as poor air quality is recognised as being damaging to health and quality of life. The Devon Public Health Outcomes Framework (PHOF) 3.01 indicates that the fraction of mortality associated with PM2.5 is between 3.2 -4.0 (excluding Unitary Authorities). A mortality factor of 3.5 against a total of 8,333 deaths in the Devon County area equates to 292 deaths per annum.

Mid Devon District Council has identified air quality as a local public health priority.

The Council designated the Air Quality Management Area for Crediton in September 2004 and an Air Quality Action Plan in 2006. The findings on air quality showed exceedances of Nitrogen Dioxide (NO<sub>2</sub>) in the High Street and exceedances of Nitrogen Dioxide (NO<sub>2</sub>) and particulates (PM<sub>10</sub>) along Exeter Road.

At Cullompton in 2006 the Council authorised making an Air Quality Management Order in respect of Nitrogen Dioxide (NO<sub>2</sub>) concentrations and formally designate an Air Quality Management Area (AQMA). Exceedances of an UK Air Quality Objective for nitrogen dioxide are currently being detected in parts of Station Road, Higher Street and Fore Street.

## **3.2 Planning and Policy Context**

The National Planning Policy Framework (2012) notes that planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants taking into account the presence of Air Quality Management Areas and cumulative impacts on air quality from individual sites in local areas. The Mid Devon Local Plan currently includes:

- Core Strategy 2006-2026 (adopted 2007)
- Allocations and Infrastructure Development Plan Document (adopted 2010)
- Development Management Policies (adopted 2013)

<https://www.middevon.gov.uk/residents/planning-policy/mid-devon-local-plan/>

This adopted plan includes planning policies which support improvements to local air quality levels including through the provision of infrastructure, managing travel demand, and enhancing walking and cycling opportunities throughout the District.

Within Mid Devon there are two Air Quality Management Areas, Crediton and Cullompton. Planning policies ensure developments within, adjoining or affecting these Air Quality Management Areas provide measures to meet air quality objectives, taking into account the cumulative development impacts.

To improve the air quality in Cullompton Mid Devon District Council (MDDC) and Devon County Council (DCC) are supporting the implementation of a relief road. The relief road links the B3181/Millennium Way roundabout with the Duke Street / Meadow Lane junction and is located between Cullompton town centre to the west and the M5 to the east. It has been assessed as having a very high impact on air quality in the MDDC Air Quality Management Area Action Plan 2009. Other benefits include reduction in traffic noise along town centre routes and reduced congestion.

The relief road has also been included in the MDDC Core Strategy 2026 (adopted 2007) and the Devon and Torbay Local Transport Plan 3 2011 – 2026. Policy AL/CU/14 of the Allocations and Infrastructure Development Plan Document adopted 2011 requires the provision of a Relief Road linking Station Road to Meadow Lane. The provision of the relief road is identified as a measure that will have a very high benefit to improving air quality within the Cullompton Air Quality Management Area Action Plan 2009, a copy of which is on the Council's website.

<https://www.middevon.gov.uk/media/103608/cullompton-air-quality-action-plan-2009.pdf>

Since the development of the air quality action plan for Crediton a new link road, between Exeter Road southwest of Crediton to Lords Meadow Industrial Estate has diverted significant HDV/LDV traffic movements and some car traffic away from Exeter Rd.

Exeter Road is characterised by a narrow carriageway and a street canyon with properties and other street features very close to the kerbside. The result is frequent congestion, especially when large vehicles meet combined with poor dispersion conditions for pollutants. The fact that the road is on an incline also results in an increase in vehicle emissions due to increased engine workloads and reduced efficiencies.

Due to the narrow carriageway and historic buildings there are no traffic management options along Exeter Road. As a result, the link road offered a direct route into the Lords Meadow Industrial Estate for HGVs and other traffic thereby effectively by-

passing Exeter Road within the town and other roads along the access route.

