

Annex A: Progress on Measures to Improve Air Quality

(note: the information in the table reflects that submitted with the ASR in June 2018)

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AQAP3 (1)	Clean Air Zone (CAZ)	Promoting Low Emission Transport	Low Emission Zone	CYC	Currently in planning and consultation phase until 2019.	Timetable originally proposed introduction of a CAZ in 2018-19, but this is now proposed for 2020 to allow time for necessary consultations	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 ₂ and PM ₁₀ and reduce CO ₂ emissions by approx 35 tonnes.	Supporting feasibility studies completed. On 25 January 2018, City of York Council's Executive approved the concept of a bus based CAZ in York in 2020. The details regarding the exact introduction date are subject to further consultation with bus operators, York residents, businesses and other interested parties.	Timetable originally proposed introduction of a CAZ in 2018-19, but this is now proposed for 2020 to allow time for necessary consultations	Individual buses crossing the inner ring road proposed to be ultra low emission from 2020. The main costs are associated with new buses (cost to third party operators). Measures to reduce emissions from buses are a critical part of City of York Council's AQAP. Failure to introduce a CAZ could lead to older buses being moved to York from other parts of the UK or Ireland where emissions standards are in place. This could result in possible legal challenge for failure to take the swiftest and most effective action to improve air quality. There is a risk that commercial bus services that offer only a marginal return to their operators would be at risk of being withdrawn as a result of the additional investment required to bring the vehicles up to 'Ultra Low Emission' standard. There is also the possibility that some bus operators would re-register their bus routes in such a

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											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. Finally there is a risk that the Traffic Commissioner would not agree to the introduction of a Traffic Regulation Condition.
AQAP3 (2)	Anti-idling measures	Traffic Management	Anti-idling enforcement	CYC	2014/15	2017	N/A	From feasibility report done by TTR Ltd - at 5 busiest service bus locations, estimated savings per annum of 1,526kg NO _x , 36kg PM10, 46,555kg CO ₂ , 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 2017 and further promotional activities planned for National Clean Air Day 2018. On 25 January 2018, City of York Council's Executive approved the use of enforcement powers, where necessary, to supplement the existing awareness-raising activities in relation to vehicle idling in the city. Enforcement action would only be taken as a last resort and would only be	2018	Main cost is signage. There may be some legal and debt recovery costs associated with serving a small number of Fixed Penalty Notices (FPN).

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									applicable to offences taking place on the public highway.		
AQAP3 (3)	Further development of ECO-Stars Fleet Recognition Scheme	Vehicle Fleet Efficiency	Fleet efficiency and recognition schemes	CYC / DEFRA grant funded	2013/14	2013 - 2018	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 year (see http://www.ecostars-uk.com/about-eco-stars/why-join/)	ECO-Stars scheme launched March 2013. Currently 95 members (as of end of March 2018). The scheme was reviewed at the end of 2017 with emphasis for 2018 being the City of York Council fleet and bus companies operating within the city. TRL (who manage the scheme on behalf of CYC) hosted a workshop for the CYC Fleet Team in December 2017 to identify further opportunities for integrating low emission vehicles into the council fleet.	Funding identified to allow scheme to run until November 2018.	Continuation of the scheme is subject to external grant funding. Further engagement with bus operators is proposed in 2018 to conduct fleet reassessments and offer further advice in line with the proposed Clean Air Zone.
AQAP3 (4)	Planning and delivery of CNG refuelling infrastructure	Promoting Low Emission Transport	Procurng 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 NO2, PM10 and CO2 compared with a diesel equivalent. Detailed emission savings to be determined at planning application 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	Freight and delivery	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	Depends on external investment and planning process.

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	service plan for key city centre retailers and streets.	management								resources.	
AQAP3 (5a)	Freight consolidation Centre	Freight and delivery management	Freight consolidation centre	CYC and third party investment (to be identified)	ongoing	To be determined	Number 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.
AQAP3 (6)	Development and implementation of LES based planning guidance	Policy guidance and development control	Air quality planning and policy guidance	CYC	2015	2016	Number of publically 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.	LES planning principles embedded into draft Local Development Plan. LES planning guidance included as Annex to AQAP3 and being actively implemented. This is being promoted through YALPAG (Yorkshire and Lincolnshire Pollution Advisory Group). The Low Emission Planning Guidance was reformatted as Draft Supplementary Planning Guidance to accompany policy ENV1 'Air Quality' of the Local Plan. The guidance aims to assist developers to improve air quality and lower transport emissions in line with the aims and objectives of the York's third Air Quality Action Plan (AQAP) and Low Emission Strategy	The Draft Supplementary Planning Guidance is currently being reviewed by CYC's Forward Planning Team with a view to going to consultation later in 2018.	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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									(LES). The guidance explains how to classify a development site and what type/level of air quality assessment is needed to accompany an application. The guidance also explains City of York Council's design and emission mitigation expectations for all new developments and how recommendations in relation to planning applications will be made.		
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 ₂ less than a diesel equivalent and has considerably lower emissions of NOx and PM10.	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		New Taxi Licensing Policy approved April 2016. 16% (figure correct as of April 2018) of the taxi fleet (124 vehicles) are currently low emission (Euro 5+ hybrid or electric)	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

