	
Decision Session Executive Member for Environment	18 November 2015
Report of the Assistant Director – Housing and Community Safety	

Adoption of York’s Third Air Quality Action Plan (AQAP3)

Summary

1. In October 2014 the Cabinet Member for Environmental Services, Planning and Sustainability approved a draft framework for a new Air Quality Action Plan (AQAP3). AQAP3 will be the main delivery plan for the York Low Emission Strategy (LES) (adopted October 2012) and supports York’s bid to become an exemplar ultra-low emission city.
2. AQAP3 supports the new council plan by improving air quality, supporting residents to live healthy lives, encouraging and supporting a green economy and helping to deliver a sustainable city with efficient and affordable transport links. With all the proposed AQAP3 measures in place it is predicted (with the exception of Nunnery Lane) that the health based national air quality objectives for nitrogen dioxide (NO₂) will be met in all the current air quality technical breach areas in York by 2021¹.
3. This report presents the final draft of AQAP3 (Annex F), summarises the results of the public consultation and provides an update on new evidence relating to air quality and public health. The Executive Member is asked to note the results of the public consultation and to formally adopt AQAP3

¹ The modelling work to support this prediction was undertaken in September 2014. It is based on total projected long term development targets of an additional 17,503 residential units and 266,466m² of employment use by 2031. For the 2021 modelling scenario (reported here) it was assumed that only 8724 housing units and 115,506m² of employment use would have been delivered. The modelling also assumes delivery of a number of key transport projects by this date. Targets for new housing provision and site allocations are currently under review and are expected to be reduced. The traffic impact of new development in the city by 2021 is therefore likely to be lower than the modelling undertaken during the development of AQAP3 suggests. New emission reduction figures for AQAP3 will be calculated once revised traffic growth figures for the city become available and these may show compliance with the air quality objectives at all locations in the city by 2021.

National policy

4. In February 2014 the European Commission launched infringement proceedings against the UK for breach of NO₂ limit values under the EU Air Quality Directive. In April 2015 a UK Supreme Court ruling required the UK government to provide a new national AQAP by the end of 2015. A revised draft national AQAP was issued for public consultation on 12 September 2015². This includes proposals for a national network of low emission zones called Clean Air Zones (CAZs) to achieve compliance with the EU limit values within 6 UK zones and agglomerations currently predicted to exceed the EU limit values after 2020. Initial entry requirement proposals for the CAZs are Euro IV petrol and Euro VI diesel. There is still considerable uncertainty about on road performance of Euro VI diesel vehicles (as highlighted by the recent VW scandal). If Euro VI vehicles do not perform as expected the number of UK zones and agglomerations exceeding the EU limit values in 2020 may be greater than the number currently predicted.
5. The UK Government is responsible for ensuring compliance with EU limit values but DEFRA has written to all local authorities warning that infringement fines could be passed on to local authorities using a discretionary power in Part 2 of the Localism Act (Annex A). No details have been released about how these fines will be imposed but it is understood they will be recurring annual fines.
6. Local authorities that demonstrate good progress with local air quality management (LAQM) and have robust AQAPs in place are less likely to incur significant fines from DEFRA than those where progress and investment in LAQM has been poor. York currently has an excellent national reputation for LAQM and action planning and has recently been shortlisted to become one of a handful of ultra-low emission cities (competing for funding of up to £35 million). Similar bids are being compiled to further increase the numbers of low emission buses and taxis in the city. The results of the ultra-low emission city bid will be announced in late 2015.
7. DEFRA is currently reviewing the national LAQM framework with findings due to be published in early 2016³.

² Consultation on draft plans to improve air quality, Tackling nitrogen dioxide in our cities (DEFRA, September 2015)
<https://consult.defra.gov.uk/airquality/draft-aq-plans>

³ Local Air Quality Management Consultation on options to improve air quality management in England (DEFRA, July 2013)
https://consult.defra.gov.uk/communications/https-consult-defra-gov-uk-laqm_review

It is expected that a greater emphasis will be placed on local air quality action planning and a more streamlined approach will be taken to annual reporting requirements. Advanced proposals for the London Boroughs (issued by the London Mayor) indicate a greater role for local authorities in the control of PM_{2.5} emissions and a more involved role for transport and public health directors in the development and sign off of AQAPs⁴.

