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**Decision Session – Executive Member for Environment  
and Climate Change**

11 November  
2019

Report of the Corporate Director, Economy and Place

## **Air Quality – Annual Status Report**

### **Summary**

1. This report details the continuing improvements in air quality monitored across York and progress on delivering the measures in York's Third Air Quality Action Plan (AQAP3) to deliver further improvements.
2. As a result of these improvements, the Executive Member is recommended to revoke the current Air Quality Management Area (AQMA) in Fulford whilst retaining the current air quality monitoring network there.

### **Recommendations**

3. The Executive Member is asked to note the contents of the report, including the continuing trend in air quality improvements in York, and:
  - a) **Approve** the decision to revoke the Fulford Road Air Quality Management Area (Order No. 2) (subject to any comments by DEFRA)

**Reason:** Concentrations of NO<sub>2</sub> monitored in the Fulford AQMA remained well below the health based objective in 2018. Annual mean concentrations of nitrogen dioxide monitored in this area have not exceeded 35µg/m<sup>3</sup> in the last 2 years (the objective level is 40µg/m<sup>3</sup>)

### **Background**

4. In 2015 DEFRA changed the reporting system for air quality via the introduction of 'Annual Status Reports (ASRs)' for all local authorities in England. The ASR replaced the historical 'Review and Assessment' reports and is intended to aid local transparency, increase accessibility of air quality to the wider public and encourage buy-in to delivering air quality

improvement measures by those best placed to assist (e.g. directors of public health, transport managers etc).

5. This report provides an update on air quality in York following submission of this year's Annual Status Report to DEFRA in June 2019. The report provides an update on levels of pollution monitored across the city in the 2018 calendar year and makes a series of recommendations regarding the current Air Quality Management Area (AQMA) boundaries. An update on progress with measures in City of York Council's third Air Quality Action Plan (AQAP3) is also provided. The full Annual Status Report (2019) is available to download from <http://jorair.co.uk/data-downloads/reports/>
6. DEFRA's feedback on the ASR and the recommendation to revoke the Fulford AQMA is still awaited and will be reported at the meeting.
7. 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. Air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. The annual health cost to society of the impacts of particulate matter alone in the UK is estimated to be around £16 billion<sup>1</sup>.
8. York currently has two Air Quality Management Areas (AQMAs) declared on the basis of breaches of the health based nitrogen dioxide (NO<sub>2</sub>) objectives. These AQMAs are located in the city centre (AQMA Order No.5) and in Fulford (AQMA Order No.2). A third AQMA for NO<sub>2</sub> was in existence along Salisbury Terrace between 2012 and 2017 (AQMA Order No.3); this AQMA was revoked in December 2017<sup>2</sup>, following an Executive Member Decision Session in August 2017. City of York Council has a statutory duty to try to reduce NO<sub>2</sub> concentrations within the current AQMAs and additional obligations in relation to the protection of public health and reduction of greenhouse gas emissions. The main air pollutants of concern in York are NO<sub>2</sub> and particulate matter (PM). Typically, traffic is responsible for around 50-70% of the total NO<sub>2</sub> at any particular location in the city, although the exact amount varies according to proximity to roads and other emission sources.

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<sup>1</sup> DEFRA. Abatement cost guidance for valuing changes in air quality, May 2013

<sup>2</sup> Annual Mean Concentrations of NO<sub>2</sub> had remained below objective levels for more than 3 years along Salisbury Terrace and hence the AQMA was revoked in December 2017

## **Air Quality Monitoring Update**

9. Real-time monitoring of nitrogen dioxide and other pollutants has been undertaken at a total of 14 different locations across York since 1999 (real-time monitoring is currently undertaken at 9 sites). In addition to real time monitoring, the Council has also historically undertaken nitrogen dioxide diffusion tube monitoring at up to 340 locations in the city. Results from this diffusion tube monitoring programme were last reported in the Annual Status Report (June 2018)<sup>3</sup>. The Council currently undertakes diffusion tube monitoring at 233 sites across the city; there has been no significant change to the Council's overall monitoring strategy in the last 12 months, since the last report to the Executive Member.

### **City Centre AQMA**

10. Recent air pollution monitoring data for York (2018) indicates that the annual average air quality objective for NO<sub>2</sub> is still being breached at a number of locations around the inner ring road (within the city centre AQMA). However, annual mean NO<sub>2</sub> concentrations monitored at all but one real-time monitoring station either decreased or remained the same in 2018 compared with levels monitored in 2017. The only exception was Gillygate, where annual mean concentrations of NO<sub>2</sub> increased by 7.8% (concentrations of NO<sub>2</sub> monitored at Gillygate in 2018 were comparable to those monitored in 2016). Despite this exception, the general downward trend in NO<sub>2</sub> concentrations monitored across the city since 2012 has continued in 2018.
11. Exceedances of the health based annual mean NO<sub>2</sub> objective (40µg/m<sup>3</sup>) were monitored in the Gillygate, Holgate, Lawrence Street and Rougier Street/George Hudson Street technical breach areas in 2018, within the City Centre AQMA (AQMA Order No.5). Whilst maximum concentrations of NO<sub>2</sub> monitored in the Nunnery Lane/Prices Lane and Fishergate technical breach areas were below the objective at 35.6µg/m<sup>3</sup> and 36.1µg/m<sup>3</sup> respectively, they are still considered elevated. It is therefore not considered appropriate to remove these areas from the AQMA at this time. This will be reviewed again as part of City of York Council's next Annual Status Report (due June 2020).
12. The maximum NO<sub>2</sub> concentrations monitored (at a relevant location<sup>4</sup>) in each area of technical breach since 2010 are shown in figure 1 below.

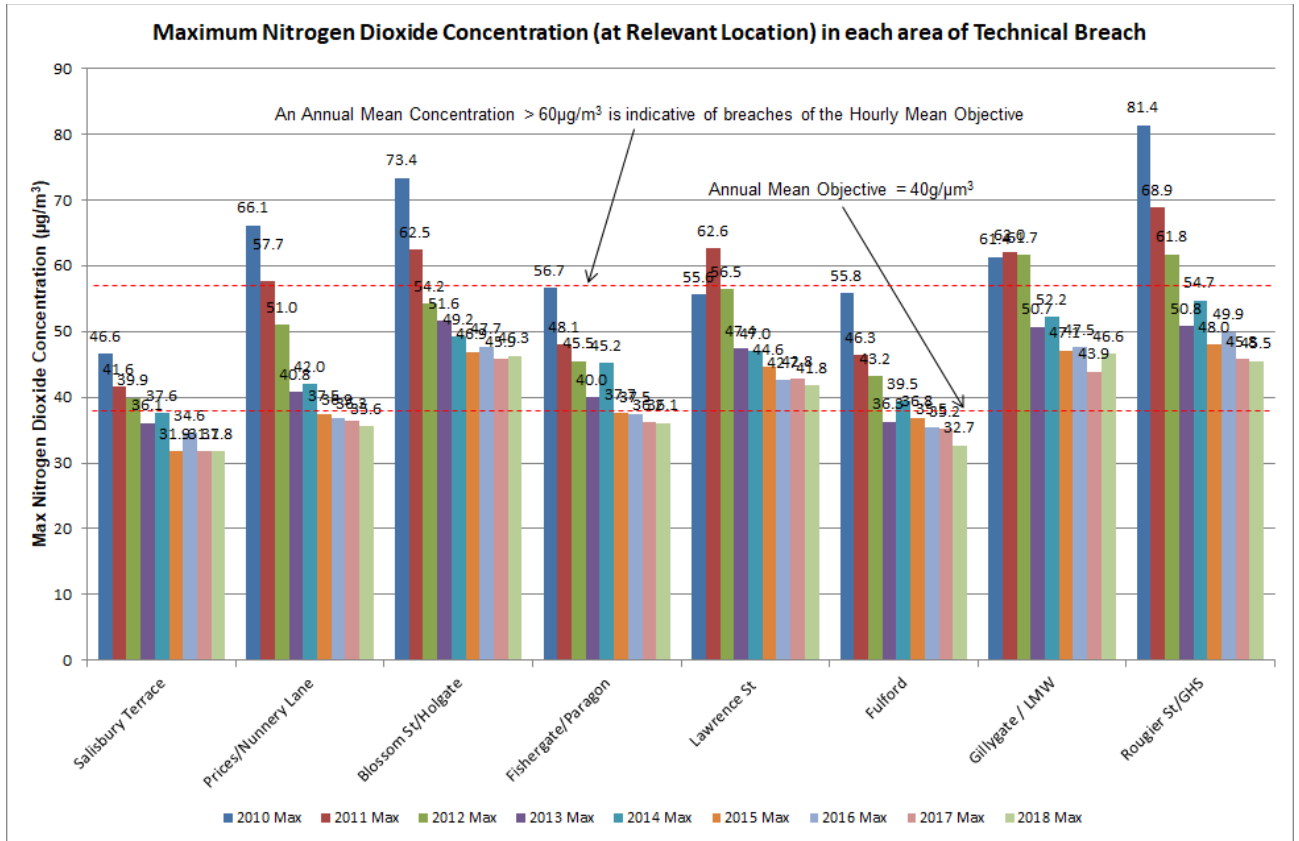
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<sup>3</sup> Report available online at <http://jorair.co.uk/data-downloads/reports/>

