

Executive

30 November 2001

Report of the Director of Environment and Development Services

Declaration of Air Quality Management Area(s)

Summary

- 1 To inform Members of the results of the consultation on Air Quality.
- 2 To recommend that Members approve Map C as the boundary of an Air Quality Management Area (AQMA).
- 3 To request that Members approve the order designating the chosen boundary, using the form of words at Annex Three.
- 4 That Members give a clear commitment to the tourism industry that, through the First Stop York partnership, they will be involved in both the publicity aspects and the development of the action plan.

Background

- 5 The Second and Third Stage Review and Assessment of Air Quality in York was completed in February 2001 and formally approved by the Department of Environment, Transport and Regions (DETR) in March 2001.
- 6 A Technical Summary of the Air Quality Assessment is attached at Annex One. The results indicated that (within a 95% confidence limit) there were a number of locations within the City which had the potential to breach the Annual Objective for Nitrogen Dioxide (NO₂) by 2005. As such it is a statutory requirement that the Local Authority declare Air Quality Management Area(s). Within 12 months of the declaration, the Local Authority must submit an action plan outlining what measures are proposed in order to ensure the area will comply with the Air Quality Objective by 2005.
- 7 Although the Local Authority has a statutory duty to declare AQMA(s) where there is potential for a breach of the objectives, the Authority has discretion as to the extent of the boundary. The DETR recommend the LA consult the community, and take their views into account when determining the boundary.
- 8 A consultation strategy was therefore developed with guidance from Marketing and Communications, and the proposals discussed and approved with the Executive Member for Planning & Transport, and the Executive Member for the Environment.

The Consultation Strategy

- 9 The City-wide consultation on the Local Transport Plan had already indicated that the Citizens of York were strongly in favour of the more radical traffic management solutions to resolve traffic congestion and air quality problems. With this clear mandate it was therefore decided that consultation on the boundaries of the AQMA(s) should be concentrated within those sections of the local community that may be contained within an AQMA.
- 10 Using previously established links with the University of York and the Stockholm Environment Institute (SEI), the current Acting Assistant Director (Environmental Regulation) approached SEI to propose a joint working arrangement with the City of York Council on the consultation process. SEI were considered to be an ideal partner for this work due to their extensive experience in undertaking public consultations, particularly in the field of air quality.
- 11 Following negotiations, it was agreed that the SEI and University of York would undertake the entire consultation process on behalf of the City of York, as part of a wider SEI academic research project, on perceptions of air quality in York.
- 12 No direct costs would be incurred by the City of York Council other than the printing of the consultation leaflets, web page design, transcriptions costs and room hire for focus groups.
- 13 At a minimum cost the Authority was, therefore, able to undertake a *much more* thorough consultation programme, using experts whose work would have academic validity. The SEI/University of York consultation team consisted of:
- Professor S Yearley, Dept of Sociology
Dr P Rosen, Science and Technology Studies Unit, Dept of Sociology
Mr S Cinderby and Dr J Forrester, Stockholm Environment Institute
- 14 By out-sourcing the consultation to the SEI and University of York, the process could also be seen as completely independent, and therefore removed any criticism of bias.

The Consultation Process

- 15 In order to develop the consultation leaflets, local residents and “special interest” focus groups were held. At the focus groups people were asked to mark on a map where they felt air quality needed to be improved. The maps drawn at each meeting were then combined into a single map, which represented the local communities view of where the boundary of the AQMA should be. In this way SEI were able to facilitate the local community into developing an option for the boundary of the AQMA, rather than the local authority simply imposing an unpopular choice.
- 16 After the focus group exercise, which was conducted over a period of two months, a local consensus had been reached. It was determined therefore to offer a choice of three options for declaring AQMA(s).

The Options

17 The three options were:

Map A 5 distinct and separate areas. These 5 areas are the legal minimum that the Council is required to declare. This would lead to 5 separate AQMAs being declared.

Map B A single area which includes all the 5 areas shown in Map A as well as the busy roads that link them together. This would lead to a single AQMA being declared.

