Appendix A

Selby District Council
Air Quality Action Plan

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

May 2018

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Report Reference number	SDC_AQAP_2018
Date	May 2018

Executive Summary

This Air Quality Action Plan (AQAP) has been produced as part of our statutory duties required by the Local Air Quality Management framework. It outlines the action we will take to improve air quality in Selby between 2018 and 2021.

This is Selby District Council's first AQAP following the declaration of Selby's first Air Quality Management Area (AQMA) in February 2016.

This initial plan sets out the air quality improvement measures already being delivered in Selby and identifies further measures that are expected to deliver the greatest and most immediate improvements in Selby's air quality. Local source apportionment studies and emission reduction calculations have been undertaken to support development of this AQAP.

In October and November 2017, Selby DC carried out a consultation on the Pool of Sites from which it intends to prepare a site allocations plan. When adopted, the site allocations plan will form part of the local plan for the district against which planning applications will be assessed. The local plan is likely to have a significant impact on future traffic levels and air quality across the Selby District. The location and magnitude of these impacts are currently in the early stages of assessment and were not available in time for the publication of this initial AQAP.

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. Updates and amendments to the AQAP will be reported in Selby DC's future ASR reports which are submitted annually to Defra.

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 and older people, and those with heart and lung conditions. There is also often a strong correlation with equalities issues, because areas with poor air quality are also often the less affluent areas[1,2].

[1] Environmental equity, air quality, socioeconomic status and respiratory health, 2010
[2] Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006

The annual health cost to society of the impacts of particulate matter alone in the UK is estimated to be around £16 billion[3]. Selby District Council is committed to reducing the exposure of people in the Selby district to poor air quality in order to improve health.

We have developed actions that can be considered under 8 broad topics:

- Alternatives to private vehicle use
- Freight and delivery management
- Policy guidance and development control
- Promoting low emission transport
- Promoting travel alternatives
- Public information
- Transport planning and infrastructure
- Traffic management

Our immediate priorities are:

- **To prevent HGVs over the existing weight limit from passing through the AQMA.** This will be achieved by improving signage about the weight limit on the approach to the AQMA and undertaking pro-active enforcement activities.
- **To work with local businesses to reduce the impact of commuter and delivery trips into Selby town centre.** We will undertake a survey of local businesses to identify the main sources of commuter and delivery trips. We will work with the business community to develop local solutions to these issues such as setting up of freight partnerships, provision of access route maps, improved commuter parking arrangements etc.
- **To provide alternatives to private vehicle use across the Selby District.** We will continue to provide walking and cycling infrastructure on new developments and we will promote the use of less polluting modes through the implementation of a sustainable transport strategy. We will investigate the feasibility of providing a low emission car club at the Selby District Council offices / Selby Hospital site. When planning new walking and cycling routes, minimising exposure along the main desire lines will be a key consideration.

[3] Defra. Abatement cost guidance for valuing changes in air quality, May 2013

- **To undertake a rapid review of existing traffic signalling and junction priorities around New Street.** The aim will be to identify any immediate changes that can be made to current signalling and signage arrangements to reduce wait times and improve traffic flow through New Street.
- **To raise awareness and reduce the impacts of vehicles idling within New Street and the wider district.** We will provide advisory anti-idling signage within New Street and on other approaches to the swing bridge to encourage the switching off of engines during bridge operations. We will carry out anti-idling awareness campaigns within the town centre.
- **To provide opportunities for low emission transport use within the Selby District.** We will develop low emission vehicle guidance for Selby and will investigate funding opportunities for the provision of publically accessible electric vehicle recharging points within car parks owned by Selby District Council. We will develop incentives for the promotion of low emission vehicle use in Selby District**.**
- **To improve public access to air quality information and advice:** we will provide a wider range of information on the Selby DC website and work with public health colleagues to raise awareness of exposure to poor air quality and how to avoid it.

Our longer term priorities are:

- **To reduce congestion and number of vehicle trips through the New Street AQMA.** We will undertake a traffic and access management study for the New Street AQMA and the wider Selby District to identify the most effective air quality improvement and traffic management measures to support the development and implementation of the local plan. This will be done once the publication version of the site allocations plan has been finalised and will inform how allocated sites are developed.
- **To minimise further development led emission growth within the Selby District.** We will develop low emission guidance to support the implementation of the local plan. This will ensure that new relevant locations (housing, care homes, schools etc.) are located away or sufficiently buffered from busy roads, and that emissions from new trips will be minimised through

the use of sustainable locations and the provision of emission mitigation on or around the development site. As a minimum developers will be required to provide electric vehicle recharging points and implement construction environmental management plans (CEMPs).

These are the main priorities for this action plan but we will also investigate:

- Reducing the emission impact of public sector fleet vehicles (via improvements to NYCC and Selby DC vehicle procurement policies)
- Reducing the impact of taxi emissions via the introduction of incentives for hybrid vehicle use.
- Further reducing the impact of bus emissions on New Street. It is expected that the introduction of the bus based Clean Air Zone in York (our neighbouring local authority) will deliver the majority of bus based improvements needed on New Street.

In this AQAP we outline how we plan to effectively tackle air quality issues within our control. However, we recognise that there are a large number of air quality policy areas that are outside of our influence (such as vehicle emissions standards agreed in Europe), but for which we may have useful evidence, and so we will continue to work with regional and central government on policies and issues beyond Selby District Council's direct influence.

Responsibilities and Commitment

This AQAP was prepared by the YES consultancy (City of York Council) on behalf of the Environmental Health Department of Selby District Council with the support and agreement of the following officers and departments at that time:

Selby District Council Officers

Wayne Palmer – Environmental Health Team Leader

Diana Adamson – Environmental Health Officer

Carol Carter – Environmental Health Technician

Tom Ridley – Interim Shared Planning Policy Manager

Stephen Hay - Interim Planning Policy Manager

Claire Paylor – Environmental Health Officer

Chris Watson - Assistant Policy Officer

Daniel Gaunt – Principle Planning Policy Officer

North Yorkshire County Council Officers

Victoria Hutchinson – Senior Transport Planning Officer

Victoria Day - Highways Project Engineer

Ann Smallwood – Travel Planning Officer

Gary Lumb – Improvements Manager

Dr David Bagguley – Public Health Registrar

Samantha Raine – Transport Planning Officer

Kathryn Ingold – Public Health NYCC

Carly Walker – Public Health NYCC

This AQAP has been approved by:

The Executive of Selby District Council at a meeting on 6th September 2018.

This AQAP will be subject to an annual review and progress each year will be reported in the Annual Status Reports (ASRs) produced by Selby District Council, as part of our statutory Local Air Quality Management duties.

If you have any comments on this AQAP please send them to Claire Paylor at:

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Table of Contents

List of Tables

List of Figures

1.0 Introduction

This report outlines the actions that Selby District Council will deliver between 2018-2021 in order to reduce concentrations of air pollutants and exposure to air pollution; thereby positively impacting on the health and quality of life of residents and visitors to Selby District.

It has been developed in recognition of the legal requirement on the local authority to work towards Air Quality Strategy (AQS) objectives under Part IV of the Environment Act 1995 and relevant regulations made under that part and to meet the requirements of the Local Air Quality Management (LAQM) statutory process.

This Plan will be reviewed after 3 years and progress on the measures set out within this Plan will be reported on annually within Selby District Council's annual air quality ASR reports.

This initial AQAP sets out:

- Measures already in place to improve air quality in Selby and short term targets to ensure continued review and delivery of these.
- Proposals for new measures which based on local source apportionment and emission reduction calculations are expected to deliver the greatest and most immediate improvements in the Selby AQMA and wider Selby district.

In October and November 2017, Selby DC carried out a consultation on the Pool of Sites from which it intends to prepare a site allocations plan. This plan will deliver the strategic vision outlined in the Selby's , and will allocate sites to deliver the growth needs of the Selby district in line with the Core Strategy. When adopted it will form part of the Local Plan for the district against which planning applications will be assessed.

The sites allocated have the potential to have a significant impact on future traffic levels and consequently air quality across the district. The location and magnitude of these impacts are currently in the early stages of assessment and were not available in time for the publication of this AQAP.

Depending on how sites allocated for development are brought forward, there is potential for traffic and air quality impacts in and around the current AQMA on New Street, and in other areas of Selby where pollutant concentrations may be elevated but do not exceed limit values. As allocated sites are brought forward for development, detailed traffic management and air quality management measures may need to be identified on a site-

by-site basis to ensure that they do not undermine the council's progress towards addressing its statutory duties in respect of air quality. The nature of any such measures will be determined based on the prevailing conditions at the time, when there will be a much clearer understanding of what issues require mitigation. This initial AQAP is intended to be a live document. It will be continuously reviewed and developed alongside the development and implementation of the local plan.

2.0 Summary of Current Air Quality in Selby

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. Previous reports on air quality in Selby can be found at http://www.selby.gov.uk/local-air-quality-management

In 2014 Selby's 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. 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.

Selby District Council designated the first AQMA in the district on 29th February 2016. The boundary of the current AQMA is shown in Figure 1. The AQMA declaration followed a public consultation during which Selby DC wrote to all residents and businesses within and adjacent to the AQMA.

Figure 1: Selby AQMA

Selby District Council

The 2017 ASR report for Selby sets out the location of air pollution monitoring sites in Selby District and provides a summary of the results since 2012. The full report is available on line at:

http://www.selby.gov.uk/sites/default/files/Selby%20District%20Council%20ASR%202017%20v2%20final%2001%2006%2017%20%20pdf.pdf

Since the publication of the 2017 ASR further air pollution monitoring has been undertaken in Selby District. Results for Selby only during 2018 are shown in Table 1. Results are shown for sites that had >75% data capture only. The results highlighted in yellow are those which were greater than 40µg/m^3 during 2017 at the measurement position. All these locations lie within the existing AQMA.

Additional monitoring is undertaken in Tadcaster and Sherburn-in-Elmet. No exceedance of the air quality objectives have been found in these areas to date.

Table 2 summarises the relevance of these exceedances.

Table 1: Annual average nitrogen dioxide concentrations for Selby (2017)

Site description	Site reference	Bias corrected annual average 2017 without distance correction (bias correction factor 0.89)	Bias corrected annual average 2017 with distance correction where applicable (bias correction factor 0.89)
Carantan Cl	3N	17.9	15.0
Brook St	4N	24.3	20.1
Bryony Ct	9N	15.8	14.3
Bailey & Haigh (clsd)	S1	33.3	33.3
Lamp Post 52 (Bridge)	S2	33.6	27.1
Rose & Crown 1	S3a	37.9	37.9
Rose & Crown 2	S3b	37.5	37.5
Rose & Crown 3	S3c	37.8	37.8
Tattoo Studio	S4	**46.8**	**46.8**
Froko Furniture 1	S5a	**41.3**	**41.3**
Froko Furniture 2	S5b	39.8	39.8
Froko Furniture 3	S5c	**41.1**	**41.1**
Preston Baker Est Ag (S6)	S6	28.6	28.6
21 New St Spencer) 1	S7a	**51.5**	**51.5**
21 New St 2	S7b	**51.5**	**51.5**
21 New St 3	S7c	**51.5**	**51.5**
Chevin (S8)	S8	30.5	30.5
Conservative Club (S9)	S9	32.6	32.6
Gowthorpe (lamp post Greggs) (S10)	S10	33.7	33.7
10 The Crescent Lisa's Florist (S11)	S11	35.2	35.2

Table 2: Relevance of monitoring locations in exceedance

Diffusion Tube	Location	2017 Bias Corrected NO_2 ($\mu g/m^3$)	Commentary
S4	Tattoo Studio, New Street	46.8	There are no relevant locations at ground or first floor in this exact location on New Street. This would not be considered a relevant location for the purposes of Local Air Quality Management. This location was included within the AQMA boundary on the basis of other breaches at relevant locations in the vicinity of this tube.
S5a	Froko Furniture, New Street	41.3	Whilst there are no relevant locations at ground floor in this exact location on New Street, Froko Furniture has residential accommodation on the upper floor levels (3 flats). On this basis, this monitoring location would be considered a relevant location in terms of the annual mean nitrogen dioxide objective.
S5b	Froko Furniture, New Street	39.8 *(borderline result)*	
S5c	Froko Furniture, New Street	41.1	
S7a	21 New Street	51.5	This location 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.
S7b	21 New Street	51.5	
S7c	21 New Street	51.5	

3.0 Selby's Air Quality Priorities

3.1 Public Health Context

As detailed in Policy Guidance LAQM.PG16 (Chapter 7), local authorities and their associated public health departments 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.

This action plan is focused mainly on reducing concentrations of nitrogen dioxide (as this is the pollutant currently exceeding national air quality objective levels on New Street). However, it is important to recognise that many of the measures within this plan (especially those that will reduce the impact of diesel vehicles) will also help to reduce levels of particulate matter. The air quality action plan will therefore have additional public health benefits, over and above those delivered through a reduction in nitrogen dioxide concentrations.

In addition to reducing emissions to air some of the AQAP measures will also help to deliver other public health objectives. For example, some measures will help to increase levels of activity as people are encouraged to swap to more active travel options such as walking and cycling. This will assist with delivering wider health benefits in relation to reducing obesity and improving mental health well being.

The National Centre for Health and Care Excellence (NICE) recently published draft guidelines on policy options for improving air quality. These guidelines recommend taking a number of actions in combination to improve air quality. Some of the key recommendations of the draft NICE guidance are:

- Greater consideration of air quality issues during planning processes
- Introduction of Clean Air Zones (CAZs) (in the worst affected areas)
- Reducing emissions from public sector transport
- Encouraging smooth driving and speed reduction

- Providing more cycle routes, ideally off-road and in quieter locations where exposure to air pollution is likely to be lower.

In developing this action plan due consideration has been given to the draft NICE guidance. The following measures in the Selby AQAP will assist with implementing the NICE guidance within Selby district:

Continue to improve opportunities to walk and cycle in Selby
Continue to promote sustainable travel in Selby

These measures will encourage people to walk and cycle more (within less polluted areas), hence reducing vehicle emissions and encouraging more physical activity.

Improve public access to air quality information and advice: this will help people to reduce their own exposure to air pollutants and that of other people.

Rapid review of traffic signalling and junction priorities: this will identify any immediate changes that can be made to the current signalling and signage arrangements to improve the flow of vehicles through New Street and reduce idling.

Transport and Access Management Study for Selby: This will consider various traffic management and access options for Selby in order to improve air quality in existing areas of concern and help manage future traffic impacts which are likely to occur as allocated sites are brought forward for development.

Develop Low Emission planning guidance: This will ensure that new relevant locations (such as housing, schools, care homes etc) are located away or sufficiently buffered from busy roads and that emissions from new trips are minimised by using sustainable locations and providing on-site facilities for low emission vehicles.

Investigate opportunities for developing sustainable procurement Guidance in consultation with NYCC : New guidance will aim to increase the uptake of low emission vehicles within the Selby DC and NYCC fleets

Responsibility for public health issues in Selby lies with the North Yorkshire County Council Public Health Department. The **North Yorkshire Health and Wellbeing Board** is a formal committee of North Yorkshire County Council and is made up of elected representatives from North Yorkshire County Council, elected members of the district councils (including Selby); chief officers from both county and districts; local commissioners from health, public health and social care; representatives of Healthwatch (an independent consumer champion for healthcare) and other members of the voluntary sector. Further information about the North Yorkshire Health and Well Being board can be found at http://www.nypartnerships.org.uk/index.aspx?articleid=16804

The Health and Well Being Board have produced a joint county wide health and well being strategy - the **North Yorkshire joint Health and Well Being Strategy 2015 – 2020.** This can be viewed in full at:

http://www.nypartnerships.org.uk/index.aspx?articleid=20933

The health and well being strategy identifies a **good environment** and an active **lifestyle** as key components of good health. The Selby Air Quality Action Plan will therefore support the North Yorkshire joint Health and Well Being Strategy, and the delivery of better health outcomes for North Yorkshire.

In addition to the county wide Health and Well Being Strategy, the Selby Health Matters group are currently developing a public health action plan for the Selby district. Selby Health Matters is a multi-agency group led by the district council in partnership with the regional public health team.

SDC and NYCC have recently submitted a funding proposal to develop active travel initiatives for employers and families. If successful the first stage of this project will be to commission a travel map analysis and subsequent active travel strategy and development plan. This will allow identification of specific projects around active workplace travel and active family travel which would be further commissioned. A cycle route mapping project has already commenced.

3.2 Planning and Policy Context

3.2.1 Land Use Planning Policies

The planning system is required to take account of the impact of new or existing development on air quality (National Planning Policy Framework Guidance paragraph 109[4]). The planning system should contribute to and enhance the natural and local environment by (amongst other things) : preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of air pollution.

Policy SP18 of the Selby DC adopted Core Strategy requires that new development protects air from pollution (paragraph 7). Planning Policy Guidance on Air Pollution 2014 requires that plan making takes account of air quality management areas (ID: 32-002-20140306). The AQMA will therefore be a consideration in the allocation of development sites in Selby through preparation of the current site allocations and future local plan documents.

In October and November 2017, the council carried out a consultation on the Pool of Sites from which it intends to prepare a site allocations plan. This is a site allocations plan which is being developed to deliver the strategic vision outlined in the Selby's Core Strategy (adopted in 2013). When adopted, it will form part of the local plan for the district against which planning applications will be assessed.

The sites which will be allocated within the Site Allocations Local Plan have the potential to have a significant impact on future traffic levels and consequently air quality across the district. The location and magnitude of these impacts are currently in the early stages of assessment and were not available in time for the publication of this AQAP.

Depending on how sites allocated for development are brought forward for development, detailed traffic management and air quality management measures will need to be identified on a site-by-site basis to ensure that they do not undermine the council's progress towards addressing its statutory duties in respect of air quality. The nature of any such measures will be determined based on the prevailing conditions at the time, when there will be a much clearer understanding of what issues require mitigation. This initial AQAP is intended to be a live document. It will be continuously reviewed and developed alongside the development and implementation of the local plan.

[4] National Planning Policy Framework, Department for Communities and Local Government, March 2012 https://www.gov.uk/guidance/national-planning-policy-framework

An initial assessment of the of the operation of the road network in Selby, which takes into account background and development-led traffic growth, is underway and will inform the site allocations plan preparation. This will enable developers of allocated sites to understand and identify suitable mitigation for the wider impacts of their sites and contribute to the overall reduction across Selby as a whole in conjunction with NYCC.

The consideration of air quality impacts will feed into the Strategic Environmental Assessment (SEA) and Sustainability Appraisal (SA) for the Site allocations Local Plan.

Further information on progress with the development of emerging site allocations local plan can be found at:
http://www.selby.gov.uk/sites-and-policies-local-plan-plan-selby

To manage and reduce the emission impact of future development in Selby the council will be taking steps towards the development of low emission planning guidance. This will ensure that new relevant locations (such as housing, schools, care homes etc) are located away or sufficiently buffered from busy roads and that emissions from new trips are minimised by using sustainable locations and providing on-site facilities for low emission vehicles such as electric vehicle recharging points. Developers will also be required to implement construction environmental management plans (CEMPs) and low emission travel plans.

Further, the Council is developing a sustainable transport strategy which will set out the ways it will seek to promote active travel and public transport use in new and existing developments, which is also likely to reduce the level and impact of single-occupancy car trips on the roads in Selby.

The guidance is likely to follow the principles set out in the recent guidance produced by the Low Emission Partnership but will be bespoke to Selby and subject to local consultation.
http://www.lowemissionstrategies.org/tools_and_resources.html

3.2.2 Local Transport Plan (LTP)

Responsibility for the management, maintenance and improvement of the highway network within Selby District lies with North Yorkshire County Council. NYCC's most recent Local Transport Plan (LTP4) was approved in February 2016. http://www.northyorks.gov.uk/article/30583/Local-transport-plan-four-LTP4

Table 3 identifies the main policies and objectives in NYCCs LTP4 which potentially could assist with delivering cleaner air in Selby.

At present NYCC has no specific budget for delivery of air quality remedial measures in Selby DC but a review of the NYCC Air Quality Strategy is currently ongoing. This will include development of NYCC's electric vehicle charge point strategy (covering the potential for on-street charging, charging at NYCC properties and investigating the use of electric vehicles in the NYCC fleet). A NYCC air quality / electric vehicle strategy is due to be completed by end of 2018/early 2019.

The remedial measures which are likely to require County Council funding are both revenue and capital funded activities therefore to fund air quality improvement measures in Selby NYCC will:

- identify any potential measures (revenue and capital) that could be funded from S106 / CIL contributions from developments that have a direct impact on the AQMA.

- where possible re-prioritisation relevant Road Safety and Travel Awareness staff workloads (in consultation with the Team leader RS&TA) to fund travel awareness type measures. This could potentially have an impact on other duties including road safety initiatives in schools.

- investigate further capital and revenue funding opportunities as they become available.

Within NYCC the Transport Planning Team takes the lead role on traffic related air quality strategy and policy development, with support from relevant Area Office staff. Once agreed, delivery of the transport related AQAP measures

passes to the relevant local Area Office with support from the Transport Planning Team and other relevant Network Strategy teams. This reflects the local nature of the air quality issues in Selby which requires a high degree of knowledge of the local geography and traffic flow patterns to resolve. This level of local knowledge is best provided by the Area Office staff. Both the regional and area teams have been fully consulted on the development of this AQAP.

