



2022 Air Quality Annual Status Report (ASR)

In fulfilment of Part IV of the Environment Act 1995 Local Air Quality Management

Date: June 2022

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Executive Summary: Air Quality in Our Area

Air Quality in Selby District:

Air pollution is associated with a number of adverse health impacts. It is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children, the elderly, and those with existing heart and lung conditions. There is also often a strong correlation with equalities issues because areas with poor air quality are also often less affluent areas^{1,2}.

The mortality burden of air pollution within the UK is equivalent to 28,000 to 36,000 deaths at typical ages³, with a total estimated healthcare cost to the NHS and social care of £157 million in 2017⁴.

Selby District Council has been monitoring air quality in the district and comparing levels of pollution with health-based standards for a number of years. The 2014 Air Quality Progress Report highlighted a potential exceedance of the health based annual mean nitrogen dioxide objective along a short stretch of New Street, near Selby Abbey. Nitrogen dioxide is part of a group of gaseous air pollutants produced as a result of road traffic and other fossil fuel combustion processes. A Detailed Assessment of nitrogen dioxide concentrations along New Street was carried out in March 2015 and concluded that an Air Quality Management Area (AQMA) was required. Following a public consultation exercise, during which Selby District Council wrote to all residents and businesses within and adjacent to the proposed AQMA, Selby District Council designated the first AQMA in the district on 29th February 2016. Details of the Selby AQMA can be viewed at [DEFRA's AQMA Webpages](#).

Monitoring results for the 2021 calendar year period have shown that concentrations of nitrogen dioxide have increased at all of Selby District Council's monitoring locations

¹ Public Health England. Air Quality: A Briefing for Directors of Public Health, 2017

² Defra. Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006

³ Defra. Air quality appraisal: damage cost guidance, July 2021

⁴ Public Health England. Estimation of costs to the NHS and social care due to the health impacts of air pollution: summary report, May 2018

compared with those in 2020. This is due to monitoring results in 2020 being atypical due to reduced traffic throughout the COVID-19 Lockdowns. Notwithstanding this, concentrations have reduced across all sites in 2021 compared to the pre-pandemic position in 2019. Data from 2019 showed two monitoring sites that were in breach of the annual mean nitrogen dioxide concentration objectives, this has now reduced to one site - S7 (21 New Street – Triplicate Site).

Reductions in annual mean nitrogen dioxide concentration between 2019 and 2021 varied from 2.7% to 31.5% (average reduction across all sites was 15.7%). Within the AQMA area, reductions in annual mean nitrogen dioxide concentration varied from 6.8% to 22.2% (average reduction of 12.5%) between 2019 and 2021.

Changes in annual mean nitrogen dioxide concentration from 2020 data compared to 2021 varied from a reduction of 1.6% to an increase of 28.6% (average increase across all sites was 14.4%). Within the AQMA area, increases in annual mean nitrogen dioxide concentration varied from 4.3% to 27.9% (average increase of 17.4%) between 2020 and 2021.

In 2021, the highest concentration of nitrogen dioxide recorded in the AQMA area slightly exceeded the annual mean objective at 41.9 $\mu\text{g}/\text{m}^3$ at site S7 (21 New Street).” S7 is a triplicate site which has consistently monitored the highest concentrations of NO_2 in the AQMA in recent years.

Selby District Council published an Air Quality Action Plan (AQAP) for the AQMA in conjunction with North Yorkshire County Council and other partners, to address elevated concentrations of nitrogen dioxide in the New Street Area. A multi-disciplinary AQAP officer steering group has been established to facilitate delivery of the measures in the Action Plan. The AQAP was approved by Selby District Council’s Executive on 6th September 2018. The AQAP is subject to annual review and progress each year will be reported in the Annual Status Reports produced by Selby District Council. Further information about the AQMA declaration and development of the AQAP is available on [Selby District Council's Air Quality Webpage](#)

Based on monitoring in nearby areas, it is considered that national air quality objectives for PM_{10} are currently met in Selby. Health based objective levels for ultra-fine particulates ($\text{PM}_{2.5}$) have not yet been set for local authorities to meet. In 2021, the annual average $\text{PM}_{2.5}$ and PM_{10} concentrations measured within Selby District Council’s neighbouring authority areas were well below the EU limit value:

- York Plantation Drive – 16.0 $\mu\text{g}/\text{m}^3$ - PM_{10}

- York Holgate – 17.2 $\mu\text{g}/\text{m}^3$ - PM_{10}
- York Gillygate – 6.1 $\mu\text{g}/\text{m}^3$ - $\text{PM}_{2.5}$
- York Fishergate – 15.8 $\mu\text{g}/\text{m}^3$ - PM_{10}
- York Fishergate – 7.9 $\mu\text{g}/\text{m}^3$ - $\text{PM}_{2.5}$
- York Bootham – 13.4 $\mu\text{g}/\text{m}^3$ - PM_{10}
- York Bootham – 8.4 $\mu\text{g}/\text{m}^3$ - $\text{PM}_{2.5}$
- Wakefield City Park Street – 8.5 $\mu\text{g}/\text{m}^3$ - $\text{PM}_{2.5}$

DEFRA reported in September 2021 that the Yorkshire and Humberside Zone (which includes Selby) met EU limit values by 2020 (assuming Euro VI diesel engines perform as expected and all local Air Quality Action Plans within the zone are fully delivered). This includes NO_2 LV for health (1hr mean) - 200 $\mu\text{g}/\text{m}^3$, NO_2 LV for health (annual mean) - 40 $\mu\text{g}/\text{m}^3$, PM_{10} 40 $\mu\text{g}/\text{m}^3$ (annual mean), PM_{10} 50 $\mu\text{g}/\text{m}^3$ (daily mean).

The Yorkshire and Humberside Zone also met the Stage 1 limit value for $\text{PM}_{2.5}$ (25 $\mu\text{g}/\text{m}^3$ to be achieved by 1st Jan 2015) which came into force on 1st January 2015, and the Stage 2 indicative limit value (20 $\mu\text{g}/\text{m}^3$ which was to be achieved by 1st Jan 2020). Both limit values apply to the annual mean, based on the calendar year.

Actions to Improve Air Quality

Whilst air quality has improved significantly in recent decades, and will continue to improve due to national policy decisions, there are some areas where local action is needed to improve air quality further.

The 2019 Clean Air Strategy⁵ sets out the case for action, with goals to reduce exposure to harmful pollutants. The Road to Zero⁶ sets out the approach to reduce exhaust emissions from road transport through a number of mechanisms; this is extremely important given that the majority of Air Quality Management Areas (AQMAs) are designated due to elevated concentrations heavily influenced by transport emissions.

⁵ Defra. Clean Air Strategy, 2019

⁶ DfT. The Road to Zero: Next steps towards cleaner road transport and delivering our Industrial Strategy, July 2018

Selby District Council finalised the AQAP in 2018 to address elevated concentrations of nitrogen dioxide along New Street. The AQAP identifies the measures expected to deliver the greatest and most immediate improvements in Selby's air quality and longer term steps needed to address the impact of development. The AQAP is intended to be a live document that will be continuously reviewed and developed to take account of future development, traffic growth, and changes in local air quality, particularly as a result of a new Local Plan for Selby (see [Local Plan for Selby](#)).



Consultation for the Preferred Options Local Plan 2021 took place between 29th January and 12th March 2021. The Plan is a vision and framework for future growth of Selby district, identifying where new housing, employment and other development could take place. It also sets out the policies used to decide planning applications. The preparation of a new Local Plan will help to ensure that the Council has a development plan for the whole district, in line with current national planning guidance which properly reflects its Economic Strategy and Corporate Priorities. Updates on likely traffic and air quality implications of the Local Plan will be provide in future Annual Status Reports.

A 'source apportionment' study has previously been carried out for New Street. Source apportionment refers to the process of looking at how different source categories contribute to overall concentrations of a certain pollutant in a particular area. The study has highlighted that traffic sources are likely to be a significant contributing factor to the exceedances of the air quality objectives in the New Street area. Traffic sources are estimated to contribute around 69% to the total NO₂ in this area, with cars being the predominant source.

The Council is currently working with its partners, including North Yorkshire County Council (NYCC), to deliver measures contained within the AQAP. Since adoption of Selby District Council's AQAP in May 2018, the following progress has been made with the AQAP measures:

- Selby District Council undertook further anti-idling promotional work as part of Clean Air Day 2021. Selby District Council adopted the 'Kick the Habit' anti-idling campaign in 2020 (originally developed by City of York Council) to encourage drivers in Selby to think about idling and the impact that this has on themselves, their health and those around them. Advisory 'Kick the Habit' anti-idling signage has been adopted permanently in all council owned car parks across Selby District, within the Air Quality Management Area, and at other locations across the district to raise the profile of this campaign. Anti-idling signage was erected outside schools and further promotional material was provided to local businesses across the district during 2021. Selby District Council has also undertaken campaign promotion work via various social media channels and anti-idling information was also distributed to taxi drivers in October 2021. (See AQAP Measure 2).



- In 2021, Selby District Council undertook a research study into the feasibility of a staff car club and pool bike scheme which evidenced no current feasibility, mainly due to the changes brought by the COVID-19 pandemic and adoption of a flexible working policy. Notwithstanding this, further work is planned on this, particularly as working arrangements adapt to the pandemic status. The Low Carbon Working Group has significantly progressed with a dedicated officer in post specifically leading on low carbon/carbon reduction projects and progressing funding bids. The Low Carbon Strategy was also finalised in February 2022, which will be adopted into an internal live action plan with various workstreams and projects ongoing. (See AQAP Measure 3).
- In 2019 Selby District Council distributed travel surveys to local businesses to establish the nature of journeys made and specific routes used by staff (both for travel to work and during working hours) and business deliveries if applicable. This data was analysed, and a report was produced and presented to the Air Quality Steering Group in January 2020. Information collected was used to inform the development of further action planning measures for the AQAP and Low Carbon Strategy relating to workplace travel planning. Further work is planned to review the data through redistribution of surveys and partnership working with local transport providers. (See AQAP Measure 4).

- New signage relating to the New Street weight limit was erected in 2019. Selby District Council planned to undertake enforcement activity around contraventions of the vehicle weight limit restrictions on New Street, in partnership with North Yorkshire County Council, Trading Standards and the Police during 2020. This work was delayed in 2020 due to the Coronavirus pandemic and continued to be postponed during 2021 due to the ongoing situation. Enforcement activities are planned for 2022 subject to resource. (See AQAP Measure 5).



- Selby District Council has previously worked with other authorities in the Yorkshire and Lincolnshire regions (through the YALPAG forum) and has input into a set of common principles with respect to low emission planning. Selby District Council is developing Low Emission Planning Guidance aimed at assisting developers to improve air quality and lower transport emissions in line with the aims and objectives of the Selby Air Quality Action Plan. The guidance will also take into account the need to minimise opportunities for new exposure on new developments. Policies previously included have now been publicly consulted on within the Preferred Options Local Plan, via 'Preferred Approach NE8 - Air Quality'. This approach outlines the assessment and mitigation requirements for new developments within Selby District and makes reference to the production of further detailed Supplementary Planning Guidance to assist developers. These will be reviewed and modified accordingly to ensure achievability and desired outcomes. (See AQAP Measure 6).
- Selby District Council Environmental Health staff continue to seek opportunities to influence the type of vehicles purchased within the authority. Selby District Council is awaiting the adoption of North Yorkshire County Council's Air Quality Strategy with a view to refining the scope of any local guidance produced. The original public consultation timescales for the strategy were extended due to COVID-19 and a consultation report was taken to the Transport, Economy and Environment Overview and Scrutiny Committee in April 2021. Following this, it was reviewed by North Yorkshire County Council Management Team in July 2021 with a scope of adoption in 2022.

North Yorkshire County Council are also in process of developing an EV Strategy in partnership with all North Yorkshire District and Borough Councils, including Selby District Council. The vision of the strategy is to improve accessibility and convenience

of zero emission mobility, supported by a comprehensive network of EV charge point infrastructure to support and accelerate the uptake of electric vehicles for residents, visitors and businesses. Stakeholder engagement was undertaken during 2021, with proposed measures being developed following stakeholder feedback. Further work and consultation is planned for 2022 (See AQAP Measure 7).

- Six EV charge points are now installed and operational across two Selby District Council owned car parks (South Parade and Back Micklegate), with a further two scheduled for installation to Tadcaster Britannia car park in 2022. Selby District Council continue to seek further funding opportunities for EV charging infrastructure in council owned car parks and will pursue the provision of public EV charging points on new developments via the planning system. North Yorkshire County Council's Air Quality Strategy commits to working with other district authorities to deliver EV infrastructure in public car parks and in new developments; this will include the potential for joint funding bids between North Yorkshire and Selby District Council. It may also involve working with third parties, including the rail industry, to encourage the provision of more EV charge points in publicly accessible car parks across North Yorkshire. North Yorkshire County Council and the Local Enterprise Partnership (LEP) also commissioned WSP to undertake a study, which identifies measures North Yorkshire County Council, and its partner District and Borough Councils and National Park Authorities (NPAs) can, or should, be taking to overcome barriers to EV charge point rollout, with an aim to help support decarbonisation of the transport system. (See AQAP Measure 8).
- North Yorkshire County Council has committed to revise tender specifications to ensure less polluting fleets (e.g. setting higher emission standards for school transport). Selby District Council has also reviewed its vehicle procurement policies to ensure that low emission vehicles are purchased wherever possible. Fleet routes have also been reviewed and Selby District Council's waste contractor – Urbaser participated in a low-emission fleet vehicle trial with a scope of permanent adoption if successful. (See AQAP Measure 9).
- Selby District Council's new Taxi Licensing Policy went out to public consultation in 2019 and was approved by the Executive in January 2020 (effective from 23/1/2020).



Selby District Council will currently only accept applications to licence vehicles for the first time for vehicles under 5 years old. Existing licensed vehicles will not be licensed after the age of 12 years. Existing vehicle proprietors will have until January 2025 to change their vehicles. The new Taxi Licensing Policy states that emission standards for taxis will be subject to review, taking into account air quality conditions within the AQMA. Further anti-idling promotional literature was produced and distributed to taxi drivers in October 2021. Selby District Council will also continue to seek opportunities for grant funding to incentivise the uptake of ultra-low emission taxis, especially hybrid and electric variants. (See AQAP Measure 10).

- Selby District Council continued to review and make regular updates to the air quality information available on its website throughout 2021, including new information about the Kick the Habit anti-idling campaign and sustainable travel. Selby District Council also issues social media updates on air quality and the AQMA, particularly as part of Clean Air Day activities. The council air quality webpages are reviewed and updated regularly with new information and the latest LAQM reports. (See AQAP Measure 11).
- Selby has historic links to cycling, and boasts an ideal landscape for cyclists. Inspiring Healthy Lifestyles (IHL) (*a social enterprise and charitable trust working in a number of areas in the UK, including Selby*) launched “Selby Community Cycle Hub” which aims to increase cycling participation through provision of guided rides, bike maintenance workshops, cycle coaching courses, bikeability courses and inclusive cycling opportunities/events. Delivery to date has included bike maintenance workshops and guided rides and further coaching/bikeability courses were planned for 2021 but were postponed due to ongoing COVID-19 pandemic restrictions.

Funding was also sought to pilot a tandem club in Selby, aimed at older people/people living with a disability. It was proposed to develop this initiative in 2021 subject to external funding, but this was also delayed due to COVID-19 and limited staff resource availability. The project is planned to progress in 2022. Work to progress the ‘Care to Move’ project in Selby was also planned for 2021 but postponed due to ongoing COVID-19 pandemic restrictions. The project involves local cycle routes being filmed and then played on screens within Care Homes to encourage residents to use hand/foot pedals, to give the illusion of cycling in open spaces. Funding for the pedals was secured for this initiative via the North Yorkshire County Council Stronger Communities fund, however due to staffing limitations it has been taken over by

Selby Big Local who are looking to progress this during 2022, subject to staff resource (See AQAP Measure 12).

- Selby District Council is committed to promotion of sustainable travel measures in partnership with North Yorkshire County Council (See AQAP Measure 13) and various initiatives have been progressed throughout 2021, including:

The Places and Movement Study was commissioned by Selby District Council and North Yorkshire County Council in 2021. The project will look at how people move to, and within, the towns of Selby, Sherburn and Tadcaster and aims to create improved people-first spaces and better, more sustainable, movement around the towns. Air quality improvement is one of the key areas being considered. A briefing was presented to the Executive in March 2021 and Phase 2 is planned for 2022 with a goal of identifying mitigation and capacity measures at certain locations and key junctions with assistance from junction and strategic modelling to be undertaken on the preferred option. A strategy document has been produced for phase 1 findings which was reviewed by Executive in September 2021 and is expected to be published late 2022.

The Local Cycling and Walking Infrastructure Plan (LCWIP) for Selby, Sherburn in Elmet and Tadcaster was completed in early 2021 and funding has been allocated to refresh the document in line with updated Government expectations for LCWIP's in 2022. There are no immediate funding opportunities to be able to implement the schemes, however, a bid was submitted in 2021 to the Active Travel fund to further develop one of the corridors so that it is "bid ready" should capital funding become available.

Closely linked with this project is the West Yorkshire Combined Authority Transforming Cities Funding (TCF) bid to develop Selby Rail Station (bid submitted in 2019). The project is aimed at encouraging a shift to sustainable and active transport, as well as bringing economic benefits from improved connections between station, town centre, development sites and employment, education, and training venues. The TCF project continues to be developed, with 2021-22 seeing the completion of the Outline Business Case (OBC) and submission of planning applications. The project's design follows best practice principles to deliver blue and green infrastructure, including LTN1/20, Streets for All and Green Streets. It has also been shaped by three rounds of public consultation, including consultation in October-November 2021. The project has retained high levels of support with 71% positive or very positive about the proposals.

The planning application is expected to be determined in early 2022/23, with construction commencing in autumn that year.

The Healthy Schools Zone at Selby High School includes physical changes to the local area as well as changes in curriculum, learning and school food menus. Selby District Council provided funding of £8k to develop a Park and Stride Plan that was programmed to progress in September 2021 but was postponed due to ongoing COVID-19 pandemic restrictions. The project is planned to progress in 2022.

Additional work included business survey work, design of sustainable travel promotional leaflets, consideration of opportunities for joint working with Public Health on issues relating to sustainable travel choices and air quality improvement, ongoing promotional work with the council's Communication Team and participation in Clean Air Day 2021.

Our Zero Selby was also launched during 2021. The project is part of a national programme to empower local resident to improve local communities by reducing emissions and is funded by Friends Provident Foundation and led by Forum for the Future and public participation charity, Involve, working in partnership with Selby District AVS. During 2021, phase one of the project which focuses on community engagement was launched which is designed to identify issues and areas of interest to the local community and potential projects that address these. This was completed early 2022 will be reported accordingly. A series of events also took place in March 2022 which are designed to create a prioritised project pipeline, with the view that some of these will be community-led and supported by the programme and others will entail multi-stakeholder collaboration and wider investment. It is expected that these projects will be predominantly focused on sustainable travel and improving local air quality.



Selby District Trails were also officially launched during 2021 in partnership with North Yorkshire County Council to encourage residents and visitors to explore the district and experience must-see landmarks and attractions. The trails focus on landscape, green open spaces, heritage stories and family adventure.

Selby District Council are also involved in the Sustrans Big Walk and Wheel which is the UK's largest inter-school walking, wheeling, scooting and cycling challenge. It aims to inspire hundreds of thousands of pupils to get active on the school run and increase uptake of sustainable travel. The challenge ran from 21 March to 1 April 2022 with a number of local schools participating across Selby District.



The Great Selby Bike ride also took place May 2022, which was organised by Elmet Lions Club and supported by Selby District Council. The event featured over 100 cyclists to raise money for many local charitable organisations and promote cycling across Selby District.

Conclusions and Priorities

Key findings and conclusions from this year's Annual Status Report

- Monitoring results for the 2021 calendar year period have shown that concentrations of nitrogen dioxide have increased at all of Selby District Council's monitoring locations compared with those in 2020. This is due to monitoring results in 2020 being atypical due to reduced traffic throughout the COVID-19 Lockdowns. Notwithstanding this, concentrations have reduced across all sites in 2021 compared to the pre-pandemic position in 2019. Data from 2019 showed two monitoring sites that were in breach of the annual mean nitrogen dioxide concentration objectives, this has now reduced to one site - S7 (21 New Street).
- Reductions in annual mean nitrogen dioxide concentration between 2019 and 2021 varied from 2.7% to 31.5% (average reduction across all sites was 15.7%). Within the AQMA area, reductions in annual mean nitrogen dioxide concentration varied from 6.8% to 22.2% (average reduction of 12.5%) between 2019 and 2021. S26 was not included in any data comparison due to the site being installed in 2020.
- In 2021, the highest concentration of nitrogen dioxide recorded in the AQMA area was above the annual mean objective at $41.9\mu\text{g}/\text{m}^3$ at site S7 (21 New Street).
- Changes in annual mean nitrogen dioxide concentration from 2020 data compared to 2021 varied from a reduction of 1.6% to an increase of 28.6% (average increase across all sites was 14.4%). Within the AQMA area, increases in annual mean nitrogen dioxide concentration varied from 4.3% to 27.9% (average increase of 17.4%) between 2020 and 2021. S26 was included in any data comparison for these time periods.
- Selby District Council will continue to monitor air quality across the district to observe progress in achieving concentrations of nitrogen dioxide below health based objective levels, both within the AQMA and across the wider district.
- Midway through 2021 the local air quality monitoring network was reconfigured. This saw six sites revoked and eight new sites installed. This reconfiguration was based on the revoked sites demonstrating no concern with regards to NO_2 levels, and the new sites being areas of concern based on increased traffic levels, new infrastructure developments and community interest.

Revoked sites:

- 120 Leeds Road – S12
- 95 Leeds Road – S13
- 21 Flaxley Road – S14
- Lamp Post 4 – Flaxley Road – S15
- 124 Millgate – S16
- 103 Millgate – S17

Data acquired for January – May 2021

New sites:

- Scott Road – Motosave – S27
- 28 Scott Road – S28
- Lamp Post 12 – Scott Road – S29
- Lamp Post 3 – Barlby Road – S30
- Lamp Post 6 – Barlby Road – S31
- Access Sign – Elm Street – S32
- Access Sign – John Street – S33
- Lamp Post 13 – Barlby Road – S34

Data acquired for June 2021 onwards.

- Selby District Council has published an Air Quality Action Plan (AQAP) for the AQMA in conjunction with North Yorkshire County Council and other partners, to address elevated concentrations of nitrogen dioxide in the New Street Area. Whilst the Coronavirus pandemic continued to impact the work programme throughout 2021, good progress has been made with a number of measures in the AQAP and full updates are provided in this Annual Status Report.

Local Priorities for Selby District Council

- To reduce congestion and the number of vehicle trips through the New Street AQMA, by:
 - preventing HGVs over the existing weight limit from passing through the AQMA
 - working with local businesses to reduce the impact of commuter and delivery trips into Selby town centre and through New Street
- To raise awareness and reduce the impacts of vehicles idling within New Street and the wider district, via further promotional work

- To provide alternatives to private vehicle use across the Selby District
- To provide opportunities for low emission transport within the Selby District, including provision of further electric vehicle charging facilities within council car parks
- To improve public access to air quality information and advice, in partnership with Public Health colleagues
- To minimise further development led growth within the Selby district, as far as practically possible

The above issues and priorities are reflected in Selby District Council's current Air Quality Action Plan and no updates to the plan are considered necessary at this time.

Challenges faced by Selby District Council

There are a number of challenges faced by Selby District Council (and indeed the UK as a whole) with respect to air quality improvement measures and the ability of local authorities to meet health based air quality objectives in their areas. These include:

- The failure of current vehicle emission standards to deliver reductions in NO_x emissions. There is still considerable uncertainty about the on-road performance of Euro VI diesel vehicles. If Euro VI vehicles do not perform as expected, the number of UK zones and agglomerations exceeding EU limit values may be greater than predicted by central government.
- The number of diesel vehicles in the UK vehicle fleet (which have increased primary emission of NO₂ and carcinogenic diesel particulate).
- The cumulative emissions impact of development throughout the district and the resultant impact on local air quality. As traffic growth due to development is currently expected to offset some of the emission benefit that would otherwise arise from national emission technology improvements, local interventions are increasingly important to ensure compliance with health based objectives in the shortest possible timeframe. A full summary of developments that have the potential to impact air quality in Selby District Council's area is provided in Appendix F.