Map C The larger area identified by York residents in the focus groups. This map shows areas where residents felt air quality in the City needs to be improved. This would lead to a single, larger, AQMA being declared.

The Consultation

18 As part of the consultation, both a resident leaflet and a business leaflet outlining the possible Air Quality Management Area boundaries were produced (A copy of the leaflet for residents is attached at [Annex Two](#)). The leaflets included a short “tear-off” questionnaire, with one open ended question to enable concerned individuals to make more detailed comments. The principal value of this method is its widespread coverage, giving residents and businesses an opportunity to get involved in decision-making.

19 In August 2001, the first leaflet was distributed to all 6,187 residents in the three Wards to be affected by the adoption of any of the proposed Air Quality Management Area(s). These were the Bishophill and Guildhall Wards and part of the Fishergate Ward. Later in August 2001, 1,000 leaflets were distributed to affected businesses. The two leaflets were seen primarily as a way of providing information to the target groups as widely as possible. The first four questions in both leaflets were included to get some initial feedback from residents and businesses on air quality in York and to understand which map they would prefer the Council to adopt as its Air Quality Management Area(s). The remaining questions were specific to the wider aims of the research project. One hundred copies of the leaflet were also distributed at Ward Committee meetings during August 2001. The leaflet was also available through a specially developed web site, linked to the City of York Council's web-pages on the Internet (www.yorkairquality.org.uk). A display was also set up in DEDS Reception with leaflets and a ‘voting box’ into which visitors could put the completed questionnaire. The consultation was also publicised in the Local Press, and by live and recorded interviews on local radio.

20 It is important to bear in mind that there are limitations with this method of consultation. The main draw-back is the fact that there is no way of controlling who completes the questionnaire. This can produce a biased sample which is not representative of the local population and thus may not offer a statistically reliable picture of the target group. Questionnaires in leaflets such as this rarely achieve a response rate above 5%, even when

they are delivered to people's houses, which obviously has implications on the extent to which any consultation of this kind can be considered representative.

The Response Rate

- 21 From a total of 6,187 leaflets that were distributed to households in the Bishophill and Guildhall Wards and part of the Fishergate Ward, 681 completed questionnaires were returned to the SEI, giving an adequate response rate of 11%. From this response rate we can be confident that the results are accurate to $\pm 3.5\%$ at a 95% confidence level. Overall, 1,000 businesses received a leaflet, only 49 of which were returned, giving a rather disappointing response rate of less than 5%. From this we can only be confident that the business results are accurate to within $\pm 13.7\%$. There are several likely reasons as to why the business response rate was so low. The leaflet may not have reached the most appropriate person within the organisation as they were not addressed to a specific individual. It is also possible that the nature of the subject perhaps did not feel especially relevant to businesses; issues related to air quality are not usually treated as a priority. Nevertheless, it should be noted that even leaflets on very emotive subjects like the Local Transport Plan or Green Belt only elicit a modest response from the business community.

The Results

- 22 The results of the consultation process was as follows:

Residents	Map	%
	A	7
	B	26
	C	64
	No Answer	3

Businesses	Map	%
	A	31
	B	10
	C	49
	No Answer	10

- 23 It can be seen that Map C was the preferred option by a large majority of residents (64%) and also by the majority of the business community (49%). Map C is the larger area identified by York residents in focus groups, and represents the areas where residents felt air quality needs to be improved.

Business Concerns

- 24 In addition to the above surveys, special action has been taken in the consultation process to ensure that the views of the tourist industry have been sought because of the potential for negative publicity to be attached to the

declaration of AQMA's. This was done through the First Stop York tourism partnership, which includes the Chamber of Commerce. (Separately, comments on this same "image" issue have been received from the Inward Investment Board).

