

## Notice of a public

### Decision Session - Executive Member for Environment

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

**Date:** Monday, 1 October 2018

**Time:** 5.30 pm

**Venue:** The Craven Room - Ground Floor, West Offices (G048)

### 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 3 October 2018**.

\*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 Customer and Corporate Services Scrutiny Management Committee.

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm on Thursday 27 September 2018**.

#### **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 3 September 2018.

- 3. Public Participation**  
At this point in the meeting, members of the public who have registered to speak can do so. The deadline for registering is **5.00pm on Friday 28 September 2018**. Members of the public can speak on agenda items or matters within the Executive Member's remit. To register to speak please contact the Democracy Officer for the meeting, on the details at the foot of the agenda.

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

Please note that, subject to available resources, this meeting will be filmed and webcast, or recorded, including any registered public speakers who have given their permission. The broadcast can be viewed at <http://www.york.gov.uk/webcasts> or, if recorded, this will be uploaded onto the Council's website following the meeting.

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 in advance of the meeting. Contact details are at the foot of this agenda.

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 [https://www.york.gov.uk/downloads/file/11406/protocol\\_for\\_webcasting\\_filming\\_and\\_recording\\_of\\_council\\_meetings\\_20160809](https://www.york.gov.uk/downloads/file/11406/protocol_for_webcasting_filming_and_recording_of_council_meetings_20160809)

- 4. Air Quality - Annual Status Report** (Pages 5 - 38)  
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.

## 5. Urgent Business

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

Democracy Officer:

Fiona Young

Telephone No- 01904 552030

Email- fiona.young@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 własnym języku. (Polish)

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

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

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City of York Council

Committee Minutes

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Meeting	Decision Session - Executive Member for Environment
Date	3 September 2018
Present	Councillor Waller
In Attendance	Councillor D'Agorne

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## 10. Declarations of Interest

The Executive Member confirmed that he had no personal interests not included on the Register of Interests, nor any prejudicial or disclosable pecuniary interests, to declare in the business on the agenda.

## 11. Minutes

Resolved: That the minutes of the Decision Session held on 2 July 2018 be approved and signed by the Executive Member as a correct record.

## 12. Public Participation

It was reported that there had been no registrations to speak at the session under the Council's Public Participation Scheme.

Councillor D'Agorne, member for Fishergate ward, was in attendance for item 4 (York 5 Year Flood Plan Update) and was invited by the Chair to ask any questions he might have on that item in relation to his ward. He asked whether there were any unresolved matters following the public meeting on flood cell B16 (New Walk) and the EA officer replied that discussions were ongoing with one resident.

## 13. York 5 Year Flood Plan Update

The Executive Member considered a report which provided an update on progress against the York 5 Year Flood Plan, including information on the use of additional funding allocated to gulley cleansing and the Emergency Planning Assistant role funded after the Independent Flood Enquiry. An officer from the EA and the council's Flood Risk Manager were present to answer questions.

Annex 1 to the report detailed work carried out by the Environment Agency (EA) since the last update on 4 June. It included a summary of city-wide activities, an update on each flood cell and a public engagement plan for the next 5 months. The EA officer highlighted key points and both officers responded to questions from the Executive Member, confirming that:

- Work in flood cell B8 (Clementhorpe and South Bank), which had been ongoing for some time, was being expedited.
- The council and the EA were meeting next week to discuss a holistic solution to issues in flood cell B9 (Fulford), in view of current and planned works on the A19 and Fordlands Road.
- Flood storage options were also being considered for cells F4 (Tang Hall Beck) and F5 (Osbalwick Beck).
- Officers would look at producing a visual representation of the proposed flood storage area for cells F8/10/11, and explaining the wider benefits of this option beyond Strensall.
- Flood defence work in Museum Gardens could potentially protect about 50 properties currently at risk of flooding.
- In cell B10, 'formalisation' of pumping arrangements for Blue Beck meant building a permanent pumping station.

Progress on the gulley cleansing programme was set out in paragraphs 9 to 20 of the report. A summary of the work of the Emergency Planning Assistant was provided in paragraphs 21 to 24. A multi-year maintenance programme was needed to address defects in the 900 'non-runner' gullies identified in the review reported to the December 2017 Decision Session. Officers would prepare a bid to the capital programme for the additional funding required. In respect of the storm on 13 August 2018, an investigation was in progress to examine the consequences for the affected areas and determine action to be taken. In response to the Executive Member's questions, officers agreed that:

- It would be helpful to have discussions with Yorkshire Water on some of the ongoing gulley issues.
- A list of areas included in the storm investigation would be placed online, along with information to explain why the volume of water overwhelmed some un-blocked gullies.

Resolved: (i) That the report, and the further information presented at the session by the Environment Agency representative and council officers, be noted.

Reason: To confirm that the Executive Member is aware of the current position regarding progress on the 5 Year Flood Plan and on gulley management.

(ii) That information on the progress of the investigation into the consequences in York of the storm on 13 August 2018 be included on the council's website.

Reason: So that residents can see how this is being dealt with in each area.

#### **14. Highways Personal Protective Equipment (PPE) Report**

The Executive Member considered a report which outlined a review undertaken by the Highways Service of the provision and use of Personal Protective Equipment (PPE) to ensure the health, safety and welfare of employees whilst they are at work, as requested at the last Decision Session.

PPE should be used as a last resort, or in combination with other measures, and in conjunction with training. Some commercial contractors had chosen to standardise PPE for their employees; historically, the council had taken a more flexible approach. However, it was now intended to adopt a base level of PPE for all tasks within the service. Further details were set out in paragraphs 10 and 11 and in the appendices to the report. Consultation was currently ongoing with staff and trades unions to ensure a smooth transition to this new approach.

