
24 September 2020

Decision Session – Executive Member for Environment and Climate Change

Report of the Corporate Director, Economy and Place

Air Quality – Annual Status Report

Executive Summary

1. The report details the latest air quality monitoring results for the city and progress on delivering the measures in York's third Air Quality Action Plan (AQAP3) to deliver further improvements.
2. Recent air quality monitoring can be summarised as follows:
 - There has been a general downward trend in Nitrogen Dioxide (NO₂) concentrations monitored across the city since 2012, although year on year improvements in NO₂ have been much less pronounced over the last 2-3 years and in some areas appear to have plateaued. This clearly demonstrates the need to continue to deliver the air quality improvement measures in AQAP3.
 - The health based annual average nitrogen dioxide (NO₂) objective is still being breached at some locations in the city, including Gillygate, Holgate / Blossom Street and Rougier Street / George Hudson Street. Elevated levels of NO₂, below the objective, were monitored along Nunnery Lane, Lawrence Street, Fishergate and Coppergate.
 - NO₂ concentrations in the former Salisbury Terrace and Fulford Road AQMAs are still well within health based limits.
 - National air quality objectives for PM₁₀ and PM_{2.5} are currently easily met in York. There does not appear to be any clear trend in PM₁₀ concentrations based on monitoring over the last 8 years. The general downward trend in PM₁₀ concentrations observed at roadside monitoring sites up to 2017 has not continued through 2018 and 2019. Concentrations of PM_{2.5} have generally decreased at roadside locations in recent years, although PM_{2.5} monitored at York's background monitoring station have been more variable.

- During the early part of the Covid-19 lockdown NO₂ concentrations in some areas of York improved by up to 43%, clearly demonstrating that traffic is a significant source of NO₂ in the city and supporting the measures the council has taken so far to reduce vehicle emissions.
3. Briefly, CYC has progressed the delivery of measures within York's Third Air Quality Action Plan (AQAP3) as follows:
- Secured funding to deliver fully electric buses and charging infrastructure at York's Park & Ride (P&R) sites.
 - Introduced a Clean Air Zone (CAZ) for buses and allocated funding to help to replace/retrofit 93 buses to CAZ compliant vehicles.
 - Encouraged 20% of York taxis to change to low emission vehicles and secured further funding to encourage more drivers to upgrade.
 - Implemented an extensive public electric vehicle recharging network
 - Been awarded 'Go Ultra Low' city status and is in the process of delivering ultra-rapid charge units (hyper-hubs) at two P&R sites.
 - Developed Low Emission Planning Guidance
 - Implemented a package of measures aimed at deterring stationary vehicles from idling, including a new 'Kick the Habit' anti-idling awareness-raising campaign
 - Reduced 'grey fleet' trips by utilising car club vehicles for CYC staff during office hours
 - Continued to deliver on walking, cycling and public transport improvements, maintaining its national reputation as a leader in sustainable transport.

Work on all these measures will continue in the coming year; further details are provided in this report.

4. The report is provided for information following submission of the 2020 Annual Status Report to DEFRA. The executive member is asked to note the contents of the report.

Recommendations

5. The executive member is asked to note the contents of the report, including the continuing trend in air quality in York.

Background

6. 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 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 and Transport).

7. This report provides an update on air quality in York (2019 calendar year), including progress on delivery of the measures within City of York Council's third Air Quality Action Plan (AQAP3), following submission of this year's Annual Status Report (ASR) to DEFRA in June 2020. The ASR and its conclusions were fully accepted by DEFRA on 2 July 2020. The full Annual Status Report (2020) is available to download from <http://jorair.co.uk/data-downloads/reports/>.
8. 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. Air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. The annual health cost to society of the impacts of particulate matter alone in the UK is estimated to be around £16 billion¹.
9. Recent research has suggested a link between coronavirus (Covid-19) deaths and exposure to high levels of pollution. It is well established that long term exposure to particulate matter causes stress to the respiratory and cardiovascular system. Emerging research suggests that pre-exposure to high levels of particulate pollution may make a person more likely to become seriously ill, or even die, after infection with Covid-19. Many of the deaths relating to Covid-19 have been amongst those who live in polluted areas or who experience high levels of occupational exposure (e.g. bus and taxi drivers). Whilst air pollution exposure appears to be one contributory factor to Covid-19 death rates there will be others including deprivation levels. In many places there is a close link between levels of air pollution and deprivation, the poorest areas often experiencing the highest exposure levels. Other research has suggested that polluted air more readily facilitates vapour spread and this can also increase the rate of Covid-19 infection.
10. During 2019, City of York Council had two Air Quality Management Areas (AQMAs), declared on the basis of breaches of the health based annual mean air quality objective for nitrogen dioxide (NO₂). These AQMAs were located in the city centre (AQMA Order No.5) and in Fulford (AQMA Order

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

No.2). A third AQMA for NO₂ existed on Salisbury Terrace between 2012 and 2017 (AQMA Order No.3). Following an Executive Member Decision Session in November 2019², the Fulford AQMA was revoked in February 2020 (due to air quality objectives no longer being exceeded in this area). CYC has a statutory duty to try to reduce NO₂ concentrations within the current AQMA and additional obligations in relation to the protection of public health and reduction of greenhouse gas emissions. The main air pollutants of concern in York are NO₂ and particulate matter (PM). Typically, traffic is responsible for around 50-70% of the total NO₂ at any particular location in the city, although the exact amount varies according to proximity to roads and other emission sources.