- 25 In overall terms, the business community is very supportive of action to improve air quality – enhancing the city's attraction as a place to visit, live and run a business. The tourism industry and the Chamber emphasised the importance of stressing the positive messages – i.e. that air quality in York is good and that the aim is to make it even better. There is concern, shared with the Inward Investment Board, that the declaration of AQMAs could be given a negative twist. On top of rail disruption, floods, foot and mouth, terrorist attacks and A64 disruption, the tourism industry is understandably very nervous of any possibility of additional negative publicity. The First Stop York group asked formally to be directly involved therefore in the communications plan and activity.
- 26 The business representatives also expressed concern in being asked to comment on which option was favoured since no information was available to enable them to judge what the impact on business (of each option) might be. Again, therefore, the representatives concerned asked to be directly involved in developing future action.
- 27 As a reflection of these concerns and issues, the First Stop York representatives expressed a preference for Options A or B rather than C. There was no clear preference between A or B.

Conclusions

- 28 The Local Authority is free to declare any area within the City as an AQMA. It does not have to be confined solely to areas of technical breach and the DETR recommends that the Authority determine the actual boundary through consultation with the local community.
- 29 The City of York Council could therefore choose the boundary identified in Map A, B or C (or indeed any other variable as long as it indicates all areas shown in Map A). Some Local Authorities have declared the whole of their area, others only parts of their area. At the time of writing this report, approximately 123 Local Authorities are proposing to declare AQMA(s). 55 Local Authorities have already declared AQMA(s), and report a general lack of public interest, with very little or no opposition.
- 30 It is, however, important to note the important issues raised by the tourism representatives. On that basis, further discussions are taking place with key representatives and, if Map C is the option pursued by the Council, it should be accompanied by assurances to the businesses that their concerns will be addressed in pursuing action under that option. That should include a clear commitment to involve them actively in the communications aspect and in the development of the action plan.

Implications of Declaring an AQMA

- 31 Once an AQMA is declared, the Local Authority has 12 months to submit to the Department for Environment, Food and Rural Affairs (DEFRA), an 'Action Plan' outlining what measures are proposed in order to ensure that the area will comply with the Air Quality Objective by 2005. The DEFRA have been privately consulted on our consultation process and the potential to declare Map C. The DEFRA have confirmed they are expecting that Local Authorities 'Action Plans' will certainly affect areas wider than the smaller areas of technical breach, and "... in practice, it will certainly be much easier for (York) to have one large AQMA than 5 small ones".

Health Issues

- 32 Nitrogen dioxide is a known respiratory irritant, which affects vulnerable groups such as children and people suffering from respiratory illnesses such as asthma and emphysema and lung disease.
- 33 The declaration of the AQMA and subsequent development and implementation of an Action Plan will lead to a reduction in the levels of nitrogen dioxide, a benefit for both residents and visitors to the City of York.
- 34 Studies have shown NO₂ levels to be as much as three times higher for car drivers than they are for pedestrians or cyclists, therefore by encouraging more residents to walk or cycle for some of their trips rather than depend upon their car, their individual exposure to NO₂ can be reduced and they can also gain in terms of physical activity.

Transport Issues

- 35 York's five year Local Transport Plan (LTP) was developed to contribute to achieving wider policy objectives including supporting a vibrant economy, improving health and reducing air pollution through a modal shift from car trips to public transport, cycling and walking trips. The Council's Transport Planning Unit will be able to further develop these strategies in light of the AQMA chosen by Members.
- 36 The Council is currently conducting a Sector Wide Study of traffic movements and generators of demand across the City, which will help inform the development of measures to reduce NO₂ emissions in the specific area(s) selected by members. All future transport schemes will also be assessed in terms of their impact on air quality and an officer working group will be set up to develop an action plan to reduce levels of NO₂ in York. The priority will be to achieve a reduction in NO₂ rather than shifting the problem to other areas of the City. In practice, various schemes will be developed for consideration and then tested (modelled) using the current SATURN traffic model and the ADMS-Urban air quality model, to ascertain whether the proposals will deliver the level of reduction needed. Schemes that are proposed will be developed in consultation with key stakeholders and the local community.
- 37 The LTP includes plans for the expansion of the successful Park and Ride service to include an additional service at Monks Cross and also

