

Annex D

Proposed LES measures

Objective 1: To raise awareness and understanding of emissions to air

	Short Term (by end of 2011)	Medium Term (by end of 2013)	Long Term (2014 and beyond)
Line reference number	Low Cost Measures		
1	Promotion of the concept of a Low Emission Strategy (LES) via local media and CYC publications	Dissemination of information about new low emission measures and incentives via local media and CYC publications	Continued local promotion of LES measures
2	Inclusion of LES information on existing JorAir website		
3	Continue with JorAir school visits to promote understanding of air quality issues and travel choices amongst primary school children <i>(existing programme)</i>	Continue with JorAir school visits	Continue with JorAir school visits
4	Include air quality data in ward profiles on an annual basis		
5	Identify and bid for a source of funding for a high profile LES marketing campaign		
6		Promote the concept of a low emission city within the local business community through a small number of events	

Medium Cost Measures			
7		Incorporate promotion of low emission vehicles and technology into current travel planning programmes / business link schemes.	Continue with active promotion of low emission vehicles and technology via travel planning / business link schemes
8		<p>Develop a high profile LES marketing campaign that could include:</p> <ul style="list-style-type: none"> • Establishment of an 'approved' LES logo to identify vehicles, developments and other schemes that are contributing to the low emission city vision • Promotion of incentives available for the uptake of low emission technology • Development of a dedicated LES website with access to all the latest news on the LES development and a LES information helpdesk facility 	Continue with high profile LES marketing campaign
9			Undertake national promotion of York as a low emission city
High Cost Measures			
10			Undertake international promotion of York as a low emission city

Objective 2: To minimise emissions to air from new developments by encouraging the uptake of low emission technologies

	Short Term (by end of 2011)	Medium Term (by end of 2013)	Long Term (2014 and beyond)
Line reference number	Low Cost Measures		
11	Establish policy hooks for LES measures in LDF		
12	Produce a draft LES supplementary planning document (SPD) for consultation to include: <ul style="list-style-type: none"> • Requirement for emission statements / assessments to be submitted with planning applications • Minimum standards for numbers of electric vehicle recharge points on new developments • Requirements for other LES measures depending on size and scale of development • Low emission construction plans 	Consult on and adopt an initial LES SPD	Continue to review and amend LES SPD as and when required
13	Continue to negotiate inclusion of LES measures and other emission mitigation measures on new developments <i>(ongoing process)</i>	Implement requirements of the LES SPD	Continue to implement requirements of the LES SPD
14		Set up a database of development based mitigation measures	Continue to populate database of low emission measures

Medium Cost Measures			
15	Undertake a study of major development sites in the city to determine what level of LES mitigation may be applicable on each site	Include LES mitigation requirements in action plans and / or development briefs for all major development sites	Ensure LES requirements of action plans / development briefs are implemented as sites come forward for development
16		<p>Work with LESP and other LAs to develop:</p> <ul style="list-style-type: none"> a) a low emission funding formula to assist in the funding of wider low emissions infrastructure e.g. buses, refuse collection vehicles, council vehicle fleet etc b) a BREEAM style accreditation scheme for low emission developments <p>Update and consult upon a revised LES SPD incorporating a LES funding element</p>	<p>Implement the requirements of the revised LES SPD (incorporating a funding element)</p> <p>Use development low emission fund to provide low emission infrastructure across the city.</p>
High Cost Measures			
17	none	none	none

Objective 3: To reduce emissions to air from existing buildings and vehicles by providing businesses, residents and visitors with incentives and opportunities to use low emission technology