<sup>4</sup> A relevant location is an outdoor, non-occupational location (e.g. facade of a residential dwelling) where members of the public may be exposed to poor air quality

This indicator (Council Plan Indicator CAN028) only considers monitoring at relevant locations and is useful when considering the validity of AQMA boundaries year to year.

**Figure 1**



13. Figure 1 above demonstrates that the maximum annual mean nitrogen dioxide concentration at a relevant location was below the annual mean objective of  $40\mu\text{g}/\text{m}^3$  at 3 of the 7 current areas of technical breach (note: the Salisbury Terrace AQMA revoked in 2017 is shown for information). However, based on the precision analysis carried out on the diffusion tube results and consideration of results from previous years, the only current technical breach area considered to be consistently below the annual mean  $\text{NO}_2$  objective is Fulford Main Street. Monitoring results (upper 95% confidence limits) for this indicator the 2018 calendar year from the Prices/Nunnery Lane and Fishergate technical breach areas were both  $37\mu\text{g}/\text{m}^3$  (i.e. under the objective level, but still elevated).
14. Maximum concentrations of  $\text{NO}_2$  monitored at a relevant location within the former Salisbury Terrace AQMA indicate that the health based annual mean objective continues to be met in this area and that City of York Council was correct to revoke this AQMA in 2017.
15. Results for Fulford Main Street indicate that the maximum recorded levels of  $\text{NO}_2$  within this area have remained well within the annual mean

objective for a number of years. Further commentary on the recommended course of action for the Fulford AQMA is provided below.

### **Fulford AQMA**

16. Concentrations of NO<sub>2</sub> monitored in the Fulford Road AQMA continued to fall below the annual mean objective of 40µg/m<sup>3</sup> in 2018. The highest recorded levels of NO<sub>2</sub> were monitored near the junction of Fulford Main Street and Heslington Lane (northbound carriageway) and were 32.7µg/m<sup>3</sup>.
17. In the last Annual Status Report, it was highlighted that at least 1-2 additional years of monitoring (demonstrating that levels of NO<sub>2</sub> remain well under the annual mean objective) would be needed before revoking this AQMA could be considered. As annual mean concentrations of NO<sub>2</sub> monitored in this area have not exceeded 35.3µg/m<sup>3</sup> in the last 2 years, it is recommended that this AQMA is revoked. This revocation requires approval by the Executive Member for Environment and Climate Change and is the subject of this report.
18. Although the Fulford AQMA is recommended to be revoked, the current monitoring equipment will remain in place for at least three years to monitor any changes in air quality due to development in the area and in adjacent local authorities. Should pollution concentrations increase in the future, the AQMA can be re-instated. This is unlikely however due to the ongoing implementation of measures within York's third air quality action plan that apply throughout York and in particular the introduction of electric Park & Ride buses later this year and the Clean Air Zone in the city centre from January 2020.

### **Former Salisbury Terrace AQMA**

19. Concentrations of NO<sub>2</sub> monitored in the former Salisbury Terrace AQMA continue to remain well below the health based annual mean objective of 40µg/m<sup>3</sup>. Monitoring will continue in this area to ensure that any future deterioration in air quality is detected. This year's results support the decision to revoke the Salisbury Terrace in December 2017.

### **Coppergate**

20. City of York Council's 2017 Annual Status Report highlighted that consideration should be given to extending the city centre AQMA to include Coppergate. City of York Council's 2018 Annual Status Report confirmed that this amendment was necessary and the boundary of the city centre AQMA was extended, to include the full length of Coppergate

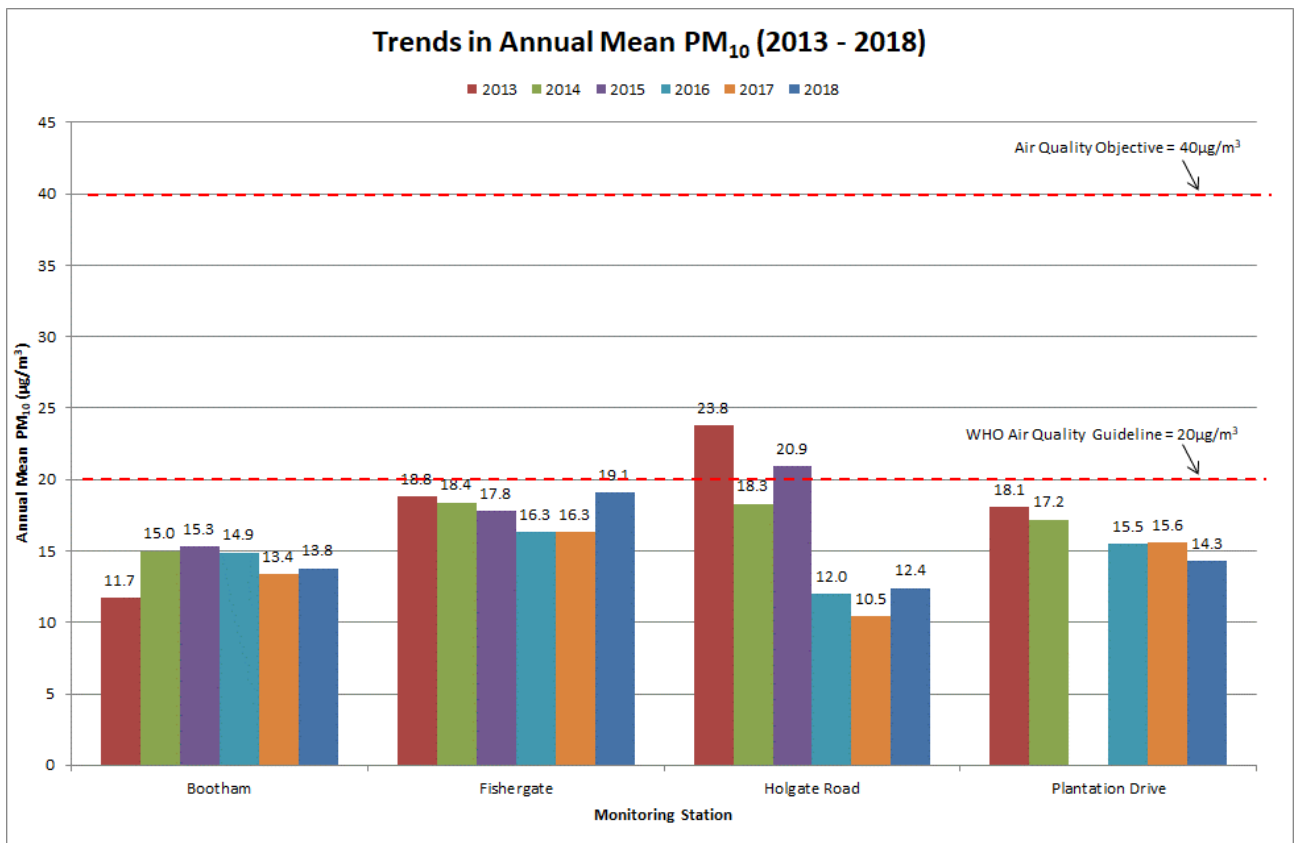
and the buildings either side of the road, on 17 December 2018. The new AQMA (Order No. 5) also removed the reference to breaches of the short-term hourly objective along George Hudson Street / Rougier Street / Bridge Street based on recent monitoring results in this area.

