Mid Devon District Council

Cullompton Air Quality Management Area

Air Quality Action Plan

November 2009

Local Air Quality Management
Environment Act 1995

This report has been produced by:

Mid Devon District Council Environmental Health and Community Development Services
in conjunction with the Cullompton Air Quality Steering Group

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EXECUTIVE SUMMARY

Mid Devon District Council's Environmental Health and Community Development Services has produced this Air Quality Action Plan for Cullompton as part of its duty under the Environment Act 1995. This the final plan for adoption following Defra Appraisal.

Part IV of the Environment Act 1995 requires local authorities 'from time to time' to review and assess the current, and likely future, air quality in their areas against those objectives in the National Air Quality Strategy. Where objectives are not likely to be met then the local authority is required to designate an Air Quality Management Area (AQMA) at the relevant locations. The local authority must then draw up an action plan setting out the measures it intends to take in pursuit of the air quality objectives within the area covered by the AQMA.

The policy context of this Action Plan is set out within the document. Of particular importance and relevance to the development (and future delivery) of the Action Plan are the Council's Corporate Plan, the Local Development Framework, Cullompton Conservation Area Management Plan and Devon County Council's Local Transport Plan and Cullompton Transport Infrastructure Framework.

The Action Plan follows on from the Detailed Assessment of Nitrogen Dioxide (NO_2) which led to the designation of the Cullompton Air Quality Management Area (AQMA) in December 2006. Since the designation of the AQMA, a Further Assessment report was completed in April 2008. This included further modelling of roadside air quality in Cullompton town-centre which has indicated that NO_2 concentrations will not decline to acceptable levels sufficiently quickly unless intervention action is taken. An Action Plan has therefore been drawn up outlining the various options and further investigations available to tackle the pollution levels, particularly those directly linked to road traffic emissions. The effects of the options have been examined in detail, with the most effective, practical package of measures chosen for implementation or further feasibility study.

This package of measures, if successfully implemented, should result in a reduction in NO_2 sufficiently to meet the current Government Air Quality Objectives. The Council is committed to continuing its air quality monitoring programme in Cullompton to confirm the expected reductions in concentrations as measures are implemented. The ultimate aim is to revoke the Air Quality Management Area (AQMA) following these air quality improvements. The package includes measures that are short, medium and long-term. Long-term measures including a major traffic relief scheme for the town could take ten or more years to realise and as such a revocation of the AQMA may not be possible until post 2025. Short-term and medium-tem measures are expected however to bring improvements in air quality sooner by positive cumulative impact.

The Action Plan is subject to on-going review and will be updated annually by means of an AQMA Action Plan Progress Report.

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1. INTRODUCTION

1.1 Background

Mid Devon District Council (MDDC) has a statutory responsibility under Section 84(2) of the Environment Act 1995 to produce an Air Quality Action Plan following the designation of an Air Quality Management Area (AQMA). This must outline steps or measures to be taken to improve air quality in the AQMA that was designated in December 2006. In accordance with the Act, the chosen measures seek to improve air quality in pursuit of the Air Quality Objectives.

1.2 Cullompton Air Quality Management Area

Mid Devon District Council completed the first step towards the designation of the Cullompton AQMA with the completion of the following report:

- Updating and Screening Assessment (USA) report, Mid Devon District Council (May 2006)

The 2006 USA report also incorporated the detailed assessment of nitrogen dioxide at town centre locations in Cullompton. The detailed assessment concluded:

- Current and forward-predicted exceedences of the relevant air quality objectives for Nitrogen Dioxide have been identified at Station Road, Higher Street and Fore Street, Cullompton.
- Relevant air quality objectives include Air Quality Objectives as set out in the Air Quality Regulations (England) (Wales) 2000 and in the Air Quality (England) (Wales) (Amendment) Regulations 2002 which are made under the Environment Act 1995, as well as provisional objectives not currently set in the Regulations.
- The spatial extent of air quality objective exceedences can be defined with reasonable certainty and includes areas of relevant public exposure i.e. residential properties

As a result of the detailed assessment recommended that an Air Quality Management Area (AQMA) is required for Nitrogen Dioxide in Station Road, Higher Street and Fore Street in Cullompton. This recommendation was made in accordance with section 83(1) of the Environment Act 1995.

The subsequent statutory review, completed by Defra, accepted the findings of the third round of review and assessment and concurred with the USA and Detailed Assessment conclusions.

Following wide consultation on options for the AQMA boundary during the summer of 2006, the formal **'Cullompton Air Quality Management Area Order 2006'** was adopted by Mid Devon District Council on the 11 December 2006 and came into effect on the same day. The AQMA boundary is shown in Figure 1.

Figure 1: Cullompton Air Quality Management Area

During 2007 and early 2008, the following additional assessment work was completed:

- Cullompton AQMA Further Assessment Report (April 2007, updated following Defra Appraisal April 2008)

  This report provides a source apportionment of Nitrogen Dioxide within the AQMA as well as an examination of potential major traffic management measures for inclusion in the AQMA Action Plan.

The Cullompton AQMA boundary has the following features:

- Does not discriminate – includes the whole town
- Represents the widest boundary for action planning purposes – ensures attention to the issue of air quality is given a wide emphasis
- A relatively simple, existing boundary that avoids artificially precise lines within the town – potentially the easiest to communicate and administer
- Allows for a wide uncertainty in the full extent of areas affected by elevated pollution levels
- Mirrors the settlement boundary used for forward planning purposes and includes some sites allocated for new residential and commercial development which may impact upon the AQMA in future years

Poor quality is occurring at street canyon locations such as Higher Street, Fore Street and Exeter Hill (where the height of the buildings typically matches or exceeds the width of the road) also associated with poor traffic flow (congestion) and residential properties often close to the kerbside. Photographs of these locations are given in Appendix 3.

A summary of the air quality with the AQMA is given in Tables 1 and 2 below. The air quality monitoring locations are shown in Appendix 3.

Table 1: Cullompton AQMA Station Road annual mean continuous Nitrogen Dioxide monitoring results 2004-2008 (ratified data µg m^3)

Id	Location	Monitoring Period	Ratified Mean (µg/m^3)	Number of 1-hour means >200µg/m^3	Predicted Annual Mean 2010 (µg/m^3)*
MS1	Cullompton (Station Road)	2004	54.17	0	48.76
		2005	51.64	0	
		2006	54.83	0	
		2007	53.07	0	
		2008	53.00	0	

*This is a forward estimate based upon the latest complete annual mean monitoring data obtained in 2008 and calculated in accordance with Box 2.1 in LAQM.TG(09) available from http://www.defra.gov.uk/environment/quality/air/airquality/local/guidance/index.htm

Table 2: Cullompton AQMA annual mean diffusion tube Nitrogen Dioxide monitoring results 2003-2008 (ratified data µg m^3)

Id	Location	Bias-adjusted Annual Mean µg/m^3	Predicted Annual Mean 2010* µg/m^3	% change bias adjusted annual mean 2003/04- 08
3	Cullompton (Station Road – Police Station)	41.56 (2003) 35.37 (2004) 41.92 (2005) 42.71 (2006) 41.66 (2007) 40.52 (2008)	37.28	-2.5
4	Cullompton (Station Road – No.49)	35.43 (2004) 32.94 (2005) 34.50 (2006) 35.75 (2007) 34.63 (2008)	31.86	-2.3
5	Cullompton (Higher Street – No.15)	42.23 (2004) 42.64 (2005) 45.32 (2006) 46.08 (2007) 45.12 (2008)	41.51	+6.4
6	Cullompton (Higher Street – No.31)	31.57 (2004) 32.04 (2005) 32.74 (2006) 31.00 (2007) 33.56 (2008)	30.88	+5.9
7	Cullompton (High Street – No.17)	32.39 (2004) 34.14 (2005) 35.09 (2006) 33.10 (2007) 34.54 (2008)	31.78	+6.2
8	Cullompton (Fore Street – Manor Hotel)	57.43 (2004) 54.11 (2005) 55.82 (2006) 55.69 (2007) 53.45 (2008)	49.17	-7.4
9	Cullompton (Fore Street – No.45)	44.78 (2004) 46.99 (2005) 45.63 (2006) 44.82 (2007) 42.98 (2008)	39.54	-4.2

*These are forward estimates based upon the latest complete annual mean monitoring data obtained in 2008 and have been calculated in accordance with Box 2.1 in LAQM.TG(09) available from http://www.defra.gov.uk/environment/quality/air/airquality/local/guidance/index.htm

Monitoring for nitrogen dioxide (NO_2) indicates that current and predicted concentrations remain above the UK annual mean objective of 40µg m^3 at monitoring locations in Station Road, Higher Street and Fore Street. The hourly objective of 200µg m^3 (18 permitted exceedences a year) is already being met.

Based upon the most recent available annual mean (2008) on average a reduction in NO_2 concentrations of 15% (range 1-34%) is required to meet the 2005 objective within the AQMA.

1.3 Further Assessment and Source Apportionment

A Further Assessment is a formal part of the Local Air Quality Management (LAQM) process following the designation of an AQMA. A Further Assessment for the Cullompton AQMA was completed by consultants (Peter Brett Associates) on behalf of MDDC and published as a separate report in April 2008. Prior to publication, the report was subject to a successful appraisal by Defra.