Air Quality and Health

8. The health impacts of fine particulate matter (PM₁₀ and PM_{2.5}) are well documented with strong links established to lung diseases (asthma, bronchitis and emphysema) and heart conditions.^{5,6} In June 2012 the World Health Organization (WHO) classified diesel engine exhaust as carcinogenic to humans⁷ and said everyone should reduce exposure to diesel exhaust emissions. In March 2015⁸ the Committee on the Medical Effects of Air Pollutants (COMEAP) stated reductions in particles is likely to benefit public health. Both WHO and COMEAP highlight the importance of reducing all sources of PM as far as possible, particularly sources of diesel particulate. Public health framework indicator 3.01 states that the fraction of mortality in York attributable to anthropogenic (man-made) PM_{2.5} air pollution is 4.8% of all deaths (82 deaths)⁹. The average for this indicator across England is 5.1%.
9. The links between nitrogen dioxide (NO₂) and health have until recently been less understood. In March 2015 COMEAP's report on '*The evidence for the effects of NO₂ on health*¹⁰', concluded that evidence on

⁴ Draft London Local Air Quality Management Framework (Greater London Authority, July 2015)
<https://www.london.gov.uk/priorities/environment/consultations/consultation-on-proposals-for-a-new-london-local-air-quality-0>

⁵ *Long-Term Exposure to Air Pollution: Effect on Mortality* (COMEAP, 2009)
<https://www.gov.uk/government/publications/comeap-long-term-exposure-to-air-pollution-effect-on-mortality>

⁶ *Mortality effects of long term exposure to particulate air pollution in the UK* (COMEAP, 2010)
<https://www.gov.uk/government/publications/comeap-mortality-effects-of-long-term-exposure-to-particulate-air-pollution-in-the-uk> The Mortality Effects of Long Term Exposure to Particulate Air Pollution in the United Kingdom, Committee on the Medical Effects of Air Pollutants (COMEAP, 2010)

⁷ *Press release 213* (IARC, June 2012)
<http://www.iarc.fr/en/media-centre/iarcnews/2012/mono105-info.php>

⁸ *Statement on the evidence for differential health effects of particulate matter according to source or components* (COMEAP, 2015)
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/411762/COMEAP_The_evidence_for_differential_health_effects_of_particulate_matter_according_to_source_or_components.pdf

⁹ Estimating Local Mortality Burdens associated with particulate air pollution, (Public Health England, 2014)

¹⁰ *Statement on the evidence for the effects of nitrogen dioxide on health*
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/411756/COMEAP_The_evidence_for_the_effects_of_nitrogen_dioxide.pdf

the causal effects of NO₂ had strengthened substantially in recent years. NO₂ is now considered to be directly responsible for some health impacts, which may include lung conditions (asthma, bronchitis and emphysema), premature births, reduced birth weights and reduced lung function in children.

10. Public Health England (PHE) is expected to shortly announce a new health outcome indicator for NO₂, similar to that already in place for PM_{2.5}. This is an important development as most of the AQMAs in the UK, including those in York, have been declared due to exceedance of NO₂ air quality objectives. Most NO₂ is locally derived from traffic and local heat / energy generation (unlike PM where a considerable amount is imported from elsewhere as 'background' pollution). Reducing the health impacts of NO₂ at a local level requires an emphasis on local measures to reduce emissions from traffic and local heat /energy generation.
11. DEFRA have also recently (September 2015) revised the social damage costs for NO_x increasing them from around £900 per tonne of NO_x (all sources) to £25,252 per tonne (transport sources) and £13,131 per tonne (industrial sources)¹¹. Different costs per source have been introduced to reflect the importance of population density in relation to the pollutant source. As most traffic pollution is emitted in densely populated urban areas the NO_x damage cost from transport is now much higher than that from industry and other sources.
12. Poor air quality is the biggest cause of premature mortality in the UK after smoking, greater than the estimated impact of obesity and road accidents combined. Previous COMEAP estimates of 29,000 deaths per annum in the UK from air pollution were based on exposure to PM. Taking into account the revised evidence relating to NO₂ exposure the combined impact from PM and NO₂ (assuming they act independently of each other) is 48,625 deaths a year with social damage costs of £27billion per year ¹¹. The calculated social damage costs include the impact of exposure to air pollution on health (including life years lost and cost of additional hospital admissions) and damage to buildings (through building soiling) and impacts on materials¹².