Concentrations of nitrogen dioxide in Crediton (at the Exeter Road Station) during 2015 remained above the air quality objective (annual mean), however, the levels have dropped and there were no exceedances. Concentrations of particulate matter (PM10) for 2015 in Exeter Road, Crediton have again shown a further improvement and the level of exceedances have also stayed well below the objective confirming the opening of the Lords Meadow Link Road has removed sufficient traffic to reduce levels of particulate matter.

<https://www.middevon.gov.uk/media/103606/crediton-air-quality-action-plan-2006.pdf>

In 2008 Mid Devon District Council adopted an Air Quality and Development Supplementary Planning Document which provides additional guidance on the way in which air quality and air pollution issues will be dealt with through the planning system.

[https://www.middevon.gov.uk/media/85182/air\\_quality\\_spd-adopted.pdf](https://www.middevon.gov.uk/media/85182/air_quality_spd-adopted.pdf)

The Mid Devon Local Plan is in the process of being reviewed and is reaching the final stages in its preparation and development. The Local Plan Review continues to support improvements to local air quality levels and prevents significant harm to air quality with particular consideration for Air Quality Management Areas. Once adopted the Local Plan Review will supersede the existing Local Plan and will be an up-to-date plan based on the latest evidence and government guidance. The Council aims to adopt the new Local Plan in January 2018.

<https://www.middevon.gov.uk/residents/planning-policy/local-plan-review/>

### **3.3 Source Apportionment**

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

A source apportionment exercise was carried out by Mid Devon District Council in 2016. This identified the percentage source contributions within the AQMAs.

Mid Devon District Council has examined the results from its air quality monitoring in the district. Concentrations outside of the Air Quality Management Areas (AQMAs) in Crediton and Cullompton are all below the objectives at relevant locations.

Concentrations of nitrogen dioxide in Crediton (at the Exeter Road Station) during 2015 remained above the air quality objective (annual mean), however, the levels have dropped and there were no exceedances. Concentrations of particulate matter (PM10) for 2015 in Exeter Road, Crediton have again shown a further improvement and the level of exceedances have also stayed well below the objective confirming the opening of the Lords Meadow Link Road has removed sufficient traffic to reduce levels of particulate matter. We will continue to monitor for a further 12 months in this location and should the levels stabilise or continue to drop, consideration will be given to changing the parameters of the current AQMA.

The non-automatic (diffusion tube) monitoring data indicates that all locations in Mid Devon are below the annual objective but High Street, Crediton and Fore Street, Cullompton do remain close.

The Manor Hotel, Fore Street, Cullompton, had extremely bad data capture as the tube has been regularly missing again so these results should be considered spurious and we have discontinued monitoring at this location. However, starting from January 2015 another tube was located 20m down the road and has returned similar levels which are close to the objective. Full details are available at:

<https://www.middevon.gov.uk/media/342647/mddc-annual-status-report-2016.pdf>

### 3.4 Required Reduction in Emissions

The table below shows the required reduction in NO<sub>2</sub> concentrations, based on the 2016 measured levels at those monitoring locations where the objective was exceeded.

Table 3.1 Required Reduction in Road NO<sub>x</sub> Emissions to meet the NO<sub>2</sub> Annual Average Objective.

Location	NO <sub>2</sub> concentrations (µg/m <sup>3</sup> )		Road NO <sub>x</sub> Emissions
	2016 measured concentration	Required Reduction	Percentage Reduction Required

Fore Street, Cullompton	42	2	
High Street, Crediton	40	0	

### 3.5 Key Priorities

The focus over the next 5 years will be to ensure we have adequate monitoring of our key growth areas and that Council work with all stakeholders to implement the development management policies (Sustainable Development Principles/Local Plan Part 3).

We will seek to reduce emissions at our 2 AQMAs to within the permitted levels and will then apply to remove the areas from AQMA register.