The source apportionment and emission reduction work undertaken to support the development of this AQAP clearly identifies private vehicle trips as the main source of emissions in the New Street AQMA. Many of these trips have a length of less than 5miles. Reallocating 5% of the car trips through New Street to walking or cycling has the potential to reduce NO_x emissions on New Street by almost 4%. The AQAP public consultation showed strong support of further sustainable transport measures in Selby, particularly in relation to cycling.

Selby DC is developing a sustainable transport strategy and will continue to work closely with NYCC to promote investment in sustainable transport measures. Where possible it will assist in trying to access additional funding for Selby based schemes. We will also continue to work with NYCC public health department to promote and implement active travel measures.

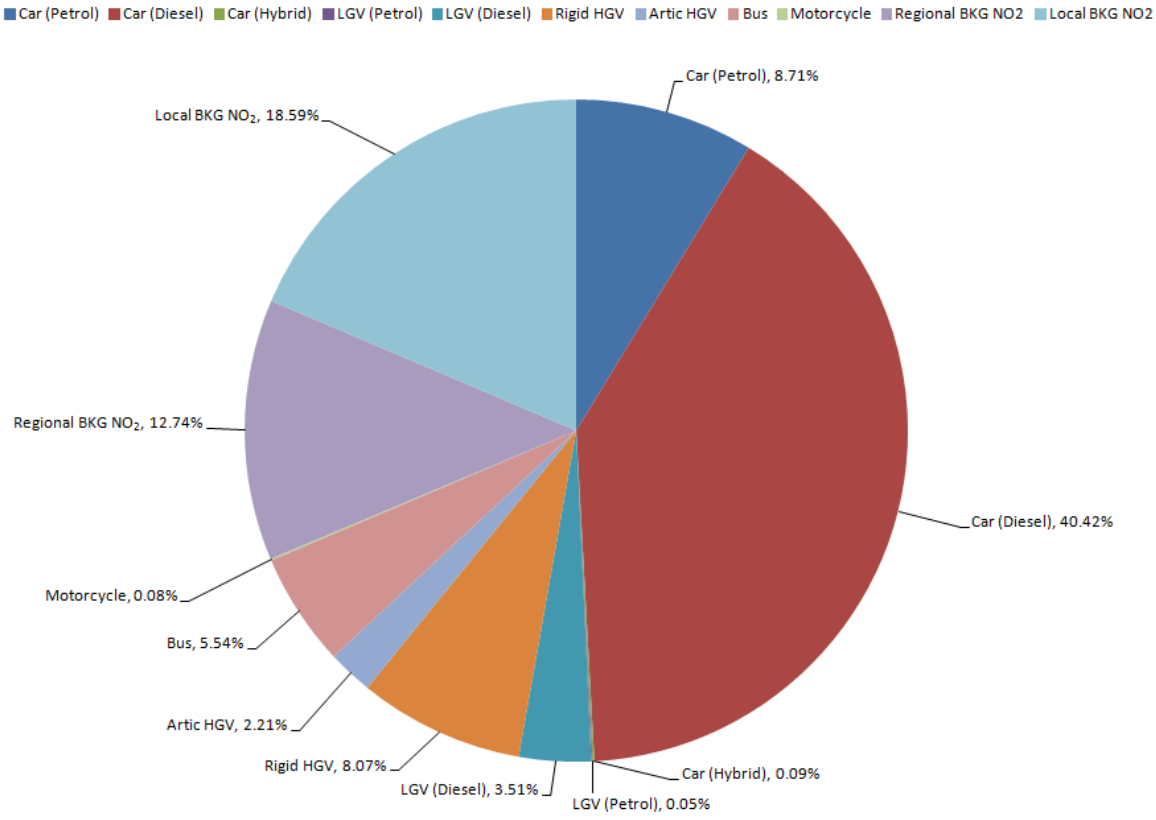
Table 3a: Air quality related policies and objectives in the NYCC LTP4

NYCC LTP4 Section	Description	Relevance
Part 1 Local Transport Plan	LTP Objectives include Environment and Climate Change – managing the adverse impact of transport on the environment	One of the 5 LTP objectives includes consideration of the impact of transport on the environment including AQ.
Objective 2a – Economic Growth	The AQMA towns are recognised as a priority for tackling congestion. Measures may include junction improvements, traffic management and improved traffic signals.	Traffic congestion contributes to environmental problems as well as unreliable journey times for businesses and commuters
Objective 2d – Environment and Climate Change	This Objective recognises the County Council's duty to work with district councils to try to improve air quality The County Council will support measures to promote environmentally friendly forms of transport including provision for ULEV's – currently developing a policy which will consider the provision of infrastructure for electric vehicles.	Recognises the North Yorkshire AQMAs ULEVs can lead to a reduction in transport related pollution.
Objective 2e – Promoting healthier travel opportunities	Seek to coordinate Highways and Public Health aims and outcomes including contributing to Public Health Active lives and healthy weight programmes This objective also recognises the impact of air quality on health and the need to address air quality issues related to transport on the highway network.	Encouraging more active travel walking and cycling can help to reduce traffic pollution
Theme 3 g – Planning and New Developments	Whilst generally matters relating to the environmental impact of development which are defined in the Environmental Impact Regulations are outside the remit of the Local Highway Authority, where development impacts on identified Air Quality Management Areas and DEFRA's Noise Important Areas the LHA will require the impact of the traffic generated by development to be considered	Support the Local Planning Authority in determining applications
Theme 3j – Walking and Cycling	Recognises walking and cycling are healthy and least polluting forms of travel and integration of different transport modes can further encourage sustainable travel and ultimately reduce car use. In 2016 develop a cycling policy to set out the County Council's plans for cycling. County Council looking into funding opportunities to enable appointment for a Sustainable Travel Officer to provide expertise and information about how developers, employers and communities can plan and coordinate healthier and sustainable travel needs and opportunities within new developments and existing communities. Continue to seek additional external funding opportunities such as the previous Local Sustainable Transport Fund. Elected Member to become Champion for Walking and Cycling	This section aims to encourage cycling and walking which could lead to reduced car use and therefore improve air quality.
Part 3n – Air Quality and Noise	Outlines Local Air Quality Management and County Council's duty to cooperate with district councils We will support district councils in seeking air quality grant funding available from DEFRA We will review and update the County Council's transport related air quality policy (in 2016) Encouraging walking, cycling and use of public transport	Confirms the County Council's commitment to work with the District Council's on air quality issues.

3.3 Source Apportionment for New Street

The AQAP measures presented in this report are intended to be targeted towards the predominant sources of emissions within Selby District Council's area. A source apportionment exercise was carried out by Selby District Council in January 2016 to consider how different source categories contribute to overall concentrations of nitrogen dioxide on New Street. The results of this study are summarised below in Figure 2 and further extracts from the January 2016 report can be found at Appendix A. The source apportionment was undertaken in line with the requirements of LAQM.TG(16).

Figure 2: Source apportionment of nitrogen dioxide on New Street



It should be noted that within the source apportionment study, the car category was assumed to include vehicles up to 5.2m in length and as such may also include some car derivatives (e.g. car derived vans). Light goods vehicles included vehicles between 5.2m and 6.5m in length.

Since the original source apportionment work was carried out (based on 2014 count data), more recent count data for 2016 has suggested that LGVs movements on New Street may be higher than originally thought, although the combined flow of cars and LGVs remains similar between the two traffic counts at approximately 97 – 98% of the total traffic flow. Based on the source apportionment study carried out in January 2016, the impact from LGVs was estimated at 3.6% of the total NO_2; this should be considered a conservative estimate.

The key findings of the source apportionment study were:

Traffic is the main contributor to poor air quality on New Street

- Traffic sources are estimated to contribute around 69% to the total NO_2 on New Street.
- Background NO_2 makes up 31.3% of the NO_2 on New Street.
- Regional background *(which a local authority is unable to influence)* contributes 12.7% of the NO_2 on New Street, with local background *(which a local authority has some influence over)* contributes 18.6%.

Cars are the predominant source of NO_2 on New Street

- Collectively, cars contribute almost 50% of the NO_2 on New Street (49.2%).
- Diesel cars contribute approximately 5 times that of petrol cars.

Heavy Goods Vehicles (HGVs) have a disproportionate impact on air quality in New Street

- Collectively, all heavy diesel vehicle categories (including buses and HGVs) contribute 15.8% of the NO_2 on New Street but only make up 2.7% of vehicle movements on New Street.
- HGVs contribute 10.3% of the NO_2 on New Street and contribute around double the NO_2 of buses.
- Rigid-HGVs contribute around 4 times that of larger, articulated vehicles.
- Buses contribute around 5.5% of the NO_2 on New Street
- Light Goods Vehicles are estimated to contribute 3.6% of the NO_2 on New Street (but this may be slightly higher in practice).
- The NO_2 contribution from motorcycles is less than 0.1% and is therefore considered negligible.

Contribution from other sources is considered negligible

- New Street is contained with a Smoke Control Area *(Selby No.1 Smoke Control Order 1980).* It is therefore considered unlikely that smoke emissions from properties in the vicinity of New Street are contributing to the exceedances of the Air Quality Objectives observed in this area in recent years. There may be a minor influence from emissions associated with commercial and domestic heating in the locality.

Further observations of HGVs and buses

A Traffic Regulation Order is in force along New Street that places restrictions on movements of heavy commercial vehicles (>7.5T), unless they are being used for a specific purpose. A copy of the Order is provided at Appendix D.

The source apportionment study (described in the preceding section) provided a good understanding of the types of vehicles using New Street and their respective contributions to total NO_2 concentrations in the New Street Air Quality Management Area. It also suggested that some heavy commercial vehicle operators were ignoring the restrictions imposed by the Traffic Regulation Order.

To provide further clarity around the types of HGV movements on new Street (i.e. what proportion are actually bus / coach movements and how many are HGVs breaching the weight restriction) some manual vehicle counts were undertaken. These observations also recorded the presence of 'other' non-timetabled passenger service vehicles, including school buses and coaches.

Manual vehicle observations were undertaken on New Street on Wednesday 15th June 2016 between 13:00 & 16:00 and again on Friday 17th June 2016 between 09:00 & 12:00.

Some of the key findings of this additional manual count were as follows:

non-timetabled bus services are not contributing significantly to nitrogen dioxide on New Street.

- The manual counts confirmed the regular occurrence of scheduled bus services (and that these had been correctly specified in the source apportionment study). Only 2 other non-timetabled buses were observed during the 6 hour count over 2 days. Six coaches were counted during the 6 hour count. All such coaches were operated by a Selby based company.

Breaches of the 7.5 tonne weight limit on New Street are regularly occurring

- Over the course of the 6 hour observation, 33 vehicles using New Street were estimated to be in excess of 7.5 tonne. It appeared that a large proportion of these were not being used *'for or in connection with the conveyance of goods to or from any premises on adjacent to that road or length of road'*, or in connection with any of the permitted operations.

The manual counts also indicated that the number of LGVs movements on New Street may be higher than originally estimated.

- During the manual counts approximately 1 LGV movement per minute was observed using New Street (the surveyors undertaking the count included smaller commercial trade vehicles in this classification). As previously stated, the impact from LGVs presented in the source apportionment should be considered a conservative estimate.

There is regular occurrence of idling traffic to the North East of New Street at the junction of Water Lane / Ousegate.

- Vehicle idling creates unnecessary emission that can be reduced by improved driver awareness and improving flow rates through junctions.

3.3.1 NYCC Origin Destination Study

The source apportionment study outlined above provides an understanding of the contribution different vehicle types make to the air quality exceedance on New Street but to implement an effective action plan information is also needed on the origin, destination and purpose of journeys.

In April 2016, North Yorkshire County Council (NYCC) commissioned an Origin-Destination (OD) study to consider movement of vehicles across the district. This study included a number of roadside interviews (see figure 2 for locations) to refine knowledge about vehicle routing and journey purpose within the local area. The data has been used by NYCC to build a strategic transport model of the district and has been shared with the Selby AQAP project team for the purpose of the New Street AQAP development.

Roadside interview data provided by NYCC has been filtered to allow analysis of trips which, based on their origin and destination, are expected to have routed through the New Street AQMA. Whilst the information collected provides only a 'snapshot' of journeys using New Street, the data is a useful addition to the source apportionment study and has assisted the AQAP project team in refining and prioritising air quality improvement measures.

The following figures and tables summarise the origin destination study:

Figure 3 - Location of the roadside interviews

Table 3 - Origin and destination of trips through the AQMA

Figure 4 – Map of postcode areas

Figure 5 – Trip purpose through Selby AQMA

Figure 6 – Trip purpose by time of day

Figure 7 – Vehicle occupancy

Figure 8 – Vehicle occupancy by time of day

Figure 9 – Distance of trips through the AQMA

The main findings of the origin destination study are:

The majority of trips in the AQMA are of local origin:

- The majority (74%) are local trips to/from a York postcode (includes Selby).
- 53.3% of trips had an origin and destination in YO8 (Selby).
- The remainder of trips have an origin/destination in relatively local areas neighbouring Selby (Doncaster, Leeds, Wakefield and Hull postcodes).

The majority of trips in the AQMA are for social, domestic and leisure reasons

- ''Other' trips comprise the highest proportion of journeys, comprising 40% of total trips on New Street. 'Other' trips include journeys for personal business (e.g. bank / medical / hairdresser), social / entertainment and leisure trips.
- 'Shopping' trips comprise the next highest proportion at 27%.
- Commuting trips (home to work / work to home) comprise 15% of trips.
- A relatively lower proportion of trips are for education purposes (6%).

The reason for trips varies throughout the day

- Commuter traffic is more prevalent during the morning peak hours as expected.
- Education trips peak during the morning peak hour 08:00 – 09:00
- Shopping trips peak between 13:00 and 14:00.

The majority of trips are single occupancy trips

- The majority of trips (68%) are single occupancy trips.
- Single occupancy is particularly high between the hours of 07:00 and 08:00 (84% of vehicles in this hour were single occupancy vehicles).
- The vast majority of vehicles using New Street are either single or double occupancy, irrespective of time of day.

A significant number of trips on New Street have a length of less than 5 miles

- Trips of less than 5 miles make up approximately 38% of trips using New Street.
- Approximately 61% of trips using New Street are over 5 miles in length.

Figure 3: Location of the roadside interview surveys

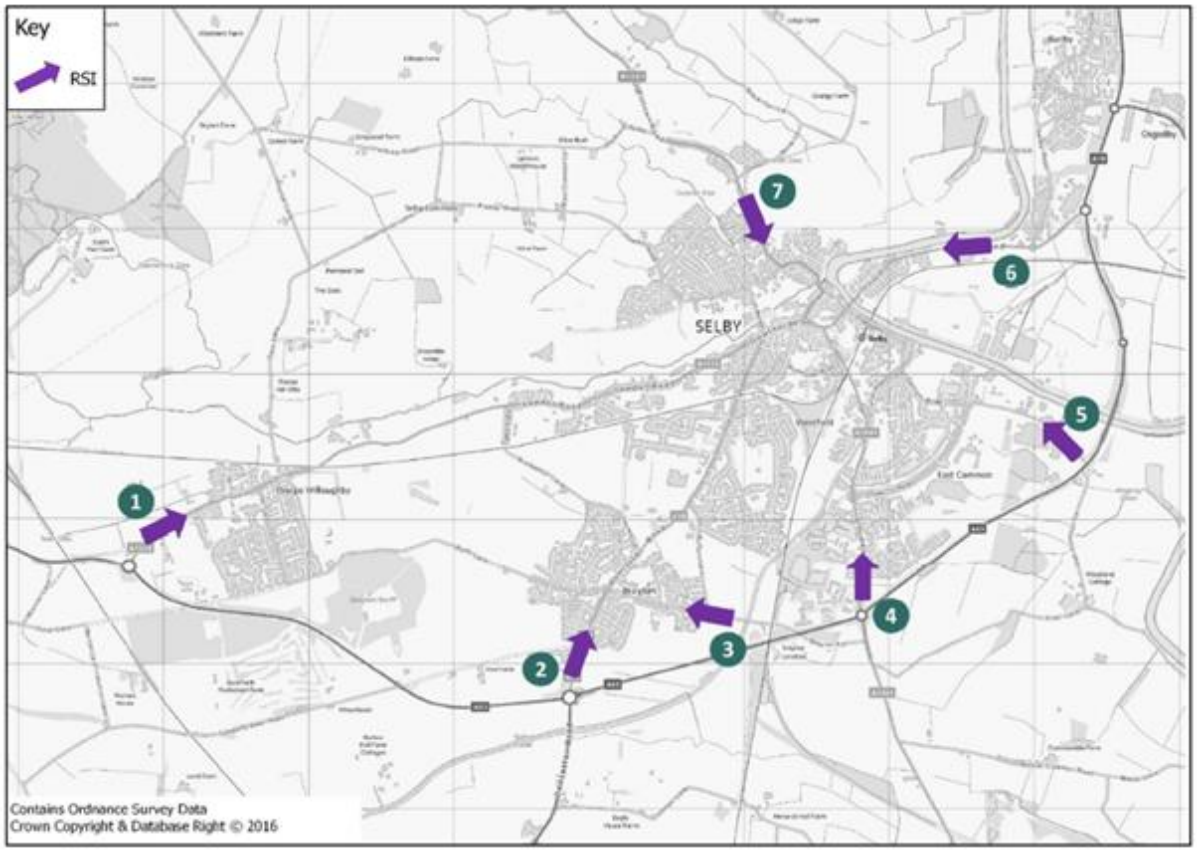


Table 3b: Origin & destination of vehicles passing through AQMA (all vehicle types)

Postcode Areas	YO - York incl Selby	DN - Doncaster	LS - Leeds	WF - Wakefield	DL - Darlington	HU – Hull	LN - Lincoln
WF - Wakefield	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
LS - Leeds	9.2%	0.8%	0.0%	0.0%	0.0%	0.1%	0.0%
YO - York incl Selby	74.0%	2.7%	1.0%	1.3%	0.3%	0.7%	0.1%
PE - Peterborough	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
DN - Doncaster	4.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%
S - Sheffield	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
HG - Harrogate	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
ST - Stoke on Trent	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
HU - Hull	1.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%
BD - Bradford	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
HD - Huddersfield	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
NE - Newcastle upon Tyne	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Figure 4: Map of postcode areas