The purpose of the assessment was as follows:

- To clarify the likely boundaries of areas where the air quality objectives are exceeded
- Provide source apportionment information to identify which emissions sources contribute most in the areas of exceedence
- To conduct testing of possible action planning scenarios and assess the likely impact they may have on pollutant concentrations
- Provide information relevant to the development of the Action Plan

The Further Assessment report is available at:
http://www.middevon.gov.uk/media/pdf/5/h/Cullompton_AQMA_Further_Assessment_2008.pdf

The assessment was carried out for Nitrogen Dioxide (NO_2) using dispersion modelling (ADMS-Roads dispersion model version 2.2) at 28 receptor locations across Cullompton within the AQMA. Key local traffic fleet composition and flow data was provided by traffic survey data from Devon County Council and other sources.

Motor vehicle emissions were estimated using the emission factors in the Emissions Factor toolkit (EFT) v2e issued on behalf of Defra (with cold starts) and modelling included an assessment of street canyons in parts of Higher Street, Fore Street and Exeter Hill. The modelling output was validated by assessment against local MDDC monitoring data in Cullompton. Additional information on the background emissions sources within the AQMA was obtained from the web-published National Atmospheric Emissions Inventory 1kmx1km data.

Of the 28 receptor locations modelled by the assessment, six were identified as locations where the annual mean NO_2 air quality objective is likely to be exceeded in addition to known exceedances at locations where air quality monitoring is carried out (see Table 2). The source apportionment results for these locations are given in Table 3 and Figure 2.

Table 3: Source Apportionment (% contribution to NOx concentrations) by air quality objective exceedance location

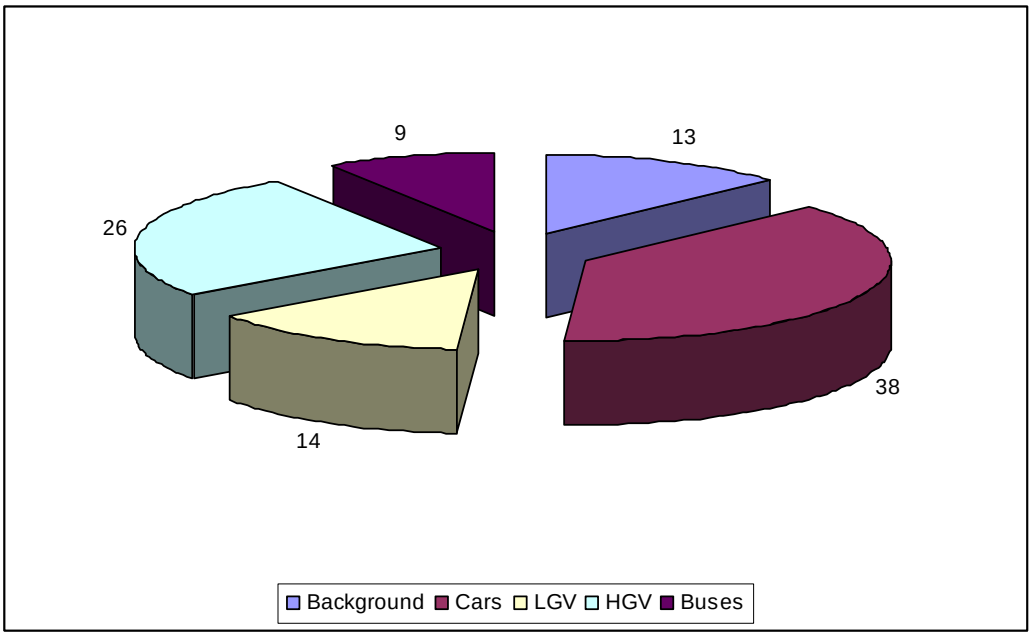
Receptor	Background	Cars	LGV	HGV	Buses
31 Higher Street	12%	39%	14%	21%	14%
15 Higher Street	15%	38%	13%	22%	12%
2 Station Road	12%	39%	14%	31%	4%
Labdons Builders Merchant, Station Road*	13%	38%	14%	33%	2%
7 Fore Street	14%	38%	13%	25%	10%
24 Fore Street	14%	37%	13%	25%	11%

* no relevant exposure

The source apportionment results indicate a consistent contribution from background sources, cars and LGVs at all locations. Contributions from HGV and Buses were more variable depending on the location. Overall, road transport sources dominate as the main contributor of NOx (and therefore NO_2) concentrations.

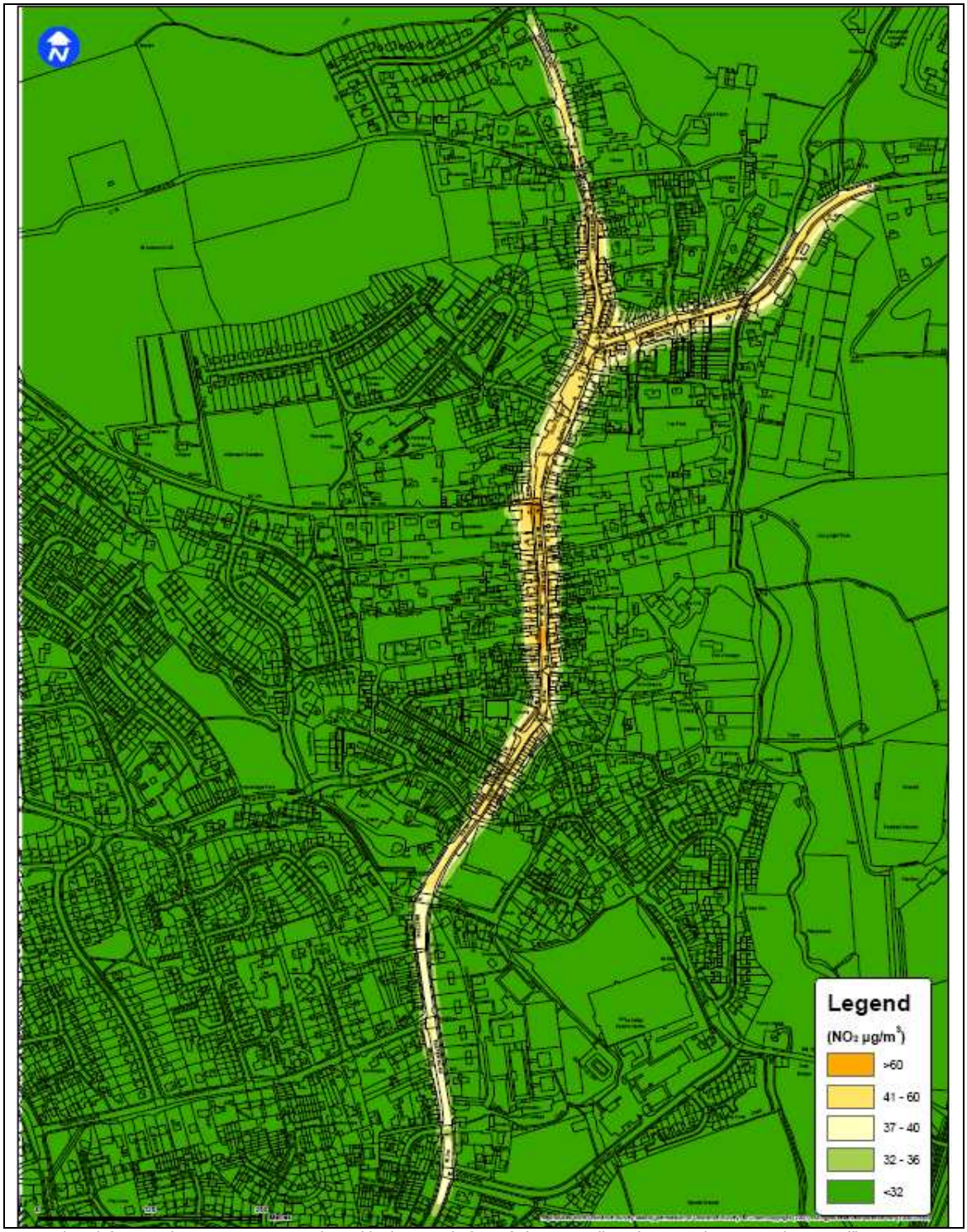
The average source apportionment results are shown in the Figure 2 below.

Figure 2: Source Apportionment (% contribution to NOx concentrations) as an average at air quality objective exceedance locations



The dispersion modelling within the Further Assessment was used to produce diagrammatic pollution contour plots within the modelled area. The current baseline (2007) pollution concentrations (contour plots) are shown in Figure 3.

Figure 3: Predicted Annual Mean NO_2 Concentrations (ug.m^3)



In summary, the Further Assessment concluded that the AQMA boundary declared by MDDC in 2006 encompasses all the areas where concentrations were predicted to exceed the NO_2 National Air Quality Objective and recommended that the boundary remains unchanged. The source apportionment information along with the outline assessment of potential traffic relief scenarios was used to inform this Action Plan.

2. POLICY CONTEXT

Whilst the production of this Action Plan is a statutory duty, the plan has a local policy context and relationships with other policies or documents which are detailed below.

2.1 Mid Devon District Council Corporate Plan

Mid Devon District Council published its fourth Corporate Plan in June 2009. The Plan shapes what we deliver, and how we deliver it, over the next five years.

The Corporate Plan sets out the three key priorities for the Council for the next five years. These priorities are:

- Managing the Environment
- Decent & Affordable Homes
- Community Well-Being

The development and delivery of an air quality action plan is directly relevant to our managing the environment and community well-being priorities. Each priority area contains a number of Corporate Pledges. Within the time-span of the Corporate Plan (2009-2014), Pledge 1 under Managing the Environment requires that we '*Adopt the final Air Quality Management Area Action Plan for Cullompton'* to be achieved in 2009.

