

**Notice of a public  
Decision Session - Executive Member for Environment**

**To:** Councillor Waller (Executive Member)

**Date:** Monday, 5 September 2016

**Time:** 5.30 pm

**Venue:** The Thornton Room - Ground Floor, West Offices (G039)

**AGENDA**

**Notice to Members – Post Decision Calling In:**

Members are reminded that, should they wish to call in any item\* on this agenda, notice must be given to Democratic Services by **4:00pm on Wednesday 7 September 2016**.

\*With the exception of matters that have been the subject of a previous call in, require Full Council approval or are urgent which are not subject to the call-in provisions. Any called in items will be considered by the Corporate and Scrutiny Management Policy and Scrutiny Committee.

Written representations in respect of items on this agenda should be submitted to Democratic Services by at **5.00pm on Thursday 1 September 2016**.

## 1. **Declarations of Interest**

At this point in the meeting, the Executive Member is asked to declare:

- any personal interests not included on the Register of Interests
- any prejudicial interests or
- any disclosable pecuniary interests

which he might have in respect of business on this agenda.

## 2. **Minutes** (Pages 1 - 4)

To approve and sign the minutes of the Decision Session held on Monday 1 August 2016.

## 3. **Public Participation**

At this point in the meeting, members of the public who have registered their wish to speak at the meeting can do so. The deadline for registering is at **5.00 pm on Friday 2 September 2016.**

Members of the public may register to speak on an item on the agenda or an issue within the Executive Member's remit.

### **Filming, Recording or Webcasting Meetings**

Please note this meeting may be filmed and webcast and that includes any registered public speakers, who have given their permission. This broadcast can be viewed at <http://www.york.gov.uk/webcasts>.

Residents are welcome to photograph, film or record Councillors and Officers at all meetings open to the press and public. This includes the use of social media reporting, i.e. tweeting. Anyone wishing to film, record or take photos at any public meeting should contact the Democracy Officer (whose contact details are at the foot of this agenda) in advance of the meeting.

The Council's protocol on Webcasting, Filming & Recording of Meetings ensures that these practices are carried out in a manner both respectful to the conduct of the meeting and all those present. It can be viewed at: [http://www.york.gov.uk/download/downloads/id/11406/protocol\\_f\\_or\\_webcasting\\_filming\\_and\\_recording\\_of\\_council\\_meetings\\_20160809.pdf](http://www.york.gov.uk/download/downloads/id/11406/protocol_f_or_webcasting_filming_and_recording_of_council_meetings_20160809.pdf)

**4. Air Quality Update and Annual Status Report** (Pages 5 - 26)

This report provides an update on air quality in York, following submission of the first Annual Status Report to Department for Environment, Food and Rural Affairs (DEFRA) in June 2016.

**5. Review of June 2016 Surface Water Flood Event** (Pages 27 - 32)

This paper provides a report back, as requested by the Executive Member, on the Council's response to the surface water flooding that occurred in June 2016.

**6. York Community Recycling Fund** (Pages 33 - 38)

This report sets out a proposal to establish a York Community Recycling Fund. The Executive Member is asked to approve the fund criteria and application process.

**7. Urgent Business**

Any other business which the Executive Member considers urgent under the Local Government Act 1972.

Democracy Officers:

Catherine Clarke and Louise Cook (job share)

Telephone No- 01904 551031

Email- [catherine.clarke@york.gov.uk](mailto:catherine.clarke@york.gov.uk)/[louise.cook@york.gov.uk](mailto:louise.cook@york.gov.uk)

For more information about any of the following please contact the Democratic Services Officer responsible for servicing this meeting:

- Registering to speak
- Business of the meeting
- Any special arrangements
- Copies of reports and
- For receiving reports in other formats

Contact details are set out above.

**This information can be provided in your own language.**

**我們也用您們的語言提供這個信息 (Cantonese)**

**এই তথ্য আপনার নিজের ভাষায় দেয়া যেতে পারে। (Bengali)**

**Ta informacja może być dostarczona w twoim (Polish)  
własnym języku.**

**Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)**

**یہ معلومات آپ کی اپنی زبان (بولی) میں بھی مہیا کی جاسکتی ہیں۔ (Urdu)**

** (01904) 551550**

City of York Council

Committee Minutes

---

Meeting	Decision Session - Executive Member for Environment
Date	1 August 2016
Present	Councillor Waller

---

### 1. **Declarations of Interest**

At this point in the meeting, the Executive Member was asked to declare any personal, prejudicial or pecuniary interests he may have in the business on the agenda. None were declared.

### 2. **Minutes**

Resolved: That the minutes of the last Environment Decision Session held on 9 May 2016 be approved and then signed by the Executive Member as a correct record.

### 3. **Public Participation**

It was reported that there were no registrations to speak under the Council's Public Participation Scheme.

### 4. **OnePlanetCouncil Delivery Framework and new Carbon and Resource Smart Management Plan**

The Executive Member considered a report that proposed a OnePlanetCouncil (OPC) delivery framework and demonstrated how the council would deliver on its recent commitment to be a OPC and provide city leadership amongst the emerging OnePlanetYork (OPY)network.

Officers gave an update and confirmed that on 17 March 2016 Executive approved the OnePlanetYork programme that included two elements, a city facing partnership approach and a council approach. They explained the paper focussed on the OnePlanetCouncil strand and discussed how the council could work towards becoming a sustainable organisation.

This included the introduction of a new:

1. OPC Policy (to establish clear principles to work towards);
2. OPC Action Plan (to deliver coordinated action across the council – including Phase 1 which would incorporate the council's Carbon and Resource Smart Management Plan 2015 - 2019);
3. Integrated Impact Assessment Tool (to embed OPC principles into all new projects, programmes and policies); and
4. OPC communication campaign (to ensure all staff were engaged and empowered to take action).

It was noted that the overall aim was to reduce economic, social and environmental impacts through a balanced approach using the clear principles (based on the international One Planet principles) for all council departments to work towards:

- Zero Carbon
- Zero Waste
- Sustainable Transport
- Sustainable Materials
- Local and Sustainable Food
- Sustainable Water
- Land Use & Wildlife
- Culture & Heritage
- Equality & Local Economy
- Health & Happiness

The Executive Member thanked officers for their detailed report and update. He felt this was a positive step forward that would build on successes already made over the last two decades and work towards putting sustainability at the forefront. He also welcomed the increase in applications for renewable power and agreed generating energy close to where it was being utilised was the most efficient way.

After further discussion, officers noted the Executive Member's comments and agreed to:

- report all results annually ensuring record keeping demonstrated performance without becoming an overburden bureaucracy.