In response to questions from the Executive Member, officers clarified that:

- PPE worked in conjunction with other control measures; e.g. changing work patterns and providing water in hot weather;
- The new standard would apply to all workers on council sites; on other contractors' sites, their policy would apply;
- The public could report their concerns in respect of any site to the Health & Safety Executive.

Resolved: (i) That the review, and the decision taken to increase the base level of PPE for Highways staff, be noted.

Reason: To confirm that the council is complying with relevant legislation and working to ensure, so far as is reasonably practicable, the health, safety and welfare of its employees and others working on its sites.

(ii) That information on PPE and the progress of the review be placed on the council's website.

Reason: So that the public are made aware of the PPE standards that apply, and who to contact with any concerns.

Cllr A Waller, Executive Member

[The meeting started at 5.30 pm and finished at 6.37 pm].





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**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 NO<sub>2</sub> 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 NO<sub>2</sub> objective. Recent monitoring in relation to the hourly mean NO<sub>2</sub> 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 NO<sub>2</sub> 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 billion<sup>1</sup>.

6. York currently has two Air Quality Management Areas (AQMAs) declared on the basis of breaches of the health based nitrogen dioxide (NO<sub>2</sub>) objectives. These AQMAs are located in the city centre (AQMA Order No.4) and in Fulford (AQMA Order No.2). A third AQMA for NO<sub>2</sub> 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 2017<sup>2</sup>. City of York Council has a statutory duty to try to reduce NO<sub>2</sub> 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 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. 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)<sup>3</sup>. 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 NO<sub>2</sub> 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 NO<sub>2</sub> concentrations monitored across the

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

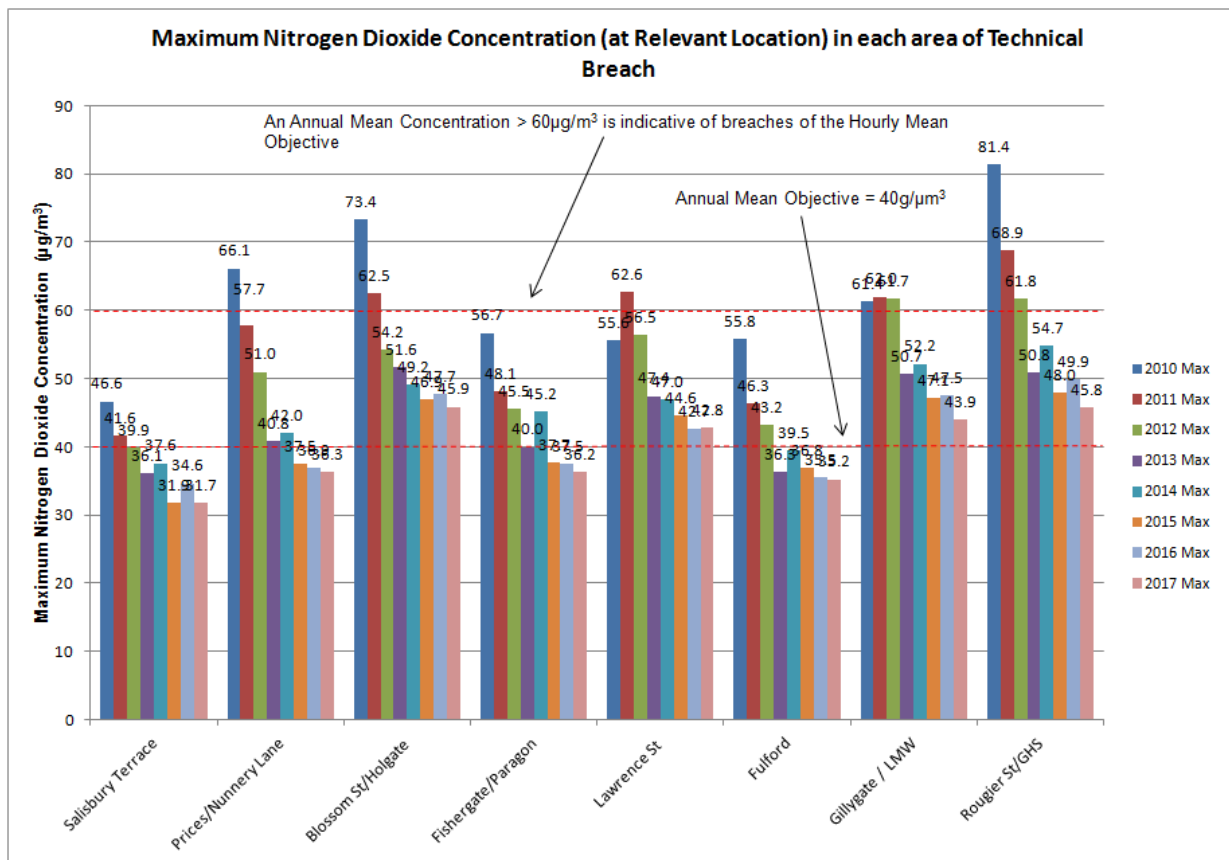
<sup>2</sup> Annual Mean Concentrations of NO<sub>2</sub> had remained below objective levels for more than 3 years along Salisbury Terrace and hence the AQMA was revoked in December 2017

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

city since 2012. However, 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. 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 Rougier Street/George Hudson Street technical breach areas in 2017, within the City Centre AQMA (AQMA Order No.4). Whilst maximum concentrations of NO<sub>2</sub> monitored in the Nunnery Lane/Prices Lane and Fishergate technical breach areas were below the objective at 36.4µg/m<sup>3</sup> and 36.2µg/m<sup>3</sup> 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 NO<sub>2</sub> concentrations monitored (at a relevant location<sup>4</sup>) in each area of technical breach since 2010 are shown in figure 1 below.