Air Quality Monitoring Update

11. Real-time monitoring of nitrogen dioxide and other pollutants has been undertaken at a total of 14 different locations across York since 1999 (real-time monitoring is currently undertaken at 9 sites). 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 2019)³. The Council currently undertakes diffusion tube monitoring at 233 sites across the city; there has been no significant change to the Council's overall monitoring strategy in the last 12 months, since the last report to the Executive Member.

City Centre AQMA

12. Air pollution monitoring data for 2019 indicates that the annual average air quality objective for NO₂ is still being breached at a number of locations around the inner ring road, within the city centre AQMA. Annual mean NO₂ concentrations monitored at all roadside real-time monitoring stations remained similar (within 0.6µg/m³) in 2019, compared with levels monitored in 2018. Changes in annual mean NO₂ at Bootham Hospital (an urban background monitoring site) between 2018 and 2019 were slightly more pronounced at +1.1µg/m³, but this is not considered significant based on the variation observed at this site over the last 5 years. There has been a general downward trend in NO₂ concentrations monitored across the city since 2012, although year on year improvements in NO₂ have been much less pronounced over the last 2-3 years and in

² <https://democracy.york.gov.uk/ieListDocuments.aspx?CId=870&MId=11519>

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

some areas appear to have plateaued. This clearly demonstrates the need to continue to deliver the air quality improvement measures in AQAP3.

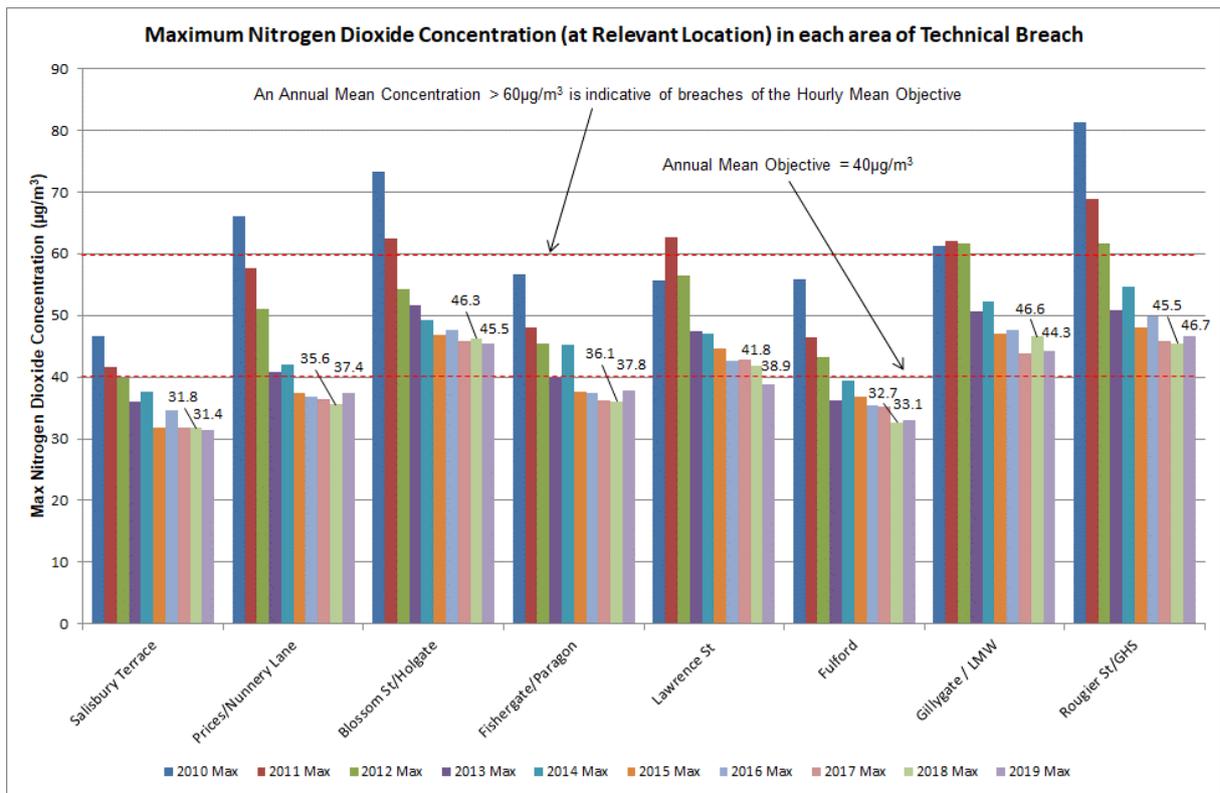
13. Exceedances of the health based annual mean NO₂ objective of 40µg/m³ were monitored in the Gillygate, Holgate / Blossom Street and Rougier Street/George Hudson Street technical breach areas in 2019. The maximum annual mean concentrations of NO₂ monitored at relevant locations in the Nunnery Lane, Lawrence Street, Fishergate and Coppergate technical breach areas were below the objective at 37.4µg/m³, 38.9µg/m³, 37.8µg/m³ and 38.2µg/m³ respectively. Whilst these concentrations are below the 40µg/m³ objective level, they are still considered elevated and upper confidence limits (calculated on the basis of the precision of the monitoring techniques used) are all within approximately 1µg/m³ of the health based annual mean objective. It is therefore not considered appropriate to reduce the size of the city centre AQMA at this time. This will be reviewed as part of CYC's next Annual Status Report (due June 2021).
14. In December 2018, the boundary of the city centre AQMA was extended to include the full length of Coppergate and the buildings either side of the road. Concentrations of NO₂ monitored along Coppergate in 2019 were lower than those monitored in 2018, with the highest concentration in 2019 observed at site D56 (Three Tuns Pub, 12 Coppergate). This site recorded an annual mean NO₂ concentration of 38.2µg/m³ (upper confidence limit of 39.4µg/m³) which is just below the health based annual mean objective for this pollutant.