- make arrangements for residents to comment on the draft policies.
- engage with all parts of the council and coordinate an employee suggestion scheme on energy and water savings.
- include further details in the OPC Embedding Matrix and Self Assessment Tool.
- use existing channels and engage with partners when developing the Communications Plan.
- maximise goals where possible to achieve the best efficiency results.

Resolved:

- (i) That the overall proposed framework be agreed and the OnePlanetCouncil commitment be delivered.
- (ii) That the OnePlanetCouncil Policy (Draft) and OnePlanetCouncil Action Plan – Phase 1 (Draft) be noted and arrangements be made for further consultation on these documents.
- (iii) That the final OnePlanetCouncil Policy and OnePlanetCouncil Action Plan – Phase 1 be considered by the Executive Member for Environment at his Decision Session on 28 November 2016.
- (iv) That the Carbon and Resource Smart Management Plan be approved.
- (v) That the Integrated Impact Assessment Tool be noted.
- (vi) That the ongoing renewable energy work be noted.
- (vii) That offices note and action the above comments made by the Executive Member.


Reason: To agree a coordinated approach and commence delivery against the OnePlanetCouncil commitments. It will also help the council act as a city leader in this area, supporting the development of the emerging OnePlanetYork network.

Councillor Waller, Executive Member

[The meeting started at 5.30 pm and finished at 5.53 pm].

This page is intentionally left blank



 <p>CITY OF <b>YORK</b> COUNCIL</p>	
<p><b>Decision Session Executive Member for the Environment</b></p>	<p>5<sup>th</sup> September 2016</p>
<p>Report of the Assistant Director – Housing and Community Safety</p>	

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

### **Summary**

1. DEFRA have recently changed the local authority reporting system for air quality via the introduction of ‘Annual Status Reports (ASRs)’ for all local authorities in England. The ASR replaces the following existing reports: Update and Screening Assessments (USAs), Detailed Assessment (DAs), Further Assessments (FAs), Progress Reports (PRs) and Air Quality Action Plan Progress Reports (AQAP PRs). The production of an ASR is intended to aid local transparency, increase accessibility of air quality to the wider public audience 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 the first Annual Status Report to DEFRA in June 2016. Whilst air pollution in the city and city centre appears to be on a downward trend, the most recent monitoring data indicates decreased at most of continuous monitoring stations in 2015 when compared with the 2014 results (although concentrations at Fishergate and Lawrence Street remained similar between 2014 and 2015) and there is evidence of a steady downward trend in nitrogen dioxide concentrations over the last five years. However, whilst air pollution in the city appears to be on a downward trend, the most recent monitoring data indicates that the annual average air quality objective for NO<sub>2</sub> is still being breached at a number of locations around the inner ring road (within the city centre AQMA).
3. The report is provided for information only, at the request of the Executive Member; no specific decision is requested.

## Recommendations

4. The Executive Member is advised to note the content of the report, which is provided for information only.

## Background - Air Quality in York

5. Air pollution particularly affects the most vulnerable in society: children and older people, especially those with existing heart and lung conditions. Air pollution is recognised as a contributing factor in the onset of heart disease, strokes and cancer and has been linked to low birth weights and reduced IQ in children. The annual health cost to society of the impacts of particulate matter alone in the UK is estimated to be around £16 billion<sup>1</sup>.
6. City of York Council has declared three Air Quality Management Areas (AQMAs) where the health based national air quality objectives for nitrogen dioxide (NO<sub>2</sub>) are currently exceeded. These AQMAs are located in the city centre, in Fulford and along Salisbury Terrace. CYC has a statutory duty to try to reduce NO<sub>2</sub> 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 NO<sub>2</sub> and particulate matter (PM). Typically traffic is responsible for around 50-70% of the total NO<sub>2</sub> at any particular location in the city, although the exact amount varies according to proximity to roads and other emission sources.

## Air Quality Monitoring Update

7. Since 1999, real-time monitoring of NO<sub>2</sub> and other pollutants has been undertaken at a total of 14 locations across York. In addition to the very accurate real time monitoring, City of York Council has also undertaken indicative passive NO<sub>2</sub> diffusion tube monitoring at up to 340 locations in the city. Results from this diffusion tube monitoring programme were last reported in the Air Quality Update and Screening report (April 2015)<sup>2</sup>. There have been no significant changes to City of York Council's overall monitoring strategy over the last 12 months; however a review of nitrogen dioxide diffusion tubes has led to a reduction from 340 to 233 tubes.
8. Nitrogen dioxide concentrations decreased at most of continuous monitoring stations in 2015 when compared with the 2014 results

---

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

<sup>2</sup> Update and Screening Report (April 2015) available online at <http://www.jorair.co.uk/index.php?page=reports>

(although concentrations at Fishergate and Lawrence Street remained similar between 2014 and 2015) and there is evidence of a steady downward trend in nitrogen dioxide concentrations over the last five years. However, whilst air pollution in the city appears to be on a downward trend, the most recent monitoring data indicates that the annual average air quality objective for NO<sub>2</sub> is still being breached at a number of locations around the inner ring road (within the city centre AQMA).

9. With respect to the City Centre AQMA, exceedances of the health based annual mean NO<sub>2</sub> objective (40µg/m<sup>3</sup>) were monitored in the Gillygate, Holgate, Lawrence Street and George Hudson Street/Rougier Street technical breach areas in 2015. Whilst maximum concentrations of NO<sub>2</sub> monitored in the Nunnery Lane/Prices Lane and Fishergate technical breach areas were 38µg/m<sup>3</sup> and 39µg/m<sup>3</sup> respectively, it is considered that breaches of the objective are still possible given the precision of the monitoring technique used. The existing city centre AQMA is considered necessary and the existing boundary is still considered accurate.
10. Recorded concentrations of nitrogen dioxide have fallen below 60µg/m<sup>3</sup>, the concentration which is indicative of breaches of the hourly mean objective. If concentrations remain at this level or below, the city centre AQMA may need amending accordingly (this area is currently declared on the basis of both the annual mean and hourly mean NO<sub>2</sub> objective).
11. Concentrations in the Fulford Road and Salisbury Terrace AQMAs have also improved in recent years. Levels of NO<sub>2</sub> in the Fulford AQMA were only just below the annual mean objective level in 2015 and therefore the AQMA is still considered appropriate. The highest recorded levels of pollution were at the junction of Fulford Main Street and Heslington Lane and were 37µg/m<sup>3</sup>. The boundary of the Fulford AQMA will be reviewed in 2017.
12. Concentrations of NO<sub>2</sub> in the Salisbury Terrace AQMA were well below the annual mean objective in 2015. The highest recorded level of NO<sub>2</sub> within the area of technical breach was 32µg/m<sup>3</sup>. Should concentrations of NO<sub>2</sub> remain at this level throughout 2016, CYC will consider revoking this AQMA in 2017, in line with DEFRA guidance.
13. City of York Council's previous Update and Screening Report, submitted to DEFRA in April 2015, monitored elevated concentrations of NO<sub>2</sub> to the south west end of Coppergate. Whilst there were no relevant locations in the vicinity of the diffusion tube, CYC was aware of residential properties at first floor and above elsewhere on Coppergate. In May 2015, further monitoring was established along Coppergate to confirm