**Figure 1**



<sup>4</sup> 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 NO<sub>2</sub> above the annual mean objective for NO<sub>2</sub>, values are currently below the level that would be indicative of breaches of the hourly mean objective (60µg/m<sup>3</sup>). The Council's last Annual Status Report (June 2017) stated that if concentrations of nitrogen dioxide below 60µg/m<sup>3</sup> 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 NO<sub>2</sub> objective). As the highest annual mean concentration of nitrogen dioxide recorded by a diffusion tube in this area during 2017 was 45.8µg/m<sup>3</sup>, it is proposed to amend the City Centre AQMA (Order No. 4) to reflect that breaches of the hourly NO<sub>2</sub> 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 NO<sub>2</sub> 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 NO<sub>2</sub> monitored in the Fulford Road AQMA in 2017 were elevated but below the annual mean objective of 40µg/m<sup>3</sup>. The highest recorded levels of NO<sub>2</sub> were monitored at site C58, near the junction of Fulford Main Street and Heslington Lane (northbound carriageway) and were 35.3µg/m<sup>3</sup>.
16. In the last Annual Status Report, it was highlighted that at least 1-2 additional years of monitoring (demonstrating that levels of NO<sub>2</sub> 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.



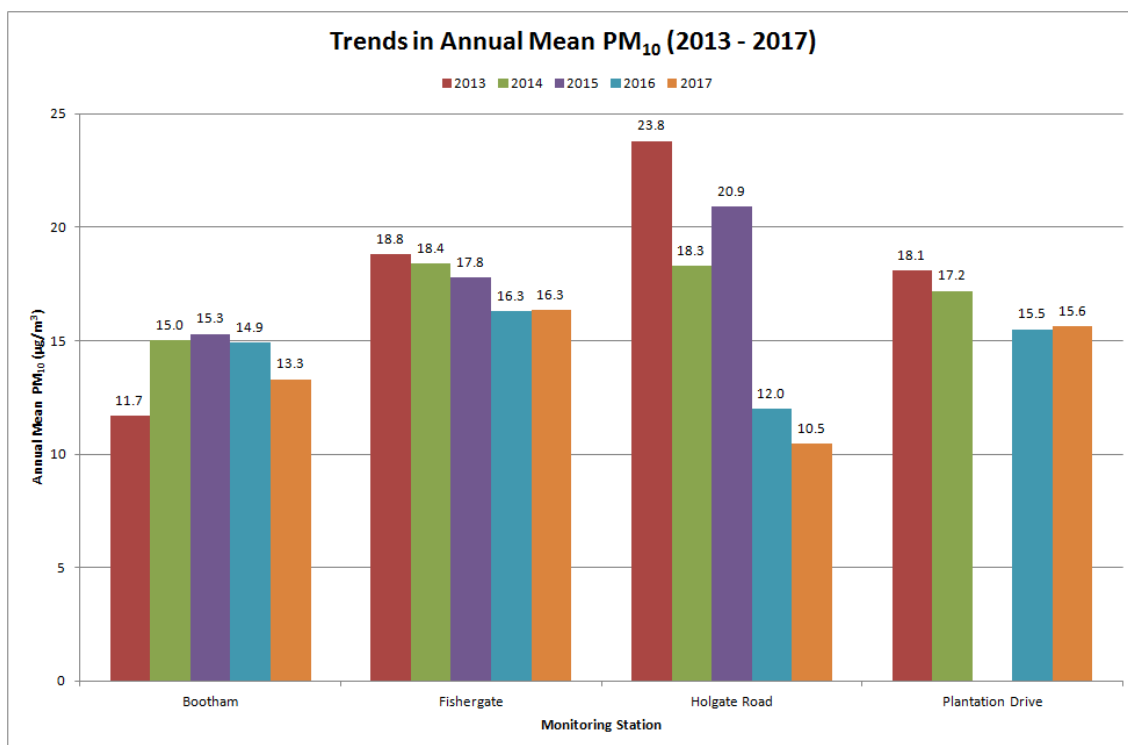
### **Former Salisbury Terrace AQMA**

18. Concentrations of NO<sub>2</sub> monitored in the former Salisbury Terrace AQMA continue to remain well below the health based annual mean objective of 40µg/m<sup>3</sup>. 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 (PM<sub>10</sub> and PM<sub>2.5</sub>)**

19. National air quality objectives for PM<sub>10</sub> are currently met at all monitoring locations in York. The annual mean objective for this pollutant is 40µg/m<sup>3</sup>. Monitored levels were between 10.5µg/m<sup>3</sup> and 16.3µg/m<sup>3</sup> in 2017 (i.e. well within air quality objectives). Trends in annual mean PM<sub>10</sub> 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/m<sup>3</sup> (as annual means) have been set for PM<sub>2.5</sub> and PM<sub>10</sub> 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 PM<sub>10</sub>, levels monitored in York are currently well within the WHO guidelines.