Maximum monitored concentrations of nitrogen dioxide in 2019

15. The maximum NO₂ concentrations monitored (at a relevant location⁴) in each area of technical breach since 2010 are shown in figure 1 below. This indicator (Council Plan Indicator CAN028) only considers monitoring at relevant locations and is useful when considering the validity of AQMA boundaries year to year.

⁴ A relevant location is an outdoor, non-occupational location (e.g. facade of a residential dwelling) where members of the public may be exposed to poor air quality

Figure 1



16. Figure 1 above demonstrates that the maximum annual mean nitrogen dioxide concentration at a relevant location was below the annual mean objective of $40\mu\text{g}/\text{m}^3$ at 5 of the 8 areas shown (*note: the Salisbury Terrace AQMA and Fulford Road AQMAs have now been revoked*). Maximum concentrations of NO_2 monitored at a relevant location within the Holgate Road/Blossom Street, Gillygate/Lord Mayors Walk, and Rougier St/George Hudson Street were all well above the annual mean NO_2 objective in 2019. Whilst maximum concentrations of NO_2 monitored within the Prices/Nunnery Lane, Fishergate/Paragon Street and Lawrence Street are below the objective at $37.4\mu\text{g}/\text{m}^3$, $37.8\mu\text{g}/\text{m}^3$ and $38.9\mu\text{g}/\text{m}^3$ respectively, based on precision analysis carried out on the monitoring results (and upper confidence limits) and consideration of results from previous years, it is not considered appropriate to remove these areas from the city centre AQMA boundary at the present time.