one on the A59 to Harrogate. The service at Monks Cross is also being designed to attract outward bound passengers, such as visitors to the retail and leisure facilities at Monks Cross and to provide access to employment in this area of the City. York's cycle network will be extended, with plans to link the east and western parts of York through the Millennium Bridge, to extend the Foss Islands route through the York District Hospital to the City centre and a new route that will link Haxby with the hospital. Walking too is being encouraged with footway improvements across the whole City, driven by public demand and Ward Committee requests. An improved route from the railway station to the city centre is also proposed. Additionally, advanced technology is being harnessed in a new traffic management project, which will aim to maximise use of York's limited road space and manage access to AQMA(s) without the need for obtrusive measures.

- 38 The Council is also working with the Energy Saving Trust on the Climate Change Planet York campaign to encourage businesses, bus operators and taxi and private hire operators to take advantage of 75% grants for conversion to cleaner fuels. A fast track application process has been set up exclusively for York. Moreover, transport officers will be seeking to extend their successful campaigns on healthy and active transport, run in partnership with the Selby and York Primary Care Trust, to raising awareness of the links between poor air quality and poor health, particularly in terms of respiratory diseases.

Planning and Development Issues

- 39 Major planning and development schemes within the AQMA will need to be assessed for any impact on air quality. Any indication that the proposal will have an adverse effect on air quality within the AQMA, would mean that it would be a 'material consideration' in determining the application. Minor schemes or those which are not considered to adversely impact on air quality, would be unaffected.

Monitoring

- 40 Additional monitoring within the AQMA will need to be undertaken at relevant locations. Funding for the equipment has already been secured by Supplementary Credit Approval and will be installed and operational before the end of the financial year.

Staffing Resources

- 41 The declaration of the AQMA will necessitate additional staffing resources to maintain and locate/re-locate the equipment, download, process and evaluate data and undertake the technical appraisals needed to provide information to DEFRA, the public and the media. Additional support will also be needed to be provided to Planning Committee to advise on impacts of proposed developments within the AQMA. A 4th Stage Review and Assessment of air quality will also be needed specifically for the AQMA, and this review will need to be completed within one year of declaration. The next City-wide Air Quality Assessment is also due to be undertaken in 2003. It is envisaged that the DEFRA, once AQMA(s) are established, will release

much more technical guidance and information which will need to be evaluated and implemented. The predicted workload is such that the additional demand will be too great for the existing Air Quality Strategy Officer to meet, and support will be needed (refer to para 43).

Powers

- 42 Air Quality Management within designated areas is a completely new field and, as such, it is still not yet clear what additional powers may be available to control vehicles or reduce pollution. Pilot studies have been carried out on the feasibility of “stop and emission testing” of vehicles, and possible implementation of Clear Zones. In October the Council received a consultation document from the DTLR proposing that LA’s who have AQMAs should be granted powers to undertake roadside vehicle emission enforcement and issue fixed penalties. The DTLR is also considering powers to all LA’s to issue fixed penalty notices to drivers of stationary vehicles who leave engines running. The DTLR has secured £4m to help support participating LA’s in 2002/3 and 2003/4. Clearly as AQMAs develop, there may be further enforcement initiatives supported by government funding.

Financial Implications

- 43 There are no financial implications relating to the administration of declaring an AQMA other than those costs associated with publicising the boundary area and notifying the affected residents. These are marginal costs which can be met from within DEEDS budget. The next phase of reviews and assessments, and the specific work that will arise from the declaration, will mean that the burden of work on the Air Quality Strategy Officer will increase. Mindful of the current budget position, a growth bid for an additional 1 FTE air quality support officer has been submitted in this year’s process for consideration in the 2003/4 budget.