the position. Based on 8 months monitoring carried out between May and December 2015 it is considered possible that the annual mean NO<sub>2</sub> objective is being exceeded at relevant locations elsewhere on Coppergate. Once data for a full calendar year has been obtained and the Traffic Regulation Order for Coppergate has been re-instated,, a decision will be taken regarding the amendment of the existing City Centre AQMA to include this street. Any such amendment will be reported in future ASRs to DEFRA and update reports to the Executive Member.

14. National air quality objectives for PM<sub>10</sub> are currently met in York. There are currently no health based objective levels for ultra-fine particulates. The EU limit value for PM<sub>2.5</sub> is 25µg/m<sup>3</sup> as an annual average with an additional requirement to reduce average urban background concentrations by 15% by 2020 (against a 2010 baseline). In 2015, the annual average PM<sub>2.5</sub> concentrations measured at York's three monitoring stations were 9.1µg/m<sup>3</sup>, 10.2µg/m<sup>3</sup> and 12.0µg/m<sup>3</sup> so were well within the EU limit value.
15. 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 and all local Air Quality Action Plans within the zone are fully delivered). Air quality monitoring and modelling work undertaken by City of York Council indicates that with the proposed York third Air Quality Action Plan (AQAP3) measures in place, the health based national air quality objectives for NO<sub>2</sub> will be met in all the current air quality technical breach areas in York by 2021.

### **Actions to improve air quality**

16. City of York Council has previously produced two AQAPs in 2004 and 2006. These plans were primarily modal shift and congestion reduction based plans with an emphasis on reducing vehicle trips across the city.
17. Despite introduction of two AQAPs, air quality in York continued to deteriorate between 2004 and 2010. York developed the UK's first overarching Low Emission Strategy (LES) in 2012 to tackle the issue: it set out a new approach to local air quality management based on reducing tailpipe emissions from individual vehicles and encouraging the uptake of alternative fuels and low emission vehicle technologies. The Low Emission Strategy has proved particularly effective at tackling emissions from essential service vehicles such as buses, taxis and HGVs, which fall outside of the scope of trip reduction based modal shift measures.

18. 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.
19. City of York Council's third Air Quality Action Plan (AQAP3), adopted in December 2015<sup>3</sup>, sets out how York intends to continue to deliver its ambitious and pioneering overarching Low Emission Strategy (LES) and to work towards becoming an internationally recognised ultra-low emission city.
20. The LES has already changed the way York delivers public transport and plans for future transport trips through:
  - A new fully electric Park & Ride site at Poppleton Bar
  - Introduction of electric buses at Monks Cross Park & Ride site
  - Retrofitting the world's first electric double decker sightseeing bus
  - Converting around 7% of the taxi fleet (50+ vehicles) to low emission alternatives (Euro 5+ hybrid or electric) through an innovative taxi incentive grant scheme
  - Implementing an extensive 'pay as you go' fast charge public electric vehicle recharging network
  - Establishing 11 publicly accessible rapid chargers
  - Achieving a 34% reduction in 'grey fleet' trips by council staff, reducing CO<sub>2</sub> emissions by 47%
  - Developing low emission planning guidance
21. York has much to celebrate in relation to reducing emissions and protecting and improving the health of its residents, but LES measures will be required to mitigate emissions from an increasing population and development.
22. City of York Council was awarded £816,000 from the Office of Low Emission Vehicles (OLEV) earlier this year and became the only Yorkshire location out of eight in the country to achieve 'Go Ultra Low' city status. The money will be used to fund a city-wide network of hubs, providing ultra fast, reliable and convenient electric charging. The

---

<sup>3</sup> AQAP3 available online at <http://www.jorair.co.uk/index.php?page=reports>

announcement follows £308k from DfT's Clean Bus Technology Fund to retrofit 28 school buses used in around York with the latest Selective Catalytic Reduction exhaust technology.

23. Details of measures to improve air quality in the reporting year of 2015, whether completed, in progress or planned are set out in Annex 1. Key completed measures are:
- Development and implementation of LES based Planning Guidance. The guidance forms an Annex to AQAP3 (adopted December 2015). The new guidance required developers to offset large emission damage costs via provision on on-site or off-site facilities and/or contribution towards wider LES measures in York.
  - Adoption of a new taxi licensing policy, specifying minimum emission standards for new or replacement taxis. In addition, continued support has been provided for local taxi drivers through the Low Emission Taxi Incentive Scheme, whereby a financial incentive is offered to York based taxi drivers when they trade in a conventionally fuelled vehicle for a low emission alternative.
  - Continued expansion of the strategic Electric Vehicle recharging network and the successful Go Ultra Low Emission City scheme.
  - Working in partnership with City Car Club to provide a pool of low emission cars for exclusive use by CYC staff during office hours has significantly reduced staff using their own private vehicles for CYC business. CYC also operates an electric pool car vehicle.
24. Progress on the following measures has been slower than expected, for the following reasons:
- Further development of the ECO Stars fleet recognition scheme. There are 66 companies signed up to the York Eco-Stars scheme and whilst there was limited funding available to support further growth of the scheme during 2015, funding has now been identified to continue the scheme until May 2017. The possibility of a local 'procurement' standard for the vehicles used by, or to supply, CYC services is currently being investigated.
  - Planning and delivery of CNG refuelling infrastructure (and freight consolidation centre). A feasibility study was completed in 2015. The current Local Plan Preferred Sites Consultation document considered at the Local Plan Working Group on 27 and Executive on 30 June

dealt with housing and employment sites, but didn't cover transport related infrastructure. Additional further work would need to be done on the proposals before they could be included within the Local Plan addressing deliverability, environmental and design issues and, where relevant, Green Belt purposes.

- LES Marketing and Health Promotion, including website development. Whilst considerable progress has been made in terms of delivery of many of the measures in City of York Council's Low Emission Strategy (LES), a formal LES marketing strategy and website review has not been progressed as per the original plans and timescales due to staff resources.