Former Fulford Road and Salisbury Terrace AQMAs

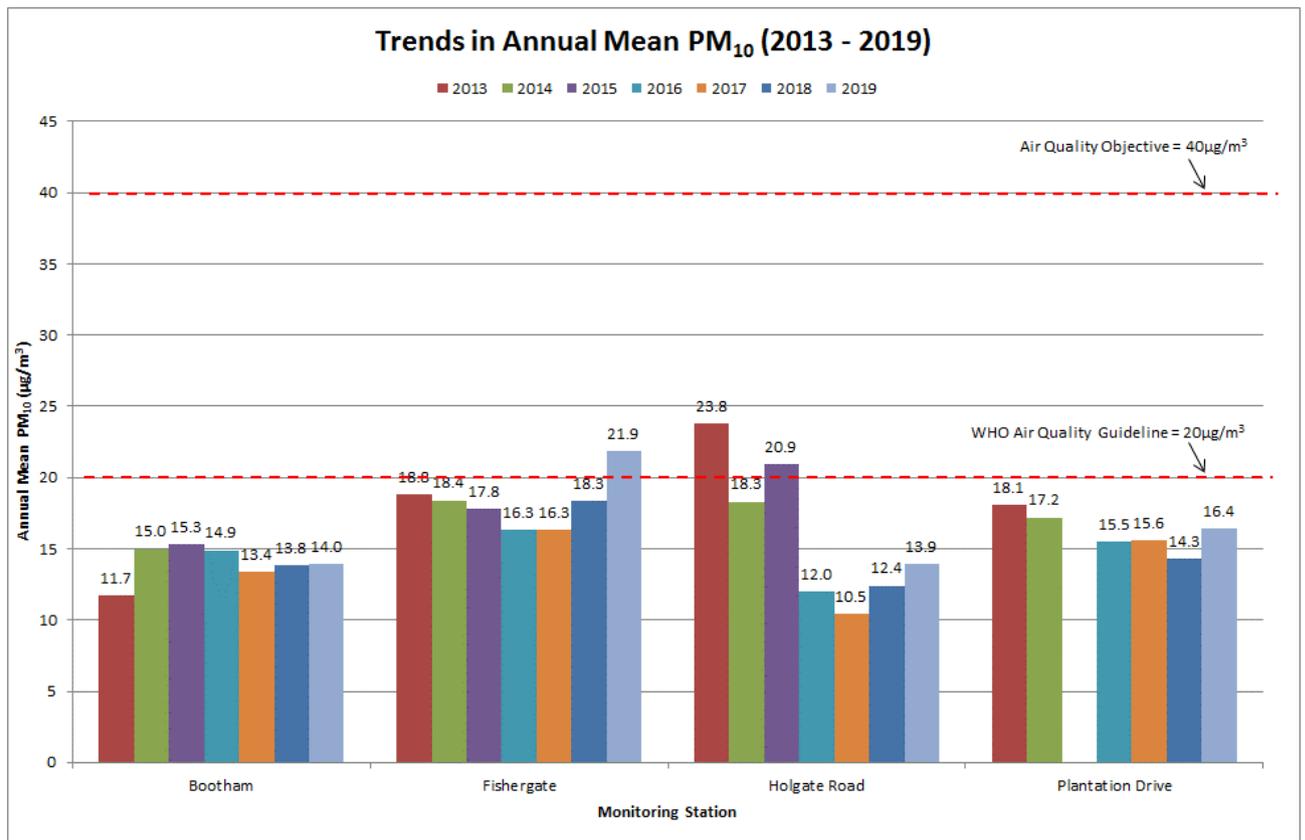
17. Concentrations of NO_2 monitored in the Fulford Road AQMA in 2019 were well below the annual mean objective of $40\mu\text{g}/\text{m}^3$. The highest recorded levels of NO_2 were monitored on Fulford Main Street at $33.1\mu\text{g}/\text{m}^3$. This further supports the decision to revoke the Fulford Road AQMA, as discussed in City of York Council’s last Annual Status Report, and

implemented in February 2020. Concentrations of NO₂ monitored in the former Salisbury Terrace AQMA in 2019 were all well below the annual mean objective of 40µg/m³. Monitoring results indicate that the health based annual mean nitrogen dioxide objective continues to be met in this area, confirming that the decision to revoke this AQMA in December 2017 was appropriate. The current monitoring equipment along Fulford Road and Salisbury Terrace will remain in place to monitor any future changes in air quality due to development in the vicinity of the respective areas. In the unlikely event that pollution concentrations increase at these locations, the AQMAs could be re-instated, if required.

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

18. City of York Council monitors particulate (PM₁₀) at 4 sites in the city (Bootham, Fishergate, Holgate Road and Plantation Drive) and ultra-fine particulate (PM_{2.5}) at 3 sites (Bootham, Fishergate and Gillygate). National air quality objectives for PM₁₀ and PM_{2.5} are currently easily met in York. The highest annual mean levels of PM₁₀ and PM_{2.5} monitored in York during 2019 were 21.9µg/m³ and 11.1µg/m³ respectively.
19. PM₁₀ concentrations increased at all roadside locations (Fishergate, Holgate Road and Plantation Drive) between 2018 and 2019 (by ~19%, ~12% and ~15% respectively). Annual mean concentrations of PM₁₀ monitored at the Bootham background site were similar in 2018 and 2019 (~1% difference). Based on PM₁₀ monitoring data over the last 8 years, there does not appear to be any clear trend in PM₁₀ concentrations. The general downward trend in PM₁₀ concentrations observed at roadside monitoring sites up to 2017 has not continued through 2018 and 2019. Trends in annual mean PM₁₀ concentrations are shown in Figure 2 below.