Publicity

- 44 The tourism industry (through the First Stop York partnership, including the Chamber of Commerce) have raised legitimate issues relating to the messages that go out to accompany the declaration of the AQMAs. They rightly emphasise the importance of a positive message – a view supported by York Inward Investment Board. The Council should respond positively to these concerns through the communications plan and should make a clear commitment to involve these key agencies in devising and implementing that plan.
- 45 A marketing and communications strategy will be developed covering all areas of air quality, from its declaration to delivering an action plan and achieving results by 2005. This will address the key messages of the air quality management issues, (e.g. the City does not have a bad pollution problem and this is a positive step to improve life in the City). It will emphasize the positive aspects of living, working in, and visiting York with traffic free pedestrian areas, good cycle routes and transport systems that residents and visitors can continue to enjoy. It will also link to a range of other connected and positive areas such as improved health benefits,

education, leisure and the security of knowing that there will be a long term protection of air quality as the City develops.

- 46 It will include a variety of information for residents and businesses, building on what they have already told us they want. The strategy will be developed in conjunction with the business and tourism community. Existing Council communication and research channels will be used to continue to support the activity as well as links to campaigns like Travelwise and PlanetYork.

Recommendation

- 47 That Members note the results of the consultation on Air Quality.
- 48 That Members determine Map C as the boundary of the Air Quality Management Area.
- 49 That Members approve the order designating the chosen boundary, using the form of words at Annex Three (A and B).

50 That Members give a clear commitment to the tourism industry that, through the First Stop York partnership, they will be involved in both the publicity aspects and the development of the action plan.

Contact Details

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Background Papers

- First Stage Review and Assessment of Air Quality.
- Second & Third Stage Review and Assessment of Air Quality.
- Local Transport Plan.
- Results of the Consultation Process

Technical Summary

Under the requirements of the Environment Act 1995, Part IV, all local authorities are required to periodically review and assess air quality in their areas against health based objectives prescribed by the Government. Where it is found that the objective levels are unlikely to be met, local authorities must declare Air Quality Management Areas and draw up Action Plans for improving air quality in those areas.

At the present time local authorities are required to review and assess air quality in their areas against objectives which have been set for the following seven pollutants:

- Benzene
- 1,3 Butadiene
- Lead
- Carbon monoxide
- Sulphur dioxide
- PM₁₀ (particulate matter with a diameter of less than 10 microns)
- Nitrogen dioxide

The City of York Council published its 'First Stage Review and Assessment of Air Quality in York' in December 1998. The report concluded that the air quality objectives for benzene, 1,3 butadiene, lead and carbon monoxide would be met through existing national policies and that no further action was required by the City of York Council for these pollutants. For three other pollutants, sulphur dioxide, PM₁₀ and nitrogen dioxide, it was recommended that the authority carried out further more detailed reviews and assessments.

The findings of the First Stage Review and Assessment of Air Quality in York were based on the objectives set down in the Air Quality Regulations 1997. Since that time a review of the National Air Quality Strategy has been undertaken and the air quality objectives have been revised by the DETR. Local Authorities are now required to review and assess air quality in their areas against the current objectives which are set down in the Air Quality Regulations 2000.

A Second and Third Stage Review and Assessment of Air Quality in York was completed in February 2000. This report had two main purposes:

- 1.To re-assess all the pollutants against the current air quality objectives set down in the Air Quality Regulations 2000.
- 2.To present the findings of the further stages of review and assessment for sulphur dioxide, PM₁₀ and nitrogen dioxide which were recommended in the First Stage Review and Assessment of Air Quality in York.

The re-assessment of benzene, 1,3 butadiene, lead and carbon monoxide against the current air quality objectives has confirmed that national measures alone will be sufficient to deliver the air quality objectives for these pollutants in the City of York and that no further action is required at a local level.

The results of the Second and Third Stage Reviews and Assessments for sulphur dioxide, PM₁₀ and nitrogen dioxide are outlined below.