21. Monitoring results for 2018 demonstrate that the health based annual mean NO<sub>2</sub> objective continues to be exceeded at the façade of the Three Tuns Pub (No. 12 Coppergate). This is considered to be a relevant location in terms of Local Air Quality Management as these is living accommodation at first floor level and above. Diffusion tube monitoring will continue along Coppergate throughout 2019 and a further update on concentrations of NO<sub>2</sub> will be provided in the Council's next ASR, due June 2020. A copy of the new AQMA Order and accompanying map, including Coppergate, can be found on City of York Council's air quality website, JorAir, see: <http://jorair.co.uk/air-quality-in-york/aqmas/>
22. The continued exceedance of the air quality objective on Coppergate following the re-introduction of traffic restrictions demonstrates that reducing emissions from diesel buses and taxis should remain priorities for the continued delivery of York's Air Quality Action Plan, particularly for Coppergate, where these vehicles make up the majority of traffic.

### **Monitoring of Particulate Matter (PM<sub>10</sub> and PM<sub>2.5</sub>)**

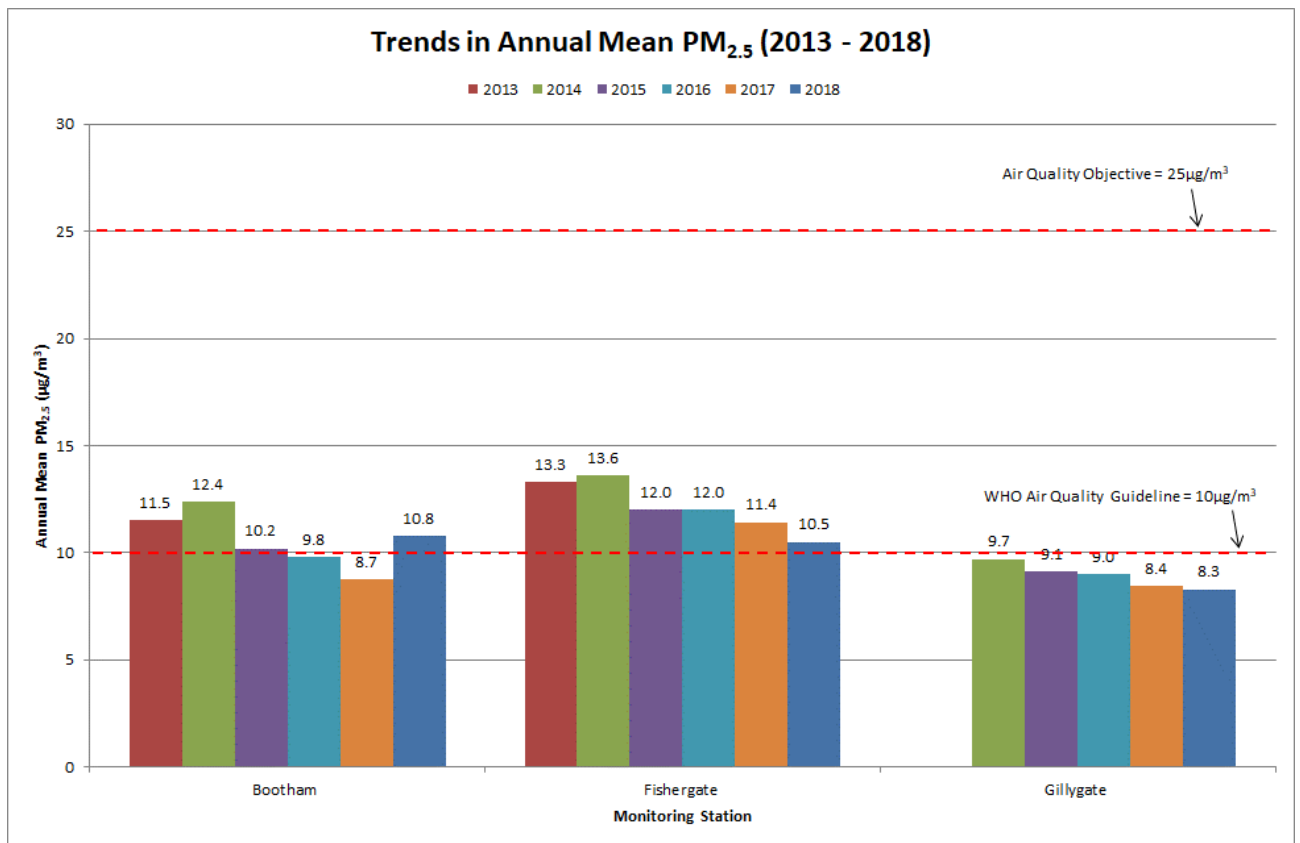
23. National air quality objectives for PM<sub>10</sub> are currently met at all monitoring locations in York. The annual mean objective for PM<sub>10</sub> is 40µg/m<sup>3</sup>. Monitored levels were between 12.4µg/m<sup>3</sup> (Holgate) and 19.1µg/m<sup>3</sup> (Fishergate) in 2018. Trends in annual mean PM<sub>10</sub> concentrations are shown in Figure 2 below.
24. PM<sub>10</sub> concentrations increased at city centre roadside locations (Fishergate and Holgate) between 2017 and 2018 (17% and 23% respectively). Annual mean concentrations of PM<sub>10</sub> monitored at the Bootham background site also increased slightly between 2017 and 2018, although this was much less pronounced (3%). Despite increases seen between 2017 and 2018, the trend in PM<sub>10</sub> concentrations over the last 7 years is down at all roadside monitoring sites. Trend analysis at the Bootham background monitoring site has shown that levels of PM<sub>10</sub> have also generally fallen over the last 5 years since 2014.

**Figure 2**



25. The World Health Organisation (WHO) Air Quality Guidelines offer global guidance on thresholds and limits for key air pollutants that pose health risks and have featured in the press in recent years. In 2016 it was estimated that 91% of the world population was living in places where WHO air quality guidelines levels were not met. Currently, guidelines of 10 and 20µg/m<sup>3</sup> (as annual means) have been set for PM<sub>2.5</sub> and PM<sub>10</sub> respectively, although these guidelines are recommendations and do not apply to UK law. The WHO Air quality guidelines are currently under revision, with an expected publication date of 2020.
26. Health based objective levels for fine particulates (PM<sub>2.5</sub>) have not yet been set for local authorities. However, the EU limit value for PM<sub>2.5</sub> is 25µg/m<sup>3</sup> as an annual average. In 2018, the annual average PM<sub>2.5</sub> concentrations measured at York's three monitoring stations were 8.3µg/m<sup>3</sup>, 10.5µg/m<sup>3</sup> and 10.8µg/m<sup>3</sup> and were therefore well within the EU limit value. Monitoring of PM<sub>2.5</sub> in York is done on behalf of DEFRA as part of their Automatic Urban and Rural Network (AURN). Trends in annual mean PM<sub>2.5</sub> in York are shown in figure 3 below:

**Figure 3**



### Meeting the Air Quality Objectives at all locations

- DEFRA predict that the Yorkshire and Humberside Zone (which includes York) is expected to meet the EU limit values by 2020 (assuming all local Air Quality Action Plans within the zone are fully delivered). Air quality monitoring and modelling work undertaken by CYC indicates that with all the proposed York third Air Quality Action Plan (AQAP3) measures in place (including delivery of a Clean Air Zone for buses), the health based national air quality objectives for NO<sub>2</sub> are likely to be met in all the current air quality technical breach areas in York by 2021.

### Actions to Improve Air Quality

- CYC previously produced two AQAPs in 2004 and 2006. These plans were primarily based on modal shift and congestion reduction with an emphasis on reducing vehicle trips across the city.
- However, air quality in York continued to deteriorate between 2004 and 2010, despite introduction of two AQAPs. York developed the UK's first overarching Low Emission Strategy (LES) in 2012 to tackle emissions from all sources. The strategy encompassed a new approach to local air



quality management based on reducing emissions from all sources including vehicles and encouraging the uptake of alternative fuels and low emission vehicle technologies (whilst at the same time reducing greenhouse gas emissions). The LES has been particularly effective at tackling emissions from service vehicles such as buses, taxis and Heavy Goods Vehicles, which fall outside the scope of trip reduction based modal shift measures, but contribute to poor air quality in York.