Figure 2

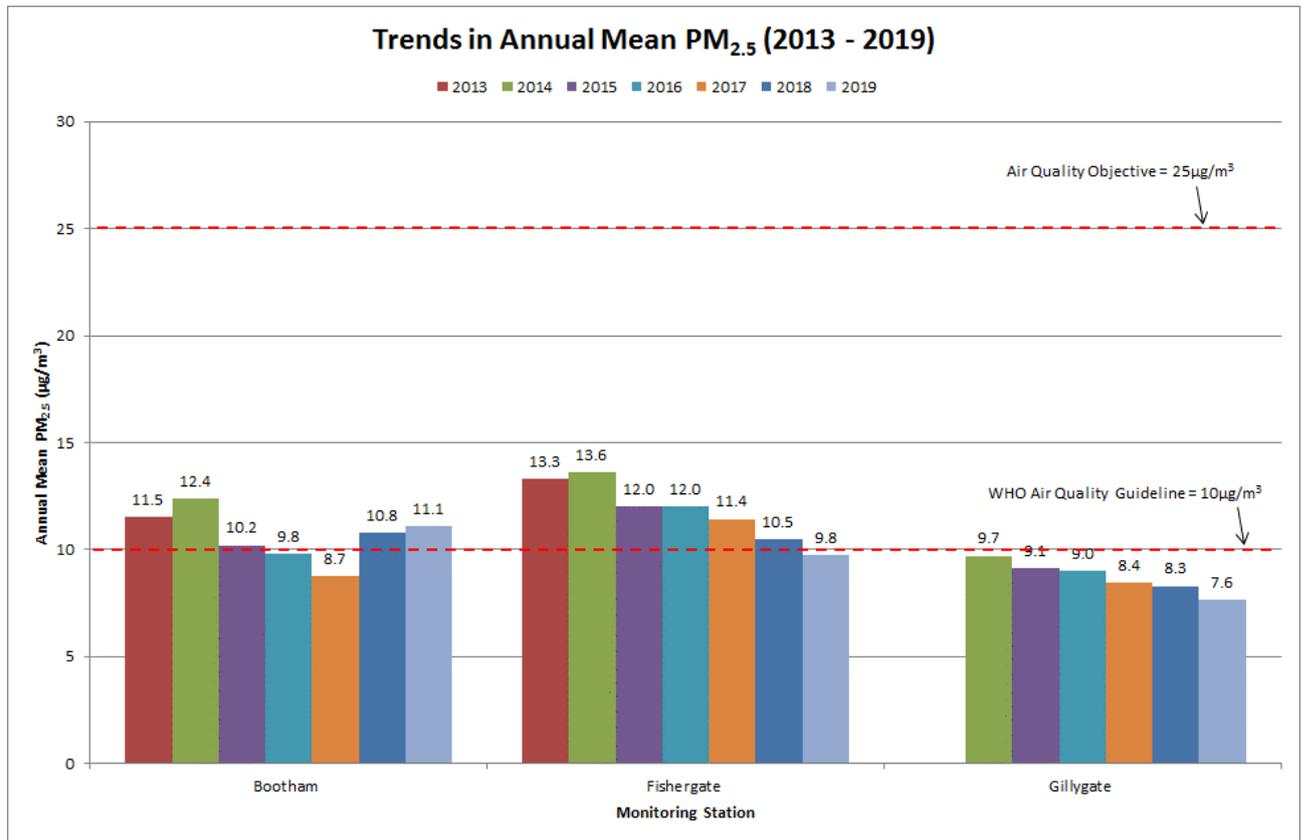


20. The World Health Organisation (WHO) Air Quality Guidelines offer global guidance on thresholds and limits for key air pollutants that pose health risks and have featured in the press in recent years. In 2016 it was estimated that 91% of the world population was living in places where WHO air quality guidelines levels were not met. Currently, guidelines of 10 and 20 $\mu\text{g}/\text{m}^3$ (as annual means) have been set for PM_{2.5} and PM₁₀ respectively, although these guidelines are recommendations and do not apply to UK law. The WHO Air quality guidelines are currently under review.

21. Health based objective levels for fine particulates (PM_{2.5}) have not yet been set for local authorities. However, the EU limit value for PM_{2.5} is 25 $\mu\text{g}/\text{m}^3$ as an annual average. City of York Council monitors PM_{2.5} at three locations in the city, namely Bootham (urban background site), Fishergate (roadside site) and Gillygate (roadside site). Monitoring of PM_{2.5} at Fishergate and Bootham is carried out as part of DEFRA's Automatic and Rural Monitoring Network (AURN). Monitoring at Gillygate was established by City of York Council as a result of the growing concerns over the health impacts of PM_{2.5}. Trends in annual mean PM_{2.5} in York are shown in figure 3 below. Over the last 7 years, concentrations of PM_{2.5} have generally decreased at roadside monitoring

sites, although PM_{2.5} monitored at the Bootham background site has been more variable and increased between 2017 and 2019. Background PM_{2.5} concentrations are broadly comparable to those monitored in 2013. No exceedances of the annual mean PM_{2.5} objective have been recorded to date since monitoring of PM_{2.5} was established.

Figure 3



Meeting the Air Quality Objectives at all locations

22. Previous air quality modelling work undertaken for City of York Council's third Air Quality Action Plan (AQAP3) predicted that the current AQAP3 air quality improvement measures would help to achieve compliance in all of the current AQMA technical breach areas within the next 2 years (based on all AQAP3 measures being delivered in full). As can be seen from the data above, some locations currently remain at risk of breaching the annual average nitrogen dioxide objective. However, the results presented in this report do not include any improvement arising from the introduction of the bus based Clean Air Zone (CAZ) in January 2020 or the new electric Park & Ride bus fleet that has recently commenced operation. These measures are important parts of the AQAP3 delivery programme and should provide further emission reduction from frequent bus services and Park & Ride buses in coming years.

