



Executive

15 March 2011

Joint Report of the Director of Communities and Neighbourhoods and the Director of City Strategy

DRAFT FRAMEWORK FOR YORK LOW EMISSION STRATEGY

Summary

1. On 8 June 2010 the Executive agreed that an overarching Low Emission Strategy (LES) should be developed for York to ensure a more holistic approach to local air quality management and carbon reduction. This report presents a draft framework for the York Low Emission Strategy (LES) to be taken forward for public consultation in 2011. It presents an outline of the proposed measures and actions and suggested timescales for their implementation. It also sets out proposals for further public consultation.

Background

2. Action to manage and improve air quality in the UK is driven by European (EU) legislation. The 2008 ambient air quality directive (2008/50/EC) set legally binding limits for concentrations in outdoor air of major air pollutants that impact public health, such as particulate matter (PM₁₀) and nitrogen dioxide (NO₂). The 2008 directive replaced most of the previous EU air quality legislation and was made law in England through the Air Quality Standards Regulations 2010. The Secretary of State for Environment, Food and Rural Affairs has responsibility for meeting the limit values in England and the Department for Environment, Food and Rural Affairs (Defra) co-ordinates assessment and air quality plans for the UK as a whole.
3. To assist the Secretary of State in delivering the EU limit values local authorities are required under the provisions of the Environment Act 1995 to regularly 'review' and 'assess' air quality in their areas and to declare 'Air Quality Management Areas' (AQMAs) where health based air quality objectives are not being met. The health-based objectives are generally more stringent than the EU limit values (they have to be met sooner than the EU limit values and/or have different numerical values). Local authorities are only required to work towards meeting the air quality objectives and at present have no legal responsibility for meeting the EU limit values; this remains the responsibility of the Secretary of State.

4. At the present time some parts of London remain in breach of the EU limit values for PM₁₀ and many urban areas in the UK remain in breach of the NO₂ limit value. The Secretary of State is therefore currently under the threat of very substantial EU fines for non-compliance with the EU air quality limit values and it has been indicated that some of these fines may be passed on to local authorities who are considered to be underperforming in their local air quality management duties. It is therefore essential that York continues to demonstrate a strong commitment to local air quality management and air quality improvement measures.
5. In 2002 City of York Council (CYC) declared an AQMA around the inner ring road where concentrations of nitrogen dioxide (NO₂) were above the health-based objective levels. Nitrogen dioxide is formed during all combustion processes (primary NO₂) and can also be formed in the atmosphere from other pollutants (secondary NO₂). The main source of nitrogen dioxide in York is traffic.
6. Following the declaration of the first AQMA, two Air Quality Action Plans (AQAPs) were developed. These AQAPs have focused primarily on encouraging 'modal shift' with an emphasis on encouraging walking, cycling and public transport use. Since the introduction of the second AQAP cycle usage has increased and so has the proportion of the bus fleet that meets ever more stringent Euro emission standards.
7. Since 2001 bus patronage has increased by over 5 million passengers (+54%), with 2004/05 showing the largest recorded annual rise of approximately 2.5 million passengers (+21%). This was generally contrary to a decline in bus patronage nationally. The latest available figures show that over the last few years the early rapid increase in bus use (including Park & Ride use) has stabilised, with annual growth varying between plus or minus 5%.
8. Traffic flow data, included in York's Local Transport Plan 2011 onwards (LTP3) shows that since 2005 traffic levels have fallen overall in all time periods. Traffic flows fell the most in the peak hours (approximately 4%). In the inter-peak period traffic flows fell by about 1%.
9. Whilst encouraging modal shift and reducing the number of journeys undertaken by car remains an important aspect of air quality management in York, modal shift alone is not delivering a great enough improvement in air quality to meet the health-based objectives.
10. Between 2002 and 2005 there was a slight improvement in air quality around the inner ring road, but since then air quality has deteriorated (Figure 1, annex A). Due to deteriorating air quality a further AQMA was declared in Fulford in April 2010.

