



2023 Air Quality Annual Status Report (ASR)

In fulfilment of Part IV of the Environment Act 1995
Local Air Quality Management, as amended by the
Environment Act 2021

Locality report for former District of Selby

Date: June, 2023

Information	North Yorkshire Council Selby Area: Details
Local Authority Officer	Claire Rogers
Department	Environmental Health
Address	Civic Centre, Doncaster Road, Selby, North Yorkshire, YO8 9FT.
Telephone	0300 131 2 131
E-mail	AQMA.sel@northyorks.gov.uk
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Executive Summary: Air Quality in Our Area

Following government consultation on local government reorganisation; it was announced in July 2021 that Selby District Council, North Yorkshire County Council and the six other district and borough councils across North Yorkshire (not including the City of York) would be replaced with a new, single unitary council for North Yorkshire in April 2023 – North Yorkshire Council. This report is written by North Yorkshire Council, in respect of monitoring and work undertaken during 2022-2023 by former Selby District Council. It is expected that one report will be produced from next year onwards to reflect the unitary status now in place.

Air Quality in Selby District

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

The mortality burden of air pollution within the UK is equivalent to 29,000 to 43,000 deaths at typical ages³, with a total estimated healthcare cost to the NHS and social care of £157 million in 2017⁴.

Monitoring results for the 2022 calendar year period have shown that concentrations of nitrogen dioxide have decreased at all monitoring locations within Selby District compared with those in 2021. Annualised and bias adjusted data showed zero monitoring sites were in breach of the annual mean nitrogen dioxide concentration objectives.

Reductions in annual mean nitrogen dioxide concentration between 2021 and 2022 varied from 0.3% to 9.6% (average reduction across all sites was 4.1%). Within the AQMA area,

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

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

³ Defra. Air quality appraisal: damage cost guidance, January 2023

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

reductions in annual mean nitrogen dioxide concentration varied from 2.7% to 8.3% (average reduction of 4.8%).

Changes in annual mean nitrogen dioxide concentration from 2022 data compared to 2021 varied from a reduction of 9.6% to an increase of 16.5% (average increase across all sites was 4.4% and the average reduction across all sites was 4.1%). Within the AQMA area, change in annual mean nitrogen dioxide concentration varied from a reduction of 8.3% to an increase of 14.8% (average increase of 7.7% and average reduction of 4.8%) across the AQMA between 2021 and 2022.

In 2022, the highest concentration of nitrogen dioxide recorded in the AQMA area was slightly under the annual mean objective at $39.1\mu\text{g}/\text{m}^3$ at site S7 (21 New Street).” S7 is a triplicate site which has consistently monitored the highest concentrations of NO_2 in the AQMA in recent years.

Former Selby District Council published an Air Quality Action Plan (AQAP) for the AQMA in conjunction with former North Yorkshire County Council and other partners, to address elevated concentrations of nitrogen dioxide in the New Street Area. This is due for routine review in 2023. A multi-disciplinary AQAP officer steering group was established to facilitate delivery of the measures in the Action Plan. The AQAP was approved by former Selby District Council’s Executive on 6th September 2018. The AQAP is subject to annual review and progress each year will be reported in the Annual Status Reports produced by North Yorkshire Council.

Based on monitoring in nearby areas, it is considered that national air quality objectives for PM_{10} are currently met in Selby District. Health based objective levels for ultra-fine particulates ($\text{PM}_{2.5}$) have not yet been set for local authorities to meet but are expected as part of the Environment Act 2021 upon consultation and evidence based assessment. In 2022, the annual average $\text{PM}_{2.5}$ and PM_{10} concentrations measured within Selby District’s neighbouring authority areas were well below the EU limit value:

- York Plantation Drive – $9.8\mu\text{g}/\text{m}^3$ - PM_{10}
- York Holgate – $13.6\mu\text{g}/\text{m}^3$ - PM_{10}
- York Gillygate – $7.1\mu\text{g}/\text{m}^3$ - $\text{PM}_{2.5}$
- Barnsley A635 Kendray Roadside – $15.2\mu\text{g}/\text{m}^3$ - PM_{10}
- Wakefield City Park Street – $12.2\mu\text{g}/\text{m}^3$ - $\text{PM}_{2.5}$
- Wakefield City Park Street – $17.3\mu\text{g}/\text{m}^3$ - PM_{10}

DEFRA reported in September 2021 that the Yorkshire and Humberside Zone (which includes Selby) met EU limit values by 2020 (assuming Euro VI diesel engines perform as expected and all local Air Quality Action Plans within the zone are fully delivered). This includes NO₂ LV for health (1hr mean) - 200 µg/m³, NO₂ LV for health (annual mean) - 40 µg/m³, PM₁₀ 40 µg/m³ (annual mean), PM₁₀ 50 µg/m³ (daily mean).