30. Delivery of modal shift and congestion reduction measures (via the third Local Transport Plan and i-Travel York programme) remain important to air quality improvement and emission reduction in York. They are supported by planning policies that ensure sustainable travel is embedded into all new development in York.
31. CYC's third Air Quality Action Plan (AQAP3, 2015) describes how York intends to continue to deliver its overarching Low Emission Strategy (LES) and to work towards becoming an internationally recognised ultra-low emission city. The LES has already changed the way York delivers public transport and plans for future transport trips. York continues to deliver on walking, cycling and public transport improvements, maintaining its national reputation as a leader in sustainable transport. However, with an increasing population and thriving local economy, preventing further emission growth and improving air quality will remain significant challenges for the foreseeable future. Measures in AQAP3 are intended to build upon the modal shift based measures included in previous AQAPs and are intended to support other emission reduction measures in the Climate Change Framework and Action Plan (CCFAP) and the Local Transport Plan (LTP3).
32. Since publication of CYC's Low Emission Strategy, York has:
  - Delivered a new fully electric Park & Ride (P&R) site at Poppleton Bar and introduced electric buses at the existing Monks Cross P&R site. CYC was awarded £3.3m in 2017 from DfT's Low Emission Bus Scheme to support delivery of high capacity, fully electric buses and supporting charging infrastructure at York's P&R sites by Autumn 2019.
  - Committed to the introduction of a Clean Air Zone (CAZ) for buses to be introduced from January 2020 for vehicles operating local bus services that enter the inner ring road area. CYC will provide £1.6m towards the cost of retrofitting essential services to a Euro VI emission standard. This will be supplemented by a further £240k from a DEFRA Air Quality Grant from (awarded March 2019).

- Retrofitted the world's first fleet of electric double-decker sightseeing buses. Transdev is currently working in partnership with City of York Council to convert the remaining 2 vehicles in the fleet to full electric drive (Cleaner Bus Technology Fund).
- Encouraged 17.7% [139 vehicles] (*figure correct as of 8/1/2019*) of the taxi fleet to change to low emission alternatives (Euro 5+ hybrid or electric); a number of these were converted through our innovative CYC taxi incentive grant scheme. We have also implemented a new taxi licensing policy, specifying minimum emission standards for new or replacement taxis.
- Implemented an extensive 'pay as you go' fast charge public electric vehicle recharging network in addition to a number of publicly accessible rapid chargers across the city.
- Been awarded £816,000 from the Office of Low Emission Vehicles (OLEV) after becoming the only Yorkshire location out of eight in the country to achieve 'Go Ultra Low' city status. The money is being used to fund a network of charging hubs, providing ultra-fast, reliable and convenient electrical charging. Since receiving this funding allocation, CYC has secured further European funding to allow the delivery of a full solar canopy/battery storage solution in addition to the proposed 'hyper hub' charging points at Monks Cross and Poppleton Bar.
- Developed Low Emission Planning guidance – this has been developed to accompany policy ENV1 'Air Quality' of the Local Plan and outlines the Council's design and mitigation expectations for all new developments in the city, including EV charging. The guidance aims to assist developers to improve air quality and lower transport emissions in line with the aims and objectives of the AQAP3 and Low Emission Strategy (LES). The guidance has also been used as the basis for a 'common principles' document relating to low emission planning, developed by the Yorkshire and Lincolnshire Pollution Advisory Group (YALPAG), to ensure consistency in the approach to low emission planning.
- Launched an ECO-Stars Fleet Recognition Scheme. There are currently 105 members of the scheme (as of 13 Feb 2019). The scheme was reviewed in 2017 with emphasis for 2018 being the City of York Council fleet and York bus operators. Further information about the scheme can be found at <http://www.jorair.co.uk/air-quality-in-york/eco-stars-scheme/>
- Re-launched City of York Council's dedicated 'JorAir' air quality website ([www.jorair.co.uk](http://www.jorair.co.uk)). The website contains information about air pollution

and health, low emission vehicles, air quality improvement/mitigation measures and the planning process.

- City of York Council has undertaken promotional work in relation to anti-idling as part of Clean Air Day. Promotional activities took place in Union Terrace and St George's Field Coach Parks, York Railway Station and across the city centre. City of York Council also worked in partnership with the University of York to deliver air quality themed workshops and assemblies to schools across the city. Some photographs of activities undertaken for National Clean Air Day 2018 are available online at: <http://jorair.co.uk/air-quality-in-york/photos/>.
- Obtained member approval (Joint Decision Session of the Executive Member for Planning and Transport, and Executive Member for Environment, 7 Feb 2019) to implement a package of measures aimed at deterring stationary vehicles from idling including the use of discretionary powers under the Road Traffic Regulations 2002 to issue fixed penalty notices to drivers who refuse to switch off their engines. An anti-idling awareness-raising campaign ('Kick the Habit') was launched in June 2019 followed by the introduction of anti-idling enforcement patrols, which coincided with Clean Air Day on 20 June. CYC has also worked in partnership with bus operators through the Quality Bus Partnership to put in place measures to address bus idling, particularly in the city centre.
- Proposed to raise the CYC parking discount qualification threshold for the 50% discount from 'low emission' vehicle (emits less than 120g of CO<sub>2</sub>/km) to 'ultra-low emission' vehicle (emits less than 75g of CO<sub>2</sub>/km). The new rates and qualification thresholds are currently under review.
- Obtained DEFRA AQ Grant funding. CYC is currently acting as lead authority in developing a new air quality hub, together with Lancaster City Council and Mid Devon District Council. The project will extend the existing LEP resource (the Low Emission Hub [www.lowemissionhub.org](http://www.lowemissionhub.org)) to create an online Air Quality Knowledge Hub. The new hub will provide a space where air quality experience and knowledge can be shared and where local authority officers can be up-skilled without the need to attend external training courses or meet travel costs.

At the same time, York continues to deliver on walking, cycling and public transport improvements, maintaining its national reputation as a leader in sustainable transport.

33. City of York Council's priorities for the coming year are:

- **Reducing emissions from buses through a Clean Air Zone (CAZ) -**  
On 25 January 2018, City of York Council's Executive approved the concept of a bus-based CAZ, subject to consultation with local bus operators, the public and others. A report to the Council's Executive on 17 January 2019 set out options and timescales for the introduction of emission standards of vehicles operating on the local bus network. The executive agreed that the Council will invest £1.6 million into the CAZ, which shall be introduced from January 2020 for vehicles operating local bus services. A request has been made to the Traffic Commissioner pursuant to section 7(1) of the Transport Act 1985 that he exercise his powers under that section to impose traffic regulation conditions designed to implement the CAZ and reduce air pollution. Should the Traffic Commissioner agree to the request, the CAZ in York will see the implementation of a single emission standard applicable to all local bus services using (or crossing) the York inner ring road, with the exception of very low frequency buses which would be exempted. From January 2020, buses making 5 or more entrances to the CAZ per day will be required to be Ultra Low Emission Buses (ULEB) (Euro VI diesel or electric). An advisory minimum emission level would apply to exempted vehicles (i.e. those buses making fewer than 5 entrances to the CAZ per day) of Euro IV by January 2020, increasing to Euro V from January 2022 and ULEB / Euro VI from January 2024. It was also agreed that a twelve month 'sunset' period will be permitted from January 2020, when vehicles not meeting the CAZ requirement may continue to operate if an operator can provide sufficient evidence that an order for retro-fitting of an existing vehicle, or procurement of a replacement Euro VI (or better) vehicle has been placed but not yet delivered. Further information about this topic and minutes/decision of the meeting can be found at: <https://democracy.york.gov.uk/ieListDocuments.aspx?CIId=733&MIId=10476>
- **Introduce anti-idling measures** – A package of measures aimed at deterring stationary vehicles from idling was approved at a Joint Decision Session of the Executive Member for Planning and Transport, and Executive Member for the Environment on 7 February 2019. It was agreed that Council officers should be authorised to use discretionary powers under the Road Traffic Regulations (2002) to issue fixed penalty notices of £20 to drivers who refuse to switch off their engines. Enforcement will only be undertaken as a last resort with the problem of