Each pledge includes a set of performance indicators that measure our progress towards meeting the targets we have set ourselves. The government's Department for Communities and Local Government has compiled 198 National Indicators (NIs) that measure the performance of local authorities. These replaced the former Best Value Performance Indicators (BVPIs) in April 2008. To measure how well we meet our Pledges, we are using a selection of relevant NIs, as well as some former BVPIs and local indicators of our own. We have assigned a local indicator to the development of the Action Plan in addition to the publication of an annual progress report. The national indicator NI 194: Level of air quality: reduction in nitrous oxides and PM_{10} emissions through local authority's estate and operations is also linked to the delivery of the Action Plan.

Also within the Corporate Plan include the following commitments which link to the Action Plan; '*Seek funding to implement improved 'Air Quality Alerts' service'* (see Pledge 1 Managing the Environment) and '*Implement footpath links and traffic management measures identified in Cullompton*' (see Pledge 6 under Community Well-Being).

The Corporate Plan is available at
http://www.middevon.gov.uk/index.aspx?articleid=4446

2.2 Local Development Framework (LDF)

Issues such as poor air quality and traffic congestion which impact upon parts of Mid Devon including Cullompton town-centre have informed the Council's Development Control Policy. The Council's commitment to improving air quality in the District is reflected by the policies within the Mid Devon Local Plan, the adopted LDF Core Strategy and Supplementary Planning Document on Air Quality and Planning. Much of this policy development work has been completed in recognition of the two designated AQMAs within Mid Devon at Crediton and Cullompton.

Two Development Plan Documents are planned to support the Core Strategy. The proposed Allocations and Infrastructure Development Plan Document contains proposals for development and supporting infrastructure which seek to implement the Core Strategy. A Development Management Development Plan Document will be prepared to provide generic policies for the consideration of planning applications. Together, the three documents will replace the Mid Devon Local Plan First Alteration, adopted in 2006.

2.2.1 Core Strategy

The LDF Core Strategy was adopted in July 2007 and sets out the following vision and key policies in respect of air quality and development control across the district and specifically within Cullompton:

Vision

Conserve and enhance clean air. Protect and enhance air quality

COR1

Sustainable Communities

Growth will be managed so that development meets sustainability objectives, brings positive benefits, supports the diverse needs of communities and provides vibrant, safe, healthy and inclusive places where existing and future residents want to live and work through:

j) supporting improvements to local air quality levels.

COR14

Cullompton

The Council will guide high quality development and other investment to:

d) Promote the removal of through traffic from the town centre and improve local air quality by enhancing walking and cycling opportunities around the town, completing a relief road system and implementing air quality action plan initiatives

e) Ensure developments within, adjoining or affecting the Air Quality Management Area provide measures to meet air quality objectives, taking full

account of cumulative development impacts and based on air quality assessments giving realistic "baseline" and "with development" scenarios.

2.2.2 Supplementary Planning Document on Air Quality and Planning

Following adoption of the Core Strategy, a Supplementary Planning Document (SPD) on Air Quality and Planning has been produced and adopted in May 2008. The SPD expands on the above policies. Air quality is a material consideration in determining planning applications. Air pollution and poor air quality have detrimental impacts on health. The SPD provides guidance on the way in which air quality and air pollution issues will be dealt with through the planning system.

The SPD has the following objectives:

- To set out the policy framework;
- To emphasize the importance of air quality as a material planning consideration;
- To set out those development proposals when an air quality assessment will be required;
- To provide guidance on the process of air quality assessments;
- To set out the Council's approach to the use of planning conditions and s106 agreements in respect of air quality;
- To set out the approach in the District in respect of general policy and location specific measures.

2.2.3 Proposed Allocations and Infrastructure Development Plan Document

The Council has recently completed consultation on its proposed Allocations and Infrastructure Development Plan Document (DPD) and intends to complete the document for submission by the end of 2009. The DPD will then be subject to examination by a Planning Inspector in 2010 before formal adoption.

The DPD contains proposals for new strategic development and supporting infrastructure requirements up to 2026. An important component of the DPD has been the incorporation of strategic and allocation specific policies to implement infrastructure requirements to improve air quality in additional to requirements to submit Low Emissions Strategy assessments and mitigation proposals to in order to address both local air quality issues and climate change impacts.

The relevant policies in respect of air quality management include:

AL/IN/1 Community Infrastructure Levy

The Council will seek to implement the Community Infrastructure Levy by 1st April 2011 through the relevant legal processes, providing appropriate details and justification as required by the Planning Act and associated Regulations that will be enacted. Initially a baseline rate of approximately £10,000 per market dwelling (or an alternative per square metre charge) will be sought. It is proposed that other forms of development, including affordable dwellings,

employment and retail will not be subject to the levy at this stage but will contribute where appropriate through planning obligations. The Council will seek to introduce a clause allowing developers to credit appropriate on-site infrastructure provision against their levy payment. In the case of developments subject to the Community Infrastructure Levy, additional contributions through Planning Obligations and Conditions will be sought where necessary for development to proceed.

The Community Infrastructure Levy will be used to provide necessary infrastructure serving Mid Devon, including the following:

a Transport
c Air Quality Measures
i Carbon Emissions Reduction and Renewable Energy

AL/CU/15 Cullompton Air Quality

Development in or adjoining Cullompton will be required to mitigate its likely impact on air quality in the Cullompton Air Quality Management Area by contributing towards the cost of implementing the Cullompton Air Quality Action Plan including the provision of the Eastern Relief Road in accordance with the Air Quality Supplementary Planning Document. Following the introduction of a Community Infrastructure Levy this policy will only apply to non-housing development. Developers will be required to implement a Low Emissions Strategy to include measures to ensure the impact of the site on air quality is acceptable.

An example of the proposed policies in respect of a major allocation site is given below. The strategic and allocation specific policies highlighted here demonstrate the synergy between the Action Plan measures (see Section 4) and the proposed Allocations and Infrastructure DPD in addition to the overall importance of the Local Development Framework as a key mechanism in delivering air quality improvements.

AL/CU/1 North West Cullompton

A site of 74.8 hectares to the North West of Cullompton is allocated for mixed-use development, subject to the following:

c Transport provision to ensure appropriate accessibility for all modes
f Carbon reduction and air quality improvements

AL/CU/2 North West Cullompton Transport Provision

As part of the development of North West Cullompton, the following transport infrastructure will be provided at the expense of all new development within the site:

a Provision of a network of streets linking to the existing highway network, including a through route suitable for buses linking Tiverton Road to Willand Road;
b Provision of bus, pedestrian and cycle routes at appropriate locations throughout the development, creating an attractive, permeable network for non-car modes travelling within, into and out of the area;

c Cycle and pedestrian links to and from the town centre and within the mixed-use urban extension;
d Provision of a shared use path between Cullompton and Willand along the route of the B3181;
e Creation of footway and a shared use link along Millennium Way to allow access to retail and industrial estates;
f Implementation of Travel Plans and other non-traditional transport measures to minimise carbon footprint and air quality impacts.

If the development is permitted in advance of the implementation of the Community Infrastructure Levy, the following additional contributions to infrastructure will be sought by planning obligations:

g Bus service enhancements within, into and out of, the mixed use urban extension;
h Bus service enhancements between Cullompton, Exeter, Tiverton Parkway and Tiverton.

AL/CU/5 North West Cullompton Carbon and Air Quality

The development of North West Cullompton will be required to implement a Carbon Reduction and Low Emissions Strategy at the expense of all new development in the site. This will propose measures to minimise the overall carbon footprint of the development, make provision for sources of decentralised on-site renewable or low-carbon energy in accordance with Policy AL/IN/6 and ensure that the impact of the site on air quality is acceptable, such as:

a Renewable and low carbon energy generation to provide a significant proportion of the sites energy use;
b Measures to ensure that residents, employees and businesses are encouraged to travel in the most sustainable fashion, including Travel Plans, information, car clubs, liftsharing and infrastructure for low emission vehicles;
c Measures to encourage the sustainable treatment of waste;
d Measures to manage the impacts of construction.

If development is permitted in advance of the implementation of the Community Infrastructure Levy, the following additional contributions to infrastructure will be sought by planning obligation:

e Off-site tree planting;
f Energy improvements to existing buildings;
g Other measures to capture or mitigate carbon emissions and air quality impacts from development

Information on the Local Development Framework including the adopted Core Strategy, the air quality SPD and the Proposed Allocations and Infrastructure DPD is available at: http://www.middevon.gov.uk/index.cfm?articleid=1885

2.3 Conservation Area Management Plan for Cullompton (CAMP)

Much of the historic core of Cullompton is a designated Conservation Area. In respect of the town, the provision of traffic relief is seen as delivering benefits to air quality and other environment improvements and is also a key to the regeneration and enhancement of the town-centre. Associated with these environmental improvements is the air quality Action Plan.

In 2003 an appraisal of the Cullompton conservation area was completed and adopted as Supplementary Planning Guidance. It is considered good practice to produce Management Plans to complement appraisals for conservation areas, particularly those such as Cullompton which have both development pressures and regeneration issues.

The CAMP for Cullompton is was completed in 2009 and covers a range issues affecting the quality of the historic environment and outline some proposals to address these. Where relevant the CAMP has been reflected in this Action Plan and where the appropriate measures will be co-ordinated with heritage-led environmental enhancement. This will be delivered through on-going dialogue with conservation officers and via engagement with the Cullompton Town Centre Enhancement and Regeneration Advisory Group set up in 2009.

2.4 Devon County Council Local Transport Plan 2006-11 and Cullompton Transport Infrastructure Framework

The second Devon Local Transport Plan 2006 - 2011 (LTP2) was published in March 2006. The document sets out how the County Council proposed to deliver an extensive programme of transport improvements to meet the government's four shared transport priorities and Devon's three local transport priorities.