The Yorkshire and Humberside Zone also met the Stage 1 limit value for PM_{2.5} (25 µg/m³ to be achieved by 1st Jan 2015) which came into force on 1st January 2015, and the Stage 2 indicative limit value (20 µg/m³ which was to be achieved by 1st Jan 2020). Both limit values apply to the annual mean, based on the calendar year.

Actions to Improve Air Quality

Whilst air quality has improved significantly in recent decades, there are some areas where local action is needed to protect people and the environment from the effects of air pollution.

The Environmental Improvement Plan⁵ sets out actions that will drive continued improvements to air quality and to meet the new national interim and long-term PM_{2.5} targets. The National Air Quality Strategy, due to be published in 2023, will provide more information on local authorities' responsibilities to work towards these new targets and reduce PM_{2.5} in their areas. The Road to Zero⁶ details the approach to reduce exhaust emissions from road transport through a number of mechanisms; this is extremely important given that the majority of Air Quality Management Areas (AQMAs) are designated due to elevated concentrations heavily influenced by transport emissions.

Selby District Council finalised the AQAP in 2018 to address elevated concentrations of nitrogen dioxide along New Street. The AQAP identifies the measures expected to deliver the greatest and most immediate improvements in Selby's air quality and longer term steps needed to address the impact of development. The AQAP is intended to be a live document that will be continuously reviewed and developed to take account of future

⁵ Defra. Environmental Improvement Plan 2023, January 2023

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

development, traffic growth, and changes in local air quality, particularly as a result of a new Local Plan for Selby.

Following Local Government Reorganisation, Selby District Council ceased to exist on 1 April 2023 which introduced complexities regarding the change in political governance. Given that the Selby District Local Plan has long term implications for the future of this part of North Yorkshire it is considered appropriate for decisions on whether further consultation on the Local Plan is necessary, or whether it should progress to Submission should be made by North Yorkshire Council. For this reason, a report setting out recommendations to progress the Selby District Local Plan will be presented to the North Yorkshire authority for a decision at the earliest opportunity, which is most likely to be early summer 2023. Further details can be found in a report that went to the Council’s executive, [here](#).”

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

Selby District Council continued to work with relevant partners and stakeholders to deliver measures contained within the AQAP. Since adoption of the AQAP in May 2018, the following progress has been made with the AQAP measures:

- Selby District Council undertook further anti-idling promotional work as part of Clean Air Day 2022. Selby District Council adopted the ‘Kick the Habit’ anti-idling campaign in 2020 (originally developed by City of York Council) to encourage drivers in Selby to think about idling and the impact that this has on themselves, their health and those around them. Advisory ‘Kick the Habit’ anti-idling signage has been adopted permanently in all council owned car parks across Selby District, within the Air Quality Management Area, and at other locations across the district



to raise the profile of this campaign. Anti-idling signage was erected outside schools and further promotional material was provided to local businesses across the district during 2021. Selby District Council has also undertaken campaign promotion work via various social media channels and anti-idling information was also distributed to taxi drivers in October 2021. The campaign was continued during 2022 including social media communications, local community engagement and distribution of promotional materials (*See AQAP Measure 2*).

- In 2021, Selby District Council undertook a research study into the feasibility of a staff car club and pool bike scheme which evidenced no current feasibility, mainly due to the changes brought by the COVID-19 pandemic and adoption of a flexible working policy. The Low Carbon Strategy was also finalised in February 2022, which was adopted into an internal live action plan with various workstreams and projects incorporated. Unfortunately due to staff resourcing and impacts of the Local Government Reorganisation, the priority for the 2022 was to ensure Selby's voice was heard in the development of the new council's approach around climate change and inputting into the development of the new Climate Change Strategy for North Yorkshire Council. The latest draft can be reviewed [here](#). (*See AQAP Measure 3*).
- In 2019 Selby District Council distributed travel surveys to local businesses to establish the nature of journeys made and specific routes used by staff (both for travel to work and during working hours) and business deliveries if applicable. This data was analysed, and a report was produced and presented to the Air Quality Steering Group in January 2020. Information collected was used to inform the development of further action planning measures for the AQAP and Low Carbon Strategy relating to workplace travel planning. During 2022, this data was reviewed, and materials and surveys were re-evaluated with a view to distribute to local businesses and residents across 2023 subject to staff resource. This would also provide opportunities for engagement and partnership working with local transport providers. (*See AQAP Measure 4*).