11. The exact reasons for the continuing deterioration in air quality in York are unclear, but are thought to include:
 - i. An increased proportion of primary nitrogen dioxide emissions from modern diesel vehicles, particularly cars (see Annex C). This is due to emission controls added to vehicles to reduce other pollutants such as particles and carbon monoxide.
 - ii. Increased use of bio-fuels in vehicles and boiler plant (some bio-fuels can reduce emissions of carbon dioxide, but increase local emissions of particulate and oxides of nitrogen)¹
 - iii. The cumulative impact of small scale developments
 - iv. Increased fares for buses and Park and Ride, coupled with an increase in the amount of relatively cheap city centre car parking, has made car journeys to the city centre more attractive
12. To improve York's air quality, emissions from traffic (including buses, HGVs and taxis) need to be reduced and further measures need to be put in place to minimise traffic emissions from development. This can be achieved by incentivising the uptake of low emission technologies (such as electric, hybrid and bio-methane vehicles) within the general vehicle fleet and by requiring developers to mitigate more effectively against transport emissions from their developments (by providing incentives for low emission vehicle use and contributing towards the cost of low emission infrastructure). There also needs to be a more holistic approach to carbon and local air quality management to ensure all emissions to air are minimised as far as possible. The Executive of 8 June 2010 agreed to an overarching Low Emission Strategy (LES) to address these issues.
13. As well as the delivery of a local LES, York is working in partnership with Leeds City Council and the national Low Emission Strategy Partnership (LESP) to accelerate the uptake of low emission technology within the Leeds City region. As regional 'Low Emission Champions' York and Leeds have already hosted a number of events aimed at increasing awareness of low emission technology and developing low emission planning guidance. A key output from the regional group initiative (RGi) will be the York Low Emission Strategy, which will be developed into a national framework for adoption by other local authorities and organisations.

¹ Biomass and Air Quality Guidance for Local Authorities, LACORS, June 2009

Progress to date

14. Initial development of the LES in York has been undertaken primarily by the LES Steering Group (previously the Air Quality Steering Group). This group is led by representatives of the environmental protection unit (EPU) and includes officers from transport planning, network management, city development, procurement, fleet management and sustainability and links to Visit York and the Local Strategic Partnership (LSP).
15. Key tasks undertaken to date include:
 - Development of a draft vision and objectives for the LES
 - Development of policy links with Local Development Framework (LDF)
 - Drawing up of a list of potential LES measures by reviewing activities in other LAs and considering other ideas
 - Consideration of individual measures in terms of feasibility, timescale for delivery, cost and compatibility with existing and emerging policies e.g. Local Transport Plan 3.
 - Shortlisting of measures for inclusion in the draft LES
 - Introducing the LSP to the concept of a LES
 - Undertaking a source apportionment study

Local progress

16. City of York Council are regional low emissions champions: through our planning, sustainability and procurement policies and the way we use transport to deliver our services (see the Transport and Fleet review) we will aim to act as an exemplar in terms of reducing emissions from all sources. However, support will be needed from the public sector, local residents and business to implement all the measures in the low emission strategy.

Although the LES for York has not yet been produced, some progress has already been made towards attracting low emission technology to the city:

- Installation of two electric car-recharging bays at the new Waitrose store, achieved through negotiation with the developer.
- The current trial of hybrid and electric buses on the A19 corridor from (to assist with improving air quality in the Fulford AQMA)
- Drawing up of a section 106 agreement for electric vehicle charging points, car club and contributions towards air quality monitoring for the Nestle South development site.

- Inclusion of a requirement for low emission measures in the York North West Supplementary Planning Document.