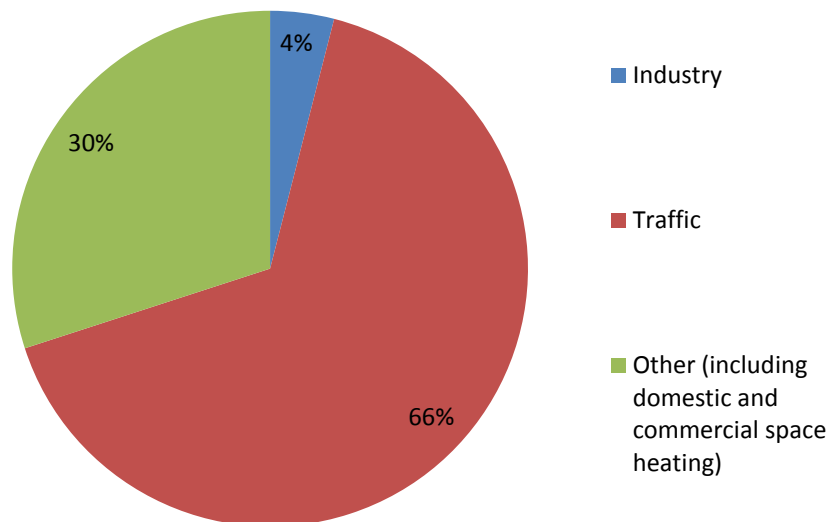
¹¹ Valuing impacts on air quality: Updates in valuing changes in emissions of Oxides of Nitrogen (NOX) and concentrations of Nitrogen Dioxide (NO₂) (DEFRA, September 2015)
<https://www.gov.uk/guidance/air-quality-economic-analysis>

¹² Air Quality Appraisal, Damage Cost Methodology, Interdepartmental Group on Costs and Benefits (Air Quality Subject Group) (February, 2011)