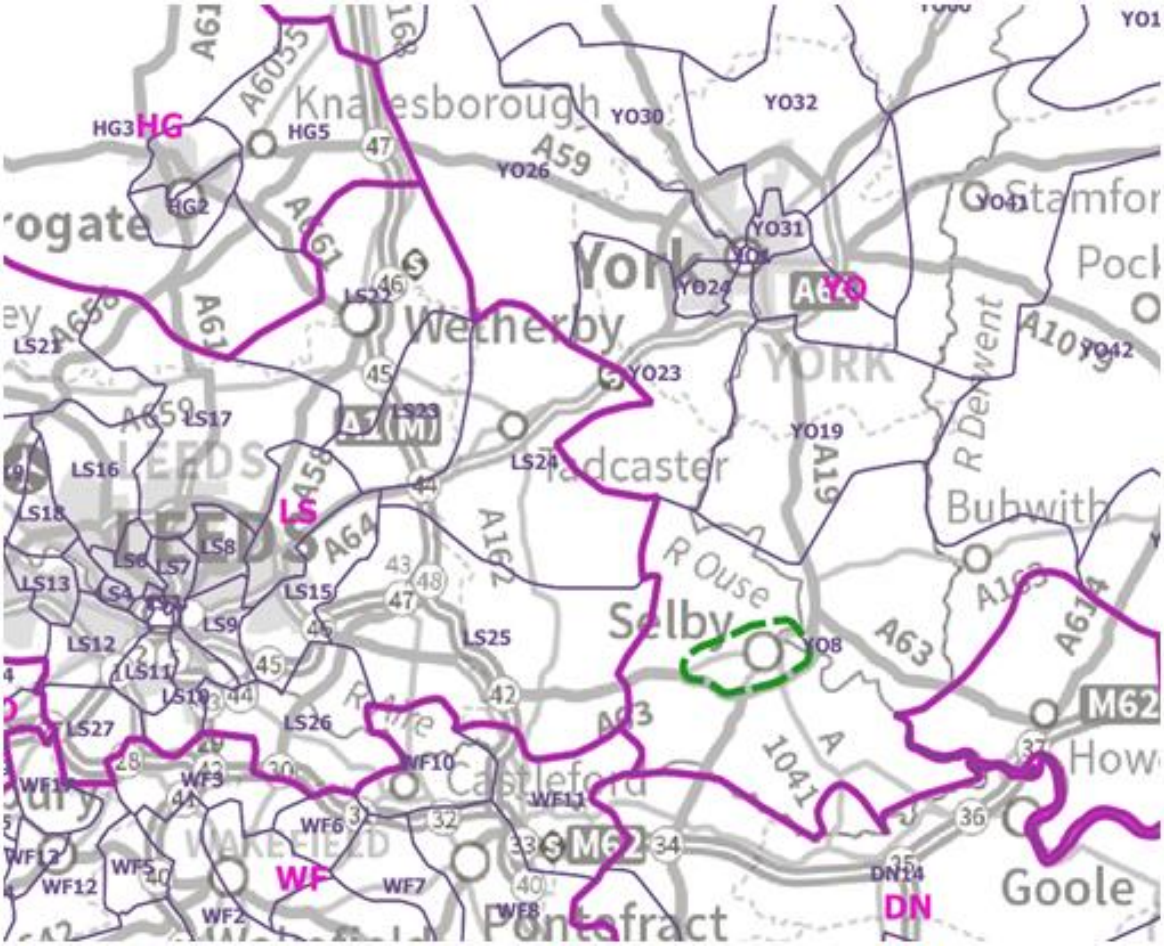


Figure 5: Trip purpose – traffic routing through Selby AQMA

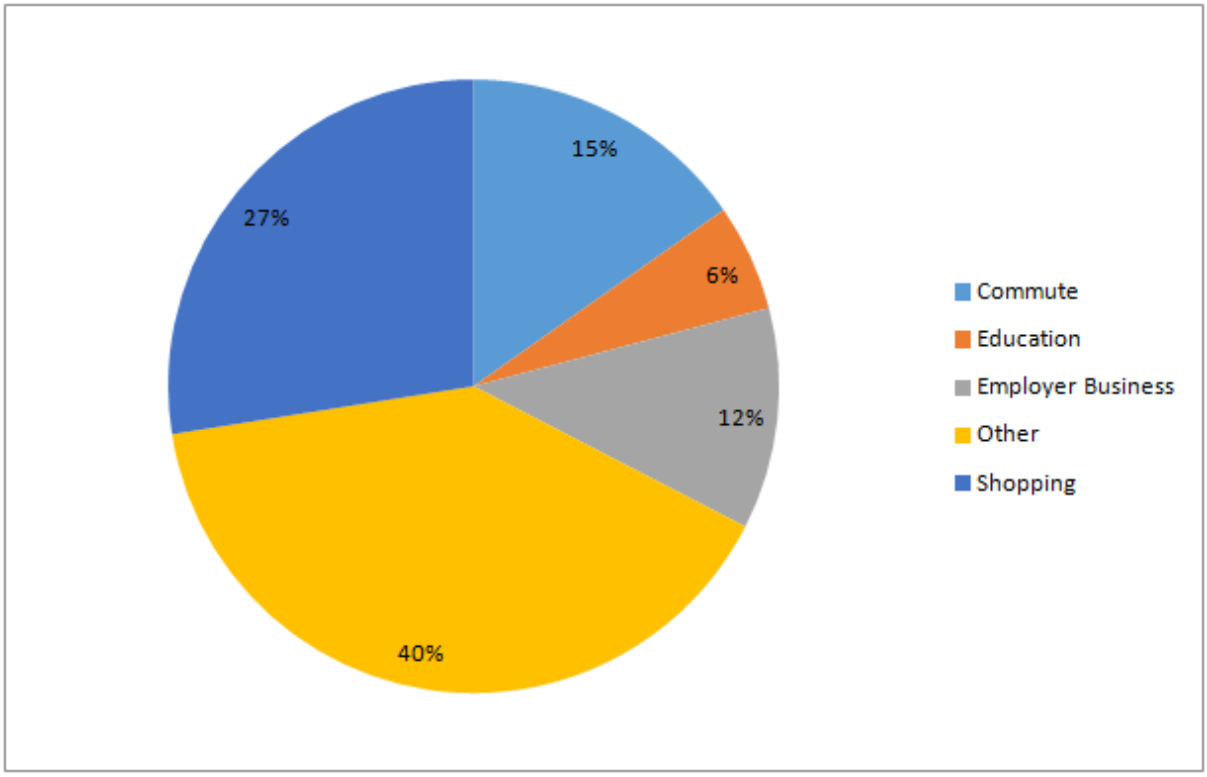
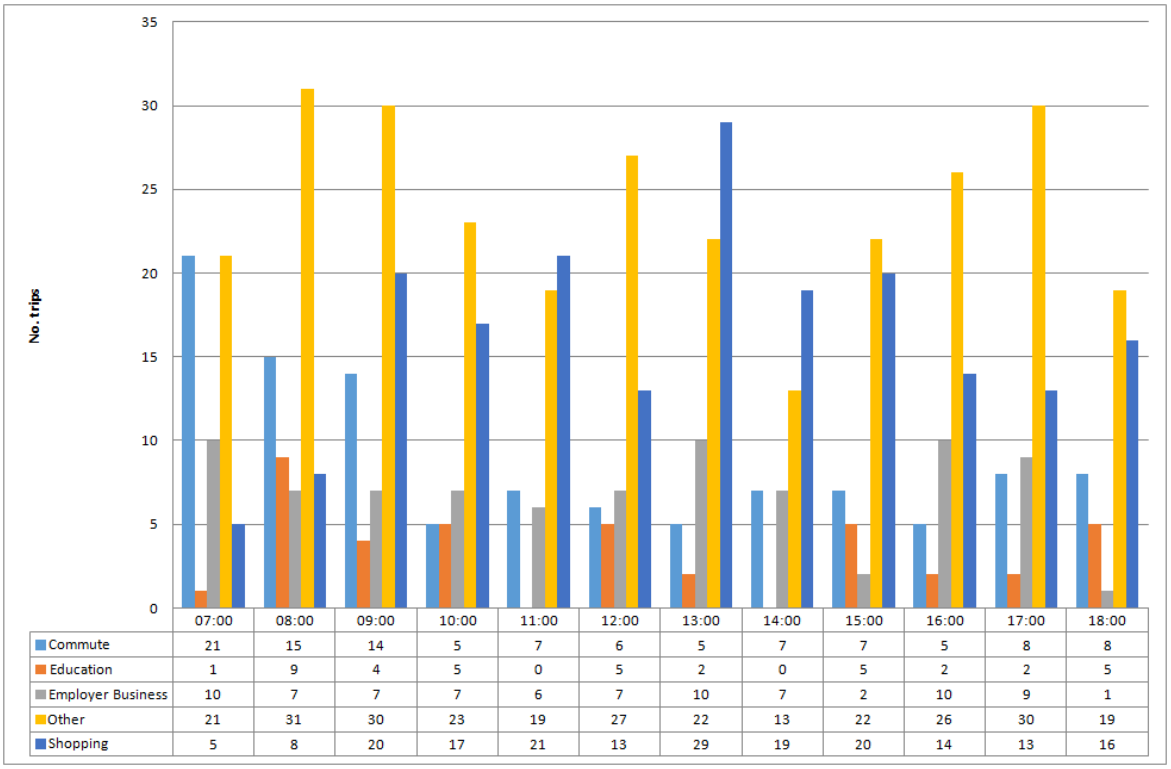


Figure 6: Trip purpose by time of day (on New Street)



	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Commute	21	15	14	5	7	6	5	7	7	5	8	8
Education	1	9	4	5	0	5	2	0	5	2	2	5
Employer Business	10	7	7	7	6	7	10	7	2	10	9	1
Other	21	31	30	23	19	27	22	13	22	26	30	19
Shopping	5	8	20	17	21	13	29	19	20	14	13	16

Figure 7: Vehicle Occupancy – traffic routing through Selby AQMA

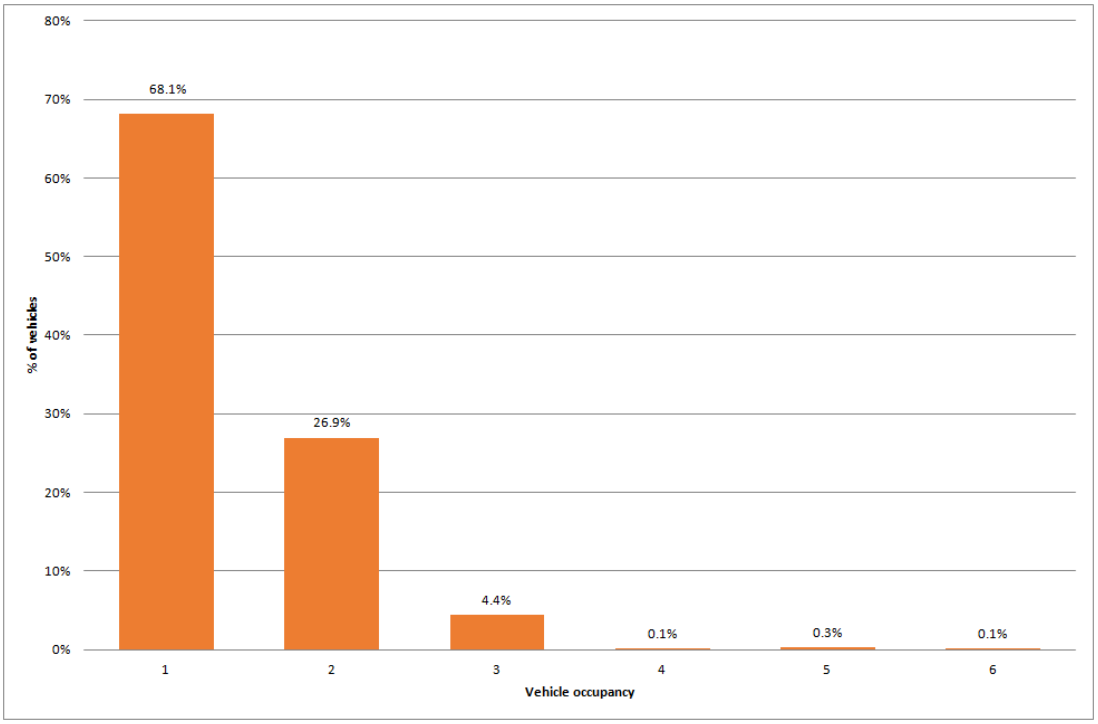


Figure 8: Vehicle occupancy by time of day

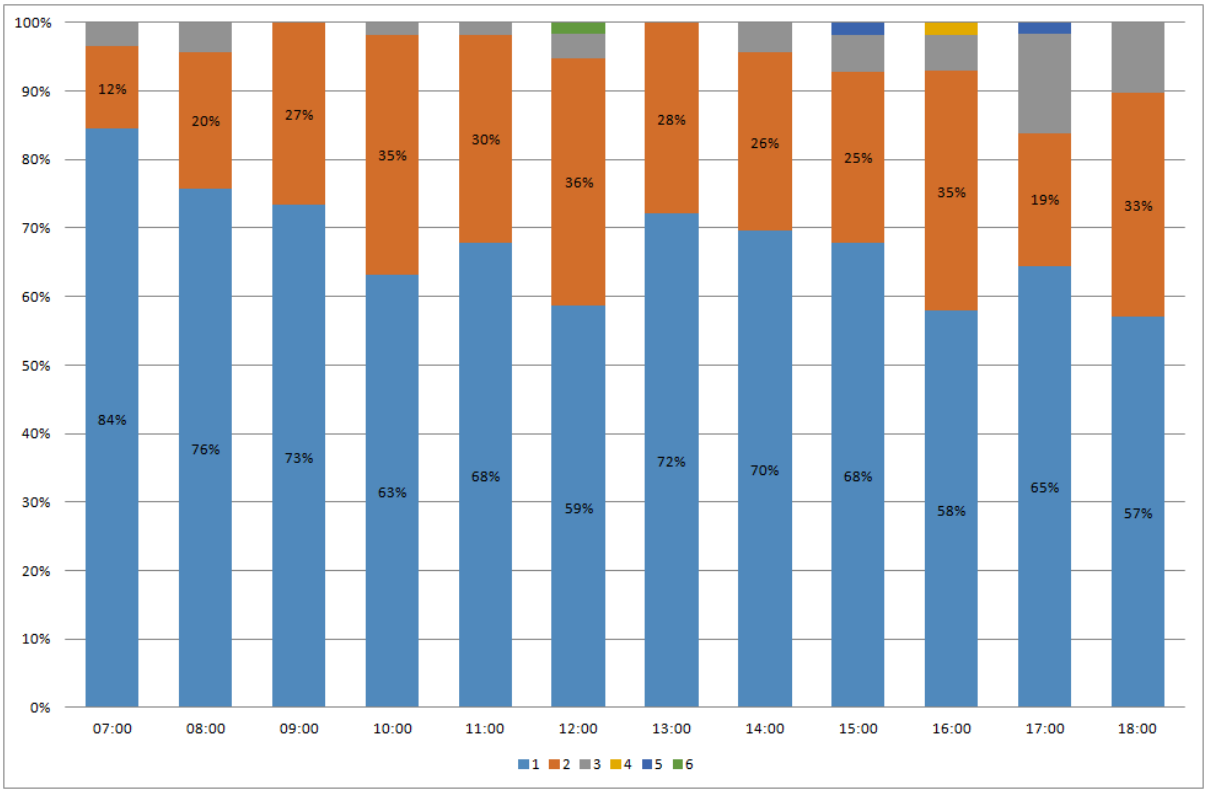
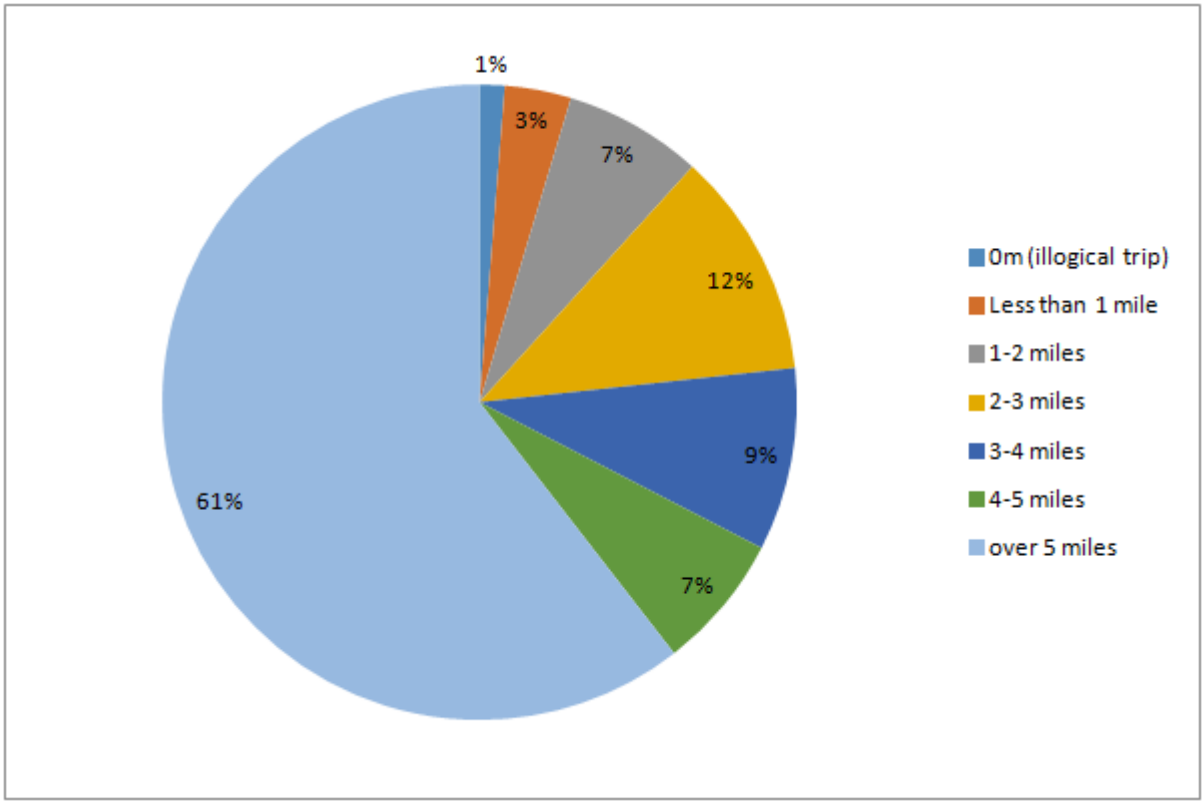


Figure 9: Distance of trips through New Street AQMA



3.4 Required Reduction in Emissions

As part of the source apportionment study undertaken in January 2016, a calculation was undertaken to estimate the reduction in road-NO_x required to meet the Air Quality Objectives along New Street. This was undertaken in accordance with the methodology set out in LAQM.TG(16) (see Appendix A for the detailed calculations).

Based on this calculation, it was estimated that a reduction in road-NO_x of up to 51% was required to meet the annual average nitrogen dioxide objective at **all** locations on New Street. A reduction of around 31% would deliver the air quality objective at the majority of **relevant locations** within the current area of exceedance[5]. The latest monitoring results for New Street (see table 1) indicate that this is still likely to be the case.

Although it has been estimated that reductions in NO_x of up to 51% are required in the New Street Area, this does not necessarily mean that traffic flows need to be

[5] *The latest monitoring of NO_2 on New Street is indicating breaches of a similar magnitude to the 2014 levels discussed in section 3.4. The estimated % road-NO_x reductions required are therefore still considered valid and relevant to the current high-level assessment.*

reduced by the same amount. The relationship between the number of vehicles travelling on a road and the resultant NO_x emissions is not a linear one.

Different types of vehicle will give rise to different amounts of pollution (for example, removing 10 HGVs from the network will generally have a greater emissions impact than removing 10 cars (assuming all the vehicles are of a similar age). Vehicle emission also change over time such that total emissions from vehicles using New Street in 2018 will be different to those in 2021, even if there is no change in traffic levels and no air quality interventions.

In response to DEFRA feedback on the draft AQAP a further assessment has now been undertaken to assess the level of emission reduction likely to be obtained from different types of measures included within this initial AQAP for Selby. This has assisted with further prioritisation of measures within the plan.

3.5 Expected level of emission reduction from the Selby AQAP

The exact emission impact of this AQAP is difficult to predict with certainty as there are many factors which may influence future emission levels in the city. These include:

- The extent and rate at which the AQAP measures included in this initial plan are delivered locally. This will be highly dependant on the ability of Selby DC and NYCC to obtain additional funding and resources to support AQAP delivery.
- The real life on-road performance of individual vehicles on the road (compared with Euro emission standards for new vehicles which are tested under laboratory conditions under set drive cycles)
- The age and rate of replacement of vehicles in Selby compared with national averages, including the rate of uptake of alternatively fuelled vehicles.
- The number of journeys which can be switched to more sustainable transport modes such as walking, cycling and public transport.
- Future trip demand on the Selby road network, influenced by factors such as the state of the economy and development allocations in the local plan.

- The rate of delivery of AQAP measures in neighbouring local authorities. For example, the proposed bus based Clean Air Zone in York has the potential to substantially reduce emissions from buses in Selby as well as York.

Modelling approach

Predictions of NO_x emissions on Selby New Street under various AQAP delivery scenarios have been made using DEFRA's Low Emission Factor Toolkit (ETF v8.0.1). A range of scenarios have been modelled to consider the emissions impacts of a range of traffic management and AQAP options. Details of the various modelled scenarios can be found in Appendix A.

A summary of the predicted emission reduction is provided in Table 4 below. Figure 10 shows the NO_x reduction (KG/Year and %) that could be expected to be achieved under each of the scenarios displayed in Table 4.

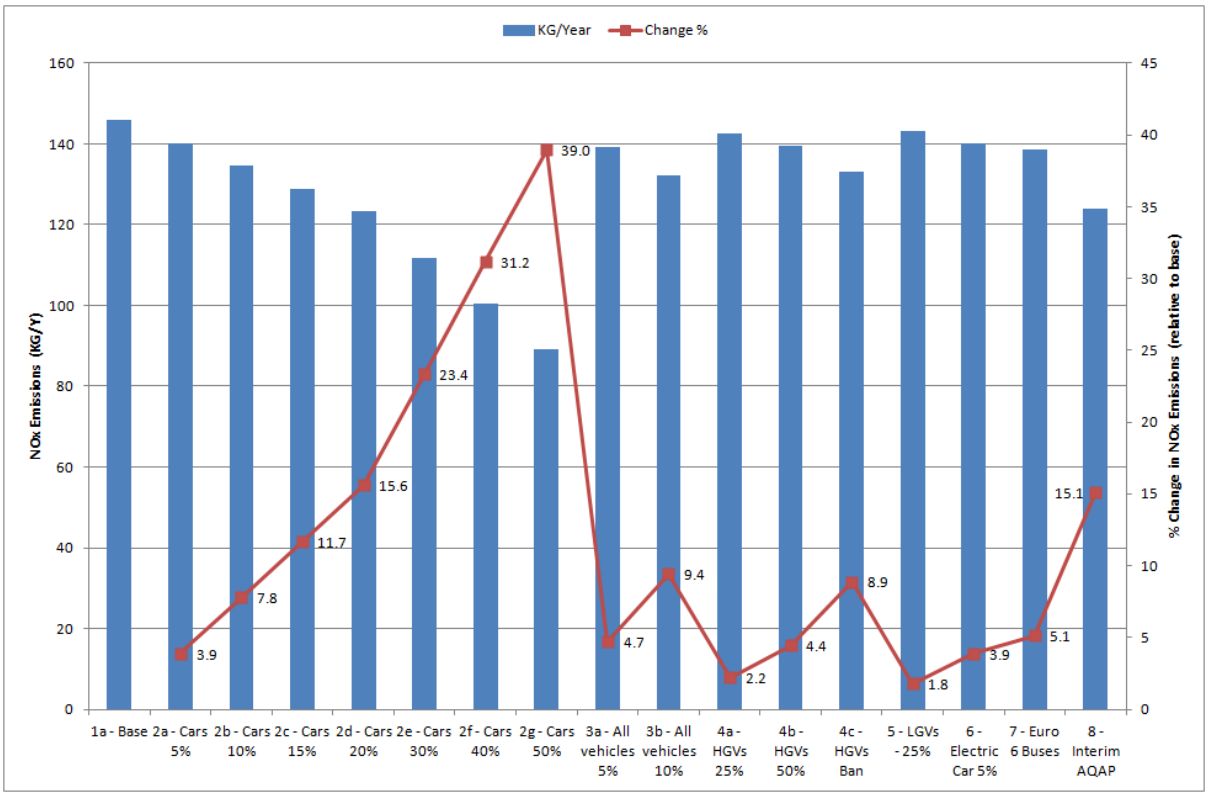
The results of this initial emission reduction screening exercise have been used to re-prioritise the measures in this initial AQAP and will be used to further inform the development of detailed traffic management and access options to support delivery of sites allocated within the Site Allocations Local Plan.