The government requires that all Local Transport Planning authorities report on progress in delivering the LTP2. The most recent Progress Report available is for the period April 2006 – March 2008. This report provides an opportunity to review progress and to look ahead for the remaining three years of delivering the Plan.

The Progress Report is currently undergoing consultation and summarises how Devon County Council is working to meet the four central local/shared priorities and the three local priorities identified through consultation to ensure that Devon has an effective, equitable and sustainable transport system in place. Air quality is one of the central/local shared priorities within the LTP2. The Progress Report also highlights key challenges and identifies how the Council will move forward to ensure the LTP2 is delivered in full.

Chapter 5 of the Progress Report recognises that *'Poor air quality can adversely affect human health and the enjoyment of the natural environment. High traffic flows, slow traffic speeds and emissions from HGVs and PSVs all contribute to elevated nitrogen dioxide (NO_2) concentrations.'*

This Chapter also states *'In addressing the issues arising from the declaration of an AQMA the county as Highway Authority and the District Council as Environmental Health Authority work together to develop an Air Quality Action Plan (AQAP). Where transport is the main contributor to air quality problems, transport measures forming part of the AQAPs are integrated into the Local Transport Plan. The responsibility for managing air quality is shared between the District and County Councils.'*

A workshop initiated by the Cullompton Air Quality Steering Group and commissioned by Mid Devon District Council with support from Devon County Council was held in June 2008. The workshop involving local residents and other interested parties was tasked with the development of short-term traffic management measures for inclusion in this Action Plan. A case study of the workshop is included in the LTP2 Progress Report and more information is given in section 3 below.

This indicates the importance both Devon County Council and Mid Devon District Council place in the development and delivery of components of air quality Action Plans via the LTP2 process.

In addition to its LTP2 work, Devon County Council are currently progressing Transport Infrastructure Frameworks (transport infrastructure strategies) for all the market towns in Devon, including Cullompton. These frameworks are intended to inform the emerging LDF documents across Devon at District and County level in addition to the LTP2. Therefore, this Action Plan has sought to reflect the LTP2 and emerging Cullompton Transport Infrastructure Framework where appropriate.

The LTP2 and Progress Report is available at
http://www.devon.gov.uk/index/transport/devon_local_transport_plan/dltp.htm

The Council will continue to work with Devon County Council to ensure that the air quality infrastructure requirements as set out in the Mid Devon Local Development Framework documents and this Action Plan and integrated where possible in the new Local Transport Plan (LTP3) which will replace the current transport plan from 2012.

3. ACTION PLAN DEVELOPMENT APPROACH

In the production of this report MDDC has taken a consensus approach where possible. To ensure that an action plan is effective, the effects of any actions need to be considered and weighed against the likely benefits for air quality. To this end, the Council sought to gain the consensus of as many people and stakeholders as possible in developing the plan. Early identification of the policy context and parallel policy/infrastructure development work being carried out internally and externally (see Section 2) enabled key stakeholders to be involved in the process at an early stage.

Central to this process was the Cullompton Air Quality Steering Group which was established at the very start of the action planning process. The membership and remit of the Steering Group was agreed at a stakeholder workshop held in Cullompton in February 2007 and the Group met for the first time in April 2007. The model for the Group was the successful Crediton Air Quality Steering Group which was instrumental in the development (and now implementation) of the Crediton Air Quality Action Plan.

The Cullompton Group has held regular meetings to guide the Action Plan development process and to ensure that there has been a wide engagement from all interested parties.

Details of the full membership and remit of the Steering Group is given in Appendix 2.

A timeline of the stakeholder and public consultation carried out during the development of the Action Plan is given in Table 4 below.

Table 4: Consultation Timeline and Outcomes

Milestone Date	Description	Outcomes
February 2007	Stakeholder workshop held in Cullompton Attendees from MDDC, DCC, Devon PCT, Cullompton Town Council, MDDC and DCC Councillors, Local Residents.	Explanation of AQMA and Action Plan development process. Initial lists of potential Action Plan measures. Agreement on format, scope and membership of Cullompton Air Quality Steering Group.
April 2007	First meeting of Cullompton Air Quality Steering Group	Action Plan potential measures ideas gathering exercise. Brainstorming session and examination of policy context
May – September 2007	Further meetings with key stakeholder to refine potential Air Quality Action Plan (AQAP) measures. Includes officer meetings with DCC Highways and Forward Planning	Further refinement of potential Action Plan measures. Identification of new measures.

July 2007	Meeting with Cullompton Town Council (CTC) Traffic & Environment Working Group	Further development and clarification of specific action plan measures including possible short-term measures
September 2007	CTC public consultation on long-term traffic relief route options	Local views obtained
December 2007	Joint DCC/MDDC Highways and Forward Planning meeting to examine air quality policy and infrastructure measures	Feedback into AQAP development process and into parallel LDF and DCC Cullompton Transport Infrastructure Framework
February 2008	MDDC and DCC Cullompton Transport Infrastructure Framework Workshop	Refinement of long-term measures and relationships between LDF/AQAP and Framework processes
March 2008	Devon Warm Zones meeting	Development of measure 21.
June 2008	Local Stakeholder Workshop aimed at development of short-term AQAP measures. Attendees included local residents, interest groups, traders, elected members and other organisations	Potential short-term AQAP measures for further assessment
August 2008	Follow-up joint stakeholder/Steering Group meeting to refine outcomes from June workshop	Refinement of short-term AQAP measures for further assessment/inclusion in the AQAP
August 2008	Meeting with MDDC Conservation Officer to refine links between emerging Conservation Area Management Plan and AQAP	Heritage-linked measures identified for inclusion in AQAP and Conservation Area Management Plan. Refinement of cross-policy context.
September 2008	MDDC Forward Planning (LDF) Infrastructure Workshop Multi-agency meeting looking long-term infrastructure requirements for the Mid Devon area including those related to air quality/AQAP in respect of Cullompton	Further engagement/synergy with the LDF process
September - October 2008	Stakeholder consultation on draft AQAP	Refinement of final detail on table of measures within AQAP
Jan-August 2009	Consultation with MDDC Forward Planning on synergy between proposed Allocations and Infrastructure DPD and Action Plan	Incorporation of district-wide and Cullompton specific air quality infrastructure requirements and relevant policies in proposed DPD document
November 2009	Final draft consultation on highways/transport measures with DCC	Refinement of final detail on table of measures within AQAP

4. ACTION PLAN MEASURES

4.1 Action Plan Measures and Costs

This section provides an overview of the package of measures currently available to improve air quality within the Cullompton Air Quality Management Area (AQMA). This package has been developed following the extensive further assessment and stakeholder participation/consultation process detailed in Section 2 and 3 of this report. Overall, the package represents the most cost-effective, practical and ultimately achievable approach to improving air quality in Cullompton on the basis of current knowledge.

The responsibility for each specific measure is detailed and a number of external organisations will lead the specific measures. In addition to the implementation of specific measures, MDDC will oversee the implementation of the Action Plan in conjunction with the Cullompton Air Quality Steering Group (whose remit will be changed to reflect this role). The Group will meet approximately once every 4-months and annually MDDC will produce an Action Plan Progress Report. The Action Plan package of measures may be updated in future years as measures are completed and/or where further feasibility studies are required.

The majority of measures have a timescale and estimated cost. Where possible, the potential air quality impact has also been estimated. These factors combine to give a cost-benefit analysis score for the majority of measures. More detailed costs are currently being developed for specific measures or cannot be known at this stage. The provisional estimate of the overall implementation cost (where existing funding does not currently exist) is approximately £12.8 million, with £10.7 to deliver a relief road (eastern route) and the remaining £2.1 million to deliver other Action Plan measures. It is anticipated that the existing MDDC Supplementary Planning Document on Air Quality funding mechanism will be used to deliver this funding in addition to the proposed district-wide Community Infrastructure Levy (see Section 2.2 above).

The following key is applicable to Table 5 - Summary of Action Plan Measures.

Key:

Cost:

£££££/1=>£1million **££££/2**=£500K-1million **£££/3**=£100K-500K
££/4=£25K-£100K **£/5**=<£25K

Air Quality Impact (shown as an estimated reduction in annual mean NO_2):

VERY HIGH/5=>2.0ug **HIGH/4**=1.5-2.0ug **MODERATE/3**=1.0-1.5ug **LOW/2**=0.2-1.0ug
VERY LOW/1=<0.2ug

Organisations/Other:

MDDC= Mid Devon District Council
PCT= (Devon) Primary Care Trust
LEA= Local Education Authority (DCC)
tbc= to be confirmed
DCC= Devon County Council
LA= Local Authority
LDF= Local Development Framework

Table 5: Summary of Action Plan Measures

Transport – Highways/Traffic Management										
Ref.	Action Plan Measure	Target Start Date	Target Completion Date	Estimated Cost		Air Quality Impact		Cost Benefit Score	Lead Organisation	Comments/Detail	Other Non-Air Quality Benefits or Impacts
1.	Development of a new link road to provide effective traffic relief to the town centre (indicative routes shown on Plan A)	tbc	2025	~~£££££~~	1	VERY HIGH	5	5	MDDC (Forward Planning/LDF) and DCC (Transport Planning)	It is intended that this would be a development paid for scheme, either by direct provision or via s106 contribution. The adopted MDDC Core Strategy Document (LDF) identifies an allocation of up to 2000 new homes by 2026 and policy COR14 requires for an effective town-centre traffic relief scheme. 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. Preliminary scenarios were tested as part of the AQMA Further Assessment Report (see Appendix 1) and further work is being undertaken as part of the on-going LDF process and the Devon County Council Cullompton Transport Infrastructure Framework. Further studies are required and any changes would need consideration in a wider traffic network perspective. Additional measures may be required to make this work effectively for example additional link routes between Tiverton Road and Knowle Lane & Tiverton Road and Millennium Way.	Reduction in traffic noise along town centres routes Route much more suitable for HDV access Reduced congestion Offer opportunities for town-centre enhancements and could support conservation area initiatives