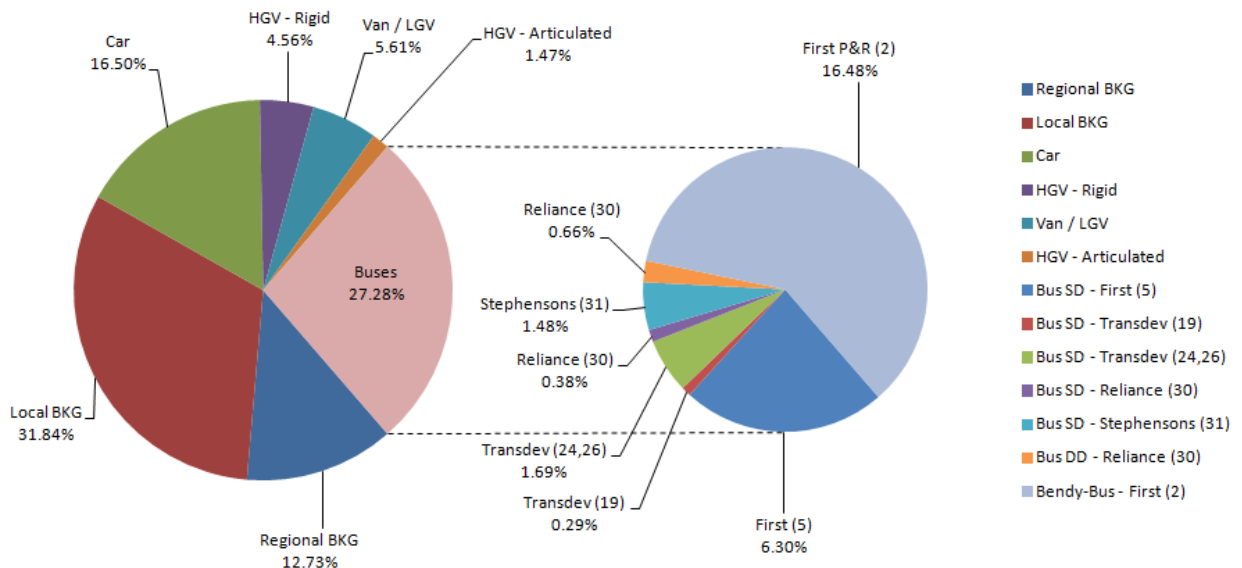
Current air quality situation in York

13. CYC has declared 3 Air Quality Management Areas (AQMAs) where the health based national air quality objectives for NO₂ are currently exceeded. CYC has a statutory duty to try to reduce NO₂ concentrations within these 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 NO₂ and particulate matter (PM). Typically traffic is responsible for around 50 to 70% of the total NO₂ at any particular location (the exact amount varies according to proximity to roads, industrial sources etc). The contribution from any individual vehicle type varies according to the types of vehicle present and the age / condition of those vehicles. The graphs below show some typical NO₂ source apportionment graphs for York.

All sources (NO₂) – Holgate Road area



Traffic sources (NO₂) – Salisbury Terrace area (November 2012)



14. Recent air pollution monitoring data for York (2014) indicates that the annual average air quality objective for NO₂ is still being breached at numerous locations around the inner ring road (within the city centre AQMA)¹³. City centre pollutant concentrations in 2014 were generally slightly higher than those observed in 2013. With all the proposed AQAP3 measures in place it is estimated that the majority of the city centre AQMA (with the exception of Nunnery Lane) will be able to be revoked shortly after 2021, if not before¹. Recent monitoring results for the Nunnery Lane AQMA indicate that the majority of the area (including Bishopthorpe Road and Scarcroft Road) currently meets the air quality objectives. There are two remaining 'hotspots' on Nunnery Lane and Prices Lane where very slight exceedances of the annual average NO₂ objective have been recorded in recent years (up to 42µg/m³). This is due to the regular occurrence of queuing traffic and poor dispersion in these two particular locations.
15. Conditions in the Fulford Road and Salisbury Terrace AQMAs have already improved slightly in recent years with levels in both locations currently just below the 40 µg/m³ objective limit. If the concentration in these locations stays below the 40 µg/m³ objective level, and continues to improve over the next two to three years, these AQMAs will be revoked.
16. National air quality objectives for PM₁₀ are currently met in York. Health based objectives for ultra-fine particles have not yet been set for local authorities to meet. The EU limit value for PM_{2.5} is 25 µg/m³ as an annual average with an additional requirement to reduce average urban background concentrations by 15% by 2020 (against a 2010 baseline). In 2014 the annual average PM_{2.5} concentration at Gillygate was 9.7µg/m³. There are currently no known safe exposure limits for PM_{2.5}.
17. DEFRA predict that the Yorkshire and Humberside Zone (which includes York) is expected to meet the EU limit values by 2020 (assuming Euro VI diesel engines perform as expected (early evidence suggests that most Euro VI cars are already failing to achieve the EU emission targets in the real world) and all current local air quality action plans within the zone are fully delivered). More detailed monitoring and modelling work undertaken by CYC staff indicates that with all the proposed AQAP3 measures in place the health based national air quality objectives for NO₂ will be met in all the current air quality technical breach areas in York by 2021, with the exception of Nunnery Lane¹.