Figure 3

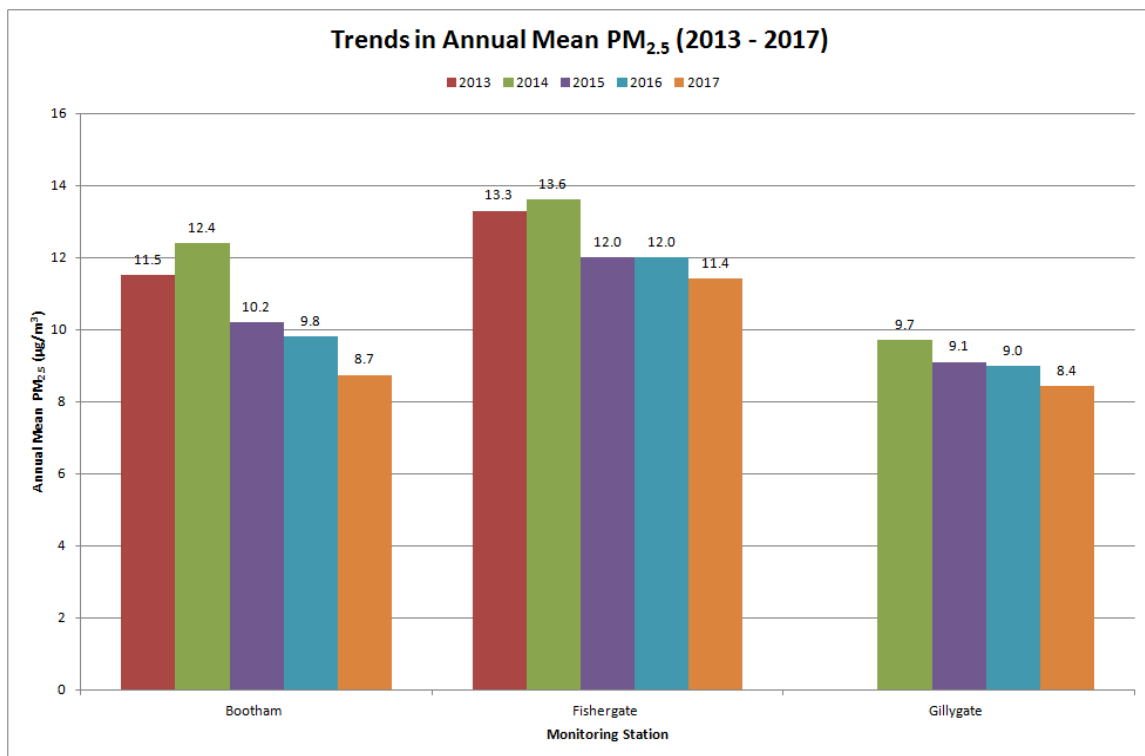


22. Health based objective levels for fine particulates (PM<sub>2.5</sub>) have not yet been set for local authorities. However, the EU limit value for PM<sub>2.5</sub> is 25µg/m<sup>3</sup> as an annual average. In 2017, the annual average PM<sub>2.5</sub> concentrations measured at York's three monitoring stations were 8.7µg/m<sup>3</sup>, 11.4µg/m<sup>3</sup> and 8.4µg/m<sup>3</sup> and were therefore well within the EU limit value<sup>5</sup>. Monitoring of PM<sub>2.5</sub> in York is done on behalf of DEFRA as part of their Automatic Urban and Rural Network (AURN). Trends in annual mean PM<sub>2.5</sub> in York are shown in figure 4 below:

<sup>5</sup> Annual mean levels of PM<sub>2.5</sub> measured at Fishergate in 2017 (11.4µg/m<sup>3</sup>) were above the WHO Guideline of 10µg/m<sup>3</sup> but below the EU Limit value of 25µg/m<sup>3</sup>



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 NO<sub>2</sub> 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 sites<sup>6</sup>.
- 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/>

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<sup>6</sup> 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 NO<sub>2</sub> objective for the last 3 years. Based on these diffusion tube monitoring results it is considered likely that the annual mean NO<sub>2</sub> 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 NO<sub>2</sub> monitored in the Fulford Road AQMA in 2017 were elevated but below the annual mean objective of 40µg/m<sup>3</sup>. The highest recorded levels of NO<sub>2</sub> were monitored at site C58, near the junction of Fulford Main Street and Heslington Lane (northbound carriageway) and were 35.3µg/m<sup>3</sup>.

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 NO<sub>2</sub> remain well under the annual mean objective) would be needed in this area before revocation could be considered. As the highest concentration of NO<sub>2</sub> monitored in this area in 2017 was 35.3µg/m<sup>3</sup>, 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

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### 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
$\text{NO}_2$	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

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

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

Measure No.	Measure	EU Category	EU Classification	Organisations involved and Funding Source	Planning Phase	Implementation Phase	Key Performance Indicator	Reduction in Pollutant / Emission from Measure	Progress to Date	Estimated / Actual Completion Date	Comments / Barriers to implementation
AQAP3 (1)	Clean Air Zone (CAZ)	Promoting Low Emission Transport	Low Emission Zone	CYC	Currently in planning and consultation phase until 2019.	Timetable originally proposed introduction of a CAZ in 2018-19, but this is now proposed for 2020 to allow time for necessary consultations	Number of ultra low emission buses operating within York Inner Ring Road	Every electric bus introduced into the CAZ will remove local emissions of NO <sub>2</sub> and PM <sub>10</sub> and reduce CO <sub>2</sub> emissions by approx 35 tonnes.	Supporting feasibility studies completed. On 25 January 2018, City of York Council's Executive approved the concept of a bus based CAZ in York in 2020. The details regarding the exact introduction date are subject to further consultation with bus operators, York residents, businesses and other interested parties.	Timetable originally proposed introduction of a CAZ in 2018-19, but this is now proposed for 2020 to allow time for necessary consultations	Individual buses crossing the inner ring road proposed to be ultra low emission from 2020. The main costs are associated with new buses (cost to third party operators). Measures to reduce emissions from buses are a critical part of City of York Council's AQAP. Failure to introduce a CAZ could lead to older buses being moved to York from other parts of the UK or Ireland where emissions standards are in place. This could result in possible legal challenge for failure to take the swiftest and most effective action to improve air quality. There is a risk that commercial bus services that offer only a marginal return to their operators would be at risk of being withdrawn as a result of the additional investment required to bring the vehicles up to 'Ultra Low Emission' standard. There is also the possibility that some bus operators would re-register their bus routes in such a