25. City of York Council expects the following measures to be progressed over the course of the next reporting year:

- Following further consultation with bus operators and others, to produce a report detailing the proposals to reduce emissions from buses for implementing a Clean Air Zone, including an economic impact test, details of funding and impact on the environment and health. We are currently in discussions with Leeds and York universities regarding modelling the emissions and health impact assessment of the CAZ.
- Introducing anti-idling measures – an education based awareness campaign targeted will be supported by increased anti-idling signage and use of enforcement powers where necessary.
- Further development of local incentives for low emission vehicles and alternative fuel use - including continuation of the local taxi incentive scheme, encouraging drivers to switch to hybrid or electric vehicles.
- Reducing emissions from new development – by requiring developers to routinely provide electric vehicle recharging infrastructure and Construction Environmental Management Plans (CEMPs) on new developments. In some cases, full emissions impact assessment will be required, together with emission mitigation plans. This is currently being discussed at a Yorkshire wide level.
- Increasing awareness of the impact of air pollution on public health – via an improved marketing and communications strategy focussed on health impacts of air pollution.

- Reducing emission from all vehicle types – by continuing to expand the electric vehicle (EV) charging network within York (and the wider region), by continuing to explore opportunities for provision of a Compressed Natural Gas (CNG) refuelling station and freight transshipment centre and by developing local incentives for the uptake of low emission vehicles. CYC currently provides 11 ‘rapid charge’ and 19 ‘fast charge’ locations in York. There are also currently approximately 20 additional 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.

## Challenges

26. City of York Council is facing a number of national and local challenges to improving air quality and these are thought to be responsible for the continued existence of elevated levels of NO<sub>2</sub> concentrations and the main reasons for the current AQMA designations:

The national challenges that affect air quality in York include:

- The failure of current vehicle emission standards to deliver reductions in NO<sub>x</sub> emissions. There is still considerable uncertainty about the 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 by central government.
- The increasing number of diesel vehicles (which have increased primary emission of NO<sub>2</sub> and carcinogenic diesel particulate).

The local challenges that affect air quality in York include:

- Whilst emissions from developments proposed in the Local Plan have been accounted for in terms of meeting the air quality objectives, other, smaller developments will occur, leading to increased emissions through energy usage and transport (‘emissions creep’). These will be mitigated as far as possible through low emission planning guidance and CEMPs.
- Unnecessary vehicle idling, particularly amongst heavy diesel vehicles, such as buses and HGVs



## Consultation

27. The Annual Status Report has been submitted to DEFRA for consideration; they will provide comments in a timely manner. Local authorities are invited to provide written comments in response to any concerns raised by DEFRA on the conclusions in the report. Following feedback and approval from DEFRA, the report will be made available to the public, local stakeholders, the Environment Agency, Highways England and other relevant departments / stakeholders via the JorAir website: <http://www.jorair.co.uk/index.php?page=reports>.

## Council Objectives

28. 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. The third AQAP 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 sickness absence from work and education. 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. 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 business helping them to thrive.
  - **Provide efficient and affordable transport links** – AQAP3 will help 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 that 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

29. The various implications of this report and summarised below:

- (a) **Financial** - 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 also requires ongoing revenue funding support. Any request for funding will follow the council's budgetary process.
- (b) **Equalities** - A community impact assessment was undertaken for AQAP3. Older people, children, pregnant women and vulnerable people with respiratory and other illnesses are more likely to be adversely affected by poor air quality.
- (c) **Legal** - 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 via Annual Status Reports.

## Risk management

30. 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 as adoption and implementation if AQAP3 should reduce the risk to Medium.

## Contact Details

<b>Author:</b>		<b>Chief Officers Responsible for the report:</b>	
Mike Southcombe Public Protection Manager Public Protection (CANS) tel (01904) 551514		Steve Waddington Assistant Director, Housing and Community Safety, CANS	
<b>Report Approved</b>	<input checked="" type="checkbox"/>	<b>Date</b>	24 <sup>th</sup> August 2016
<b>Specialist Implications Officer(s)</b>			
None			
<b>Wards Affected:</b> <i>List wards or tick box to indicate all</i>			<b>All</b> <input checked="" type="checkbox"/>
<b>For further information please contact the author of the report</b>			

## Annexes:

**Annex 1:** Progress on Measures to Improve Air Quality

**Annex 2:** Air Quality Annual Status Report 2016 (available online only or paper copies may be obtained from the Democracy Officer for this meeting)

## Background Papers

Annual Status Report (Full Report)

<http://www.jorair.co.uk/index.php?page=reports>

This page is intentionally left blank

## Annex 1: Progress on Measures to Improve Air Quality

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to date	Estimated Completion Date	Comments
1	Development and implementation of a bus based Clean Air Zone (CAZ) in city centre (based on frequency of entry of individual vehicles)	Promoting Low Emission Transport	Low Emission Zone	CYC	2016/2017	2018	Number of ultra low emission buses operating within York Inner Ring Road	<p>Every electric bus introduced into the CAZ will remove local emissions of NO<sub>2</sub> and PM<sub>10</sub> and reduce CO<sub>2</sub> emissions by approx 35 tonnes.</p> <p>Emission change modelling currently being undertaken by ITS at University of Leeds</p> <p><i>* Also, see table footnote</i></p>	<p>Emission change modelling currently being undertaken by ITS at University of Leeds</p> <p>OLEV bid to support purchase of additional electric P&amp;R buses has been submitted and result awaited</p>	2018	<p>Individual buses crossing the inner ring road to be ultra low emission from 2018.</p> <p>The main costs are associated with new buses (cost to third party operators)</p>
2	Development and implementation of anti-idling measures	Traffic Management	Anti-idling enforcement	CYC	2016	2017	n/a	<p>At 5 busiest service bus locations, estimated savings per annum of 1,526kg NO<sub>x</sub>, 36kg PM<sub>10</sub>, 46,555kg CO<sub>2</sub>, and 17,949 litres of fuel.</p> <p><i>*Also, see table footnote</i></p>	Enforcement policy currently being prepared.	Ongoing enforcement	Main cost is signage. May be some additional staffing and legal costs to be met