¹³ Update and Screening Report, City of York Council (April 2015)

Scope of AQAP3

18. The measures included in the draft AQAP3 consultation aim to reduce emissions from all forms of transport. The main headlines are:

- **Reducing emissions from buses through the development of a Clean Air Zone (CAZ) in the city centre** - the Clean Air Zone entry requirements would be based on the frequency at which buses enter the city centre. The most frequent services (entering the CAZ more than 10 times per day) would be required to have zero emission capability in the city centre by 2018. Less frequent services would be initially set minimum Euro emission standards with a longer term upgrade programme allowing them to work towards zero emission capability. The CAZ could potentially be expanded in the future to include other vehicle types.
- **Introduction of anti-idling measures** – initial proposals are for an education based awareness campaign targeted at local transport operators and supported by increased anti-idling signage. An option remains to adopt enforcement powers in the future if necessary.
- **Reducing emissions from taxis** – via continuation of the local financial incentive scheme that encourages taxi drivers to switch to hybrid / electric vehicles. Further improvements to the taxi licensing system to further encourage the use of low emission vehicles in the taxi fleet are being discussed with the taxi licensing team. Currently the number of low emission taxis in York are:

Hackney Carriages	14 out of 183 vehicles (7.7%)
Private Hire	40 out of 572 vehicles (7.0%)
- **Reducing emissions from new development** - by requiring all developers to routinely provide electric vehicle recharging infrastructure and Construction Emission Management Plans (CEMPs) on new developments, and by requiring full emission impact assessments for larger developments supported by emission mitigation plans.
- **Reducing emissions from fleets** via the ECO-stars fleet recognition scheme.
- **Reducing emissions from CYC fleet** – by encouraging the use of low emission car club vehicles (as an alternative to use of personal vehicles for CYC business), switching the council fleet vehicles to alternative fuels and striving for long term improvements in the council fleet through membership of the ECO stars fleet recognition scheme.

- **Increasing awareness of the impact of air pollution on public health** - via an improved marketing and communications strategy focused on health impacts of air pollution.
 - **Reducing emissions from all vehicle types** - by continuing to expand the electric vehicle (EV) charging network within York (and the wider region), by providing a Compressed Natural Gas (CNG) Refuelling station and by developing local incentives for the uptake of low emission vehicles. CYC currently provides 11 rapid charge and 19 fast charge locations around the city. There are currently approximately 20 other privately owned charging points located at hotels, retail parks, supermarkets etc with customer access.
 - **Attracting low emission industries, businesses and jobs to York** - by developing a 'green business' hub and working towards development of a freight transshipment centre.
 - **Continued modal shift and network improvement measures** - via LTP3 capital programme and LSTF programme.
19. AQAP3 measures are intended to build upon (but do not replace) the modal shift based measures included in previous AQAPs, and are intended to support other emission reduction measures included in the Climate Change Framework and Action Plan (CCFAP) and the Local Transport Plan (LTP3).

Consultation process

20. Public consultation on the first draft of AQAP3 was undertaken from 21 November 2014 to 2 January 2015. An online questionnaire and electronic copy of the document were made available on the CYC website and the consultation period was advertised locally via a general press release, the main council website, JorAir website and Buzz (CYC staff magazine). Posters, consultation questionnaires and copies of the draft AQAP3 were also placed in all the York Explore libraries and at West Offices reception. Additional email notification of the consultation was sent directly to all statutory consultees and a number of other relevant stakeholders. York Press contained a main feature on the AQAP3 consultation on 30 December 2014. A copy of the consultation questionnaire is at annex B.

Consultation responses

21. 35 online questionnaires and 10 written responses from a wide range of people were received during the consultation period; these are detailed in annexes B and C respectively.