- New signage relating to the New Street weight limit was erected in 2019. Selby District Council planned to undertake enforcement activity around contraventions of the vehicle weight limit restrictions on New Street, in partnership with North Yorkshire County Council, Trading Standards and the Police were planned for 2022 subject to resource which unfortunately was not available. Due to uncertainty around the structure of services within the new authority, it is unsure of when this work could be re-explored. (See AQAP Measure 5).



- Selby District Council has previously worked with other authorities in the Yorkshire and Lincolnshire regions (through the YALPAG forum) and has input into a set of common principles with respect to low emission planning. Selby District Council was seeking to develop and implement Low Emission Planning Guidance aimed at assisting developers to improve air quality and lower transport emissions in line with the aims and objectives of the Selby Air Quality Action Plan and linked to the Local Plan. As previously mentioned, the Local Government Reorganisation introduced complexities regarding the change in political governance. For this reason, a report setting out recommendations to progress the Selby District Local Plan will be presented to the North Yorkshire authority for a decision at the earliest opportunity, which is most likely to be summer of 2023. Further details can be found in a report that went to the Council's executive, [here](#). (See AQAP Measure 6).
- Environmental Health staff continued to seek opportunities to influence the type of vehicles purchased within the authority. The North Yorkshire County Council Air Quality Strategy was being written with a view to refine the scope of any local guidance produced. A consultation report was taken to the Transport, Economy and Environment Overview and Scrutiny Committee in April 2021. Following this, it was reviewed by North Yorkshire County Council Management Team in July 2021 with a scope of adoption in 2022. However, with the announcement of Local Government Reorganisation in July 2021, progression of the strategy was halted. North Yorkshire County Council were also in process of developing an EV Strategy in partnership with all North Yorkshire District and Borough Councils, including Selby District Council. The vision of the strategy was to improve accessibility and convenience of zero emission mobility, supported by a comprehensive network of EV charge point infrastructure to support and accelerate the uptake of electric vehicles for residents, visitors and businesses. progression of the strategy was halted.

At present, no update is available for the strategy. However, it is envisaged that upon reorganisation and appointment of the new council an Air Quality Strategy and EV Strategy for North Yorkshire Council will be considered to encompass the whole North Yorkshire district and identify key areas of priority across the diverse district area. (See *AQAP Measure 7*).

- Within Selby District, Six EV charge points are now installed and operational across two Selby District Council owned car parks (South Parade and Back Micklegate). A further two were scheduled for installation to Tadcaster Britannia car park in 2022, but this was unfortunately delayed due to flooding. Ground works are now completed, and installation is scheduled for 2023. It is anticipated that under North Yorkshire Council, officers will continue to seek opportunities for EV charging infrastructure in council owned car parks and will pursue the provision of public EV charging points on new developments via the planning system. On a local basis, officers will continue to work with third parties, including the rail industry, to encourage the provision of more EV charge points in publicly accessible car parks across North Yorkshire. The Transforming Cities Fund – Selby Station Gateway project gives consideration to improving local air quality and supporting uptake and use of low-emission vehicles and as part of proposals 9 EV charge points are to be installed to the proposed car park at Selby Rail Station. (See *AQAP Measure 8*).
- Selby District Council previously reviewed its vehicle procurement policies to ensure that low emission vehicles are purchased wherever possible, fleet routes were reviewed and Selby District Council’s waste contractor – Urbaser participated in a low-emission fleet vehicle trial with a scope of permanent adoption if successful. It is anticipated that North Yorkshire Council will consolidate waste contracts across the district and consider low-emission vehicle procurement as part of policy review and implementation for the new council. (See *AQAP Measure 9*).
- Following announcement of the Local Government Reorganisation, a new policy was required for the new North Yorkshire Council. The Hackney Carriage and Private Hire Licensing Policy was approved by the appointed Chief Executive of North Yorkshire



Council on 21 February 2023 which came into effect from 1 April 2023. Hackney carriage and private hire vehicles are identified as contributors to air quality emissions across the district and the policy highlights the importance of license holders to acknowledge air quality management areas (AQMA's) review emission standards and to regularly maintain vehicles. Anti-idling is also highlighted and the promotion of uptake for low-emission and electric vehicles. The North Yorkshire Council The Hackney Carriage and Private Hire Licensing Policy can be viewed - [here](#). (See AQAP Measure 10).