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to date	Estimated Completion Date	Comments
3	Further development of Eco-stars fleet recognition scheme	Vehicle Fleet Efficiency	Fleet efficiency and recognition schemes	CYC	Scheme commissioned 2013	Funding identified to allow scheme to run until June 2017	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 <a href="http://www.eco-stars-uk.com/about-eco-stars/why-join/">http://www.eco-stars-uk.com/about-eco-stars/why-join/</a> )  *See table footnote	There are currently 66 companies signed up to the York ECO-stars scheme.	Funding identified to allow scheme to run until June 2017	The possibility of a local 'procurement' standard for vehicles used by, or to supply, CYC services is being investigated
4	Planning and delivery of CNG refuelling infrastructure	Promoting Low Emission Transport	Procuring alternative refuelling infrastructure to promote Low Emission Vehicles, EV charging, Gas fuel recharging	CYC and third party investor (yet to be identified)	ongoing	To be determined	To be determined	A vehicle running on CNG has significantly lower emissions of NO <sub>2</sub> , PM <sub>10</sub> and CO <sub>2</sub> compared with a diesel equivalent. Detailed emission savings to be determined at planning application stage	Feasibility study completed 2015  Further work is needed to address deliverability, environmental and design issues and, where relevant, Green Belt purpose, before the proposals can be included within the Local Plan.	To be determined	Third party investment opportunities currently being explored

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to date	Estimated Completion Date	Comments
5	Freight delivery and service plan for key city centre retailers and streets.	Freight and delivery management	Delivery and service plans	CYC	tba	tba	tba	*See table footnote	Freight improvement study undertaken in 2013, building on York City Centre Movement and Accessibility Framework recommendations.	tba	Currently on hold due to staff resources and funding
5a	Freight consolidation centre	Freight and delivery management	Freight consolidation centre	CYC and third part investor (yet to be identified)	ongoing	To be determined	Number of city centre businesses using consolidation centre.	To be determined *Also, see table footnote	Possible site located. Further work necessary before proposals can be included in the Local Plan.	To be determined	Third party investment opportunities currently being explored
6	Development and implementation of LES planning guidance	Policy guidance and development control	Air quality planning and policy guidance	CYC	2015	2016	Number of EV charging points conditioned through Planning	Aims to minimise additional emission impact of development. Emission savings generally calculated and reported per development.	LES planning guidance forms an Annex to AQAP3 and is already being actively implemented	ongoing	Developers may be required to offset set large emission damage costs via provision of on-site or off-site facilities and/or contribution towards wider LES measures in York.
7a	Financial incentive for low emission taxi purchase	Promoting low emission transport	Taxi emission incentives	CYC	2014	2015/2016	Number of low emission taxis purchased through local grant scheme	A hybrid taxi produces approx 8 tonnes per annum of CO <sub>2</sub> less than a diesel equivalent and has considerably lower emissions of NO <sub>x</sub> and PM <sub>10</sub> . *Also, see table footnote	50 low emission taxis purchased through the scheme to date.	Funding for local scheme expired March 2016.	Alternative funding currently being sought to support further implementation of the scheme.

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to date	Estimated Completion Date	Comments
7b	Taxi licensing emission controls	Promoting low emission transport	Taxi licensing conditions	CYC	2016	2017	Number of low emission taxis present in the CYC taxi fleet	<i>*See table footnote</i>	New Taxi Licensing Policy approved April 2016	Conditions apply from 1 June 2017 for replacement hackney carriage vehicles, and from 1 Nov 2017 for replacement private hire vehicles.	<p>Following conditions approved by licensing committee in April 2016:</p> <p>Vehicles applying to be licensed as taxis must meet a minimum Euro 5 emission standard for petrol, Euro 6 for diesel, or be ultra low emission vehicles from 1 June 2017 for replacement hackney carriage vehicles, and from 1 November 2017 for replacement private hire vehicles.</p> <p>Operators may experience some increased vehicle replacement costs.</p>
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 recharging events per month at CYC operated charging points	<i>*See table footnote</i>	Successful Ultra Low Emission City bid January 2016	Ongoing	Funding will allow introduction of solar charged EV points at P&R sites and regional expansion of York EV charging network



Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to date	Estimated Completion Date	Comments
9a	Reducing CYC 'grey fleet' trips	Alternatives to private vehicle use	Car clubs	CYC	Ongoing	Ongoing	In 2014, CYC was awarded the Energy Saving Trust's 'Fleet Hero' award for reducing annual business travel mileage by 20%, CO <sub>2</sub> emissions by 23% and number of vehicles used by 21% (based on 2013 figures).	*See table footnote	CYC has worked in partnership with city car club to provide a pool of low emission cars for exclusive use by CYC staff during office hours. Outside these hours vehicles are shared with other registered club users.  In 2015/16 there were 265 CYC car club users, collectively making 6,590 journeys and covering 95,423 miles.	Ongoing	Achieved via a comprehensive suite of green fleet measures.  CYC membership of car club has significantly reduced the number of people using their own private vehicles on CYC business.
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	*See table footnote	As well as promoting use of low emission car clubs Public Protection also operates an electric pool car vehicle.	Ongoing	The bulk of the LCV fleet is currently mid-life, so it will be 2018/19 before any potential electric vans could replace the current diesel vehicles.

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to date	Estimated Completion Date	Comments
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	*See table footnote	Lightfoot trial completed  CYC currently undertaking a fuel additive trial and programme of driver training	Ongoing	CYC has trialled lightfoot technology in CYC vehicles and the overall telematics requirement for the CYC fleet is currently being reviewed  CYC currently undertaking a fuel additive trial claimed to reduce emissions and improve fuel consumption.  CYC have recently commissioned a programme of mandatory driver training for HGV drivers which includes an eco-driving element.
10	Marketing and Communications Strategy	Public Information	Via the internet  Via other mechanisms	CYC	2016	2017	Number of hits on upgraded JorAir website per annum	Not easily quantifiable  *See table footnote	Scope of upgrade to JorAir website currently under discussion	April 2017	Main project will be upgrade of JorAir website. Scope of upgrading works and costs still under discussion. Main improvements to include better data dissemination, more health advice, better use of social media.

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to date	Estimated Completion Date	Comments
11a	Local incentives for low emission vehicles and alternative fuel use – EV chargers / demonstrators for businesses	Promoting Low Emission Transport	Company Vehicle Procurement – Prioritising the uptake of low emission vehicles	CYC	Winter 2015	Spring 2016	Number of businesses that have installed EV charging and trialled demonstrator vehicle per annum	Target 10 companies	Electric vehicle leased for 3 years (until May 2019)  EV Charging installed at 6 business premises in March/April 2016	Ongoing	Additional funding currently being explored for second demonstrator vehicle
11b	Local incentives for low emission vehicles and alternative fuel use – Priority parking / reduced parking fees for low emission vehicles / reduced entry fees for attractions/ freebies	Promoting Low Emission Transport	Priority parking for LEVs	CYC	ongoing	ongoing	Number of low emission permits issued	<i>*See table footnote</i>	A total of 1,217 Low Emission Permits were issued between 01/01/2015 – 31/12/2015.  The breakdown is: Resident Household - 711 Temporary Household – 96 Season – 283 Special Control Household – 5 House of Multiple Occupancy – 14 Community Staff – 50  Commercial – 7 Business – 4 Frequent User Pass – 3 Resident Contract Marygate - 6 Resident Contract Fossbank - 19 Resident Contract Monkbar - 14 Resident Contract Nunnery Lane – 5	ongoing	York residents are currently entitled to a discount of 50% on the price of parking permit if they operate a low emission vehicle