22. The majority of respondents provided a positive response to the overall plan with a significant level of support shown for the CAZ concept and the use of anti-idling measures. The main suggested areas for improvement were inclusion of more information on the role of green infrastructure in improving air quality and a greater emphasis on anti-idling signage and enforcement. Some respondents indicated that they would like to see more consultation with bus operators on the CAZ and others said they would like to see the CAZ concept expanded to include other vehicles.
23. The main changes made to the draft AQAP3 as a result of the consultation responses were:
- Better recognition of the role green infrastructure can play in removing pollutants from the environment
 - A commitment to provide anti-idling signage
 - Clarification that AQAP3 builds upon, but does not replace, the sustainable transport and congestion management programmes already in place in the city
24. Other updates to the draft AQAP3 since the Cabinet Member decision session on 26 August 2014 reflect progress on delivery of low emission measures and the air pollution monitoring results for 2014. There have also been some changes to responsibilities and timescales for delivering some AQAP3 measures (due to the recent Public Protection restructure) and a current inability to fund the ECO-stars scheme beyond 2015. Further funding for ECO-stars and other low emission measures is being sought via the OLEV ultra-low emission city bid. Updates have also been made to reflect the latest health evidence and social damage cost associated with air pollution, as detailed earlier in this document (paragraphs 8-12) as well as the new Council Plan priorities.

Options

25. **Option 1** - To accept the findings of the AQAP3 consultation (detailed in sections 21 to 22 of this report) and the resulting amendments to the consultation draft AQAP3 (detailed in sections 23 to 24 of this report). To formally adopt the amended AQAP3 circulated with this report as York's Third Air Quality Action Plan (subject to any amendments at the meeting)

26. **Option 2** - To reject the findings of the AQAP3 consultation and the resulting amendments to the consultation draft AQAP3. To defer formal adoption of the amended AQAP3 circulated with this report until further consultation / further amendments as requested at this meeting have been completed.

Analysis

27. Option 1 will ensure York continues to have a robust, current and relevant AQAP based on a strong local emission evidence base. This will facilitate continued delivery of the aims and objectives of the LES. AQAP3 measures will deliver emission reduction and health improvement benefits throughout the city and should deliver the national air quality objectives for NO₂ at most locations in York by 2021. Adoption of AQAP3 will demonstrate to DEFRA that York is continuing to strive to improve air quality in the city and may reduce the possibility of substantial air quality fines in the future. AQAP3 will ensure that York continues to attract low emission vehicles, technologies and associated jobs ahead of other local authorities and having a newly adopted LES based AQAP3 in place will strengthen York's bid to become one of OLEV's designated ultra-low emission cities. If successful this bid could attract millions of pounds of investment in low emission vehicles and infrastructure to York from 2016 onwards.
28. Option 2 - will delay the timescale for formal adoption of a new AQAP for York. This will reduce and slow down delivery of the LES resulting in higher emissions in the city and greater health impacts. This would damage York's reputation with DEFRA as a high achieving authority in relation to air quality and reducing emissions, and could make the council vulnerable to substantial fines from DEFRA. Delaying adoption of AQAP3 may result in lost opportunities for attracting low emission vehicles, technologies and associated jobs and will weaken York's ability to attract millions of pounds of ultra-low emission city funding.

Council Plan

29. The new council plan aims to deliver a prosperous city for all. Steps taken to improve air quality will be a key indicator of the progress made in delivering the plan. AQAP3 will support the new council plan as follows:
- **Help residents to live healthier lives so that they can contribute fully to their communities, reach their full potential and retain good quality and well paid jobs** - Good air quality reduces the amount of time lost off work or away from education due to air

quality related illnesses helping to improve personal attainment and ability to contribute to the wider economy.

AQAP3 will contribute to quality of life in York by promoting healthy lifestyles and providing safe, pleasant places to live, learn, exercise and meet. Providing better information and advice on air quality and health impacts will empower individuals to make better lifestyle choices and take steps to reduce their own exposure to air pollutants reducing hospital admissions and costs to the NHS.