Measure No.	Measure	EU Category	EU Classification	Organisations involved and Funding Source	Planning Phase	Implementation Phase	Key Performance Indicator	Reduction in Pollutant / Emission from Measure	Progress to Date	Estimated / Actual Completion Date	Comments / Barriers to implementation
											way that they avoided the CAZ, although this is considered unlikely as the bus routes would no longer be connecting their customers to the city centre: a key destination. Finally there is a risk that the Traffic Commissioner would not agree to the introduction of a Traffic Regulation Condition.
AQAP3 (2)	Anti-idling measures	Traffic Management	Anti-idling enforcement	CYC	2014/15	2017	N/A	From feasibility report done by TTR Ltd - at 5 busiest service bus locations, estimated savings per annum of 1,526kg NO <sub>x</sub> , 36kg PM10, 46,555kg CO <sub>2</sub> , and 17,949 litres of fuel.	Draft Enforcement Policy developed and a survey of potential 'no-idling' sign locations has been completed. Anti-idling exercise with buses, taxis, LGVs and private motorists and media campaign undertaken to promote National Clean Air Day 2017 and further promotional activities planned for National Clean Air Day 2018. On 25 January 2018, City of York Council's Executive approved the use of enforcement powers, where necessary, to supplement the existing awareness-raising activities in relation to vehicle idling in the city. Enforcement action would only be taken as a last resort and would only be	2018	Main cost is signage. There may be some legal and debt recovery costs associated with serving a small number of Fixed Penalty Notices (FPN).

Measure No.	Measure	EU Category	EU Classification	Organisations involved and Funding Source	Planning Phase	Implementation Phase	Key Performance Indicator	Reduction in Pollutant / Emission from Measure	Progress to Date	Estimated / Actual Completion Date	Comments / Barriers to implementation
									applicable to offences taking place on the public highway.		
AQAP3 (3)	Further development of ECO-Stars Fleet Recognition Scheme	Vehicle Fleet Efficiency	Fleet efficiency and recognition schemes	CYC / DEFRA grant funded	2013/14	2013 - 2018	Number of operators signed up to the scheme	A typical van operator could see its annual output of carbon dioxide fall by six tonnes per year (see <a href="http://www.ecostars-uk.com/about-eco-stars/why-join/">http://www.ecostars-uk.com/about-eco-stars/why-join/</a> )	ECO-Stars scheme launched March 2013. Currently 95 members (as of end of March 2018). The scheme was reviewed at the end of 2017 with emphasis for 2018 being the City of York Council fleet and bus companies operating within the city. TRL (who manage the scheme on behalf of CYC) hosted a workshop for the CYC Fleet Team in December 2017 to identify further opportunities for integrating low emission vehicles into the council fleet.	Funding identified to allow scheme to run until November 2018.	Continuation of the scheme is subject to external grant funding. Further engagement with bus operators is proposed in 2018 to conduct fleet reassessments and offer further advice in line with the proposed Clean Air Zone.
AQAP3 (4)	Planning and delivery of CNG refuelling infrastructure	Promoting Low Emission Transport	Procurer alternative refuelling infrastructure to promote Low Emission Vehicles, EV charging, Gas fuel recharging	CYC and third party investment (to be identified)	ongoing	To be determined	To be determined	A vehicle running on CNG has significantly lower emissions of NO2, PM10 and CO2 compared with a diesel equivalent. Detailed emission savings to be determined at planning application stage	CNG feasibility study completed in 2013, potential site identified based on location of high pressure gas mains to the south west of the city. However, this location is designated greenbelt. No investor or alternative location identified to date.	Subject to external investment and planning process	The delivery of a CNG refuelling facility is subject to third party investment and a suitable site.
AQAP3 (5)	Freight delivery and	Freight and delivery	Delivery and service plans	CYC	ongoing	ongoing	N/A	N/A	Freight improvement study undertaken in 2013	Currently on hold due to lack of staff	Depends on external investment and planning process.