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to date	Estimated Completion Date	Comments
12	Attracting Low Emission industries, businesses and jobs to York	Policy guidance and development control	Other policy	CYC	ongoing	ongoing	tba	Not quantifiable <i>*See table footnote</i>	tba	ongoing	Will support wider air quality improvement measures
13a	Modal shift and network improvement measures – I travel York campaign	Promoting travel alternatives	Intensive active travel campaign and infrastructure Includes: - Personalised travel planning - Promotion of walking - Promotion of cycling - school travel plans - workplace travel plans	CYC	ongoing	ongoing	% mode split or walking/cycling/bus vs conventional car drivers and car passengers % car trips into city centre	Target to increase modal shift away from conventional car  <i>*See table footnote</i>	tba	ongoing	i-Travel ongoing programme
13b	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	Bus improvements in progress	2018	Rougier Street improvements to be completed by end of year
13c	Continued delivery of other LTP measures	Transport planning and infrastructure	Cycle network Bus route improvements	CYC	ongoing	ongoing	BBA investment, bus wardens, cycle infrastructure investment	<i>*See table footnote</i>		ongoing	BBA maintaining bus infrastructure and Sustrans maintaining cycle infrastructure
14	Regulation of industrial and domestic emissions	Environmental Permits	Introduction/Increase of Environment charges through permit systems and economic instruments	CYC	ongoing	ongoing	Number of scheduled inspections completed per annum	<i>*See table footnote</i>		ongoing	Scheduled inspections undertaken by CYC public protection staff.

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to date	Estimated Completion Date	Comments
15	Provide more green infrastructure	Policy guidance and development control	Regional groups co-ordinating programmes to deliver area wide strategies to reduce emissions and improve air quality	West Yorkshire Combined Authority	complete	ongoing	tba	<i>*See table footnote</i>	tba	ongoing	-
<b>Additional measures – not listed specifically in current AQAP</b>											
16	Further conversion of diesel double decker tour buses to electric	Vehicle Fleet Efficiency	Vehicle Retrofitting projects	CYC	2015	ongoing	Number of buses converted to electric	<i>*See table footnote</i>	One demonstration bus converted, five further buses to be converted	December 2016	Cleaner bus technology funding £475K obtained to support this (2015)
17	Retrofitting of school buses	Vehicle Fleet Efficiency	Vehicle Retrofitting projects	CYC	2015	ongoing	Number of retrofitted school buses	-	28 buses to be converted	September 2016	Cleaner bus technology funding £308K obtained to support this
18	Solar panels at electric P&R sites	Promoting Low Emission Transport	Procuring alternative refuelling infrastructure to promote Low Emission Vehicles, EV charging, Gas fuel recharging	CYC	2016	2017	Amount of energy generated by solar panels	Supply green energy to encourage the uptake of EVs	Funding awarded	2018	LGF bids for LCR and NY to match-fund Go Ultra Low funding

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to date	Estimated Completion Date	Comments
19	Hyper Hubs	Promoting Low Emission Transport	Procuring alternative refuelling infrastructure to promote Low Emission Vehicles, EV charging, Gas fuel recharging	CYC	2016	2017	5-6 Hyper Hubs providing ultra fast charging for EVs with high resilience	tba	Funding awarded	2018	£816K ultra low emission city bid funding obtained to support this project



---

Decision Session - Executive Member for the Environment

5 September 2016

Report of the Assistant Director (Communities, Culture & Public Realm)

## **Review of June 2016 Surface Water Flood Event**

### **Summary**

1. This report provides a report back, as requested by the Executive Member, on the Council's response to the surface water flooding that occurred in June this year.

### **Recommendations**

2. The Executive Member is asked to:
  - Note the actions carried out by the Council in response to the surface water flood event as set out in paragraphs 6 to 15.
  - Agree the future actions planned as set out in paragraphs 16 to 18.

Reason: To improve the management of York's gully assets and reduce the risk of future flooding.

### **Background**

3. Intense rainfall fell on York on 10 and 12 June 2016 (10mm and 13mm respectively were recorded during concentrated periods) leading to over 90 flooding complaints being received from a variety of sources and locations. A range of roads were badly affected by flood waters, 2 properties suffered from internal flooding and 2 garages were flooded.
4. Following these events the Council has carried out a thorough programme of work to address the issues. 64 individual reports of blocked gulleys/flooding were received. All work found to be necessary has been undertaken with 18 sites that proved more problematic having works ongoing to resolve outstanding issues. Further follow-up investigatory work involving parking suspensions is required at some of these sites.

5. Due to the intense nature of the rainfall involved in this event, highway and potentially property flooding would have been expected since the design capacity for drainage systems can be overwhelmed during intense, localised storms. National media sources indicate that issues were experienced across the country at that time. However, our investigations have shown that a lack of routine maintenance in past years has exacerbated the situation in York with around half the gulleys investigated found to be blocked with debris.

### **Summary of action taken in the worst effected locations**

#### **- Heworth Ward:**

6. Bell Farm Avenue – Almost all of the 23 gulleys in the street were found to be blocked or heavily silted up; the Yorkshire Water surface water sewer was also found to be blocked. All gulleys were cleansed. 6 require further work and Yorkshire Water are investigating their sewer.
7. Roache Avenue – Almost all of the 16 gulleys in the street were affected by blockages and the Yorkshire Water sewer requires further investigation. 2 gulleys require further work and contact has been made with Yorkshire Water.
8. Middleham Avenue – Builders' debris and hard debris was found in almost all of the 26 gulleys. All are now running after considerable works. The Yorkshire Water sewer requires further investigation.
9. Bad Bargain Lane – A surface water sewer, unrecorded by Yorkshire Water, was found to be blocked; this has been jetted by the Council to establish its route and cleanse it and the issue referred to Yorkshire Water. High levels of surcharge have been identified in the receiving surface water sewer and this has also been referred to Yorkshire Water. Half of the gulleys in the street were found to be blocked and these have been cleansed.

#### **- Hull Road Ward**

10. Etty Avenue – Two thirds of the gulleys were found to be blocked by litter, hard debris and building materials. These have been cleansed and all are now running.
11. Burlington Avenue – A third of the gulleys were blocked by litter and hard debris. The majority have been cleansed and the remainder will be cleansed following a parking suspension.



