

11.0 Progress with the Air Quality Action Plan (AQAP)

11.1 Introduction

Due to the health implications and costs associated with poor air quality, the government has set health based air quality objectives for seven of the most common pollutants found in our cities. Every local authority in Britain has a duty to review and assess air quality against these objectives and to declare Air Quality Management Areas (AQMAs) where it is considered that the objectives are unlikely to be met. City of York Council declared an AQMA for nitrogen dioxide in January 2002.

Once a AQMA has been declared the local authority has a duty to draw up an Air Quality Action Plan (AQAP) and to take positive steps to improve air quality. In drawing up their AQAPs local authorities must consider the potential benefit to air quality that may be gained from their actions, and balance this against the cost of schemes and other impacts on the city. This process is referred to as cost benefit analysis.

City of York Council submitted its Air Quality Action Plan in July 2004. This AQAP set out the initial measures City of York Council intends to take to achieve a reduction in nitrogen dioxide concentrations across the city. The measures included in the AQAP are those that are considered to be the most cost effective and appropriate for York. They were drawn up following extensive participatory consultation with residents, businesses and key stakeholders and were reviewed by the council's air quality steering group. This chapter details the progress that has been made in delivering the measures contained within City of York Council's AQAP. This chapter also considers funding available for the delivery of the AQAP measures through the Local Transport Plan.

11.2 Progress in delivering the measures in the AQAP

A wide range of measures for improving air quality were consulted upon during the development of the Air Quality Action Plan (AQAP). All the measures detailed in City of York Council's AQAP were considered to be cost effective and deliverable within the constraints of the current Local Transport Plan. As well as 35 general measures for improving air quality the AQAP contains 29 Key Action Points against which progress can be monitored. The Key Action Points have been designed to be S.M.A.R.T (specific, manageable, assessable, realistic and time specific). Tables 15 - 22 list the key action points within City of York Council's AQAP and provides an update on the progress that has been made with their implementation. This information is reported in the format suggested in guidance note LAQM.PRG(03) (Box 3.1). Further background information about each of the action points discussed in the tables below and comments on the cost/benefit analysis that was carried out for each measure can be found in City of York Council's Air Quality Action Plan, Final Report, submitted to DEFRA in July 2004.

Table 15 : Details of the progress that has been made with the AQAP measures aimed at reducing the need to travel.

Action Plan measure / target	Original timescale	Progress with measure	Outcome to date	Comments
<p>AP1 : Adopt supplementary planning guidance on sustainable design and construction</p>	<p>31st December 2004</p>	<p>This document has been drafted but has been delayed due to the delay in the approval by the council of the Fourth Set of Changes to the Local Plan. This set of changes contains changes to the sustainability policy from which the SPG will hang.</p>	<p>This document has been drafted and is likely to be adopted by the council for use by the end of December 2005.</p>	<p>For more information of the progress of this Action Point contact City of York Council's Sustainability Officer (currently Kristina Peat)</p>
<p>AP2 : Provide 16 lifetime residential units in the city</p>	<p>31st December 2005</p>	<p>The majority of units likely to be provided within the Derwenthorpe development (approved). A pilot scheme is currently in progress at New Earswick – design competition currently in progress.</p>	<p>On target to have the majority of the 16 units in place by December 2005.</p>	<p>For more information of the progress of this Action Point contact City of York Council's Sustainability Officer (currently Kristina Peat)</p>
<p>AP3 : Support the</p>	<p>31st December 2005</p>	<p>Consultants currently</p>	<p>The study is looking at</p>	<p>-</p>

<p>development of a mixed use master plan for the York Central site for completion</p>		<p>undertaking a review of public transport access to the site. Report is due in Spring 2005</p>	<p>options for access arrangements into the site, the development of public transport routes/facilities required to serve the site and options for a multi-modal interchange. The study will also be considering the traffic and environmental impacts of these options.</p>	
<p>AP4 : Have a car club operational in the city</p>	<p>31st December 2005</p>	<p>On schedule to be implemented by December 2005</p>	<p>CarPlus is currently undertaking a feasibility report on the introduction of Car Clubs in York</p>	<p>-</p>

Table 16 : Details of the progress that has been made with the AQAP measures aimed at encouraging walking and cycling