Modelling outputs

Table 4: Changes in annual NO_x emissions (KG/Y) under each scenario (2018 modelled year)

Scenario	Description of Scenario	NO_x emissions (KG/Y)	Change in NO_x emissions relative to base (KG/Y)	Change in NO_x emissions relative to base (%)
1	Base (2018)	145.95	-	-
2a	Reduce cars by 5%	140.27	5.68 kg	3.89 %
2b	Reduce cars by 10%	134.58	11.37 kg	7.79 %
2c	Reduce cars by 15%	128.89	17.07 kg	11.69 %
2d	Reduce cars by 20%	123.20	22.75 kg	15.59 %
2e	Reduce cars by 30%	111.83	34.13 kg	23.38 %
2f	Reduce cars by 40%	100.45	45.50 kg	31.18 %
2g	Reduce cars by 50%	89.08	56.88 kg	38.97 %
3a	Reduce all vehicles classes by 5%	139.09	6.87 kg	4.70 %
3b	Reduce all vehicles classes by 10%	132.21	13.75 kg	9.42 %
4a	Reduce HGVs by 25%	142.71	3.24 kg	2.22 %
4b	Reduce HGVs by 50%	139.47	6.48 kg	4.44 %
4c	HGV Ban	132.99	12.96 kg	8.88 %
5	Reduce LGVs by 25%	143.32	2.63 kg	1.80 %
6	5% of car journeys electric	140.27	5.68 kg	3.89 %
7	Euro VI buses	138.48	7.48 kg	5.12%
8	Interim AQAP	123.87	22.09 kg	15.13 %

Figure 10: Changes in annual NO_x emissions (KG/Y) under each scenario (2018 modelled year)



Summary of AQAP emission reduction outputs

Without further intervention the air quality objective on New Street in unlikely to be met until at least 2027

- The required level of NOx reduction for the modelled area of New Street (based on 2018 baseline emissions) is 71.5kg/y.
- The estimated 'do-nothing' emission level in 2027 is 68.21 kg/y (74.27kg/y in 2026). This is assuming no traffic growth and full on-road delivery of future emission standards. This situation is unlikely to arise in practice. Without local intervention exceedances of the annual average NO_2 objective on New Street are likely to remain beyond 2027.
- Selby DC has a statutory duty to deliver air quality improvement as quickly as possible. The AQAP must take all measures reasonably practicable to deliver cleaner air and must mitigate the emission impacts of traffic growth as far as possible. It is not acceptable to rely on improved vehicle emissions alone to deliver cleaner air in Selby.

- The rate of emission reduction must be accelerated in Selby using a comprehensive and targeted list of local AQAP improvement measures.

The interim AQAP is expected to deliver approximately 15% reduction in NO_x emissions compared to the current (2018) emissions on New Street. Further AQAP measures will need to be developed in the longer term to achieve full compliance.

- Scenario 8 provides emission reduction estimates for what is currently considered the most realistic ‘‘best-case’ interim AQAP outcome based on expected timescales for implementation and current availability of funding and resources within Selby DC and NYCC. It reflects a combination of scenarios 2a, 4a, 6 and 7 as shown in table 5 below.
- A typical full compliance scenario in 2018 would require cars and HGVs to be reduced by 50%, LGVs by 25% and 5% of the remaining car journeys to be transferred to electric vehicles. With this level of intervention NO_x emissions of approximately 50% may be achievable.
- Changes in traffic flow of this volume may require significant changes to the current traffic management and access arrangements in Selby. Further work is anticipated which will identify what the nature of these changes might be, and how they are likely to be delivered.
- The AQAP will be updated on an annual basis to reflect progress being made towards achieving the air quality objectives on New Street and steps being taken to deliver these longer term emission reduction targets for New Street.

Table 5: Potential emissions reduction from SDC Interim AQAP

Scenario	Description of Scenario	Change in NO_x emissions relative to base (KG/Y)	Change in NO_x emissions relative to base (%)
2a	Reduce cars by 5%	5.68 kg	3.89 %
4a	Reduce HGVs by 25%	3.24 kg	2.22 %
6	5% of car journeys electric	5.68 kg	3.89 %
7	Euro VI buses	7.48 kg	5.12%
8	SDC Interim AQAP (combination of above scenarios 2a, 4a, 6 & 7)	22.089 kg	15.13 %

3.6 Key Priorities for the New Street AQAP

The source apportionment and emission reduction studies have shown that;

- Road traffic is the main source of emissions in the New Street AQMA
- Emissions from private cars (particularly diesel cars) are the greatest source of these emissions.
- A significant number of car trips are less than 5 miles in length and are for social and domestic purposes
- HGVs and buses have a disproportionate impact on air quality in New Street (being relatively small in number but giving rise to large amounts of emissions.
- Many of the HGVs entering New Street are contravening the existing HGV weight limit.
- Queuing and idling vehicle emissions contribute to the air quality problems in New Street
- Substantial traffic management and access interventions may to be needed to fully comply with the air quality objectives on New Street and on a site-by-site basis to offset the emission impacts of future development

To address these issues we have developed actions that can be considered under 8 broad topics:

- Alternatives to private vehicle use
- Promoting travel alternatives
- Promoting low emission transport
- Freight and delivery management
- Policy guidance and development control
- Public information
- Transport planning and infrastructure
- Traffic management

Our immediate priorities are:

- **To prevent HGVs over the existing weight limit from passing through the AQMA.** This will be achieved by improving signage about the weight limit on the approach to the AQMA and undertaking pro-active enforcement activities.
- **To work with local businesses to reduce the impact of commuter and delivery trips into Selby town centre.** We will undertake a survey of local businesses to identify the main sources of commuter and delivery trips. We will work with the business community to develop local solutions to these issues such as setting up of freight partnerships, provision of access route maps, improved commuter parking arrangements etc.
- **To provide alternatives to private vehicle use across the Selby District.** We will continue to provide walking and cycling infrastructure on new developments and will investigate the feasibility of providing a low emission car club at the Selby District Council offices / Selby Hospital site. When planning new walking and cycling routes, minimising exposure along the main desire lines will be a key consideration.
- **To undertake a rapid review of existing traffic signalling and junction priorities around New Street.** The aim will be to identify any immediate changes that can be made to current signalling and signage arrangements to reduce wait times and improve traffic flow through New Street.
- **To raise awareness and reduce the impacts of vehicles idling within New Street and the wider district.** We will provide advisory anti-idling signage within New Street and on other approaches to the swing bridge to encourage

the switching off of engines during bridge operations. We will carry out anti-idling awareness campaigns on New Street and within the town centre.

- **To provide opportunities for low emission transport use within the Selby District.** We will develop low emission vehicle guidance for Selby and will investigate funding opportunities for the provision of public electric vehicle recharging points within car parks owned by Selby District Council. We will develop incentives for the promotion of low emission vehicle use in Selby District**.**
- **To improve public access to air quality information and advice:** we will provide a wider range of information on the Selby DC website and work with public health colleagues to raise awareness of exposure to poor air quality and how to avoid it.

Our longer term priorities are:

- **To reduce congestion and number of vehicle trips through the New Street AQMA.** We will undertake a traffic and access management study for the New Street AQMA and the wider Selby District to identify the most effective air quality improvement and traffic management measures to support the development and implementation of the local plan. This will be done once the publication version of the site allocations plan has been finalised and will inform how allocated sites are developed.
- **To minimise further development led emission growth within the Selby District.** We will develop low emission guidance to support the implementation the local plan. This will ensure that new relevant locations (housing, care homes, schools etc.) are located away or sufficiently buffered from busy roads and that emissions from new trips will be minimised through the use of sustainable locations and the provision of emission mitigation on or around the development site. As a minimum developers will be required to provide electric vehicle recharging points and implement construction environmental management plans (CEMPs).

These are the main priorities for this action plan but we will also investigate:

- Reducing the emission impact of public sector fleet vehicles (via improvements to NYCC and Selby DC vehicle procurement policies)

- Reducing the impact of taxi emissions via the introduction of incentives for hybrid vehicle use.
- Further reducing the impact of bus emissions on New Street. It is expected that the introduction of the bus based Clean Air Zone in York (our neighbouring local authority) will deliver the majority of bus based improvements needed on New Street.

In this AQAP we outline how we plan to effectively tackle air quality issues within our control. However, we recognise that there are a large number of air quality policy areas that are outside of our influence (such as vehicle emissions standards agreed in Europe), but for which we may have useful evidence, and so we will continue to work with regional and central government on policies and issues beyond Selby District Council's direct influence.

4.0 Development and Implementation of Selby's AQAP

4.1 Consultation and Stakeholder Engagement

In developing this AQAP, we have worked with other local authorities, agencies, businesses and the local community to improve local air quality. Schedule 11 of the Environment Act 1995 requires local authorities to consult the bodies listed in table 6.

In addition, we have undertaken the following stakeholder engagement:

- Written consultation with major stakeholders and partners
- Public consultation through NYCC and Selby District Councils website
- Mail shot to residents in the vicinity of the Air Quality Management Area
- Media campaigns

The response to our consultation stakeholder engagement is given in Appendix A.

Table 6: Consultation Undertaken

Yes/No	Consultee
Yes	the Secretary of State
Yes	the Environment Agency
Yes	the highways authority
Yes	all neighbouring local authorities
Yes	other public authorities as appropriate, such as Public Health officials
Yes	bodies representing local business interests and other organisations as appropriate

4.2 Steering Group

4.2.1 AQAP steering group

Local Air Quality Management Technical Guidance Note LAQM.TG16 sets out the steps needed to develop an effective action plan. These are:

1) Develop the AQAP in stages;

2) Undertake appropriate local monitoring and assessment (source apportionment);

3) Decide what level of actions are required;

4) Establish links to other key policy areas / strategies;

5) Establish a Steering Group with key stakeholder groups at an early stage;

6) Undertake measures selection and impact assessment;

7) Agree monitoring and evaluation of success; and

8) Undertake consultation.

As can be seen from this list the establishment of a steering group is an essential step in the AQAP development process.

In Selby the Steering Group operates at two levels:

i) The Officer Technical Group comprising of:
   - Lead officer for Planning at Selby District Council
   - Lead officer for Transport and Development at NYCC
   - Director of Public Health at NYCC.

ii) The wider steering group comprising of representatives from:
   - Environmental Health - SDC
   - Highways Department (Projects) – NYCC
   - Transport Department - SDC
   - Policy officers - SDC
   - Planning policy manager – SDC
   - Senior Transport Planner – NYCC
   - Travel Planning Officer - NYCC
   - Public Health registrar – NYCC

- City of York Council (acting in a consultancy capacity)

Members of the technical group do not attend every meeting of the wider steering group but are available to provide technical advice, opinion and support to the wider steering group. They also have an **'AQAP champion**' role to ensure the requirements of the AQAP are prioritised and fully integrated into wider council policies and performance monitoring.

The wider steering group is the main 'working group'. To date this group has:

- Developed an initial list of potential measures for inclusion in the consultation version of the AQAP.
- Undertaken a qualitative cost-benefit analysis of all proposed measures
- Collected additional traffic flow and fleet data to support development of the AQAP
- Arranged development and consultation on the draft AQAP
- Incorporated the outcomes of the consultation into the final draft AQAP
- Made arrangements for the final approval of this AQAP by Members

The AQAP steering group will continue to oversee the delivery of the measures in this AQAP and monitor the outcomes. If ongoing monitoring suggests that further measures are needed (beyond those presented in this AQAP) the steering group will be responsible for developing and consulting on these.

A full list of the current steering group members is provided in the Executive Summary. As can be seen from this list the members of the Steering Group include local authority officers from both the district and county councils, and officers from neighbouring City of York Council (a unitary authority). This is in line with the recommendations of LAQM.TG16. Currently there are no elected members on the steering group but Members have been fully involved with the consultation process (see section 4) and may be asked to join the steering group as it moves from the planning to delivery phase. Involving members at the delivery stage will help to ensure the AQAP maintains momentum and remains a political priority.

4.2.2 Role of NYCC in development of the AQAP

Selby DC is a District Authority such that many of the measures needed to improve air quality are outside its direct control. As detailed in section 3.2.2 North Yorkshire County Council is the transport authority for Selby and has already developed a local transport plan (LTP4) which includes transport improvements for Selby.

Whilst there is no statutory requirement for a County Council to 'approve' a district council's Air Quality Action Plan it has been agreed that the following procedure be adopted.

- District Councils be requested to consult individually with local County Council Members during the preparation of the Action Plan.
- The draft Air Quality Action Plan be considered by the relevant Area Committee of the County Council and the comments provided to the Corporate Director of Business and Environmental Services.
- The Corporate Director of Business and Environmental Service, in consultation with BES Executive Members, agree the County Councils formal comments on draft Air Quality Action Plans

As detailed above consultation with NYCC has been undertaken in accordance with this procedure.

4.2.3 Selby AQAP steering group meetings

The first meeting of the Selby AQAP steering group took place on 9th March 2016, shortly after the declaration of the New Street AQMA in February 2016. Since then the group has met on a regular basis to progress development and adoption of the AQAP. The meeting dates and a brief summary of the discussions / actions undertaken at each meeting are summarised in Table 7 below. Full copies of the steering group minutes are available on request from Diana Adamson at Selby District Council (for full contact details see page iv).

Table 7: Selby AQAP Steering Group Meetings

Meeting date	Main Agenda Items	Main Outcomes
9th March 2016	Membership of the Steering Group Timeline for development of AQAP Review of source apportionment study Initial round table discussion about possible action plan measures	Membership of technical group and steering group agreed Target dates for production and adoption of AQAP agreed Potential issue with exceedance of weight limit on New Street identified from source apportionment work and need for review of HGV signage discussed. Confirmation by NYCC that an origin-destination study was already planned for Selby Initial measures ideas captured for more detailed discussion at future meetings Other policies for consideration identified
21st April 2016	Election of steering group chair Matters arising from previous meeting Update on origin destination traffic survey Presentation given by Liz Bates from CYC on required approach to action planning and recent changes to LAQM system Discussion on current NO_x monitoring results and level of reduction needed Further idea generation session	Possible candidates for chair discussed Climate change policy to be reviewed with respect to AQAP development Opportunities to get involved with development of new LTP and revision of AQ and planning guidance note identified. Impact of AQAP on public health policies to be further considered. Opportunity to deliver some EV charging via York OLEV grant to be explored. More data to be gathered on taxis. Survey in process CYC to assist Selby DC with undertaking of a cost benefit analysis of proposed measures on a consultancy basis. Levels of NO_x reduction needed identified Ideas captured for detailed discussion at future meetings.
24th May 2016	Election of steering group chair Matters arising from previous meeting	Chosen candidate for chairing the group declined the offer. Role to be temporarily filled by lead officer for Environmental Health. Review of signage on by pass still pending

		No further information received from public health Further traffic observations still under consideration.
	Update on origin destination traffic survey	Street surveys had been completed. Information still being processed by the consultants.
	Further discussion around possible AQAP measures	Ideas captured for further discussion at future meetings.
	Further discussion around links to other policies	Links to LTP identified Links to SDC core strategy identified Links to Sustainable Community Strategy identified
28th June 2016	Matters arising from previous meetings	No clear link yet established with DPH. Discussions taking place around development of a regional public health air quality steering group across North Yorkshire. Pavement widths on New Street have been reviewed. Review of Sat Nav routing has shown on most occasions it will direct traffic via the bypass. Current VMS signs relate to bridge closures on by-pass only. Current controls on bus and taxi ages identified Information provided on previous on road testing of taxis
	Update on origin destination traffic survey	Significant number of LGV trips identified on New Street. HGVs ignoring the weight limit. Buses tend only to be timetabled services but some old vehicles. Small number of coaches and these are generally fairly new vehicles.
	Prioritisation and qualitative cost benefit analysis of previously proposed measures	Compiling of colour coded cost effectiveness / prioritisation table commenced (see section 5.2.4).
21st July 2016	Matters arising from previous meetings	Public Health have confirmed a meeting will be held with NY council leads on air quality All taxi previously tested at roadside passed emissions test Further data being compiled on taxi fleet e.g. ages, fuel type etc
	Update on origin destination traffic survey	Summary report presented by NYCC. Majority of trips into Selby appear to be shopping / leisure related and commuter trips. Education based trips are low.

	Prioritisation and qualitative cost benefit analysis of previously proposed measures	Table completed for most of the measures. Further input needed from planning on some of the measures before table can be completed
20th September 2016	Matters arising from previous meetings Presentation of taxi data Update on traffic data Action plan matrix development	 Baseline data on the taxi fleet now available. Requires further analysis to determine number, age and type of wheelchair accessible vehicles prior to any policy further policy development work. Mouchel have undertaken further analysis to fill in the gaps in the original survey work. Early morning and evening commuter trips are clearly evident. Educational trips appear low. More analysis requested to identify number of LGV trips. List of HGVs observed to be breaching HGV ban to be passed to highways. Main issue appears to be private car trips and deliveries. To work with local businesses to identify potential solutions. Options for car share schemes also to be investigated. Further discussion session and date set for submission of first draft AQAP to the steering group (November 2017)
17th January 2017	Matters arising from previous meeting Review of first draft AQAP document Discussion around consultation process	LES planning guidance to be given further consideration by Selby DC planners Further information to be sort from public health colleagues on links to Healthy weights, healthy lives document Amendments to draft to be undertaken by YES and resubmitted to the group in 3 weeks' time First draft to be circulated for wider internal comment prior to development of final consultation draft. Consultation draft and public consultation proposals to be taken to members for approval Following public consultation draft to be further amended and taken back to members for final approval as the adopted Selby AQAP. Work to commence on business questionnaire Consultation to be posted on Selby DC website, in local press, in libraries. Leaflets to be produced for New Street residents. Plans for consultation with other key stakeholders to be discussed at future meetings
17th January 2018	Meeting to discuss outcome of public	Report presented to the group on the consultation

	consultation on draft AQAP	responses (see Annex B of this AQAP) Need for greater prioritisation of sustainable transport measures identified. New public health project on sustainable transport discussed and to be included in the revised AQAP. Agreed that final plan needs to have a greater emphasis on reducing car trips even though this is challenging. Further discussion around the likely impact of development and the ability to incorporate this adequately into the AQAP at the present time. Need for further strategic assessment of this still to be actioned. Final AQAP to fully acknowledgment that the plan will need to be developed further once site allocations and resultant traffic impacts are better understood. Anti-idling measures to be incorporated into final draft Further work to be done by YES consultancy on emission reduction impacts prior to submission of final plan (in line with DEFRA consultation feedback). Agreed that individual feedback on consultation responses was not necessary with the exception of the DEFRA helpdesk where clarity would be sort on a number of the point raised. Further consultation work to be more directly targeted at public transport operators, small businesses, taxi operators and commuters as these were under represented in the public consultation responses.
5th March 2018	Meeting of a number of steering group members to discuss Plan Selby impact on air quality in AQMA and Selby town centre.	Additional information to be added to the final draft of the action plan. Concerns raised over other areas of town centre where air quality issued may be increased due to Plan Selby development areas. Additional Nox monitoring to be carried out. Matter to be raised with Director of Economic Regeneration and Place.

4.2.4 Cost benefit analysis

As part of the AQAP development work the steering group completed a qualitative cost-benefit analysis of the all the measures proposed for inclusion in the AQAP. The aim of this analysis was to identify measures which:

1) Will support rapid delivery of the AQAP priorities and can be implemented immediately with few constraints

2) Will support rapid delivery of the AQAP priorities but require further resourcing to achieve or some financial investment

3) Will support rapid delivery of the AQAP priorities but require further investigation of feasibility or significant financial investment

4) are currently considered unsuitable for Selby in the short to medium term and /or do not support the priority emission reduction measures

The full results of this analysis can be found in appendix C.