12. Wolfe Avenue – Almost all of the 13 gulleys were blocked. All have been cleansed.
13. Walney Road – The Yorkshire Water surface water sewer was found to be blocked and a length of un-recorded pipework has been investigated. All issues have been referred to Yorkshire Water for further investigation. Two thirds of the gulleys were found to be initially blocked.

- **Rufforth Ward**

14. Rufforth (south) – Existing problems at Rufforth have been alleviated by a range of works over the last year. The great majority of gulleys were running and have subsequently been maintained. Yorkshire Water have carried out cleansing works and root removal to their surface water sewer previously but this work has not been successful and the system has capacity problems in times of heavy rainfall. Survey and hydraulic modelling by the Council and Yorkshire Water have identified remedial works to a pond and receiving ditch system that could be used, with a connecting ditch, to bypass the problem area. Joint funding solutions are being discussed.

- **Guildhall Ward**

15. Huntington Road – Half of the gulleys were found to be blocked: debris and building materials around skips used for flood repair works were likely to be the cause. The majority were cleansed, parking restriction are required to complete the investigation.

**Future actions to improve drainage**

16. The gully cleansing programme agreed by the Executive Member in March this year is putting in place an effective programme of gully cleansing, reducing the risks of further surface water flooding. The programme is based on an annual cleanse for identified surface water hotspots with all other assets being cleansed proactively over an 8 year cycle. The programme, which is operated by two jetting tankers staffed by four personnel, ensures that gulleys are fully cleansed. It is clear from the number of blocked gulleys encountered in this flooding incident that previous gully cleansing operations were not effective and were likely driven on the quantity of work done rather than the requirement for it to be effective and deliver a cleansed asset. It is probable that operatives did not leave each asset in a running condition and only 'cosmetic' cleansing was

carried out. A reactive cleansing service is retained to address any additional issues as they arise.

17. At the same time, investigation work is being carried out into the current state of the 41,000 known gulley assets in the City of York Council area. Any gulleys that are found to remain defective following cleansing are classed as 'non-runners' and further investigation and, where necessary, structural works are undertaken, funded through capital budgets. A further tanker is allocated to these works. Works are managed by two Flood Risk Management Engineers reporting to the Flood Risk and Asset Manager.
18. To date, around 8,000 gulleys have been investigated and the results have been fed into an improved asset register which will be used to inform future gulley maintenance works. This will allow us to develop an intelligent programme based on asset needs rather than being driven solely by previous inspection dates and frequencies.
19. Whilst this represents significant progress we are being slowed down by the severity of the issues being uncovered with more than 50% of the surveyed network being found to be blocked and many of the blockages being significant. This is undoubtedly due to the lack of maintenance work carried out in past years, sometimes exacerbated by poor design making access for cleansing difficult. These gulleys cannot be made operational even with extensive cleansing and will require significant civil engineering work to restore them. This work is being programmed.
20. Until all the investigatory and remedial work is complete the gulley cleansing programme cannot be fully effective and there remains a risk of further flooding events such as occurred on 10 and 12 June. The administration has provided significant additional funding to progress this work with £125k of one-off capital funding for "drainage hotspots". Delivering works against the increased budgets is likely to take up the full capacity of the drainage team in this financial year; however, progress with the capital spend will be reviewed and reported to the Executive through the capital monitor reports. Should there be potential to accelerate the programme officers will advise accordingly with a view to recommending that capital funding from next year's rolling programme allocation is brought forward and / or unallocated revenue from the flood contingency funding, allocated to deal with the effects of the Boxing Day floods.

21. Officers will also bring forward recommendations for the future size of the capital rolling programme, through the budget process, in light of the ongoing drainage investigatory work as well as the outcomes of the flood enquiry which is to be held shortly.

### **Consultation**

22. This review has been carried out in response to a range of events. No further consultation has been undertaken at this stage.

### **Options and Analysis**

23. The principal options open to the Executive Member are to comment on the work undertaken to date and the future work planned.

### **Council Plan**

24. Improvement of the gulley management service assists with the priority of a Focus on Frontline Services.

### **Implications**

#### **Financial:**

25. Current available budgets are:

Gulley cleansing	£190k revenue funding
Gulley investigation & defects	£200k capital rolling programme
Drainage “hotspots”	£125k one-off capital funding
Improvement funding	£180k one-off capital funding

26. £125k flood contingency funding was made available in the aftermath of the Boxing Day floods. £50k of this has been allocated via Make it York and £50k to the flood enquiry leaving £25k.

27. **Equalities:** The review of the gulley management service has highlighted a range of ways in which the gulley cleansing service can be delivered to address wider benefits and will lead to a positive improvement for all residents and businesses in the council area.

28. There are no human resources, legal, crime and disorder, property, IT or other implications arising from this report.

### **Risk Management**

29. In compliance with the Council’s risk management strategy the main risks that have been identified associated with the areas of work covered by the policy proposed in this report are those which relate to legal and regulatory, i.e. relating to health and safety, and

physical, i.e. relating to hazards to assets and people. Measured in terms of impact and likelihood, the risk score has been assessed at 10 which equates to “Low”. This is acceptable but means that regular monitoring is required of the gulley maintenance arrangements.

### Contact Details

<b>Author:</b>	<b>Chief Officer responsible for the report:</b>		
Steve Wragg Flood Risk and Asset Manager Highways Tel. 01904 553401	Charlie Croft Assistant Director Communities, Culture and Public Realm		
	<b>Report Approved</b>	√	<b>Date</b> 22 August 2016
<b>Specialist Implications:</b> Jayne Close Principal Accountant			
<b>Wards Affected:</b>			<b>All</b> ✓

**Background Papers:** None

**Annexes:** None



---

Decision Session - Executive Member for the Environment

5 September 2016

Report of the Assistant Director (Communities, Culture and Public Realm)

### **York Community Recycling Fund**

#### **Summary**

1. This report sets out a proposal to establish a York Community Recycling Fund.

#### **Recommendations**

2. The Executive Member is asked to approve:
  - The fund criteria set out in paragraphs 8 to 15.
  - The application process set out in paragraphs 17 to 18.

Reason: To improve waste prevention and recycling in York.

#### **Background**

3. In June this year the Council's Executive approved a sum of £30k for the purpose of creating a fund to improve waste prevention and recycling as part of making York the "Greenest City in the North".
4. City of York Council currently recycles around 43% of the city's household waste. Waste is collected for recycling through the city's kerbside recycling service, green waste collection service, Household Waste Recycling Centres and bring banks. Third Party organisations also contribute towards this figure through their waste related projects.
5. In previous years the Council's Waste Service has promoted sustainable waste management, mainly through generic messages, using local media, road shows, leaflets, door knocking, the internet and social media. New campaign strategies are therefore being developed that target material types and consider demographic

factors with the aim of sending out the right messages to the right people.