stationary vehicle idling being addressed first and foremost, by raising awareness, particularly in those areas of the city where complaints arise, such as residential areas and outside schools. A Fixed Penalty Notice will only be issued if a vehicle has been observed idling on the public highway for more than two minutes (without reasonable cause) and the driver refuses to switch their engine off when asked. Anyone issued with a Fixed Penalty Notice for idling has 28 days to pay. If they fail to do so, the fine would rise to £40. The legislation only applies to the public highway and not to private land such as car parks, where the issue will be addressed via a different approach. It is also not applicable to vehicles waiting in a queue of traffic unless there's an obvious source of prolonged delay, such as a level crossing or an incident that's blocking the highway. Drivers will also be allowed a reasonable period in which to defrost their vehicles to a safe level during periods of cold weather. An anti-idling awareness-raising campaign ('Kick the Habit') was launched in June 2019 followed by introduction of anti-idling enforcement patrols which coincided with Clean Air Day, 20 June 2019. Bus operators agreed to work with CYC through the Quality Bus Partnership to put in place measures to address bus idling, particularly in the city centre. The Quality Bus Partnership supported a range of measures to be introduced in 2019 including signage at city centre bus stops to remind drivers to switch off their engines if they are waiting for more than 2 minutes.

- **Continue to reduce emissions from taxis** – following adoption of a new Taxi Licensing policy in 2016, new vehicles applying to be licensed as taxis have to meet a minimum Euro 5 emission standard for petrol, Euro 6 for diesel, or be ultra-low emission vehicles from 1 June 2017 (for replacement hackney carriage vehicles) and from 1 November 2017 (for replacement private hire vehicles). The new licensing standards will see a gradual change in the taxi fleet within the city as vehicle licences are renewed. Further opportunities will be sought to obtain funding for additional taxi incentives as and when these become available.
- **Further delivery of strategic EV charging network** - City of York Council's successful Low Emission City bid will see the installation of York's first 'hyper-hubs' at Monks Cross and Poppleton Bar P&R sites, providing ultra-fast, reliable and convenient electrical recharging. Planning applications are expected shortly, with a view to having the sites operational by June 2020. Each hyper-hub will consist of 4 x double rapid-charge units.

- **Continuing to reduce emissions from new development** – by continuing to require electric vehicle recharging infrastructure, Construction Environmental Management Plans (CEMPs) and, where appropriate, emissions mitigation plans on new developments.
  - **Reducing emissions from the council fleet** – by switching from diesel to low and zero emission alternatives wherever practical. Infrastructure is in place at Hazel Court Eco Depot for charging up to 6 electric vehicles simultaneously. The Council continues to reduce ‘grey fleet’ trips by using Enterprise Car Club to provide low emission cars for exclusive use by CYC staff during office hours. CYC has recently trialled an electric refuse collection vehicle and aims to incorporate such vehicles into the operational fleet wherever possible.
  - **Increasing awareness of the impact of air pollution of public health** – via continued development of the JorAir website to include further information around the causes and consequences of poor air quality, especially the health impacts of air pollution.
  - **Continued modal shift and network improvement measures** – via both the LTP3 capital programme and i-Travel York sustainable travel programme.
34. Annex A provides a full update on all current measures in City of York Council’s third Air Quality Action Plan (AQAP3)

## Options

35. The Executive Member is asked to note the content of the report and consider the following options:

### Decision – Fulford AQMA (AQMA Order No. 2)

- **Option (A)** Revoke the Fulford Road AQMA (Order No. 2) based on monitoring of nitrogen dioxide concentrations within health based objective levels. This is the recommended option.
- **Option (B)** Retain the Fulford AQMA (Order No. 2) for an additional 12 months, despite levels of nitrogen dioxide being within health based objectives.

36. **Option (A)** above is recommended on the basis of air quality monitoring results in Fulford over the last few years. The revocation would allow CYC to demonstrate improvements in air quality in the Fulford area to the wider public. CYC would, however, retain all existing air quality monitoring in Fulford to ensure that any future changes in air quality are monitored.
37. **Option (B)** would retain the AQMA for a further 12 months and allow an additional year's worth of monitoring within the AQMA boundary. Potential traffic and air quality impacts of developments within York and neighbouring authority areas would be given an extra 12 months to materialise prior to revocation of the AQMA. A decision would be taken at a future Executive Member Decision Session regarding the AQMA revocation.

## **Analysis**

38. DEFRA's LAQM Policy Guidance (LAQM.PG16) and Technical Guidance (LAQM.TG16) outline the process that should be followed with respect to amendments to and revocation of existing AQMAs.
39. Pollutant concentrations will vary from year to year due to the influence of meteorological conditions and DEFRA guidance makes it clear that authorities should avoid cycling between declaring, revoking and declaring again simply due to these variations. For this reason, it is expected that authorities will need to consider measurements carried out over several years or more, national trends in emissions as well as local factors that may affect the AQMA, including measures introduced as part of the Air Quality Action Plan, together with information on high and low pollution years.
40. Public Protection propose to retain all current monitoring in the Fulford area to ensure that any future changes in air quality are picked up and to ensure that baseline air quality along the full length of the A19 corridor can be monitored (to assist with the future appraisal of planning applications and the application of suitable mitigation measures, where appropriate).

## **Council Plan**

41. Monitoring and reporting on air quality and measures to improve air quality will contribute to the Council Plan's aim of delivering a prosperous

city for all, where local businesses can thrive and residents have good quality jobs, housing and opportunities.

42. Reducing emissions and improving air quality will reduce exposure to harmful air pollutants which can increase the symptoms of chronic and acute illnesses increase the risk of hospital admissions and in some case result in premature death. Good air quality reduces absence from work and education due to air pollution related illnesses.
43. Air pollution damages buildings as well as human health. Improving air quality will help to protect the city's many historic buildings and create a cleaner environment for visitors to York, now an ultra low emission city.

## **Implications**

The various implications of this report are summarised below:

### **Financial**

44. This report has no direct financial implications. However, implementation of the measures in AQAP3 will require both capital and revenue funding. Ongoing monitoring of air quality in the city, including continuation of monitoring in Fulford, also requires ongoing revenue funding. Any request for funding will follow the council's budgetary process.

### **Human Resources (HR)**

45. There are no human resources implications

### **One Planet Council / Equalities**

46. A community impact assessment was undertaken for AQAP3. Vulnerable people, including older people, children, pregnant women and those with respiratory and other illnesses, are more likely to be adversely affected by poor air quality.

### **Legal**

47. CYC has a statutory duty to periodically review the air quality within its area. There is a duty to designate an AQMA where air quality objectives are not being achieved or are not likely to be achieved. Once an area has been designated there is a duty to carry out an assessment and prepare an air quality action plan (AQAP) for the area. DEFRA have issued



statutory guidance to which the council must have regard in exercising these functions. This includes annual reporting on progress with delivery of AQAPs via Annual Status Reports (ASRs). City of York Council's Legal team will assist with any revocation the Air Quality Management Areas (AQMAs) highlighted in this report.