National progress

17. Council officers have been involved in the development of the following national low emission projects:

- Recent publication of draft guidance on the development of Low Emission Supplementary Planning Documents (SPDs) by the LESP. York intends to be one of the first authorities to produce such guidance.
- Development of guidance on using public procurement to reduce transport emissions by the LESP.
- Development of an emissions toolkit by the LESP that will allow fleet managers to calculate emission savings from proposed fleet changes and allow planning officers to calculate the emissions savings likely from different low emission mitigation strategies. York is involved in the testing of this tool prior to general release.
- Roll out of the Plugged in Places (PiP) programme. This provides match funding to local consortia made up of businesses and other public sector partners, to help provide electric vehicle recharging infrastructure in a range of different locations. A Yorkshire and Humberside PiP bid was submitted in October 2010, but was unsuccessful due to a lack of business and public sector match funding. The Yorkshire and Humberside PiP board is currently considering other possible funding sources such as European Regional Development Funding (ERDF), LTP3 funding and the Local Sustainable Travel Fund (LSTF).

Regional progress

18. Regional projects include:

- A low emission vehicle demonstration day and conference in Leeds on 7 October 2010 as part of our regional low emission champion role
- Hybrid bus trial on A61 Leeds
- Continuing trial of bio-methane refuse trucks in Leeds
- Development of a bio-methane refuelling station in Leeds (due to open March 2011)

- LES planning seminar in York in March 2011 for the Yorkshire branch of Royal Town Planning Institute (RTPI)
- Funding recently secured for a regional vehicle emission monitoring research programme by Institute of Transport Studies, University of Leeds. This will include further data collection in York.

Links to other policies, strategies and programmes

19. In drawing up the draft framework for the LES consideration has been given to existing policies and programmes that already aim to improve local air quality and/or reduce carbon emissions. The aim of the LES is to strengthen and enhance these policies and programmes whilst avoiding duplication. Key policies and programmes to which the LES will be closely linked are:

Sustainable Community Strategy (SCS)

20. The SCS sets out and ensures the delivery of a long-term vision for the city based around seven key themes including 'A sustainable city' and 'A healthier city'. One of the overall aims of this strategy is to *'ensure that York is a sustainable city which tackles climate change and reduces its impact on the environment while maintaining the city's special qualities and enabling it to grow and thrive.'* To support the SCS a Climate Change Framework and Action Plan (CCFAP) has already been drawn up to reduce the city's carbon emissions. The LES can assist in the delivery of the SCS by ensuring emissions of local as well as global pollutants are reduced as far as possible (particularly from development led transport emissions) and by generally encouraging the uptake of alternative vehicle technology. Reduced emissions of local air pollutants should result in a healthier environment for all.

Carbon Management Programme

21. The Council's internal Carbon Management Programme (CMP) was established to reduce the council's CO₂ emissions. The remit of the CMP is Council owned buildings (including schools), street lighting, council fleet, employee travel and waste. The LES will need to take account of the CMP and work to ensure both CO₂ and other emission savings are maximised. In recognition of this fact the LES has recently been incorporated into the Sustainable Development Board (SDB), which oversees the work of the CMP.

Local Transport Plan and Air Quality Action Plan

22. One of the key objectives of the current LTP2 is to *'improve air quality'*. LTP2 therefore incorporates an Air Quality Action Plan (AQAP2) at Annex U. AQAP2 is primarily based on modal shift measures (promotion of walking, cycling and public transport) as a means of improving local air quality. As already

mentioned (paragraph 8) monitoring of air quality within the city centre AQMA has indicated that modal shift measures alone are not enough to deliver the health based air quality objectives at all locations in the city.

23. Limited capital funding is available via LTP3 to deliver LES measures. One of the proposed strategic aims in the draft LTP3 is to '*Tackle Transport Emissions*'. The draft LTP3 includes measures to promote the use of low emission technology as well as a continued commitment to modal shift. Theme 4 of LTP3 sets out to reduce emissions of Carbon Dioxide (CO₂) and Oxides of Nitrogen (NO_x), particularly Nitrogen Dioxide (NO₂), arising from transport, thereby contributing to the council's carbon reduction target and improving local air quality.
24. LTP3 aims to reduce emissions from individual vehicles through the promotion of less polluting fuels and improved technology developments and more generally through reducing vehicle numbers and discouraging the use of more polluting vehicles. It will do this by having the infrastructure in place to support the use of electric or electrically assisted vehicles and encouraging the use of other lower emission vehicles and by regulating the entry of more polluting vehicles into the AQMAs and discouraging more polluting vehicles.
25. A revised AQAP3 will be drawn up to support LTP3 and the LES.