6. In addition there is potential for community schemes to make a real impact on the city's recycling and waste prevention performance. Examples of the kind of community projects that take place across the country include:
  - Working with community groups to develop sewing skills and to encourage reuse and repair of clothes and textiles, helping to divert textiles from landfill.
  - Working with homeless people to get them involved in recycling and reusing unwanted goods which are then sold to the public.
  - Cooking clubs that provide classes and hands-on cooking experience on healthy eating and reducing food waste.
  - Awareness raising sessions with local BME communities showing participants how to make the most of unused food, textiles and furniture.
  - Improving composting and rainwater collection at allotment sites.
  - Young break dancers staging performances and role play workshops to get recycling messages across to school students.
7. York's communities will have ideas that are appropriate to York's particular needs. Examples of areas that can be problematic in York and that might particularly benefit from a scheme include:
  - Waste produced by students: A sustainable student initiative that could be carried from one year to the next could be useful.
  - Management of communal bins: A local group taking 'ownership' of a communal bin area could be helpful.

## **Proposals**

### **Criteria:**

8. The purpose of this fund will be to support projects that make a real contribution to sustainable waste prevention, repair and reuse, and recycling. The following criteria are proposed:

### *WHO CAN APPLY?*

9. Applicants for a grant from the York Recycling Fund must be a:
  - Registered Charity
  - Not-for-profit organisation (including social enterprises)

- Community, Neighbourhood or Voluntary group
- Faith group delivering community work
- School, College or University
- Parish Council

10. The applicant's project may include a partnership with a private sector organisation.

*WHAT KIND OF PROJECTS WILL WE SUPPORT?*

11. The aim of the York Recycling Fund will be to support community projects which:

- Reduce waste from households:
  - Grey bin – helping to reduce waste going into the grey bin
  - Green bin – helping to reduce waste going into the green bin and creating solutions for those who don't receive a green bin service e.g. through home composting
  - Recycling – helping to increase the amount of waste recycled
- Promote waste prevention:
  - Encouraging reuse, repair and recycling of goods
  - Reducing food waste (in line with the Love Food Hate Waste campaign)
- Reduce carbon emissions

12. Applicants must be able to demonstrate that their idea is practical and will work. Priority will be given to ideas that:

- Give good value for money - diverting a significant amount of waste from landfill
- Engage residents
- Create jobs or volunteering opportunities
- Generate social benefits
- Have the potential to become models of good practice
- Are sustainable
- Help to change people's behaviour

### *WHAT WE WON'T PAY FOR*

13. We will not pay for:
  - An organisation's day-to-day running or on-going staffing costs
  - Activities that start or happen before we confirm funding
  - Anything where responsibility for dealing with waste materials already rests with the Council
  - Activities dealing with Commercial and Industrial waste and any other waste which is not Local Authority Collected Municipal Waste
  - Projects that mainly financially benefit an individual
  - The VAT element of project costs that can be recovered
14. With regard to any waste disposal costs that projects might incur we will discuss with successful applicants how we might be able to help, for example through free access to the Household Waste Recycling Centre. We will also discuss with projects whether they might be eligible for 3<sup>rd</sup> party recycling credits.

### *MAXIMUM GRANT SIZE*

15. There is no maximum grant size but applicants should be aware that we wish to fund a number of projects with the £30k fund.
16. Applicants may seek additional funding from other sources for their projects, such as from ward budgets, but this is not a requirement.

### **The Application Process:**

17. Applicants will be asked to complete a simple application form providing information about:
  - **Project Description:** A brief description of the project and how it will work. This will include the estimated amount of waste expected to be prevented, reused / repaired or recycled during the project, i.e. the items that are prevented from becoming waste in the first place or are diverted from landfill by reuse or recycling.
  - **Carbon benefit:** How the project will reduce carbon dioxide emissions and the estimated amount of reduction.
  - **Direct Engagement:** The number of people that your project is committed to engaging through direct involvement in the project



and who directly benefit from the project. How will it engage with people who might face barriers to getting involved?

- **Wider engagement:** An estimate of the number of other people your project will influence, for example through social media campaigns, project publications and other community contacts and events.
- **Social benefit:** The social benefits the project may generate through sustainable waste management e.g. through enhancing local neighbourhoods and the local environment, providing support to vulnerable members of the community, encouraging community participation, supporting community cohesion, etc.

18. The closing date for applications will be 31 December 2016.
19. Applications will be judged by a panel including the Executive Member, a member of the Waste Strategy Team and an appropriate community representative.

#### **Advertising the Fund:**

20. The fund will be advertised through all the Council's established media routes including press features, as well as through ward teams and committees.

#### **Options and Analysis**

21. The main options open to the Executive Member are to:
  - Agree or do not agree to establish the fund
  - Accept or amend the criteria and application process

#### **Council Plan**

22. The proposals in this report are in line with the Council Plan priority to Place a Focus on Frontline Services and a city where Environmental Sustainability Underpins Everything We Do.

#### **Implications**

23. **Financial:** The £30k York Community Recycling Fund was approved by the Executive on 30 June from the 2015/16 underspend. Funds will be awarded in line with the existing Council policy on grants and loans. Full records will be kept of grants given and outcomes achieved.

24. **Equalities:** The Equality Impact Assessment shows that the fund will have mostly positive impacts as it will enable all types of people to access funding for projects around sustainability and rubbish. Projects that target particular audiences will be considered and if successful will enable target groups to deal with their rubbish more sustainably. Successful applicants will be required to undertake an Equalities Impact Assessment of their particular projects.
25. The report has no additional implications relating to: Human Resources, Legal, Crime and Disorder, Information Technology, Property.

### **Risk Management**

26. In compliance with the Council's risk management strategy the main risks that have been identified associated with the proposals contained in this report are those which could lead to the inability to meet business objectives and to deliver services, leading to damage to the Council's reputation and failure to meet stakeholders' expectations. The level of risk is assessed as "Very Low". This means that periodic monitoring is required of the operation of the proposed fund.

### **Contact Details**

<b>Author:</b>	<b>Chief Officer responsible for report:</b>		
Charlie Croft Assistant Director (Communities, Culture & Public Realm)	Charlie Croft Assistant Director (Communities, Culture & Public Realm)		
	<b>Report Approved</b>	✓	1.8.16.
<b>Wards Affected:</b> All	<b>All</b>	✓	
<b>Specialist Implications:</b> Jayne Close Principal Accountant			
<b>For further information please contact the author of the report.</b>			

**Annexes:** None