Local Engagement and How to get Involved

Residents, businesses and other interested parties are encouraged to participate in consultations relating to air quality and further information can be obtained from the air quality pages of Selby District Council's main website at: [Selby District Council's Website](#). Information about previous consultations in relation to Air Quality Management is available on this page.

Information about how the public can help to improve local air quality is available at [Air Quality - How you can help](#)

If you have any queries on the Air Quality Management Area or Air Quality Action Planning process, please contact us using the details below:

- Email: AQMA@selby.gov.uk
- Phone: 01757 705101
- Write to: Environmental Health, Selby District Council, Civic Centre, Doncaster Road, Selby, YO8 9FT

Local Responsibilities and Commitment

This ASR was prepared by the Environmental Health Department of Selby District Council with the support and agreement of the following officers and departments:

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This ASR has been approved by:



Cllr Tim Grogan – Executive Member for Health, Culture and Leisure.

This ASR has not been signed off by a Director of Public Health.

If you have any comments on this ASR please send them to Claire Rogers at:

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1 Local Air Quality Management

This report provides an overview of air quality in Selby during 2021. It fulfils the requirements of Local Air Quality Management (LAQM) as set out in Part IV of the Environment Act (1995) and the relevant Policy and Technical Guidance documents.

The LAQM process places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether or not the air quality objectives are likely to be achieved. Where an exceedance is considered likely the local authority must declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan (AQAP) setting out the measures it intends to put in place in pursuit of the objectives. This Annual Status Report (ASR) is an annual requirement showing the strategies employed by Selby District Council to improve air quality and any progress that has been made.

The statutory air quality objectives applicable to LAQM in England are presented in Table E.1.

2 Actions to Improve Air Quality

2.1 Air Quality Management Areas

Air Quality Management Areas (AQMAs) are declared when there is an exceedance or likely exceedance of an air quality objective. After declaration, the authority should prepare an Air Quality Action Plan (AQAP) within 12 months setting out measures it intends to put in place in pursuit of compliance with the objectives.

A summary of AQMAs declared by Selby District Council can be found in Table 2.1. The table presents a description of the AQMA that is currently designated within Selby District. Appendix D: Map(s) of Monitoring Locations and AQMAs provides maps of AQMA No. 1 and also the air quality monitoring locations in relation to the AQMA. The air quality objectives pertinent to the current AQMA designation are as follows:

- NO₂ annual mean;

Table 2.1 – Declared Air Quality Management Areas

| AQMA Name | Date of Declaration | Pollutants and Air Quality Objectives | One Line Description | Is air quality in the AQMA influenced by roads controlled by National Highways? | Level of Exceedance: Declaration | Level of Exceedance: Current Year | Name and Date of AQAP Publication | Web Link to AQAP |
|----------------------------|---------------------|---------------------------------------|--|---|----------------------------------|-----------------------------------|--|--|
| New Street AQMA Order No.1 | 29th February 2016 | NO ₂ Annual Mean | An area encompassing a section of New Street and number of properties flanking the road, between Selby Abbey and the junction with Ousegate. | NO | 55 | 42 | AQAP for New Street, Selby (May, 2018) | Visit the AQAP for the New Street AQMA |

- Selby District Council confirm the information on UK-Air regarding their AQMA(s) is up to date.
- Selby District Council confirm that all current AQAPs have been submitted to Defra.

2.2 – Progress and Impact of Measures to address Air Quality in Selby District:

DEFRA's appraisal of last year's ASR concluded that the report was well structured, detailed and provided all the information specified in the guidance. The conclusions reached for all sources and pollutants were accepted. DEFRA welcomed the updates on the Air Quality Action Plan to improve air quality both within the Air Quality Management Area on New Street and across the wider district, and also the detailed summary of progress towards AQAP measures and to address PM_{2.5}. The appraisal also recognised Selby District Councils dedication to improving air quality.

The only specific comment for action in the 2022 ASR was the inclusion of an example of the bias adjustment tool used for reporting. This is included in Appendix C of this report.

Selby District Council has taken forward a number of direct measures during the current reporting year of 2021 in pursuit of improving local air quality. Details of all measures completed, in progress or planned are set out in

Table 2.3. Fourteen measures are included within Table 2.3, with the type of measure and the progress Selby District Council have made during the reporting year of 2021 presented. Where there have been, or continue to be, barriers restricting the implementation of the measure, these are also presented within Table 2.3.

More detail on these measures can be found in their respective Action Plans.

Key completed measures and progress include:

Progress with AQAP Measure 2 - Selby District Council undertook further anti-idling campaigning as part of Clean Air Day on 17th June 2021. Selby District Council have also adopted the Kick the Habit campaign as an annual event, starting in January and running for 12 weeks. The campaign focuses on anti-idling and encourages drivers in Selby to think about idling and the impact that this has on themselves, their health and those around them. It is designed to change the way people feel about idling and encourage them to 'kick the habit' by highlighting idling as socially unacceptable.

Advisory 'Kick the Habit' anti-idling signage was erected throughout Selby District, particularly within and around the Air Quality Management Area and idling 'hotspots' such as taxi ranks and outside local schools. Signage was also installed at Selby Vaccination Centre which was opened in the town centre during the height of the COVID-19 vaccination roll-out. Signage has also been adopted permanently within all council owned car parks across Selby, Sherburn-in-Elmet and Tadcaster. Campaign promotional material was provided to local businesses, educational establishments and parish councils, and officers carried out promotional engagement work at taxi ranks to educate around vehicle idling and the effect on air quality and public health. Leaflets were also distributed directly to all licensed vehicle drivers in October 2021, specifically designed to educate around licensed vehicles and idling.

The campaign was also publicly shared via Selby District Council social media channels and internally to staff via staff bulletin internal communications, with an aim to improve emissions and reduce idling amongst staff travel and fleet operations.

Further work is planned for 2022 on the campaign, including community engagement within Selby Town and across the district, engaging with local schools and colleges and ongoing promotional work.

Alongside this, the Internet of Things (IoT) project was launched. The project is led by North Yorkshire County Council, following receipt of grant funding for internet-based sensors to be purchased and installed to collate data to assist various public health focussed workstreams across the county including improving air quality and reducing vehicle idling. Selby Town was identified to have the best network coverage for the low-bandwidth internet infrastructure projects. The project looks to install low-cost air quality sensors in strategic locations around Selby Town to provide real-time data to help focus resources and identify trends and issues. Locations have been selected in and around the

AQMA and also to feed into the Kick the Habit campaign. Installation took place in March 2022 and the project is scheduled to continue to progress for the duration of 2022. Further updates will be provided in future Annual Status Reports.

Progress with AQAP Measure 3 - A research study was undertaken in 2021 across Selby District Council staff which evidenced no current feasibility for a car club and pool bike scheme, mainly due to the changes brought by the COVID-19 pandemic and adoption of a flexible working policy. Notwithstanding this, further work is planned on this, particularly as working arrangements adapt to the pandemic status.

The Low Carbon Working Group has also significantly progressed with a dedicated officer now in post to lead on associated work. The Low Carbon Strategy was finalised in September 2021 and was submitted to Council Executive in October 2021. Review by full Council was scheduled for December 2021 but was unfortunately postponed due to COVID-19, and the strategy was reviewed and approved in February 2022. The strategy will now be adopted into an internal live action plan and progress reported accordingly.

The Energy Saving Trust completed a report for Selby District Council in January 2021 to assess the Council's grey fleet. The report made recommendations to reduce emissions, improve fleet standards and increase uptake on sustainable travel alternatives. Recommendations included improving data capture regarding fleet mileage and emissions, implementing a staff travel hierarchy and providing staff guidance around vehicle usage. Work based around these recommendations is planned for implementation in 2022 as part of the Low Carbon Strategy, in particular a travel hierarchy. This will be conveyed internally via a staff travel plan, regular communications through internal information bulletins, creation of a 'sustainability' section on staff intranet pages and introduction of a lift-share scheme. This is subject to internal working arrangements and staff resource availability.

Progress with AQAP Measure 4 - In 2019 Selby District Council distributed travel surveys to local businesses to establish the nature of journeys made and specific routes used by staff (both for travel to work and during working hours) and business deliveries if applicable. This data was analysed, and a report was produced and presented to the Air Quality Steering Group in January 2020. Information collected was used to inform the development of further action planning measures for the AQAP and Low Carbon Strategy relating to workplace travel planning.

It is planned to re-distribute travel surveys to local businesses in 2022 to gain a fresh insight into staff travel and business deliveries to further inform ongoing action planning and measure implementation, including investigation of freight partnerships and working with local transport providers.

Work is also ongoing in partnership with Arriva, Selby Town's main public bus service provider, based on the current bus fleet which operates in and around Selby AQMA No. 1. The Selby fleet currently consists of 28 buses of which 16 are Euro VI, and the remaining 12 are Euro V engine standard. The 16 that are Euro VI standard were retrofitted – 14

received funding from City of York Council following declaration of the city's Clean Air Zone (CAZ) in 2020 based around improving bus standards. At present, there are no plans to convert the fleet to hybrid or electric operation, although work is ongoing to explore funding opportunities to do so in the future.

Progress with AQAP Measure 5 - New signage relating to the New Street weight limit was erected in 2019. Selby District Council planned to undertake enforcement activity around contraventions of the vehicle weight limit restrictions on New Street, in partnership with North Yorkshire County Council, Trading Standards and the Police. This work was delayed in 2020 due to the Coronavirus pandemic and continued to be postponed during 2021 due to the ongoing situation. Enforcement activities are planned for 2022 subject to resource.

Progress with AQAP Measure 6 - Selby District Council has previously worked with other authorities in the Yorkshire and Lincolnshire regions (through the YALPAG forum) and has input into a set of common principles with respect to low emission planning.

Selby District Council is looking to develop Low Emission Planning Guidance aimed at assisting developers to improve air quality and lower transport emissions in line with the aims and objectives of the Selby Air Quality Action Plan. The guidance will also take into account the need to minimise opportunities for new exposure on new developments.

Policies previously included have now been publicly consulted on within the Preferred Options Local Plan, via 'Preferred Approach NE8 - Air Quality'. This approach outlines the assessment and mitigation requirements for new developments within Selby District and makes reference to the production of further detailed Supplementary Planning Guidance to assist developers. These will be reviewed and modified accordingly to ensure achievability and desired outcomes.

Once site allocation work is completed, Selby District Council will begin looking at the infrastructure delivery plan and continue to complete key pieces of evidence, which may influence the final version of the plan, including:

- Green and blue infrastructure and development requirements
- Strategic risk assessment
- Conservation area appraisals
- Site allocation and infrastructure
- Environment Act 2021 considerations and guidance; in particular, screening and securing biodiversity net gain.

Appropriate expertise such as North Yorkshire County Council, highways etc will be considered as part of this, and various policy strands are ongoing with a view to achieving

the overall vision of the New Local Plan, including protecting and improving air quality, facilitating open space, strategic traffic management and EV charging infrastructure provision to public spaces and new development.

The latest consultation documents provide an indication of the preferred approach. Updates on the Local Plan process can be found at: [New Local Plan | Selby District Council](#)

Electric vehicle charge point provision is also routinely requested by officers during the planning consultation process in the interest of reducing local air quality emissions and to promote and incentivise the use of low emission vehicles. This is requested in the absence of, and irrespective of the outcome of an air quality assessment. New national standards for EV charging infrastructure are also laid out in Approved Document S: infrastructure for charging electric vehicles. This comes into effect from 15th June 2022. See: <https://www.gov.uk/government/publications/infrastructure-for-charging-electric-vehicles-approved-document-s>

Progress with AQAP Measure 7 - Selby District Council Environmental Health staff continue to seek opportunities to influence the type of vehicles purchased within the authority. Selby District Council is awaiting the adoption of North Yorkshire County Council's Air Quality Strategy with a view to refining the scope of any local guidance produced. The original public consultation timescales for the strategy were extended due to COVID-19 and a consultation report was taken to the Transport, Economy and Environment Overview and Scrutiny Committee in April 2021. Following this, it was reviewed by North Yorkshire County Council Management Team in July 2021 with a scope of adoption in late 2022.

North Yorkshire County Council are also in process of developing an EV Strategy in partnership with all North Yorkshire District and Borough Councils, including Selby District Council. The vision of the strategy is to improve accessibility and convenience of zero emission mobility, supported by a comprehensive network of EV charge point infrastructure to support and accelerate the uptake of electric vehicles for residents, visitors and businesses. Stakeholder engagement was undertaken during 2021, with proposed measures being developed following stakeholder feedback. Further work and consultation is planned for 2022.

Progress with AQAP Measure 8 - Six EV charge points are now installed and operational across two Selby District Council owned car parks (South Parade and Back Micklegate), with a further two scheduled for installation to Tadcaster Britannia car park in 2022. Usage reports for 2021 show that the six EV charge points accumulated just under 250 charge sessions across the infrastructure network.

Selby District Council continue to seek further funding opportunities for EV charging infrastructure in council owned car parks and will pursue the provision of public EV charging points on new developments via the planning system. Recent examples of sites where EV charging infrastructure has been secured via the planning process include new charge points at the Bawtry Road Petrol Station development and Shell (Barnsdale Bar A1 Southbound). There are also now 11 privately owned - publicly available EV charge points available for patron/customer use across Selby District, which is an increase of two since 2020.

North Yorkshire County Council and the Local Enterprise Partnership (LEP) commissioned WSP to undertake a study, which identifies measures North Yorkshire County Council, and its partner District and Borough Councils and National Park Authorities (NPAs) can, or should, be taking to overcome barriers to EV charge point rollout, with an aim to help support decarbonisation of the transport system. The report was completed in January 2021 and is being used to develop a county wide EV Strategy with the vision of improving accessibility and convenience of zero emission mobility. This is supported by implementation of a comprehensive network of EV charge point infrastructure to support and accelerate the uptake of electric vehicles for residents, visitors and businesses. Stakeholder engagement was undertaken during 2021, with proposed measures being developed following stakeholder feedback. Further work and consultation is planned for 2022. Whilst this is under development, officers also will continue to investigate potential Government funding opportunities for EV charge point provision.

Progress with AQAP Measure 9 - A key objective of North Yorkshire County Council's draft Air Quality Strategy is to ensure that improving or maintaining good air quality is a key consideration when planning and delivering council services. Measure 3d relates to sustainable / green procurement measures and recognises the need to consider higher emission standards for vehicles when contracting services across the council whilst also taking into account best value and safety standards.

Adoption of the North Yorkshire County Council's Air Quality Strategy was anticipated mid-2021, but original public consultation timescales for the strategy were extended due to COVID-19. The strategy consultation report was taken to the Transport, Economy and Environment Overview and Scrutiny Committee in April 2021 and subsequently reviewed by North Yorkshire County Council Management Team in July 2021 with a scope of adoption in late 2022.

North Yorkshire County Council has revised tender specifications to ensure lower polluting fleets (e.g. setting higher emission standards / age limits for school transport). North Yorkshire County Council fleet is due to be renewed mid 2022 and certain departments have already adopted electric vehicles.

Selby District Council is also reviewing its vehicle procurement policies to ensure that low emission vehicles are purchased wherever possible. The Selby District Council fleet was renewed in late 2019 as a 7-year contract, with all vehicles being the highest Euro standard available at time of renewal.

Notwithstanding this, in October 2021 Selby District Council's waste contractor Urbaser began trialling a Green D+ sustainably sourced Hydrotreated Vegetable Oil (HVO) fuelled

waste collection vehicle as part of the fleet. The HVO fuel used by the vehicle sees an 85% reduction in particulate matter (PM), 30% reduction in NOx, and 90% reduction in carbon emissions compared to the standard diesel-powered engine. The trial ran till April 2022 and Selby District Council and Urbaser are reviewing the trial to determine scope of adopting the vehicle as permanent fleet and potentially convert further vehicles.

Selby District Council's fleet routes were also reviewed in 2021 to avoid Selby AQMA No.1 and the surrounding area, and to also reduce mileages and emissions. Communications were also sent via Urbaser to all drivers of Selby District Council's fleet to promote anti-idling.

Progress with AQAP Measure 10 - Selby District Council will currently only accept applications to licence vehicles as taxis for the first time for vehicles under 5 years old. Existing licensed vehicles will not be licensed after the age of 12 years and proprietors will have until January 2025 to change their vehicles. Taxi Licensing Policy states that emission standards for taxis will be subject to review, taking into account air quality conditions within the AQMA. The policy also recognises that idling emissions from taxis should be minimised and advises that vehicle engines should be switched off when vehicles are stationary at taxi ranks.

Selby District Council's Air Quality Officers planned to attend the Taxi Licensing Forum in 2021 to promote the uptake of low emission taxis in the district and raise awareness of the 'Kick the Habit' anti-idling campaign, which was cancelled due to ongoing COVID-19 restrictions. Notwithstanding this, advisory leaflets were distributed to all licensed vehicle drivers in October 2021, specifically designed to educate around licensed vehicles and idling.

Officers plan to attend the Taxi Licensing Forum scheduled for 2022 to undertake the planned promotional work.

Selby District Council will also continue to seek opportunities for grant funding to incentivise the uptake of ultra-low emission taxis, especially hybrid and electric variants. Work commenced early 2022 to prepare a bid based around a grant incentive scheme for DEFRA Air Quality Grant Funding if applicable to requirements. As part of this work, a review of the current taxi fleet is being completed and there is currently one EV and one electric hybrid vehicle operating as licensed vehicles across Selby District. The fleet review is planned to be completed by June 2022 against the EQUA framework which will stand as a comparative tool to demonstrate improvements on engine standards subject to Air Quality Grant funding.

Progress with AQAP Measure 11 - Selby District Council continued to review and make regular updates to the air quality information available on its website throughout 2021, including new information about the Kick the Habit anti-idling campaign and sustainable travel. Selby District Council also issues social media updates on air quality and the AQMA, particularly as part of Clean Air Day activities. The council air quality webpages are reviewed and updated regularly with new information and the latest LAQM reports.

Progress with AQAP Measure 12 – Selby district has strong links with cycling and is home to one of the oldest cycling clubs in the country, which dates back to 1923. The district is predominately a low-lying and flat area which supports cyclists of all abilities. Cycling events have been hosted in previous years as part of the Para-cycling International and UCI Road World Championships. Inspiring Healthy Lifestyles (IHL) (a social enterprise and charitable trust working in a number of areas in the UK, including Selby) previously launched “Selby Community Cycle Hub” which aims to increase cycling participation through provision of guided rides, bike maintenance workshops, cycle coaching courses, bikeability courses and inclusive cycling opportunities/events. Delivery to date has included bike maintenance workshops and guided rides and further coaching/bikeability courses were planned for 2021 but were postponed due to ongoing COVID-19 pandemic restrictions.

Progress with AQAP Measure 13 – Selby District Council is committed to promotion of sustainable travel measures in partnership with North Yorkshire County Council and various initiatives have been progressed throughout 2021, including:

The Places and Movement Study was commissioned by Selby District Council and North Yorkshire County Council in 2021. The project will look at how people move to, and within, the towns of Selby, Sherburn and Tadcaster and aims to create improved people-first spaces and better, more sustainable, movement around the towns. Air quality improvement is one of the key areas being considered.

A briefing was presented to the Executive in March 2021 and further public consultation is scheduled for mid 2022 with a goal of identifying mitigation and capacity measures at certain locations and key junctions with assistance from junction and strategic modelling to be undertaken on the preferred option. A strategy document has been produced for phase 1 findings which was reviewed by Executive in September 2021 and is expected to be published late 2022.

The Local Cycling and Walking Infrastructure Plan (LCWIP) for Selby, Sherburn in Elmet and Tadcaster was completed in early 2021 and funding has been allocated to refresh the document in line with updated Government expectations for LCWIP's in 2022. There are no immediate funding opportunities to be able to implement the schemes, however, a bid was submitted in 2021 to the Active Travel fund to further develop one of the corridors so that it is “bid ready” should capital funding become available.

Closely linked with this project is the West Yorkshire Combined Authority Transforming Cities Funding (TCF) bid to develop Selby Rail Station (bid submitted in 2019). The project is aimed at encouraging a shift to sustainable and active transport, as well as bringing economic benefits from improved connections between station, town centre, development sites and employment, education and training venues. The TCF project continues to be developed, with 2021-22 seeing the completion of the Outline Business Case (OBC) and submission of planning and Listed Building Consent applications. The project's design follows best practice principles to deliver blue and green infrastructure, including LTN1/20, Streets for All and Green Streets. It has also been shaped by three rounds of public consultation, including consultation in October-November 2021. The project has retained high levels of support with 71% positive or very positive about the proposals.

The planning application is expected to be determined in summer 2022, with construction commencing in late autumn.

The Healthy Schools Zone at Selby High School includes physical changes to the local area as well as changes in curriculum, learning and school food menus. Selby District Council provided funding of £8k to develop a Park and Stride Plan that was programmed to progress in September 2021 but was postponed due to ongoing COVID-19 pandemic restrictions. The project is planned to progress in 2022.

Additional work included business survey work, design of sustainable travel promotional leaflets, consideration of opportunities for joint working with Public Health on issues relating to sustainable travel choices and air quality improvement, ongoing promotional work with the council's Communication Team and participation in Clean Air Day 2021.

Our Zero Selby was also launched during 2021. The project is part of a national programme to empower local residents to improve local communities by reducing emissions and is funded by Friends Provident Foundation and led by Forum for the Future and public participation charity, Involve, working in partnership with Selby District AVS.

During 2021, phase one of the project which focuses on community engagement was launched which is designed to identify issues and areas of interest to the local community and potential projects that address these. This was completed early 2022 and will be reported accordingly. A series of events also took place in March 2022 which are designed to create a prioritised project pipeline, with the view that some of these will be community-led and supported by the programme and others will entail multi-stakeholder collaboration and wider investment. It is expected that these projects will be predominantly focused on sustainable travel and improving local air quality.

Selby District Trails were also officially launched during 2021 in partnership with North Yorkshire County Council to encourage residents and visitors to explore the district and experience must-see landmarks and attractions. The trails focus on landscape, green open spaces, heritage stories and family adventure.

Selby District Council are also involved in the Sustrans Big Walk and Wheel which is the UK's largest inter-school walking, wheeling, scooting and cycling challenge. It aims to inspire hundreds of thousands of pupils to get active on the school run and increase uptake of sustainable travel. The challenge ran from 21 March to 1 April 2022 with a number of local schools participating across Selby District.

The Great Selby Bike ride also took place May 2022, which was organised by Elmet Lions Club and supported by Selby District Council. The event featured over 100 cyclists to raise money for many local charitable organisations and promote cycling across Selby District.

Progress with AQAP measure 14 - North Yorkshire County Council have confirmed that timings for the traffic signals at the junction with Ousegate are at their maximum. The signals work in conjunction with the toll bridge and there is little scope to change the road layout to reduce queue lengths. Notwithstanding this, as the Transforming Cities Fund (TCF) and Places of Movement (POM) projects progress, alterations will be made in conjunction with planned major changes to traffic direction and priorities.

Selby District Council expects the following measures to be completed over the course of the next reporting year:

- Selby District Council plan to undertake further promotional work around anti-idling as part of Clean Air Day 2022 and run the 'Kick the Habit' campaign as a stand-alone event. Promotional work will continue with local businesses and schools and full use will be made of social media channels to raise the profile of this important issue across the district. Advisory 'Kick the Habit' anti-idling signage has already been erected in a number of key locations across the district and officers will consider erection of additional anti-idling signage in response to specific complaints. Selby District Council also hope to undertake further promotional work with North Yorkshire County Council in relation to idling in the vicinity of schools (*Contributes to AQAP measure 2*)
- Selby District Council hope to develop further action planning measures relating to workplace travel planning and freight partnerships. The business travel survey work, completed during the previous reporting year of 2019, will be reviewed in 2022 which

will form the evidence base for the development of such measures. This work was significantly delayed in 2020 and 2021 due to the ongoing Coronavirus pandemic and ability to successfully engage with local businesses. (*Contributes to AQAP Measure 4*).