2.	Town centre traffic management measures (approximate study area shown on Plan B)	2010	2012	£££ (overall)	3	MOD	4	12	DCC (Highway Management and Transport Planning)	Further study to establish a package of measures that will improve air quality on the main north/south route through the town centre AQMA. This will include investigation of delays caused by turning traffic, Higher Street/Station Road junction and impediment to traffic flow caused by vehicles waiting and (un)loading along with the impact from designated parking areas	Improved traffic flow, improved facilities for pedestrians, road safety improvements
3.	Creation of additional capacity at Junction 28 of M5 (See Plan B)	2010	2011 (interim measures only)	£££££ (tbc)	1	MOD	3	3	Highways Agency and DCC (Transport Planning)	There is significant existing pressure on the capacity of this junction with wider impacts on the adjacent network including Station Road into the town-centre. Various options to improve capacity and ensure impacts to the wider road network are managed and currently being investigated. Interim measures have been identified that will allow existing (major) development approvals to proceed for which funding has been secured. Policy AL/CU/16 in the proposed MDDC Allocations and Infrastructure DPD reflects this measure.	Road safety improvements

Transport – Parking										
Ref.	Action Plan Measure	Target Start Date	Target Completion Date	Estimated Cost		Air Quality Impact		Cost Benefit Score	Lead Organisation	Comments/Detail	Other Non-Air Quality Benefits or Impacts
4.	Car Parking Survey and Strategy	2009	2009	£	5	VERY LOW	1	5	DCC (Highways Management) and (MDDC Estates Management)	The measure will result in detailed examination of on-street and off-street car parking provision in and adjacent to the town-centre, including the MDDC Forge Way Car Park. The use, capacity and type of parking will be examined and will feed into a Car Parking Strategy where changes are required. This measure is also linked to measures 14 and 15 below.	Will help support the economic regeneration of Fore Street
5.	Feasibility study for provision of car parking capacity on the south side of the town centre	2009	2010	£	5	VERY LOW	1	5	MDDC (Forward Planning and Estates Management)	The purpose of this measure is to examine the possibility of providing new car parking capacity at the south end of the town centre where there is no provision currently. Policy AL/CU/12 in the proposed MDDC Allocations and Infrastructure DPD reflects this measure.	Will help support the economic regeneration of Fore Street
6.	Parking changes at High Street	2011	2012	££	4	LOW	2	8	DCC (Highways Management)	This is a combination of measures which require more detailed evaluation and assessment to determine the feasibility and impact of implementation. The aim is to improve parking access, reduce vehicle movement conflict and to encourage efficient use of on-street parking facilities. The package could include:	Could be done in conjunction with other improvements including heritage-led enhancements Road/pedestrian safety improvements

										Redesigned parking bays to allow for echelon parking Wider parking bays by War Memorial Bollards restricting footway parking at high-risk locations e.g. northern-end by Station Road junction and outside no.4-8 Re-site existing disabled parking closer to town-centre Designated motorcycle and bicycle parking	

Cycling and walking										
Ref.	Action Plan Measure	Target Start Date	Target Completion Date	Estimated Cost		Air Quality Impact		Cost Benefit Score	Lead Organisation	Comments/Detail	Other Non-Air Quality Benefits or Impacts
7.	Improved or new residential footpath links	2009	2013	££	4	LOW	2	8	DCC (Highways Management and LTP) and MDDC (LDF Forward Planning and Conservation Area Mgt Plan)	The focus of this measure is to improve pedestrian links between town centre areas and adjacent existing residential areas in order to reduce local car trips. Enhancements can include surfacing, lighting and signage. Links to be examined include: MDDC Forge Way Car Park – High St (above link is complete but enhanced signage required) Shortlands Lane/New Cut – Fore Street Higher and Middle Mill – Fore Street Gravel Walk/Queen Sq – Fore Street Pound Sq – Fore Street/Lower B.Ring Honiton Rd – High School and Leisure Centre Policy AL/CU/18 12 in the proposed MDDC Allocations and Infrastructure DPD reflects this measure (in part)	Community safety benefits and reduction in anti-social behaviour Improvements to existing pedestrian links like the Higher and Middle Mill Lanes and New Cut could result in visual improvements to the historic environment and increased vitality due to more pedestrian movements through the area
8.	Enhanced walking and cycling links to Kings Mill Industrial Estate	tbc	2026	~~£~~£££ (tbc)	2	LOW	2	4	DCC (Cullompton Transport Infrastructure Framework) and MDDC (LDF Forward Planning)	The aim of this measure is to provide much improved pedestrian and cycling links between the major industrial estate to the east of the M5 and Station Road/town-centre therefore reducing local car-trips. Depending on the highway scheme for J28 (see measure 8.) this may involve separate bridges. Costs are therefore highly speculative at this stage.	

9.	Provision of walking and cycling routes alongside all new road links.	tbc	2015	Not known		LOW	2	No score possible	As measure 10.	This measure is designed to ensure that these key infrastructure requirements are incorporated in all new key road links including major developments. This will help minimise the generation of additional car trip into the town-centre in the future	Community safety benefits
10.	A cycle route to Willand with onward connection using existing route towards Tiverton Parkway	tbc	2017	Not known		VERY LOW	1	No score possible	DCC (Cullompton Transport Infrastructure Framework) and MDDC (LDF Forward Planning)	This is an outline measure and more detailed planning is required. Nonetheless, there is a commitment within the emerging Transport Infrastructure Framework and the MDDC LDF process to provide such a link. The route would link Cullompton town-centre with Willand, enabling the existing cycle path to be used up to Tiverton Parkway railway station. This will enable a direct secure cycle link between Cullompton and the station, thus removing some car trips from the local road network.	

Public Transport										
Ref.	Action Plan Measure	Target Start Date	Target Completion Date	Estimated Cost		Air Quality Impact		Cost Benefit Score	Lead Organisation	Comments/Detail	Other Non-Air Quality Benefits or Impacts
11.	Enhanced evening bus services to Tiverton (inc station) along Culm Valley route in conjunction with developments in Willand, Uffculme and Tiverton	tbc	2013 (tbc)	£££	3	LOW	2	6	DCC (Cullompton Transport Infrastructure Framework and Transport Planning)	Detailed costing and feasibility studies are required, however the aim of this measure is to increase the frequency and extend the hours of service of the bus services along the Culm Valley. An important part of this is to improve evening connections to Tiverton Parkway railway station. As with other measures the improved public transport should result in a reduction in local car journeys in and out of Cullompton town-centre. Contributions for an enhanced service could be sought from new developments along this route via planning agreements.	More integrated public transport network
12.	Introduction of Euro V engine standard on buses along the Culm Valley – Cullompton – Exeter route	2010	2011 (tbc)	£££	3	LOW	2	6	DCC (Cullompton Transport Infrastructure Framework and Transport Planning)	Euro V engine standard is the newest and cleanest emissions standard currently approved for buses and HGVs. This standard will be mandatory for all new vehicles from October 2009 and this measure would seek to ensure all buses using this route met this standard within the timescale set. DCC funding would be required to upgrade the bus fleet and a more detailed cost estimate is required. Contributions for an enhanced service could be sought from new developments along this route via planning agreements.	

13.	Investigation of a direct bus route to Exeter via M5 and Sowton/Exeter Business Park possibly in conjunction with funding from Cullompton development	2010	2010	None (for feasibility study)		LOW	2	No score possible	DCC (Cullompton Transport Infrastructure Framework and Transport Planning)	This measure is for a feasibility study (within the timescale set) regarding the introduction of a new, direct commuter service between Cullompton and the local major employment centres in Sowton/Exeter Business Park near J29 of the M5. The measure targets the removal of a proportion of peak-time car journeys.	
14.	Provision of town bus service.	2009	2009	None (s106 funding in place)		LOW	2	No score possible	DCC (Cullompton Transport Infrastructure Framework and Transport Planning)	Provision of the town-bus 'loop' service is identified for delivery via existing s106 development funds. This measure will seek to ensure prompt introduction of the service also seek to encourage patronage.	
15.	Feasibility study for reinstatement of Cullompton Railway Station	tbc	tbc	None (for feasibility study)		LOW	2	No score possible	DCC (Cullompton Transport Infrastructure Framework and Transport Planning) and Network Rail/Franchise operators	A study to examine the cost/feasibility of reopening a mainline railway station in Cullompton. The provision of a new station would improve commuter public links between Exeter and Taunton as well as wider access to the regional rail network. A new station location has been identified but is likely to require improvements to the capacity/signalling along this stretch of the track in addition to the other infrastructure requirements of a new station/stop. Franchise changes would also be required to introduce a local rail service. This is a long-term measure and there will short-medium reliance on Tiverton Parkway station (refer to other measures). Policy AL/CU/19 in the proposed MDDC Allocations and Infrastructure DPD seeks to secure land in support of this measure	Will help support the economic regeneration

16.	National Bus Pass	2009	Ongoing	££ (estimate of part of scheme)	4	LOW	2	8	MDDC (Health and Community Services) DCC (Concessionary Bus Travel Transport Co-ordination Service)	The national scheme of 100% concession rate for bus users in the eligible groups has been in place since April 1st 2008. Some rail discounts also continue to be offered as part of the scheme. Details and application form are available from the Devon Concessionary Bus Travel Partnership based at Devon County Council. The measure is aimed at continuing to support and promote uptake of the scheme by eligible groups in Cullompton and wider catchment area along with the delivery of the scheme via DCC. The most recent annual cost (2008-09) to MDDC was £520,753 district-wide	Mandatory scheme