Impact of Covid-19 Lockdown

23. The Covid-19 lockdown provided an unexpected and unique opportunity to study York's air quality in the absence of normal traffic levels. During the early part of the Covid-19 lockdown nitrogen dioxide concentrations improved by an average of 30% across York and in some areas by up to 43%, clearly demonstrating that traffic is a significant source of nitrogen dioxide in the city and supporting the steps the council has taken so far to reduce vehicle emissions. As lockdown has eased and traffic has started to return to more normal levels, the air quality improvement is unlikely to be sustained at these levels.
24. Current uncertainties with respect to future travel behaviour, particularly around confidence in the use of public transport (and possible subsequent increases in private car journeys) could offset some of the air pollution gains that have been made in recent years. However, if York can sustain some of the improvements in walking and cycling levels that arose during lockdown and more people work at home, there may be an opportunity to improve air quality further. Members of the public have had a unique opportunity to experience cleaner air and may have given the issue more thought than normal due to the links to Covid-19 death rates. Research indicates that there has been a significant change in attitudes towards walking, cycling and electric vehicle use as a result of the lockdown period and the council should aim to maximise this opportunity to influence behaviour change.

Actions to Improve Air Quality

25. CYC previously produced two AQAPs in 2004 and 2006. These plans were primarily based on modal shift and congestion reduction with an emphasis on reducing vehicle trips across the city.
26. However, air quality in York continued to deteriorate between 2004 and 2010, despite introduction of two 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 emissions from all sources including 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 been 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.

27. 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.
28. CYC's third Air Quality Action Plan (AQAP3, 2015) described 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. The LES has already changed the way York delivers public transport and plans for future transport trips. York continues to deliver on walking, cycling and public transport improvements, maintaining its national reputation as a leader in sustainable transport. Measures in AQAP3 are intended to build upon the 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).
29. Since publication of CYC's Low Emission Strategy, York has:
 - Delivered a fully electric Park & Ride (P&R) site at Poppleton Bar and introduced electric buses at the existing Monks Cross P&R site. CYC was awarded £3.3m from DfT's Low Emission Bus Scheme in 2018 to support delivery of high capacity, fully electric buses and to support charging infrastructure at York's P&R sites. The first bus was deployed in York in February 2020. Once all buses are in operation, York will be home to one of the largest fleets of double decker electric buses outside London (ultimately, 21 new vehicles will join the existing fleet of 12 electric single deck vehicles, that have been operating in the city for the last 6 years).
 - Introduced a Clean Air Zone (CAZ) for buses on 31 January 2020. Buses making 5 or more entrances to the CAZ per day are now required to be Ultra Low Emission Buses (ULEB) (Euro VI diesel or electric). A total of £1.65m has been allocated by City of York Council to 5 bus operators to help replace/retrofit 93 buses to CAZ compliant vehicles.
 - Retrofitted the world's first fleet of electric double-decker sightseeing buses (Cleaner Bus Technology Fund).
 - Encouraged 20% of York taxis (152 vehicles on 8 July 2020) to change to low emission alternatives (petrol hybrid or electric); a number of these were converted through our innovative CYC taxi incentive grant scheme. We have also introduced a new taxi licensing policy specifying minimum emission standards for new or replacement taxis. An additional DEFRA

Air Quality grant allocation of £105k was awarded to City of York Council in March 2020 to assist with further taxi upgrades. The low emission taxi incentive scheme is due to launch in autumn 2020.

- Implemented an extensive 'pay as you go' fast charge public electric vehicle recharging network in addition to a number of publicly accessible rapid chargers across the city. City of York Council's Executive have also endorsed the ambition that a minimum of 5% of bays in council owned car parks will be charging bays by 2023. The existing council owned charging estate will be updated throughout 2020 with the latest EV charging hardware. Charging episodes rose from 1,733 per year in 2014 to 20,355 in 2019.
- Been awarded £816,000 from the Office of Low Emission Vehicles (OLEV) after becoming the only Yorkshire location out of eight in the country to achieve 'Go Ultra Low' city status. The money is being used to fund a network of charging hubs providing ultra-fast, reliable and convenient electric charging. Since receiving this funding, CYC has secured further European funding to allow the delivery of a full solar canopy/battery storage solution in addition to the proposed 'hyper hub' charging points at Monks Cross and Poppleton Bar. Planning applications for the new ultra rapid charge units at both Park and Ride sites were approved in November 2019.
- Developed Low Emission Planning guidance – this has been developed to accompany policy ENV1 'Air Quality' of the Local Plan and outlines the Council's design and mitigation expectations for all new developments in the city, including EV charging. The guidance aims to assist developers to improve air quality and lower transport emissions in line with the aims and objectives of the AQAP3 and Low Emission Strategy (LES). The guidance has also been used as the basis for a 'common principles' document relating to low emission planning, developed by the Yorkshire and Lincolnshire Pollution Advisory Group (YALPAG), to ensure consistency in the approach to low emission planning across the region.
- Launched an ECO-Stars Fleet Recognition Scheme. There are currently 106 members of the scheme. Further information about the scheme can be found at <http://www.jorair.co.uk/air-quality-in-york/eco-stars-scheme/>
- Re-launched City of York Council's dedicated 'JorAir' air quality website (www.jorair.co.uk). The website contains information about air pollution and health, low emission vehicles, air quality improvement/mitigation measures and the planning process. The site also provides information about air quality levels across the city.