Second and Third Stage Review and Assessment of Sulphur Dioxide

Modelling of sulphur dioxide concentrations in York has been undertaken using the ADMS-Urban Air Pollution Model. In carrying out this work particular attention has been paid to the influence of the three large power stations, Drax, Eggborough and Ferrybridge which lie to the south of the city. Modelling of the most stringent 15 minute objective for sulphur dioxide has shown that this objective is already being met in the city and that concentrations will fall further by the 2005 compliance date. The predicted reductions in sulphur dioxide concentrations are due to a general decline in the use of coal as both an industrial and domestic fuel, and the continued tightening of power station emission limits by the Environment Agency.

The findings of the modelling work are supported by the results of automatic sulphur dioxide monitoring carried out at three locations within the City of York over a 12 month period (1st March 1999 to 29th February 2000). During this period no breaches of any of the revised sulphur dioxide objectives were recorded at any of the sites. Based on the findings of the monitoring and modelling work it is concluded that all the sulphur dioxide objectives will be met across the whole of the local authority area by the revised compliance dates.

Second and Third Stage Review and Assessment of PM₁₀

In the First Stage Review and Assessment of Air Quality in York concern was raised about the ability to meet the PM₁₀ objective. PM₁₀ is the term used to describe fine particulate matter which can penetrate into the respiratory system. Since the publication of the First Stage Review and Assessment of Air Quality in York, a considerable amount of research has been undertaken at a national level into the sources, causes and effects of PM₁₀. One of the main conclusions which has been drawn from this work is that PM₁₀ is more trans-boundary in nature than previously recognised.

It is now widely accepted that under certain meteorological conditions, imported PM₁₀ from the rest of Europe can give rise to breaches of the previous PM₁₀ objective in some parts of southern England. In the review of the National Air Quality Strategy the Government concluded that based on this new evidence the previous running 24 hour mean objective was too stringent and would continue to be unachievable in some parts of England, even if all local sources of PM₁₀ were removed. The previous running 24 hour mean objective was therefore considerably relaxed, and replaced with a much less stringent fixed 24 hour mean objective. This fixed 24 hour mean objective, set down in the Air Quality Regulations 2000, is now one of the statutory objectives against which local authorities must review and assess PM₁₀ concentrations. The other objective is an annual average objective, but this is less stringent than the current 24 hour mean objective, and is unlikely to be breached if the 24 hour mean objective is being met.

For the purpose of the Second and Third Stage Review and Assessment of Air Quality in York, modelling of PM₁₀ concentrations in the City of York has been undertaken using the ADMS-Urban Air Pollution Model. The results of this modelling indicate that the current fixed 24 hour objective is already being met in York and will continue to be met beyond the 2004 compliance date.

The results of this modelling work are supported by data from three TEOM analysers which were used to monitor PM₁₀ concentrations in York over a 12 month period (1st March 1999 to 29th February 2000). During this period no breaches of the current PM₁₀ objectives were recorded at any of the sites, two of which were in roadside locations. Based on the findings of this monitoring and modelling work it is concluded that current objectives for PM₁₀ will be met across the whole of the local authority area by the 2004 compliance date.

Second and Third Stage Review and Assessment of Nitrogen Dioxide

Nitrogen dioxide (NO₂) is a brown coloured gas. It is released directly into the atmosphere in relatively small amounts during combustion processes, but is more readily formed in the atmosphere through the oxidation of nitric oxide (NO). As it is formed in the atmosphere from other pollutants, nitrogen dioxide is often referred to as a “secondary” pollutant. Nitrogen dioxide is a respiratory irritant and in high concentrations can increase the symptoms of those people who are already suffering from some form of respiratory illness. However, there is no clear evidence to show that nitrogen dioxide causes asthma or other respiratory illnesses.

As nitrogen dioxide can have both long term (chronic) and short term (acute) effects two air quality objectives have been set.