- Selby District Council is hoping to undertake enforcement activity around contraventions of the vehicle weight limit restrictions on New Street, in partnership with North Yorkshire County Council, Trading Standards and the Police. This work was delayed in 2021 due to the ongoing Coronavirus pandemic, but enforcement activities are planned for 2022, subject to resource availability. (*Contributes to AQAP Measure 5*).
- Selby District Council will progress draft Low Emission Planning Guidance aimed at assisting developers to improve air quality and lower transport emissions in line with the aims and objectives of the Selby Air Quality Action Plan. The guidance will also take into account the need to minimise opportunities for new exposure on new developments. Policy hooks have been incorporated into the Local Plan for this document to be taken forward as official Supplementary Planning Guidance. It is important to note that Selby District Council are continuing to complete a number of key pieces of evidence, which may influence the final version of the plan, although the latest consultation documents provide an indication of the preferred approach. Updates on the Local Plan process can be found at: [Selby Local Plan Website](#) (*Contributes to AQAP Measure 6*)
- The authority will proactively seek additional funding opportunities (internal and external) for additional publicly accessible charge points and participate in strategies, studies and projects lead by partner authorities and agencies (*Contributes to AQAP Measure 8*).
- North Yorkshire County Council has revised tender specifications to ensure lower polluting fleets (e.g. setting higher emission standards / age limits for school transport). North Yorkshire County Council fleet is due to be renewed mid 2022 and certain departments have already adopted electric vehicles.
- Selby District Council is also reviewing its vehicle procurement policies to ensure that low emission vehicles are purchased wherever possible. The SDC fleet was renewed in late 2019 as a 7-year contract, with all vehicles being the highest Euro standard

available at time of renewal. It should be noted that both authorities currently operate relatively new vehicles, therefore this measure is currently a low priority (*Contributes to AQAP Measure 9*).

- Inspiring Health Lifestyles' (IHL) also looked to secure funding to pilot a tandem club in Selby, aimed at older people/people living with a disability. It was proposed to develop this initiative in 2021 subject to external funding, but this was also delayed due to COVID-19 and limited staff resource availability. The project is planned to progress in 2022 (*Contributes to AQAP Measure 12*).
- Work to progress the 'Care to Move' project in Selby was planned for 2021 but postponed due to ongoing COVID-19 pandemic restrictions. The project involves local cycle routes being filmed and then played on screens within Care Homes to encourage residents to use hand/foot pedals, to give the illusion of cycling in open spaces. Funding for the pedals was secured for this initiative via the North Yorkshire County Council Stronger Communities fund, however due to staffing limitations it is has been taken over by Selby Big Local who are looking to progress this during 2022, subject to staff resource (*Contributes to AQAP Measure 12*)
- Selby District Council are committed to further promotional work (in conjunction with North Yorkshire County Council) in relation to sustainable travel initiatives. North Yorkshire County Council are committed to working with Selby District Council to deliver travel planning in schools and will continue to try and attract additional funding to support sustainable transport measures both within the Selby District and the wider North Yorkshire area. Initiatives planned for 2022 include the launch of a Park and Stride scheme at Selby High School as part of the Healthy Schools Zone (supported by grant funding from Selby District Council and NYCC Public Health) which was planned for 2021 but postponed due to ongoing COVID-19 pandemic restrictions. Participation in projects with other partner agencies are also planned, including Sustrans Big Walk and Wheel, Our Zero Selby and The Great Selby Bike Ride. (*Contributes to AQAP Measure 13*).

Selby District Council's priorities for the coming year are:

- **To prevent HGVs over the existing weight limit from passing through the AQMA** – following erection of the new signage Selby District Council plans to work in partnership with North Yorkshire County Council, Trading Standards and the Police to formulate a plan of action with respect to enforcement activities in 2022.

- **Continue to work with local businesses to reduce the impact of commuter and delivery trips into Selby town centre** - we will continue to work with North Yorkshire County Council and the business community to develop local solutions to these issues such as setting up of freight partnerships, provision of access route maps and improved commuter parking arrangements.
- **To provide alternatives to private vehicle use across the Selby District** - we will continue to provide walking and cycling infrastructure on new developments through the planning process and will conduct further feasibility work into the provision of a car club and/or pool bike scheme in the council's Civic Centre car park. We will seek opportunities for grant funding for these initiatives through the Low Carbon Working Group.
- **To raise awareness and reduce the impacts of vehicles idling within New Street and the wider district** – we propose further promotional work as part of Clean Air Day 2022, building on the successful 'Kick the Habit' anti-idling campaign. We will erect further signage in key locations and in response to complaints of idling and will undertake further promotional activities to raise awareness of this important issue. We will also work with local Parish Councillors and North Yorkshire County Council to tackle vehicle idling.
- **To provide opportunities for low emission transport within the Selby District** - We will investigate further funding opportunities for the provision of additional public electric vehicle recharging points within car parks owned by Selby District Council. We will also work closely with North Yorkshire County Council and other third parties to promote EVs and support EV infrastructure funding bids where necessary.
- **To improve public access to air quality information and advice** – we will continue to update information on the Selby District Council website and work in partnership with Public Health colleagues to raise awareness of the health impacts of poor air quality.

The principal challenges and barriers to implementation that Selby District Council anticipates facing are:

- **New comprehensive Local Plan** - On 17th September 2019 Selby District Council gave its approval for work to begin on the preparation of a new comprehensive Local Plan for Selby District, utilising the work and evidence base that has already been undertaken. Full updates can be viewed at: [New Local Plan for Selby](#). The preparation of a new Local Plan will help to ensure that the Council has a robust

development plan for the whole district, prepared in line with current national planning guidance, which properly reflects its Economic Strategy and Corporate Priorities. The plan will set out a vision and framework for future growth of the district, identifying where new housing, employment and other development will be located. The Local Plan will also set out policies that the Council will use to determine planning applications and, once adopted, will replace the Selby District Core Strategy Local Plan (2013) and those policies that have been ‘saved’ from the Selby District Local Plan (2005). The Local Plan will have a significant impact on future traffic levels and air quality across the district and both issues will need thorough consideration. A revised Local Development Scheme sets out the timescales for the preparation of a new Local Plan and can be viewed at: [Local Development Scheme for Selby](#).

Updates on likely traffic and air quality implications on the Local Plan will be provided in future Annual Status Reports.

Progress on the following measures has been slower than expected due to:

- AQAP Measure 1 (Traffic Management and UTMC)** - Full compliance with the air quality objectives in New Street in the short term requires a significant reduction in annual average daily traffic flow (AADT) and / or improved management of the existing flow. Various access management options for achieving this were considered during the development of the AQAP and require further investigation. Although work has previously been progressing on the Site Allocations Local Plan, the evolving local context and approach set out in revised National Planning Policy highlighted that a new approach was needed. In addition, the approach to preparing separate Development Plan Documents under a Local Development Framework is no longer the preferred approach and Local Planning Authorities are now preparing single, comprehensive Local Plans. Selby District Council approved the preparation of a new comprehensive Local Plan in September 2019 and, as a result, progress on the Site Allocations Local Plan was halted indefinitely. The preparation of a new Local Plan for Selby District provides the opportunity to consider a framework for future growth of the district, identifying where new housing, employment uses and other development will be located. Such growth has the potential to affect both traffic movements and air quality on New Street and across the wider district.

A six-week consultation was held between 29th January 2021 and 12th March 2021 for the Preferred Options Local Plan. Work is also ongoing to process representations received at previous consultation stages as well as further evidence-based work in the

preparation of the Plan. Previous versions of the emerging Plan which have been subject to consultation can be viewed here: [New Local Plan | Selby District Council](#)

- Consultation work was also undertaken in September 2021 on evidence base documents which include:
- Green Belt Review (2021)
- Greenspace Audit (2021)
- Local Plan and CIL Viability Report (2021)
- Indoor and Outdoor Sports Facilities Assessment (2021)

An Infrastructure Delivery Plan (IDP), conservation area appraisals and Strategic Flood Risk Assessment are also being prepared in support of the plan.

The Publication Draft Local Plan – which will be consulted upon in June / July 2022 – will then be submitted to the Government and be considered by an independent Inspector at a Public Examination (likely to be towards the end of 2022), before adoption.

Further updates on progress with development of the Local Plan and option assessment will be provided in future Annual Status Reports.

Whilst the measures stated above and in [Table 2.3](#) will help to contribute towards compliance, Selby District Council anticipates that further additional measures not yet prescribed will be required in subsequent years to achieve compliance and enable the revocation of the New Street AQMA. The current AQAP is expected to deliver approximately 15% reduction in NO₂ emissions (see [Selby District Councils AQAP](#)).

Selby District Council worked to implement these measures in partnership with the following stakeholders during 2021:

- North Yorkshire County Council
- City of York Council
- Yorkshire and Lincolnshire Pollution Advisory Group
- North Yorkshire Local Enterprise Partnership
- Inspiring Healthy Lifestyles (IHL)
- Selby Big Local
- Our Zero Selby
- Energy Saving Trust
- Urbaser

- Arriva Selby
- WSP

Table 2.3 – Progress on Measures to Improve Air Quality

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| 1 | Strategic traffic management and access options study. | Traffic Management | UTC, Congestion management, traffic reduction | 2018 | 2023 | NYCC supported by SDC | Local Authority | NO | Funded | £50k - £100k | Planning | There is currently a shortfall in predicted NOx reduction of approximately 50kg/y (~35% reduction) in the AQAP that will need to be addressed through longer term strategic transport measures (although this does not take into account the future impact of development traffic or the predicted improvement in vehicle emissions with time). The reduction in emissions associated with any viable options coming out of this study will be reported in subsequent ASRs. | Completion of strategic traffic management and access options study | <p>Although work has previously been progressing on the Site Allocations Local Plan, the evolving local context and approach set out in revised national planning policy highlighted that a new approach was needed. In addition, the approach to preparing separate Development Plan Documents under a Local Development Framework is no longer the preferred approach and Local Planning Authorities are now preparing single, comprehensive Local Plans.</p> <p>Selby District Council approved the preparation of a new comprehensive Local Plan in September 2019 and, as a result, progress on the Site Allocations Local Plan was halted indefinitely. The preparation of a new Local Plan for Selby District provides the opportunity to consider a framework for future growth of the district, identifying where new housing, employment uses and other development will be located. Such growth has the potential to affect both traffic movements and air quality on New</p> | <p>Full compliance with the air quality objectives in New Street in the short term requires a significant reduction in annual average daily traffic flow (AADT) and / or improved management of the existing flow. Various access management options for achieving this were considered during the development of the AQAP and require further investigation. Selby District Council need to reconsider these options as part of the new Local Plan development.</p> |

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| | | | | | | | | | | | | | | <p>Street and across the wider district.</p> <p>A six-week consultation was held between 29th January 2021 and 12th March 2021 for the Preferred Options Local Plan. Work is also ongoing to process representations received at previous consultation stages as well as further evidence-based work in the preparation of the Plan. Previous versions of the emerging Plan which have been subject to consultation can be viewed here: New Local Plan Selby District Council</p> <p>Consultation work was also undertaken in September 2021 on evidence base documents which including: Green Belt Review (2021) Greenspace Audit (2021) Local Plan and CIL Viability Report (2021) Indoor and Outdoor Sports Facilities Assessment (2021)</p> <p>An Infrastructure Delivery Plan (IDP), conservation area appraisals and Strategic Flood Risk Assessment are also being prepared in support of the plan.</p> <p>The Publication Draft Local Plan – which will be consulted upon in</p> | |

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| | | | | | | | | | | | | | | <p>June / July 2022 – will then be submitted to the Government and be considered by an independent Inspector at a Public Examination (likely to be towards the end of 2022), before adoption.</p> <p>Work is also progressing on the Transforming Cities Fund (TCF) and Places of Movement (POM) projects which will significantly alter traffic movement through Selby Town. The vision of both projects seek to increase modal shift to sustainable travel and improve air quality.</p> | |
| 2 | Anti-idling campaigns | Traffic Management | Anti-idling enforcement | 2018 | 2022 - Ongoing | SDC supported by NYCC | Local Authority | NO | Funded | < £10k | Implementation | Not easily quantifiable, but Selby District Council will endeavour to record 'idling time saved' wherever possible | Erection of anti-idling signage | <p>Selby District Council undertook further anti-idling campaigning as part of Clean Air Day on 17th June 2021.</p> <p>Selby District Council have also adopted the Kick the Habit campaign as an annual event, starting in January and running for 12 weeks. The campaign focuses on anti-idling and encourages drivers in Selby to think about idling and the impact that this has on themselves, their health and those around them. It is designed to change the way people feel about idling and encourage them to 'kick the habit' by highlighting idling as socially unacceptable.</p> | <p>Anti-idling promotional is undertaken as part of Clean Air Day annually. Further promotional work is planned for Clean Air Day 2022. Selby District Council plan to continue to promote 'Kick the Habit' campaign, subject to staff resources. Anti-idling enforcement is currently not planned within Selby district but will be reconsidered if awareness raising is deemed not to have reduced incidences of idling sufficiently.</p> |

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| | | | | | | | | | | | | | | | <p>Advisory 'Kick the Habit' anti-idling signage was erected throughout Selby District, particularly to within and around the Air Quality Management Area and idling 'hotspots' such as taxi ranks and local schools. Signage has also been adopted permanently in all council owned car parks across Selby, Sherburn-in-Elmet and Tadcaster.</p> <p>Campaign promotional material was provided to local businesses, educational establishments and parish councils, and officers carried out promotional engagement work at taxi ranks to educate around vehicle idling and the effect on air quality and public health. Leaflets were also distributed to all taxi drivers in October 2021 specifically designed to educate around licensed vehicles and idling.</p> <p>The campaign was also publicly shared via SDC social media channels and internally to SDC staff via staff bulletin internal communications, with aim to improve emissions and reduce idling amongst staff travel and fleet operations.</p> <p>Further work is planned for 2022 on the campaign, including community engagement within</p> |

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| | | | | | | | | | | | | | | | <p>Selby Town and across the district, engaging with local schools and colleges and ongoing promotional work.</p> <p>Alongside this, the Internet of Things (IoT) project which is being led by North Yorkshire County Council following receipt of grant funding for internet-based sensors to be purchased and installed to collate data to assist various public health focussed workstreams across the county including improving air quality and reducing vehicle idling. Selby Town was identified to have the best network coverage for the low-bandwidth internet infrastructure projects. The project looks to install low-cost air quality sensors in strategic locations around Selby Town to provide real-time data to help focus resources and identify trends and issues. Locations have been selected in and around the AQMA and also to feed into the Kick the Habit campaign. Installation took place in March 2022 and the project is scheduled to continue to progress for the duration of 2022.</p> | |

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| 3 | Investigate provision of a low emission car club for use by Selby District Council and Selby Hospital staff | Alternatives to private vehicle use | Car Clubs | 2018 | 2022 - Ongoing | SDC / NYCC | Local Authority | NO | Not Funded | £10k - 50k | Planning | A 5% reduction in all car trips in Selby has been estimated to deliver a 3.89% reduction in NOx emission on New Street. Whilst trips by council and hospital staff will make up a very small proportion of the total car trips through New Street on a day to day basis, the impacts across the wider Selby district will be much greater, especially if some staff choose to no longer own a second car for work purposes. | Opening of a car club | <p>A research study was undertaken in 2021 across Selby District Council staff which evidenced no feasibility for a car club and pool bike scheme, mainly due to the changes brought by the COVID-19 pandemic and adoption of a flexible working policy. Notwithstanding this, further work is planned on this, particularly as working arrangements adapt to the pandemic status.</p> <p>The Low Carbon Working Group has significantly progressed with a dedicated officer now in post specifically leading on associated work. The Low Carbon Strategy was finalised in February 2022, which will be adopted into an internal live action plan with various workstreams and projects ongoing.</p> <p>The Energy Saving Trust completed a report for Selby District Council in January 2021 to assess the Council's grey fleet. The report made recommendations to reduce emissions, improve fleet standards and increase uptake on sustainable travel alternatives. Recommendations included improving data capture regarding fleet</p> | A car club could help to reduce 'grey fleet' trips amongst staff working within both Selby District Council and the neighbouring Selby War Memorial Hospital. Setup costs for a pool bike scheme are likely to be lower than a car club, but delivery of either scheme would be subject to a suitable funding source being found. |

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| | | | | | | | | | | | | | | | mileage and emissions, implementing a staff travel hierarchy and providing staff guidance around vehicle usage. Work based around these recommendations is planned for implementation in 2022 as part of the Low Carbon Strategy, in particular a travel hierarchy. This will be conveyed to staff via a staff travel plan, regular communications through internal information bulletins, creation of a 'sustainability' section on staff intranet pages and introduction of a lift-share scheme, subject to internal working arrangements and staff resource availability. | |

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| 4 | Review number of commuter and delivery trips generated by town centre businesses. Work with the business community to identify opportunities to reduce the total number of trips. | Promoting Travel Alternatives | Workplace Travel Planning | 2018 | 2022 | SDC | Local Authority | NO | Funded | < £10k | Planning | To be identified once number of current trips and options for reducing them have been identified. It has been estimated that a 25% reduction in LGV trips through New Street could deliver a 1.8% reduction in emissions. A 5% reduction in private car trips could deliver a further 3.89% reduction. Any reduction in HGV emissions would also be in addition to this. | Number of premises surveyed | <p>In 2019 Selby District Council distributed travel surveys to local businesses to establish the nature of journeys made and specific routes used by staff (both for travel to work and during working hours) and business deliveries if applicable. This data was analysed, and a report was produced and presented to the Air Quality Steering Group in January 2020. Information collected was used to inform the development of further action planning measures for the AQAP and Low Carbon Strategy relating to workplace travel planning.</p> <p>It is planned to re-distribute travel surveys to local businesses in 2022 to gain a fresh insight into staff travel and business deliveries to further inform ongoing action planning and measure implementation, including investigation of freight partnerships and working with local transport providers.</p> <p>Work is also ongoing in partnership with Arriva, Selby Town's main public bus service provider, based on the current bus fleet which operates in and</p> | Workplace travel initiatives will be delivered in conjunction with the Selby Health Matters group, a partnership that brings together the District Council, County Council and a range of health and community partners together. This work was significantly delayed in 2020 and 2021 due to the ongoing Coronavirus pandemic and ability to successfully engage with local businesses. |

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| | | | | | | | | | | | | | | | around Selby AQMA No. 1. The Selby fleet currently consists of 28 buses of which 16 are Euro VI, and the remaining 12 are Euro V engine standard. The 16 that are Euro VI standard were retrofitted – 14 received funding from City of York Council following declaration of the city's Clean Air Zone (CAZ) in 2020 based around improving bus standards. At present, there are no plans to convert the fleet to hybrid or electric operation, although work is ongoing to explore funding opportunities to do so in the future. | |

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| 5 | Improve signage relating to New Street weight limit and undertake active enforcement of weight limit on New Street | Freight and Delivery Management | Route Management Plans/ Strategic routing strategy for HGV's | 2018 | 2021 | NYCC supported by SDC | Local Authority | NO | Funded | < £10k | Implementation | Based on modelling undertaken using the Emission Factor Toolkit (v7.0), in the AQMA area only (~125m of road), this is expected to deliver savings of 2.95kg NOx, 0.21kg PM10 and 0.13kg PM2.5 per year. Emission savings will be significantly greater across the wider urban area surrounding New Street. | Erection of improved signage and completion of active enforcement campaign | New signage relating to the New Street weight limit was erected in 2019. Selby District Council planned to undertake enforcement activity around contraventions of the vehicle weight limit restrictions on New Street, in partnership with North Yorkshire County Council, Trading Standards and the Police. This work was delayed in 2020 due to the Coronavirus pandemic and continued to be postponed during 2021 due to the ongoing situation. Enforcement activities are planned for 2022 subject to resource. | The origin destination study undertaken to support the development of Selby's AQAP identified that HGVs exceeding the New Street weight limit were regularly operating in the area. Such HGVs have a disproportionate impact on local air quality. New signage and a programme of enforcement will discourage further infringement of the weight limit and help to reduce emissions within the New Street Air Quality Management Area. |

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| 6 | Develop low emission planning guidance | Policy Guidance and Development Control | Air Quality Planning and Policy Guidance | 2018 | 2023 | SDC | Local Authority | NO | Funded | < £10k | Planning | Assuming a local resident makes a trip into Selby by car 5 days per week (a round trip of 6km) the total annual tailpipe emissions based on an 'average size car' in the EFT are around 0.39kg NOx and 0.05kg PM. If 5% of residents in the 7500 new homes planned for Selby made this journey in an electric car potentially 146.25kg NOx and 18.75kg of PM could be saved annually. In practice the electric vehicles would be likely to make many other trips during the year and go beyond the Selby boundary so actual emission savings could be much higher. | Number of charging points requested on new developments | <p>Selby District Council has previously worked with other authorities in the Yorkshire and Lincolnshire regions (through the YALPAG forum) and has input into a set of common principles with respect to low emission planning.</p> <p>Selby District Council is looking to develop Low Emission Planning Guidance aimed at assisting developers to improve air quality and lower transport emissions in line with the aims and objectives of the Selby Air Quality Action Plan. The guidance will also take into account the need to minimise opportunities for new exposure on new developments.</p> <p>Once site allocation work is completed, Selby District Council will begin looking at the infrastructure delivery plan and continue to complete key pieces of evidence, which may influence the final version of the plan.</p> <p>Appropriate expertise such as North Yorkshire County Council, highways etc will be considered as part of this, and various policy strands are ongoing with a view to achieving the overall vision of the New Local Plan,</p> | <p>The proposed Low Emission Planning Guidance will complement North Yorkshire County Council's draft Air Quality Strategy (2020-2045), which sets the overall strategic direction for North Yorkshire County Council in the areas where the council can influence a reduction in air pollution, including setting out the counties approach to promotion of electric and ultra-low emission vehicles. North Yorkshire County Council's draft Air Quality Strategy provides a commitment to facilitate a county-wide air quality officer group to share ideas and best practice to help align planning responses to developers on electric vehicle charging infrastructure, ULEV parking provision and application of air quality mitigation measures. Selby District Council officers plan to be active members of this group.</p> |

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| | | | | | | | | | | | | | | | <p>including protecting and improving air quality, facilitating open space, strategic traffic management and EV charging infrastructure provision to public spaces and new development.</p> <p>The latest consultation documents provide an indication of the preferred approach. Updates on the Local Plan process can be found at: New Local Plan Selby District Council</p> <p>Electric vehicle charge point provision is also routinely requested by officers during the planning consultation process.</p> |

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| 7 | Develop low emission vehicle guidance | Policy Guidance and Development Control | Low Emissions Strategy | 2018 | 2022 | NYCC supported by SDC | Local Authority | NO | Funded | < £10k | Planning | Not Quantified | Publication of NYCC low emission vehicle policy / SDC low emission vehicle guidance | <p>Selby District Council Environmental Health staff continue to seek opportunities to influence the type of vehicles purchased within the authority. Selby District Council is awaiting the adoption of North Yorkshire County Council's Air Quality Strategy with a view to refining the scope of any local guidance produced. The original public consultation timescales for the strategy were extended due to COVID-19 and a consultation report was taken to the Transport, Economy and Environment Overview and Scrutiny Committee in April 2021. Following this, it was reviewed by North Yorkshire County Council Management Team in July 2021 with a scope of adoption in 2022.</p> <p>North Yorkshire County Council are also in process of developing an EV Strategy in partnership with all North Yorkshire District and Borough Councils, including Selby District Council. The vision of the strategy is to improve accessibility and convenience of zero emission mobility, supported by a comprehensive network of EV charge point infrastructure to</p> | <p>A key objective of North Yorkshire County Council's recently produced Air Quality Strategy is to support the use of Ultra Low Emission Vehicles (ULEVs) in North Yorkshire. Under this objective, North Yorkshire County Council will strive to coordinate North Yorkshire's EV charge point provision with district planning authorities. The strategy describes a coordinated and consistent approach with district councils, national parks and neighbouring authorities with regard to the provision of new charging infrastructure. This will be achieved by mapping current provision and identifying any gaps in the current charging network to support both local residents and the visitor economy.</p> |

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| | | | | | | | | | | | | | | | support and accelerate the uptake of electric vehicles for residents, visitors and businesses. Stakeholder engagement was undertaken during 2021, with proposed measures being developed following stakeholder feedback. Further work and consultation is planned for 2022. |