- Obtained member approval (Joint Decision Session of the Executive Member for Planning and Transport, and Executive Member for Environment, 7 Feb 2019) to implement a package of measures aimed at deterring stationary vehicles from idling, including the use of discretionary powers under the Road Traffic Regulations 2002 to issue fixed penalty notices to drivers who refuse to switch off their engines. A new 'Kick the Habit' anti-idling awareness-raising campaign was launched in mid-2019, aimed at encouraging people to think about the importance of clean air and the impact it has on their health and that of those around them. The campaign is designed to change the way people feel about idling and encourage them to 'kick the habit' by highlighting idling as socially unacceptable. The highly successful campaign received extensive positive media coverage, including features in York Press, The Yorkshire Post, Minster FM, Radio York, That's York TV and BBC Look North.
 - City of York Council has undertaken promotional work in relation to anti-idling as part of Clean Air Day 2019. On Clean Air Day, CYC and partners attended school assemblies at six schools, handed out over 2000 promotional postcards and put up over 50 anti-idling posters. Campaign posters were also put up in all doctors' surgeries and multiple petrol stations in York. Permanent anti-idling signage has also been erected in all council owned car parks across the city, at most city centre bus stops, multiple taxi ranks and at other key locations across the city where vehicles have been observed idling. Throughout 2019, we also undertook regular daytime and night-time anti-idling enforcement patrols.
 - Obtained DEFRA AQ Grant funding: CYC is currently the lead authority in developing a new air quality hub, with Lancaster City Council and Mid Devon District Council. The project will extend the existing LEP resource (the Low Emission Hub www.lowemissionhub.org) to create an online Air Quality Knowledge Hub. The hub will provide a space where air quality experience and knowledge can be shared and where local authority officers can be up-skilled without the need to attend training courses or to travel. The new hub is due to launch in late 2020.
30. At the same time, York continues to deliver on walking, cycling and public transport improvements, maintaining its national reputation as a leader in sustainable transport.

Priorities for the Coming Year

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

- **Reducing emissions from buses through a Clean Air Zone (CAZ)** - The bus based CAZ in the city centre was introduced on 31 January 2020. Buses making 5 or more entrances to the CAZ per day are now required to be Ultra Low Emission Buses (ULEB) (Euro VI diesel or electric). A twelve month 'sunset' period is currently in operation until January 2021. The Traffic Regulation Condition has now been applied to the licences of all local bus operators serving the York area. In terms of the operational bus fleet, Euro VI retrofitted buses will gradually enter service throughout the course of 2020, with all local buses accessing the city centre 5 or more times per day fully compliant by January 2021. The Traffic Regulation Condition also prohibits all local buses from idling their engines anywhere within the CAZ area. CYC will continue to work with bus operators to ensure the CAZ requirements are fully delivered by the end of the sunset period.
- **Continue promotion of anti-idling measures (including enforcement)** – CYC will continue to investigate complaints of idling in the city and undertake further promotion of the hard hitting 'Kick the Habit' anti-idling campaign throughout 2020. Enforcement will only be undertaken as a last resort and when social distance rules allow for this to be done safely again. For the time being, the problem of stationary vehicle idling will be addressed first and foremost, by raising awareness, particularly in those areas of the city where complaints arise, such as residential areas and outside schools. We will continue to work with bus operators through the Quality Bus Partnership to address bus idling, particularly in the city centre Air Quality Management Area.
- **Continue to reduce emissions from taxis** – Further changes to CYC's Taxi Licensing Policy are proposed for 2020. New standards will affect both Private Hire and Hackney Carriage vehicles and will include a maximum age limit for all vehicles operating in the city. The proposed age limit will bring York into line with the highest standard in the West Yorkshire transport authority area. The new licensing standards will see a gradual change in the operational taxi fleet, as vehicle licenses are renewed and as vehicles become too old to operate in the city. An additional DEFRA Air Quality grant allocation was awarded to CYC in March 2020 to assist with further taxi upgrades; this will be rolled out from Autumn 2020 following changes to the Taxi Licensing policy. All

future proposed changes to Taxi Licensing Policy are subject to member approval.