### **Crime and Disorder**

48. There are no crime and disorder implications

### **Information Technology (IT)**

49. There are no information technology implications

### **Property**

50. There are no property implications

### **Risk Management**

51. Not applicable

### **Contact Details**

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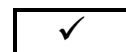
**Report  
Approved**



**Date:** 30 October 2019

**Wards Affected:** List wards or tick box to indicate all

**All**



**For further information please contact the author of the report**

## **Background Papers:**

Adoption of York's Third Air Quality Action Plan (AQAP3) - Decision Session  
Executive Member for the Environment, 14<sup>th</sup> December 2014

## **Annexes:**

**Annex A - Progress on Measures to Improve Air Quality**

**Annex B - Annual Status Report (2019)**

## **List of Abbreviations Used in this Report**

ASR	Annual Status Report
DEFRA	Department of Environment Food and Rural Affairs
AQAP3	Third Air Quality Action Plan
AQMA	Air Quality Management Area
CAZ	Clean Air Zone
EV	Electric Vehicle
µg/m <sup>3</sup>	Micrograms per cubic metre
NO <sub>2</sub>	Nitrogen dioxide
PM	Particulate Matter
LES	Low Emission Strategy
HGV	Heavy Goods Vehicles
OLEV	Office for Low Emission Vehicles
CEMP	Construction Environmental Management Plan
CCFAP	Climate Change Framework and Action Plan
LTP3	Local Transport Plan 3

## Annex A: Progress on Measures to Improve Air Quality

(note: the information in the table reflects that submitted with the ASR in June 2019)

Measure No.	Measure	EU Category	EU Classification	Organisations involved and Funding Source	Planning Phase	Implementation Phase	Key Performance Indicator	Reduction in Pollutant / Emission from Measure	Progress to Date	Estimated / Actual Completion Date	Comments / Barriers to implementation
AQAP3 (1)	Clean Air Zone (CAZ)	Promoting Low Emission Transport	Low Emission Zone	CYC	Planning and consultation phase now complete	Subject to Traffic Commissioner approval, from January 2020, buses making 5 or more entrances to the CAZ per day will be required to be Ultra Low Emission Buses (ULEB) (Euro VI diesel or electric).	Number of ultra low emission buses operating within York Inner Ring Road	Every electric bus introduced into the CAZ will remove local emissions of NO <sub>2</sub> and PM <sub>10</sub> and reduce CO <sub>2</sub> emissions by approx 35 tonnes.	On 25 January 2018, City of York Council's Executive approved the concept of a bus-based CAZ, subject to consultation with local bus operators, the public and others. A report back to the Council's Executive on 17 January 2019 set out the options and timescales for the introduction of emission standards of vehicles operating on the local bus network. As this meeting it was agreed that City of York Council will invest £1.6 million into the CAZ, which shall be introduced from January 2020 for vehicles operating local bus services. A request shall be made to the Traffic Commissioner pursuant to section 7(1) of the Transport Act 1985 that he exercise his powers under that section to impose traffic regulation conditions designed to implement the CAZ and reduce air pollution. Further information about this	Subject to Traffic Commissioner approval, from January 2020, buses making 5 or more entrances to the CAZ per day will be required to be Ultra Low Emission Buses (ULEB) (Euro VI diesel or electric).	Measures to reduce emissions from buses are a critical part of City of York Council's AQAP. The main costs are associated with new buses (cost to third party operators) but City of York Council has agreed to invest £1.6 million into the CAZ to support some bus upgrades on essential services. There is the possibility that some bus operators will re-register their bus routes in such a way that they avoided the CAZ, although this is considered unlikely as the bus routes would no longer be connecting their customers to the city centre: a key destination. There is also a risk that the Traffic Commissioner would not agree to the introduction of a Traffic Regulation Condition.

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									topic and minutes/decision of the meeting can be found at: <a href="https://democracy.york.gov.uk/ieListDocuments.aspx?CId=733&amp;MId=10476">https://democracy.york.gov.uk/ieListDocuments.aspx?CId=733&amp;MId=10476</a>		
AQAP3 (2)	Anti-idling measures	Traffic Management	Anti-idling enforcement	CYC	From 2014/15	2017 - present	N/A	From feasibility report done by TTR Ltd - at 5 busiest service bus locations, estimated savings per annum of 1,526kg NO <sub>x</sub> , 36kg PM <sub>10</sub> , 46,555kg CO <sub>2</sub> , and 17,949 litres of fuel.	Draft Enforcement Policy developed and a survey of potential 'no-idling' sign locations has been completed. Anti-idling exercise with buses, taxis, LGVs and private motorists and media campaign undertaken to promote National Clean Air Day in 2017 and 2018, and further promotional activities planned for National Clean Air Day 2019. A package of measures aimed at deterring stationary vehicles from idling was approved at a Joint Decision Session of the Executive Member for Planning and Transport, and Executive Member for the Environment, on 7 February 2019. It was agreed that Council officers should be authorised to use discretionary powers under the Road Traffic Regulations 2002 to issue fixed penalty notices of £20 to	2019	Main cost is signage. There may be some legal and debt recovery costs associated with serving a small number of Fixed Penalty Notices (FPN). A Fixed Penalty Notice will only be issued if a vehicle has been observed idling on the public highway for more than two minutes (without reasonable cause) and the driver refuses to switch their engine off when asked. Anyone issued with a Fixed Penalty Notice for idling would have 28 days to pay. If they fail to do so, the fine would rise to £40. The legislation only applies to the public highway and not to private land, such as car parks, where the issue will be addressed in a different way. It is also not applicable to vehicles waiting in a queue of traffic, unless there's an obvious source of prolonged delay, such as a level crossing or an incident that's blocking the highway. Driver's will

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									drivers who refuse to switch off their engines. Enforcement will only be undertaken as a last resort with the problem of stationary vehicle idling being addressed first and foremost, by raising awareness, particularly in those areas of the city where complaints arise, such as residential areas and outside schools. An anti-idling awareness-raising campaign will be launched in mid-2019, six weeks before the proposed introduction of anti-idling enforcement patrols, which will be timed to coincide with Clean Air Day 2019 on 20th June. Bus operators have agreed to work with CYC through the Quality Bus Partnership to put in place measures to address bus idling, particularly in the city centre. Anti-idling signage was installed at bus stops during Jan/Feb 2019.		also be allowed a reasonable period in which to defrost their vehicles to a safe level during periods of cold weather.
AQAP3 (3)	Further development of ECO-Stars Fleet	Vehicle Fleet Efficiency	Fleet efficiency and recognition schemes	CYC / DEFRA grant funded	2013/14	2013 - present	Number of operators signed up to the scheme	A typical van operator could see its annual output of carbon dioxide fall by six tonnes per	ECO-Stars scheme launched March 2013. Currently 105 members (as of end of 13 February 2019). The scheme was	Funding for the scheme expired in November 2018.	Continuation of the scheme (specifically, recruitment of new members) is subject to external grant funding, although the York

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	Recognition Scheme							year (see <a href="http://www.ecostars-uk.com/about-eco-stars/why-join/">http://www.ecostars-uk.com/about-eco-stars/why-join/</a> )	reviewed at the end of 2017 with emphasis for 2018 being the City of York Council fleet and bus companies operating within the city. Further information about the scheme can be found at <a href="http://www.jorair.co.uk/air-quality-in-york/eco-stars-scheme/">http://www.jorair.co.uk/air-quality-in-york/eco-stars-scheme/</a>		scheme is currently offering ongoing support to existing scheme members in terms of fleet reassessments and further advice in line with the York Clean Air Zone requirements.
AQAP3 (4)	Planning and delivery of CNG refuelling infrastructure	Promoting Low Emission Transport	Procuring alternative refuelling infrastructure to promote Low Emission Vehicles, EV charging, Gas fuel recharging	CYC and third party investment (to be identified)	ongoing	To be determined	To be determined	A vehicle running on CNG has significantly lower emissions of NO <sub>2</sub> , PM <sub>10</sub> and CO <sub>2</sub> compared with a diesel equivalent. Detailed emission savings to be determined at planning stage	CNG feasibility study completed in 2013, potential site identified based on location of high pressure gas mains to the south west of the city. However, this location is designated greenbelt. No investor or alternative location identified to date.	Subject to external investment and planning process	The delivery of a CNG refuelling facility is subject to third party investment and a suitable site.
AQAP3 (5)	Freight delivery and service plan for key city centre retailers and streets	Freight and delivery management	Delivery and service plans	CYC	ongoing	ongoing	N/A	N/A	Freight improvement study undertaken in 2013	Currently on hold due to lack of staff resources.	Depends on external investment and planning process.
AQAP3 (5a)	Freight consolidation Centre	Freight and delivery management	Freight consolidation centre	CYC and third party investment (to be identified)	ongoing	To be determined	No. of city centre businesses using consolidation centre.	To be determined	No investor or suitable location (outside of greenbelt) identified to date.	To be determined	The delivery of a Freight Consolidation Centre is subject to third party investment and a suitable site.