Local Sustainable Transport Fund

26. The Government has created a Local Sustainable Transport Fund (LSTF), which aims to deliver sustainable transport that supports economic growth and reduces carbon. Solutions will be geared to supporting jobs and businesses through effectively tackling the problems of congestion, improving the reliability and predictability of journey times, enabling economic investment, revitalising town centres and enhancing access to employment. They should also aim to change patterns of travel behaviour and use more sustainable transport modes and so deliver a reduction in carbon and other harmful emissions. Funding will be up to 2014/15.
27. Discussions with the Department for Transport (DfT) have indicated that broadly a 60:40 resource-capital split would be looked for. A bid is being proposed for York to use and build on the momentum and success of the Cycling City programme (but expanded in scope). To meet the criteria set by DfT, a programme is being developed to include projects totaling up to £5 million:
 - Are deliverable in the funding period
 - Are additional to existing projects/funding proposals (e.g. LTP 3)
 - Bring economic and carbon benefits and address the problems facing York

- Are proven to work, in York or elsewhere
- Support a targeted and genuinely integrated package of measures
- Measures to improve travel planning and promote bus usage and cycling should help to reduce emissions

Local Development Framework

28. The council's emerging Local Development Framework (LDF) Core Strategy is the plan for the future development of York. It will be a blueprint for the economic, social and environmental future of York, providing the framework for implementing the Council's aims and objectives that affect the use of land and buildings. A key aim of the LDF Vision is for York to be a leading environmentally friendly City. Under this theme, the Vision states that the LDF will play a key role in helping to deliver improvements to air quality and the implementation of a Low Emission Strategy.. The LDF will promote the creation of sustainable, low carbon neighbourhood by ensuring the identification of sites and future development are in locations that are accessible to sustainable modes of transport and a range of services that would not lead to unacceptable levels of congestion, pollution and/or air quality. The Core Strategy is at the centre of the LDF process; all other LDF documents must be in accordance with the policies of the Core Strategy. In the Core Strategy there is a dedicated air quality section which sets out strategic objective to support measures to reduce emissions to air to be measured through targets to achieve legal air quality objectives city wide. The policy requires air quality to be considered both through the planning application process and in the identification and allocation of future sites. The air quality policy will be supported through the preparation of Low Emission Strategy Supplementary Planning Document (LES SPD) that will require developers to provide more information about the actual emissions from their developments and ensure all emissions from additional transport are adequately mitigated against. This will sit alongside a Sustainable Design and Construction SPD which will ensure that all new residential and non residential developments built in the city meet high sustainable design and construction standards, reduce carbon emissions, and where feasible, generate onsite renewable energy. On the 1 March 2011 the Executive recommended that Council approve the draft Core Strategy for Publications and Submission to the Secretary of State.

A diagram showing how the LES will link to other key policies and programmes is included at Annex B.

More For York Transport and Fleet review

29. In addition to the LES steering group and existing policies and programmes, a transport and fleet review board has been established under the More for York programme. The board is looking specifically at how both cost and emission savings can be made in relation to the council's use and procurement of

vehicles. The review will consider council owned vehicles, privately owned vehicles used on council business and transport services procured by the council, such as school buses and taxis. The review is likely to recommend a number of vehicle efficiency savings which should reduce the number of miles travelled by council procured vehicles and result in an associated emission saving. The review will also examine opportunities for introducing low emission vehicles into the council fleet and other services procured by the council.