Each measure suggested for inclusion in the AQAP was broadly assessed against the following criteria:

- Feasibility
- Economic Impact
- Impact on congestion
- Impact on local air quality
- Public Health Impacts ($PM_{2.5}$ & wider determinants)
- Compatibility with SDC planning policies
- Compatibility with NYCC planning policies / LTP
- Public Perception
- Social Economic / Equality Impacts
- Impact on carbon emissions

For each of these issues each individual measure was given a ‘traffic light’ colour coding as shown in the example below (table 7).

- Red - measure considered unsuitable for inclusion in the AQAP
- Amber – measure requires further investigation prior to inclusion / exclusion from the AQAP
- Green – no major barriers to inclusion of the measure within the AQAP

Further details on the matters considered when considering the allocation of the colour coding for each criteria can be found at Annex C.

Any measures considered to be too constrained by ‘red’ issues were removed from the list of potential AQAP measures prior to further consideration. A list of removed measures and the reasons for their removal can be found at Appendix C.

Table 8: Example of qualitative cost-benefit analysis

Proposed measure	Feasibility	Economic Impact	Impact on congestion	Impact on local air quality	Public health impacts	Impact on carbon emissions	Compatibility with SDC planning policies	Compatibility with NYCC planning policies	Pubic perception	Social economic / Equality impacts
Car club operated by Selby DC										

4.2.5 Prioritisation of measures

After considering the general acceptability of each measure (in accordance with Table 6 above) each of the measures was then considered in terms of:

a) ability to tackle emissions from different vehicle types and different vehicle trips (see tables 8 and 9 below for examples).

b) indicative capital and revenue costs based on the following cost estimations.

- < £25,000 low cost measure
- >£25,000 < £100k medium cost measure
- >100k high cost measure

It should be noted that these are only indicative first estimates of costs. Any measures to be implemented will need to be subject to further detailed cost benefit analysis as part of the project planning phase.

The final list of measures included in the plan are those that are considered the most cost effective and able to tackle the greatest number of priorities for improving air quality in Selby (as detailed in chapter 4).

Table 9: Example of prioritisation based on ability to reduce emissions from different vehicle types

Proposed measure	Private car emissions	Fleet car emissions	Bus emissions	HGV emissions	LGV emissions	Taxi emissions
Car club operated by Selby DC						

Table 10: Example of prioritisation based on ability to reduce emissions from different trip types

Proposed Measure	Commuter	Business Trips	Deliveries	Leisure / Shopping	Education	Other
Car club operated by Selby DC						

4.2.6 Planned further work of the steering group

It should be noted that once the AQAP has been approved the steering group will reconvene and look at the further development of the plan with regard to any actions and consideration for its implementation. Progress will be recorded through meeting minutes and where necessary reported corporately. The steering group will also have due regard to any applications for development that could impact on air quality on the AQMA.

5.0 AQAP Measures

Table 10 shows the Selby District Council AQAP measures. It contains:

- a list of the actions that form part of the plan
- the responsible individual and departments/organisations who will deliver this action
- expected benefit in terms of pollutant emission and/or concentration reduction
- the timescale for implementation
- how progress will be monitored

Further information on the likely costs of implementing these measures can be found in appendix D.

NB: Please see future ASRs for regular annual updates on implementation of these measures

Table 11: Air Quality Action Plan Measures

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
1	Strategic traffic management and access options study (to support implementation of the local plan and to identify further long term air quality improvement measures for New Street and beyond)	Traffic Management	Strategic highway improvements, Re-prioritising road space away from cars, inc Access management, Selective vehicle priority, bus priority, high vehicle occupancy lane UTMC, Congestion management, traffic reduction	NYCC supported by SDC	2018 onwards	Implementation of key measures subject to detailed feasibility studies and funding	Completion of strategic traffic management and access options study by end of June 2019	Using a 2018 baseline the required level of emission reduction in New Street to deliver the air quality objective is currently estimated at 71.5 kg/y (51%) The other short term measures in this AQAP are at best estimated to deliver a reduction of 22.09 kg/y (15%) There is therefore currently a shortfall in predicted NOx reduction of approximately 50kg/y NOx (35%) in the AQAP which will need to be addressed through longer term strategic transport measures *(This does not take into account the future impact of development traffic or the predicted improvement in vehicle emission over time)*	Work to prepare publication version of site allocations plan is ongoing. Strategic transport model for Selby has been developed and is being used to test site allocations plan options Initial traffic impact assessment of different site allocation options has commenced	Target date for strategic traffic management and access options study June 2019	Full compliance with the air quality objective in New Street in the short term requires a significant reduction in annual average daily traffic flow (AADT) and / or better management of the existing flow. Various access management options for achieving this have been identified during the development of the AQAP and now require further investigation. As Selby DC is currently finalising site allocations for its emerging Local Plan it is currently not possible to predict future traffic flows on New Street (due to development) with any degree of certainty. Selby DC will therefore finalise its site allocations before commencing detailed assessment of the traffic management and access options needed to deliver the required emission reductions in New Street. Further consideration is also being given to wider transport impacts of the site allocations to ensure further AQMAs are not created elsewhere in the district. There are a number of potential solutions which will be included in a traffic management and access study. There will be some general reduction in emissions with time due to improved vehicle emission controls but further local action is need to deliver air quality improvement in the shortest time possible and to off set the impact of development traffic..

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
2	Anti-idling campaigns	Traffic Management	Anti-idling	SDC supported by NYCC	2018	June 2018 onwards	Erection of anti-idling signage	Not quantified	Preparation being undertaken for delivery of a local anti-idling campaign as part of Clean Air Day 2018	June 2018 onwards	Preparation is being undertaken for delivery of a local anti-idling campaign in and around New Street as part of Clean Air Day 2018. If this local activity is successful Selby DC will consider erection of permanent anti-idling advisory signage on New Street and other roads and will repeat the anti-idling campaign periodically within the district. Anti-idling enforcement in currently not planned within Selby but will be reconsidered if awareness raising is deemed not to have reduced incidences of idling sufficiently.

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
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 Club	Selby DC	2018	2019	Opening of car club	To be determined once number of 'avoidable' grey[6] fleet trips have been identified. An overall reduction in 5% of all car trips in Selby has been estimated to deliver a 3.89% reduction in NOx emission (5.68kg) on New Street. 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 but their 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.	None	To be determined	Selby DC will investigate the potential for provision of a car club in the car park shared by Selby DC and Selby Hospital. A car club could help to reduce 'grey fleet'' trips within both organisations and the need to bring personal vehicles to work. A similar successful scheme is already operating in York. Selby DC will look to learn from this scheme.

[6] A 'grey fleet' trip is a business trip undertaken by an individual in their own personal vehicle as part of a 'car user' allowance arrangement. Grey fleet trips are undertaken by many different types, ages and size of vehicles and encourage staff to travel to work by car. Replacing 'grey fleet' trips with car club trips offers more control over the type, age and emission level of the vehicle used and reduces the need for staff to drive to work.

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
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.	Freight and delivery management	Freight Partnerships for town centre deliveries	Selby DC	2018	2019	Number of premises surveyed	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 2.63 kg/y (1.8%) reduction in emissions. A 5% reduction in private car trips could deliver a further 5.68kg/y (3.89%). Any reduction in HGV emissions as well would be in addition to this.	Public health action plan being developed by Selby Health Matters Funding bid submitted to support development of active workplace and active family plans (March 2018)	Initial survey to be completed by June 2019	The origin destination study undertaken to support the development of Selby's AQAP has identified a large number of LGV movements around Selby town centre and an influx of commuter trips in the am peak. It is proposed to undertake a survey of town centre businesses to identify how their activities impact on traffic levels in New Street. The information collected will be used to inform the development of further action planning measures relating to workplace travel planning and freight partnerships. Workplace travel initiatives will be delivered in conjunction with the Selby Health Matters group who are currently developing a public health action plan for the Selby district.
		Promoting Travel Alternatives	Workplace Travel Planning								

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
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	NYCC	2018	June 2018 onwards	Erection of improved signage Completion of active enforcement campaign	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 NO_x, 0.21kg PM_{10} and 0.13kg $PM_{2.5}$ per year. Emission savings will be significantly greater across the wider urban area surrounding New Street.	Sites for new advanced warning signs for 7.5 tonne weight limit identified March 2018.	Additional signs to be erected by June 2018	The origin destination study undertaken to support the development of Selby's AQAP has identified that HGVs exceeding the New Street weight limit are currently regularly operating in the area. As HGVs have a disproportional impact on local air quality new advanced signage is being provided relating to the New Street weight limit (particularly along the by-pass). Once the new signage is in place an active enforcement campaign will be instigated to discourage further infringement of the weight limit. The new signs will be in place by June 2018. The Traffic Regulation Order (TRO) for New Street is to be sent to 'Tom-Tom' to ensure the weight limits appear on SAT NAV systems used by drivers.

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
6	Develop low emission planning guidance	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance Regional Groups Co-ordinating programmes to develop Area wide Strategies to reduce emissions and improve air	Selby DC	2017	Draft LES planning guidance for Selby to be drafted by December 2018	Number of EV charging points requested on new developments	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 NO_x 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.	Selby DC is already working with YALPAG[7] members to develop a regional approach to LES planning	December 2018	Selby DC is already working with other local authorities in the Yorkshire and Lincolnshire regions to develop a memorandum of understanding in relation to application of LES planning measures. This will include an agreed approach to the requesting of mitigation measures such as EV charging points, Construction Environmental Management Plans (CEMPS) and Low Emission Travel Plans. On some occasions developers may also be asked to contribute towards further on-site or off-site emission mitigation measures. The low emission planning guidance will also take into account the need to minimise opportunities for new exposure to air pollutants by setting back relevant locations such as housing, schools and care homes from busy roads in line with the recent draft NICE air quality guidelines. The aim is to have a draft LES planning guidance note for Selby completed by the end of 2018.

[7] Yorkshire and Lincolnshire Pollution Advisory Group – a group consisting of air quality officers from across the Yorkshire and Lincolnshire region (formally known as YAHPAC)

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
7	Development of low emission vehicle guidance	Policy Guidance and Development Control	Low Emission Strategy	NYCC Selby DC	2018	2019 onwards	Publication of new NYCC low emission vehicle policy Publication of Selby DC low emission vehicle guidance	Not quantified	NYCC has already commenced a review of regional policy Selby DC currently does not have low emission vehicle guidance	June 2018	The NYCC air quality strategy is currently under review. A NYCC electric vehicle chargepoint strategy will be developed as part of this process. It will cover issues such as potential for on-street charging, charging at NYCC properties and an investigation into the potential use of EVs in the NYCC fleet. The scope of the NYCC Air Quality/Electric Vehicle strategy is currently being finalised and will be agreed with NYCC Councillors before proceeding. The current aim is to finalise the strategy by end of 2018/ early 2019. NYCC operates a limited number of vehicles within the Selby District area and controls some on-street parking. NYCC EV charging infrastructure projects are currently only planned for outside Selby DC area (mainly at P&R sites). The new NYCC low emission policy is not expected to impact significantly on air quality in Selby. Selby DC will develop a local low emission vehicle guidance which will identify how the use of low emission vehicles will be further supported and promoted throughout the Selby District, This will cover issues such as an infrastructure strategy, promotional activities and incentivising the use of EVs.

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
8	Provide publicly accessible EV charging infrastructure and priority parking for low emission vehicles in Selby	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	Selby DC	2018	2019	Number of EV charging points provided in Selby DC car parks	See comments above on possible emission savings from short distance local trips being converted to electric vehicles (see measure 3)	None	Ongoing	Following the development of the wider low emission vehicle strategy (measure 7) Selby DC will aim to commence delivery of publicly accessible EV charging infrastructure as soon as possible. There is currently no funding available for the provision of EV charging infrastructure within the Selby District. Selby DC will continue to explore all possible funding opportunities and will also pursue the provision of public EV charging points via the planning system (measure 6). SDC is currently working on a Car Park Strategy. Priority 3 of the draft strategy is 'to provide well-maintained car park facilities which meet the needs of customers'. This is underpinned by an action to ensure electric vehicle charging points are made available in appropriate car parks. This strategy also has an action that will assess car parks for the need for specialist parking bays; this may be family, disabled or priority parking for LEV's. The AQMA steering group fed into the consultation process asking for this to be considered as part of the strategy.

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
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	Selby DC NYCC	2018	2019	Number of low emission vehicles procured by Selby DC and NYCC	Not quantified	NYCC air quality strategy currently under review. Review includes identifying opportunities for use of low emission vehicles in NYCC fleet Selby low emission vehicle procurement policy not yet developed	NYCC air quality strategy review due to be completed late 2018 / early 2019	Selby DC and NYCC will review their vehicle procurement policies to ensure ultra low emission vehicles are purchased whenever possible. This is in line with the recent draft NICE guidelines. As both authorities currently operate relatively new vehicles this measure is considered to be low priority.
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	Selby DC	2017	2018	% reduction in number of diesel taxis in the fleet	Not quantified	Initial fleet review completed	Grant dependant	A review has already commenced of the current taxi fleet in Selby. The majority of the fleet are currently relatively modern diesel vehicles. 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 but this would require significant levels of funding which currently do not exist Selby will continue to review and analyse the taxi fleet and to try and secure funding to promote alternatives as and when possible.

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
11	Improve public access to air quality information and advice	Public Information	Leaflets Internet	Selby DC	2017	2018	Review and update of Selby DC air quality web pages completed	n/a	None	December 2018	The Selby DC air quality website will be update 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. Further information will also be provided on the health impacts of air quality and how people can reduce their own personal exposure levels. This is in line with the recent draft NICE guidelines. An information leaflet will be produced for local business highlighting the most effective transport routes around the town centre and highlighting other issues such as illegal parking (leading to congestion) and idling emissions.

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
12	Continue to improve opportunities to cycle in Selby district.	Transport Planning and Infrastructure	Cycle network Public Cycle Hire Scheme	NYCC	Ongoing	Ongoing	Km of new cycle network provided in Selby DC	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 then this. Reducing emissions from private cars is ta key priority for the Selby AQAP	NYCC already delivers and maintains cycling based measures across the North Yorkshire region through the NYCC Transport Plan.	Ongoing	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 (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. A cycle map to promote active work and family travel is currently being produced as part of this project. A number of bike libraries operate in the Yorkshire region as part of the welcome to Yorkshire 'Borrow Bike Scheme'. Home | Yorkshire Bank Bike Libraries It may be possible to set up a similar scheme in Selby.

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
13	Continue to promote sustainable travel in Selby	Promoting Travel Alternatives	Intensive active travel campaign and infrastructure Personalised travel planning Promotion of walking School Travel Plans	NYCC	Ongoing	Ongoing	Further investment in promoting travel alternatives in Selby	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 then this. Reducing emissions from private cars is a key priority for the Selby AQAP	NYCC already delivers sustainable travel promotional activities across the county	Ongoing	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. The Selby Health Matters group recently submitted a bid (March 2018) to further develop active workplace and family travel initiatives in Selby. NYCC will continue to work with Selby DC 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 NYCC area. These activities support the recent draft NICE guidelines on air quality.
14	Rapid review of existing signalling and junction priorities around New Street	Traffic Management	Congestion management	NYCC	2018	2018	Reduction in queue length on New Street	Not yet assessed	Not yet implemented	2018	There may be scope to significantly reduce queue lengths and idling times on New Street for all vehicles by making simple adjustments to the traffic light timings and priorities on surrounding junctions. A rapid review will be completed as soon as possible to identify and implement any such changes.

Appendix A: Source apportionment and emission reduction calculations

This appendix provides further information on the source apportionment and emission reduction calculations set out in section 3.3 and 3.4.

Source Apportionment Study (January 2016)

Background

In January 2016 a source apportionment study was undertaken for New Street to define what improvement in air quality, and corresponding reduction in emissions was needed on 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. Different source categories are typically expressed as contributing a certain percentage of the overall emissions.

Source apportionment studies can be relatively simple, breaking emissions down into, for example, road sources, domestic sources, industry and other sources. Alternatively, more detail can be achieved by, for example, breaking the road source emissions down into different vehicles types. Whatever approach is taken, LAQM.TG(16) states that source apportionment should be detailed enough to allow the authority to identify the predominant sources that contribute to the air quality exceedences within an AQMA.

The first step is to separate emissions into regional background (which the authority is unable to influence); local background (which is the authority should have some influence over); and local sources (which will add to the background to give rise to the hotspot area of exceedence). Local sources will be the main target for a local authority to control within an Air Quality Action Plan. As traffic is known to be a significant contributor to poor air quality in Selby the 2016 source apportionment study considered different vehicle types and their respective emissions.

Source apportionment for nitrogen dioxide (NO_2) is not straightforward due to the non-linear relationship between the emissions of NO_2 and NO_x. This is additionally complicated by the different proportions of NO_2 in the NO_x emission from different sources, for example, petrol cars or diesel cars. The following issues therefore apply to NO_2 source apportionment:

a) Background concentrations – the total background NO_2 concentration should be apportioned to regional and local background using the ratio of the background NO_x concentrations attributable to these two sources (also available in the background maps)

b) Local contributions – the local contribution to NO_2 is the difference between the total NO_2 and the total background NO_2. This is then apportioned to the local sources, for example, buses, HGVs and cars, using the relative contributions of these sources to the local NO_x concentration.

The source apportionment of nitrogen dioxide concentrations on New Street was carried out in accordance with LAQM.TG(16) and is explained below. It was considered unlikely that domestic smoke emissions would be significant on New Street as it is contained within a Smoke Control Area *(Selby No.1 Smoke Control Order 1980).* There may be a minor influence from emissions associated with commercial and domestic heating on New Street but this is likely to be insignificant compared to the impact of local traffic.

Methodology

DEFRA's Emission Factor Toolkit (EFT) version 6.0.2 was used to predict emissions from different vehicle categories using New Street. The *'Detailed Option 1'* was used to enter the traffic data, which allows an Annual Average Daily Traffic (AADT) flow and speed to be entered for a road link, together with a % Cars, % LGVs, % HGVs, % Bus/Coach and % Motorcycle.

EFT calculations are based on average UK fleet composition for a given year and for a given road type (and whether the road is in London or outside London). In the

absence of detailed traffic age and fuel type information, the default EFT fleet compositions were used in the January 2016 source apportionment study. A modelled year of 2014 was chosen to correspond to the latest available bias-corrected monitoring data.

Concentrations of pollution are usually higher on roads approaching junctions due to increased emissions associated with stop-start driving conditions. LAQM technical guidance states that it may prove useful to split roads up into much smaller sections, which will then allow a more accurate definition of changing vehicle speeds close to junctions. The guidance states that for junctions, it is reasonable to assume that traffic approaching the junction slows to an average of 20kph. In general, these speeds are relevant for approach distances of approximately 25m and help to more accurately represent junctions that experience congestion and stopping traffic.

The EFT was used to model each direction of flow on New Street independently. A speed of 20kph was assumed for a 25m approach to the New St / Ousegate junction on the north east bound carriageway only. South west bound traffic was assumed to be travelling at the speed limit of 30mph (~48kph). A total road length of 125m was modelled in the EFT. This length corresponds to the length of New Street proposed included in the AQMA.

Traffic Data

Traffic data for New Street was obtained from North Yorkshire County Council (NYCC) in the form of long term count data from an Automatic Traffic Counter (ATC). Average hourly traffic flows for the whole of 2014 were used for the study. The ATC provided counts according to a number of length categories as shown in table A1 below.

Table A1: ATC length Classifications

Length	Assumed Classification
<2.8m	Motorcycle
2.8-5.2m	Car (may also include car-derived van)
5.2-6.5m	Van/light goods vehicle
6.5-11.5m	Other goods vehicle (HGV)
>11.5m	Other goods vehicle (HGV)

Summary information for the ATC is shown in table 2 below. The summary data has shown that AADT flows and vehicle proportions are similar in both directions on New Street.

Table A2: Long-term Automatic Traffic Counter (ATC) Summary for 2014

Direction	MC (<2.8m)	Car (2.8 – 5.2m)	Van/LGV (5.2 – 6.5m)	OGV1/HGV (6.5m – 11.5m)	OGV2/HGV (>11.5m)	AADT (2014)
East Bound	21	4976	136	130	14	5277
East Bound %	0.40%	94.30%	2.58%	2.46%	0.27%	**100%**
West Bound	21	5049	145	126	11	5352
West Bound %	0.39%	94.34%	2.71%	2.35%	0.21%	**100%**
Combined	40	10025	280	258	25	10628
Combined %	0.38%	94.33%	2.63%	2.43%	0.24%	**100%**

Bus Information

North Yorkshire County Council's Passenger Transport team advised that there were two Arriva bus services that operated through New Street, namely service 415/416 to York and Service 4 to Goole. A review of bus timetables was undertaken to establish bus numbers per during a typical weekday and weekend service.

An Annual Average Daily Traffic (AADT) flow for buses was derived using a weighted average, as follows:

$$Bus\ AADT = \frac{(5 \times Weekday\ bus\ trips) + (1 \times Sat\ bus\ trips) + (1 \times Sun\ bus\ trips)}{7}$$

Summary information for each bus service is provided in the tables below.