Reducing HGV emissions

	Short Term (by end of 2011)	Medium Term (by end of 2013)	Long Term (2014 and beyond)
Low Cost Measures – Reducing HGV emissions			
18	Try to identify a source of alternative funding for a freight and delivery management study (LTP3 capital funding unlikely to be provided until after 2015)		
19	Obtain costs for setting up of a 'green fleet' award scheme giving recognition for emission improvements made by fleet operators		
Medium Cost Measures – Reducing HGV emissions			
20	Work towards the development of a quality freight partnership. Obtain fleet data for main operators.	Work with haulage companies to develop low emission strategies for their fleets	
21		Through quality freight partnership work with haulage companies to identify opportunities to consolidate loads	
22		Implement green fleet award scheme if considered feasible	
23			Undertake a freight and delivery management study (including the feasibility of an urban consolidation centre). Could be brought forward if an alternative source of funding can be found.
24	Include HGVs in the scoping of a feasibility study for a Low Emission Zone (LEZ) or other form of regulatory measure to limit the entry of more polluting vehicles (<i>proposed LTP3 measure</i>)	Include HGVs in a feasibility study for a Low Emission Zone (LEZ) or other form of regulatory measure to limit the entry of more polluting vehicles (<i>proposed LTP3 measure</i>)	
High Cost Measures – Reducing HGV emissions			
25			Implement high cost viable actions from freight and delivery management study

Reducing bus emissions

	Short Term (by end of 2011)	Medium Term (by end of 2013)	Long Term (2014 and beyond)
Low Cost Measures – Reducing bus emissions			
26	Identify main bus companies operating in the city and details of their current fleets		
27	Improve switch off engine signage in coach parks / rendezvous points	Consider further roll out and enforcement of switch off engine signs around the city	
28	Review the use of bus services procured by CYC as part of ongoing fleet review	Implement bus based efficiency and route optimisation savings for CYC procured bus services as identified by fleet review. Consider setting an emission standard for bus services procured by CYC	Aim to set a minimum emission standard or specify bus type (eg. electric, hybrid) for CYC procured services.
29	Raise awareness of low emission strategy with local bus companies via existing Quality Bus Partnership		
Medium Cost Measures – Reducing bus emissions			
30		Undertake detailed emissions modelling of current bus fleet and calculate improvement potential of a bus replacement programme for both carbon dioxide and local pollutants	
31	Through existing QBP work with bus companies to introduce a small number of demonstration hybrid / alternatively fuelled buses into York (ongoing)	Work towards developing a statutory quality bus partnership (SQBP) and work with bus companies to develop detailed low emission strategies for their fleets	Work with bus companies to secure more hybrid, or other alternatively-fuelled vehicles within general bus fleets
32	Investigate funding opportunities to accelerate uptake of hybrid and other alternatively fuelled buses	Aim to secure at least one hybrid, or other alternatively-fuelled bus in the bus fleet	Use Park and Ride contracts to ensure all Park and Ride buses are hybrid or alternatively fuelled (post 2017)
33	Include buses in the scoping of a feasibility study for a Low Emission Zone (LEZ) or other form of regulatory measure to limit the entry of more polluting vehicles <i>(proposed LTP3 measure)</i>	Include buses in a feasibility study for a Low Emission Zone (LEZ) or other form of regulatory measure to limit the entry of more polluting vehicles <i>(proposed LTP3 measure)</i>	
High Cost Measures – Reducing bus emissions			
34			Secure and provide funding to accelerate uptake of hybrid buses on city centre services. Work with bus companies to ensure all buses operating in the city centre are a minimum of Euro III.

Reducing taxi emissions

	Short Term (by end of 2011)	Medium Term (by end of 2013)	Long Term (2014 and beyond)
Low Cost Measures – Reducing taxi emissions			
35	Investigate possible funding sources to assist taxi drivers in the purchase of low emission vehicles	Hold information sessions for taxi drivers to promote existing incentives for low emission vehicles and advise where grant funding can be obtained	Continue to provide advice to taxi operators on funding and incentives for low emission vehicles
36		Explore the possibility of developing a local package of incentives for low emission taxi drivers that could include: <ul style="list-style-type: none"> • Reduced fees • Priority access to key areas • Low emission accreditation / reward scheme 	Consider implementing local incentives for the use of low emission taxis
37	Review the use of taxi services procured by CYC as part of ongoing fleet review	Implement taxi based efficiency and route optimisation savings as identified by fleet review. Consider setting an emission standard for taxi services procured by CYC	Aim to have only ultra low emission taxis used for CYC procured services (electric, hybrid or bio-methane fuelled vehicles)
Medium Cost Measures – Reducing taxi emissions			
38	Obtain emissions information for current taxi fleet and try to quantify associated emissions. Set target emission reductions.	Consult upon future emission standards for taxis based on emissions review and reduction targets set.	Implement revised emission standards for taxis
39	Include taxis in the scoping of a feasibility study for a Low Emission Zone (LEZ) or other form of regulatory measure to limit the entry of more polluting vehicles <i>(proposed LTP3 measure)</i>	Include taxis in a feasibility study for a Low Emission Zone (LEZ) or other form of regulatory measure to limit the entry of more polluting vehicles (proposed LTP3 measure)	
High Cost Measures – Reducing taxi emissions			
40		Secure and provide, where possible, funding to accelerate the uptake of low emission taxis in the city (meeting the requirements of the council's emission standards)	Continue to invest in low emission taxis, possibly using proceeds from low emission development levies

Reducing emissions from private vehicles

	Short Term (by end of 2011)	Medium Term (by end of 2013)	Long Term (2014 and beyond)
Low Cost Measures – Reducing emissions from private vehicles			
43	Identify suitable locations for electric vehicle recharging points, identify potential partners and potential funding sources.	Begin roll out of electric vehicle recharging points in CYC car parks and other locations using LTP3 capital programme allocation	
44	Explore the development of a package of incentives for the use of electric vehicles in CYC car parks	Roll out appropriate parking incentives for electric vehicles	Continue roll out of parking incentives for electric vehicles
45	Investigate funding opportunities available to assist with provision of bio-methane refuelling infrastructure in York		
46	Consider providing free or substantially reduced residents parking permits for electric and bio-methane vehicles	Roll out reduced residents parking permits for electric vehicles and increase price differential in relation to other vehicles	Continue roll out of reduced residents parking permits for electric vehicles and gradually increase price differential. Review ability to provide designated electric vehicle res park spaces.
47		Investigate the possibility of introducing priority parking schemes for electric vehicles at key locations and on new developments in the city	Continue roll out of priority parking for electric vehicles
48	Undertake further in-use vehicle emission testing to obtain a better understanding of in-use emissions. Consider providing advice to drivers of highly polluting vehicles.		

Medium Cost Measures – Reducing emissions from private vehicles

49		Investigate feasibility and cost effectiveness of providing a bio-methane refuelling station in York	Provide a bio-methane refuelling station if there is enough identified demand and an external funding source can be found
50		Work with city car club to provide electric and/ or bio-methane vehicles in some locations	Aim to replace all car club vehicles with alternatively fuelled vehicles
51		Investigate other sources of funding for EV charging points.	Continue with roll out of electric vehicle charging points subject to funding and demand
52	Include private vehicles in the scoping of a feasibility study for a Low Emission Zone (LEZ) or other form of regulatory measure to limit the entry of more polluting vehicles <i>(proposed LTP3 measure)</i>	Include private vehicles in a feasibility study for a Low Emission Zone (LEZ) or other form of regulatory measure to limit the entry of more polluting vehicles (proposed LTP3 measure)	

High Cost Measures – Reducing emissions from private vehicles

53			<p>Fund a bio-methane refuelling station without external funding</p> <p>Consider implementation of a low emission zone for all vehicles</p> <p>Review acceptability / feasibility of a workplace charging scheme</p>
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Reducing emissions from CYC activities

	Short Term (by end of 2011)	Medium Term (by end of 2013)	Long Term (2014 and beyond)
Low Cost Measures – Reducing emissions from CYC activities			
54	Identify potential emission savings within existing CYC fleet as part of ongoing fleet review	Implement low cost outcomes of fleet review- likely to reduce incentives to use private vehicles for CYC business	Aim to have all CYC journeys made by low emission vehicles
55		Develop draft low emission procurement guidance	Adopt and implement low emission procurement guidance for vehicle purchases and transport services
56		Have an updated CYC travel plan in place	
Medium Cost Measures – Reducing emissions from CYC activities			
57		Implement medium cost measures of fleet review	
58		Develop guidance to ensure future boiler provision in CYC premises is adequately assessed in terms of all emissions	
59		Investigate the possibility of using bio-methane from locally derived waste to fuel some of the CYC fleet (particularly refuse trucks)	
High Cost Measures – Reducing emissions from CYC activities			
60		Implement high cost measures in fleet review – likely to relate to the purchase of new low emission vehicles	Introduce bio-methane into CYC fleet if found to be a viable option

Reducing emissions from tourism

	Short Term (by end of 2011)	Medium Term (by end of 2013)	Long Term (2014 and beyond)
Low Cost Measures – Reducing emissions from tourism			
61		Obtain mode of travel data for visitor trips to the city and try to quantify the associated emissions. Set targets for emission reduction.	
62	Identify locations where visitors may wish to access and recharge electric vehicles.	If a suitable source of funding can be found commence roll out of electric vehicle recharge points at key tourist destinations, hotels and Park and Ride sites	Continue to roll out electric vehicle recharging points in line with demand
63		Undertake negotiations with local car hire companies to incorporate low emission vehicles into their fleets, particularly close to the railway station.	Provide a target number of electric vehicles within local car hire fleets (target to be set)
64		Promote the advantages of electric vehicle use in tourism literature and provide additional incentives to encourage hire of electric vehicles over conventional vehicles e.g. discount vouchers for key attractions , free hotel parking etc.	Continue to promote and incentivise use of electric vehicles
Medium Cost Measures – Reducing emissions from tourism			
65			Undertake a feasibility study into the introduction of electric shuttle services to take residents from station to their hotels or other key destinations
66		Work with the Confederation of Passenger Transport to identify suitable incentives for encouraging the use of low emission coaches in York such as priority parking / drop off positions, exclusive access rights relating to low emission developments e.g. hotels, discount tickets for attractions etc	Introduce feasible incentives for encouraging the use of low emission coaches
67			Develop specific 'low emission / low carbon' tourism packages offering deals on electric train travel, low emission coach travel, low emission vehicle hire, stays at low emission hotels, free cycle hire, free walking maps etc.
68			Actively promote York as a low emission tourist destination
High Cost Measures – Reducing emissions from tourism			
69	none	none	none

Reducing emissions from education

	Short Term (by end of 2011)	Medium Term (by end of 2013)	Long Term (2014 and beyond)
Low Cost Measures – Reducing emissions from education			
70		Obtain mode of travel data for educational based trips. Try to quantify the associated emissions and set targets for emission reduction.	
71		Work with car club provider to achieve hosting of electric vehicles at University of York car club	
72	Identify suitable educational establishments for the hosting of electric vehicle recharging points	If suitable funding can be identified commence roll out of charging points at educational locations	
73	Introduce the concept of low emission vehicles and technologies into existing travel planning arrangements	Encourage schools and colleges to develop low emission procurement guidance notes based on emerging CYC model and national low emission procurement guidance	
74			Ensure all CYC procured school bus and taxi services meet minimum emission standards as recommended by CYC transport and fleet review
75		Develop guidance to ensure future boiler provision in schools is adequately assessed in terms of all emissions	
High Cost Measures – Reducing emissions from education			
76			Undertake an accelerated programme of energy efficiency and boiler replacement programmes in all schools to reduce emissions to air

Objective 4: To encourage inward investment by providers of low emission technology, fuels and support services

	Short Term (by end of 2011)	Medium Term (by end of 2013)	Long Term (2014 and beyond)
Line reference number	Low Cost Measures		
77	Promote York's LES regionally and nationally at events organised by the LESP and others.		
78	Incorporate the low emission city message into current inward investment and other 'York' marketing campaigns	Undertake a promotional event to showcase low emission progress being made in York	Continue with ad-hoc events to promote York as a centre of excellence for low emission technology
Medium Cost Measures			
79	Actively promote York as a centre for low emission technology amongst suppliers of low emission vehicles, technologies and support services	Develop a package of incentives / opportunities for suppliers of low emission vehicles, technologies and support services to encourage them to locate to and invest in York	Continue to actively market York to suppliers of low emission vehicles, technologies and support services
80	Identify training needs to support the role out of low emission vehicles and technologies in York	Work with local educational establishments and the Green Jobs Task Force to develop suitable low emission technology training courses, qualifications and research programmes	Continue to develop training and research opportunities to support the role out of low emission technology
High Cost Measures			
81		Undertake international promotion of York as a centre of excellence for low emission technology	Continue to promote York internationally as a centre of excellence for low emission technology