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	service plan for key city centre retailers and streets.	management								resources.	
AQAP3 (5a)	Freight consolidation Centre	Freight and delivery management	Freight consolidation centre	CYC and third party investment (to be identified)	ongoing	To be determined	Number of city centre businesses using consolidation centre.	To be determined	No investor or suitable location (outside of greenbelt) identified to date.	To be determined	The delivery of a Freight Consolidation Centre is subject to third party investment and a suitable site.
AQAP3 (6)	Development and implementation of LES based planning guidance	Policy guidance and development control	Air quality planning and policy guidance	CYC	2015	2016	Number of publically Accessible EV parking bays available in York (some deliverable via planning process/condition)	Aims to minimise additional emission impact of development across the entire York area. Emission savings generally calculated and reported per development.	LES planning principles embedded into draft Local Development Plan. LES planning guidance included as Annex to AQAP3 and being actively implemented. This is being promoted through YALPAG (Yorkshire and Lincolnshire Pollution Advisory Group). The Low Emission Planning Guidance was reformatted as Draft Supplementary Planning Guidance to accompany policy ENV1 'Air Quality' of the Local Plan. The guidance aims to assist developers to improve air quality and lower transport emissions in line with the aims and objectives of the York's third Air Quality Action Plan (AQAP) and Low Emission Strategy	The Draft Supplementary Planning Guidance is currently being reviewed by CYC's Forward Planning Team with a view to going to consultation later in 2018.	In line with the guidance, developers are required to demonstrate how they are mitigating site emission 'damage costs' via the use of suitable mitigation measures. Developers may be required to offset large emission damage costs via provision of on-site or off-site facilities and/or contribution towards wider LES measures in York.



Measure No.	Measure	EU Category	EU Classification	Organisations involved and Funding Source	Planning Phase	Implementation Phase	Key Performance Indicator	Reduction in Pollutant / Emission from Measure	Progress to Date	Estimated / Actual Completion Date	Comments / Barriers to implementation
									(LES). The guidance explains how to classify a development site and what type/level of air quality assessment is needed to accompany an application. The guidance also explains City of York Council's design and emission mitigation expectations for all new developments and how recommendations in relation to planning applications will be made.		
AQAP3 (7a)	Reducing emissions from taxis (financial incentive for low emissions taxi purchase)	Promoting low emission transport	Taxi emission incentives	CYC	2014	2015 - 2016	Number of low emission taxis purchased through the local grant scheme	A hybrid taxi produces approx 8 tonnes per annum of CO <sub>2</sub> less than a diesel equivalent and has considerably lower emissions of NOx and PM10.	50 low emission taxis purchased through the scheme to date.	Funding for local scheme expired March 2016.	Any additional funding identified will be used to support further implementation of the scheme.
AQAP3 (7b)	Reducing emissions from taxis (taxi licensing emissions controls)	Promoting low emission transport	Taxi licensing conditions	CYC	2016	ongoing	Number of low emission taxis present in the CYC taxi fleet		New Taxi Licensing Policy approved April 2016. 16% (figure correct as of April 2018) of the taxi fleet (124 vehicles) are currently low emission (Euro 5+ hybrid or electric)	The revised taxi licensing conditions applied from 1 June 2017 (for replacement hackney carriage vehicles), and from 1 Nov 2017 (for replacement private hire vehicles).	Following conditions approved by licensing committee in April 2016: Vehicles applying to be licensed as taxis must meet a minimum Euro 5 emission standard for petrol, Euro 6 for diesel, or be ultra low emission vehicles from 1 June 2017 (for replacement hackney carriage vehicles), and

Measure No.	Measure	EU Category	EU Classification	Organisations involved and Funding Source	Planning Phase	Implementation Phase	Key Performance Indicator	Reduction in Pollutant / Emission from Measure	Progress to Date	Estimated / Actual Completion Date	Comments / Barriers to implementation
											from 1 November 2017 (for replacement private hire vehicles). Operators may experience some increased vehicle replacement costs as only modern vehicles meeting the required standards will now be licensed as taxis in York (n.b. taxis from outside York would not be subject to such standards).
AQAP3 (8)	Planning and delivery of strategic EV charging network	Promoting Low Emission Transport	Procuring alternative refuelling infrastructure to promote Low Emission Vehicles, EV charging, Gas fuel recharging	CYC	ongoing	ongoing	Number of publically Accessible EV parking bays available in York	N/A	EV charging provided at 12 hotels in conjunction with Zero Carbon World. Implemented an extensive 'pay as you go' fast charge public electric vehicle recharging network in addition to 11 publicly accessible rapid chargers across the city. The number of charging sessions per month is currently at capacity at just in excess of 1500 (this figure includes charging session by electric buses). Additional publically accessible 'fast' chargers are currently proposed for Foss Bank car park. Successful Ultra Low Emission City (ULEC) bid will provide further charging hubs	ongoing	The money secured through the ULEC bid will be used to fund a city-wide network of hubs, providing ultra fast, reliable and convenient electrical charging. The first 'hyper-hub' is due to be installed at Monks Cross Park and Ride site later in 2018. This will consist of 4 x double rapid-charge units. Once completed, further hubs are proposed for installation at other Park and Ride sites across the city.
AQAP3 (9a)	Reducing CYC 'grey	Alternatives to	Car clubs	CYC	ongoing	ongoing	Reduction in annual	-	In 2014, CYC was awarded the Energy	ongoing	Achieved via a comprehensive suite of

Measure No.	Measure	EU Category	EU Classification	Organisations involved and Funding Source	Planning Phase	Implementation Phase	Key Performance Indicator	Reduction in Pollutant / Emission from Measure	Progress to Date	Estimated / Actual Completion Date	Comments / Barriers to implementation
	fleet' trips	private vehicle use					business mileage		Saving Trust's 'Fleet Hero' award for reducing annual business travel mileage by 20%, CO2 emissions by 23% and number of vehicles used by 21% (based on 2013 figures). The council, working in partnership with Enterprise Car Club, provide a range of pool vehicles at various locations near West Offices (HQ) and across the city which can be booked online and accessed via a smart membership card. The vehicles available come in a range of sizes and transmission variations so there is something to suit every type of driver.		green fleet measures. CYC membership of car club has significantly reduced the number of people using their own private vehicles on CYC business.
AQAP3 (9b)	Introduction of low emission vehicles into CYC fleet	Promoting Low Emission Transport	Company vehicle procurement – prioritising uptake of low emission vehicles	CYC	ongoing	ongoing	Number of full electric and electric hybrid vehicles in CYC fleet	-	As well as promoting the use of low emission car clubs, CYC Public Protection also lease an electric vehicle that is used as a pool vehicle and a business demonstrator. TRL (who manage the ECO-Stars scheme on behalf of CYC) hosted a workshop for the CYC Fleet Team in December 2017 to identify	ongoing	The replacement of the current diesel LCV fleet will consider low emission alternatives. On 25 January 2018, City of York Council's Executive requested that a report be prepared that considered introducing a minimum emission standard in the procurement of all future CYC fleet vehicles and bus services.