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| 8 | Provide publicly accessible EV charging infrastructure and priority parking for low emission vehicles in Selby | Promoting Low Emission Transport | Public Vehicle Procurement - Prioritising uptake of low emission vehicles | 2018 | 2022 - Ongoing | SDC | Local Authority | NO | Funded | £50k - £100k | Implementation | See comments on possible emission savings from short distance local trips being converted to electric vehicles (see measure 6) | Number of EV charging points provided in SDC car parks | <p>Six EV charge points are now installed and operational across two Selby District Council owned car parks (South Parade and Back Micklegate), with a further two scheduled for installation to Tadcaster Britannia car park in 2022. Usage reports for 2021 show that the six EV charge points accumulated just under 250 charge sessions across the infrastructure network.</p> <p>Selby District Council continue to seek further funding opportunities for EV charging infrastructure in council owned car parks and will pursue the provision of public EV charging points on new developments via the planning system. Recent examples of sites where EV charging infrastructure has been secured via the planning process include new charge points at the Bawtry Road Petrol Station development and Shell (Barnsdale Bar A1 Southbound). There are also now 11 publicly available EV charge points available for patron/customer use across Selby District, which is an increase of two since 2020.</p> <p>North Yorkshire County Council and</p> | <p>North Yorkshire County Council's draft Air Quality Strategy commits to working with other district authorities to deliver EV infrastructure in public car parks and in new developments; this will include the potential for joint funding bids between North Yorkshire and Selby District Council. It may also involve working with third parties, including the rail industry, to encourage the provision of more EV charge points in publically accessible car parks across North Yorkshire.</p> |

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| | | | | | | | | | | | | | | | <p>the Local Enterprise Partnership (LEP) commissioned WSP to undertake a study, which identifies measures North Yorkshire County Council, and its partner District and Borough Councils and National Park Authorities (NPAs) can, or should, be taking to overcome barriers to EV charge point rollout, with an aim to help support decarbonisation of the transport system. The report was completed in January 2021 and is being used to develop a county wide EV Strategy with the vision of improving accessibility and convenience of zero emission mobility. This is supported by implementation of a comprehensive network of EV charge point infrastructure to support and accelerate the uptake of electric vehicles for residents, visitors and businesses. Stakeholder engagement was undertaken during 2021, with proposed measures being developed following stakeholder feedback. Further work and consultation is planned for 2022. Whilst this is under development, officers also will continue to investigate potential</p> |

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| | | | | | | | | | | | | | | | Government funding opportunities for EV charge point provision. | |

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| 9 | Investigate opportunities for developing sustainable procurement policies within Selby DC and NYCC | Promoting Low Emission Transport | Public Vehicle Procurement - Prioritising uptake of low emission vehicles | 2018 | 2022 | SDC | Local Authority | NO | Partially Funded | < £10k | Planning | Not Quantified | Number of low emission vehicles procured by SDC and NYCC | <p>A key objective of North Yorkshire County Council's draft Air Quality Strategy is to ensure that improving or maintaining good air quality is a key consideration when planning and delivering council services. Measure 3d relates to sustainable / green procurement measures and recognises the need to consider higher emission standards for vehicles when contracting services across the council whilst also taking into account best value and safety standards.</p> <p>Adoption of the North Yorkshire County Council's Air Quality Strategy was anticipated mid-2021, but original public consultation timescales for the strategy were extended due to COVID-19. The strategy consultation report was taken to the Transport, Economy and Environment Overview and Scrutiny Committee in April 2021 and subsequently reviewed by North Yorkshire County Council Management Team</p> | As both North Yorkshire County Council and Selby District Council currently operate relatively new vehicles, this measure is currently a low priority. |

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| | | | | | | | | | | | | | | <p>in July 2021 with a scope of adoption in 2022.</p> <p>North Yorkshire County Council has revised tender specifications to ensure lower polluting fleets (e.g. setting higher emission standards / age limits for school transport). North Yorkshire County Council fleet is due to be renewed mid 2022 and certain departments have already adopted electric vehicles.</p> <p>Selby District Council is also reviewing its vehicle procurement policies to ensure that low emission vehicles are purchased wherever possible. The SDC fleet was renewed in late 2019 as a 7-year contract, with all vehicles being the highest Euro standard available at time of renewal.</p> <p>Notwithstanding this, in October 2021 Selby District Council's waste contractor Urbaser began trialling a Green D+ sustainably sourced Hydrotreated Vegetable Oil (HVO) fuelled waste collection vehicle as part of the fleet. The</p> | |

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| | | | | | | | | | | | | | | | <p>HVO fuel used by the vehicle sees an 85% reduction in particulate matter (PM), 30% reduction in NOx, and 90% reduction in carbon emissions compared to the standard diesel-powered engine. The trial ran till April 2022 and Selby District Council and Urbaser are reviewing the trial to determine scope of adopting the vehicle as permanent fleet and potentially convert further vehicles.</p> <p>Selby District Council's fleet routes were also reviewed in 2021 to avoid Selby AQMA No.1 and the surrounding area, and to also reduce mileages and emissions.</p> <p>Communications were also sent via Urbaser to all drivers of Selby District Council's fleet to promote anti-idling.</p> | |

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| 10 | Undertake a review of current taxi fleet to identify current ages and emission standards. Investigate use of a taxi incentive grant to promote uptake of hybrid vehicles in the fleet | Promoting Low Emission Transport | Taxi emission incentives | 2018 | 2022 | SDC | Local Authority | NO | Partially Funded | £100k - £500k | Planning | Not Quantified | % reduction in number of diesel taxis in the fleet / % low emission taxis in the fleet | <p>Selby District Council will currently only accept applications to licence vehicles for the first time for vehicles under 5 years old. Existing licensed vehicles will not be licensed after the age of 12 years and proprietors will have until January 2025 to change their vehicles. Taxi Licensing Policy states that emission standards for taxis will be subject to review, taking into account air quality conditions within the AQMA. The policy also recognises that idling emissions from taxis should be minimised and advises that vehicle engines should be switched off when vehicles are stationary at taxi ranks.</p> <p>Selby District Council's Air Quality Officers planned to attend the Taxi Licensing Forum in 2021 to promote the uptake of low emission taxis in the district and raise awareness of the 'Kick the Habit' anti-idling campaign, which was cancelled due to ongoing COVID-19 restrictions. Notwithstanding this, advisory leaflets were distributed to all taxi drivers in October 2021 specifically designed to educate around licensed vehicles and idling. Officers plan to</p> | <p>The majority of the taxi fleet operating in SDC's area are relatively modern diesel vehicles. Whilst there is scope to reduce emissions from the taxi fleet by offering incentives for the uptake of petrol hybrid vehicles in preference to diesel cars, this would require significant levels of funding which currently do not exist. SDC will continue to monitor the taxi fleet and explore external funding sources for incentives.</p> |

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| | | | | | | | | | | | | | | | <p>attend the Taxi Licensing Forum scheduled for 2022 to undertake the planned promotional work.</p> <p>Selby District Council will also continue to seek opportunities for grant funding to incentivise the uptake of ultra-low emission taxis, especially hybrid and electric variants. Work commenced early 2022 to prepare a bid based around a grant incentive scheme for DEFRA Air Quality Grant Funding if applicable to requirements. As part of this work, a review of the current taxi fleet is being completed and there is currently one EV and one electric hybrid vehicle operating as licensed vehicles across Selby District. The fleet review is planned to be completed by June 2022 against the EQUA framework which will stand as a comparative tool to demonstrate improvements on engine standards if a grant incentive scheme subject to AQ Grant funding.</p> |

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| 11 | Improve public access to air quality information and advice | Public Information | Via the Internet | 2018 | 2021 - Ongoing | SDC | Local Authority | NO | Funded | < £10k | Implementation | Not Quantified | Review and update of SDC air quality web pages completed | Selby District Council continued to review and make regular updates to the air quality information available on its website throughout 2021, including new information about the Kick the Habit anti-idling campaign and sustainable travel. Selby District Council also issues social media updates on air quality and the AQMA, particularly as part of Clean Air Day activities. The council air quality webpages are reviewed and updated regularly with new information and the latest LAQM reports. | The SDC air quality webpages have been updated to reflect the aims and objectives of the AQAP and to highlight how members of the public can help improve air quality on New Street through better travel choices and vehicle purchasing decisions. Website comprehensively updated in 2021, but will be reviewed regularly and refreshed as necessary |

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| 12 | Continue to improve opportunities to cycle in Selby district. | Transport Planning and Infrastructure | Cycle network | 2018 | 2025 | NYCC | Local Authority | NO | Partially Funded | £50k - £100k | Implementation | <p>A 5% reduction in private car trips in New Street could deliver a 5.68kg/y (3.89%) reduction in NOx emission per year (in New Street AQMA only). If this was increased to a 10% reduction in private car trips the emission savings would increase to 11.37kg/y and 7.79%. The total emission savings across the whole district would be much greater than this.</p> | KM of new cycle network provided in SDC area | <p>Selby district has strong links with cycling and is home to one of the oldest cycling clubs in the country, which dates back to 1923. The district is predominately a low-lying and flat area which supports cyclists of all abilities. Cycling events have been hosted in previous years as part of the Para-cycling International and UCI Road World Championships. Inspiring Healthy Lifestyles (IHL) (a social enterprise and charitable trust working in a number of areas in the UK, including Selby) previously launched "Selby Community Cycle Hub" which aims to increase cycling participation through provision of guided rides, bike maintenance workshops, cycle coaching courses, bikeability courses and inclusive cycling opportunities/events. Delivery to date has included bike maintenance workshops and guided rides and further coaching/bikeability courses were planned for 2021 but were postponed due to ongoing COVID-19 pandemic restrictions.</p> <p>Inspiring Health Lifestyles' (IHL) also looked to secure funding to pilot a tandem club in Selby, aimed at</p> | <p>NYCC delivers and maintains cycling based measures across the North Yorkshire region through the NYCC Transport Plan. Themes 3n and 3j of the NYCC Transport Plan set out NYCCs approach to improving air quality through sustainable travel measures. Any new cycle facilities for the Selby district will have to be negotiated via planning decisions and paid for by developers or by grant funding opportunities. This will be considered during the preparation of low emission planning guidance (AQAP Measure 6). When planning the provision of new cycling infrastructure regard will be given to the draft NICE guidelines which highlight the need to place cycle lanes as far away from busy roads as possible and ideally in off-road locations. NYCC public health department are working with Selby Health Matters to promote active travel in the district.</p> |

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| | | | | | | | | | | | | | | | <p>older people/people living with a disability. It was proposed to develop this initiative in 2021 subject to external funding, but this was also delayed due to COVID-19 and limited staff resource availability. The project is planned to progress in 2022.</p> <p>Work to progress the 'Care to Move' project in Selby was planned for 2021 but postponed due to ongoing COVID-19 pandemic restrictions. The project involves local cycle routes being filmed and then played on screens within Care Homes to encourage residents to use hand/foot pedals, to give the illusion of cycling in open spaces. Funding for the pedals was secured for this initiative via the North Yorkshire County Council Stronger Communities fund, however due to staffing limitations it is has been taken over by Selby Big Local who are looking to progress this during 2022, subject to staff resource.</p> |

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| 13 | Continue to promote sustainable travel in Selby | Promoting Travel Alternatives | Promotion of walking | 2018 | 2025 | NYCC supported by SDC | Local Authority | NO | Partially Funded | £100k - £500k | Implementation | A 5% reduction in private car trips in New Street could deliver a 5.68kg/y (3.89%) reduction in NOx emission per year (in New Street AQMA only). If this was increased to a 10% reduction in private car trips the emission savings would increase to 11.37kg/y and 7.79%. The total emission savings across the whole district would be much greater than this. Reducing emissions from private cars is a key priority for the Selby AQAP. | Further investment in promoting travel alternatives in Selby | <p>Selby District Council is committed to promotion of sustainable travel measures in partnership with North Yorkshire County Council and various initiatives have been progressed throughout 2021, including:</p> <p>The Places and Movement Study was commissioned by Selby District Council and North Yorkshire County Council in 2021. The project will look at how people move to, and within, the towns of Selby, Sherburn and Tadcaster and aims to create improved people-first spaces and better, more sustainable, movement around the towns. Air quality improvement is one of the key areas being considered. A briefing was presented to the Executive in March 2021 and Phase 2 is planned for 2022 with a goal of identifying</p> | <p>Themes 3n and 3j of the NYCC Transport Plan set out NYCCs approach to improving air quality through sustainable travel measures. NYCC, together with its partners, will seek funding opportunities to promote active travel and travel alternatives. Intensive active travel planning measures and personalised travel planning schemes exist in other parts of the NYCC area and there is scope to extend these to the Selby District if additional funding can be found.</p> |

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| | | | | | | | | | | | | | | | <p>mitigation and capacity measures at certain locations and key junctions with assistance from junction and strategic modelling to be undertaken on the preferred option. A strategy document has been produced for phase 1 findings which was reviewed by Executive in September 2021 and is expected to be published late 2022.</p> <p>The Local Cycling and Walking Infrastructure Plan (LCWIP) for Selby, Sherburn in Elmet and Tadcaster was completed in early 2021 and funding has been allocated to refresh the document in line with updated Government expectations for LCWIP's in 2022. There are no immediate funding opportunities to be able to implement the schemes, however, a bid was submitted in 2021 to the</p> |

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| | | | | | | | | | | | | | | | <p>Active Travel fund to further develop one of the corridors so that it is "bid ready" should capital funding become available.</p> <p>Closely linked with this project is the West Yorkshire Combined Authority Transforming Cities Funding (TCF) bid to develop Selby Rail Station (bid submitted in 2019). The project is aimed at encouraging a shift to sustainable and active transport, as well as bringing economic benefits from improved connections between station, town centre, development sites and employment, education and training venues. The TCF project continued to be developed, with 2021-22 seeing the completion of the Outline Business Case (OBC) and submission of planning and Listed Building</p> |

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| | | | | | | | | | | | | | | | <p>Consent applications. The project's design follows best practice principles to deliver blue and green infrastructure, including LTN1/20, Streets for All and Green Streets. It has also been shaped by three rounds of public consultation, including consultation in October-November 2021. The project has retained high levels of support with 71% positive or very positive about the proposals. The planning application is expected to be determined in early 2022/23, with construction commencing in autumn that year.</p> <p>The Healthy Schools Zone at Selby High School includes physical changes to the local area as well as changes in curriculum, learning and school food menus. Selby District Council provided funding of £8k to develop</p> |

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| | | | | | | | | | | | | | | | <p>a Park and Stride Plan that was programmed to progress in September 2021 but was postponed due to ongoing COVID-19 pandemic restrictions. The project is planned to progress in 2022.</p> <p>Additional work included business survey work, design of sustainable travel promotional leaflets, consideration of opportunities for joint working with Public Health on issues relating to sustainable travel choices and air quality improvement, ongoing promotional work with the council's Communication Team and participation in Clean Air Day 2021.</p> <p>Our Zero Selby was also launched during 2021. The project is part of a national programme to empower local resident to improve local communities by reducing emissions and is</p> |

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| | | | | | | | | | | | | | | | <p>funded by Friends Provident Foundation and led by Forum for the Future and public participation charity, Involve, working in partnership with Selby District AVS. During 2021, phase one of the project which focuses on community engagement was launched which is designed to identify issues and areas of interest to the local community and potential projects that address these.</p> <p>This was completed early 2022 will be reported accordingly. A series of events also took place in March 2022 which are designed to create a prioritised project pipeline, with the view that some of these will be community-led and supported by the programme and others will entail multi-stakeholder collaboration and wider investment. It is expected that</p> |

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| | | | | | | | | | | | | | | <p>these projects will be predominantly focused on sustainable travel and improving local air quality.</p> <p>Selby District Trails were also officially launched during 2021 in partnership with North Yorkshire County Council to encourage residents and visitors to explore the district and experience must-see landmarks and attractions. The trails focus on landscape, green open spaces, heritage stories and family adventure.</p> <p>Selby District Council are also involved in the Sustrans Big Walk and Wheel which is the UK's largest inter-school walking, wheeling, scooting and cycling challenge. It aims</p> | |

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| | | | | | | | | | | | | | | <p>to inspire hundreds of thousands of pupils to get active on the school run and increase uptake of sustainable travel. The challenge ran from 21 March to 1 April 2022 with a number of local schools participating across Selby District.</p> <p>The Great Selby Bike ride also took place May 2022, which was organised by Elmet Lions Club and supported by Selby District Council. The event featured over 100 cyclists to raise money for many local charitable organisations and promote cycling across Selby District.</p> | |

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| 14 | Rapid review of existing signalling and junction priorities around New Street | Traffic Management | UTC, Congestion management, traffic reduction | 2018 | 2019 | NYCC | Local Authority | NO | Funded | < £10k | Completed | Not Quantified | Reduction in queue length on New Street | North Yorkshire County Council have confirmed that timings for the traffic signals at the junction with Ousegate are at their maximum. The signals work in conjunction with the toll bridge and there is little scope to change the road layout to reduce queue lengths. Notwithstanding this, as the Transforming Cities Fund (TCF) and Places of Movement (POM) projects progress, alterations will be made in conjunction with planned major changes to traffic direction and priorities. | NYCC have confirmed that there is no scope to significantly reduce queue lengths and idling times on New Street via adjustments to traffic light timings. Further opportunities to manage queuing on New Street will be explored as part of the new Local Plan development. |

The expected efficacy of measures is colour coded from **red** (least effective) - **amber** - **green** (most effective)

2.2 PM_{2.5} – Local Authority Approach to Reducing Emissions and/or Concentrations

As detailed in Policy Guidance LAQM.PG16 (Chapter 7), local authorities are expected to work towards reducing emissions and/or concentrations of PM_{2.5} (particulate matter with an aerodynamic diameter of 2.5µm or less). There is clear evidence that PM_{2.5} has a significant impact on human health, including premature mortality, allergic reactions, and cardiovascular diseases.

Selby District Council does not undertake monitoring of PM_{2.5} in its area, but current DEFRA background mapping suggests that the maximum background annual mean PM_{2.5} concentration in Selby District Council's area in 2020 was 10.7µg/m³ (*2018 background maps projected to 2020, grid centroid 459500, 421500*). No data is currently available for 2021 predicted levels.

DEFRA background mapping predicts that the maximum background annual mean PM_{2.5} concentration in Selby District Council's district for 2025 is as follows:

A63 – (*grid centroid 463460, 433500*). – 8 µg/m³

A19 – (*grid centroid 461300, 432350*). – 8 µg/m³

A1238 – (*grid centroid 460000, 431840*). – 7 µg/m³

The Public Health Outcomes Framework (see Public Health Outcomes Framework Website) includes an indicator relating to the fraction of mortality attributable to particulate pollution. This indicator enables Directors of Public Health to prioritise action on air quality in their local area to help reduce the health burden from air pollution.

It is widely accepted that fine particulate matter has a significant impact on both morbidity and mortality and diesel emissions have been classified as carcinogenic by the International Agency for Research on Cancer (part of the World Health Organisation). There is particular concern about the 'black carbon' fraction of particulate matter due to its health impacts and its strong ability to absorb light energy and increase global warming. Black carbon emissions in urban environments arise predominantly from diesel transport, but are also a product of biomass combustion, used increasingly for energy production and space heating. Selby District Council

Policy Guidance LAQM.PG(16) acknowledges that many local authorities will consider how to address PM_{2.5} alongside other pollutants when tackling their own fleets and services and/or work with communities and business to achieve improvements in air quality and that few standalone PM_{2.5} measures will be chosen (unless in order to address a very specific local problem).

Selby District Council is taking the following measures to address PM_{2.5}:

Exposure Reduction through the Planning Process [AQAP Measure 6] –

Environmental Health staff routinely comment on planning applications to ensure that new developments are designed in a way which minimises exposure to air pollution and further emission growth. Pre-planning advice is often provided on locations for key exposure sites (e.g. housing, schools, sports facilities, medical facilities etc) and the use of biomass heating systems is generally discouraged in urban areas and near sensitive receptors. Selby District Council is developing low emission planning guidance that requires developers to mitigate emissions using a range of sustainable travel and low emission vehicle measures.

Policy Led Exposure Reduction [Links to various AQAP Measures] – Selby District Council's Environmental Health team work alongside other council departments to have joint input into key council policies that can impact on air quality and exposure reduction. Examples include the Local Transport Plan (NYCC) and Local Plan. In addition, a Selby Health Matters partnership group has been established, led jointly by the District and County Council. The partnership will progress work, including a public health action plan, to ensure healthy life expectancy is increased and health inequalities are reduced in the Selby District. Previously, Selby District Council's Environmental Health team have also provided input into an updated Taxi Licensing Policy to improve emission from taxis.

Information Led Exposure Reduction [Links to various AQAP Measures] - various AQAP measures include provision of information to help reduce exposure to poor air quality. Selby District Council's Environmental Health team has undertaken promotional work around anti-idling as part of Clean Air Day and continues to improve public access to information about air quality and the links to public health via the air quality pages of its website.

Sustainable Transport / Low Emission Vehicles [Links to AQAP Measures 3, 7, 8, 9, 12 and 13] - A number of the measures in the AQAP aim to reduce more polluting modes of transport and increase the proportion of low emission vehicles and uptake of healthier travel options such as walking and cycling. Detailed updates on progress with these measures are provided in this Annual Status Report.

Power Station Closure - The closure (end of March 2016) of both the Ferrybridge C (SSE) and Eggborough coal fired power stations resulted in a decrease in particulate emissions in the Selby District Council area. Eggborough Power Limited was, however, issued with a Supplemental Balancing Reserve (SBR) Contract with National Grid in August 2016 and a Capacity Agreement for 2017 onwards. Both stations were regulated by the Environment Agency in regards to emissions to air (including particulate) and were fitted with electrostatic precipitators which are designed to remove over 99.9% of the particulate in the flue gases (and flue gas desulphurisation (FGD) to some units).

Future Opportunities for PM2.5 measures

Selby District Council acknowledges the impact of PM2.5 on the health of its population and that it must work towards reducing this pollutant as far as practically possible. Selby District Council will continue to work alongside North Yorkshire County Council in relation to traffic / transport planning issues and will also consider opportunities for reducing emissions via planning and environmental permitting controls.

Links between Environmental Health and Public Health colleagues continue to evolve and strengthen and there are aspirations to provide a greater role for Public Health colleagues in the development and delivery of future air quality improvement measures. Future initiatives relating to reducing emissions of fine particulate and reducing exposure to such emissions will be outlined in future Annual Status reports.

3 Air Quality Monitoring Data and Comparison with Air Quality Objectives and National Compliance

This section sets out the monitoring undertaken within 2021 by Selby District Council and how it compares with the relevant air quality objectives. In addition, monitoring results are presented for a five-year period between 2017 and 2021 to allow monitoring trends to be identified and discussed.

3.1 Summary of Monitoring Undertaken

During the 2021 calendar year, Selby District Council has undertaken nitrogen dioxide diffusion tube monitoring at 42 sites within and around the district.

In line with the recommendations of Selby District Council's Update and Screening Report, submitted to DEFRA in April 2015, additional diffusion tubes were installed in the New Street area in 2015 to help inform the exact boundary of the Air Quality Management Area. This has also allowed more accurate monitoring of air quality in the vicinity of relevant locations in the area.

In May 2018, an additional 10 diffusion tube monitoring sites were established on other roads within 1km of New Street (see results for tube references S12 – S21) to gather baseline air quality information for other areas of the local road network.

In June 2019, 4 new nitrogen dioxide diffusion tube monitoring sites (see results for tube references S22 – S25) were established on Ousegate (to the east of the existing New Street AQMA), due to concerns over high traffic flows and potential canyonisation between tall buildings either side of the road.

Monitoring at first floor level at former site S9 (Conservative Club, The Crescent) had to be closed at the end of July 2019 due to problems with changing the tube on a monthly basis. A new first floor monitoring site was established on New Street in August 2020 at Jac D Boutique (Site S26), approximately 12m from the former Conservative Club site on the opposite side of the road. The location of the new monitoring point is shown in Appendix D.

Previous monitoring locations in Tadcaster (previously reported tube references T1 – T4) and Sherburn (previously reported tube references E1 – E6) were permanently withdrawn.

Midway through 2021 the local air quality network was reconfigured. This saw six sites revoked and eight new sites installed. This reconfiguration was based on the revoked sites demonstrating no concern of NO₂ levels, and the new sites being areas of concern based on increased traffic levels, new infrastructure developments and community interest. Six sites (tube references S12 – S17) were revoked in May 2021, with eight new sites being installed (tube references S27 – S34) during the same period. Data is available for these sites from June 2021 onwards.

3.1.1 Automatic Monitoring Sites

No automatic monitoring of any pollutants was undertaken by Selby District Council in 2021. However, national monitoring results for other UK areas are available at [DEFRA's UK Air Website](#)

3.1.2 Non-Automatic Monitoring Sites

Selby District Council undertook non- automatic (i.e. passive) monitoring of NO₂ at 42 sites during 2021. Table A.1 in Appendix A presents the details of the non-automatic sites.

Maps showing the location of the monitoring sites are provided in Appendix D. Further details on Quality Assurance/Quality Control (QA/QC) for the diffusion tubes, including bias adjustments and any other adjustments applied (e.g. annualisation and/or distance correction), are included in Appendix C.