Quality of Life and Health										
Ref.	Action Plan Measure	Target Start Date	Target Completion Date	Estimated Cost		Air Quality Impact		Cost Benefit Score	Lead Organisation	Comments/Detail	Other Non-Air Quality Benefits or Impacts
17.	Cullompton Walk and Talk	Ongoing	Ongoing	£	5	VERY LOW	1	5	Devon PCT (Health Promotion Team)	These are led walks running weekly which aim to encourage more physical exercise. They also aim to encourage the benefits of walking to participants outside of the programme. In turn this has the benefit of reducing some local car journeys. The scheme is supported directly by MDDC.	Health and social benefits to participants
18.	Air Quality Alerts	2010	2011	£	5	VERY LOW	1	5	Devon PCT and MDDC	Enhanced use of the existing MDDC Air Quality Data.com website (currently email alerts) for local residents and explore improved links to PCT/Local GPs to provide air quality information via SMS text and/or other mechanisms.	Reduced primary health care costs. Could be combined with other community safety and welfare schemes

Other Mid Devon District Council Policies and Initiatives											
19.	Reduction in NOx emissions from MDDC buildings, fleets and other activities	2009	Ongoing	Not known		VERY LOW	1	No score possible	MDDC (Environment Team, Operations and Estates Management)	New national performance indicator NI 194 to determine baseline and reduce NOx and PM_{10} emissions from MDDC activities including contracted services. A reduction in our direct emissions will have a small beneficial impact in Cullompton. NI194 will also serve as a promotional tool and demonstrate the Council's commitment to set a positive example.	Improved efficiency may mean that savings are realised
20.	Low Emissions Strategies Development Programme (LESDP)	2009	2010	£	5	LOW	2	10	MDDC (Environment Team and Forward Planning)	MDDC is has completed a pilot project to look at the implementation of LES as part of the forward planning and development control process. This was done as part of a Cenex/Beacon LA led project. Of particular relevance to our main towns including Cullompton where new housing allocations will be concentrated. The MDDC project piloted an approach aimed at embedding a combined LES and carbon footprint/sustainability appraisal of potential development allocation sites as part of our LDF process. Proposed policies have been incorporated in the proposed Allocations and Infrastructure DPD due for submission and examination in 2010. The successful integration of LES and related air quality policies in the DPD is seen as critical to successful delivery of a number of other measures in this Action Plan as indicated.	Potential to develop links between local air quality and climate change

21.	Energy Efficiency/Smoke-free Grants	2009	2010 (possible extension after this date)	££	4	VERY LOW	1	4	MDDC (Private Sector Housing)	Secure future delivery of existing Heat Devon and Warm Front (or similar) grant schemes under an enhanced one-stop 'Warm-Zone' approach. Additional discretionary grant funding for fuel poverty/heating system improvements of £50,000 per annum has been provisionally secured from April 2009 with a focus on the delivery of a scheme within the Cullompton Air Quality Management Area. This will be subject to a review of the on-going Warm-Zones pilot in the Crediton area.	Helps to tackle fuel poverty, affordable warmth and energy-efficiency issues

Other measures

Ref.	Action Plan Measure	Target Start Date	Target Completion Date	Estimated Cost		Air Quality Impact		Cost Benefit Score	Lead Organisation	Comments/Detail	Other Non-Air Quality Benefits or Impacts
22.	Updated school travel plans	2009	2010	££	4	LOW	2	8	DCC LEA (School Travel Plan Information Officer)	All Cullompton schools currently have a travel plan. The aim is to ensure all schools implement and update where required the existing travel plans to reduce to the impact of their activities. The Council will also actively support local events in conjunction with the Walking to School campaign. There are links between the School Travel-Plans initiatives and the Devon Car Free Day and DCC Draft Sustainable Modes of School Travel Strategy. St Andrews and Willowbank Schools have been identified as part of the Carbon Challenge Programme. The Community College School Travel Plan requires updating.	Pupil, parent and staff health benefits from walking programmes within the travel plans. Road/pedestrian safety improvements

23.	Car Share Devon and Travelwise	2009	Ongoing	£	5	VERY LOW	1	5	DCC (Travelwise Officer)	Increased targeted promotion in Cullompton of the Car Share Devon/Travelwise scheme	

4.2 Ranking of Action Plan Measures

Tables 6 and 7 represent the rankings of measures by combined cost/benefit score and by air quality benefit only. All rankings are based upon indicative scores only (where available). Other non-air quality benefits or impacts are not included in the rankings.

Table 6: Ranking by Cost Benefit Score

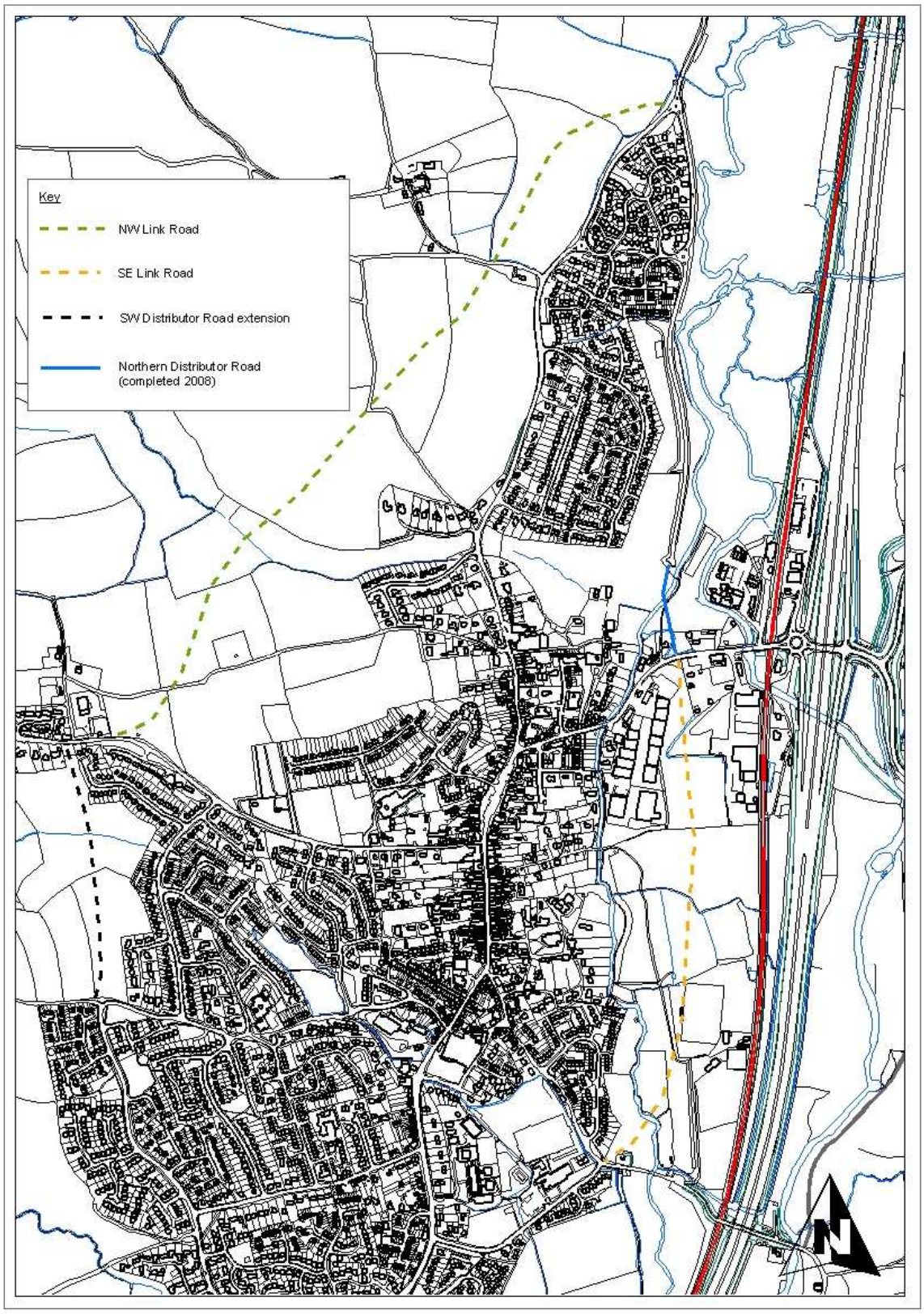
Rank	Cost Benefit Score	Measure Ref.	Action Plan Measure	
1=	12	2.	Town centre traffic management measures	Highest
2	10	20.	Low Emissions Strategies Development Programme (LESDP)	
3=	8	6.	Parking changes at High Street	
3=	8	7.	Improved or new residential footpath links	
3=	8	16.	National Bus Pass	
3=	8	22.	Updated school travel plans	
7=	6	11.	Enhanced evening bus services to Tiverton (inc station) along Culm Valley route	
7=	6	12.	Introduction of Euro V engine standard on buses along the Culm Valley – Cullompton – Exeter route	
9=	5	1.	Development of a new link road to provide effective traffic relief to the town centre	
10=	5	4.	Car Parking Survey and Strategy	
10=	5	5.	Feasibility study for provision of car parking capacity on south-side of the town-centre	
10=	5	17.	Cullompton Walk and Talk	
10=	5	18.	Air Quality Alerts	
10=	5	23.	Car Share Devon and Travelwise	
15=	4	8.	Enhanced walking and cycling links to KM Industrial Estate	
15=	4	21.	Energy efficiency/smoke-free grants	
16=	3	3.	Creation of addition capacity J28 M5	Lowest