- **Continued delivery of strategic EV charging network** - Planning applications for the new ultra-rapid charge units at Poppleton and Monks Cross Park and Ride sites were approved in November 2019. The applications were for the erection of a canopy shelter for the installation of 8 ultra-rapid charging hubs and 5 fast dual charge units for electric vehicles (at each site). The planning applications also included provision for solar voltaic (PV) modules mounted on the canopies at each site. Works will commence later in 2020. In addition to the new ultra-rapid charging hubs, CYC is currently in the process of updating the EV charging hardware at all existing council managed charge points, including those in council car parks and at Park & Ride sites. CYC's Executive approved a new EV Charging Strategy on 19 March 2020, which outlines an equitable approach to charging infrastructure that will support improved air quality, climate change objectives and financial vitality, and aligns with wider transport policy objectives. The Executive also endorsed a commitment to continue to explore options for on-street charging and facilities for charging electric taxis in the city centre⁵.
- **Continuing to reduce emissions from new development** – by continuing to require electric vehicle recharging infrastructure, Construction Environmental Management Plans (CEMPs) and, where appropriate, emissions mitigation plans on new developments.
- **Reducing emissions from the council's fleet** – by switching from diesel to low and zero emission alternatives wherever practical. City of York Council will continue to reduce 'grey fleet' trips by utilising Enterprise Car Club to provide a pool of low emission cars for exclusive use by CYC staff during office hours. On 19 March 2020, the Executive agreed to commence the transition to an electric fleet for all vehicles under 3.5 tonne as part of a four year programme⁶. Officers will also continue to explore the options for vehicles over 3.5 tonnes to move away from fossil fuels.
- **Increasing awareness of the impact of air pollution of public health** – via continued development of the JorAir website to include further information around the causes and consequences of poor air quality,

⁵ See item 9 at <https://democracy.york.gov.uk/ieListDocuments.aspx?CId=733&MId=11117>

⁶ See item 10 at <https://democracy.york.gov.uk/ieListDocuments.aspx?CId=733&MId=11117>

especially the health impacts of air pollution. We will also undertake further work around anti-idling via continued promotion of the 'Kick the Habit' anti-idling campaign across York (and across the wider Yorkshire region in partnership with neighbouring local authorities).

- **Continued modal shift and network improvement measures** – via the LTP3 capital programme and i-Travel York sustainable travel programme.

32. Air quality improvement measures over and above those planned for 2020 and outlined in the current report, may be required to fully deliver the air quality objectives in all areas of technical breach in the city. It is likely to be several years before new 'normal' levels of air pollution can be reliably measured, but York's Air Quality Action Plan will be kept under review to ensure it is responding appropriately to the new ways in which people will choose to travel and any emerging new sources of air pollution, such as potential increases in domestic emissions (as more people continue to work from home). City of York Council is considering further incentivisation of walking and cycling via reallocation of highway space and improved cycle parking and 'Bike and Ride' facilities for cyclists. City centre parking (inside the inner ring road / AQMA) is also being reviewed to prevent unnecessary trips and ensure public transport use is maximised (whilst ensuring safety) as lockdown is eased. Such measures will be fully reported in the next Annual Status Report, due June 2021.

Options

33. The Executive Member is asked to note the content of the report.

Analysis

34. DEFRA's LAQM Policy Guidance (LAQM.PG16) and Technical Guidance (LAQM.TG16) outline the process that should be followed with respect to the Local Air Quality Management regime (for example amendments to and revocation of existing AQMAs).

35. Pollutant concentrations will 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 AQMAs 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.

36. Public Protection have retained all air quality monitoring in the Fulford and Salisbury Terrace areas (areas previously covered by AQMAs) to ensure that any future changes in air quality are picked up and to ensure that baseline air quality in these areas can be monitored (to assist with the future appraisal of planning applications and the application of suitable mitigation measures, where appropriate).

Council Plan

37. 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.
38. 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.
39. Air pollution damages buildings as well as human 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

40. 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, including continuation of monitoring in previous AQMA areas, also requires ongoing revenue funding. Any request for funding will follow the council's budgetary process.

Human Resources (HR)

41. There are no human resources implications

One Planet Council / Equalities

42. 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

43. 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).

Crime and Disorder

44. There are no crime and disorder implications

Information Technology (IT)

45. There are no information technology implications

Property

46. There are no property implications

Risk Management

47. 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** Insert Date
Approved

Wards Affected: List wards or tick box to indicate all

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, 14th December 2014

The full Annual Status Report (2020) is available to view at
<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
µg/m ³	Micrograms per cubic metre
NO ₂	Nitrogen dioxide
PM	Particulate Matter
LES	Low Emission Strategy
HGV	Heavy Goods Vehicles
OLEV	Office for Low Emission Vehicles
CEMP	Construction Environmental Management Plan
CCFAP	Climate Change Framework and Action Plan
LTP3	Local Transport Plan