- **Encourage and supporting a green economy** –accelerating the uptake of alternatively fuelled vehicles in York will stimulate the market for supply and maintenance of new vehicle technology and refuelling infrastructure. This will attract new manufacturing and service industries to the area creating new ‘green’ jobs and training opportunities. There is also potential for developing a ‘green’ tourism offer based around low emission travel opportunities. Providing alternative vehicle fuel infrastructure is essential to ensure York retains transport links with other cities as alternative technology penetrates the mass vehicle market. The use of alternatively fuelled vehicles can also offer considerable financial savings to local businesses helping them to thrive.
- **Provide efficient and affordable transport links** – AQAP3 will deliver cleaner, more attractive and reliable public transport in York, resulting in increased patronage and a further reduction in private vehicle trips. The total cost of ownership of low emission technologies can be substantially lower than diesel due to much lower fuel cost. Where initial investments are higher, leasing arrangements can enable financial benefits from the outset. These fuel savings could be used by operators to limit the need for further increases in public transport fares.
- **Help to deliver an environmentally sustainable city** – AQAP3 will help to ensure the city can continue to grow without an unacceptable impact on local air quality, carbon emissions and health. AQAP3 supports greenhouse gas emission reduction measures in York’s Climate Change Framework and Action Plan helping to protect York’s communities from the impacts of climate change. New low emission planning guidance will help to ensure that emissions from new developments are minimised as far as possible whilst still allowing the creation of new jobs and homes.
- **Help to protect and support York’s unique heritage** – air pollution damages buildings as well as people. Improving air quality will help to protect the city’s many historic buildings and support tourism.

Implications

30. The various implications of this report are summarised below:

(a) **Financial**

Implementation of the measures in AQAP3 will require both capital and revenue funding. AQAP3 measures are identified as being low, medium or high cost. It is envisaged that all low cost measures (<£40k) will be deliverable from within existing budgets, mainly the LTP3 capital programme and air quality grant funding. Medium cost measures (£40K to £100k) will require additional funding above and beyond current resources. It is anticipated that the majority of this funding will be obtainable from additional government grant opportunities and private investment. If successful, the OLEV low-emission city bid will provide funding to support many of the medium cost measures. The high cost measures > £100k will need significant additional investment from either the private sector or from grant funding. If this can not be secured the high cost measures are unlikely to proceed. Any request for funding will follow the council's budgetary (capital & revenue) process. Approving this report does not commit further funding to support the delivery of the AQAP3.

(b) **Human Resources (HR)**

The delivery of low emission vehicle and infrastructure projects requires a cross-directorate approach that is currently co-ordinated by the low emission officer with support from air quality, transport and fleet colleagues. The low emission officer post is a temporary post currently funded through the LSTF programme and is due to end in March 2016. Timescales for delivering AQAP3 measures assume that the low emission officer post will continue to exist until at least 2021. If funding to support this post until 2021 cannot be found it is likely that some if not most of the measures in AQAP3 will become unachievable or will be delivered later than stated. Specific departmental responsibility for the delivery of each LES measures is clearly identified within the draft consultation LES.

(c) **Equalities**

A community impact assessment has been undertaken for AQAP3 (Annex D). Older people, children, pregnant women and vulnerable people with respiratory and other illnesses are more likely to be adversely affected by poor air quality. LES measures aim to mitigate the health effects of poor air quality detailed in paragraphs 8-12 of this report.

(d) Legal

AQAP3 is a statutory document. CYC has a statutory duty to periodically review the air quality within its area both at the present time and as regards future air quality. 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 and refreshing of AQAPs when necessary. AQAP3 is an update of the previous AQAP2 (2006) and incorporates the aims and objectives of York's LES and addresses the continued breaches of air quality objectives in the city.

The implementation of AQAP3 will involve the use of other legal powers such as traffic regulation and planning powers, and their use will need to be considered on a case by case basis.

Having consulted the public on the contents of AQAP3, in making its decision the Executive Member is under an obligation to pay due regard to the comments received.

(e) Crime and Disorder

There are no crime and disorder implications

(f) Information Technology (IT)

There are no IT implications

(g) Property

Energy efficiency and emission reduction measures in domestic properties are currently delivered via the measures set out in the Climate Change Framework and Action Plan. There will be no change to this arrangement as part of AQAP3 implementation. There will be a requirement to accommodate electric vehicle recharging infrastructure in some council owned car parks, offices, housing and leisure facilities. There will also be a need to consider in more detail the suitability of biomass technology for use in council owned buildings, particularly schools and residential care homes where vulnerable receptors are likely to be located close to the emission source.