Measure No.	Measure	EU Category	EU Classification	Organisations involved and Funding Source	Planning Phase	Implementation Phase	Key Performance Indicator	Reduction in Pollutant / Emission from Measure	Progress to Date	Estimated / Actual Completion Date	Comments / Barriers to implementation
									further opportunities for integrating low emission vehicles into the fleet. Charging infrastructure is now in place at the Hazel Court Depot for charging up to 6 electric vehicles simultaneously. The introduction of further electric fleet vehicles is expected over the next 12-18 months.		
AQAP3 (9c)	CYC Eco-driver training and vehicle emission controls	Vehicle Fleet Efficiency	Driver training and Eco aids	CYC	ongoing	ongoing	Number of CYC staff obtaining ECPO driver training	-	Lightfoot trial completed, Fuel additive trial completed, Programme of mandatory HGV driver training completed (including eco-driving element)	ongoing	-
AQAP3 (10)	Marketing and Communication Strategy	Public Information	Via the Internet	CYC	2014-2016	2017	Number of visitors on upgraded JorAir website per annum	N/A	Ad-hoc public communication work ongoing. Participated in Clean Air Day 2017. A full refresh and update of the Council's dedicated air quality site JorAir was undertaken at the end of 2017. The website has been comprehensively updated with information about air pollution and health, low emission vehicles, air quality improvement measures and planning.	ongoing	CYCs involvement in National Clean Air Day (2017) involved a city-wide programme of anti-idling initiatives. Clean Air Day 2018 will include further promotional work around the subject of anti-idling and a number of air quality workshops with local schools.
AQAP3 (11a)	Local incentives for low	Promoting Low Emission	Company Vehicle Procurement –	CYC	2015	2016	Number of businesses that have		Lease of Nissan Leaf electric vehicle for use as Public	ongoing	Additional demonstrator vehicles subject to funding

Measure No.	Measure	EU Category	EU Classification	Organisations involved and Funding Source	Planning Phase	Implementation Phase	Key Performance Indicator	Reduction in Pollutant / Emission from Measure	Progress to Date	Estimated / Actual Completion Date	Comments / Barriers to implementation
	emission vehicles and alternative fuel use – EV chargers and business demonstrators	Transport	Prioritising the uptake of low emission vehicles				installed EV charging and trialled demonstrator vehicle per annum		Protection pool vehicle and business demonstrator. CYC has also provided advice to other local authorities regarding the operation of electric vehicles and the installation of charging infrastructure within their areas.		
AQAP3 (11b)	Local incentives for low emission vehicles and alternative fuel use – Priority parking / reduced parking fees for low emission vehicles	Promoting Low Emission Transport	Priority parking for LEVs	CYC	ongoing	ongoing	Number of low emission permits issued	-	A total of 1616 Low Emission Permits were issued in 2017 (included 1097 Household Low Emission Vehicle Permits)	ongoing	York residents are entitled to a discount of 50% on the price of parking permit if they operate a low emission vehicle. Further information about discounts is available here: <a href="https://www.york.gov.uk/homepage/20/parking_and_travel">https://www.york.gov.uk/homepage/20/parking_and_travel</a>
AQAP3 (12)	Attracting Low Emission industries, businesses and jobs to York	Policy guidance and development control	Other policy	CYC	ongoing	ongoing	-	Not quantifiable	Provided advice to business on low emission technologies/solutions as required	ongoing	Will support wider air quality improvement measures
AQAP3 (13a)	Modal shift and network improvement measures (i-Travel York campaign)	Promoting Travel Alternatives	Intensive active travel campaign & infrastructure	CYC	ongoing	ongoing	% mode split or walking/cycling/bus vs conventional car drivers and car passengers % trips into city centre	Hard to precisely quantify but target to increase modal shift away from conventional car	Ongoing delivery and funding of i-Travel York sustainable travel programme - see <a href="https://www.itravel.york.info/">https://www.itravel.york.info/</a> for further details and current updates	ongoing	The i-Travel York programme was established following a successful bid for funding from the Department for Transport's Local Sustainable Transport Fund. The programme has been delivering an integrated programme