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AQAP3 (6)	Development and implementation of LES based planning guidance	Policy guidance and development control	Air quality planning and policy guidance	CYC	2015	2016 - present	Number of publicly Accessible EV parking bays available in York (some deliverable via planning process/condition)	Aims to minimise additional emission impact of development across the entire York area. Emission savings generally calculated and reported per development.	The guidance has been developed to accompany policy ENV1 'Air Quality' of the Local Plan and outlines City of York Council's design and mitigation expectations for all new developments in the city, including EV charging. The guidance aims to assist developers to improve air quality and lower transport emissions in line with the aims and objectives of the York Air Quality Action Plan (AQAP) and Low Emission Strategy (LES). The guidance has also been used as the basis for a 'common principles' document relating to low emission planning, developed by the Yorkshire and Lincolnshire Pollution Advisory Group (YALPAG), to ensure consistency in the approach to low emission planning. This note is currently being used by City of York Council's Public Protection team to ensure that air quality impacts of new developments in the city are appraised and mitigated appropriately. The	The Draft Low Emission Planning Guidance is currently being reviewed by CYC's Forward Planning Team but is being actively used for Development Control purposes.	In line with the guidance, developers are required to demonstrate how they are mitigating site emission 'damage costs' via the use of suitable mitigation measures. Developers may be required to offset large emission damage costs via provision of on-site or off-site facilities and/or contribution towards wider LES measures in York.

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									guidance has recently been used during the preparation of an outline planning application for the York Central site, a large brownfield site to the west of the city's railway station, bordered by the A19 and A59 road corridors.		
AQAP3 (7a)	Reducing emissions from taxis (financial incentive for low emissions taxi purchase)	Promoting low emission transport	Taxi emission incentives	CYC	2014	2015 - 2016	Number of low emission taxis purchased through the local grant scheme	A hybrid taxi produces approx 8 tonnes per annum of CO <sub>2</sub> less than a diesel equivalent and has considerably lower emissions of NO <sub>x</sub> and PM <sub>10</sub> .	50 low emission taxis purchased through the scheme to date.	Funding for local scheme expired March 2016.	Any additional funding identified will be used to support further implementation of the scheme.
AQAP3 (7b)	Reducing emissions from taxis (taxi licensing emissions controls)	Promoting low emission transport	Taxi licensing conditions	CYC	2016	ongoing	Number of low emission taxis present in the CYC taxi fleet		Continued roll-out of the new taxi licensing policy, that specifies minimum emission standards for new or replacement taxis. This new policy, in addition to our earlier support for local taxi drivers through the Low Emission Taxi Incentive Scheme, has resulted in 17.7% of local taxis upgraded to petrol hybrid or electric vehicles to date (figure correct as of 8 Jan 2019).	The revised taxi licensing conditions applied from 1 June 2017 (for replacement hackney carriage vehicles), and from 1 Nov 2017 (for replacement private hire vehicles).	Following conditions approved by licensing committee in April 2016: Vehicles applying to be licensed as taxis must meet a minimum Euro 5 emission standard for petrol, Euro 6 for diesel, or be ultra low emission vehicles from 1 June 2017 (for replacement hackney carriage vehicles), and from 1 November 2017 (for replacement private hire vehicles).
AQAP3 (8)	Planning and delivery of	Promoting Low	Procuring alternative refuelling	CYC	ongoing	ongoing	Number of publicly Accessible EV	N/A	EV charging previously provided at 12 hotels in	ongoing	Local experts 'Arcus' have been appointed to take the solar



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	strategic EV charging network	Emission Transport	infrastructure to promote Low Emission Vehicles, EV charging, Gas fuel recharging				parking bays available in York		conjunction with Zero Carbon World. CYC has implemented an extensive 'pay as you go' fast charge public electric vehicle recharging network in addition to 11 publicly accessible rapid chargers across the city. Work is ongoing in relation to the proposed city-wide network of hyper hubs, providing ultra fast, reliable and convenient electrical charging. Following some initial delays, planning applications for the first hyper-hubs at Monks Cross and Poppleton Bar P&R sites are due to be submitted in August 2019. Since receiving funding for this project from the Office for Low Emission Vehicles (OLEV), City of York Council has secured further European funding to allow the delivery of a full solar canopy/battery storage solution in addition to the proposed charging points at Monks Cross and Poppleton Bar.		canopy project through the planning process.
AQAP3 (9a)	Reducing CYC 'grey fleet' trips	Alternatives to private	Car clubs	CYC	ongoing	ongoing	Reduction in annual business mileage	-	The council, in partnership with Enterprise Car Club, provide a range of	ongoing	CYC membership of car club has significantly reduced the number of people

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		vehicle use							pool vehicles at various locations near West Offices (HQ), Hazel Court and across the city which can be booked online and accessed via a smart membership card. The vehicles come in a range of sizes and transmission variations so there is something to suit every type of driver. During 2018, a number of existing diesel pool cars were replaced with low emission Yaris Petrol Hybrid vehicles as part of the car club initiative.		using their own private vehicles on CYC business.
AQAP3 (9b)	Introduction of low emission vehicles into CYC fleet	Promoting Low Emission Transport	Company vehicle procurement – prioritising uptake of low emission vehicles	CYC	ongoing	ongoing	Number of full electric and electric hybrid vehicles in CYC fleet	-	As well as promoting the use of low emission car clubs, CYC Public Protection also leased an electric vehicle that was used as a pool vehicle and a business demonstrator during 2018 (ended May 2019). Charging infrastructure is now in place at the Hazel Court Depot for charging up to 6 electric vehicles simultaneously. The introduction of further electric fleet vehicles is expected over the next 12-18 months. In December 2018,	ongoing	The replacement of the current diesel LCV fleet will consider low emission alternatives. City of York Council's Executive have requested that a report be prepared that considers introducing a minimum emission standard in the procurement of all future CYC fleet vehicles and bus services. Further updates will be provided in future Annual Status Reports.

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									City of York Council trialled a new zero emission electric refuse collection vehicle. The vehicle was the first of its kind, using electric to power both the vehicle and to compact waste. The 27 tonne truck runs on lithium-ion batteries and can complete a full ten hour shift on one charge.		
AQAP3 (9c)	CYC Eco-driver training and vehicle emission controls	Vehicle Fleet Efficiency	Driver training and Eco aids	CYC	ongoing	ongoing	Number of CYC staff obtaining ECPO driver training	-	Lightfoot trial completed, Fuel additive trial completed, Programme of mandatory HGV driver training completed (including eco-driving element)	ongoing	-
AQAP3 (10)	Marketing and Communication Strategy	Public Information	Via the Internet	CYC	2014-present	ongoing	Number of visitors on upgraded JorAir website per annum	Difficult to quantify	Ad-hoc public communication work ongoing, including ongoing updates to City of York Council's dedicated air quality website JorAir. City of York Council has undertaken promotional work in relation to anti-idling as part of Clean Air Day 2018. Promotional activities took place in Union Terrace and St George's Field Coach Parks, York Railway Station and across the city centre. City of York Council also	ongoing	CYCs involvement in National Clean Air Day (2018) involved a city-wide programme of anti-idling initiatives. Clean Air Day 2019 will include further promotional work around the subject of anti-idling.