## 4 Development and Implementation of Mid Devon District Council AQAP

### 4.1 Consultation and Stakeholder Engagement

In developing/updating this AQAP, we have consulted with other local authorities, agencies, businesses and the local community to improve local air quality. Schedule 11 of the Environment Act 1995 requires local authorities to consult the bodies listed in Table 4.1. In addition, we have undertaken the following stakeholder engagement:

- Town Councils
- Member briefings
- Devon District Councils (incl. Greater Exeter group)
- Devon County Transport and Planning
- Devon County Public Health
- Website feedback
- Articles in local newspaper
- Questionnaires distributed directly to households along major roads?

The response to our consultation stakeholder engagement is given in Appendix A.

**Table 4.1 – Consultation Undertaken**

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

## 4.2 Steering Group



## 5 AQAP Measures

Table 5.1 shows the Mid Devon District Council AQAP measures. It contains:

- a list of the actions that form part of the plan
- the responsible individual and departments/organisations who will deliver this action
- estimated cost of implementing each action (overall cost and cost to the local authority)
- expected benefit in terms of pollutant emission and/or concentration reduction
- the timescale for implementation
- how progress will be monitored

**NB:** Please see future ASRs for regular annual updates on implementation of these measures

Table 5.1 – Air Quality Action Plan Measures

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
	Title	Select from the categories in blue box	Select from the subcategories in blue box		Date	Date				Date	
1	Crediton Area Community Car sharing scheme	Alternatives to private vehicle use	Car and lift sharing schemes	MDDC	2017/18	2018-21	Uptake. of car share schemes delivered in new developments		s106 contribution allocated	Pending release of funds	Subject to clearing of s106 funds
Page 26	Cullompton Area Community Car Sharing scheme	Alternatives to private vehicle use	Car and lift sharing schemes		2017/18	2018-21	Uptake of car share schemes delivered in new developments		s106 contribution allocated	Pending release of funds	
	Expansion of E-bikes scheme	Alternatives to private vehicle use	Other	Greater Exeter Districts	2017/18	2018-20	No. of Bike stations installed at key transport links Usage rate		Pending EU grant funding	2019	s106 contribution also required
	4	Secure Cycle Parking in High Street and railway station Crediton	Promoting Travel Alternatives	Promotion of cycling	MDDC	2017/18	2018-21	Cycle parking usage rates		s106 contribution allocated	Pending release of funds
5	New cycleway from Leisure Centre to Shobrooke	Promoting Travel Alternatives	Promotion of cycling	MDDC	2017/8	2018-21	Increase in number of Shobrooke residents using Leisure Centre via cycleway		s106 contribution allocated	Pending release of funds	

## Mid Devon District Council

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
6	Improved footpath and cycleway links between Cullompton town centre and Kingsmill Industrial Estate	Promoting Travel Alternatives	Promotion of Cycling and Walking	MDDC	2018/9	2018-21	Reduction in vehicle use by industrial estate workforce		s106 contribution allocated	Pending release of funds	
7	Secure cycle parking facilities in Cullompton Town Centre	Promoting Travel Alternatives	Promotion of cycling	MDDC	2018/9	2018-21	Cycle parking usage rates		s106 contribution allocated	Pending release of funds	
Page 27	School and community travel routes	Promoting travel alternatives	School Travel Plans	Greater Exeter	2017/18	2018-19	Reduction in exposure Revised routes		s106 contribution allocated	Pending release of funds	Monitoring equipment to be provided for personal monitoring to schools and community groups
	Secure cycle parking facilities at Coplestone	Promoting Travel Alternatives	Promotion of cycling	MDDC	2018/9	2018-21	Improved linkage and usage of train service by cyclists		S106 contribution allocated	Pending release of funds	
10	Develop EV charging network	Promoting Low Emission Transport	Alternative refuelling infrastructure	MDDC	2017/18	2017-21	Number of EV charging units installed Compatibility with other networks		Contract with supplier to be signed in May/June 2017	2017/18	Pending contract agreement
11	Taxi Licensing conditions	Promoting Low Emission Transport	Low emission policy	MDDC	2017	2017-21	Number of compliant taxis Increase in hybrid vehicles		Policy completed	2017	
12	Relief Road Cullompton	Traffic Management	Strategic highway improvements	MDDC & DCC	2017/18	To be determined	Significant reduction in traffic through Cullompton		Preliminary design work undertaken	Unknown – pending funds	