3.2 Individual Pollutants

The air quality monitoring results presented in this section are, where relevant, adjusted for bias, annualisation (where the annual mean data capture is below 75% and greater than 25%), and distance correction. Further details on adjustments are provided in Appendix C.

3.2.1 Nitrogen Dioxide (NO₂)

Table A.4 in Appendix A compares the ratified and adjusted monitored NO₂ annual mean concentrations for the past five years with the air quality objective of 40µg/m³. Note that the concentration data presented represents the concentration at the location of the

monitoring site, following the application of bias adjustment and annualisation, as required (i.e. the values are exclusive of any consideration to fall-off with distance adjustment).

For diffusion tubes, the full 2021 dataset of monthly mean values is provided in Table B.1 in Appendix B. Note that the concentration data presented in Table B.1 includes distance corrected values, only where relevant.

Monitoring results for the 2021 calendar year period have shown that concentrations of nitrogen dioxide have increased at all of Selby District Council's monitoring locations compared with those in 2020. This is due to monitoring results in 2020 being atypical due to reduced traffic throughout the COVID-19 Lockdowns. Notwithstanding this, concentrations have reduced across all sites in 2021 compared to the pre-pandemic position in 2019. Data from 2019 showed two monitoring sites that were in breach of the annual mean nitrogen dioxide concentration objectives, this has now reduced to one site - S7 (21 New Street).

Site S7 is adjacent to the traffic lights on New Street, near the junction with Ousegate. There are flats at first floor level at this location. Opening windows to the flats are located around 1m from the monitoring locations. On this basis, this monitoring location would be considered a relevant location in terms of the annual mean nitrogen dioxide objective.

Reductions in annual mean nitrogen dioxide concentration varied from 2.7% to 31.5% (average reduction across all sites was 15.7%). Within the AQMA area, reductions in annual mean nitrogen dioxide concentration varied from 6.8% to 22.2% (average reduction of 12.5%) for 2019 and 2021 data. S26 was not included in this data comparison due to the site being installed in 2020.

In 2021, the highest concentration of nitrogen dioxide recorded in the AQMA area was above the annual mean objective at $41.9\mu\text{g}/\text{m}^3$ at site S7 (21 New Street).

Changes in annual mean nitrogen dioxide concentration from 2020 data compared to 2021 varied from a reduction of 1.6% to an increase of 28.6% (average increase across all sites was 14.4%). Within the AQMA area, increases in annual mean nitrogen dioxide concentration varied from 4.3% to 27.9% (average increase of 17.4%) between 2020 and 2021. S26 was included in any data comparison for these time periods. No diffusion tube monitoring locations within Selby District Council's area required distance correction.

Concentrations of nitrogen dioxide monitored in Selby throughout 2021 continue the general downward trend observed across the district since 2016. Ongoing air quality monitoring in all locations will be fundamental to understanding the longer term environmental impacts of the pandemic such as home-working and the magnitude of any

long-term cultural shift to alternative, sustainable modes of transport, such as walking and cycling.

Appendix A: Monitoring Results

Table A.1 – Details of Non-Automatic Monitoring Sites

| Diffusion Tube ID | Site Name | Site Type | X OS Grid Ref (Easting) | Y OS Grid Ref (Northing) | Pollutants Monitored | In AQMA? Which AQMA? | Distance to Relevant Exposure (m) | Distance to Kerb of Nearest Road (m) | Tube Co-located with a Continuous Analyser | Height (m) |
|-------------------|---------------------------------------|------------------|-------------------------|--------------------------|----------------------|----------------------------------|-----------------------------------|--------------------------------------|--|------------|
| 3N | Carantan Cl | Urban Background | 460855 | 432820 | NO2 | | 7.0 | 1.5 | No | 2.5 |
| 4N | Brook St | Roadside | 461096 | 432191 | NO2 | | 5.0 | 1.0 | No | 2.5 |
| 9N | Bryony Ct | Urban Background | 460899 | 430935 | NO2 | | 6.0 | 2.0 | No | 2.5 |
| S1 | Fringe Hair (Formerly Bailey & Haigh) | Roadside | 461638 | 432345 | NO2 | Yes - New Street AQMA Order No.1 | 0.0 | 2.4 | No | 2.5 |
| S2 | Lamp Post 52 (Bridge) | Roadside | 461689 | 432422 | NO2 | Yes - New Street AQMA Order No.1 | 5.0 | 1.7 | No | 2.5 |
| S3a, S3b, S3c | Rose & Crown | Roadside | 461670 | 432408 | NO2 | Yes - New Street AQMA Order No.1 | 0.0 | 1.5 | No | 2.5 |
| S4 | Eye of Bri - Tattoo Studio | Roadside | 461681 | 432407 | NO2 | Yes - New Street AQMA Order No.1 | 0.0 | 1.3 | No | 2.5 |
| S5a, S5b, S5c | Froko Furniture | Roadside | 461659 | 432405 | NO2 | Yes - New Street AQMA Order No.1 | 0.0 | 1.5 | No | 2.5 |
| S6 | Preston Baker Est Ag | Roadside | 461635 | 432372 | NO2 | Yes - New Street AQMA Order No.1 | 0.0 | 1.5 | No | 2.7 |

| | | | | | | | | | | |
|---------------------|-----------------------------------|----------|--------|--------|-----|-------------------------------------|-----|-----|----|-----|
| S7a, S7b, S7c | 21 New St | Roadside | 461688 | 432434 | NO2 | Yes - New Street AQMA Order No.1 | 0.0 | 1.0 | No | 3.0 |
| S8 | 30 New Street (Chevin) | Roadside | 461697 | 432424 | NO2 | Yes - New Street AQMA Order No.1 | 0.0 | 6.0 | No | 3.0 |
| S10 | Gowthorpe (Lamp Post - Greggs) | Roadside | 461317 | 432356 | NO2 | | 0.0 | 1.0 | No | 2.5 |
| S11 | 10 The Crescent Lisa's Florist | Roadside | 461507 | 432319 | NO2 | | 0.0 | 3.0 | No | 3.0 |
| S12 | 120 Leeds Road | Roadside | 461003 | 432209 | NO2 | | 0.0 | 1.0 | No | 2.5 |
| S13 | 95 Leeds Road | Roadside | 461034 | 432216 | NO2 | | 0.0 | 1.8 | No | 2.5 |
| S14 | 21 Flaxley Road | Roadside | 461176 | 432651 | NO2 | | 0.0 | 1.4 | No | 2.5 |
| S15 | Lamp Post 4 - Flaxley Road | Roadside | 461170 | 432660 | NO2 | | 2.0 | 2.3 | No | 2.5 |
| S16 | 124 Millgate | Roadside | 461231 | 432759 | NO2 | | 0.0 | 1.3 | No | 2.5 |
| S17 | 103 Millgate | Roadside | 461233 | 432746 | NO2 | | 0.0 | 1.3 | No | 2.5 |
| S18 | Stephensons - Millgate | Roadside | 461517 | 432582 | NO2 | | 0.0 | 1.3 | No | 2.5 |
| S19 | 10 Millgate | Roadside | 461526 | 432584 | NO2 | | 0.0 | 1.6 | No | 2.5 |
| S20 | 14 Nalton Street | Roadside | 461199 | 432131 | NO2 | | 0.0 | 1.8 | No | 2.5 |
| S21 | 25 Nalton Street | Roadside | 461208 | 432140 | NO2 | | 0.0 | 1.8 | No | 2.5 |
| S22 | Dr Inks, Ousegate | Roadside | 461733 | 432411 | NO2 | | 0.0 | 0.6 | No | 2.5 |

| | | | | | | | | | | |
|-----|--|----------|--------|--------|-----|-------------------------------------|------|-----|----|-----|
| S23 | Lamp Post 26, Ousegate | Roadside | 461821 | 432376 | NO2 | | 0.5 | 0.6 | No | 2.5 |
| S24 | Lamp Post 27, Ousegate | Roadside | 461788 | 432379 | NO2 | | 1.5 | 0.6 | No | 2.5 |
| S25 | Lamp Post 28, Ousegate | Roadside | 461762 | 432408 | NO2 | | 1.5 | 0.6 | No | 2.5 |
| S26 | Jac D Boutique 1st Floor | Roadside | 461648 | 432384 | NO2 | Yes - New Street AQMA Order No.1 | 0.0 | 1.5 | No | 3.5 |
| S27 | Scott Road - Lamp Post 1 - Motosave | Roadside | 461120 | 432303 | NO2 | | 0.0 | 2.1 | No | 2.2 |
| S28 | Scott Road drainpipe to number 28 | Roadside | 461062 | 432475 | NO2 | | 0.0 | 3.8 | No | 2.2 |
| S29 | Scott Road - Lamp Post 12 | Roadside | 461041 | 432539 | NO2 | | 2.0 | 2.2 | No | 2.2 |
| S30 | Barlby Road - Lamp Post 3 - School | Roadside | 461806 | 432546 | NO2 | | 19.0 | 2.1 | No | 2.2 |
| S31 | Barlby Road - Lamp Post 6 | Roadside | 461852 | 432594 | NO2 | | 3.0 | 1.9 | No | 2.2 |
| S32 | Access Sign - Elm Street | Roadside | 461871 | 432643 | NO2 | | 0.0 | 6.0 | No | 2.2 |
| S33 | Access sign corner of John Street | Roadside | 461935 | 432672 | NO2 | | 0.0 | 6.6 | No | 2.2 |
| S34 | Barlby Road -Lamp Post 13 | Roadside | 461938 | 432710 | NO2 | | 4.0 | 2.7 | No | 2.2 |

Notes:

- (1) 0m if the monitoring site is at a location of exposure (e.g. installed on the façade of a residential property).
(2) N/A if not applicable.

Table A.2 – Annual Mean NO₂ Monitoring Results: Non-Automatic Monitoring (µg/m³)

| Diffusion Tube ID | X OS Grid Ref (Easting) | Y OS Grid Ref (Northing) | Site Type | Valid Data Capture for Monitoring Period (%) | Valid Data Capture 2021 (%) | NO ₂ Annual Mean Concentration (µg/m ³) | | | | |
|-------------------|-------------------------|--------------------------|------------------|--|-----------------------------|--|-------------|-------------|------|-------------|
| | | | | | | 2017 | 2018 | 2019 | 2020 | 2021 |
| 3N | 460855 | 432820 | Urban Background | 100 | 96.2 | 17.9 | 15.6 | 15.3 | 12.5 | 12.3 |
| 4N | 461096 | 432191 | Roadside | 91.7 | 88.5 | 24.3 | 25.7 | 26.5 | 17.1 | 21.7 |
| 9N | 460899 | 430935 | Urban Background | 100 | 96.2 | 15.8 | 15.3 | 16.2 | 10.8 | 11.1 |
| S1 | 461638 | 432345 | Roadside | 100 | 96.2 | 33.3 | 33.8 | 32.1 | 24.2 | 28.3 |
| S2 | 461689 | 432422 | Roadside | 100 | 96.2 | 33.6 | 32.6 | 31.1 | 23.2 | 24.2 |
| S3a, S3b, S3c | 461670 | 432408 | Roadside | 100 | 96.2 | 37.7 | 36.6 | 36.0 | 25.8 | 33.0 |
| S4 | 461681 | 432407 | Roadside | 100 | 96.2 | 46.8 | 44.4 | 43.6 | 32.2 | 39.2 |
| S5a, S5b, S5c | 461659 | 432405 | Roadside | 100 | 96.2 | 40.7 | 41.4 | 39.2 | 29.6 | 33.3 |
| S6 | 461635 | 432372 | Roadside | 100 | 96.2 | 28.6 | 28.7 | 26.4 | 20.6 | 24.6 |
| S7a, S7b, S7c | 461688 | 432434 | Roadside | 100 | 96.2 | 51.5 | 48.4 | 46.5 | 35.2 | 41.9 |

| | | | | | | | | | | |
|-----|--------|--------|----------|------|------|------|------|------|------|------|
| S8 | 461697 | 432424 | Roadside | 100 | 96.2 | 30.5 | 28.2 | 29.2 | 21.1 | 24.7 |
| S10 | 461317 | 432356 | Roadside | 91.7 | 88.5 | 33.7 | 31.0 | 30.5 | 22.6 | 26.6 |
| S11 | 461507 | 432319 | Roadside | 100 | 96.2 | 35.2 | 31.3 | 33.2 | 24.3 | 27.8 |
| S12 | 461003 | 432209 | Roadside | 100 | 42.6 | | 23.6 | 22.7 | 17.4 | 18.0 |
| S13 | 461034 | 432216 | Roadside | 100 | 42.6 | | 29.5 | 28.7 | 20.8 | 23.4 |
| S14 | 461176 | 432651 | Roadside | 100 | 42.6 | | 28.1 | 24.5 | 18.4 | 21.0 |
| S15 | 461170 | 432660 | Roadside | 100 | 42.6 | | 26.0 | 24.2 | 17.9 | 18.9 |
| S16 | 461231 | 432759 | Roadside | 100 | 42.6 | | 28.4 | 27.0 | 17.6 | 21.4 |
| S17 | 461233 | 432746 | Roadside | 100 | 42.6 | | 33.8 | 31.0 | 21.7 | 24.3 |
| S18 | 461517 | 432582 | Roadside | 100 | 96.2 | | 32.3 | 29.5 | 21.0 | 24.7 |
| S19 | 461526 | 432584 | Roadside | 100 | 96.2 | | 36.7 | 34.1 | 22.7 | 29.2 |
| S20 | 461199 | 432131 | Roadside | 100 | 42.6 | | 24.0 | 21.9 | 16.5 | 17.5 |
| S21 | 461208 | 432140 | Roadside | 100 | 42.6 | | 21.1 | 18.8 | 15.1 | 16.0 |
| S22 | 461733 | 432411 | Roadside | 100 | 96.2 | | | 24.0 | 18.3 | 21.1 |
| S23 | 461821 | 432376 | Roadside | 100 | 96.2 | | | 20.5 | 15.9 | 17.1 |

| | | | | | | | | | | |
|-----|--------|--------|----------|------|------|--|--|------|------|------|
| S24 | 461788 | 432379 | Roadside | 100 | 96.2 | | | 23.6 | 19.6 | 20.9 |
| S25 | 461762 | 432408 | Roadside | 100 | 96.2 | | | 21.9 | 18.8 | 21.3 |
| S26 | 461648 | 432384 | Roadside | 100 | 96.2 | | | | 4.0 | 30.3 |
| S27 | 461120 | 432303 | Roadside | 85.7 | 45.9 | | | | | 32.7 |
| S28 | 461062 | 432475 | Roadside | 100 | 53.6 | | | | | 19.1 |
| S29 | 461041 | 432539 | Roadside | 85.7 | 45.9 | | | | | 21.8 |
| S30 | 461806 | 432546 | Roadside | 100 | 53.6 | | | | | 21.3 |
| S31 | 461852 | 432594 | Roadside | 85.7 | 45.9 | | | | | 20.1 |
| S32 | 461871 | 432643 | Roadside | 100 | 53.6 | | | | | 15.1 |
| S33 | 461935 | 432672 | Roadside | 100 | 53.6 | | | | | 15.5 |
| S34 | 461938 | 432710 | Roadside | 100 | 53.6 | | | | | 23.3 |

X Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG16.

X Diffusion tube data has been bias adjusted.

X Reported concentrations are those at the location of the monitoring site (bias adjusted and annualised, as required), i.e. prior to any fall-off with distance correction.

Notes:

The annual mean concentrations are presented as $\mu\text{g}/\text{m}^3$.

Exceedances of the NO₂ annual mean objective of 40µg/m³ are shown in **bold**.

NO₂ annual means exceeding 60µg/m³, indicating a potential exceedance of the NO₂ 1-hour mean objective are shown in **bold and underlined**.

Means for diffusion tubes have been corrected for bias. All means have been “annualised” as per LAQM.TG16 if valid data capture for the full calendar year is less than 75%. See Appendix C for details.

Concentrations are those at the location of monitoring and not those following any fall-off with distance adjustment.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

Figure A.1 – Trends in Annual Mean NO₂ Concentrations – AQMA Sites

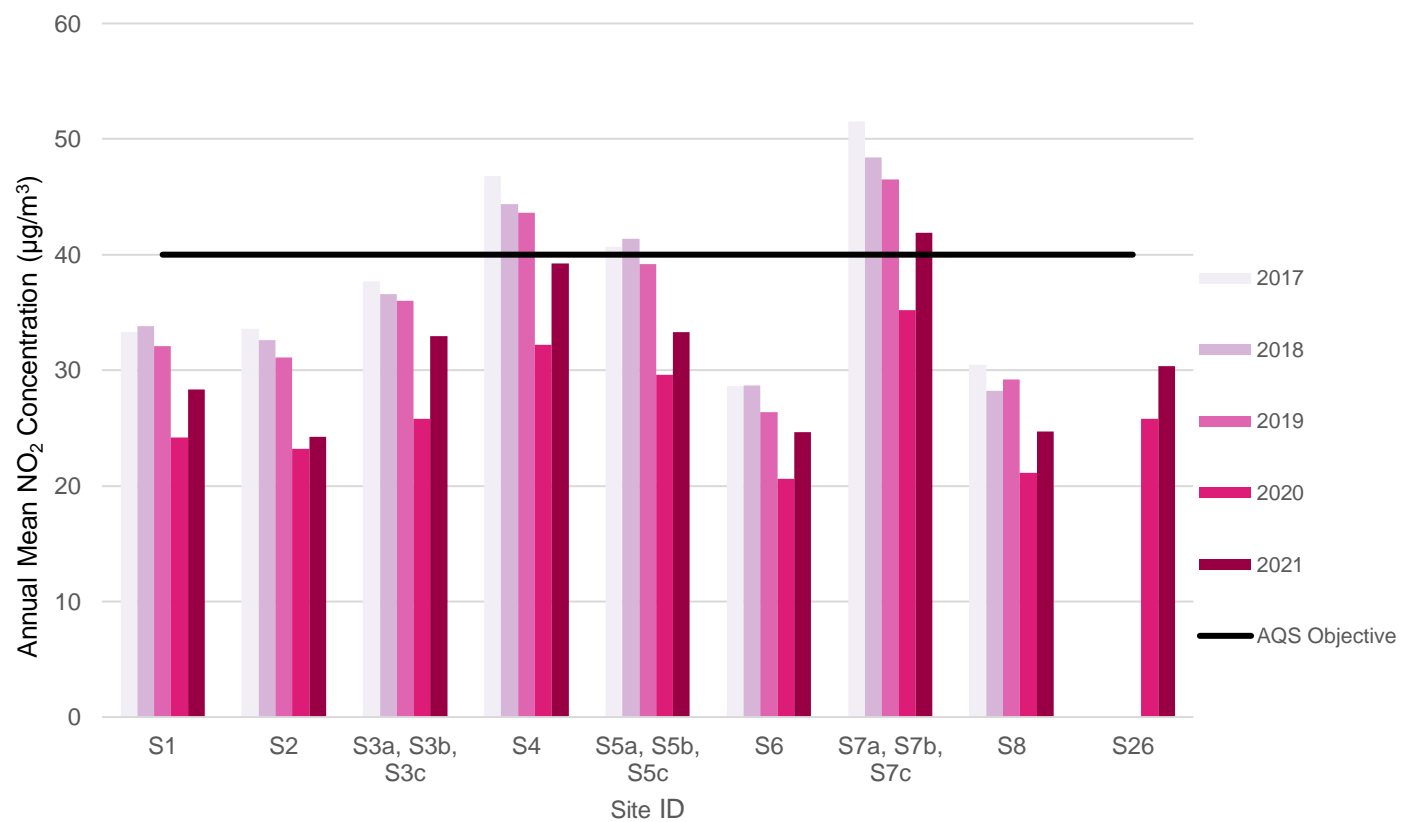


Figure A.2– Trends in Annual Mean NO₂ Concentrations – Millgate/Scott Road Sites

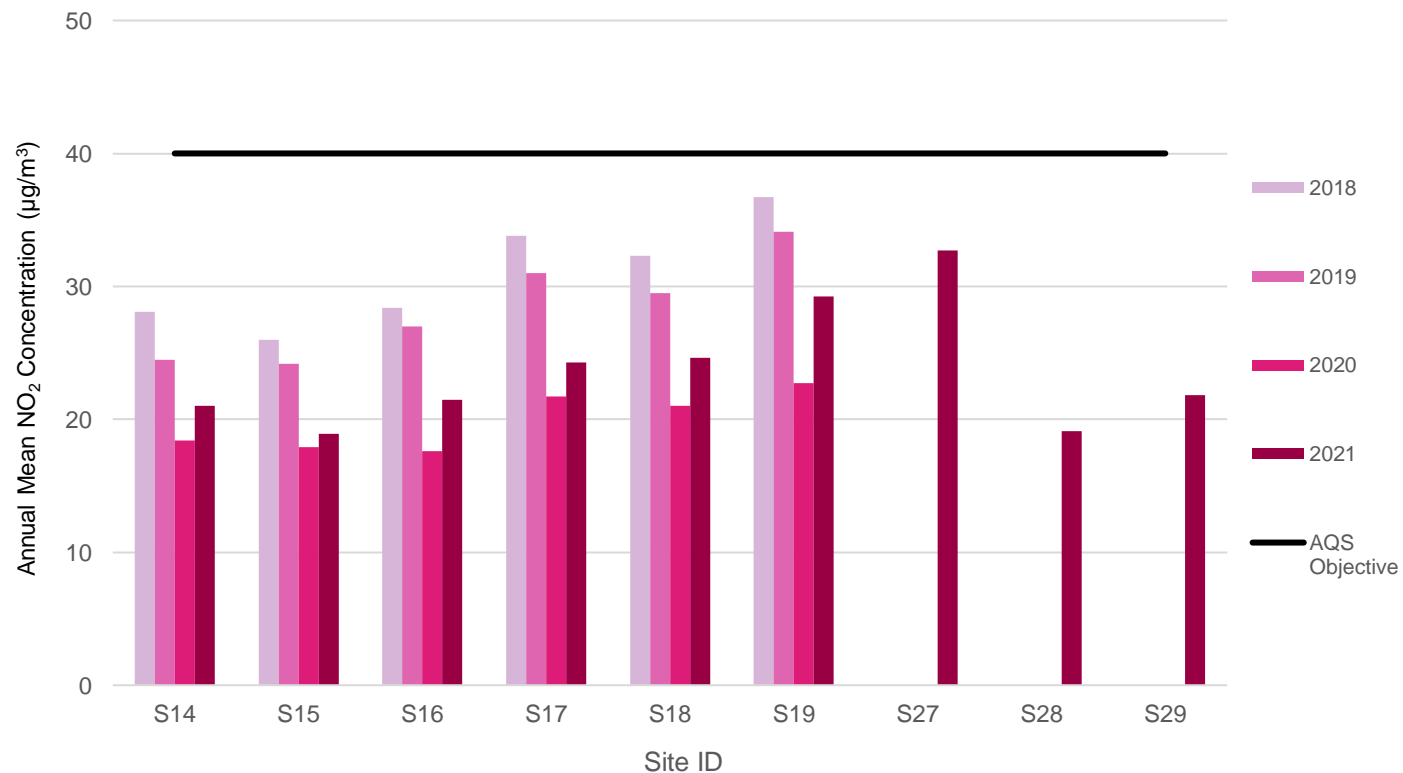


Figure A.3 – Trends in Annual Mean NO₂ Concentrations – Ousegate/Selby Town Centre