Framework for the York LES

30. The consultation draft LES will contain the following:
- i. An overview of the key local, regional and national policies that influence and control emissions to air (including both local and global pollutants)
 - ii. Presentation of an evidence base to support the requirement for a LES in York. This will include recent air pollution monitoring data, and the findings of a recent source apportionment study undertaken by Dr James Tate from the Institute of Transport Studies, University of Leeds² (currently seconded to EPU). Graphs showing the contribution different type of vehicles make to emissions in York can be found at Annex C.
 - iii. A low emission technology overview – a summary of what technologies and systems are currently available, costs, funding opportunities and real life examples
 - iv. Draft vision and objectives for the LES
 - v. Proposed LES measures (Annex D). To include timescales, estimated costs, delivery mechanism
 - vi. Setting of baseline emissions and target emissions

Views on items iv, v and vi will be invited as part of the public consultation process.

Draft vision and objectives

31. A vision and objectives were agreed following discussion within the LES steering group. These may be amended following the consultation process. The following vision is proposed for the LES.

² The contribution of different vehicle types to emissions in the Fishergate and Lawrence Street Technical Breach Areas, Dr James Tate, 8 November 2010

'To transform York into a nationally acclaimed low emission city'

There was a consensus that 'transformation' and 'aspiration' should be the key messages within the vision statement and that it should be kept short and concise. Understanding and acceptability of the vision statement will be explored as part of the public consultation process.

32. The following set of draft objectives are proposed:
- i. To raise awareness and understanding of emissions to air in order to protect public health and meet the city's ambitious carbon reduction targets.
 - ii. To minimise emissions to air from new developments by encouraging the uptake of low emission technologies
 - iii. To reduce emissions to air from existing buildings and vehicles by providing businesses, residents and visitors with incentives and opportunities to use low emission technology
 - iv. To ensure emissions to air are fully considered during the future procurement of goods and services by CYC and its partners
 - v. To encourage inward investment by providers of low emission technology, fuels and support services

The proposed measures

33. Annex D sets out the measures proposed for inclusion in the LES. Some measures can be implemented rapidly with little additional funding or consultation, whilst others are more long-term aspirations that will require further investigation, funding and consultation prior to implementation. The measures have been set out in order of likely timescale scales for implementation on the following basis:

Short-term measures - within 12 months (by end of 2011)
 Medium term measures - within 3 years (by end of 2013)
 Long term measures – 2014 and beyond

34. Within Annex D an indication has also been provided of the likely cost associated with each measure. Costs have been indicated as follows:

Low cost < £40,000
 Medium cost > £40,000 < £100,000
 High cost > £100,000

The low cost items are those that can be funded out of the air quality action planning grant funding obtained from DEFRA earlier this year or which have funded allocated to them in the LTP3 capital programme. These items should be progressed within the indicated timescales. Medium and high cost items will require additional internal or external funding to be sought.

Aims and priorities for the LES

35. The main aims of the LES will be to:
- i. Ensure a more holistic approach to reducing both local and global air pollutants. The LES will act as a critical friend to the Council's carbon reduction commitments / projects to ensure that emissions of both CO₂ and other air pollutants are minimised as far as possible.
 - ii. Minimise and mitigate transport related emissions from future developments and monitor their cumulative impacts
 - iii. Provide incentives and infrastructure that will encourage the uptake of cleaner vehicles by both individuals and corporate fleet
 - iv. Ensure York takes maximum economic advantage of the opportunities early adoption of low emission technology may bring
36. To support the air quality policy of the emerging Core Strategy one of the first measures to be implemented will be the development of the new LES Supplementary Planning Document. Minimising emissions from development is considered a priority for the LES because development related emissions are continually increasing and adding to the other underlying air quality issues in the city. The aim is not to prevent development, but to ensure that it proceeds with the minimum of emissions.
37. The new LES SPD will require developers to provide more information about the likely emissions from their developments, provide incentives for the uptake of low emission technologies on their developments (e.g. electric vehicle recharging points, priority parking schemes, zero parking schemes etc) and in some cases contribute towards the development of low emission infrastructure to serve their developments (e.g. low emission buses, low emission refuse collection etc.) The new LES SPD will sit alongside an SPD on Sustainable Design and Construction which will provide advice on sustainable design and construction standards, reducing carbon emissions and generating renewable energy.
38. Increasing the use of low emission vehicles is another key priority area for the LES. In the short term this will be focused on cleaning up the CYC fleet (in line

