

Key air quality improvement measures in AQAP2

The mid term report for LTP2 was produced in December 2008. Some of the key air quality improvement measures in AQAP2 reported on included:

Encouraging walking and cycling

- The expansion of the number of Footstreets and their hours of operation is currently under review as part of the City Centre Area Action Plan and will continue into 2009/10.

Promoting alternatively fuelled, cleaner and more efficient vehicles

- A 'carwise' publication was launched in December 2008, which promotes alternative fuelled vehicles as well as walking, cycling and more efficient use of vehicles. Discounts for low emission and small vehicles were introduced on parking permits in 2006.
- As reported in the LTP progress report 2006/07, work has been undertaken to consider the impact of a number of low emission measures across the city. This has been supplemented by a project carried out with the Institute of Transport Studies (ITS) at Leeds University looking at on-street vehicle emissions. Both these pieces of work will be used to inform further detailed modelling work required for the project. Consideration is currently being given as to how a more detailed feasibility study can be funded.
- A citywide car club was implemented in 2006 and significantly expanded in 2008 to 11 locations across the city. Further expansion of the car club is made possible through contributions from developers based on the number of trips generated by the proposed development. The Council is a member of the car club and uses the vehicles as part of the pool of vehicles available to staff. Staff are also offered a 25% discount on membership of the club as part of the Council's travel plan and voluntary benefits package.
- The Council has a car-share scheme, which it promotes, to staff through the staff benefits scheme and other 'Carwise' based promotions and publications.

Improving public transport

- The Designer Outlet P&R has been relocated to facilitate provision of a ticket kiosk which was constructed in early 2009. The facility to purchase season tickets encourages greater use of the bus and reduces dwell time at stops, as fewer transactions are made on the vehicle.
- Askham Bar P&R site relocation is, along with the development of the new sites on the A59 and Wigginton Road (packaged together as Access York phase 1), being progressed after gaining support for funding from the Regional Transport Board. A Major Scheme Bid will be submitted to the Department for Transport (DfT), which should secure the £24m required to deliver these three sites. The A59 and Wigginton Road corridors will both be provided with bus priority measures.

- Bus lanes are being progressed on the A19 and Wigginton Road as part of the Fulford Road scheme and Access York phase 1. Implementation on the scheme on Fulford Road began this year and is set to continue into 2011. The scheme will deliver new cycle facilities as well bus priority along the route. Bus priority on Wigginton Road will be delivered as part of the Access York project. As the Wigginton Road site is programmed to be delivered after Askham Bar and the A59 it is likely that bus priority will be in place in 2011.
- The development of an orbital bus route is currently under consideration with feasibility work being undertaken on possible routes, potential patronage and infrastructure requirements. The study has been completed and the feasibility of such an initiative will be reported to the Executive Member for City Strategy.
- Encouragement to use public transport has been developed through the provision of better infrastructure in the city centre and information at city space kiosks.
- The city's Bus Location and Information Sub-System (BLISS) has been expanded through the equipping of all First vehicles (as of end Feb 2009) with on-board equipment to provide more reliable coverage of real time information. This will allow the launch of 'Your Next Bus' to take place, again encouraging greater confidence in using public transport.

Reducing emissions from HGVs

- Development of a lorry routing strategy was a key measure in AQAP2. This was linked to the development of the Regional Freight Map, work on which has been abandoned. Therefore this will now be considered as part of the development of a local Freight Quality Partnership, which has been delayed in progress due to other priorities. The development of a transshipment centre was part of the longer-term transport strategy i.e. 2011 - 2021. This has not been progressed directly by TPU, but has been included in the York Northwest Issues & Options report and forms part of the strategic development of the city through the LDF process.

In addition to progress made on these AQAP2 measures, progress has also been made on the following new initiatives:

- Working with the bus operators to refine stopping arrangements and therefore reduce engine idling in the city centre
- All new P&R vehicles (32 no.) are EURO EEV and as part of the bus tendering process all buses are required to be EURO II as a minimum and by 2011 will be required to be EURO III as a minimum, thus reducing emissions across the city.

Inclusion of air quality issues in development of transport scheme briefs