## Mid Devon District Council

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
13	Highways Work	Traffic Management	Strategic Highway Improvements	Devon County Council	Ongoing	2017-21	Completion of Program of Works		Projects planned and some have commenced	2022	
14	Cullompton/Wellington Rail link feasibility study	Transport Planning and Infrastructure	Public transport improvements-interchanges stations and services	MDDC and Taunton Deane	2017/18	To be determined	Report completed			2018	Joint project £100K committed to study
15	ECO Stars fleet management and recognition scheme	Transport Planning and Infrastructure	Vehicle efficiency	MDDC	Currently operating across Devon	Already in operation	Increase in number of companies in the scheme		Continuing program	Ongoing	National scheme aimed at improving vehicle efficiency
16	Bus stop infrastructure and other projects that link Coplestone Village	Transport Planning and Infrastructure	Public transport improvements-interchanges stations and services	MDDC and DCC	2017/18	2017-21	Change to mode of transport		S106 contribution allocated	Pending release of funds	
17	Construction of St. Lawrence Green bus lay-by at Crediton	Transport Planning and Infrastructure	Public transport improvements-interchanges stations and services	MDDC and DCC	2017-18	2017-21	Improved Traffic flow through centre of town		S106 contribution allocated	Pending	Pending community consultation and agreement with DCC/Bus operators
18	Culm Valley Garden Village development and major infrastructure projects	Policy guidance and development control	Air Quality Planning and Policy Guidance	MDDC	2017/18	2017-21	Public Health considerations incorporated in planning cycle	N/A		Ongoing	

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## Mid Devon District Council

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
19	Mid Devon Local Plan	Policy guidance and development control	Air Quality Planning and Policy Guidance	MDDC	Development Management Policies (adopted 2013)	Until Dec 2017	Local Plan adopted		Review phase	Jan 2018	Includes planning policies which support improvements to local air quality levels including technical guidance on emissions assessment work and low emission strategies
20	Planning policy <i>DM8 Parking</i> of the Mid Devon Local Plan Part 3 sets out standards for electric vehicle infrastructure sought	Policy Guidance and Development Control	Other Policy	MDDC	2017	2018	Mid Devon's EV charging network is linked with the wider Devon County network		Revised in Local Plan review 2017	To be adopted by Council early 2018	

## Appendix A: Response to Consultation

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

Consultee	Category	Response
e.g. Chamber of Commerce	Business	E.g. Disagree with plan to remove parking on High Street in favour of buses and cycles; consider it will harm business of members.

## Appendix B: Reasons for Not Pursuing Action Plan Measures

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

Action category	Action description	Reason action is not being pursued (including Stakeholder views)
	Complete table for all measures that will not be pursued.	Add a 2-3 sentence summary for each action

## <Appendix C: Add Additional Appendices as Required>

### INSTRUCTIONS

The Council should add additional supporting appendices as required.

For example, where the selection of AQAP measures has been supported by further studies, e.g. quantitative appraisal of action plan measures through dispersion modelling, or other feasibility studies, this work should be included here.



## Glossary of Terms

Please add a description of any abbreviation included in the AQAP – An example is provided below.

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
AQS	Air Quality Strategy
ASR	Air quality Annual Status Report
Defra	Department for Environment, Food and Rural Affairs
EU	European Union
LAQM	Local Air Quality Management
NO <sub>2</sub>	Nitrogen Dioxide
NO <sub>x</sub>	Nitrogen Oxides
PM <sub>10</sub>	Airborne particulate matter with an aerodynamic diameter of 10µm (micrometres or microns) or less
PM <sub>2.5</sub>	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
...	...

## References