Table A1: Arriva Service 415/416 - Selby to York *(from 2015 timetable)*

Day	North East Bound Trips	South West Bound Trips
Weekday (Mon – Fri)	51	51
Weekend (Sat)	50	49
Weekend (Sun)	21	22
AADT (Weighted average)	*46.6*	*46.6*

Table A2: Arriva Service 415/416 - Selby to York *(from 2014 timetable)*

Day	North East Bound Trips	South West Bound Trips
Weekday (Mon – Fri)	39	39
Weekend (Sat)	40	40
Weekend (Sun)	21	21
AADT (Weighted average)	*36.6*	*36.6*

For Arriva service 415/416 Selby to York, the 2014 timetable information has been used for the source apportionment however, it should be noted that this service became more frequent from 1st September 2015. An additional 10 buses per day in each direction are currently operating along New Street on route 416/416, compared with 2014.

Vehicle proportions used for source apportionment

The final AADTs and vehicle proportions used for the source apportionment are shown in table A5 below.

Table A5: Proportion of vehicles used for source apportionment

Direction of travel along New Street	AADT*	Percentage (%) of total flow				
		Motorcycle	Car	LGV	HGV	Bus
Both directions	10628	0.376	94.326	2.635	1.919	0.743
North East Bound	5277	0.398	94.296	2.577	1.971	0.758
South West Bound	5352	0.392	94.339	2.709	1.831	0.729

**AADT rounded to nearest whole number*

Final Source Apportionment

The final source apportionment for New Street is presented below.

Table A6: Explanation of values used in Source Apportionment

Abbreviation	Explanation	Value (µg/m^3)
[T-NO_2]	Highest annual mean NO_2 concentration at a relevant receptor from diffusion tube monitoring in 2014	46.00
[TB-NO_2]	2014 Total background NO_2 (from background maps)	14.41
[TB-NO_x]	2014 Total background NO_x (from background maps)	19.66
[RB-NO_x]	Regional background NO_x (from background maps)	8.00
[LB-NO_x]	Local background NO_x	11.66 *(see step 1)*
[RB-NO_2]	Regional background NO_2	5.86 *(see step 2)*
[LB-NO_2]	Local background NO_2	8.55 *(see step 2)*
[L-NO_2]	Local NO_2 contribution at the worst-case location	31.59 (see step 3)

Step 1: From the total and regional background NO_x derive a local background NO_x:

$$[LB\text{-}NO_x] = [TB\text{-}NO_x] – [RB\text{-}NO_x]$$

$$[LB\text{-}NO_x] = 19.66 – 8.00 = 11.66 \mu g/m^3$$

Step 2: Apportion the total background NO_2 into regional and local using the regional and local NO_x proportions:

$$[RB\text{-}NO_2] = [TB\text{-}NO_2] \times ([RB\text{-}NO_x]/[TB\text{-}NO_x]) = 5.86 \mu g/m^3$$

$$[LB\text{-}NO_2] = [TB\text{-}NO_2] \times ([LB\text{-}NO_x]/[TB\text{-}NO_x]) = 8.55 \mu g/m^3$$

Step 3: Calculate the local NO_2 contribution at the worst-case location ([L-NO_2]) from the total measured minus background:

$$[L\text{-}NO_2] = [T\text{-}NO_2] – [TB\text{-}NO_2] = 46.00 - 14.41 = 31.59\ \mu g/m^3$$

Step 4: Apportion the local contributions to total NO_2 concentration using the modelled emission results for NO_x. The percentage of NO_x emissions from each vehicle category is shown in table A7 below:

Table A7: Apportioned local concentrations of nitrogen dioxide from traffic sources

Vehicle category	New Street Modelled NO_x (kg/y)	New Street Modelled NO_x (%)	Local NO_2 contribution ($\mu g/m^3$)
Car (Petrol)	26.03	12.68	4.01
Car (Diesel)	120.77	58.86	18.59
Car (Hybrid)	0.27	0.13	0.04
LGV (Petrol)	0.16	0.08	0.03
LGV (Diesel)	10.47	5.10	1.61
Rigid HGV	24.11	11.75	3.71
Articulated HGV	6.59	3.21	1.01
Bus	16.54	8.06	2.55
Motorcycle	0.24	0.12	0.04
Totals	205.19	100%	31.59$\mu g/m^3$

Step 5: The final source apportionment of the highest annual mean NO_2 concentration at a relevant receptor on New Street (46$\mu g/m^3$)

Table A8: Final source apportionment of nitrogen dioxide

Source category		Estimated Local NO_2 contribution ($\mu g/m^3$)	% of NO_2
Background	Regional background	5.86	12.74
	Local background	8.55	18.59
	Background total	***14.41***	***31.33***
Local Traffic Sources	Car (Petrol)	4.01	8.71
	Car (Diesel)	18.59	40.42
	Car (Hybrid)	0.04	0.09
	Car Total	***22.64***	***49.22***
	LGV (Petrol)	0.03	0.05
	LGV (Diesel)	1.61	3.51
	LGV Total	***1.64***	***3.56***
	Rigid HGV	3.71	8.07
	Articulated HGV	1.01	2.21
	Bus	2.55	5.54
	Heavy Diesel Total	***7.27***	***15.81***
	Motorcycle	0.04	0.08
Totals		**46µg/m³**	**100%**

A pie chart summarising the main outcomes of the January 2016 source apportionment study is included in the main report section 3.3.

Selby AQAP modelled emission reduction scenarios

Following consultation on the first draft of Selby's AQAP (Appendix B) further work was undertaken to model the level of emission reduction expected to arise from various 'packages' of measures included in the AQAP. The results of this study were used to re-prioritise some of the measures in the AQAP.

The list of modelled AQAP emission reduction scenarios are shown in Table A9 below.

A summary of the outcomes of this modelling wok is provided within the main report (section 3.5)

Table A9: Modelled AQAP emission reduction scenarios

Scenario Reference	Scenario Name	Year	Description	Assumptions
1	Base	2018	Base model, reflecting current traffic emissions along New Street	Daily traffic flows and vehicle proportions have been taken from the source apportionment work, presented in section 3.4.
2a	Sustainable Transport 5%	2018	Reflects a scenario where 5% of car travel is shifted to more sustainable modes such as walking, cycling and public transport. A 5% reduction from the measures in the interim AQAP is considered an optimistic but realistic target	Modal shift to walking, cycling and public transport. Sensitivity testing between 5-50% reduction in car use. Likely to also require delivery of low emission planning guidance to ensure travel plans are implemented on new developments and opportunities for sustainable travel are

Scenario Reference	Scenario Name	Year	Description	Assumptions
2b	Sustainable Transport 10%	2018	Reflects a scenario where 10% of car travel is shifted to more sustainable modes such as walking, cycling and public transport. A 10% shift to sustainable transport would require significant investment by NYCC in sustainable transport infrastructure and promotion in Selby. NYCC currently have no budget to provide this level of investment in Selby	maximised, such as implementation of low emission car clubs
2c	Sustainable Transport 15%	2018	Reflects a scenario where 15% of car travel is shifted to more sustainable modes such as walking, cycling and public transport. Modal shift above 15% is only likely to occur with large scale investment in sustainable transport infrastructure and reallocation of road space to pedestrians and cyclists.	
2d	Sustainable Transport 20%	2018	Reflects a scenario where 20% of car travel is shifted to more sustainable modes such as walking, cycling and public transport	
2e	Sustainable Transport 30%	2018	Reflects a scenario where 30% of car travel is shifted to more sustainable modes such as walking, cycling and public transport	
2f	Sustainable Transport 40%	2018	Reflects a scenario where 40% of car travel is shifted to more sustainable modes such as walking,	

Scenario Reference	Scenario Name	Year	Description	Assumptions
			cycling and public transport	
2g	Sustainable Transport 50%	2018	Reflects a scenario where 50% of car travel is shifted to more sustainable modes such as walking, cycling and public transport. This level of traffic reduction is only likely if restrictions are in place to prevent traffic movements through New Street (e.g. one way flow through New Street, restricting hour of access etc)	
3a	Reduce all vehicles by 5%	2018	Reduce all vehicle classes (except bus services) by 5%. A 5% reduction from the measures in the interim plan is considered an optimistic target	Reduce all vehicle classes by specified amount. Bus service provision is maintained at current frequency. Sensitivity testing to consider 5 and 10% reduction in overall traffic
3b	Reduce all vehicles by 10%	2018	Reduce all vehicle classes (except bus services) by 10%. A 10% reduction in all traffic is considered beyond the scope of the current interim AQAP	
4a	Reduce HGVs by 25%	2018	Reflects a scenario where HGVs movements along New Street are reduced by 25%. A conservative figure of 25% reduction is considered possible based on a review of signage, education and enforcement activities.	SDC have untaken some observations of HGV movements along New Street and over the survey period 33 out of 84 HGVs (39%) were estimated to be in excess of the of 7.5 tonne limit and a large proportion of these were not considered as being

Scenario Reference	Scenario Name	Year	Description	Assumptions
4b	Reduce HGVs by 50%	2018	Reflects a scenario where HGVs movements along New Street are reduced by 50%. This could potentially be achieved by restricting hours of access for HGVs or further consideration of allowed weight limits.	used *'for or in connection with the conveyance of goods to or from any premises on adjacent to that road or length of road',* or in connection with any of the permitted operations. A conservative figure of 25% reduction is considered possible based on a review of signage, education and enforcement activities. Additional scenarios have also been considered where HGVs are reduced by 50% and 100% (i.e. HGV ban)
4c	Ban HGVs	2018	Reflects a scenario where HGVs are banned on New Street. 100% of HGV movements removed compared to base model.	
5	Reduce LGVs by 25%	2018	Reflects a scenario where LGV movements are reduced by 25% This would require significant work with local businesses starting with the survey as detailed in this interim AQAP	Assumes that SDC works with the business community to identify opportunities to reduce the total number of trips made by light goods vehicles using New Street
6	Electric cars 5%	2018	Reflects a scenario where 5% of car journeys through New Street are made in electric vehicles with zero tailpipe emissions. This is considered an optimistic but realistic target for the interim AQAP.	This assumes SDC implements a low emission vehicle policy and seeks opportunities to provide EV charging infrastructure with SDC car parks. It also assumes that incentives are developed for promotion of low emission vehicle use in Selby district to maximise uptake of low emission vehicles.

Scenario Reference	Scenario Name	Year	Description	Assumptions
7	Euro VI Buses	2018	All buses using New Street achieve a Euro 6 Emission Standard	Assumes that all buses using New Street are Euro VI emission standard. This scenario gives an indication of the emissions improvements associated with changing the default bus Euro proportions in the Emission Factor Toolkit to 100% Euro VI. The default EFT Euro Standard proportions for a 2018 modelled year were Euro II (~2%), Euro III (~10%), Euro IV (~9%), Euro V EGR (~7%), Euro V SCR (~22%) & Euro VI (~49%). The results of this scenario is could be refined by obtaining further detail about the local bus fleet mix in Selby. This scenario broadly assumes that half the buses currently operating on New Street are currently not achieving the Euro 6 standard and would be upgraded.

Scenario Reference	Scenario Name	Year	Description	Assumptions
8	Interim AQAP	2018	A combination of scenarios 2a, 4a, 6 and 7. This combination of scenarios provides an indication of the likely impact of the interim AQAP	Assumes scenarios 2a, 4a, 6 and 7 are delivered in full

Appendix B: Response to Consultation

Air Quality Action Plan (AQAP) consultation questionnaire and responses

An online consultation questionnaire was made available on the SDC website between 25 September and 26 November 2017. The following questions were asked:

Question 1: To help us understand who we have consulted with please indicate which of these best describes your view point in relation to this consultation. Tick all that apply.

I am a local resident and these are my personal views (please now go to question 3)	
I am a non-Selby resident and these are my personal views (please now go to question 3)	
I am responding in a professional / business capacity (please now go to question 2)	

Question 2: If responding in a professional or business capacity please state which type of organisation or industry you represent (tick all that apply)

Local / regional council	
Central government organisation	
Local retailer / trader / service provider	
Bus operator/driver	
Freight operator / haulier	
Taxi operator /driver	
Environmental charity or pressure group	
Health based charity or pressure group	
Healthcare professional	
Industrial process / large scale manufacturing	
Land use planner / planning consultant	
Developer / house builder	
Academic organisation	
Environmental consultant / lawyer	
Low emission vehicle industry / EV infrastructure provider	

Other (please state) .....

Question 3: What is your postcode?

If responding in a personal capacity provide postcode of home address	
If responding in a professional or business capacity provide postcode of your work address / business premises	

If you do not wish to provide your postcode please leave blank and proceed to Question 4

Question 4: Which of these statements applies to you (tick all that apply)

I live and work / study in Selby	
I commute into Selby daily from outside the district to work / study	
I own / manage a small or medium size business in Selby	
I regularly use the shops and services in Selby town centre	
None of the above applies to me	

Question 5: Before reading the draft air quality action plan how concerned were you about air quality in the Selby area?

Seriously concerned	
Moderately concerned	
Slight concerned	
Not at all concerned	

Question 6: After reading the draft action plan how concerned are you now about air quality in the Selby area?

Seriously concerned	
Moderately concerned	
Slight concerned	
Not at all concerned	

Question 7: The draft air quality action plan has identified traffic emissions as the main cause of the air pollution problem on New Street. Do you agree with this conclusion?

Yes	
No	
Don’t know	

If you have answered no to question 7 please indicate here what you consider to be the main cause of the air pollution problem on New Street.

.....

Question 8: The draft Air Quality Action Plan sets out categories of measures that the Council proposes should be the focus of attention to improve air quality in Selby. These have been provisionally prioritised by the Council.

In your view, what importance should be given to these categories?

	High importance	Medium importance	Low importance	Don't know
Access Management study				
Erection of anti-idling signs				
Low emission car club[8]				
Support for local businesses to reduce transport emissions and number of vehicle trips				
Better awareness and enforcement of HGV weight limits				
Development of low emission planning guidance by SDC				
Use of lower emission vehicles by SDC.				
Provision of charging points for electric vehicles				
Procurement of low emission goods and services by SDC				
Setting of emission standards for taxis				
Improve access to air quality advice				
Improve opportunities to cycle in SDC area				
Promote sustainable travel in SDC area				

Question 9: Are there any other measures you feel the council should be taking to improve air quality which are currently not included in the draft air quality action plan?

Question 10: Do you think the proposed measures will improve air quality in Selby?

Yes	
No	
Not Sure	

[8] Membership of a car club provides access to a vehicle when you need one reducing the need for personal car ownership. Membership costs are usually lower than the cost of purchasing, insuring and taxing your own vehicle. They can be particularly good for reducing the need for second car ownership and can also be used by businesses instead of operating private pool vehicles.

Question 11: Which of these measures would you personally consider taking to improve air quality in Selby DC. Please tick all that apply

Walk more	
Cycle more	
Use the bus	
Share a lift	
Use a lower emission vehicle	
Join a car club	
None of the above	

If there is anything which prevents you from doing these things at the moment please provide a brief list here. Please use short statements only, for example 'I can't ride a bike', 'there is no bus route near my house'

Question 12: Do you have any further comments or suggestions relating to the improvement of air quality in Selby?

Consultation Questionnaire Responses

A total of 22 questionnaire responses were received during the consultation period. A summary of the responses is provided below.

Question 1

To help us understand who we have consulted with please indicate which of these best describes your view point in relation to this consultation.

Number of responses to this question: 21

Responses were received from 17 local residents (one resident indicated that their response reflected views both as a resident and in a professional/business capacity) and 4 people responding in a solely business/professional capacity. One respondent did not answer this question.

Question 2

If responding in a professional or business capacity please state which type of organisation or industry you represent (tick all that apply)

Number of responses to this question: 5

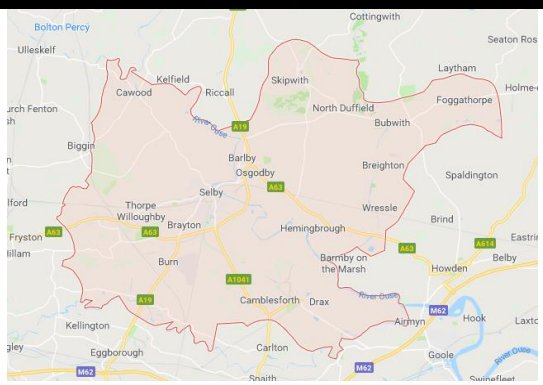
Of the 5 respondents that indicated they were responding in a professional / business capacity, 2 were responding on behalf of a local authority, 2 represented local retailers/traders/service providers and 1 was a landlord.

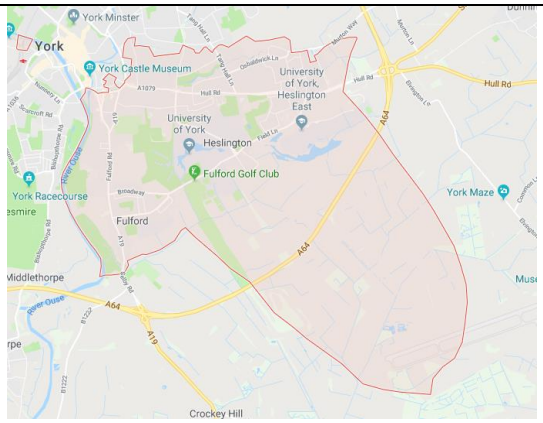
Question 3

What is your postcode?

Number of responses to this question: 19

Where respondents indicated their postcode, these are summarised below

Postcode Area		Number of responses	View point
YO8 (Selby)		17	15 x local resident 2 x local retailer

YO10 (S.E York)		1	1 x local authority (York)
DN14 (Whitley, Goole)		1	1 x local resident

Question 4

Which of these statements applies to you (tick all that apply)

Number of responses to this question: 21

I live and work / study in Selby	14 (1 respondent indicated that they were a small/medium size business owner)
I commute into Selby daily from outside the district to work / study	0
I own / manage a small or medium size business in Selby	4 (1 respondent indicated that they 'lived, worked or studied' in Selby)
I regularly use the shops and services in Selby town centre	7 (4 respondents indicated that they 'lived, worked or studied' in Selby)
None of the above applies to me	1 (this was a response from a neighbouring local authority)

Question 5

Before reading the draft air quality action plan how concerned were you about air quality in the Selby area?

Number of responses to this question: 21

Seriously concerned	4 (2 residents with no business interests, 1 resident also with a business interest (landlord), 1 local retailer)
Moderately concerned	10 (8 residents with no business interests, 1 local retailer, 1 person responding in a non-specified professional/business capacity)
Slight concerned	4 (all residents with no business interests)
Not at all concerned	3 (2 residents, 1 local authority)

Question 6

After reading the draft action plan how concerned are you now about air quality in the Selby area?

Number of responses to this question: 21

Seriously concerned	4 (these were the same 4 respondents that indicated they were 'seriously concerned' in question 5)
Moderately concerned	13 (10 of these had not changed their viewpoint from question 5, 2 residents who we only 'slightly concerned' prior to reading the AQAP indicated they were now 'moderated concerned', and a local authority that indicated they were 'not concerned at all' prior to reading the AQAP now indicated they were 'moderately concerned').
Slight concerned	4 (2 respondents had not changed their viewpoint from question 5, 2 residents who were 'not concerned at all' prior to reading the AQAP now indicated that they were 'slightly concerned')
Not at all concerned	No respondents indicated that they were 'not concerned at all'

Question 7

The draft air quality action plan has identified traffic emissions as the main cause of the air pollution problem on New Street. Do you agree with this conclusion?

Number of responses to this question: 21

Yes	20
No	0
Don't know	1 (resident)

If you have answered no to question 7 please indicate here what you consider to be the main cause of the air pollution problem on New Street.

Three of the respondents who answered 'Yes' provided come commentary. Two of these comments were related to traffic and restricted dispersion of pollution. The other respondent suggested that works on the bypass have contributed to the increased traffic in the town and that changes to the traffic light timings may cause more traffic queues outside Barlby School. This respondent also had some concerns about restricting access to HGVs as it was thought that new 'Euro 5' engines in HGVs were less polluting than older diesel cars.

Question 8

The draft Air Quality Action Plan sets out categories of measures that the Council proposes should be the focus of attention to improve air quality in Selby. These have been provisionally prioritised by the Council. In your view, what importance should be given to these categories?