The first objective is a short term *hourly objective*. Since the publication of the First Stage Review and Assessment of Air Quality in York, the hourly objective has been revised to bring it in line with the limit values set down in the EU Air Quality Daughter Directive. When statistically compared with the previous hourly objective, the current hourly objective is found to be slightly more stringent. Monitoring and modelling of hourly nitrogen dioxide concentrations in the City of York has indicated that ***the current hourly objective is already being met***, and will continue to be met beyond the 2005 compliance date. ***The hourly nitrogen dioxide objective is therefore not of concern in the City of York.***

The second objective is a long term *annual average objective*. This is the most stringent of the two nitrogen dioxide objectives and is generally accepted as being the hardest of all the air quality objectives to meet in urban centres where the main source of pollution is traffic. The annual average objective for nitrogen dioxide has not been revised since the publication of the First Stage Review and Assessment of Air Quality in York.

Modelling using the ADMS-Urban Air Pollution Model, and extensive monitoring using both passive nitrogen dioxide diffusion tube samplers and real time chemiluminescence analysers, has shown that ***there is a possibility of the annual average nitrogen dioxide objective being breached***, after the 2005 compliance date, at some kerbside and roadside locations within the City of York.

To constitute a ‘Technical Breach’ of the objective, locations must be ‘relevant’ for the purpose of the annual average objective, i.e. places where members of the public spend long periods of time. This includes areas directly outside residential properties, schools and hospitals, but not areas outside buildings where the majority of the population are located due to the nature of their work.

The Second and Third Stage Review and Assessment of Air Quality in York identified four areas of the City where there is a possibility that the annual average nitrogen dioxide objective may be breached after the 2005 compliance date. Since the publication of the report a further area of concern has been identified.

Map A in the attached consultation leaflet (Annex Two) shows the five areas of the City where the potential 'Technical Breaches' of the annual average nitrogen dioxide objective after the 2005 compliance date have been identified. As a minimum requirement the City of York Council must declare these areas as five separate Air Quality Management Areas.

An alternative option is to incorporate the five areas of concern into a single Air Quality Management Area which would cover a wider area of the City. Maps B and C in the consultation leaflet (Annex Two) show two possible options for a single Air Quality Management Area. Map B was drawn up by officers and incorporates the five areas of concern and the busy roads which link them. Map C covers a larger area and shows areas where residents felt that air quality in the city needs to be improved. The views of residents were obtained through the use of focus groups which were facilitated by staff from the Stockholm Environment Institute.

THE COUNCIL OF THE CITY OF YORK

ENVIRONMENT ACT 1995 PART IV SECTION 83

**The Council of the City of York Air Quality Management
Order No. 1**

Order Designating an Air Quality Management Area

Notice is hereby given that the Council of the City of York (“the Council”) in exercise of the powers conferred upon it by the Environment Act 1995 Part IV Section 83 has by an Order entitled the Council of the City of York Air Quality Management Order No. 1 designated part of its area to be an Air Quality Management Area. The area concerned is shown edged red on the map attached to the Order.

The Order will come into operation on 21 January 2002.

The Order may be varied or resolved by a subsequent Order. A copy of the Order and the map referred to may be inspected free of charge at the Reception Desk, 9 St Leonard’s Place, York during normal office hours.

R F Clark
Head of Legal Services
2 Blake Street
York YO1 8QG

THE COUNCIL OF THE CITY OF YORK

ENVIRONMENT ACT 1995 PART IV SECTION 83

**THE COUNCIL OF THE CITY OF YORK AIR QUALITY
MANAGEMENT AREA ORDER NO. 1**

THE COUNCIL OF THE CITY OF YORK in exercise of powers conferred upon it by the Environment Act 1995 Part IV Section 83 hereby makes the following Order:-

1. That part of the Council's area shown edged red on the map attached to this Order is hereby designated an Air Quality Management Area.
2. This Order shall be cited as the Council of the City of York Air Quality Management Area Order No. 1.
3. This Order shall come into operation on 21 January 2002.
4. This Order shall remain in force until it is varied or revoked.

Dated this day of 2002

THE COMMON SEAL OF THE COUNCIL)
OF THE CITY OF YORK was here unto)
Affixed in the presence of:-)

Head of Legal Services.