Table 7: Ranking by Air Quality Impact

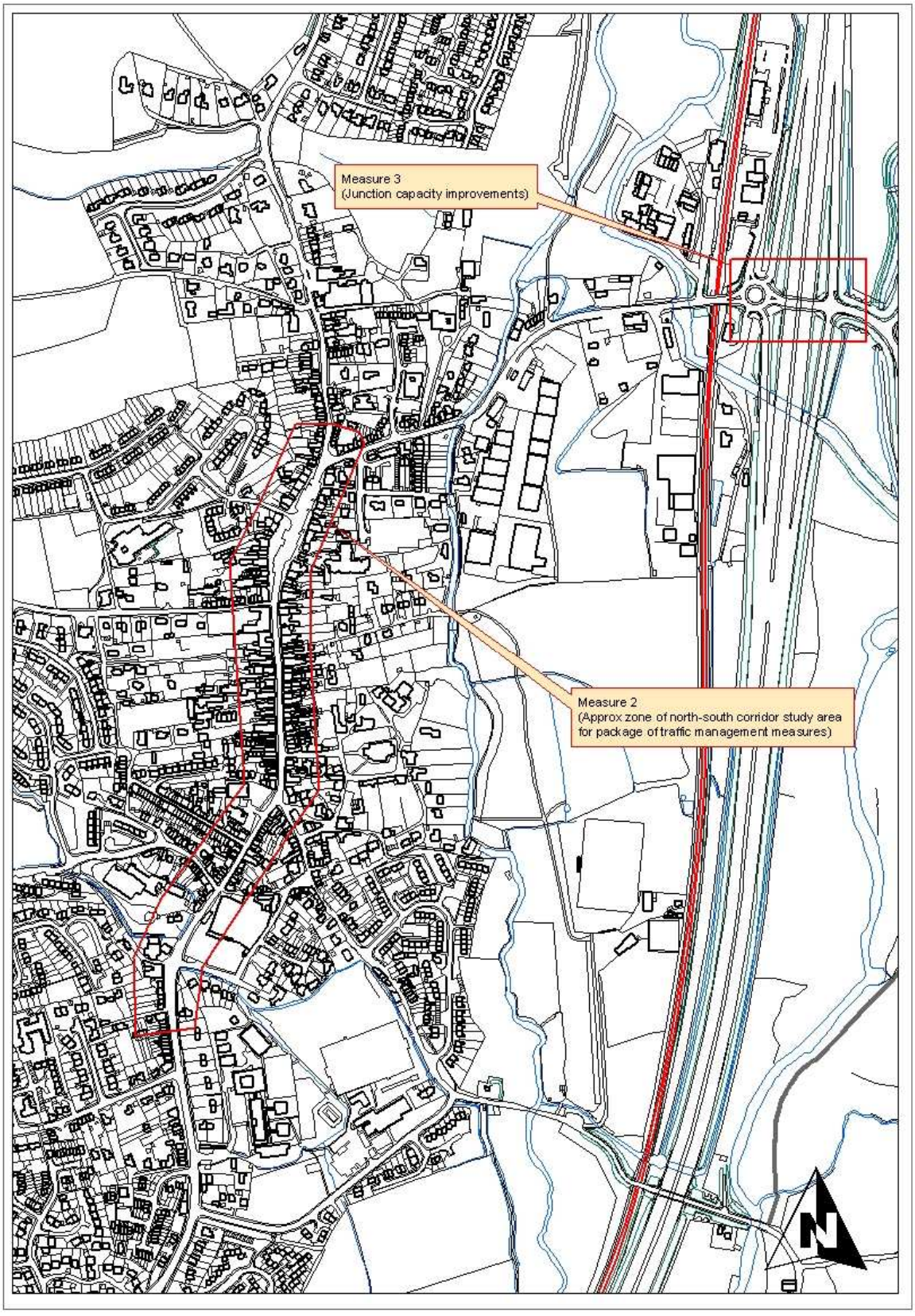
Rank	Air Quality Impact	Measure Ref.	Action Plan Measure	
1=	VERY HIGH	1.	Development of a new link road to provide effective traffic relief to the town centre	Highest
2=	MODERATE	2.	Town centre traffic management measures	
2=	MODERATE	3.	Creation of addition capacity J28 M5	
4=	LOW	6.	Parking changes at High Street	
4=	LOW	7.	Improved or new residential footpath links	
4=	LOW	8.	Enhanced walking and cycling links to KM Industrial Estate	
4=	LOW	9.	Enhanced walking and cycling links alongside new road links	
4=	LOW	11.	Enhanced evening bus services to Tiverton (inc station) along Culm Valley route	
4=	LOW	12.	Introduction of Euro V engine standard on buses along the Culm Valley – Cullompton – Exeter route	
4=	LOW	13.	Direct bus route to Exeter via M5 and Sowton/Exeter Business Park	
4=	LOW	14.	Town-bus service	
4=	LOW	15.	Reinstatement of Cullompton Railway Station	
4=	LOW	16.	National Bus Pass	
4=	LOW	17.	Low Emissions Strategies Development Programme (LESDP)	
4=	LOW	22.	Updated school travel plans	
5=	VERY LOW	4.	Car Parking Survey and Strategy	
5=	VERY LOW	5.	Feasibility study for provision of car parking capacity on south-side of the town-centre	
5=	VERY LOW	10.	Cycle Route to Willand	
5=	VERY LOW	17.	Cullompton Walk and Talk	
5=	VERY LOW	18.	Air Quality Alerts	
5=	VERY LOW	19.	Reduction in MDDC NOx emissions	
5=	VERY LOW	21.	Energy efficiency/smoke-free grants	Lowest

APPENDIX 1: PLANS

Plan A: Indicative Traffic Relief Road Routes Cullompton (Measure 1)



Plan B: Traffic Management Measures Cullompton (Measures 2 and 3)



APPENDIX 2: CULLOMPTON AIR QUALITY STEERING GROUP

The Cullompton Air Quality Steering Group was established in February 2007 and was an important part of the Action Plan development process.

More information on the membership and remit of the Steering Group during the Action Plan development period is given below.

CULLOMPTON AIR QUALITY STEERING GROUP					
Chair **Jan Shadbolt** **(MDDC Corporate Director)**					
Health & Community Services (MDDC)	**Forward Planning (MDDC)**	**Devon County Council**	**Cullompton Town Council**	**MDDC and DCC Elected Members**	**Local Residents**
Simon Newcombe (Env. Protection Officer)	Simon Thornley (Senior Planner)	Meg Booth (Highways Local Service Group)	Judy Morris	Cllrs Campbell, Andrews, Berry, Snow and Holloway	(not named)
Roles: Lead Air Quality Officer Liaison with Defra Liaison with other interested parties Liaison with other MDDC departments Liaison with other Steering Group members Project Management	Roles: Forward Planning and LDF representat-ive Liaison with Conservati-on officer	Roles: Local Highways representative Liaison with other DCC services including Highways Planning and links with LTP and Cullompton Transport Infrastructure Framework	Roles: Clerk/ representative of Cullompton Town Council Liaison with other Town Council members, local residents and interest groups	Roles: Elected members of for wards covering Cullompton Liaison with local residents and interest groups	Roles: Independent local residents Links to community organisations

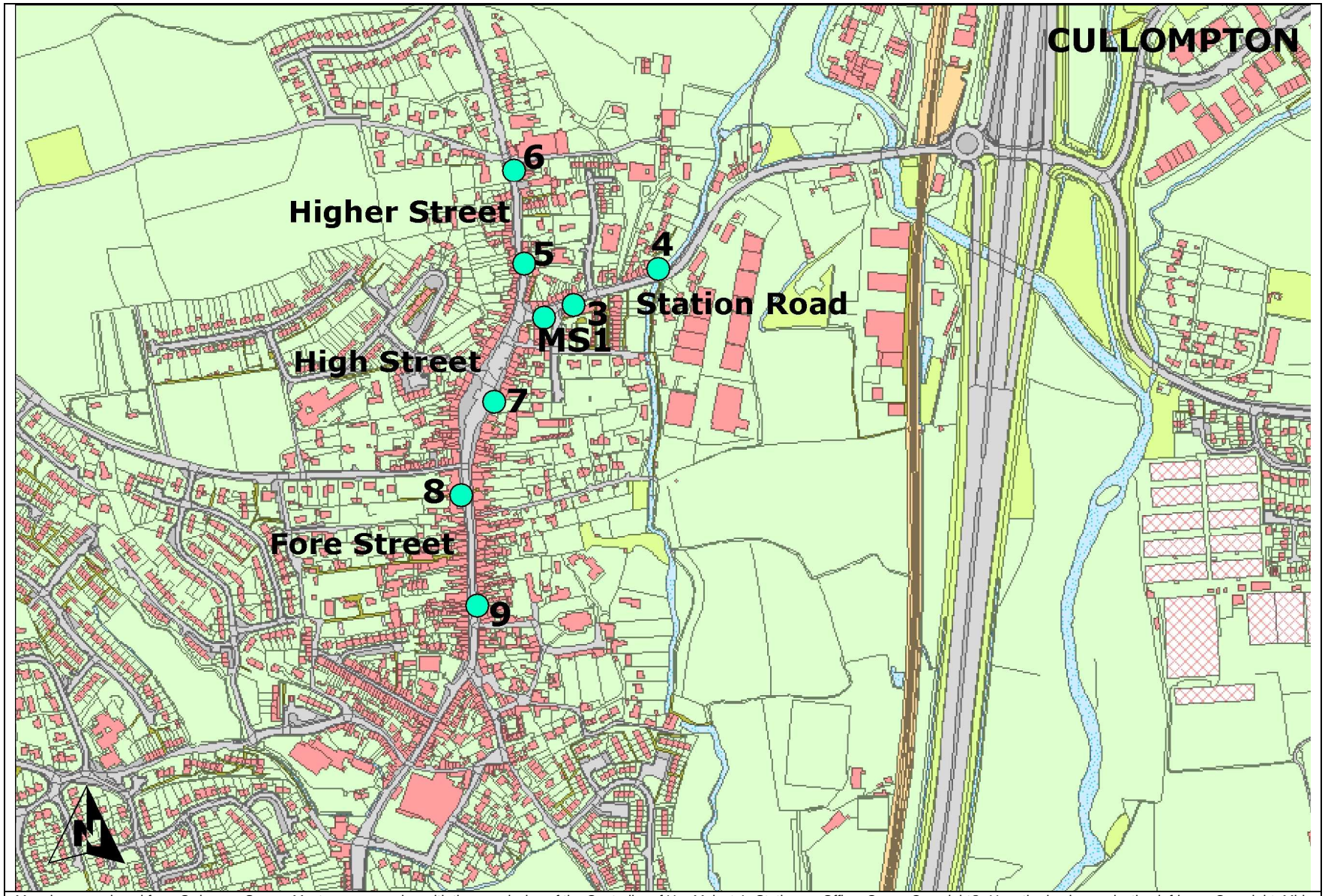
The membership of the Steering Group was flexible and representatives of other interested parties and other elected MDDC members joined Steering Group meetings on an occasional basis during the Action Plan development process.