Number of responses to this question: 21

	High importance	Medium importance	Low importance	Don't know
Access Management study	7 *(33.3%)*	13 *(61.9%)*	1 *(4.8%)*	0
Erection of anti-idling signs	8 *(38.1%)*	7 *(33.3%)*	6 *(28.6%)*	0
Low emission car club	3 *(14.3%)*	9 *(42.9%)*	6 *(28.6%)*	3 *(14.3%)*
Support for local businesses to reduce transport emissions and number of vehicle trips	9 *(42.9%)*	9 *(42.9%)*	2 *(9.5%)*	1 *(4.8%)*
Better awareness and enforcement of HGV weight limits	20 *(95.2%)*	0	1 *(4.8%)*	0
Development of low emission planning guidance by SDC	11 *(52.4%)*	7 *(33.3%)*	2 *(9.5%)*	1 *(4.8%)*
Use of lower emission vehicles by SDC.	9 *(42.9%)*	7 *(33.3%)*	4 *(19%)*	1 *(4.8%)*
Provision of charging points for electric vehicles	6 *(28.6%)*	7 *(33.3%)*	8 *(38.1%)*	0
Procurement of low emission	8 *(38.1%)*	8 *(38.1%)*	5 *(23.8%)*	0

	High importance	Medium importance	Low importance	Don't know
goods and services by SDC				
Setting of emission standards for taxis	7 *(33.3%)*	14 *(66.7%)*	0	0
Improve access to air quality advice	8 *(38.1%)*	10 *(47.6%)*	3 *(14.3%)*	0
Improve opportunities to cycle in SDC area	12 *(57.1%)*	5 *(23.8%)*	4 *(19.0%)*	0
Promote sustainable travel in SDC area	13 *(61.9%)*	5 *(23.8%)*	3 *(14.3%)*	0

Question 9

Are there any other measures you feel the council should be taking to improve air quality which are currently not included in the draft air quality action plan?

Number of responses to this question: 11

The responses to this question, together with SDC's viewpoint are summarised are summarised in the table below.

Comment/Suggestion	Type of Respondent	Issue summary and SDC Comment
"Now we have a bypass. Ban traffic except taxis & buses from the old toll bridge to Scott road traffic lights. Motorists can still access all the car parks & residential areas using the bypass. Deliveries could be made using back doors to the various businesses along the affected route. Others who do not have back doors would have to apply for permission to deliver"	Resident	**Issue raised**: Restrict access to buses and taxis, with deliveries to businesses via back door routes **Comment:** will be considered as part of access management study, already included as a measure in AQAP (Measure 1)
"Control on busses in particular. They always seem to have a plume of black smoke at the rear. Similarly with HGV's but the Council really needs to regulate and ENFORCE limited access"	Resident	**Issue raised**: Bus emissions and enforcement of HGV restriction **Comment**: HGV restriction enforcement already included in AQAP (Measure 5). With respect to buses, it has been found that only a small number of buses operate through New Street (see origin destination study). The majority of these are services that operate between

		Selby and York and will be subject to the Clean Air Zone controls planned for York. It is considered that this will be sufficient to ensure future emission improvement for buses using New Street and no further action is needed at a local level.
"BOCM make BOCM land in to a car park and have park and ride problem solved no traffic on new street only buses. car share the amount of cars in the school car parks is a big concern"	Resident	**Issue raised:** Use of BOCM land as P&R site/ school travel **Comment:** School travel plans already considered as part of Measure 13. Bus based P&R has been considered (see AQAP Appendix B) and is not considered viable at this time. The origin destination study undertake to support the development of the AQAP has shown that many of the car based commuter, shopping and social trips into Selby town centre originate very close to the town centre and would be unlikely to be impacted upon by the provision of a bus based Park and Ride service.

		Funding has recently been obtained to progress the development of the BOCM/Olympia Park site.
"There should be a Selby wide 20mph limit. A general speed reduction across the town will improve air quality, reduce noise pollution and make it safer for other road users"	Resident	**Issue raised:** Selby wide 20mph speed limit **Comment**: Traffic flow through the New Street AQMA is already very slow due to the presence of the junction and traffic lights. Any measure to reduce the speed limit on New Street is unlikely to result in any air quality improvement. Wider speed restrictions may be considered as part of access management study, already included as a measure in AQAP (Measure 1)
"All measures to date are designed to clog up traffic in the centre of Selby It appears the planners philosophy is to slow down and stop traffic moving in Gowthorpe town centre seeing HGVs in Gowthorpe defies belief . Selby desperately needs a new road layout to keep traffic moving and to attract new shops and shoppers. New Street lacks commercial viability as it is to narrow and footpaths are unsafe to use"	Resident	**Issue raised**: HGV access restrictions and road layout **Comment**: HGV restriction enforcement already included in AQAP (Measure 5). Access management already considered as part of AQAP (Measure 1)

"The cycle lanes into Selby are old and narrow or none existent these could be vastly improved"	Resident	**Issue raised:** Cycle lane improvement **Comment**: Improvements to the cycle network will already be considered as part of AQAP (Measure 12)
"Park & Ride and parking payments, this would mean I can park outside my own home and reduce the pressure from people coming in to Selby for work"	Resident	**Issue raised:** Park and Ride and residents parking **Comment:** Bus and rail based P&R have been considered and are not considered viable at this time. Parking for employees is to be considered as part of AQAP (Measure 4) There are currently no plans to introduce permit parking in Selby
"Close New Street to all traffic - Join the Park to the Abbey. Make Station Road and New Millagte/Scott Road one-way. Improve access to Ousegate from Station Road"	Resident	**Issue raised:** Access management issues **Comment**: will be considered as part of traffic and access management study, already included as a measure in AQAP (Measure 1)
"Watching traffic in New St today I have seen at least 5 vehicles of more than 7. 5ton using New St. There is a sign on the A19 coming into Selby from York saying there is a weight limit on New St but a stranger wouldn't know which street that is. The traffic lights on the cross road at the toll bridge want seriously looking in to. Come and watch the traffic from my shop for a few days	Local Retailer	**Issue raised**: HGV access restrictions / access management **Comment**: will be considered as part of access management study, already

and you will see what I mean"		included as a measure in AQAP (Measure 1). AQAP Measure 5 covers active enforcement of HGV weight limit.
"Work with NYCC to ensure that bus companies that serve Selby from commuter areas such as Cawood, Thorpe, Drax etc have to provide sufficient services to allow commuters to arrive in town for a 9am start and for a 5, 5:30 and 6 pm finish"	Resident	**Issue raised:** Bus service provision and frequency **Comment**: NYCC are unable to directly control the timing or frequency of bus services but will provide feedback to bus operators on this issue.
"The AQAP is very comprehensive and needs the resources to deliver. Some of these (e.g. EV charging) can be delivered through adopting low emission planning policies. York and other councils are adopting low emission taxi policies - these would be beneficial in Selby as 40% of NO_2 emissions are from diesel cars. More emphasis on safe walking and cycling, preferably away from polluted areas. Selby ideally suited to electric vehicles"	Neighbouring Local Authority	**Issue raised:** Low emission taxi policy, electric vehicles, cycling and walking **Comment**: Low emission taxi incentives will be considered as part of AQAP (Measure 10), but taxi licensing conditions have only recently been reviewed and a further review is unlikely to take place within the lifetime of the AQAP. SDC will continue to monitor progress with taxi licensing and if an opportunity arises to influence emissions from the taxi fleet using this mechanism it will be added to the

		AQAP measures at a later date. Cycling and sustainable travel are already considered (see Measures 12 and 13)

Question 10

Do you think the proposed measures will improve air quality in Selby?

Number of responses to this question: 21

Yes	10 *(47.6%)*
No	2 *(9.5%)*
Not Sure	9 *(42.9%)*

Question 11

Which of these measures would you personally consider taking to improve air quality in Selby DC. Please tick all that apply

Number of responses to this question: 21

Walk more	10
Cycle more	5
Use the bus	1
Share a lift	1
Use a lower emission vehicle	7
Join a car club	2
None of the above	3

If there is anything which prevents you from doing these things at the moment please provide a brief list here. Please use short statements only, for example 'I can't ride a bike', 'there is no bus route near my house'

The comments received are summarised in the table below:

Response to question 11	Respondent type	Comment
None of the above	Resident	*"Yes I am an OAP with a disability badge and have walking problems"*
Walk more	Resident	*"N/A (my wife and I walk in to town)"*
Cycle more	Resident	*"Fear of cars and lorries on the road - Doncaster Road near crossing"*
No response given	Resident	*"Business where people travel into work from many surrounding areas so car share is not wholly feasible"*
None of the above	Resident	*"Unsafe on cycle , walking is unsafe in today's traffic aggressive drivers"*
Use a lower emission vehicle	Resident	*"Q11 only allows one answer, think most are important. Cost of new vehicle would be prohibitive"*
Cycle more	Resident	*"Dangerous roads"*
Walk more	Resident	*"Need to be more cycle and pedestrian friendly. Too car/traffic focused design"*
None of the above	Resident	*"I already walk everywhere so no"*
Cycle more	Resident	*"Lack of safe cycle routes"*
Walk more	Resident	*"Disabilities"*
Cycle more / use a lower emission vehicle	Resident	*"Lack of safe cycle routes"*
Walk more, cycle more, use the bus, use a lower emission vehicle, join a car club	Resident	*"This doesn't prevent me doing some of the above, but just to note, I already have a hybrid car"*

A common theme in the feedback to this question was the lack of safe pedestrian and cycle routes in Selby.

Question 12

Do you have any further comments or suggestions relating to the improvement of air quality in Selby?

Number of responses to this question: 16 respondents provided comments

Suggestion	SDC Response
"I am sure my proposals in Q9 would make Selby a more pleasant town to visit (it works in Goole)" Comment provided at Q9	Comments provided at question 9 related to traffic and access management. These issues will be considered as part of the access management study, already included as a measure in the draft AQAP (see Measure 1)
"No, I think you have identified the major problem with HGV's and buses As a matter of interest I have a Motorbility diesel car but it has ECO start. When I stop the engine stops so there is no idling pollution I do not think you have differentiated enough about people who live in Selby and those who live in the small villages. Many of these people never go into Selby"	Comments provided relate to HGVs and bus movements which have already been considered as part of the AQAP
"The mothers might try walking there kids to school cutting out car journeys the school leaving times are horrendous in Selby"	Comments relate to school travel plans which are already covered by in the draft AQAP (see Measure 13)

"This questionnaire has a slight programming fault and does not allow multiple selection where that is requested - I have therefore chosen the option which is most important to me. I am happy with the proposals in the report but do not think it goes far enough – one area of the poorest air quality does need action but there are wider issues that should be addressed at the same time. I'm sceptical about car share schemes and electric charging points having anything but minimal impact. Instead I favour a reduction in congestion by a more dramatic one way system coupled with traffic calming to ensure that speeds do not rise. With this is the need for a 20mph limit throughout the town - going virtually entirely to the town boundaries. For example we have a 20mph limit on Baffam Lane passed the school but not the High School or outside the doctors or the hospital. A limit should be in place all the way from the existing into town and on other arterial roads. I know drivers will exceed this but the average speed will fall from the existing 30 limit which is generally exceeded. This would reduce pollution across the entire town to include noise pollution from tyres and make the roads significantly safer and mean I would cycle to town instead of driving. I don't see anything in this survey for contact - I am <<email address provided>> - if you wish for any further views from me"	Comments relate to access management, including a town wide 20mph limit. These issues will be considered as part of access management study, already included as a measure in the draft AQAP (see Measure 1). It should be noted, however, that traffic moving through the New Street AQMA is already very slow moving due to the presence of the junction and the traffic lights. Measures to reduce the speed limit on New Street is unlikely to result in air quality improvement. This issue has previously been considered (see AQAP Annex B)
"There is a sign on the A19 stating a 7.5 T Limit in New Street .How does a stranger know where New Street is? There should be a sign on the gable end of the hairdresser stating this. If parking on Ousegate (From toll Bridge to Church	Comments relate to HGV restriction enforcement, already included in AQAP (see Measure 5).

Hill) was abolished traffic would not queue. IF YOU WOULD LIKE TO COME AND WATCH FROM MY SHOP I AM SURE YOU WOULD SOON SEE WHAT I AM TALKING ABOUT. WHO WOULD POLICE THESE CHANGES?"	
"A simple measure would be to pedestrianise from the town hall to the abbey traffic lights and possibly even include The Cresent. This would have a number of effects 1. Practically eliminate air pollution in the centre of the town 2. Enhance the shopping experience in the centre of town 3. Probably bring new and better shops to the town centre 4. Provide an opportunity to enhance the image of the abbey as per York Minster This is all easily 'do-able' if anyone can be bothered"	Comments relate to pedestrianisation SDC is concerned regarding the impact of moving the traffic from the town centre on to those around the centre which have many domestic properties. This could cause further air quality issues but will be considered as part of the traffic management study.
"Q11 will not allow more than one choice. I would consider walking, lift share and car club options"	General comments to supplement response provided at Qu.11.
"Close Selby to through traffic , build mini roundabouts at the Abbey Junction and Gowthorpe Doncaster Road Scott Road Junction . Stop vehicles using the loading only bays in Gowthorpe which obstructs traffic queuing to turn left into Doncaster Road"	These issues will be considered as part of the access management study, already included as a measure in the draft AQAP (see Measure 1)
"As I spend 6 days a week in a shop with the door open I breath the Selby town air and its quality should be the best possible"	General comment – noted.
"My main concern is that in trying to reduce emissions in New Street traffic will be diverted into more densely populated areas increasing the air pollution in those areas"	Diversion of traffic and potential air quality implications for other areas will be considered as part of the access management study, already included as a measure in the draft AQAP (see Measure 1)

"We live on a new development and I can't see any evidence of cycling or walking being promoted"	Comments relate to promotion of sustainable travel initiatives across the district in conjunction with NYCC. This will be addressed through continued promotion of sustainable travel in Selby (see Measures 12 and 13). Development of low emission planning guidance (see Measure 6) will also pick up the issue of requiring low emission travel plans as part of new development proposals.
"A park and ride with electric buses"	Comments relate to P&R with electric buses. This option has been considered as part of the draft AQAP is not considered feasible at this time (see Appendix B, table B.1 for reasoning)
"30mph limit on Bawtry road. Don't build the new Lidl with the new junction/roundabout which will create more stop/start traffic"	Speed limits will be considered as part of the access management study, already included as a measure in the draft AQAP (see Measure 1). Comments also raised in relation to a specific named development. The air quality implications of any development in the district will be considered on a case by case basis.
"Scrap all the signs which are used now and turn off the traffic lights because no one takes any notice, especially drivers with personalised number plates. They have a law to themselves"	General comment in relation disregard for traffic lights. Not relevant to AQAP development.
"Given that large lorries have to access Westmill, that bus services have use New St to come into the bus station and that diverting via Ousegate or Water Lane is impossible (Rail bridge, Masonic Lodge), it would not be possible to put a 'gate' to stop to large vehicles on Barlby Road, and vehicles can't be diverted to left or right. Thus the New Street problem seems insoluble outside of large and presumably impossible solutions such as ...demolition of the properties on the left hand (not Abbey) side of New St,	Comments raised in relation to 'gating' of larger vehicles and low emission bus services. Access management issues will be considered as part of the access management study, already included as a measure in the draft AQAP (see Measure 1)

or ...assisted relocation of Westmill to an out-of town site or ...construction of a new bus depot on part of the former BOCM site for large York bus services to start/finish, with the journey into/out from Selby completed on green/electric vehicles (as run in York)"	
"In the case of New Street which is the main problem area - A one way system which could be reversed in case of bypass problems is the only answer"	Access management issues will be considered as part of the access management study, already included as a measure in the draft AQAP (see Measure 1)

Additional consultation responses received

Issues raised on draft AQAP by Public Health Registrar (North Yorkshire County Council)

- Made reference to DPH guidance on air quality that states that local authorities should lead by example if they expect the public to do the same (in relation to use of LEVs)
- Suggests that there is focus on electric vehicles as a longer term measure but suggests plan is lacking in the sense of moving away from diesel as a fuel
- Suggests greater emphasis is needed on the use of public transport rather than private transport
- Raised the issue of park and walk, and more conveniently located car parks.
- Suggests that the AQAP should empower the community (via use of community air quality groups) to take a more active role to ensure they take some ownership of the problem
- Appendix B states that there is no parking permit system in Selby but it is not said why (financial, logistical, unnecessary)

Also raised:

- There are no comments around media engagement, which should be considered as part of wider comms strategy and public engagement.
- It is not stated very clearly what the acceptable level of NO_2 is and what the local level is.
- It would be helpful for context to include the number of residences situated within the AQMA area

Issues raised on draft AQAP by DEFRA (via Air Quality Helpdesk)

- There are no details provided of the current status of air quality in the AQMA or a map of the AQMA within the draft Action Plan.

- The management of queuing traffic and monitoring engine switch-off should be considered as key priorities within the developing action plan.

- Commented that most measures remain to be fully developed and are waiting the outcome of surveys or studies, and may also be waiting for funding streams to enable measures to be taken forward.

- DEFRA commented that the cost screening exercise does not fulfil the ambitions detailed within the latest technical guidance (i.e. prioritising measures on the basis of their ability to provide the required levels of emission reduction to achieve the air quality objectives within specified timescales). SDC is advised to consider the guidance further to provide clear prioritisation of effective measures to address the pollution hotspot on New Street.

- Air pollution emissions reduction targets should underpin the further development of the action plan, based on required emissions reduction across the AQMA.

The latest Technical Guidance LAQM TG(16), para 2.69 makes clear, as a minimum AQAP's should include the following:

Quantification of source contributions (e.g. HGVs, buses, taxis, other transport, industrial or domestic sources etc.) responsible for the exceedance of the relevant objective; knowing the source of the problem will allow the AQAP measures to be effectively targeted;

Quantification of impacts of proposed measures including, where feasible, expected emission and concentration reductions (either locally obtained and/or via national monitoring/modelling statistics). It is important that the local authority shows how it intends to monitor and evaluate the effectiveness of the plan;

- DEFRA state that there is a requirement to undertake measures selection and impact assessment. There is no evidence to date that this process has been followed [TG(16) para2.36-2.42]

- DEFRA state that for every AQMA it is expected that there will be an assessment of how the individual measures contribute to the emission reduction targets identified within the source apportionments, and when the measures within the

AQAP can expect to deliver the objectives. These are expected to be reflected within future ASR reports.

Summary and recommendations

Scope of consultation (Questions 1 to 4)

Only a small number of responses were received to the consultation but these were representative of both residents and businesses within Selby. Responses were also received from outside the district and from other public bodies. This indicates that the consultation was accessible to a range of targeted audiences but either awareness of the consultation was low or people were not concerned enough about the issue to respond.

It is notable that there was no direct response to the consultation from local transport providers, hauliers or developers. As all these sectors could be significantly impacted on by measures proposed in the AQAP it is important that any further consultation on the AQAP measures is directly targeted at these sectors.

The majority of the respondents stated that they live / work within Selby district. None of the responses were from people who regularly commute into Selby from outside the district. As some of the measures proposed in the AQAP could impact on commuters any further consultation should consider how the views of these people can captured.

Recommended actions:

Further consultation on the AQAP development (or implementation of proposed AQAP measures) could be more widely advertised via local media / social media to try and improve response rates from the general population.

Consultation on measures with direct implications for transport operators, hauliers or developers should be directly targeted at these sectors.

Consideration should be given as to how commuters from outside Selby can be better consulted on the AQAP measures. For example it may be worth contacting media organisations in surrounding council areas e.g. York, East Yorkshire, Doncaster, Wakefield or providing posters / leaflets in local work places.

Level of concern about air quality (Questions 5 and 6)

Before reading the AQAP the range of concern about air quality amongst the consultation respondents ranged from not at all concerned to seriously concerned, with moderately concerned being the most common response. This indicates that the majority of the respondents to the consultation already had some level of knowledge and pre-existing interest in air quality issues.

Three of the respondents stated that they had no concerns about air quality before reading the AQAP. After reading the document the levels of concern of these respondents was increased to 'slight' or moderate'. None of the respondents stated that their level of concern about air quality issues had dropped after reading the document. This suggests that at present there may be a lack of knowledge amongst some of the population about current air quality in Selby and the potential health impacts of this.

The written consultation from the Public Health Registrar (North Yorkshire County Council) suggests that the AQAP should empower the community (via use of community air quality groups) to take a more active role to ensure they take some ownership of the problem. It also makes reference to the need for improved media engagement and a wider air quality communications strategy.

Recommended actions:

Consider giving greater priority within the AQAP to better engagement with the public on air quality issues. Consider the possibility of setting up an air quality community group around New Street and provide more detail within the AQAP of the measures to be taken to raise awareness and understanding of air quality and health issues in Selby.

At present the plan states that it will 'Improve public access to air quality information and advice' but this is not listed as one of the priority measures (section 3.6).

Cause of the air quality problem in Selby (Question 6)

The technical source apportionment work presented within the AQAP indicates that traffic is the main source of air pollution on New Street. Of the 21 responses to the consultation received, 20 agreed with this conclusion and 1 person said they

didn't know. The responses to the consultation confirm the findings of the technical source apportionment work and provide no reason to suspect that any other sources of pollution are having a major impact on air quality within the AQMA.

Prioritisation of measures (Question 8)

Based on the 21 responses received to the questionnaire the three measures most people wanted to see as high priority were:

- Better awareness and enforcement of HGV limits
- Promotion of sustainable travel in SDC area
- Improve opportunities to cycle in SDC area

The next most popular measures were:

- Development of low emission planning guidance
- Support for local businesses to reduce transport emissions and vehicle trips
- Use of lower emission vehicles by Selby DC

Provision of public EV charging points was considered the lowest priority amongst the consultation respondents.

This list of public priorities suggests that HGVs are the major source of concern for local residents and businesses and that there is a general feeling that more could be done to promote safe walking and cycling in the town. There also appears to be a recognition that further development will add to the existing problems and that low emission planning guidance could assist with this.