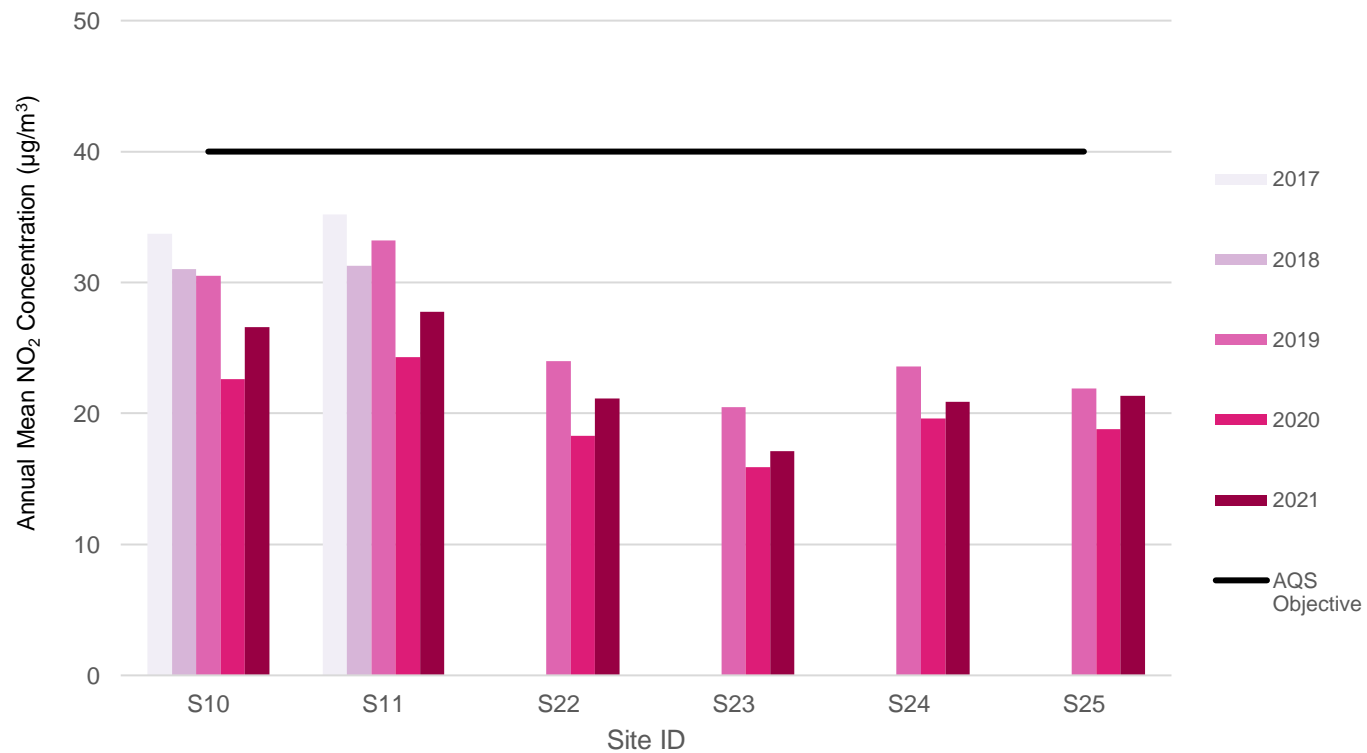


Figure A.4 – Trends in Annual Mean NO₂ Concentrations – Nalton Street/Leeds Road

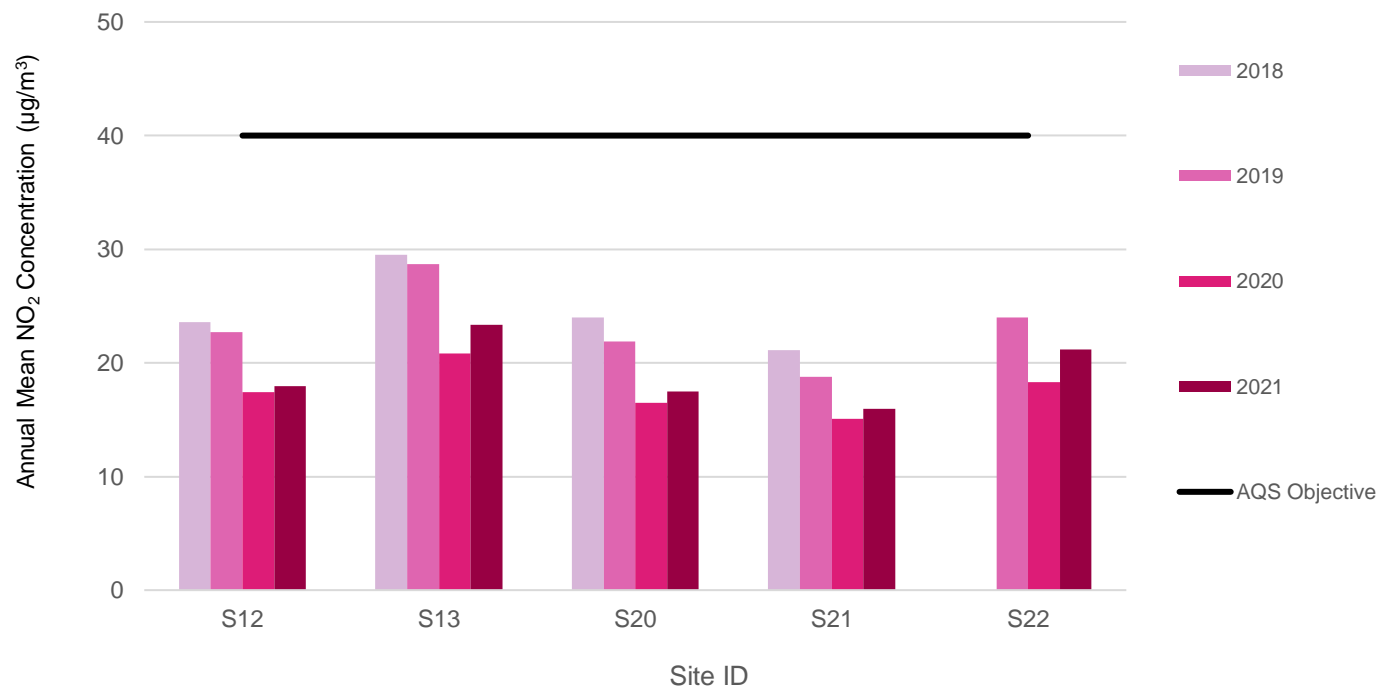


Figure A.5 – Trends in Annual Mean NO₂ Concentrations – Barlby Road

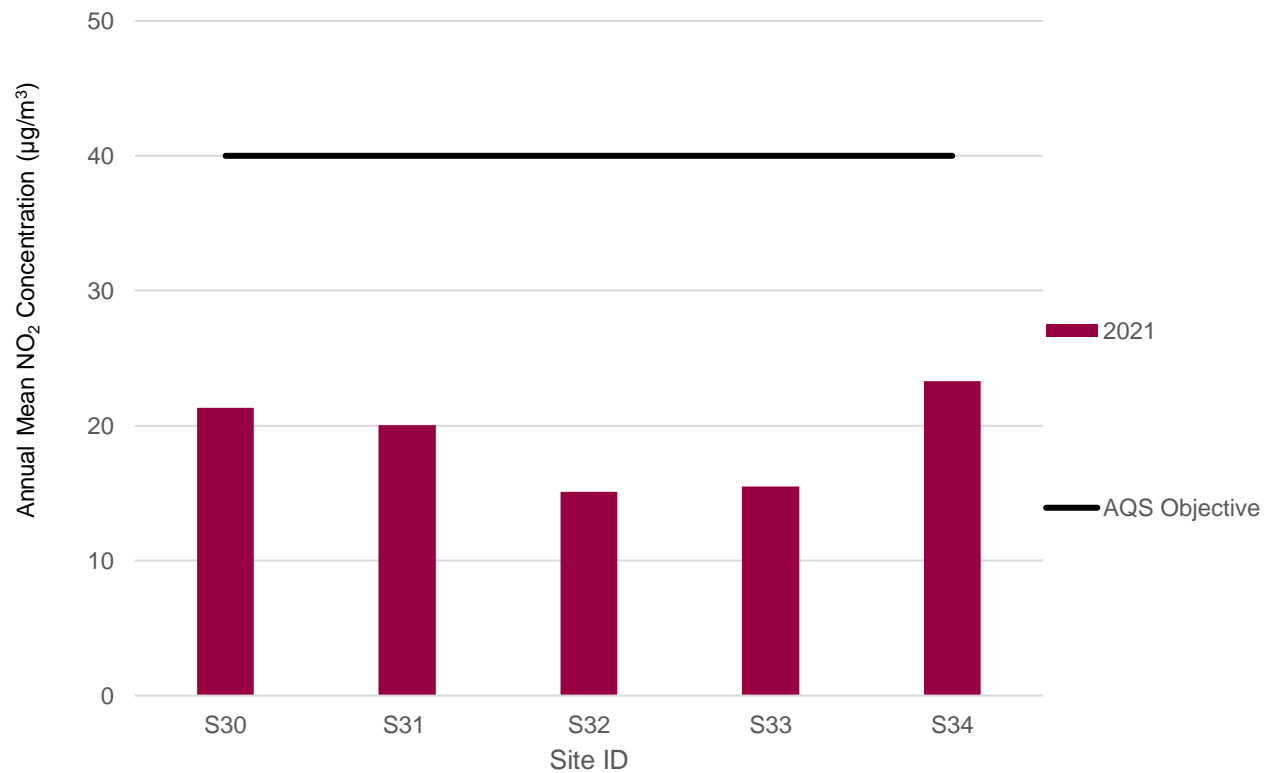


Figure A.6 – Trends in Annual Mean NO₂ Concentrations – Background Sites

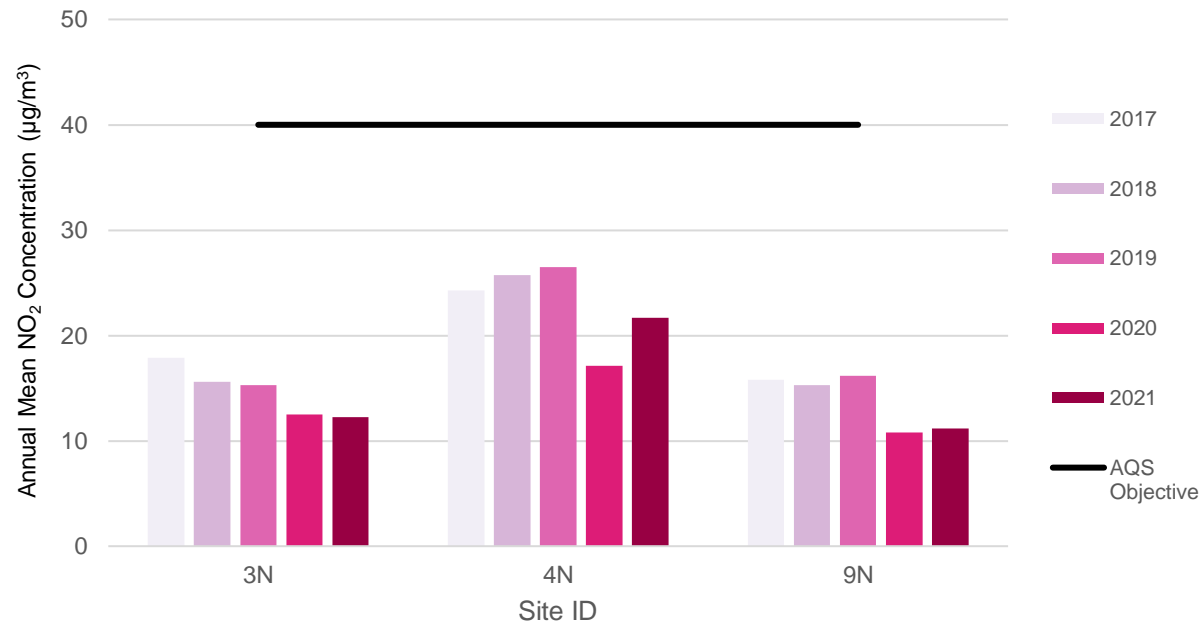
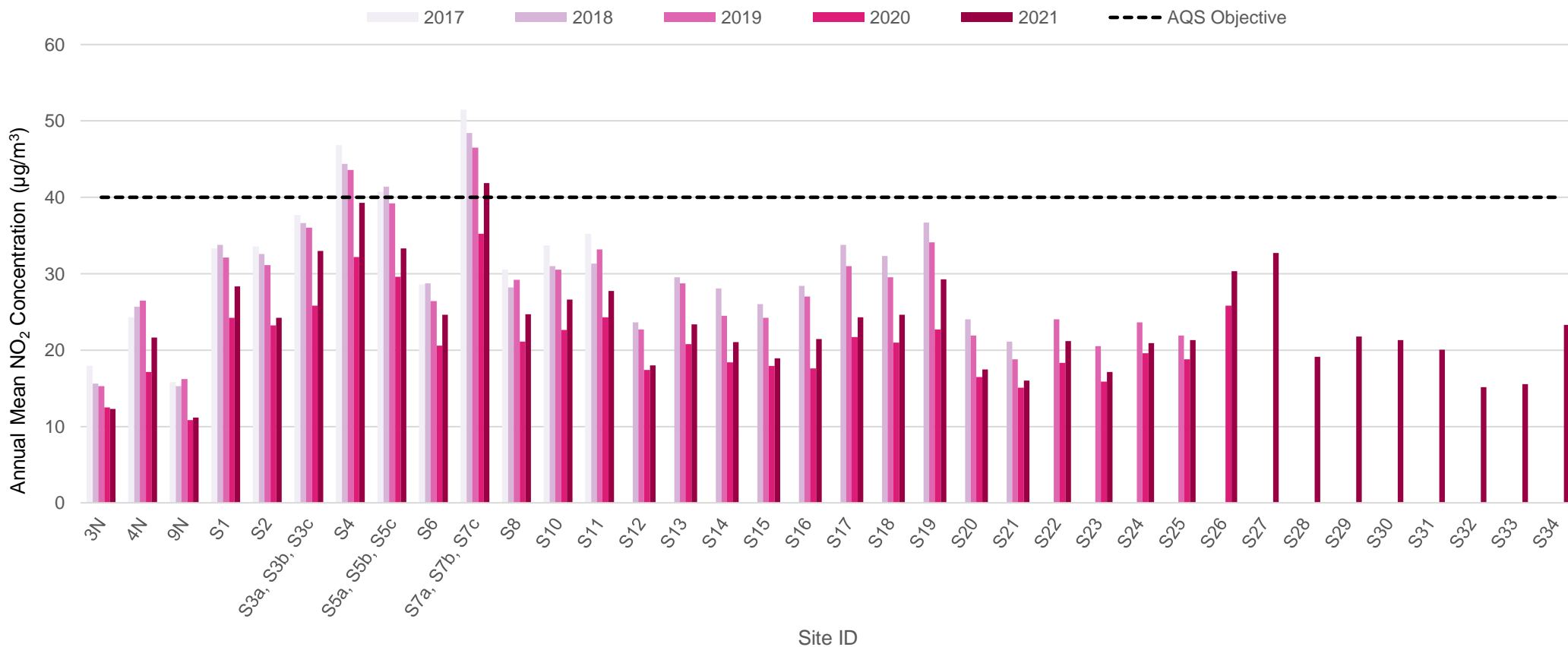


Figure A.7 – Trends in Annual Mean NO₂ Concentrations – 2017-2021

Trends in Nitrogen Dioxide (NO₂) Concentrations (2017-2021)



Appendix B: Full Monthly Diffusion Tube Results for 2021

Table B.1 – NO₂ 2021 Diffusion Tube Results (µg/m³)

| Diffusion Tube ID | X OS Grid Ref (Easting) | Y OS Grid Ref (Northing) | NO ₂ Mean Concentrations (µg/m ³) | | | | | | | | | | | | Simple Annual Mean (µg/m ³) | | | Comment |
|-------------------|-------------------------|--------------------------|--|------|------|------|------|------|------|------|------|------|------|------|---|-------------------------------------|--|---|
| | | | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Raw Data | Bias Adjusted (0.84) and Annualised | Distance Corrected to Nearest Exposure | |
| | | | | | | | | | | | | | | | | | | |
| 3N | 460855 | 432820 | 22.0 | 19.1 | 10.0 | 12.3 | 10.8 | 8.4 | 8.7 | 9.4 | 13.4 | 17.2 | 21.4 | 22.6 | 14.6 | 12.3 | - | |
| 4N | 461096 | 432191 | 27.8 | 25.3 | 17.9 | 22.2 | 20.5 | 17.7 | 19.2 | | 40.9 | 25.9 | 30.9 | 35.4 | 25.8 | 21.7 | - | |
| 9N | 460899 | 430935 | 21.5 | 18.1 | 9.8 | 11.2 | 10.1 | 7.5 | 9.3 | 8.5 | 12.4 | 14.6 | 17.2 | 19.1 | 13.3 | 11.1 | - | |
| S1 | 461638 | 432345 | 37.5 | 35.9 | 23.8 | 33.4 | 33.7 | 28.9 | 32.8 | 28.3 | 40.6 | 36.6 | 33.7 | 39.7 | 33.7 | 28.3 | - | |
| S2 | 461689 | 432422 | 33.0 | 36.7 | 26.3 | 33.2 | 28.2 | 26.1 | 26.8 | 23.4 | 32.4 | 34.0 | 11.6 | 34.5 | 28.8 | 24.2 | - | |
| S3a | 461670 | 432408 | 42.0 | 42.8 | 30.1 | 44.8 | 38.0 | 37.3 | 38.8 | 34.4 | 46.5 | 39.4 | 36.9 | 42.5 | - | - | - | Triplicate Site with S3a, S3b and S3c - Annual data provided for S3c only |
| S3b | 461670 | 432408 | 38.6 | 40.2 | 30.1 | 43.9 | 39.7 | 37.9 | 38.0 | 34.2 | 42.2 | 39.8 | 39.4 | 43.0 | - | - | - | Triplicate Site with S3a, S3b and S3c - Annual data provided for S3c only |
| S3c | 461670 | 432408 | 41.6 | 41.2 | 29.6 | 44.9 | 38.0 | 37.6 | 39.6 | 34.7 | 45.5 | 38.9 | 39.3 | 41.6 | 39.3 | 33.0 | - | Triplicate Site with S3a, S3b and S3c - Annual data provided for S3c only |
| S4 | 461681 | 432407 | 49.8 | 52.6 | 38.7 | 46.3 | 46.3 | 45.2 | 45.2 | 41.0 | 54.8 | 48.3 | 43.7 | 48.7 | 46.7 | 39.2 | - | |
| S5a | 461659 | 432405 | 27.5 | 41.4 | 35.5 | 43.4 | 35.4 | 37.1 | 38.6 | 37.7 | 40.4 | 48.9 | 36.1 | 53.5 | - | - | - | Triplicate Site with S5a, S5b and S5c - Annual data provided for S5c only |
| S5b | 461659 | 432405 | 29.9 | 41.9 | 35.3 | 43.5 | 36.6 | 36.2 | 36.3 | 36.3 | 44.2 | 43.4 | 42.8 | 50.0 | - | - | - | Triplicate Site with S5a, S5b and S5c - Annual data provided for S5c only |
| S5c | 461659 | 432405 | 33.2 | 42.8 | 38.6 | 43.5 | 34.4 | 37.9 | 40.0 | 40.0 | 39.7 | 45.1 | 29.4 | 51.5 | 39.7 | 33.3 | - | Triplicate Site with S5a, S5b and S5c - Annual data provided for S5c only |
| S6 | 461635 | 432372 | 35.3 | 31.4 | 23.7 | 30.9 | 24.5 | 25.1 | 28.6 | 26.6 | 30.8 | 28.3 | 31.3 | 35.7 | 29.3 | 24.6 | - | |
| S7a | 461688 | 432434 | 48.1 | 50.5 | 44.9 | 47.1 | 42.1 | 44.2 | 49.0 | 46.7 | 51.4 | 50.5 | 49.4 | 60.1 | - | - | - | Triplicate Site with S7a, S7b and S7c - Annual data provided for S7c only |
| S7b | 461688 | 432434 | 50.4 | 50.4 | 47.4 | 46.7 | 47.1 | 46.7 | 47.9 | 45.0 | 50.7 | 48.8 | 53.4 | 65.0 | - | - | - | Triplicate Site with S7a, S7b and S7c - Annual data provided for S7c only |
| S7c | 461688 | 432434 | 51.6 | 54.1 | 48.5 | 51.4 | 44.5 | 48.0 | 48.0 | 45.9 | 54.0 | 51.4 | 52.2 | 61.8 | 49.9 | 41.9 | - | Triplicate Site with S7a, S7b and S7c - Annual data provided for S7c only |
| S8 | 461697 | 432424 | 33.3 | 36.2 | 23.4 | 29.2 | 27.4 | 23.1 | 24.9 | 24.2 | 32.3 | 32.4 | 29.3 | 37.5 | 29.4 | 24.7 | - | |
| S10 | 461317 | 432356 | 34.6 | 33.9 | 31.1 | 35.2 | 26.0 | 27.2 | 29.6 | 29.6 | 33.0 | | 31.4 | 37.0 | 31.7 | 26.6 | - | |

| | | | | | | | | | | | | | | | | | | |
|-----|--------|--------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|---|--|
| S11 | 461507 | 432319 | 34.5 | 39.9 | 25.2 | 32.8 | 32.8 | 28.7 | 27.9 | 28.0 | 37.8 | 38.1 | 31.5 | 39.4 | 33.1 | 27.8 | - | |
| S12 | 461003 | 432209 | 30.1 | 26.9 | 16.4 | 20.8 | 18.1 | | | | | | | | 22.5 | 18.0 | - | |
| S13 | 461034 | 432216 | 35.6 | 34.2 | 21.1 | 28.4 | 26.9 | | | | | | | | 29.2 | 23.4 | - | |
| S14 | 461176 | 432651 | 30.8 | 31.9 | 18.3 | 26.8 | 23.7 | | | | | | | | 26.3 | 21.0 | - | |
| S15 | 461170 | 432660 | 27.7 | 28.2 | 20.4 | 22.7 | 19.3 | | | | | | | | 23.6 | 18.9 | - | |
| S16 | 461231 | 432759 | 32.8 | 30.5 | 18.4 | 28.9 | 23.5 | | | | | | | | 26.8 | 21.4 | - | |
| S17 | 461233 | 432746 | 32.7 | 37.6 | 25.7 | 29.2 | 26.6 | | | | | | | | 30.4 | 24.3 | - | |
| S18 | 461517 | 432582 | 32.8 | 34.2 | 22.3 | 28.0 | 28.3 | 22.4 | 25.3 | 24.7 | 32.5 | 31.5 | 33.5 | 36.7 | 29.3 | 24.7 | - | |
| S19 | 461526 | 432584 | 42.0 | 38.7 | 26.6 | 40.6 | 33.4 | 32.8 | 32.5 | 28.5 | 38.7 | 33.3 | 30.1 | 40.7 | 34.8 | 29.2 | - | |
| S20 | 461199 | 432131 | 28.4 | 26.1 | 16.6 | 20.3 | 18.1 | | | | | | | | 21.9 | 17.5 | - | |
| S21 | 461208 | 432140 | 25.9 | 24.8 | 14.1 | 19.0 | 16.3 | | | | | | | | 20.0 | 16.0 | - | |
| S22 | 461733 | 432411 | 29.9 | 28.7 | 20.0 | 24.2 | 22.3 | 20.2 | 21.4 | 20.9 | 24.3 | 26.5 | 28.7 | 35.0 | 25.2 | 21.1 | - | |
| S23 | 461821 | 432376 | 27.3 | 24.9 | 16.6 | 17.5 | 16.7 | 14.8 | 13.4 | 15.7 | 19.2 | 23.4 | 25.5 | 29.5 | 20.4 | 17.1 | - | |
| S24 | 461788 | 432379 | 30.2 | 30.1 | 18.9 | 21.2 | 20.8 | 17.5 | 19.5 | 19.9 | 25.0 | 30.8 | 29.1 | 35.3 | 24.9 | 20.9 | - | |
| S25 | 461762 | 432408 | 25.8 | 30.0 | 20.3 | 26.4 | 23.5 | 22.5 | 24.3 | 20.3 | 26.0 | 27.5 | 24.5 | 33.6 | 25.4 | 21.3 | - | |
| S26 | 461648 | 432384 | 36.9 | 37.5 | 31.1 | 38.4 | 31.2 | 33.6 | 33.9 | 31.9 | 38.7 | 38.9 | 36.1 | 45.3 | 36.1 | 30.3 | - | |
| S27 | 461120 | 432303 | | | | | | 25.2 | 33.1 | 33.2 | 36.9 | 40.5 | | 47.1 | 36.0 | 32.7 | - | |
| S28 | 461062 | 432475 | | | | | | 17.2 | 20.7 | 18.2 | 23.4 | 22.4 | 23.0 | 27.9 | 21.8 | 19.1 | - | |
| S29 | 461041 | 432539 | | | | | | | 21.2 | 20.9 | 28.1 | 28.9 | 25.6 | 32.1 | 26.1 | 21.8 | - | |
| S30 | 461806 | 432546 | | | | | | 18.8 | 18.6 | 19.5 | 24.1 | 26.2 | 28.9 | 34.3 | 24.3 | 21.3 | - | |
| S31 | 461852 | 432594 | | | | | | 17.7 | 18.8 | | 24.8 | 24.7 | 27.7 | 29.3 | 23.8 | 20.1 | - | |
| S32 | 461871 | 432643 | | | | | | 11.7 | 12.1 | 12.2 | 17.5 | 19.4 | 22.1 | 25.9 | 17.2 | 15.1 | - | |
| S33 | 461935 | 432672 | | | | | | 12.4 | 13.6 | 12.7 | 17.8 | 20.9 | 23.2 | 23.4 | 17.7 | 15.5 | - | |

| | | | | | | | | | | | | | | | | |
|-----|--------|--------|--|--|--|--|------|------|------|------|------|------|------|------|------|---|
| S34 | 461938 | 432710 | | | | | 20.4 | 20.7 | 21.1 | 26.1 | 29.0 | 32.4 | 36.7 | 26.6 | 23.3 | - |
|-----|--------|--------|--|--|--|--|------|------|------|------|------|------|------|------|------|---|

X All erroneous data has been removed from the NO₂ diffusion tube dataset presented in Table B.1.

X Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG16.

Local bias adjustment factor used.

X National bias adjustment factor used.

X Where applicable, data has been distance corrected for relevant exposure in the final column.

X Selby District Council confirm that all 2021 diffusion tube data has been uploaded to the Diffusion Tube Data Entry System.

Notes:

Exceedances of the NO₂ annual mean objective of 40µg/m³ are shown in **bold**.

NO₂ annual means exceeding 60µg/m³, indicating a potential exceedance of the NO₂ 1-hour mean objective are shown in **bold and underlined**.

See Appendix C for details on bias adjustment and annualisation.

Appendix C: Supporting Technical Information / Air Quality Monitoring Data QA/QC

New or Changed Sources Identified Within Selby District During 2021

Selby District Council has not identified any new sources relating to air quality within the reporting year of 2021.

Selby District Council Environmental Health department are routinely consulted on planning applications. The land use planning system is recognised to play an integral part in improving air quality. This requires close cooperation between planners and Environmental Health Officers.

Selby District Council regularly reviews applications with respect to potential air quality and other environmental impacts. Appendix F provides a list of those planning applications that have been considered in relation to air quality by Selby District Council Environmental Health during 2020. A formal Air Quality Impact Assessment has been requested for some of these applications.

The Annual Status Report provides an opportunity to keep a record of such applications to provide a picture of where changes in air quality may occur in the future. The information presented in Appendix F is also useful to identify where combined impacts of several developments in the district may become important.

Additional Air Quality Works Undertaken by Selby District During 2021

Selby District Council has not completed any additional major air quality works within the reporting year of 2021. References to studies currently being undertaken in relation to specific Air Quality Action Plan measures are provided in Chapter 2.

QA/QC of Diffusion Tube Monitoring

The nitrogen dioxide diffusion tubes used by Selby District Council during 2020 were supplied and analysed by Gradko International, St. Martins House, 77 Wales Street, Winchester, Hampshire SO23 0RH. The preparation method used for the diffusion tubes was 20% TEA in Water. Gradko confirmed as part of their tender submission for Selby District Council's diffusion tube contract, that they could adhere to the best practice guidance provided in the 'Diffusion Tubes for Ambient NO₂ Monitoring: Practical Guidance for Laboratories and Users'.

A database of bias adjustment factors determined from Local Authority co-location studies throughout the UK has been collated by the Local Air Quality Management Helpdesk. Combined bias adjustment factors have been calculated for each laboratory, year and preparation method combination for which data are available. The suggested bias correction factor for Gradko in 2021, with tube preparation method of 20% TEA in Water, is 0.84 (based on 32 collocation studies). This factor has been used for correction of the 2021 diffusion tube data presented in this report. The calculation for correcting the tube data is as follows:

Raw tube average ($\mu\text{g}/\text{m}^3$) * bias correction factor = corrected tube average ($\mu\text{g}/\text{m}^3$)

e.g. $30 \mu\text{g}/\text{m}^3 \times 0.84 = 25.2 \mu\text{g}/\text{m}^3$

All diffusion tube monitoring has been completed in adherence with the 2021 Diffusion Tube Monitoring Calendar

Diffusion Tube Annualisation

16 diffusion tube monitoring locations within Selby District Council's area recorded data capture of between 25% and 75% in 2021. Annualisation was therefore required for these. Annualisation has been carried out using the Diffusion Tube Processing Tool and the annualisation calculations are shown in Table C.2.

In summary, four AURN urban background monitoring sites within a 50 mile radius (approx) of Selby have been used for the annualisation, namely Barnsley Gawber, Leeds Centre, York Fishergate and Doncaster Cleveland Street.

Period means from the four continuous monitoring sites, coinciding with the available diffusion tube data period means, have been calculated and compared to the respective annual means. This has been used to calculate an average ratio with which to adjust each diffusion tube result to give an indication of the annual mean. The predicted annual mean result has then been bias corrected using the 2021 bias correction factor of 0.84.

Diffusion Tube Bias Adjustment Factors

The diffusion tube data presented within the 2022 ASR have been corrected for bias using an adjustment factor. Bias represents the overall tendency of the diffusion tubes to under or over-read relative to the reference chemiluminescence analyser. LAQM.TG16 provides guidance with regard to the application of a bias adjustment factor to correct diffusion tube monitoring. Triplicate co-location studies can be used to determine a local bias factor based on the comparison of diffusion tube results with data taken from NO_x/NO_2

continuous analysers. Alternatively, the national database of diffusion tube co-location surveys provides bias factors for the relevant laboratory and preparation method.

Selby District Council have applied a national bias adjustment factor of 0.84 to the 2021 monitoring data. A summary of bias adjustment factors used by Selby District Council over the past five years is presented in Table C.1.

Table C.1 – Bias Adjustment Factor

| Monitoring Year | Local or National | If National, Version of National Spreadsheet | Adjustment Factor |
|-----------------|-------------------|--|-------------------|
| 2021 | National | 03/22 | 0.84 (32 Studies) |
| 2020 | National | 03/21 | 0.81 (18 studies) |
| 2019 | National | 03/20 | 0.93 (27 studies) |
| 2018 | National | 03/19 | 0.93 (30 studies) |
| 2017 | National | 03/18 | 0.89 (34 studies) |

NO₂ Fall-off with Distance from the Road

Wherever possible, monitoring locations are representative of exposure. However, where this is not possible, the NO₂ concentration at the nearest location relevant for exposure has been estimated using the NO₂ fall-off with distance calculator available on the LAQM Support website. Where appropriate, non-automatic annual mean NO₂ concentrations corrected for distance are presented in Table B.1.

No diffusion tube NO₂ monitoring locations within Selby District required distance correction during 2021.

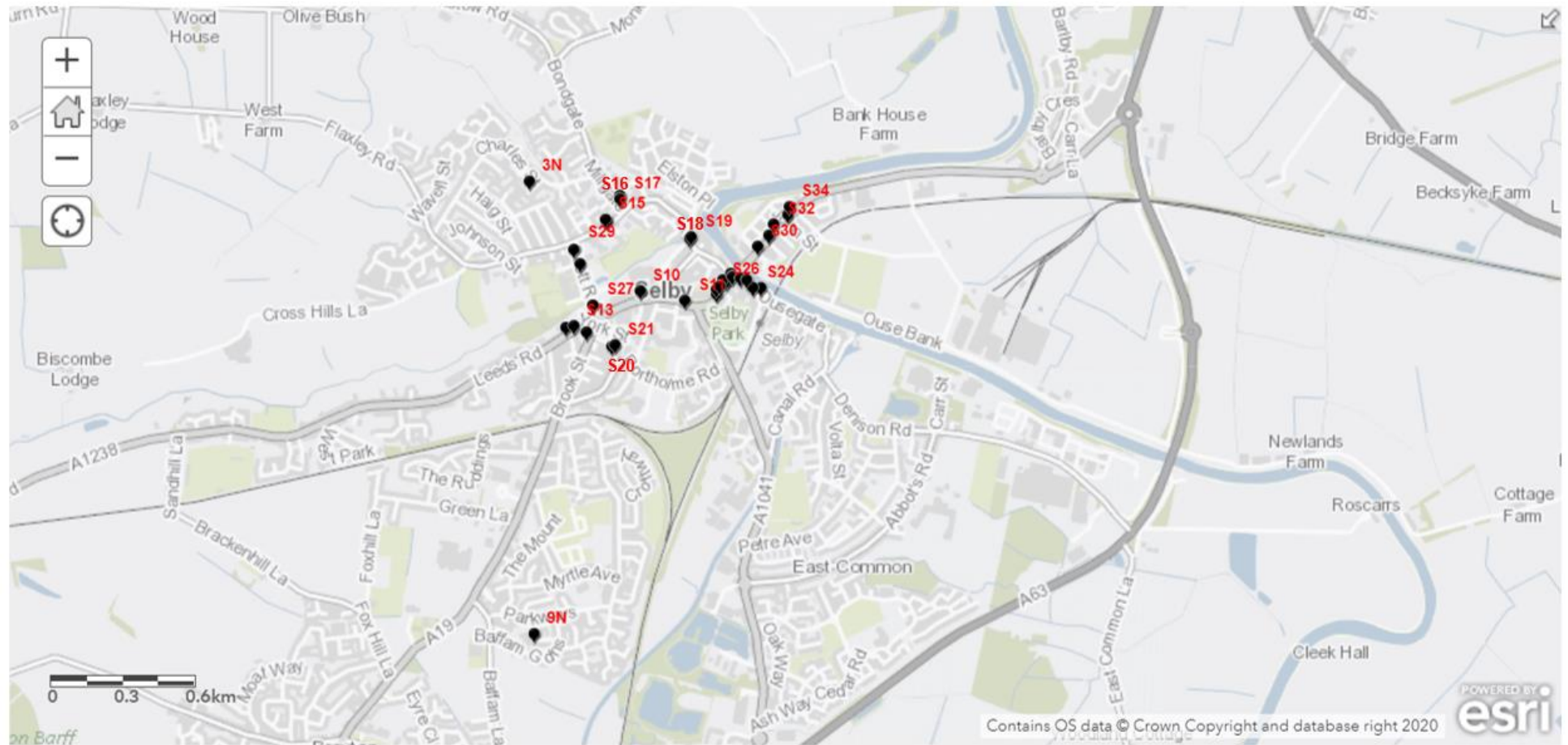
Table C.2 – Annualisation Summary (concentrations presented in $\mu\text{g}/\text{m}^3$)

| Diffusion Tube ID | Annualisation Factor Leeds Centre | Annualisation Factor Barnsley Gawber | Annualisation Factor York Fishergate | Annualisation Factor Doncaster Cleveland Street | Average Annualisation Factor | Raw Data Simple Annual Mean ($\mu\text{g}/\text{m}^3$) | Annualised Data Simple Annual Mean ($\mu\text{g}/\text{m}^3$) |
|-------------------|-----------------------------------|--------------------------------------|--------------------------------------|---|------------------------------|--|---|
| S12 | 0.9852 | 0.8755 | 1.0234 | 0.9220 | 0.9515 | 22.5 | 21.4 |
| S13 | 0.9852 | 0.8755 | 1.0234 | 0.9220 | 0.9515 | 29.2 | 27.8 |
| S14 | 0.9852 | 0.8755 | 1.0234 | 0.9220 | 0.9515 | 26.3 | 25.0 |
| S15 | 0.9852 | 0.8755 | 1.0234 | 0.9220 | 0.9515 | 23.6 | 22.5 |
| S16 | 0.9852 | 0.8755 | 1.0234 | 0.9220 | 0.9515 | 26.8 | 25.5 |
| S17 | 0.9852 | 0.8755 | 1.0234 | 0.9220 | 0.9515 | 30.4 | 28.9 |
| S20 | 0.9852 | 0.8755 | 1.0234 | 0.9220 | 0.9515 | 21.9 | 20.8 |
| S21 | 0.9852 | 0.8755 | 1.0234 | 0.9220 | 0.9515 | 20.0 | 19.0 |
| S27 | 1.0654 | 1.1613 | 1.0124 | 1.0905 | 1.0824 | 36.0 | 39.0 |
| S28 | 1.0146 | 1.1064 | 0.9797 | 1.0710 | 1.0429 | 21.8 | 22.8 |
| S29 | 0.9574 | 1.0442 | 0.9312 | 1.0424 | 0.9938 | 26.1 | 26.0 |
| S30 | 1.0146 | 1.1064 | 0.9797 | 1.0710 | 1.0429 | 24.3 | 25.4 |
| S31 | 0.9698 | 1.0505 | 0.9497 | 1.0395 | 1.0024 | 23.8 | 23.9 |
| S32 | 1.0146 | 1.1064 | 0.9797 | 1.0710 | 1.0429 | 17.2 | 18.0 |
| S33 | 1.0146 | 1.1064 | 0.9797 | 1.0710 | 1.0429 | 17.7 | 18.5 |

| | | | | | | | |
|-----|--------|--------|--------|--------|--------|------|------|
| S34 | 1.0146 | 1.1064 | 0.9797 | 1.0710 | 1.0429 | 26.6 | 27.8 |
|-----|--------|--------|--------|--------|--------|------|------|

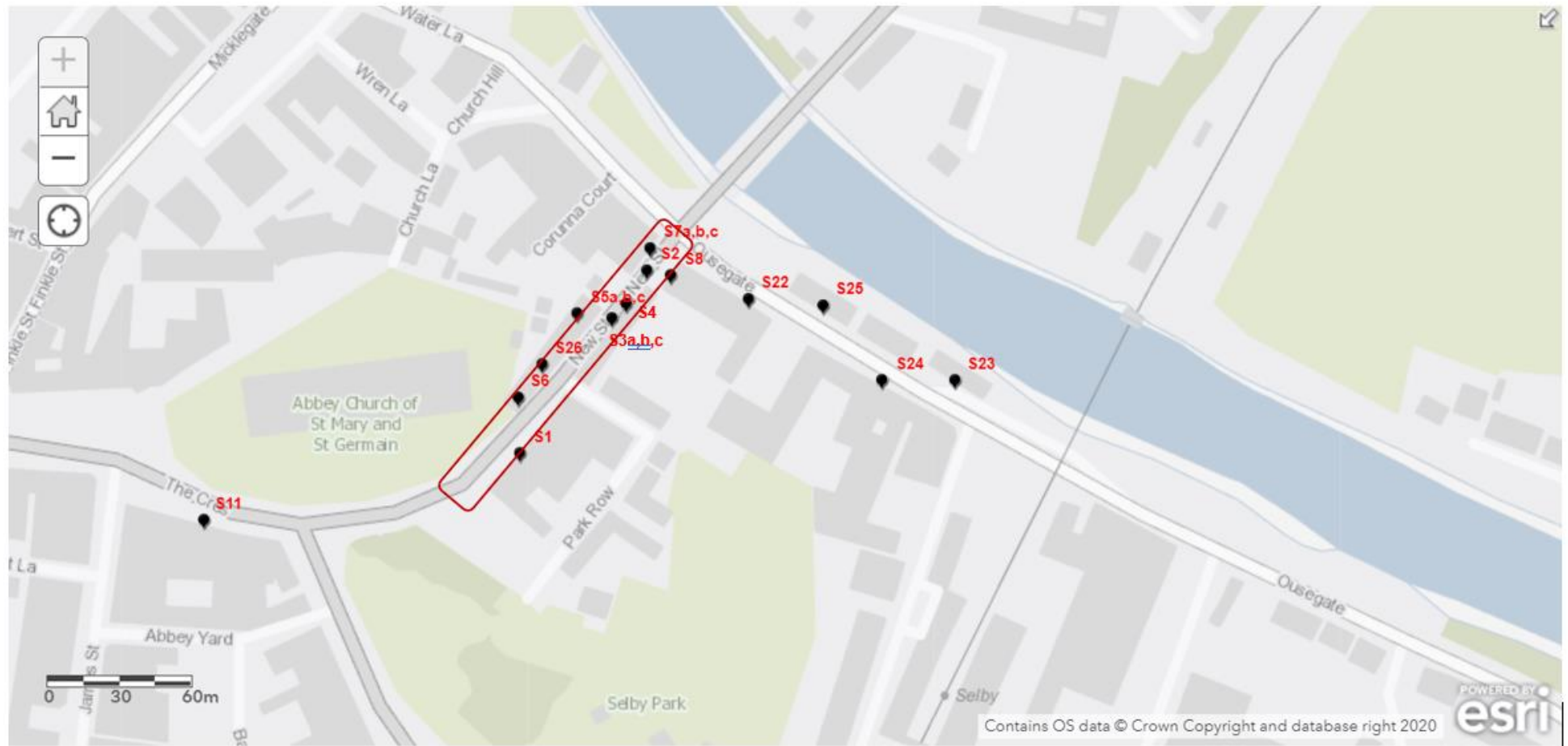
Appendix D: Map(s) of Monitoring Locations and AQMAs

Figure D.1 – Map of Non-Automatic Monitoring Sites – Monitoring Network



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Figure D.2 – Map of Non-Automatic Monitoring Sites – AQMA:



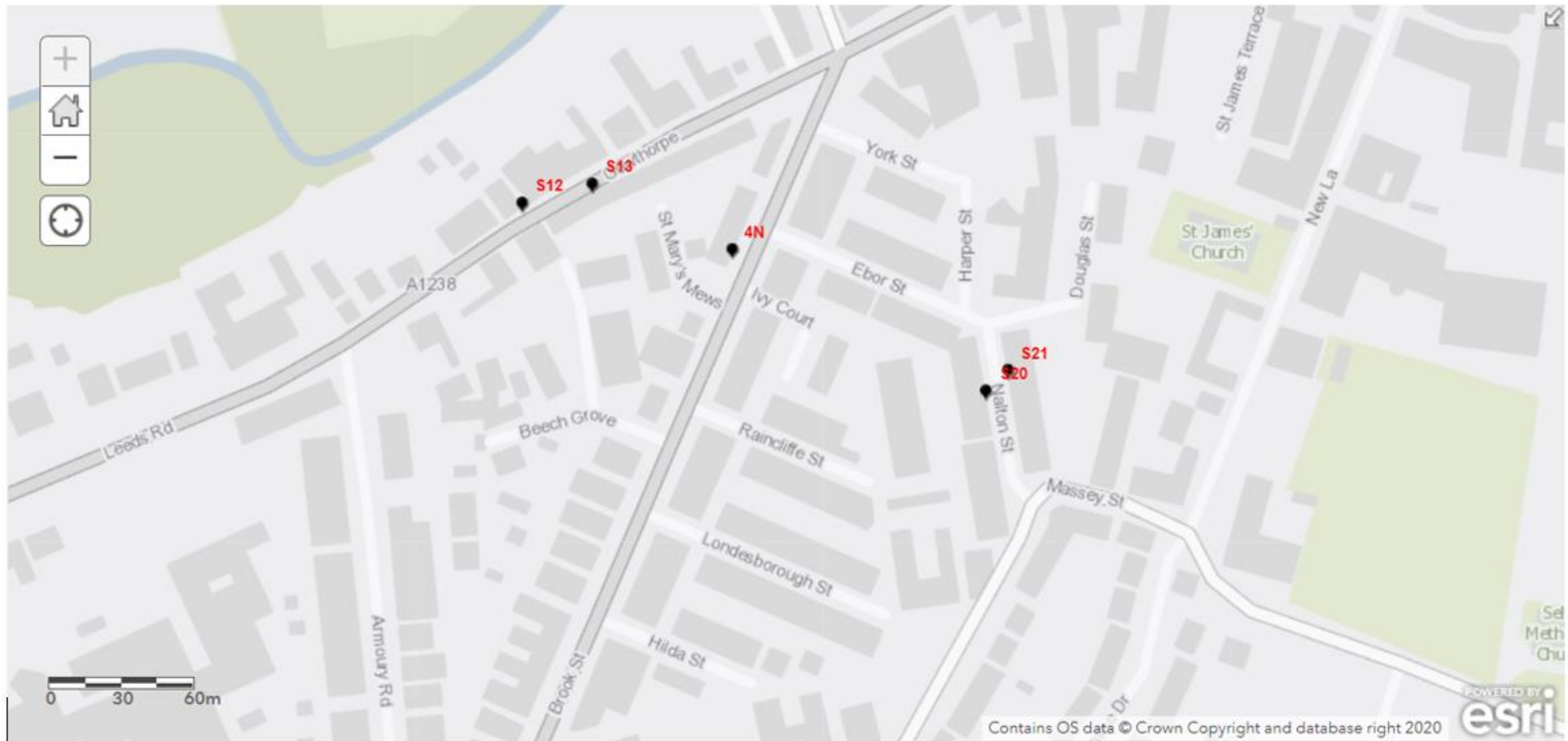
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Figure D.3 – Map of Non-Automatic Monitoring Sites – Selby Town and Millgate:



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Figure D.4 – Map of Non-Automatic Monitoring Sites – Nalton Street and Leeds Road:



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Figure D.5 – Map of Non-Automatic Monitoring Sites – Scott Road and Flaxley Road:



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Appendix E: Summary of Air Quality Objectives in England

Table E.1 – Air Quality Objectives in England⁷

| Pollutant | Air Quality Objective: Concentration | Air Quality Objective: Measured as |
|--|---|---|
| Nitrogen Dioxide (NO ₂) | 200µg/m ³ not to be exceeded more than 18 times a year | 1-hour mean |
| Nitrogen Dioxide (NO ₂) | 40µg/m ³ | Annual mean |
| Particulate Matter (PM ₁₀) | 50µg/m ³ , not to be exceeded more than 35 times a year | 24-hour mean |
| Particulate Matter (PM ₁₀) | 40µg/m ³ | Annual mean |
| Sulphur Dioxide (SO ₂) | 350µg/m ³ , not to be exceeded more than 24 times a year | 1-hour mean |
| Sulphur Dioxide (SO ₂) | 125µg/m ³ , not to be exceeded more than 3 times a year | 24-hour mean |
| Sulphur Dioxide (SO ₂) | 266µg/m ³ , not to be exceeded more than 35 times a year | 15-minute mean |

⁷ The units are in microgrammes of pollutant per cubic metre of air (µg/m³).

Appendix F: Planning Applications considered during 2021-2022.