Action Plan measure / target	Original timescale	Progress with measure	Outcome to date	Comments
AP5 : Develop and adopt a new cycling strategy	31 st December 2004	The new cycling strategy is currently being prepared. A draft strategy will be completed and will accompany the provisional LTP2 submission in July 2005.	-	-
AP6 : Develop and adopt a new pedestrian strategy	31 st December 2005	Consultants are currently reviewing the current pedestrian strategy for the city in light of government guidance. This work will feed into the draft LTP2 document due for submission in December 2005.	-	The study is also looking at the current pedestrian route network and assessing how this can be improved to link closely with the need to consider accessibility (to key services, health, education and employment etc)
AP7 : Undertake a foot streets review	31 st December 2004	Consultants are currently reviewing the existing Footstreets Pedestrian Priority Zone. This work will be	Consultants are currently reviewing the existing Footstreets Pedestrian Priority Zone and considering the	-

		undertaken to feed into the draft LTP2 submission in July 2005	scope for additional pedestrianisation as well as the overall issue of access to the city for all road users.	
AP8 : Have school travel plans in place at all schools in and adjacent to the AQMA	31 st December 2005	8 have travel plans 5 do not (St Georges, Fulford, Bootham, Haxby Rd, Minster)	8 have travel plans 5 do not (St Georges, Fulford, Bootham, Haxby Rd, Minster)	May not be sufficient leverage to force all the remaining schools to adopt a travel plan – especially with the privately owned schools such as Bootham and Minster.

Table 17 : Details of the progress that has been made with the AQAP measures aimed at encouraging the use of public transport

Action Plan measure / target	Original timescale	Progress with measure	Outcome to date	Comments
AP9 : Open a 6 th Park and Ride site	Summer 2006	The council has undertaken extensive consultation on options for a new Park and Ride site on the A59 corridor close to the junction with the A1237 Outer Ring Road. Selection of the preferred site will be made, pending the outcome of the York Central Study.	Consultation exercise carried out for location of new Park and Ride site.	This new site, along with the recently opened site at Monk's Cross, will allow many more people to enter the city on a daily basis and will play an important role in stabilising pollution and congestion levels in the city.
AP10 : Increase bus patronage on the 'Metro' bus routes to 28%	31 st December 2005	On schedule to meet this target by 31 st December 2005.	In 2003 the city had achieved 16% growth	-
AP11 : Increase the percentage of households within a 13 minute walk on an hourly or better by 60%	31 st December 2005	Currently no data available	Currently no data available	Currently no data available
AP12 : Publish and adopt a new bus information strategy	31 st December 2004	The bus information strategy was developed as part of the 2003/2004 LTP Annual Progress	This work will be incorporated into further work to develop a new bus strategy for the city	-

		Report submission.	as part of LTP2. This work is well underway with a draft strategy to be included in the draft LTP2 due for submission in July 2005.	
AP13 : Undertake personalised journey planning for all employees of the three largest employers in the city	31 st December 2005	N/A	N/A	No staff resource currently available to take forward this piece of work. We are aiming to restart work in autumn 05
AP14 : BLISS priority measures to be introduced on 5 bus routes	31 st December 2004	Real-time information provided for three routes in the city. These are 2 (Rawcliffe Bar P and R); 8 (Grimston Bar P and R) and 10 (Stamford Bridge to Poppleton). This has involved the establishment of the radio base station and the BLISS servers. It has also included fitting on bus equipment to 28 vehicles.	Provision of realtime journey predictions to onstreet displays, the potential to link to the TCMS database and to provide SMS/WAP data delivery. The current phase also includes the provision of traffic light priority units in traffic signal controllers to provide selective vehicle priority for buses. This element of the project is still underway, with 2 units working now, and a further 18 planned for	This year, the council is planning to bring the remaining three Park and Ride routes onto the system, add route 4 prior to the introduction of FTR and start to look at bringing other operators onto the system (probably EMYS and Coastliner initially).

			operation by the end of May.	
AP15 : Introduce further reductions on day travel tickets for disabled residents and residents over 60	31 st March 2005	Concessionary fares to the value of £40 are now available for older and disabled people. Currently negotiating discounted travel for trips to healthcare facilities before 9.30am.	Concessionary fares to the value of £40 are now available for older and disabled people.	-
AP16 : An investigation into the role of river transport to be included in the 2006-2011 local transport plan	Prior to submission of draft LTP2	The options are currently being examined as part of the development of the draft LTP2 due for submission in July 2005.	-	-
AP17 : Introduce a discount scheme relating to travel with Yozone cards	31 st March 2005	The scheme is up and running	-	-