The remit of the Steering Group was:

- Conducting stakeholder interviews (one to one, correspondence, questionnaires, workshops etc) to gain opinion on options
- On-going liaison with key service departments and other agencies
- Hold further Stakeholder Group Meetings to ascertain the value of proposed options and identify gaps
- Undertake wider public consultation/workshops as appropriate
- Review progress, including the work of other individuals and officers on specific Action Plan measures and in respect of milestone tasks and the overall Action Plan production timetable
- Overall production of the Action Plan

APPENDIX 3: PLANS AND PHOTOGRAPHS

Cullompton air quality monitoring sites



Cullompton Air Quality Management Area

Photograph 1: Higher Street looking south

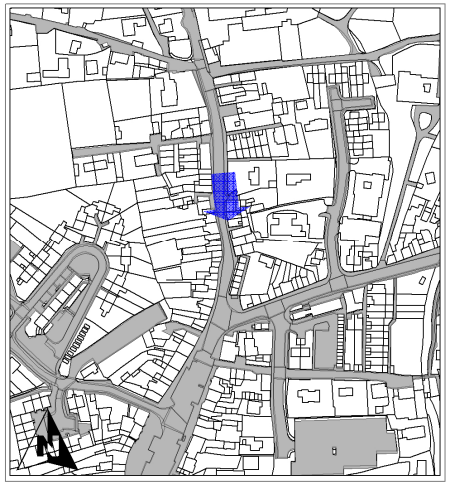
Notes:

Narrow carriageway and street canyon. Frequent extended queues of stationary traffic owing to traffic-light controlled junction with High Street and Station Road. Street canyon

Residential properties close to kerbside

Location of measured elevated NO_2

The recently opened Northern Distributor Road should reduce traffic volumes and congestion at this junction



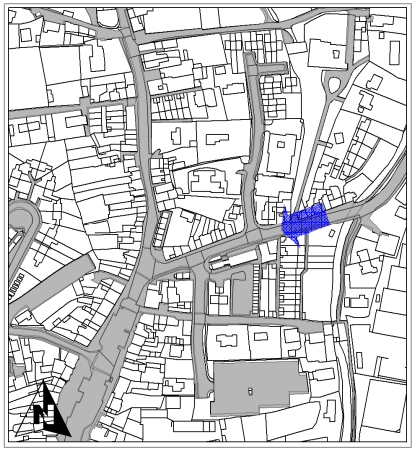
Photograph 2: Station Road looking west

Notes:

Relatively narrow carriageway and part-street canyon. Frequent extended queues of stationary traffic owing to traffic-light controlled junction with High Street and Higher Road. Link road to M5 J28

Residential properties close to kerbside

Location of measured elevated NO_2

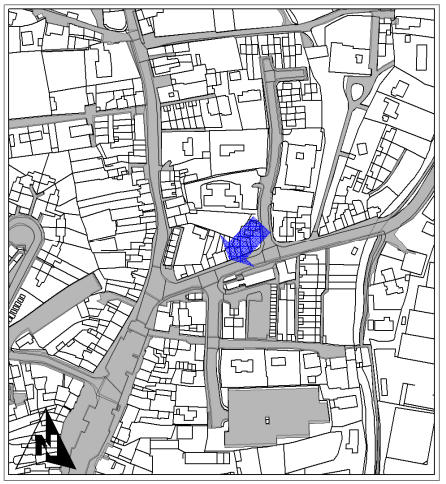


Photograph 3: Station Road Air Quality Monitoring Station

Notes:

Street features and topography as above

Continuous automatic PM_{10} and NO_2 monitoring



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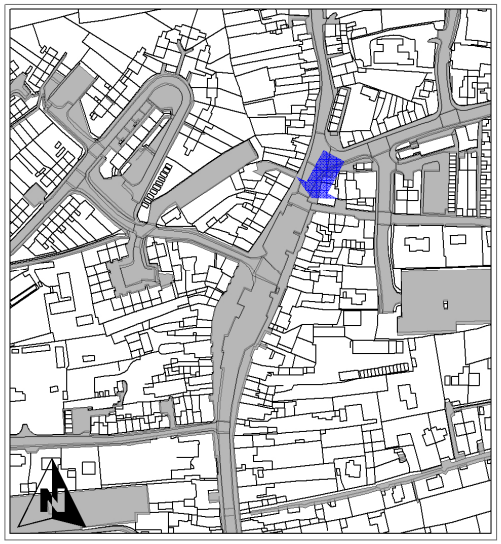
Photograph 4: High Street looking south-west

Notes:

Traffic congestion owing to traffic lights however more open street setting means pollutant dispersion conditions are better than street canyon settings elsewhere

Residential properties not close to kerbside

Location of measured NO_2 below air quality objective



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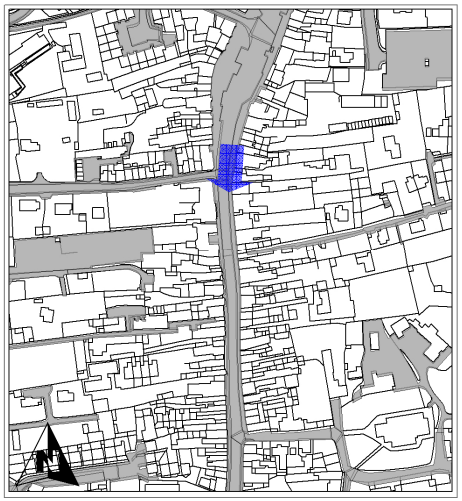
Photograph 5: Fore Street looking south

Notes:

Main shopping area with two and three storey buildings in a terrace. Traffic pinch points due to stationary vehicles including delivery vehicles and crossing points etc. Resultant traffic congestion. Relatively narrow street canyon.

Prevalence of first and second floor residential accommodation

Location of measured elevated NO_2

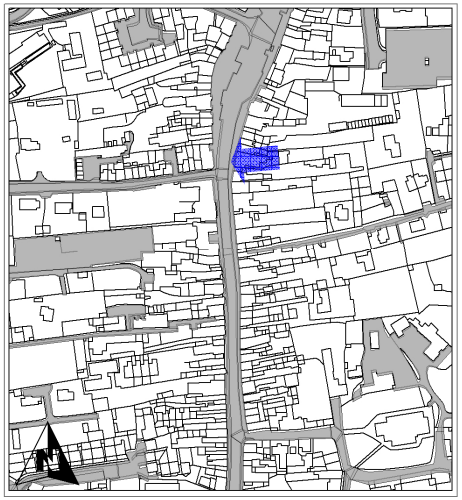


Photograph 6: Junction of Tiverton Road with Fore Street/High Street

Notes:

Busy very narrow junction that results in traffic queues in the High Street and Fore Street due to lack of a feeder lane and frequently blocked ingress or egress for vehicles. Junction also used by large buses that require full carriageway width

Location of measured elevated NO_2



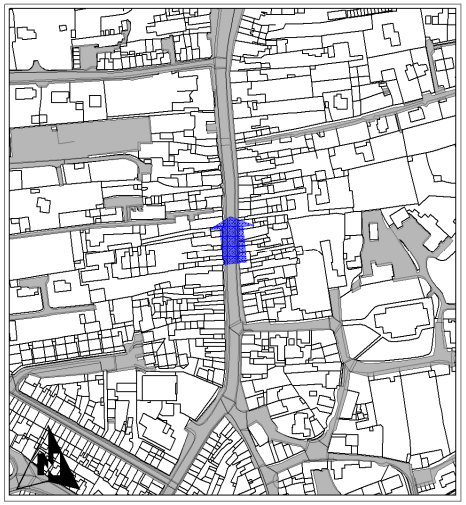
Photograph 7: Fore Street looking north

Notes:

Street features and topography as above

Note congestion caused by single delivery lorry parked in carriageway

Location of measured elevated NO_2



Photograph 8: Fore Street looking north from junction with Church Street

Notes:

Street features and topography as above

Note stationary bus and HDVs caused by traffic queue extending up Fore Street towards High Street traffic lights.

Residential properties closest to kerbside at this end of Fore Street

Location of measured elevated NO_2