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									worked in partnership with the University of York to deliver air quality themed workshops and assemblies to schools across the city. Some photographs of activities undertaken for National Clean Air Day 2018 are available online at: <a href="http://jorair.co.uk/air-quality-in-york/photos/">http://jorair.co.uk/air-quality-in-york/photos/</a> . An additional anti-idling awareness-raising campaign will be launched in mid-2019, six weeks before the proposed introduction of York anti-idling enforcement patrols, which will be timed to coincide with National Clean Air Day 2019 on 20th June.		
AQAP3 (11a)	Local incentives for low emission vehicles and alternative fuel use – EV chargers and business demonstrators	Promoting Low Emission Transport	Company Vehicle Procurement – Prioritising the uptake of low emission vehicles	CYC	2015	2016 - present	Number of businesses that have installed EV charging and trialed demonstrator vehicle per annum	-	CYC has provided advice to other local authorities regarding the operation of electric vehicles and the installation of charging infrastructure within their areas, including Selby District Council.	ongoing	-

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AQAP3 (11b)	Local incentives for low emission vehicles and alternative fuel use – Priority parking / reduced parking fees for low emission vehicles	Promoting Low Emission Transport	Priority parking for LEVs	CYC	ongoing	ongoing	Number of low emission permits issued	-	A total of 2052 Low Emission Permits were issued during the 2018 calendar year (including 1350 Household Low Emission Vehicle Permits)	ongoing	<p>Following the government's changes to the Vehicle Excise Duty (VED) bandings, various changes were proposed to City of York Council's parking discount criteria. This was the subject of a report to the Executive Member for Transport and Planning (15 November 2018). The report made a recommendation to align City of York Council's rates for parking permits to the Government's specification for ultra low emission vehicles (ULEV). Government changed its policy for VED in response to a significant increase in vehicles that produce less than 120g of CO2/km and the desire to encourage further emission reductions by incentivising the purchase of ULEVs. The new proposed rates and qualification thresholds are currently being reviewed and are subject to member decision. Further information about this topic can be found at: <a href="https://democracy.york.gov.uk/ieListDocuments.aspx?CId=738&amp;MId=10861">https://democracy.york.gov.uk/ieListDocuments.aspx?CId=738&amp;MId=10861</a>.</p>

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AQAP3 (12)	Attracting Low Emission industries, businesses and jobs to York	Policy guidance and development control	Other policy	CYC	ongoing	ongoing	-	Not quantifiable	Provided advice to business on low emission technologies/solutions as required	ongoing	Will support wider air quality improvement measures
AQAP3 (13a)	Modal shift and network improvement measures (i-Travel York campaign)	Promoting Travel Alternatives	Intensive active travel campaign & infrastructure	CYC	ongoing	ongoing	% mode split or walking/cycling/bus vs conventional car drivers and car passengers % trips into city centre	Hard to precisely quantify but target to increase modal shift away from conventional car	Ongoing delivery and funding of i-Travel York sustainable travel programme - see <a href="https://www.itravelyork.info/">https://www.itravelyork.info/</a> for further details and current updates	ongoing	The i-Travel York programme was established following a successful bid for funding from the Department for Transport's Local Sustainable Transport Fund. The programme has been delivering an integrated programme of personal, business and school travel planning, combined with targeted infrastructure enhancements to increase people's travel choices since 2012. i-Travel York aims to inspire people in York to help look after our city - to keep it moving and keep the air clean - by considering travel options before making a journey.
AQAP3 (13b)	Modal shift and network improvement measures (Bus Improvements)	Transport planning and infrastructure	Public transport improvements interchanges, stations and services	CYC	ongoing	ongoing	National Annual Passenger satisfaction survey	Aim to increase uptake of public transport	The council and bus operators have worked together to improve York's bus network over the last few years through the York Quality Bus Partnership. Innovations in York have included: Improvements to bus	2018	'iTravel Savvy', which ran throughout March 2019, was formally launched at a free Networking Breakfast event for businesses and major employers across the city. Employers attending the event were given free information and

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									<p>information, including new on-street timetables and more real time displays, two new park and ride sites at Askham Bar and Poppleton Bar, fare reductions and new tickets, improvements to well used bus stops in the city centre including Museum Street and Exhibition Square, new electric buses on the Poppleton and Monks Cross park and ride services, introduction of refurbished electric open-top buses on the City Sightseeing tour service, new services, such as the CityZap service between York and Leeds, and new vehicles and higher frequencies on some existing services, introduction of a multi-operator "All York" ticket and a smartcard ticket, the introduction of two "Bus Wardens" and the bus enquiry desk at the Railway Station to help passengers.</p> <p>In 2018 further improvements to the network have been progressing including improved bus interchanges at Stonebow and Rougier Street.</p>		<p>advice on promoting sustainable travel to and from the workplace. A number of guest speakers shared their own inspiring ideas and examples of how employees can be encouraged to ditch their cars in favour of sustainable forms of transport, such as buses, bicycles and walking. The event highlighted the many benefits to the individual of adopting sustainable forms of transport, which include saving money and improving their health and well-being, as well as the benefits to the wider community and the environment, which include reducing congestion and improving air quality. A number of major employers went head-to-head in the iTravel Savvy Bus Challenge. This involved recording the number of journeys that their employees make by bus – instead of by car – during the month of March to see which business or organisation will be crowned Bus Challenge Champion.</p>

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AQAP3 (13c)	Modal shift and network improvement measures (Other LTP measures)	Transport planning and infrastructure	Other	CYC	ongoing	ongoing	Concentration reduction target in LTP3 and AQAP3	-	Measures in LTP3 can be viewed online at: <a href="https://www.york.gov.uk/downloads/file/3725/ltp3pdf">https://www.york.gov.uk/downloads/file/3725/ltp3pdf</a> (Also see updates against measure 13b)	ongoing	CYC's third Local Transport Plan (LTP3), covering the period to 2031, sets out the transport policies and measures that will contribute to the city's economic prosperity over the next 20 years, whilst meeting challenging national and local targets for reducing emissions. Notable projects during 2018 include a wider share-use pedestrian and cycle bridge at Scarborough Bridge, roundabout upgrades on the outer ring road. Further information can be seen in the news archives at <a href="https://www.itravel.york.info/news/">https://www.itravel.york.info/news/</a>
AQAP3 (14)	Other air quality improvement measures (non-transport sources)	Environmental Permits	Introduction/Increase of Environment charges through permit systems and economic instruments	CYC	ongoing	ongoing	Number of scheduled inspections completed per annum		Enforcement of relevant air quality legislation is currently undertaken by Regulatory Support and Advice	ongoing	Scheduled inspections undertaken by CYC Public Protection staff.
AQAP3 (15)	Provide more green infrastructure	Policy Guidance and Development Control	Other policy	CYC	ongoing	ongoing	tba	-	Updates published here when available: <a href="https://www.york.gov.uk/info/20051/planning_policy/637/green_infrastructure_gi_strategy">https://www.york.gov.uk/info/20051/planning_policy/637/green_infrastructure_gi_strategy</a>		The Strategy will support policies in the Local Plan and the Council Plan, whilst being a focus for partnership working across York. The Strategy will establish a long term vision for the planning and



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											management of Green Infrastructure across York, identifying where the protection and enhancement of green spaces and natural elements can be achieved, improvements in connectivity between places realised, and focal points for community and business involvement established.
16	Further conversion of diesel double decker tour buses to electric	Vehicle Fleet Efficiency	Vehicle Retrofitting programmes	CYC / Grant Funding	2015	2017 - present	Number of buses converted to electric	Conversion to electric drive will eliminate bus tailpipe emissions	Four City Sightseeing buses have now been converted to electric drive, the two final conversions are due in 2019.	2019	Transdev is currently working in partnership with City of York Council and Magtec to convert the remaining two vehicles to full electric drive. Additional charging facilities currently being explored.
17	Retrofitting of school buses	Vehicle Fleet Efficiency	Vehicle Retrofitting programmes	CYC / Grant funding	2015	2017 - present	Number of retrofitted school buses	-	Retrofit work ongoing	End 2019	Cleaner bus technology funding £308K obtained to support this. Retrofit work ongoing, but has experienced some delays due to withdrawal of Clean Vehicle Retrofit Accreditation Scheme (CVRAS) certification for primary vehicle retrofit manufacturer.
18	Solar panels at	Promoting Low	Procuring alternative Refuelling	CYC	2016	2017 - present	Amount of energy	-	City of York Council has secured further	End Mar 2020	Supply of green energy to encourage the

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	electric P&R sites	Emission Transport	infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging				generated by solar panels		European funding to allow the delivery of a full solar canopy/battery storage solution in addition to the proposed charging points at Monks Cross and Poppleton Bar (see update for Hyper Hubs). City of York Council is currently working with CENEX to help shape the complex procurement for this project.		uptake of electric vehicles. This project is funded through the European Regional Development Fund (ERDF)
19	Hyper Hubs	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	CYC	2016	2018 onwards	Number of charging episodes at hyper hubs	-	Following some initial delays, planning applications for the first hyper-hubs at Monks Cross and Poppleton Bar P&R sites are due to be submitted in August 2019. The hubs will consist of 4 x double rapid-charge units serving 8 parking bays.	2020	City of York Council is currently working with CENEX to help shape the procurement for this project, alongside the solar canopy project (above)