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											from 1 November 2017 (for replacement private hire vehicles). Operators may experience some increased vehicle replacement costs as only modern vehicles meeting the required standards will now be licensed as taxis in York (n.b. taxis from outside York would not be subject to such standards).
AQAP3 (8)	Planning and delivery of strategic EV charging network	Promoting Low Emission Transport	Procuring alternative refuelling infrastructure to promote Low Emission Vehicles, EV charging, Gas fuel recharging	CYC	ongoing	ongoing	Number of publically Accessible EV parking bays available in York	N/A	EV charging provided at 12 hotels in conjunction with Zero Carbon World. 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. The number of charging sessions per month is currently at capacity at just in excess of 1500 (this figure includes charging session by electric buses). Additional publically accessible 'fast' chargers are currently proposed for Foss Bank car park. Successful Ultra Low Emission City (ULEC) bid will provide further charging hubs	ongoing	The money secured through the ULEC bid will be used to fund a city-wide network of hubs, providing ultra fast, reliable and convenient electrical charging. The first 'hyper-hub' is due to be installed at Monks Cross Park and Ride site later in 2018. This will consist of 4 x double rapid-charge units. Once completed, further hubs are proposed for installation at other Park and Ride sites across the city.
AQAP3 (9a)	Reducing CYC 'grey	Alternatives to	Car clubs	CYC	ongoing	ongoing	Reduction in annual	-	In 2014, CYC was awarded the Energy	ongoing	Achieved via a comprehensive suite of

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	fleet' trips	private vehicle use					business mileage		Saving Trust's 'Fleet Hero' award for reducing annual business travel mileage by 20%, CO2 emissions by 23% and number of vehicles used by 21% (based on 2013 figures). The council, working in partnership with Enterprise Car Club, provide a range of pool vehicles at various locations near West Offices (HQ) and across the city which can be booked online and accessed via a smart membership card. The vehicles available come in a range of sizes and transmission variations so there is something to suit every type of driver.		green fleet measures. CYC membership of car club has significantly reduced the number of people 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 lease an electric vehicle that is used as a pool vehicle and a business demonstrator. TRL (who manage the ECO-Stars scheme on behalf of CYC) hosted a workshop for the CYC Fleet Team in December 2017 to identify	ongoing	The replacement of the current diesel LCV fleet will consider low emission alternatives. On 25 January 2018, City of York Council's Executive requested that a report be prepared that considered introducing a minimum emission standard in the procurement of all future CYC fleet vehicles and bus services.

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									further opportunities for integrating low emission vehicles into the fleet. 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.		
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	2014-2016	2017	Number of visitors on upgraded JorAir website per annum	N/A	Ad-hoc public communication work ongoing. Participated in Clean Air Day 2017. A full refresh and update of the Council's dedicated air quality site JorAir was undertaken at the end of 2017. The website has been comprehensively updated with information about air pollution and health, low emission vehicles, air quality improvement measures and planning.	ongoing	CYCs involvement in National Clean Air Day (2017) involved a city-wide programme of anti-idling initiatives. Clean Air Day 2018 will include further promotional work around the subject of anti-idling and a number of air quality workshops with local schools.
AQAP3 (11a)	Local incentives for low	Promoting Low Emission	Company Vehicle Procurement –	CYC	2015	2016	Number of businesses that have		Lease of Nissan Leaf electric vehicle for use as Public	ongoing	Additional demonstrator vehicles subject to funding

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	emission vehicles and alternative fuel use – EV chargers and business demonstrators	Transport	Prioritising the uptake of low emission vehicles				installed EV charging and trialled demonstrator vehicle per annum		Protection pool vehicle and business demonstrator. CYC has also provided advice to other local authorities regarding the operation of electric vehicles and the installation of charging infrastructure within their areas.		
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 1616 Low Emission Permits were issued in 2017 (included 1097 Household Low Emission Vehicle Permits)	ongoing	York residents are entitled to a discount of 50% on the price of parking permit if they operate a low emission vehicle. Further information about discounts is available here: https://www.york.gov.uk/homepage/20/parking_and_travel
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 https://www.itravelyork.info/ 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

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											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 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,	2018	Figures compiled by the Department for Transport (DfT) show that improvements made to York's buses helped take 460,000 car trips off the city's roads last year. The DfT's annual statistics on public transport use show that the number of people using York's buses has increased for the fourth year in a row. Last year there were 16.8 million passengers on York's buses, compared to 15 million in 2012/13. This is a growth in passengers of 12 percent, which is in contrast with the rest of the Yorkshire and Humber region which has fallen by 4 percent.

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									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. In 2018 there will be further improvements to the network, particularly opening improved bus interchanges at Stonebow and Rougier Street. New buses will also be introduced on Coastliner and EYMS services.		
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: https://www.york.gov.uk/downloads/file/3725/ltp3pdf (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.

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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 available at: https://www.york.gov.uk/info/20051/planning_policy/637/green_infrastructure_gi_strategy		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 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	2017/18	Number of buses converted to electric	Conversion to electric drive will remove bus tailpipe emissions	Demonstration bus converted to electric drive. An additional 3 buses have now also been converted to electric drive ready for the 2018 summer season.	2018	Transdev is currently working in partnership with City of York Council 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	Number of retrofitted school buses		A supplier has been chosen and retrofit work is expected to be completed later in	End 2018	Cleaner bus technology funding £308K obtained to support this

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									2018.		
18	Solar panels at electric P&R sites	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	CYC	2016	2017	Amount of energy generated by solar panels	-	Awaiting results of European Regional Development Fund (ERDF) funding	2018	Supply of green energy to encourage the uptake of electric vehicles. This project is subject to funding 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	-	The first hyperhub is due to be installed at Monks Cross Park and Ride. This will consist of 4 x double rapid-charge units. A new substation has been ordered for this site and CYC is currently awaiting an installation date from Northern Powergrid.	2020	The money secured through the ULEC bid will be used to fund a city-wide network of hubs, providing ultra fast, reliable and convenient electrical charging. The first 'hyper-hub' is due to be installed at Monks Cross Park and Ride site later in 2018. This will consist of 4 x double rapid-charge units. Once completed, further hubs are proposed for installation at other Park and Ride sites across the city.