with the recommendations of the ongoing More For York transport and fleet review) and providing a network of electric vehicle charging points across the city, along with appropriate incentives for their use. A sum of £30,000 is proposed within the 2011/12 LTP3 capital programme to commence installation of the recharging network. Provision of electric vehicle parking and charging points within council car parks will make ownership of an electric vehicle a viable option for some consumers in future years. Further incentives for electric vehicle ownership can be achieved by offering reduced rates of parking, preferential parking and/ or free electricity. The ability to provide such incentives will be explored further as part of the delivery of the LES.

39. Following the unsuccessful Yorkshire and Humberside PiP bid, alternative sources of funding to continue this programme are still being sought both locally and regionally. An ERDF funding bid has been developed which will allow small and medium enterprises (SMEs) in Yorkshire to obtain 40% match funding towards the cost of leasing an electric vehicle. Lease rates will be at 60% of the normal rate and a free electric vehicle recharging point will be provided as part of the package. If successful this bid will allow a number of businesses in the region to trial electric vehicle technology in their fleets and will increase the number of recharging points currently available in the region. In addition negotiations are currently taking place with a potential private sector partner who has expressed an interest in helping to resource back office facilities to help promote the uptake of electric vehicles in the region. This office could be responsible for the public dissemination of information about alternative vehicles and available support, assist with the establishment of incentives for the use of alternatively fuelled vehicles and actively promote technologies through events and visits to individuals and larger fleet operators.
40. The provision of recharging facilities on private property will continue to be pursued through the planning process (as already achieved at Waitrose) and by trying to establish partnerships with energy companies who have already expressed some interest in installing EV charging points within existing and new homes.
41. The recent source apportionment study of emissions in the AQMA by Dr James Tate has indicated that buses make up approximately 2.5% of the total traffic flow in the AQMA, but emit around 28% of the oxides of nitrogen (Annex C). Therefore reducing bus emissions has to be a high priority for the LES. It is essential that early negotiations with bus companies are undertaken to ensure the early delivery of low emission buses in York. Hybrid buses are reported to produce up to 50% less oxides of nitrogen than conventional diesel buses, whilst electric buses have zero emissions at the point of use (although there is still an emission associated with electricity production unless it is from a renewable energy source). With the assistance of Dr Tate, EPU is currently assessing the in-use emission reductions from the hybrid buses currently being trailed on the Designer Outlet Park and Ride service. This route was chosen

for the trial because it passes through both the Fulford and City Centre AQMAs. The trial will provide important information about the level of emission reduction that could be expected by introducing hybrid and electric vehicles into the York fleet on a permanent basis, particularly on those services operating in areas of poor air quality. In view of the high proportion of emissions resulting from buses and HGVs it has been recommended that the initial timescales for tackling these emission sources in the draft LTP3 should be brought forward as far as possible within the constraints of available funding.

42. Delivering the LES vision and objectives will be a lengthy process taking place over many years. The speed and extent to which York transforms itself into a low emission city will be dependant on a number of factors including:
- i. the level of local support and commitment to the concept of a low emission city
 - ii. the general availability and affordability of suitable technology
 - iii. the number of development sites coming forward which are considered suitable for the application of LES measures
 - iv. the rate of uptake of low emission vehicles within the local vehicle fleet. (Rapid uptake within the CYC fleet and local bus fleet are key to this).
 - v. the availability of grants and other funding to support the uptake and demonstration of low emission measures
 - vi. the success of CYC in 'selling' the concept of a LES and 'winning hearts and minds'
 - vii. the ability of York to attract low emission technology researchers, suppliers and support businesses.