[N.B. Comments provided relating to application status reflect the position as of end March 2022]

| Planning Reference | Address | Description | AQ Assessment | Comments |
|--------------------|--|--|---------------|--|
| 2020/0149/FULM | Sellite Blocks Limited, The Old Quarry, Long Lane, Great Heck, Goole, DN14 0BT | Proposed erection of a foamed glass manufacturing facility including hard surfacing for material storage. Re-consultation – Additional information | Yes | <p>Awaiting Decision</p> <p>Condition requested for requirement for a water tank/rain bird system to have a sufficient water supply at all times to achieve permanent water suppression, to be used to minimise dust emissions.</p> <p>Recommendations raised around design and layout of permitted process to reduce emissions to air.</p> |

| Planning Reference | Address | Description | AQ Assessment | Comments |
|-----------------------|--|--|---------------|---|
| 2021/0120/FULM | P3P Brigg Lane Ltd English Village Salads, Brigg Lane, Camblesforth, Selby, North Yorkshire | Development of an existing horticultural facility for indoor farming and agritech, including the construction of 3 No halls with associated process, service and administration, buildings, landscaping, access improvements and additional car park access and associated infrastructure following partial demolition of existing buildings | Yes | <p>Approval Granted</p> <p>AQ Assessment submitted as part of application following officer request which concluded no significant emissions to human/ecological receptors.</p> <p>CEMP/DEMP Condition applied to NOD which considers emissions to air.</p> <p>Condition also applied for details of EV charging points to be submit to LPA prior to occupation.</p> |
| 2021/0291/S73 | SEDAMYL UK Ltd, Denison Road, Selby, North Yorkshire, YO8 8AN | Section 73 application to vary condition 02 (approved drawings) of approval 2019/1355/FULM Proposed expansion of the | No | <p>Approval Granted</p> <p>CEMP/DEMP Condition applied to NOD which considers emissions to air.</p> |

| Planning Reference | Address | Description | AQ Assessment | Comments |
|--------------------|---|---|---------------|---|
| | | production capacity of the existing agri-processing site, including new wheat intakes and storage, glucose plant, additional distillation and fermentation, additional starch and gluten production, carbon dioxide collection and associated utilities and services granted on 16 September 2020 | | Condition also applied for details of EV charging points to be submit to LPA prior to occupation. |
| 2021/0450/SCP | Land East to New Road, Drax, Selby, North Yorkshire | Scoping Request for a new subsea High Voltage Direct Current (HVDC) link between Peterhead in Aberdeenshire, Scotland and Drax in Selby | No | <p>Scoping Response Issued</p> <p>Response accepts no significant emissions to air but recommends effects to AQ from construction vehicles are reviewed routinely and that if screening criteria is met an AQ assessment should be undertaken.</p> |

| Planning Reference | Address | Description | AQ Assessment | Comments |
|--------------------|--|--|---------------|---|
| | | | | Inclusion of a CEMP which considers emissions to air also required by condition. |
| 2021/0505/DOC | East Common Lane, Selby, North Yorkshire | Discharge of conditions 03 (construction management plan), 04 (site management plan), 07 (access, turning, loading details), 08 (highway crossing/tactile paving), 09 (highway crossing/tactile paving), 12 (Ecological Mitigation Plan), 14 (sustainability), and 17 (exceedance flow plan) of approval 2019/0345/FULM Application for proposed B1, B2 and B8 employment use, landscaping works, car parking and vehicular, pedestrian circulation and other associated works at Access 63 Business Park, Selby | Yes | <p style="text-align: center;">Conditions Part Discharged</p> <p>Recommendations made by officer to add conditions to CEMP around site water supply, dust suppression and stockpiling.</p> |

| Planning Reference | Address | Description | AQ Assessment | Comments |
|--------------------|--|---|---------------|---|
| | | | | |
| 2021/0629/SCP | Ousegate, Station Road, Cowie Drive, Shipyard Road, Selby, North Yorkshire | EIA Scoping Request for an enhanced public realm, walking and cycling routes, improved visual amenity and an improved gateway experience at the Selby Train Station. The scope covers six key elements; Selby Park and Station Gateway, Cowie Drive and Proposed Car Park, Crescent / Park Street junction, Ousegate Riverside, Olympia Park Bridge and Shipyard Road | Yes | <p>Scoping Response Issued</p> <p>AQ assessment submitted which recognises positive and negative impacts of the scheme on Selby AQMA No 1. Recommendation for consideration given to opportunities within the scheme to improve and enhance AQ across Selby Town Centre.</p> <p>Submission of CEMP/DEMP welcomed and comments made</p> |

| Planning Reference | Address | Description | AQ Assessment | Comments |
|--------------------|--|--|---------------|--|
| | | | | around LAPPC permitted processes quoted in report. |
| 2021/0705/DOC | Jas Bowman & Sons Ltd, Selby Road, Eggborough, Goole, DN14 0LH | Discharge of conditions 5a) (Written Scheme of Investigation) and 18 (Construction Environmental Management Plan) of approval 2017/0542/OUTM Outline to include access (all other matters reserved) for erection of up to 120 dwellings and associated car parking, garages, landscaping, open space and details of including demolition and removal of all structures, buildings and hard standing to facilitate future development | Yes | <p style="text-align: center;">Awaiting Decision</p> <p>Recommendations made by officer to add conditions to CEMP around site water supply, dust suppression and stockpiling.</p> |

| Planning Reference | Address | Description | AQ Assessment | Comments |
|-----------------------|--|---|---------------|--|
| 2021/1087/FULM | Toll Bridge Car Sales, Bridgefoot Garage, Ousegate, Selby, North Yorkshire | Development of one ground floor commercial unit [class uses E[a] and E[b] and 13 no. residential apartments to include landscaped gardens; cycle storage and refuse storage provision; access and flood barrier walls | Yes | <p>Awaiting Decision</p> <p>AQ Assessment requested due to close proximity of development to Selby AQMA No 1.</p> <p>CEMP/DEMP condition requested which considers emissions to air during construction and demolition phases of development.</p> |
| 2021/1089/FULM | Hales Lane, Drax, Selby, North Yorkshire | Development of a battery storage facility, associated infrastructure, access and grid connection | No | <p>Awaiting Decision</p> <p>CEMP/DEMP condition requested which considers emissions to air during construction and demolition phases of development.</p> |

| Planning Reference | Address | Description | AQ Assessment | Comments |
|-----------------------|---|--|---------------|--|
| 2021/1043/FULM | Wheatfields Walk, York Road, Riccall, York | Erection of up to 82 dwellings, including associated landscaping, public open space, and the formation of a new vehicle access off Wheatfields Walk. | No | <p>Awaiting Decision</p> <p>CEMP/DEMP condition requested which considers emissions to air during construction and demolition phases of development.</p> <p>Condition also requested for EV Charge points to be provided to all properties.</p> |
| 2021/1409/DEM | Turnhead Crescent, Barlby, Selby, North Yorkshire | Prior notification to demolish 4 prefabricated sectional concrete garages. | No | <p>Approval Granted</p> <p>DEMP condition requested which considers emissions to air during construction and demolition phases of development.</p> |

| Planning Reference | Address | Description | AQ Assessment | Comments |
|--------------------|---|--|---------------|---|
| 2021/1001/DEM | Ash Disposal Site, Brotherton Ings, Brotherton, Knottingley. | Prior notification for demolition and removal of buildings, pipes and associated infrastructure at the Brotherton Ings Ash Disposal Site | No | Approval Granted DEMP condition applied which considers emissions to air during construction and demolition phases of development. |
| 2021/0243/FULM | Low Eggborough Road, Eggborough, Goole | Erection of 114 new residential units with access and associated works | Yes | Awaiting Decision AQ Assessment submitted as part of application which recognises emissions to AQ during construction and operational phases. Mitigation measures proposed as part of the report. CEMP/DEMP condition requested which considers emissions to air |

| Planning Reference | Address | Description | AQ Assessment | Comments |
|----------------------|---|---|---------------|---|
| | | | | during construction and demolition phases of development. Condition also requested for EV Charge points to be provided to all properties which has been accepted by the applicant. |
| 2021/0453/SCN | Land off Rawfield Lane, Fairburn, Knottingley, WF11 9LD | EIA Screening opinion request for Zero-Carbon Energy Storage and Management Facility on land adjacent to Monk Fryston Substation, Selby | Yes | EIA Not Required No AQ impacts once the facility is operational, and CEMP submitted as part of screening which considers emissions to air during construction and demolition phases of development. |

| Planning Reference | Address | Description | AQ Assessment | Comments |
|--------------------|--|--|---------------|--|
| 2021/0512/FULM | Selby Road, Camblesforth, Selby, North Yorkshire. | Erection of 45 No dwellings with associated infrastructure | No | <p>Awaiting Decision</p> <p>CEMP/DEMP condition requested which considers emissions to air during construction and demolition phases of development.</p> <p>Condition also requested for EV Charge points to be provided to all properties.</p> |
| 2021/0550/FULM | Cliffe Road Osgodby, Barlby, Selby, North Yorkshire | Erection of 31 no dwellings including associated works following demolition of an existing dwelling and its associated buildings and demolition and replacement of extension to Osgodby Village Institute to facilitate a new widened access. | No | <p>Awaiting Decision</p> <p>CEMP/DEMP condition requested which considers emissions to air during construction and demolition phases of development.</p> |

| Planning Reference | Address | Description | AQ Assessment | Comments |
|--------------------|--|---|---------------|--|
| 2021/1176/FUL | Land off, York Road, Barlby, Selby, North Yorkshire | Erection of a roadside service facility, including a petrol filling station (sui generis), HGV refuelling, car wash, 3 jet wash bays and associated infrastructure | No | Awaiting Decision Anti-idling signage and EV charge points included as part of application. |
| 2021/1318/DOC | Highfield Care Home, Highfield Nursing Home, Scarthingwell Park, Barkston Ash, Tadcaster, LS24 9PQ | Discharge of conditions 05 (Written Scheme of Archaeological Investigation), 06 - (Construction Management Plan) 08, 09, 13 (Contamination), 14 (detailed drainage design), 15 (surface water drainage works), 17 (protection of retained trees), 18 (tree planting), 19 (landscape works and programme of implementation) and 21 (external lighting) of approval 2021/0811/S73 Section 73 application to vary condition 02 (approved plans) of application | No | Awaiting Decision DOC concerns CEMP condition applied. Comments raised around monitoring of emissions to air during construction phases, including due diligence records and corrective action. |

| Planning Reference | Address | Description | AQ Assessment | Comments |
|--------------------|--|---|---------------|--|
| | | 2020/0294/FULM Proposed demolition of existing two storey care home (Class C2), and erection of replacement two storey care home (Class C2) comprising 70 single en-suite bedrooms together with associated car parking (50 spaces), access arrangements and landscaping granted on 18 December 2020. | | |
| 2020/1191/FULM | Cow Lane, Womersley, Doncaster, North Yorkshire | Erection of a community village hall with associated works and infrastructure | No | <p style="text-align: center;">Awaiting Decision</p> CEMP/DEMP condition requested which considers emissions to air during construction and demolition phases of development. |

| Planning Reference | Address | Description | AQ Assessment | Comments |
|--------------------|------------------------------------|--|---------------|--|
| 2021/0268/FUL | Larth Close, Whitley Bridge, Goole | Erection of 8 No dwellings and garages | No | Awaiting Decision CEMP/DEMP condition requested which considers emissions to air during construction and demolition phases of development. |

| Planning Reference | Address | Description | AQ Assessment | Comments |
|-------------------------------------|------------------------------------|---|---------------|---|
| SDC Places of Movement Consultation | Sherburn-in-Elmet, North Yorkshire | <p>Places of Movement Study:</p> <p>People living and working in Selby and Sherburn-in-Elmet are being invited to give their views on proposals designed to reduce congestion, improve air quality and enhance public spaces in the towns.</p> <p>The aim is to achieve more attractive and accessible places by changing the way in which the transport network operates and by reducing the impact of vehicles on the places where people want to move around, work, visit and enjoy leisure time.</p> <p>Proposals include:</p> <ul style="list-style-type: none"> • enhancement/creation of public spaces; • redesign of junctions; | No | <p>Consultation Response Issued</p> <p>Officer response highlights that the proposals and aims are generally welcomed, but highlights the lack of information on how aims will be achieved.</p> <p>Anti-idling is highlighted as a major contributor to poor AQ which is not included in the proposals.</p> <p>HGV movement is also noted as an issue within Sherburn-in-Elmet town and that there is currently no LA owned EV charging provision available.</p> |

| Planning Reference | Address | Description | AQ Assessment | Comments |
|--------------------|---------|--|---------------|---|
| | | <ul style="list-style-type: none"> • traffic management, with changes to vehicle routing and changes to the types of vehicle allowed in some areas; • reallocation of road space to active/sustainable travel, such as cycling and walking; • better integration of modes of transport; and • amendments to parking provision. | | <p>A CEMP/DEMP condition is also recommended which considers emissions to air during construction and demolition phases of development.</p> |

| Planning Reference | Address | Description | AQ Assessment | Comments |
|-----------------------|---|---|---------------|--|
| 2021/1139/FULM | Land at Silver Street, Fairburn, Knottingley | Erection of 11No dwellings comprising an exception site of 6No affordable and 5 No open market dwellings | No | Application Withdrawn CEMP/DEMP condition requested which considers emissions to air during construction and demolition phases of development. |
| 2021/0601/FUL | Rusholme Grange, Rusholme, Drax, Selby, North Yorkshire, YO8 8PW. | Construction of battery energy storage system to provide energy balancing services to the National Grid, including bund and landscaping | No | Approval Granted CEMP/DEMP condition requested which considers emissions to air during construction and demolition phases of development. |
| 2021/0648/OUT | Land off, Coupland Mews, Selby, North Yorkshire, YO8 3GE | Outline application for erection of 9no. dwellings and associated internal access/parking and | No | Awaiting Decision CEMP/DEMP condition requested which considers emissions to air |

| Planning Reference | Address | Description | AQ Assessment | Comments |
|-------------------------|--|--|---------------|--|
| | | infrastructure to include access and layout (all other matters reserved) | | during construction and demolition phases of development. |
| PREAPP/2021/0004 | Crosshills Farm, Cross Hills Lane, Selby, North Yorkshire | Category 3 Preapp for residential development with open space and associated access and infrastructure. Proposals include delivery of a vehicular bridge over Selby Dam. The site is allocated for housing with the Selby District Local Plan (ref. SEL/1) | Yes | Pre-Application Advice Issued Potential adverse impact identified to Selby AQMA No 1, therefore AQ assessment recommended which includes a scheme of assessing the resultant impact on AQ. CEMP also recommended which considers emissions to air during construction and demolition phases of development. |
| 2021/1174/SCN | Cross Hills Lane, Selby, North Yorkshire | Request for a screening opinion for proposed residential development (up to 240 dwellings) on land off | Yes | EIA Not Required AQ Assessment and CEMP submitted as part of application. |

| Planning Reference | Address | Description | AQ Assessment | Comments |
|------------------------|--|---|---------------|--|
| | | | | Impacts of proposed development adequately assessed by assessments provided. |
| PREAPP/2021/001 | Nature Reserve, Bawtry Road, Selby, North Yorkshire. | Category 3 preapp for erection of up to 60 holiday lodges and associated infrastructure. Erection of site managers dwelling and site office | Yes | Pre-Application Advice Issued Potential adverse impact identified to Selby AQMA No 1, therefore AQ assessment recommended which includes a scheme of assessing the resultant impact on AQ. CEMP also recommended which considers emissions to air during construction and demolition phases of development. |
| 2021/0337/OUT | Main Road, Burn, Selby, North Yorkshire | Outline planning application for the erection of 5 No. residential dwellings with access from West Lane (all other matters reserved) | No | Awaiting Decision CEMP/DEMP condition requested which considers emissions to air |

| Planning Reference | Address | Description | AQ Assessment | Comments |
|----------------------|--|---|---------------|--|
| | | | | during construction and demolition phases of development. |
| 2021/1027/SCP | Sherburn Rail Freight Terminal, Lennerton Lane, Sherburn In Elmet, Leeds, North Yorkshire, LS25 6LH. | EIA Scoping request for proposed development on land at Gascoigne Wood Interchange Gascoigne Wood Mine Lennerton Lane | Yes | <p style="text-align: center;">Awaiting Decision</p> <p>Report submitted as part of application considers likely AQ impacts during construction and operational phases to nearby sensitive receptors.</p> <p>CEMP is included which serves to control emissions and ensure best practice during construction phases.</p> <p>AQ report considers predicted annual mean concentration ($\mu\text{g}/\text{m}^3$) for NO₂ PM_{2.5} AND PM₁₀ and</p> |

| Planning Reference | Address | Description | AQ Assessment | Comments |
|----------------------|--|---|---------------|---|
| | | | | makes comparison against the LAQM Standard. |
| 2021/1319/DOC | Yew Tree Farm Main Street Thorganby Selby North Yorkshire YO19 6DA | Discharge of conditions 03 (Construction Management Plan), 04 (surface water runoff), 05 (demolition of West Barn), 06 (site investigation report), 07 (contamination), 08 (remediation scheme), 10 (fencing), 13 (barn owl box), 14 (structure) and 15 (roof materials) of approval 2021/0519/ATD Prior notification for the change of use of agricultural building to 1 dwelling (Use Class C3) and associated operational development | No | Awaiting Decision DOC concerns CEMP condition applied. CEMP submitted as part of application deemed sufficient for controlling emissions to air during construction and demolition phases of development |
| 2021/0901/DOC | Pig Breeding Centre, Field Lane, Thorpe Willoughby, | Discharge of condition 09 (Construction Environmental | Yes | Awaiting Decision |

| Planning Reference | Address | Description | AQ Assessment | Comments |
|------------------------|--|---|---------------|---|
| | Selby, North Yorkshire | Management Plan) of planning permission 2013/1041/OUT allowed at appeal APP/N2739/A/14/2216522 Outline application with all matters reserved for a residential development following the demolition of the existing buildings within the site | | DOC concerns CEMP condition applied. Comments raised around monitoring of emissions to air during construction phases, including due diligence records and corrective action |
| 2021/0547/DOC | Pig Breeding Centre, Field Lane, Thorpe Willoughby, Selby, North Yorkshire | Discharge of condition 5 (EV Charging) of approval 2018/0134/REMM Reserved matters application relating to access, appearance, landscaping, layout and scale for 70 dwellings following outline approval 2013/1041/OUT | Yes | Condition Discharged Condition discharged regarding EV charging provision. |
| EN020024-000006 | National Grid, National Grid House, 4 th Floor, Crossgates House, | Development Consent Order application for consent to undertake a Nationally Significant | Yes | Response Issued |

| Planning Reference | Address | Description | AQ Assessment | Comments |
|----------------------|--|---|---------------|--|
| | Crossgates, Leeds, LS15 8DU | Infrastructure Project – Scoping Opinion | | <p>Environmental Statement and CEMP submitted as part of application.</p> <p>Environmental Statement recognises emissions to AQ may arise during construction and operational phases but are not expected to be significant provided that CEMP is adopted and implemented accordingly.</p> |
| 2021/0100/DEM | West Farm, West End Approach, Ulleskelf, Tadcaster | Prior notification for demolition of existing dwelling and all associated farm buildings formerly known | No | <p>Approval Granted</p> <p>DEMP submitted as part of application which considers emissions to air during demolition.</p> <p>Comments raised around monitoring of emissions to air including due diligence records and corrective action</p> |

| Planning Reference | Address | Description | AQ Assessment | Comments |
|----------------------|---|--|---------------|---|
| 2021/1390/DOC | Roebuck Barracks, Green lane, Appleton Roebuck, York, North Yorkshire | Discharge of Conditions 03 (construction method statement), 05 (boundary treatments), 06 (bat and bird box), 07 (land contamination), 08 (remediation scheme), 13 (roof materials) of approval 2020/0279/ATD Prior notification for the change of use of agricultural building to 1 dwelling (Use Class C3) and associated operational development. | No | Awaiting Decision DOC concerns CEMP condition applied. Comments raised around monitoring of emissions to air during construction phases, including due diligence records and corrective action |
| 2021/1391/DOC | Roebuck Barracks, Green lane, Appleton Roebuck, York, North Yorkshire | Discharge of Conditions 03 (construction method statement), 05 (boundary treatments), 06 (bat and bird box), 07 (land contamination), 08 (remediation scheme), 13 (roof materials) of approval 2020/0279/ATD Prior notification for the change of use of agricultural building to 1 dwelling (Use Class | No | Awaiting Decision DOC concerns CEMP condition applied. Comments raised around monitoring of emissions to air during construction phases, including due diligence records and corrective action |

| Planning Reference | Address | Description | AQ Assessment | Comments |
|----------------------|---|--|---------------|---|
| | | C3) and associated operational development. | | |
| 2021/1389/DOC | Roebuck Barracks, Green lane, Appleton Roebuck, York, North Yorkshire | Discharge of Conditions 03 (construction method statement), 05 (boundary treatments), 06 (bat and bird box), 07 (land contamination), 08 (remediation scheme), 13 (roof materials) of approval 2020/0279/ATD Prior notification for the change of use of agricultural building to 1 dwelling (Use Class C3) and associated operational development. | No | Awaiting Decision DOC concerns CEMP condition applied. Comments raised around monitoring of emissions to air during construction phases, including due diligence records and corrective action |
| 2021/1388/DOC | Roebuck Barracks, Green lane, Appleton Roebuck, York, North Yorkshire | Discharge of Conditions 03 (construction method statement), 05 (boundary treatments), 06 (bat and bird box), 07 (land contamination), 08 (remediation scheme), 13 (roof materials) of approval | No | Awaiting Decision DOC concerns CEMP condition applied. Comments raised around monitoring of emissions to air during construction phases, |

| Planning Reference | Address | Description | AQ Assessment | Comments |
|----------------------|---|--|---------------|---|
| | | 2020/0279/ATD Prior notification for the change of use of agricultural building to 1 dwelling (Use Class C3) and associated operational development. | | including due diligence records and corrective action |
| 2021/1387/DOC | Roebuck Barracks, Green lane, Appleton Roebuck, York, North Yorkshire | Discharge of Conditions 03 (construction method statement), 05 (boundary treatments), 06 (bat and bird box), 07 (land contamination), 08 (remediation scheme), 13 (roof materials) of approval 2020/0279/ATD Prior notification for the change of use of agricultural building to 1 dwelling (Use Class C3) and associated operational development. | No | Awaiting Decision DOC concerns CEMP condition applied. Comments raised around monitoring of emissions to air during construction phases, including due diligence records and corrective action |
| 2021/1364/OUT | The Rowans, Blackwood Road, Skipwith, Selby, | Outline application (with all matters reserved) for the demolition of existing buildings on the site and | No | Awaiting Decision CEMP/DEMP condition requested which considers emissions to air |

| Planning Reference | Address | Description | AQ Assessment | Comments |
|----------------------|--|---|---------------|--|
| | North Yorkshire, YO8 5SE | erection of 6 new dwellings with associated works | | during construction and demolition phases of development. Condition also requested for EV Charge points to be provided to all properties. |
| 2021/0616/FUL | H Barker & son Ltd, Bowlands, Moor Lane, Bilbrough, York, North Yorkshire | Erection of an extension and alterations to an existing agricultural building and installation of a combined heat and power unit within the building to provide renewable heating and electricity for the adjacent poultry farm | Yes | Awaiting Decision AQ Assessment requested as part of application for consideration. |
| 2021/0736/FUL | Millgate Service Station, Millgate, Selby, North Yorkshire, YO8 0LL | Demolition of existing payment kiosk and refurbishment of unused workshop to form payment area and shop. | Yes | Awaiting Decision CEMP/DEMP condition requested which considers emissions to air during construction and demolition phases of development. |

| Planning Reference | Address | Description | AQ Assessment | Comments |
|------------------------------|--|---|---------------|--|
| | | | | <p>AQ Assessment also requested as part of consultation which considers impacts from development and once proposal is operational to Selby AQMA No.1 due to close proximity. Assessment requested to include proposed mitigation measures and damage cost calculation if applicable.</p> |
| <p>2022/0099/FULM</p> | <p>Meadway, Selby, North Yorkshire</p> | <p>Demolition of existing buildings and structures, erection of a new vehicular bridge, proposed residential development with associated landscaping and infrastructure</p> | <p>Yes</p> | <p>Awaiting Decision</p> <p>AQ Assessment submitted as part of application which considers impacts from development and once proposal is operational to Selby AQMA No.1 and nearby receptors.</p> |

| Planning Reference | Address | Description | AQ Assessment | Comments |
|--------------------|---|---|---------------|--|
| | | | | <p>Condition requested to submit statement of mitigation measures and damage cost calculation and for EV charge point provision to all properties.</p> <p>CEMP/DEMP condition requested which considers emissions to air during construction and demolition phases of development.</p> |
| 2022/0152/FUL | Pasture Cottage, Main Street, Thorganby, York | Residential Development for the construction of 5 new-build dwellings and associated garages and demolition of existing buildings | No | <p>Awaiting Decision</p> <p>CEMP/DEMP condition requested which considers emissions to air during construction and demolition phases of development.</p> <p>Condition also requested for EV Charge points to be provided to all properties.</p> |

| Planning Reference | Address | Description | AQ Assessment | Comments |
|--------------------|--|--|---------------|---|
| 2022/0153/FULM | East Common Lane, Barlow, Selby, North Yorkshire | HGV park and welfare building and warehouse to serve existing Sedamyl UK Ltd plant and employment unit with associated landscaping, infrastructure works and vehicular, pedestrian circulation at Land Adjacent to A63 And East Common Lane Barlow | Yes | <p>Awaiting Decision</p> <p>AQ Assessment submitted as part of application which acknowledges impacts to air during construction phases, particularly fugitive dust emissions. Report also outlines proposed mitigation measures.</p> <p>Condition requested for submission of dust management plan prior to commencement.</p> |

Glossary of Terms

| Abbreviation | Description |
|-------------------|---|
| AQAP | Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values' |
| AQMA | Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives |
| ASR | Annual Status Report |
| Defra | Department for Environment, Food and Rural Affairs |
| DMRB | Design Manual for Roads and Bridges – Air quality screening tool produced by National Highways |
| EU | European Union |
| FDMS | Filter Dynamics Measurement System |
| LAQM | Local Air Quality Management |
| NO ₂ | Nitrogen Dioxide |
| NO _x | Nitrogen Oxides |
| PM ₁₀ | Airborne particulate matter with an aerodynamic diameter of 10µm or less |
| PM _{2.5} | Airborne particulate matter with an aerodynamic diameter of 2.5µm or less |
| QA/QC | Quality Assurance and Quality Control |
| SO ₂ | Sulphur Dioxide |
| | |

References

- Local Air Quality Management Technical Guidance LAQM.TG16. April 2021. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.
- Local Air Quality Management Policy Guidance LAQM.PG16. May 2016. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.
- Air Pollution in the UK 2020 - Compliance Assessment Summary September 2021. Published by Defra - [air_pollution_uk_2020_Compliance_Assessment_Summary_Issue1.pdf](#) (defra.gov.uk)