(h) Other

There may be highways implications associated with implementing a CAZ within the city centre. This will be explored, consulted upon and fully reported to members before any CAZ is established.

The implementation of AQAP3 will include a significant change to the way planning applications are assessed in relation to air quality impacts. Currently most large planning applications are only assessed on the basis of the resultant change in local air quality concentration they are likely to cause. In future, the emphasis will be on the total emissions arising as a result of a new development and how these will be mitigated, both on and off site. The aim is to reduce emission 'creep' across the city arising from the cumulative impact of development. Further consultation on this approach will be needed at a local level to ensure it is fully compatible with the emerging Local Plan. New technical low emission planning guidance has recently been drawn up for the city with assistance from the Low Emission Partnership. The methodologies are currently being tested on suitable planning applications and the technical note is being converted into a more public facing document prior to a wider consultation taking place. The methodologies build on the approach to low emission planning already widely adopted in West Yorkshire.

Risk Management

31. In compliance with the Council's risk management strategy, failing to meet the health based air quality targets, considering the likelihood and impact, the current net risk rating is 21 or High. The continued implementation of the LES and adoption and implementation of AQAP3 should reduce the risk to Medium.

Recommendations

32. The Executive Member is advised to:

Approve Option 1: To accept the findings of the AQAP3 consultation and the resulting amendments to the consultation draft AQAP3. To formally adopt the amended AQAP3 circulated with this report as York's Third Air Quality Action Plan (subject to any further minor amendments requested at this meeting)

Reason: This option will ensure that York continues to have a robust, current and relevant AQAP based on a strong local emission evidence base.

This will facilitate continued delivery of the aims and objectives of the LES. AQAP3 will deliver emission reduction and health improvement benefits throughout the city and by 2021 should deliver the national air quality objectives for NO₂ at most locations in York. Adoption of AQAP3 will demonstrate to DEFRA that York is continuing to strive to improve air quality in the city and may reduce the possibility of substantial air quality fines in the future. AQAP3 will ensure that York continues to attract low emission vehicles, technologies and associated jobs ahead of other local authorities and having a newly adopted LES based AQAP3 in place will strengthen York's bid to become one of OLEV's designated Ultra-Low Emission Cities. If successful this bid will attract millions of pounds of investment in low emission vehicles and infrastructure to York from 2016 onwards.

Contact Details

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		Chief Officer's name Title			
		Report Approved	<input type="checkbox"/>	Date	
Specialist Implications Officer(s)					
None					
Wards Affected: <i>List wards or tick box to indicate all</i>				All	X
For further information please contact the author of the report					

Background Papers

A draft framework for York's Third Air Quality Action Plan (AQAP3) 2014 to 2020 – Decision Session Cabinet Member for Transport, Planning and Economic Development (30 October 2014)

Air Quality Update - Decision Session Cabinet Member for Transport, Planning and Economic Development (14 November 2013)

Air Quality Update - Meeting of Cabinet Member for City Strategy and Air Quality (June 2012)

Adoption of a Low Emission Strategy for York - Cabinet (9 October 2012)

Low Emission Strategy Consultation -- Cabinet (3 April 2012)

Air Quality Update – Meeting of Cabinet Member for City Strategy and Air Quality (5 January 2012)

Draft Framework for York Low Emission Strategy - Executive (15 March 2011)

Air Quality Update – Executive Member for Neighbourhoods (16 Nov 2010)

City of York's Local Transport Plan 3 – Draft 'Framework' LTP3 – Decision Session Executive Member City Strategy (5 Oct 2010)

A Low Emission Strategy for York - Executive Member for Communities and Neighbourhoods (8 June 2010)

Low Emission Strategies – Using the Planning System to reduce transport emissions – DEFRA Good Practice Guidance (January 2010)

Annexes

Annex A: DEFRA letter regarding infraction proceedings

Annex B: Consultation questionnaire and responses

Annex C: Summary of additional consultation responses

Annex D: Community Impact Assessment

Annex E: List of acronyms and abbreviations

Annex F: AQAP3 (following consultation)

Abbreviations

See Annex E