Timescales and proposed consultation process

43. It is proposed that a consultation draft of the LES will be prepared the end of June 2011. The consultation draft will be circulated to members, key officers and the LSP, via the Environment Partnership Board. The consultation draft will be made publicly available on the JorAir website and the opportunity to comment on the content of the draft LES will be highlighted within council literature and on the CYC website. The possibility of an online consultation survey will also be investigated. It is anticipated that a final LES could be adopted by the end of October 2011.

Options

- 44.(a) Approve the outline framework, vision, objectives and proposed LES measures detailed in paragraphs 14 to 18 and Annex D of this report (subject to amendments requested at this meeting) and allow officers to proceed directly to the development of a draft consultation LES.

- 45.(b) Request revisions to the outline framework, vision, objectives and proposed LES measures detailed in paragraphs 14 to 18 and Annex D of this report to be brought back before the Executive prior to development of a draft consultation LES.

Analysis

46. Option (a) will enable the development of a LES for York to progress immediately and ensure a draft LES can be completed by the end of June 2011. It will also allow the main transport measures within the LES to be incorporated into the emerging LTP3 and revised AQAP3. Early completion of the LES for York will place the city in a good position to attract low emission vehicles, technologies and associated jobs ahead of other local authorities.
47. Option (b) will slow down the process of developing a LES for York. Uncertainty about the final content of the LES will limit the number of supporting measures that can be incorporated into the emerging LTP3 and AQAP3. Delays in committing to a final LES may result in York missing out on opportunities to attract low emission vehicles, technologies and associated jobs.

Corporate Priorities

48. The LES contributes to the council's corporate strategy as follows:
- Sustainable City – protecting the local and global environment
 - Healthy City – protection of public health
 - Thriving City – could attract inward investment and will support sustainable development and tourism
 - City of Culture – protects the historic environment and the health of people attending outdoor events
 - Effective Organisation – promotes partnership working
 - Inclusive City – promotes a unified approach to air quality issues across the city

Financial Implications

49. The cost of developing a draft LES for consultation will be met from existing budgets. Annex A highlights those measures that are affordable within current budgets (low cost measures) and which will be implemented once the final LES document has been approved. 'Medium' or 'high' cost measures will only be implemented / progressed if suitable funding sources can be identified in the future and if members choose to allocate such funding to the further development of the LES. The report assumes current staffing and funding levels. There are no other financial implications associated with this report at the present time.

Human Resources

50. The draft consultation LES and low cost measures can be delivered with existing staff resources. Some of the medium and high cost measures may require additional staffing resources in the future, but implementation of these measures will be subject to suitable funding sources being identified and consultation with members.

Equalities

51. An assessment of the equalities implications will be completed.

Legal Implications

52. An assessment of the legal implications will be completed.

Crime and Disorder

53. There are no crime and disorder implications.

Information Technology (IT)

54. There are no IT implications.

Risk Management

55. In compliance with the Council's risk management strategy, failing to meet the health based air quality targets, considering the likelihood and impact, the current net risk rating is 21 or High. The development of a LES, together with an AQAP and climate change action plan and their implementation should reduce the risk to Medium.

Recommendations

56. The Executive is advised to:
57. **Approve option (a)** – Approve the outline framework, vision, objectives and proposed LES measures detailed in paragraphs 14 to 18 and Annex D of this report (subject to amendments requested at this meeting) and allow officers to proceed directly to the development of a draft consultation LES.

Reason: This option will allow the draft consultation LES to be drawn up in line with the timetable set out by the LESP RGi, allow LES measures to be adequately incorporated into LTP3 and AQAP3 and maximise the chances of York attracting low emission vehicles, technologies and jobs to the city.

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Wards Affected:

All

For further information please contact the author of the report

Background Papers:

National Air Quality Strategy

A Low Emission Strategy for York - Executive Member for Communities and
Neighbourhoods (8 June 2010)

Air Quality Update – Executive Member for Neighbourhoods (16 Nov 2010)

City of York's Local Transport Plan 3 – Draft 'Framework' LTP3 – Decision
Session Executive Member City Strategy (5 Oct 2010)