Measure No.	Measure	EU Category	EU Classification	Organisations involved and Funding Source	Planning Phase	Implementation Phase	Key Performance Indicator	Reduction in Pollutant / Emission from Measure	Progress to Date	Estimated / Actual Completion Date	Comments / Barriers to implementation
											of personal, business and school travel planning, combined with targeted infrastructure enhancements to increase people's travel choices since 2012. i-Travel York aims to inspire people in York to help look after our city - to keep it moving and keep the air clean - by considering travel options before making a journey.
AQAP3 (13b)	Modal shift and network improvement measures (Bus Improvements)	Transport planning and infrastructure	Public transport improvements interchanges, stations and services	CYC	ongoing	ongoing	National Annual Passenger satisfaction survey	Aim to increase uptake of public transport	The council and bus operators have worked together to improve York's bus network over the last few years through the York Quality Bus Partnership. Innovations in York have included: Improvements to bus information, including new on-street timetables and more real time displays, two new park and ride sites at Askham Bar and Poppleton Bar, fare reductions and new tickets, improvements to well used bus stops in the city centre including Museum Street and Exhibition Square, new electric buses on the Poppleton and Monks Cross park and ride services,	2018	Figures compiled by the Department for Transport (DfT) show that improvements made to York's buses helped take 460,000 car trips off the city's roads last year. The DfT's annual statistics on public transport use show that the number of people using York's buses has increased for the fourth year in a row. Last year there were 16.8 million passengers on York's buses, compared to 15 million in 2012/13. This is a growth in passengers of 12 percent, which is in contrast with the rest of the Yorkshire and Humber region which has fallen by 4 percent.

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									introduction of refurbished electric open-top buses on the City Sightseeing tour service, new services, such as the CityZap service between York and Leeds, and new vehicles and higher frequencies on some existing services, introduction of a multi-operator "All York" ticket and a smartcard ticket, the introduction of two "Bus Wardens" and the bus enquiry desk at the Railway Station to help passengers. In 2018 there will be further improvements to the network, particularly opening improved bus interchanges at Stonebow and Rougier Street. New buses will also be introduced on Coastliner and EYMS services.		
AQAP3 (13c)	Modal shift and network improvement measures (Other LTP measures)	Transport planning and infrastructure	Other	CYC	ongoing	ongoing	Concentration reduction target in LTP3 and AQAP3	-	Measures in LTP3 can be viewed online at: <a href="https://www.york.gov.uk/downloads/file/3725/ltp3pdf">https://www.york.gov.uk/downloads/file/3725/ltp3pdf</a> (Also see updates against measure 13b)	ongoing	CYC's third Local Transport Plan (LTP3), covering the period to 2031, sets out the transport policies and measures that will contribute to the city's economic prosperity over the next 20 years, whilst meeting challenging national and local targets for reducing emissions.

Measure No.	Measure	EU Category	EU Classification	Organisations involved and Funding Source	Planning Phase	Implementation Phase	Key Performance Indicator	Reduction in Pollutant / Emission from Measure	Progress to Date	Estimated / Actual Completion Date	Comments / Barriers to implementation
AQAP3 (14)	Other air quality improvement measures (non-transport sources)	Environmental Permits	Introduction/Increase of Environment charges through permit systems and economic instruments	CYC	ongoing	ongoing	Number of scheduled inspections completed per annum		Enforcement of relevant air quality legislation is currently undertaken by Regulatory Support and Advice.	ongoing	Scheduled inspections undertaken by CYC Public Protection staff.
AQAP3 (15)	Provide more green infrastructure	Policy Guidance and Development Control	Other policy	CYC	ongoing	ongoing	tba	-	Updates available at: <a href="https://www.york.gov.uk/info/20051/planning_policy/637/green_infrastructure_gi_strategy">https://www.york.gov.uk/info/20051/planning_policy/637/green_infrastructure_gi_strategy</a>		The Strategy will support policies in the Local Plan and the Council Plan, whilst being a focus for partnership working across York. The Strategy will establish a long term vision for the planning and management of Green Infrastructure across York, identifying where the protection and enhancement of green spaces and natural elements can be achieved, improvements in connectivity between places realised, and focal points for community and business involvement established.
16	Further conversion of diesel double decker tour buses to electric	Vehicle Fleet Efficiency	Vehicle Retrofitting programmes	CYC / Grant Funding	2015	2017/18	Number of buses converted to electric	Conversion to electric drive will remove bus tailpipe emissions	Demonstration bus converted to electric drive. An additional 3 buses have now also been converted to electric drive ready for the 2018 summer season.	2018	Transdev is currently working in partnership with City of York Council to convert the remaining two vehicles to full electric drive. Additional charging facilities currently being explored.
17	Retrofitting of school buses	Vehicle Fleet Efficiency	Vehicle Retrofitting programmes	CYC / Grant funding	2015	2017	Number of retrofitted school buses		A supplier has been chosen and retrofit work is expected to be completed later in	End 2018	Cleaner bus technology funding £308K obtained to support this



Measure No.	Measure	EU Category	EU Classification	Organisations involved and Funding Source	Planning Phase	Implementation Phase	Key Performance Indicator	Reduction in Pollutant / Emission from Measure	Progress to Date	Estimated / Actual Completion Date	Comments / Barriers to implementation
									2018.		
18	Solar panels at electric P&R sites	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	CYC	2016	2017	Amount of energy generated by solar panels	-	Awaiting results of European Regional Development Fund (ERDF) funding	2018	Supply of green energy to encourage the uptake of electric vehicles. This project is subject to funding through the European Regional Development Fund (ERDF)
19	Hyper Hubs	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	CYC	2016	2018 onwards	Number of charging episodes at hyper hubs	-	The first hyperhub is due to be installed at Monks Cross Park and Ride. This will consist of 4 x double rapid-charge units. A new substation has been ordered for this site and CYC is currently awaiting an installation date from Northern Powergrid.	2020	The money secured through the ULEC bid will be used to fund a city-wide network of hubs, providing ultra fast, reliable and convenient electrical charging. The first 'hyper-hub' is due to be installed at Monks Cross Park and Ride site later in 2018. This will consist of 4 x double rapid-charge units. Once completed, further hubs are proposed for installation at other Park and Ride sites across the city.

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