Table 18 : Details of the progress that has been made with the AQAP measures aimed at reducing the number and distance of trips within the AQMA

Action Plan measure / target	Original timescale	Progress with measure	Outcome to date	Comments
AP18 : An investigation into options for improving the outer ring road to be carried out	31 st March 2005	A feasibility study is currently being carried out by Halcrow Group Limited.	Feasibility study in progress. Modelling of options focusing on junction improvements is currently underway.	The likely air quality implications of the proposed options will initially be assessed in terms of changes in traffic flows in key areas of the city (i.e. the AQMA).
AP19 : 800 users to be registered on the car share web site	31 st December 2004	Currently 555 users registered on the car share web site as of 15/4/05	Number of members: 555 Number of members with journeys registered: 331 Number of members with a matched journey : 92	No staff resource currently available to undertake promotional work for car share web site
AP4 : Have a car club operational in the city	31 st December 2005	See Table 15	See Table 15	See Table 15

Table 19 : Details of the progress that has been made with the AQAP measures aimed at encouraging the use of alternative fuels and smaller more fuel efficient vehicles.

Action Plan measure / target	Original timescale	Progress with measure	Outcome to date	Comments
AP20 : Produce and adopt a Fuel Efficient Vehicles and Alternative Fuels Strategy	31 st December 2005	Work is currently ongoing to develop proposals to encourage the use of alternative fuels and fuel efficient vehicles across the city. This work will feed into the draft LTP2 document due for submission in July 2005.	-	-
AP21 : Introduce reduce parking charges and designated parking bays for smaller, more fuel efficient vehicles	31 st December 2004	As above. A wide range of options are being considered to encourage the use of smaller, more fuel efficient vehicles as part of the work to develop LTP2.	-	-
AP1 : Adopt supplementary planning guidance on sustainable design and construction	31 st December 2004	<i>See Table 15</i>	<i>See Table 15</i>	<i>See Table 15</i>

Table 20 : Details of the progress that has been made with the AQAP measures aimed at encouraging the use of alternative fuels and smaller more fuel efficient vehicles.

Action Plan measure / target	Original timescale	Progress with measure	Outcome to date	Comments
AP22 : Have a fully functional Traffic Congestion Management System (TCMS) operational in the city	By end of 2008	Work is continuing on the development of the TCMS, to a planned completion by 2008. The system is being developed as a series of stand alone objects based around a central common database (CDB).	Currently the CDB is operational and has recently been migrated into the Council's main server farm. The Outer Ring Road VMS system is operational as is the Inner Ring Road VMS and car park management system (including the car park monitoring system). The Council is also developing the dynamic TCMS website and is now implementing links to the BLISS system.	In the current year this development will continue and the Council will start deployment of traffic speed sensing equipment (for congestion monitoring), develop video over IP links into the CDB, continue with the installation of intelligent outstations in traffic signal controllers and investigate adding the City's intelligent bollards to the system.
AP23 : Develop and adopt a strategy for powered two wheelers	31 st Decembers 2005	Work has been undertaken to identify how powered two wheelers can help achieve the government's shared priorities. This work will	The work on powered two wheelers will focus on improving safety as well as contributing towards tackling congestion and improving air quality. A	-

		feed into the development of the draft LTP2 due for submission in July 2005.	range of initiatives is being developed to feed into LTP2 to reflect these objectives.	
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Table 21 : Details of the progress that has been made with the AQAP measures aimed at reducing emissions from heavy goods vehicles and buses

Action Plan measure / target	Original timescale	Progress with measure	Outcome to date	Comments
AP24 : Develop and adopt a freight strategy and action plan	31 st December 2005	Further work has been undertaken on the study previously carried out in 2003. Specifically, this has involved examining how the outputs link with the Regional Freight Strategy	The publication of the Regional Freight Strategy provides a framework for the council to complete it's freight strategy for the city. In the meantime, funding has been allocated for the development and introduction of measures in 2005/06.	-
AP25 : Develop and adopt a new coach strategy and action plan	31 st December 2004	Work is ongoing to develop and introduce coach management measures in accordance with the coach study undertaken in 2003/04. Further work will be undertaken to ensure that the study outcomes are fed into to draft LTP2 due for submission in July 2005.	Further development of the study will involve consultation with the coach Industry, with operators, and with other tourism stakeholders.	-

