

Local Authority:	Teignbridge District Council
Reference:	AQAP24-2391
Date of issue	August 2024

Air Quality Action Plan Appraisal

The Action Plan should set out information on air quality obtained by the Council as part of the Local Air Quality Management process required under the Environment Act 1995 (as amended by the Environment Act 2021) and subsequent Regulations.

This Appraisal Report covers the Final Air Quality Action Plan (AQAP) for 2024 - 2029 submitted by Teignbridge District Council (TDC). This Final AQAP takes into account appraisal commentary on the draft AQAP (AQAP24-2068).

Air Quality Management Areas (AQMAs) remain at two locations in Teignbridge District for exceedances of the annual mean nitrogen dioxide objective; Bitton Park Road (Teignmouth AQMA) and Newton Abbot and Kingsteignton AQMA (exceedances are noted to remain at Exeter Road and Wolborough Street).

This action plan replaces the previous action plan which ran from 2010-2024. Actions delivered as part of the previous plan included Council fleet improvements, traffic management measures and promotion of low emission transport.

Supporting planning and policy documents that contribute towards local air quality improvements have been discussed. At a local scale, the main reference is to the adopted Teignbridge Local Plan (2013-2033), which states in section EN6 the Council's intention to act to improve the air quality of the district. Other policies and plans referenced include the proposed submission Local Plan to 2040, TDC Infrastructure Delivery Plan, the Sustainable Community Strategy for Teignbridge, TDC Green Travel Plan, TDC Car Parking Strategy and the Devon County Council Local Transport Plan.

The main source of air pollution within both AQMAs is considered to be road traffic. A source apportionment exercise undertaken for the AQMAs highlighted that cars and LGVs were the dominant road traffic contributors to NO₂ concentrations (with cars in particular the dominant contributor for Bitton Park Road).

From the 106 measures listed in the previous action plan, 26 measures are taken forward which fall into the following 9 broad categories:

- Promoting low emission transport;
- Alternatives to private vehicle use;
- Traffic Management;

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- Promoting travel alternatives;
- Vehicle fleet efficiency;
- Policy guidance and development control;
- Public information;
- Freight and delivery management; and
- Transport planning and infrastructure.

Key priorities in the AQAP include compliance with the objectives in the following areas:

- Bitton Park Road Teignmouth;
- Wolborough Street Newton Abbot; and
- Exeter Road Newton Abbot.

A steering group has not specifically been established to help develop the AQAP, however it is clear that meetings have been held with a combination of internal and external stakeholders. Consultation has taken place and feedback and responses provided in Appendix A. Whilst no updates of the AQAP were made following feedback, detailed responses to feedback are provided in Appendix A.

Actions include promotion of low emission transport, park and change opportunities, car clubs, targeting anti-idling, incentivising active travel, travel plans, traffic management measures and improving public information. The Roadvent extract system has also been identified specifically for Bitton Park Road.

The AQAP utilises the Defra AQAP report template as a basis for the report and is generally well presented. Whilst there are 26 measures presented which target different categories, it is not clear if the measures presented will achieve compliance in the AQMAs. It has been noted that the timescale for compliance is highly dependent on funding for measures, and Table 5.5 has been updated from the draft version to show which measures have secured funding.

The Final AQAP is accepted, with the following comments provided for consideration in future iterations.

Commentary

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- The AQAP follows the Defra template. Comments on the Draft AQAP have been mostly addressed, with remaining comments kept below for consideration in future iterations.
- The AQAP gives a good summary of current air quality within the district. The AQAP contains a detailed review of the AQMAs and the likely contributing factors to the exceedances noted. This is useful and provides good background context for the rest of the AQAP.
- The source apportionment exercise provides a breakdown between four categories (motorcycle, car, LGV and bus). It would be useful to look at the split of petrol/diesel contributions (which can be done using the Defra EFT spreadsheet calculator if the local fleet composition is unknown). This would be helpful in informing more targeted measures.
- Population data for the district of Teignbridge has been added and a population profile discussed. The specific population within the AQMA areas has been included when providing a summary of current air quality within each AQMA. This is considered good practice.
- Table 5.4 evaluates measures and outlines pros and cons in a good level of detail. A matrix has been added to directly compare measures and how they rank in terms of cost and impact as per recommendations made on the draft AQAP. This addition is welcomed, however it is suggested the scoring of measures is cross-checked for consistency across the AQAP. For example, measure 15 is ranked as low impact in Table 5.4, but its score of 30 suggests medium impact according to the evaluation matrix.
- Table 5.5 has been reviewed from the draft version and some of the blank entries have been updated. Wherever possible, further quantification of measures impacts is encouraged.
- Consultation responses are noted in Appendix A, and the final AQAP contains an additional column to show responses to the feedback received. This is welcomed.
- No expected year of compliance is given with measures in place, and this should be provided in future iterations. TDC must provide an updated plan, following Committee

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approval, that confirms funding and provides a date by which compliance will be achieved as this is a requirement of the Environment Act 1995 (as amended 2021).

- Table 5.5 has been updated to show which measures have funding, which is considered a helpful addition to the AQAP.

This commentary is not designed to deal with every aspect of the Action Plan. It highlights a number of issues that should help the local authority in maintaining the objectives of its Action Plan, namely the improvement of air quality within the AQMA.

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

For any other queries please contact the Local Air Quality Management Helpdesk:

Telephone: 0800 0327 953

Email: LAQMHelpdesk@bureauveritas.com

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

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Appraisal Response Comment Form

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

Comments on appraisal/Further information: