

Decision Session – Executive Member for Environment 1 October 2018

Report of the Corporate Director, Economy and Place

Air Quality – Annual Status Report

Summary

1. 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 suite of 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).
2. This report provides an update on air quality in York following submission of this year's Annual Status Report to DEFRA in June 2018. The report provides an update on levels of pollution monitored across the city 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 (2018) is available to download from <http://jorair.co.uk/data-downloads/reports/>
3. DEFRA's feedback on the ASR was received in July 2018 and supported the amendments proposed to the York AQMA boundaries (discussed later in this report). DEFRA commented that *'the report is of an excellent standard and clearly communicates all key information. It is clear that the Council are taking exceptional steps and effort to actively tackle air quality within the city and the success of this approach is reflected in their results'*.

The ASR report is available for download on City of York Council's dedicated air quality website JorAir: <http://www.jorair.co.uk/data-downloads/reports/>

Recommendations

4. The Executive is asked to note the contents of the report and:

- a) Approve an amendment to the boundary of the City Centre AQMA (Order No.4) to include Coppergate and the buildings either side of the road.

Reason: The air quality impact of a number of changes affecting traffic movements along Coppergate has been evaluated. Whilst these changes have had a positive impact in terms of local air quality throughout 2017, the annual mean NO₂ objective is still exceeded at relevant locations on the street.

- b) Approve an amendment to the City Centre AQMA (Order No.4) to reflect that breaches of the hourly mean objective are no longer considered likely.

Reason: The City Centre AQMA is currently declared on the basis of both the annual mean and the hourly mean NO₂ objective. Recent monitoring in relation to the hourly mean NO₂ objective has shown that breaches of this standard are no longer likely in the vicinity of Rougier Street / George Hudson Street / Bridge Street.

- c) Approve the decision to retain the Fulford Road AQMA (Order No. 2) for a further 12 months whilst the potential traffic and air quality implications of developments both within York and neighbouring local authority areas are considered.

Reason: Concentrations of NO₂ monitored in the Fulford AQMA remain below the health based objective in 2017. City of York Council is currently considering revoking this AQMA but prior to this must consider the potential air quality implications of developments in neighbouring local authority areas likely to affect traffic movements into York in the future. Future developments within York must also be considered.

Background

5. 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. In addition, 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 billion¹.

6. York currently has two Air Quality Management Areas (AQMAs) declared on the basis of breaches of the health based nitrogen dioxide (NO₂) objectives. These AQMAs are located in the city centre (AQMA Order No.4) and in Fulford (AQMA Order No.2). A third AQMA for NO₂ was in existence along Salisbury Terrace between 2012 and 2017 (AQMA Order No.3). Following an Executive Member Decision Session in August 2017, this AQMA was revoked in December 2017². City of York Council has a statutory duty to try to reduce NO₂ 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 NO₂ and particulate matter (PM). Typically, traffic is responsible for around 50-70% of the total NO₂ at any particular location in the city, although the exact amount varies according to proximity to roads and other emission sources.

Air Quality Monitoring Update

7. Real-time monitoring of nitrogen dioxide and other pollutants has been undertaken at a total of 14 different locations across York since 1999 (currently, real-time monitoring is 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 2017)³. The Council currently undertakes diffusion tube monitoring at 233 sites in the city; there has been no significant change to the Council's overall monitoring strategy in the last 12 months. Volunteers often assist Public Protection staff with collection of diffusion tubes throughout the city.

City Centre AQMA (AQMA Order No. 4)

8. Air pollution monitoring data for York indicates that annual mean NO₂ concentrations monitored at all real-time monitoring stations decreased in 2017 compared with levels monitored in 2016. Concentrations fell by between 4.4% (Fishergate) and 17.6% (Nunnery Lane). This continues the general downward trend in NO₂ concentrations monitored across the

¹ DEFRA. Abatement cost guidance for valuing changes in air quality, May 2013

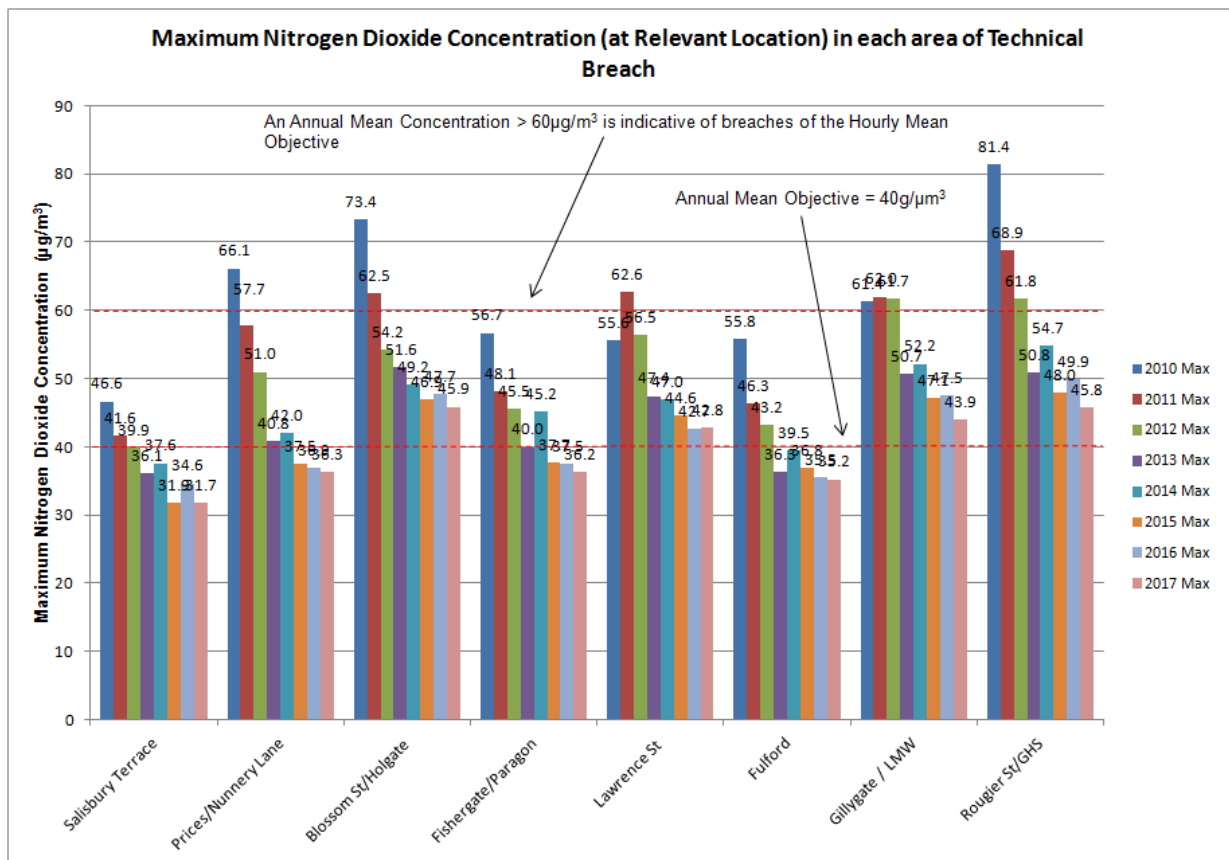
² Annual Mean Concentrations of NO₂ had remained below objective levels for more than 3 years along Salisbury Terrace and hence the AQMA was revoked in December 2017

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

city since 2012. However, the annual average air quality objective for NO₂ is still being breached at a number of locations around the inner ring road (within the city centre AQMA).

9. Exceedances of the health based annual mean NO₂ objective (40µg/m³) were monitored in the Gillygate, Holgate, Lawrence Street and Rougier Street/George Hudson Street technical breach areas in 2017, within the City Centre AQMA (AQMA Order No.4). Whilst maximum concentrations of NO₂ monitored in the Nunnery Lane/Prices Lane and Fishergate technical breach areas were below the objective at 36.4µg/m³ and 36.2µg/m³ 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 2019).
10. The maximum NO₂ concentrations monitored (at a relevant location⁴) in each area of technical breach since 2010 are shown in figure 1 below.

Figure 1



⁴ 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

11. Whilst CYC has monitored concentrations of NO₂ above the annual mean objective for NO₂, values are currently below the level that would be indicative of breaches of the hourly mean objective (60µg/m³). The Council's last Annual Status Report (June 2017) stated that if concentrations of nitrogen dioxide below 60µg/m³ were monitored throughout 2017, the city centre AQMA order would need amending accordingly (this area is currently declared on the basis of both the annual mean and hourly mean NO₂ objective). As the highest annual mean concentration of nitrogen dioxide recorded by a diffusion tube in this area during 2017 was 45.8µg/m³, it is proposed to amend the City Centre AQMA (Order No. 4) to reflect that breaches of the hourly NO₂ objective are no longer considered likely in this area.

Coppergate

12. The last Annual Status Report stated that consideration should be given to extending the city centre AQMA (Order No. 4) to include new relevant exposure for the annual mean nitrogen dioxide objective in Coppergate.
13. A number of changes affecting traffic movements on Coppergate occurred from the end of 2016; these changes were likely to have a significant positive impact in terms of air quality (reinstatement of traffic restrictions and changes to bus services). DEFRA agreed that the air quality impacts of these changes would be evaluated before the City Centre AQMA was amended to include properties along Coppergate.
14. Consideration of the monitoring results along Coppergate for the 2017 calendar year period has shown that although air quality has improved over the last 12 months, annual mean levels of NO₂ are still being exceeded at relevant receptor locations. It is therefore recommended that the boundary of the City Centre AQMA is amended to include Coppergate. The current AQMA boundary in this area includes Clifford Street / Nessgate to the south west of Coppergate, and Pavement to the north east, but does not specifically include Coppergate or the buildings either side of road (see figure 2 below). 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.

Figure 2: Existing AQMA boundary (shown in red) in the vicinity of Coppergate



Fulford AQMA (AQMA Order No. 2)

15. Concentrations of NO₂ monitored in the Fulford Road AQMA in 2017 were elevated but below the annual mean objective of 40µg/m³. The highest recorded levels of NO₂ were monitored at site C58, near the junction of Fulford Main Street and Heslington Lane (northbound carriageway) and were 35.3µg/m³.
16. In the last Annual Status Report, it was highlighted that at least 1-2 additional years of monitoring (demonstrating that levels of NO₂ remain well under the annual mean objective) would be needed in this area before revocation could be considered. CYC is considering revoking this AQMA based on current monitoring in the area but is aware of a number of large scale developments, both inside and outside of the local authority boundary (within Selby District), that may have implications for traffic movements through the AQMA. The likely air quality impacts of such developments are currently being considered.
17. It is recommended that the Fulford AQMA should be retained for a further 12 months to allow evaluation of traffic impacts. Ongoing monitoring in this area will be used to inform any future decision to revoke the Fulford AQMA.

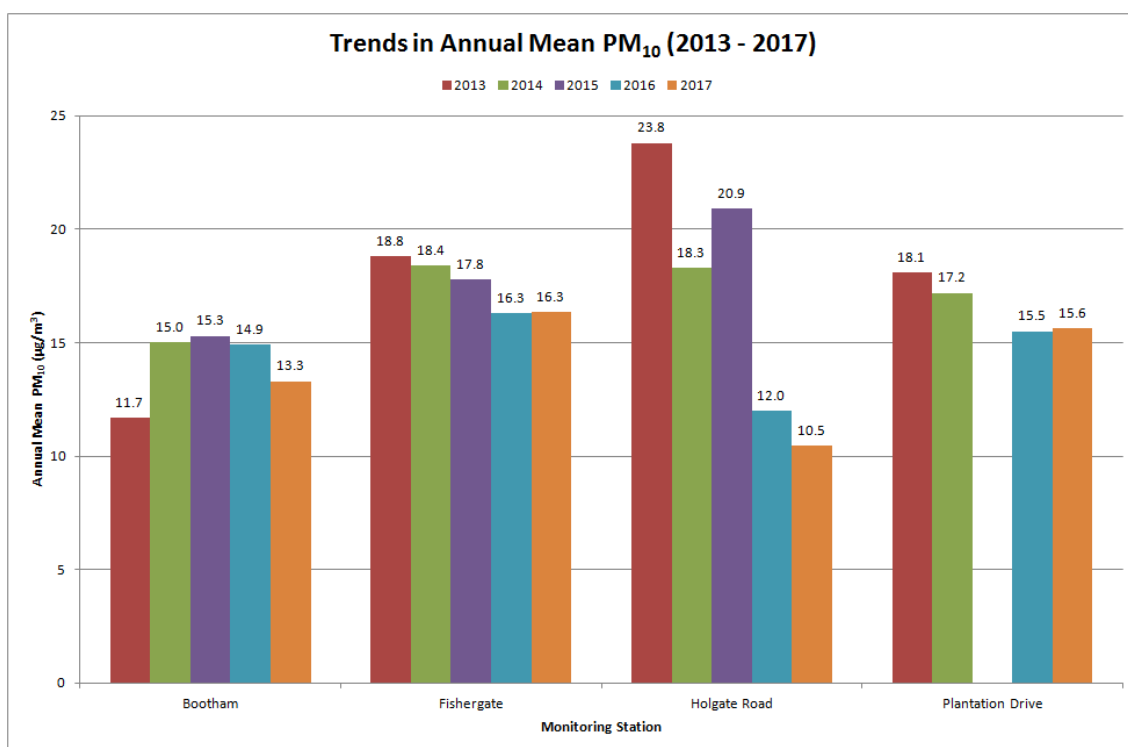
Former Salisbury Terrace AQMA

18. Concentrations of NO₂ monitored in the former Salisbury Terrace AQMA continue to remain well below the health based annual mean objective of 40µg/m³. 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.

Monitoring of Particulate Matter (PM₁₀ and PM_{2.5})

19. National air quality objectives for PM₁₀ are currently met at all monitoring locations in York. The annual mean objective for this pollutant is 40µg/m³. Monitored levels were between 10.5µg/m³ and 16.3µg/m³ in 2017 (i.e. well within air quality objectives). Trends in annual mean PM₁₀ concentrations are shown in figure 3 below.
20. 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 months. In 2016 it was estimated that 91% of the world population was living in places where the WHO air quality guidelines levels were not met. Currently, guidelines of 10 and 20µg/m³ (as annual means) have been set for PM_{2.5} and PM₁₀ 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.
21. Figure 3 shows that with respect to PM₁₀, levels monitored in York are currently well within the WHO guidelines.

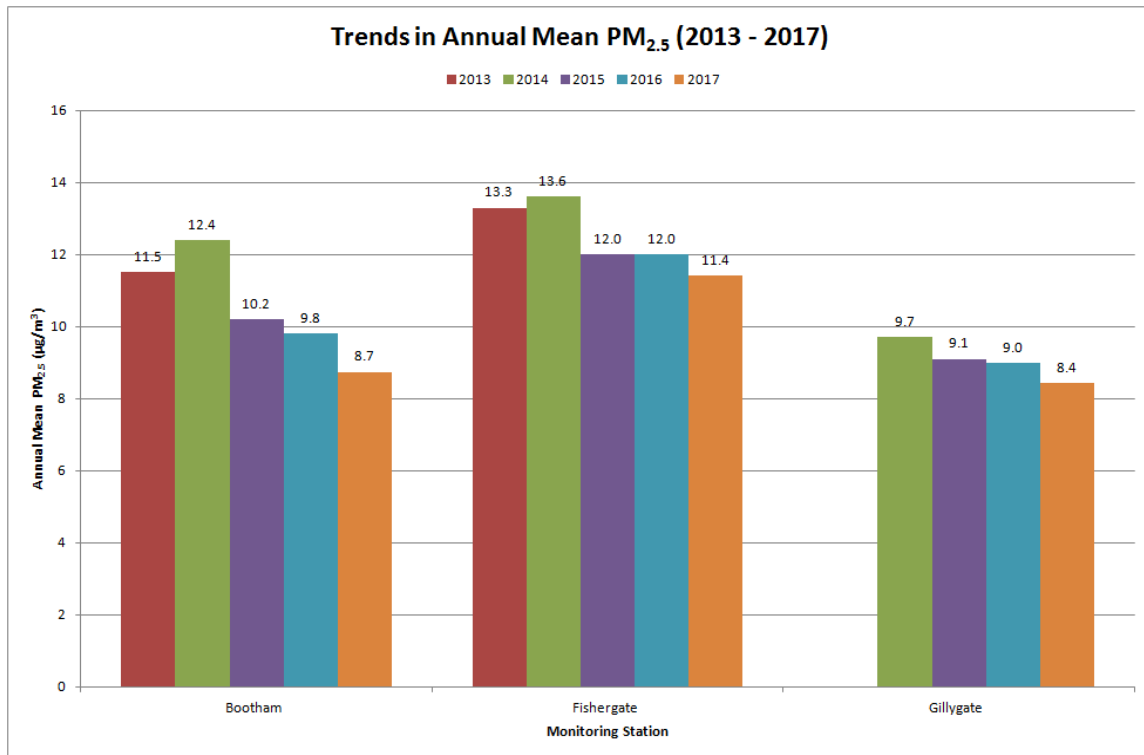
Figure 3



22. Health based objective levels for fine particulates (PM_{2.5}) have not yet been set for local authorities. However, the EU limit value for PM_{2.5} is 25µg/m³ as an annual average. In 2017, the annual average PM_{2.5} concentrations measured at York's three monitoring stations were 8.7µg/m³, 11.4µg/m³ and 8.4µg/m³ and were therefore well within the EU limit value⁵. Monitoring of PM_{2.5} in York is done on behalf of DEFRA as part of their Automatic Urban and Rural Network (AURN). Trends in annual mean PM_{2.5} in York are shown in figure 4 below:

⁵ Annual mean levels of PM_{2.5} measured at Fishergate in 2017 (11.4µg/m³) were above the WHO Guideline of 10µg/m³ but below the EU Limit value of 25µg/m³

Figure 4



Meeting the Air Quality Objectives at all locations

23. 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). Previous 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 NO₂ are likely to be met in all the current air quality technical breach areas in York by 2021.

Actions to Improve Air Quality

24. CYC produced two AQAPs in 2004 and 2006, based mainly on modal shift and congestion reduction with an emphasis on reducing vehicle trips.
25. However, air quality in York continued to deteriorate between 2004 and 2010, despite introduction of these 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 exhaust emissions from individual 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 proved 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.

26. 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.
27. 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. 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 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).
28. Key completed measures and progress include:
 - Introduction of electric buses on two of York's Park & Ride services at Poppleton Bar and Monks Cross. Additional electric and low emission Euro 6 diesel buses are proposed as part of the new P&R contract
 - Retrofitting the world's first electric double-decker sightseeing bus. Three additional sightseeing buses were converted in 2017. Transdev is currently working in partnership with the Council to convert the remaining two vehicles to full electric drive.
 - CYC were involved in a number of promotional events during 2017 aimed at raising public awareness of air quality issues including 'The air we share' (10 February), 'Making the invisible visible' (18 March) and National Clean Air Day (15 June), which involved promoting anti-idling practices with bus operators, taxis, LGVs and private motorists. Further promotional work around anti-idling was undertaken on One Planet York day (12 June 2018) and for Clean Air Day 2018 (21 June). Photographs of activities undertaken for National Clean Air Day 2017 and 2018 are available online at: <http://jorair.co.uk/air-quality-in-york/photos/>.

- Further development of the LES based Planning Guidance to accompany policy ENV1 'Air Quality' of the Local Plan. The guidance outlines CYC's design and mitigation expectations for all new development in the city (including charging facilities for electric vehicles). It 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, Low Emission Strategy and the new revised National Planning Policy Framework (NPPF). This note is currently being used by CYC's Public Protection team to ensure that air quality impacts of new developments in the city are appraised and mitigated appropriately.
- Continued roll-out of the new taxi licensing policy that specifies minimum emission standards for new or replacement taxis. This policy, in addition to our earlier support for local taxi drivers through the Low Emission Taxi Incentive Scheme, has resulted in 16% of local taxis being upgraded to petrol hybrid or electric vehicles.
- Continued delivery of the Strategic Electric Vehicle fast charge network in the city. The number of charging sessions per month is currently just over 1500 (this figure includes charging session by electric buses). Additional publically accessible fast chargers are currently being installed at Foss Bank Car Park.
- City of York Council was awarded 'Go Ultra Low' city status and awarded funding from the Office of Low Emission Vehicles (OLEV). The money 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 other Park and Ride sites⁶.
- CYC continues to promote the use of low emission vehicles via partnership with City Car Club. CYC Public Protection also operates an electric pool vehicle.
- Continuation of the York ECO Stars fleet recognition scheme. There are 95 members of the scheme (as of end of March 2018). The scheme was reviewed at the end of 2017 with emphasis for 2018 being the CYC fleet and York bus operators. Further information about the scheme can be found at <http://jorair.co.uk/air-quality-in-york/eco-stars-scheme/>

⁶ Contact CYC Sustainable Transport for further updates on this project

- CYC was awarded £2.85m funding from the government's national Productivity Investment Fund. The Smarter Travel Evolution Programme (STEP) takes advantage of York's ultra fast fibre optic connectivity and the cutting edge transport research already being undertaken in the city. Detectors located on traffic lights, bollards and other street furniture will track vehicle movements by anonymous signatures collected from people using mobile data services. This will then be processed in real-time. STEP will transform the way the council manages the city's roads, from changes to how traffic lights react to traffic flows through to designing junctions and road improvements. This will allow the council to better understand the impact of changes and demands on the network such as the impacts of new development sites, and to help manage and improve air quality in the city.
- CYC and bus operators continue to work together to improve York's bus network 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
 - Improvements to well used bus stops in the city centre including Museum Street and Exhibition Square
 - Electric buses on the Poppleton and Monks Cross P&R services
 - New services such as CityZap between York and Leeds. New vehicles and higher frequencies on some existing services
 - Introduction of a multi-operator 'All York' and smartcard tickets
 - The introduction of two bus wardens and the bus enquiry desk at the Railway Station to help passengers by providing travel information

York has seen further network improvements in 2018 including improved bus interchanges on The Stonebow and Rougier Street. Changes are also proposed at York Railway Station to create an improved bus hub.

Figures compiled by the Department for Transport (DfT) show that improvements made to York's buses helped to take 460,000 car trips off the city's roads last year. 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 with 15 million in 2012/13. This growth in passengers of 12% is in contrast with the rest of Yorkshire and Humber region which has fallen by 4%. Passenger satisfaction information, collected by Transport Focus on behalf of the York Quality Bus Partnership, also suggests that 90% of York's bus passengers are satisfied with the service they receive – a rate above the national average of 87%, and above the rates for West and South Yorkshire.

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

- Clean Air Zone –consultation with bus operators, residents and businesses, following approval of an Ultra Low Emission Standard for frequent bus services (agreed 25 January 2018) and agree responsibility for delivering key elements of the CAZ
- Anti-idling Measures - roll-out of anti-idling measures via signage in key locations and undertake further promotional work. Protocols and resources for enforcement will also be finalised.
- Planning and delivery of strategic EV charging network – expand electric vehicle recharging facilities at key P&R sites to include 'hyper-hubs', providing ultra-fast, reliable and convenient electrical recharging.

30. Annex A provides a full update on all current measures in City of York Council's third Air Quality Action Plan (AQAP3)

Options

31. The Executive Member is asked to consider the following options:

Decision 1 – City Centre AQMA (AQMA Order No. 4) - Coppergate

- (A) Amend the boundary of the City Centre AQMA to include Coppergate and buildings either side. This is the recommended option.
- (B) Do not include Coppergate in the City Centre AQMA

Decision 2 – City Centre AQMA (AQMA Order No. 4) – Hourly Mean

- (A) Amend the City Centre AQMA Order to reflect that breaches of the hourly mean objective are no longer considered likely in the vicinity of Rougier Street / George Hudson Street / Bridge Street. This is the recommended option.

- (B) Do not revoke this part of the City Centre AQMA declaration

Decision 3 – Fulford AQMA (AQMA Order No. 2)

- (A) Retain the Fulford Road AQMA (Order No. 2) whilst the potential traffic and air quality implications of developments both within York and neighbouring local authority areas are considered. This is the recommended option.
- (B) Revoke the Fulford AQMA as soon as practically possible without considering the impact of additional development traffic.

32. The recommended options above are presented on the basis of current air quality monitoring evidence in the city over the last few years and reflect recent discussion with DEFRA about AQMA boundaries.

Analysis

33. LAQM Policy Guidance (LAQM.PG16) and Technical Guidance (LAQM.TG16) outline the process that should be followed with respect to amendment and revocation of existing AQMAs. The following issues are considered relevant:

City Centre AQMA (AQMA Order No. 4) – Inclusion of Coppergate

34. The Three Tuns Pub (on which tube D56 is located) is considered to be a relevant location as there is living accommodation at first floor and above. The tube has indicated an exceedence of the annual mean NO₂ objective for the last 3 years. Based on these diffusion tube monitoring results it is considered likely that the annual mean NO₂ objective is being exceeded at one or more relevant locations on the street. The addition of Coppergate to the City Centre AQMA would involve a minor change to the existing legal order, including the addition of approximately 85m of carriageway and the buildings either side of the road to the existing AQMA, which currently includes Nessgate (to the west) and Pavement (to the east).
35. Extension of the AQMA in this area will formally recognise this street as being in excess of health based air quality objectives and will mean that greater weight will be given to the consideration of air quality impacts (and their mitigation) in the context of future planning applications. Additional mitigation may be required in some instances to make developments acceptable in terms of air quality (e.g. planning conditions relating to ventilation strategies and provision of 'clean air' for future

residential developments in this area). Subject to approval at this Decision Session, Public Protection staff will update colleagues across the authority with the changes to the AQMAs and any implications, especially development control.

36. It should be noted that 'permitted development rights' enable some developments to proceed (such as office to residential conversions) with little consideration of air quality. Whilst Public Protection staff always make recommendations to planning colleagues where exposure to poor air quality is likely to be an issue (usually within AQMAs), planning conditions to require the implementation of ventilation strategies are not allowed for these types of development.

City Centre AQMA (AQMA Order No. 4) – Hourly Mean

37. Changes to the City Centre AQMA to reflect that breaches of the hourly mean are no longer considered likely in this area, would involve a minor change to the existing legal order. The area of George Hudson Street, Rougier Street and Bridge Street would still remain in the AQMA, but only be included with respect to the annual mean objective, rather than with respect to both the annual and the hourly mean, as at present.
38. The change to the AQMA order for this area would mean there would no longer be a formal designation with respect to the short-term hourly objective. This would reduce the weight given to the issue of air quality when determining planning applications where short-term human exposure is likely e.g. pavement cafes / seating areas, where members of the public could be reasonably expected to spend periods of an hour next to the road. However, monitoring of air quality will continue in this area to ensure that any future deterioration in air quality is detected. Subject to approval at this Decision Session, Public Protection will update colleagues across the authority with the changes to the AQMAs and any implications, especially development control.

Fulford AQMA (AQMA Order No. 2)

39. Concentrations of NO₂ monitored in the Fulford Road AQMA in 2017 were elevated but below the annual mean objective of 40µg/m³. The highest recorded levels of NO₂ were monitored at site C58, near the junction of Fulford Main Street and Heslington Lane (northbound carriageway) and were 35.3µg/m³.

40. Pollutant concentrations 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.
41. It was highlighted in last year's Annual Status Report that at least 1-2 additional years of monitoring (demonstrating that levels of NO₂ remain well under the annual mean objective) would be needed in this area before revocation could be considered. As the highest concentration of NO₂ monitored in this area in 2017 was 35.3µg/m³, CYC is currently considering revoking this AQMA, but is currently considering the potential traffic and air quality implications of developments in York and in neighbouring local authority areas that may impact upon the AQMA.

Council Plan

42. 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.
43. 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.
44. Air pollution damages buildings as well impacts on peoples 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

45. 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 also requires ongoing revenue funding. Any request for funding will follow the council's budgetary process.

Human Resources (HR)

46. There are no human resources implications

One Planet Council / Equalities

47. 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

48. 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 amendments to the Air Quality Management Areas (AQMAs) highlighted in this report.

Crime and Disorder

49. There are no crime and disorder implications

Information Technology (IT)

50. There are no information technology implications

Property

51. There are no property implications

Risk Management

52. Not applicable

Contact Details

Author:

Mike Southcombe
Public Protection Manager
Public Protection
Tel No. (01904) 551514

Chief Officer Responsible for the report:

Mike Slater
Assistant Director, Directorate of Economy
and Place

Report Date 19/9/2018
Approved

Wards Affected:

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, 30 October 2014](#)

Annexes

Annex A – Progress on Measures to Improve Air Quality

Note: the full Annual Status Report (2018) document is available to download from: <http://jorair.co.uk/data-downloads/reports/>

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
$\mu\text{g}/\text{m}^3$	Micrograms per cubic metre
NO_2	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