The respondents to the questionnaire appear to have limited interest in provision of public EV charging points but would like to see uptake of cleaner vehicles by the council. One respondent has cited later in the questionnaire that the cost of electric vehicles is a hurdle to ownership. Concerns about the cost of electric vehicles may be one of the reasons why EV charging provision is not highlighted as a priority amongst the questionnaire respondents.

The undertaking of an access management study has not been highlighted as a high priority by local residents / businesses. This may be due to personal concerns about changes to their own access rights. Some of the respondents have made suggestions as to how traffic could be reduced on New Street and these will need to be considered in more detail. Although not a popular choice amongst residents some form of improved traffic management is likely to be needed for delivery of a successful AQAP.

The response from DEFRA on the AQAP states that management of queuing traffic and monitoring engine switch-off should be considered as key priorities within the developing action plan. DEFRA have also requested that further work is undertaken to assess the emission impact of the proposed measures and to use this as a basis for prioritisation of measures, including the setting of emission reduction targets.

Recommended actions:

Further to the consultation responses it is recommended that the following action is taken:

a) Clarification is sort from DEFRA about what detail of emission reduction calculation is required prior to completion and publication of the AQAP. As detailed in the draft AQAP a number of the measures (such as possible access management solution) require the undertaking of detailed feasibility studies to establish what might be practicably possible before detailed emission reduction assessments can be undertaken. Other measures (such as improving access to air quality advice) are very difficult to quantify in terms of potential emission reduction. It may be possible to complete a basic emission reduction assessment by making some broad brush assumptions about what percentage and type of traffic movements might be possible from the various measures proposed. Possible options for completing this aspect of the work will need to be agreed with DEFRA.

b) The questionnaire responses clearly indicate that there is a general feeling that more needs to be done to promote the use of sustainable transport measures in Selby and maintain the existing facilities to a good standard. At present the AQAP is relatively weak in this area as NYCC have previously indicated that they do not have any further resources to invest in Selby. As a result of the questionnaire responses it is recommended that public opinion on this issue is brought to the attention on NYCC

and that a further discussion is held regarding NYCC support for the Selby AQAP delivery. If improving sustainable transport opportunities is considered a priority for the Selby AQAP that can not currently be delivered then this should be brought to the attention of DEFRA and steps taken to try and improve the funding situation.

c*) At present aspirations for EV ownership in Selby appear to be low. Further information and awareness raising on this issue may need to be given greater priority within the AQAP if uptake of these vehicle types amongst members of the public is to be improved and encouraged. The local authority should also look to lead by example by integrating low emission vehicles into its own fleet.*

d) *DEFRA are expecting that management of queuing traffic and monitoring engine switch-off should be considered as key priorities within the developing action plan. Selby DC needs to give further consideration as to how this expectation will be managed during finalisation of the AQAP.*

Other ideas for inclusion in AQAP3

A number of specific ideas have been raised by the questionnaire respondents for improving air quality within the current AQMA and the wider Selby district. These can be broadly grouped as:

- Specific recommendations for traffic management e.g. suggested road closures, one way systems, removal of certain vehicle types
- Improved emission limits for buses
- Park and Ride on the BOCM site
- 20mph zone
- Improvement to cycle infrastructure
- Improvements to bus service frequency
- Improvements to taxi emission limits

All these suggestions (with the exception of the bus service frequency) have already been looked at as part of the current AQAP development process or can be

incorporated into the planned review of access control / traffic management measures.

Recommended actions:

- *Before commencing any review of traffic management / access controls review the consultation responses and ensure any specific ideas are given due consideration in developing the scope for any future study.*
- *Review the current provision of bus services from commuter villages and include a question regarding staff access to bus services when consulting with local businesses on possible improvement measures.*

Public confidence in the AQAP measures (Question 10)

Of the 21 responses received 9 respondents indicated that they were unsure if the AQAP would deliver the required level of air quality improvement and 2 said it would not. The remaining 10 felt it would adequately address the issue. This indicates that currently there is insufficient information in the AQAP to convince people that it will be effective.

DEFRA have indicated that more information is needed in the AQAP about the required level of emission reduction and the level of emission reduction likely to be delivered from the different types of improvement measures.

Recommended actions:

As detailed above estimating emission reduction potential of the different measures is currently quite difficult, especially where there are a number of different traffic management solutions that could be instigated or where the overall impact of a measure is difficult to quantify. Some broadbrush estimates of the emission reduction potential of different measures (in consultation with DEFRA) would provide a starting point for further discussion on prioritisation of measures and probably increase public confidence in the likely effectiveness of the plan. This work should be completed prior to final publication of the AQAP (subject to the response from DEFRA on next steps to be taken).

Opportunities for behaviour change (Question 11)

During the public consultation an opportunity has been taken to explore the likelihood of instigating behaviour change amongst the Selby population. This has identified that amongst the respondents most would be willing to make some change to their current behaviour to help improve air quality. The most likely behaviour changes identified were:

- Walk more
- Cycle more
- Use a lower emission vehicle

People were least likely to share a lift or use the bus.

Three respondents did not feel able to make any of these changes. Some stated this was due to physical disabilities.

The response to this question (and others) indicates that there is currently a potential to shift more trips in Selby to more sustainable modes such as walking, cycling or public transport. As already highlighted above the sustainable travel aspects of the current draft plan are currently quite weak and could be improved if NYCC were able to invest more into this area of work.

The response to this question also seems to indicate a lack of enthusiasm for bus travel which requires further investigation.

n.b. Some of the responses to question 11 (and 12) seem to indicate that some people may have struggled to provide more than one answer to question 11. This may have influenced the scope of the answers given.

Recommended actions:

1. As already recommended above the lack of investment in sustainable travel measures in Selby needs to be raised again with NYCC and if necessary referred back to DEFRA as a funding gap issue for the AQAP.

2. The reasons for lack of enthusiasm in bus travel require further investigation to determine if it is the coverage of services, the quality of services, the cost of services or any other issue which is the main barrier to bus travel in Selby.

3. If possible the respondents who only provided one option for question 11 should be contacted to determine which (if any) of the other options they would have ticked if the questionnaire had operated as planned.

Additional comments (Question 12)

Question 12 provided the respondents to make any final comments regarding the AQAP.

The majority of these comments were generally supportive of the draft AQAP and did not raise any issues which had not already been addressed to some extent in the draft plan. The majority of the answers given to question 12 related to detailed individual ideas for potential traffic management schemes. These included suggested road closures, one way systems and restriction of loading bays to reduce congestion. One respondent was concerned about the potential to move the air quality problem to other parts of Selby.

Another respondent suggested that part of the HGV problem related to drivers not understanding where the restriction was in place due to lack of local knowledge.

The responses to question 12 also highlighted a potential issue with the functionality of some parts of the questionnaire.

Recommended actions:

1. When developing the scope for any future traffic management study the traffic management ideas provided in response to question 12 should be given due consideration.

2. *Any new signage relating to the HGV access restriction takes account of the fact that drivers from outside the area may not know where New Street is located.*

3. Where possible respondents should be re-contacted to ensure their response is fully representative of their views.

Summary

The consultation on the draft AQAP indicates that the respondents agree that traffic is the main source of air pollution within the AQMA and that a traffic based solution is needed. Selby residents have some useful ideas about potential traffic management improvements and these should be taken on board and fully considered as the AQAP is further developed. There also appears to be a feeling locally that not enough is currently being done to promote and maintain sustainable transport measures in Selby and this needs to be re-examined in terms of priorities for the AQAP (recognising that NYCC have highlighted that no additional funding is currently available for Selby).

The main outcome of the consultation is that further work is needed to try and assess the emission reduction needed in the AQMA, and the level of emission reduction likely to be provided by the measures currently being suggested. Priorities for delivery should be based around this work. It is recommended that Selby DC contact DEFRA to discuss their exact requirements prior to the final publication of the AQAP, recognising that detailed emission reduction calculations can not be undertaken until more detailed traffic management proposals have been drawn up and subjected to a detailed feasibility study.

Appendix C: Reasons for Not Pursuing Action Plan Measures

Table B.1 – Action Plan Measures Not Pursued and the Reasons for that Decision

Action category	Action description	Reason action is not being pursued (including Stakeholder views)
Alternatives to private vehicle use	Bus based Park and Ride	The origin destination study undertake to support the development of the AQAP has shown that many of the car based commuter, shopping and social trips into Selby town centre originate very close to the town centre and would be unlikely to be impacted upon by the provision of a bus based Park and Ride system on the outskirts of the town (which people would have to drive to). Such a facility is likely to require a large financial investment and is unlikely to be commercially viable at this time. Encouraging modal shift to walking and cycling is considered a greater priority for local based car trips and this will also offer other health improvement benefits. There are also concerns about the additional noise and emissions Park and Ride buses could create in the district, particularly for those living along the route of any such service. These impacts could be reduced by the use of zero emission (electric buses) but the power generation for such vehicles could impact on other areas of Selby given that there are power stations very close by. The cost of an electric service would also be a major hurdle at this time.
Alternatives to private vehicle use	Rail based Park and Ride	Due to the location of the rail station in Selby it is considered unlikely that commuter trips to the station are currently impacting significantly on the AQMA. It is also considered unlikely that there would be sufficient demand to make a Park and Ride service to the rail station viable unless it was

		combined with a wider town centre service. This could increase noise and emissions in the town centre and as detailed above there are also concerns about the viability of a Park and Ride service aimed at users of Selby town centre. Selby DC will continue to work with the station to identify opportunities for improving current access and parking arrangements and will continue to promote walking and cycling to the station where possible.
Alternatives to private vehicle use	Car club operated by North Yorkshire County Council	As most of the car parking in Selby is under the control of Selby DC they are best placed to pursue the idea of a car club.
Freight and Delivery Management	Freight Consolidation Centre for HGVs	Selby town centre is not considered large enough to make the development of a freight consolidation centre for HGVs viable. Such a facility would be better hosted in one of the larger neighbouring authorities such as York where the majority of the larger chain stores and supermarkets are located. Consolidated deliveries to Selby could run from a more centralised facility of this type. City of York Council have identified a freight consolidation centre as an aim of their current air quality action plan and Selby DC will engage with CYC on this issue as the opportunity arises. Selby DC will also undertake further discussion with local businesses and residents about the possibility of setting up more centralised collection points for goods delivered LGVs.
Promoting Low Emission Transport	Emission based permit parking	There is currently no permit parking in Selby or plans to introduce it.
Promoting Low Emission Transport	On street vehicle emission testing	The resource cost of undertaking such an exercise in Selby is considered likely to far outweigh the likely benefit. Selby DC has in the past undertaken on-street testing of taxis and found most vehicles to be compliant. Pulling up vehicles for

		testing can result in additional congestion which could impact on air quality in other parts of the district. Any available budget for enforcement action is considered better targeted at enforcing the HGV weight limit on New Street.
Promoting Low Emission Transport	Clean Air Zone (CAZ)	Selby's AQMA is small and concentrated on a single street. The cost of implementing and enforcing a CAZ would be disproportionate to the issue and likely to have a severe detrimental impact on the local economy. A CAZ will only be considered a last resort if other strategic highway improvements (to be considered as part of the New Street Access feasibility study) are found unlikely to successfully reduce pollutant concentrations on New Street.
Promoting Low Emission Transport	Taxi Licensing conditions	Taxi licensing conditions in Selby have only recently been reviewed (2016). A further review is unlikely to take place within the lifetime of this action plan. Selby DC will continue to monitor progress with taxi licensing and if an opportunity arises to influence emissions from the taxi fleet using this mechanism it will be added to the action plan measures at a later date.
Public Information	Via television	Public information via leaflets, internet and possibly radio will form an important part of the Selby AQAP but there is unlikely to be enough resources to extend this to television
Traffic Management	Anti-idling enforcement	As part of the AQAP Selby DC will look at the possibility of erecting anti-idling signage along New Street but at this stage are not proposing to undertake enforcement action against idling vehicles due to the difficulty in taking action against traffic queuing for the traffic signals. There is very limited resource for enforcement activity within Selby or North Yorkshire and what resource is available will be used to enforce the HGV weight limit on New Street.

Traffic Management	Reduction of speed limits, 20mph zones	Traffic flow through the New Street AQMA is already very slow due to the presence of the junction and traffic lights. Any measure to reduce the speed limit on New Street is unlikely to result in any air quality improvement.
Traffic Management	Road User Charging (RUC)/ Congestion charging	Selby's AQMA is small and concentrated on a single street. The cost of implementing and enforcing congestion charging would be disproportionate to the issue and likely to have a severe detrimental impact on the local economy. Congestion charging will only be considered a last resort if other strategic highway improvements (to be considered as part of the New Street Access feasibility study) are found unlikely to successfully reduce pollutant concentrations on New Street.
Traffic Management	Workplace Charging Levy	The level of workplace charging in Selby town centre is currently not well understood. Selby DC proposes to work closer with local businesses to identify how staff and goods travel to and from the town centre and to develop a series of improvement measures to reduce the impact on New Street. It is recognised that workplace charging would have a direct economic impact on people employed in Selby and may affect the ability of town centre shops and businesses to recruit the right calibre of staff. Workplace charging would only be introduced as a last resort if other effective air quality improvement measures can't be agreed with the local business community.
Transport Planning and Infrastructure	Public transport improvements-interchanges stations and services	There are currently some discussions taking place around possible improvements to Selby rail station and improving its offer as an alternative to the private car. These negotiations are in their early stages and it is too early to commit to specified improvements within this AQAP. Selby DC will continue to monitor developments around the station

		and will update the AQAP at a later date if firmer plans are put in place.
Vehicle Fleet efficiency	Fleet efficiency and recognition schemes	Many local authorities within the Yorkshire region have already signed up to the Eco-stars fleet recognition scheme. Many of the vehicles travelling in and around Selby will be members of these schemes and large fleets operating out of Selby into these other areas will be eligible to join them. Developing a local fleet recognition scheme is expensive and likely to be of little benefit to air quality in Selby.
Vehicle Fleet efficiency	Promoting low emission public transport	It has been found that only a small number of buses operate through New Street (see origin destination study). The majority of these are services that operate between Selby and York and will be subject to the Clean Air Zone controls planned for York. It is considered that this will be sufficient to ensure future emission improvement for buses using New Street and no further action is needed at a local level.

Appendix D: Cost / benefit screening of measures

This Appendix should be read in conjunction with the detailed Action Plan Matrix submitted as a separate pdf document to this report. It can be found via the link under April 2018 on the Air Quality Management Area page of Selby District Council website at https://www.selby.gov.uk/air-quality-management-area or directly via https://www.selby.gov.uk/sites/default/files/Final%20Action%20Matrix%2030_1_17%201200dpi.pdf

As detailed in section 5.2.4 of the main report a simple cost benefit screening exercise was undertaken for all the measures originally put forward for inclusion in the air quality action plan. The first stage of this process was to examine the general level of likely acceptability taking into account the following considerations:

Feasibility

Red – Project is of a scale or type that will be unaffordable, and / or politically unacceptable, and/or not legally possible. Does not warrant further investigation
Amber – Current feasibility is unknown but considered worthy of further investigation
Green – Project is of a size that should be relatively simple to implement, wouldn't have major planning issues and is legally possible

Economic impact

Red – Project considered to have significant negative economic implications for Selby which are unlikely to be acceptable
Amber- Economic impact needs further investigation
Green- Considered likely to improve access, create a better shopping environment, improve conditions for local traders, create job opportunities.

Impact on congestion

Red – Likely to create significant congestion problems elsewhere around Selby
Amber – Impact on congestion requires further investigation
Green – Expected to reduce congestion on New Street without significant congestion impacts elsewhere around Selby

Impact on local air quality

Red – likely to make air quality worse on New Street

Amber – potential impact on New Street requires further investigation

Green – likely to improve air quality on New Street

CO_2 impact

Red – Likely to give rise to an overall increase in CO_2 across Selby District

Amber - potential impact on CO_2 emissions requires further investigation

Green – Likely to reduce total CO_2 emissions across the Selby District

Compatibility with SDC planning policies

Red – Known to be incompatible

Amber – Needs further investigation

Green – Known to be compatible

Compatibility with NYCC planning policies

Red – Known to be incompatible

Amber – Needs further investigation

Green – Known to be compatible

Public Perception

Red – Likely to give rise to significant public concern and opposition

Amber – Public perception currently unknown – needs further consultation

Green – Measure likely to have general public support with limited opposition likely

Socio Economic Impacts / Equalities

Red – Likely to impact on some members of the population more than others

Amber – Needs further investigation

Green – No socio economic or equality issues identified

Any measures which returned numerous ‘red’ results during this process were removed from the list of initial measures and not considered further during development of the action plan. These measures are included in Appendix B where a further explanation for their removal is provided.

The remaining measures were then considered in terms of their ability to address the main air quality issues in Selby and their likely costs. Those measures which cost the least and are able to impact on the most journeys (or key journey types) will be prioritised within the plan. Reducing and preventing the impact of car based shopping trips is a major challenge for the Selby AQAP.

9 Appendix E: New Street Traffic Order

THIS ISA COPY OF A SEALED ORDER

NORTH YORKSHIRE COUNTY COUNCIL

(PROHIBITION OF HEAVY COMMERCIAL VEHICLES)

(NEW STREET AND THE CRESCENT (PART) SELBY

ORDER 2005

North Yorkshire County Council (hereinafter referred to as "the Council") in exercise of their powers under Sections 1(1), 2(1) and 2(4) of the Road Traffic Regulation Ad 1984 ("the Act") and of all other enabling powers, and after consultation with the Chief Officer of Police in accordance with Part Ill of Schedule 9 to the Act, hereby make the following Order-

PART I GENERAL

This Order shall come into operation on 18 April 2005 and may be cited as "North Yorkshire County Council (Prohibition of Heavy Commercial Vehicles) (New Street and The Crescent (Part) Selby) Order 2005".
2. In this Order "Heavy Commercial Vehicle" has the meaning given to that expression by Section 138 of the Act.

PART 2- RESTRICTIONS ON HEAVY COMMERCIAL VEHICLES

3. Save as provided in article 4 of this Order no person shall except upon the direction or with the permission of a Police Constable in uniform or of a Traffic Warden cause or permit any heavy commercial vehicle to proceed in either direction along the road or length of road specified in the Schedule to this Order.

4. (1) Nothing in article 3 of this Order shall render it unlawful for any heavy commercial vehicle to proceed along the mad or length of road specified in article 3 if the vehicle is being used:

(a) for or in connection with the conveyance of goods to or from any premises on or adjacent to that road or length of mad,
(b) in connection with the carrying out of any of the following operations, namely:
(i) building industrial or demolition operations,
(ii) the removal of obstructions to traffic,
(hi) the maintenance, improvement or reconstruction of any road,
(iv) the laying, erection, alteration or repair in or in land adjacent to any road of any sewer or any main, pipe, cable or apparatus for the supply of water, gas or electricity or any telecommunications apparatus as defined in the Telecommunications Act 1984,
(c) for fire brigade, police or ambulance purposes,
(d) to proceed to or from any premises at which the vehicle on that occasion is to be or has been garaged, serviced or repaired,
(e) in the service of a Local Authority or Water Authority in pursuance of statutory powers or duties of that Authority,
(f) for the purpose of access to or from any premises or land situated on or adjacent to any other public road which has a junction with the mad or length

of road specified in the Schedule to this Order.

(2) In this article any reference to premises or land is a reference to premises or land, in whole or in part, to which access for heavy commercial vehicles can be obtained by means only of a mad or length of road specified or referred to in article 3 of this Order and any reference to the carrying out of any operations is a reference to the carrying out of such operations on any premises, land or mad specified in article 4 of this Order.

5. The prohibitions and restrictions imposed by this Order shall be in addition to and not in derogation from any restriction or requirement imposed by any Order or regulations made or having effect as if made under the Act or by or under any other enactment.

THE SCHEDULE
Roads in the Town of Selby

Column 1 Item	Column 2 Road	Column 3 Length
1	New Street and The Crescent (part)	Between Ousegate ad Park Street

THE COMMON SEAL

of NORTH YORKSHIRE COUNTY COUNCIL
was hereunto affixed this 16 day of March
2005 in the presence of:-

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
AQS	Air Quality Strategy
ASR	Air quality Annual Status Report
Defra	Department for Environment, Food and Rural Affairs
EU	European Union
LAQM	Local Air Quality Management
NO_2	Nitrogen Dioxide
NO_x	Nitrogen Oxides
PM_{10}	Airborne particulate matter with an aerodynamic diameter of 10µm (micrometres or microns) or less
$PM_{2.5}$	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less

References

- Air Quality Annual Status Report (ASR), Selby District Council, June 2016 – available online at: http://www.selby.gov.uk/sites/default/files/air%20quality%20management.pdf

- North Yorkshire Local Transport Plan 2016 - 2045 (LTP4), North Yorkshire County Council, available online at: http://www.northyorks.gov.uk/article/30583/Local-transport-plan-four-LTP4

- North Yorkshire joint Health and Well Being Strategy 2015 – 2020 available online at: http://www.nypartnerships.org.uk/index.aspx?articleid=20933