Table 22 : Details of the progress that has been made with the AQAP measures aimed reducing emissions from non-transport related sources

Action Plan measure / target	Original timescale	Progress with measure	Outcome to date	Comments
AP26 : Update the York emissions inventory	31 st December 2004	Emissions Inventory updated	<p>The York emissions inventory has been updated to include traffic from a number of developments that have now been granted planning approval. The exercise was performed as part of the over-arching air quality study that was carried out for the Foss Basin area of the city.</p> <p>A survey was undertaken in January 2004 to identify any new processes in the area requiring inspection under IPPC. The council is in the process of undertaking these comprehensive inspections for a number of Part A1, A2 and B processes. The air quality dispersion model used by City of York Council will be updated following the completion of this work.</p>	-
AP27 : Undertake a campaign to highlight the requirements of smoke control orders	31 st March 2004	Publicity campaign undertaken	<p>A Publicity campaign has been undertaken raising awareness about the existence and requirements of smoke control areas (SCAs). This has included :</p> <ul style="list-style-type: none"> • Pro-active inspections in areas where increased levels of smoke emissions have been reported. • Warning letters were sent where appropriate. • An article placed in City of York Council's 'News Share' Internal publication (March 2004) 	Further promotional work planned for the period 2005/2006 to highlight the requirements of smoke control orders

			<ul style="list-style-type: none"> • Information about SCAs placed on council webpage (www.york.gov.uk/environment/airquality/smokecontrol.html) • Leaflet has been produced outlining requirements of SCAs • Press release in York Evening Press (9/3/04) • Press release in York Evening Press (11/10/04) highlighting requirements of SCAs 	
<p>AP28 : Undertake and energy efficiency survey of domestic properties within the AQMA by 30th April 2004</p>	<p>By 30th April 2004</p>	<p>Energy Efficiency survey carried out</p>	<p>An energy efficiency advice survey has been carried out to target residential properties within the AQMA technical breach areas. In a bid to reduce emissions with from domestic properties within the AQMA the project provided domestic occupiers with specific information to assist them in reducing their home energy use.</p>	<p>This work was carried out with the Energy Efficiency Advice Centre and helped strengthen existing links between CYCs Environmental Protection Unit and this partnership organisation.</p>
<p>AP29 : Introduce and annual programme of awareness raising to coincide with bonfire night</p>	<p>Before 5th November 2004</p>	<p>Started annual programme of awareness raising</p>	<p>Press release in York Evening Press 28/10/04 re: potential health and air quality implications of having bonfires.</p>	<p>A continued programme of press releases relating to bonfire is planned to coincide with bonfire night</p>

11.3 Financing the AQAP

As most of the measures in the AQAP are transport related the AQAP must be delivered primarily through the council's LTP funding which is governed by the Department for Transport (DfT). As LTPs are produced on a five year basis the local transport priorities and basic levels of funding for York were set in 2001 and will stay in place until April 2006. After this date the council will adopt its second LTP and implement it as far as possible using the funding allocated by DfT for the 2006-2011 period.

As reported in City of York Council's Air Quality Action Plan, the potential for air quality improvement will only be realised if adequate levels of funding are obtained from DfT to support the full implementation of LTP 2. The Fourth Annual Progress Report for the Local Transport Plan was submitted to the DfT in July 2004. A draft LTP2 document will be submitted to DfT by 29th July 2005 with a final submission by 31st March 2006.

11.4 Conclusions

The current report provides a summary of the progress that has been made with implementation of the measures contained within the Air Quality Action Plan. It is anticipated that further work will be carried out for the draft LTP2 submission due in July 2005. In particular, further air quality dispersion modelling work will be carried out to try and further quantify some of the improvements that are likely as a result of the proposed measures. Furthermore, new baseline traffic and air quality models will be produced for the years 2004/05 and 2010/2011 and likely air quality trajectories will be provided by running these models for different years. If it is felt appropriate, the AQAP will be updated to include a range of further air quality targets based on air quality improvement measures proposed within LTP2.