- Selby District Council continued to review and make regular updates to the air quality information available on its website throughout 2022, including new information about the Kick the Habit anti-idling campaign and sustainable travel. Selby District Council also issues social media updates on air quality and the AQMA, particularly as part of Clean Air Day activities. Selby District Council's website was deactivated on 1st April 2023 following Local Government Reorganisation and replaced with the North Yorkshire Council website. The new website is in its early stages and information will be expanded and improved over the course of 2023. Air quality webpages will continue to be reviewed and updated regularly with new information and the latest LAQM reports. The new website can be viewed [here](#). (See AQAP Measure 11).
- Selby has historic links to cycling and boasts an ideal landscape for cyclists. Inspiring Healthy Lifestyles (IHL) (*a social enterprise and charitable trust working in a number of areas in the UK, including Selby*) launched "Selby Community Cycle Hub" which aims to increase cycling participation through provision of guided rides, bike maintenance workshops, cycle coaching courses, bikeability courses and inclusive cycling opportunities/events. Delivery to date has included bike maintenance workshops and guided rides and further coaching/bikeability courses. Various initiatives are also being explored by Selby Big Local and Our Zero Selby to make cycling more accessible to local residents.
- Selby District Council was committed to promotion of sustainable travel measures in partnership with North Yorkshire County Council (See AQAP Measure 13) and various initiatives have been progressed throughout 2021, including:
 - The Places and Movement Study was commissioned by Selby District Council and North Yorkshire County Council in 2021. The project looks at how people move to, and within, the towns of Selby, Sherburn and Tadcaster and aims to create improved people-first spaces and better, more sustainable, movement around the towns. Air quality improvement is one of the key areas being considered. A briefing was

presented to the Executive in March. A strategy document has been produced for phase 1 findings which was reviewed by Executive in September 2021 and were published late 2022.

Stage 2 of the Study, which was commissioned by the North Yorkshire Council and the work commenced in February 2023. The study will build upon the work on Stage 1 and will focus on preferred options, with the main goal to identify mitigation and capacity measures around Selby Town. Four options were initially prepared, with each option focusing on alleviating AQMA, providing wider footpaths and space to dwell for pedestrians and reducing traffic on the Crescent by implementing a one-way, clockwise traffic in this area. Initially, the study was to be completed in September 2023, however the work on it has been put on hold for a couple of weeks due to uncertainty around the emerging Selby District Local Plan. Stage 2 of the study relies on the transport model prepared for the Plan and the work on the model has been suspended until a decision on the future of the Plan is taken.

- The Local Cycling and Walking Infrastructure Plan (LCWIP) for Selby, Sherburn in Elmet and Tadcaster was completed in early 2021 and the document has been refreshed in line with updated Government expectations for LCWIP's in 2022. There are no immediate funding opportunities to be able to implement the schemes, however, a bid was submitted in 2021 to the Active Travel fund to further develop one of the corridors so that it is "bid ready" should capital funding become available, but this was unsuccessful. A further funding opportunity known as the Capability Fund came along and we were successful in achieving funding to develop detailed design for the Brayton to Selby Corridor, the work on which has already commenced, and it is anticipated it will be completed by March 2024. A traffic sensor is due for installation on Portholme Road in Selby which will support the development of those designs and discussions have been held with local community groups who have some ideas for smaller scale improvements in and around Selby which would be considered quick wins if a funding source is obtained.

Closely linked with this project is the West Yorkshire Combined Authority Transforming Cities Funding (TCF) bid to develop Selby Rail Station (bid submitted in 2019). The project is aimed at encouraging a shift to sustainable and active transport, as well as bringing economic benefits from improved connections between station, town centre, development sites and employment, education, and training venues. The TCF project continued to be developed, with 2021-22 seeing the completion of the Outline Business Case (OBC) and submission of planning applications. The project's design follows best practice principles to deliver blue and green infrastructure, including LTN1/20, Streets

for All and Green Streets. It has also been shaped by three rounds of public consultation, including consultation in October-November 2021 which retained high levels of support. Planning permission for the scheme was secured in September 2022 and the Full Business Case will be submitted to the Combined Authority in September 2023. Construction of the main contract works is anticipated to commence in January 2024 and enabling works, including demolition of several buildings will be taking place later in 2023.

Additional work included business survey work, distribution of sustainable travel promotional leaflets, consideration of opportunities for joint working with Public Health on issues relating to sustainable travel choices and air quality improvement, ongoing promotional work with the council's Communication Team and participation in Clean Air Day 2022.



Our Zero Selby was also launched during 2021. The project is part of a national programme to empower local resident to improve local communities by reducing emissions and is funded by Friends Provident Foundation and led by Forum for the Future and public participation charity, Involve, working in partnership with Selby District AVS which in 2023 was renamed as Up for Yorkshire. During 2021, phase one of the project which focuses on community engagement was launched which is designed to identify issues and areas of interest to the local community and potential projects that address these. This was completed early 2022 a report was produced. A series of events also took place in March 2022 which to create a prioritised project pipeline, with the view that some of these will be community-led and supported by the programme and others will entail multi-stakeholder collaboration and wider investment. More information on Our Zero Selby can be found [here](#).

Officers also attended the Selby District Sustainability Partnership which seeks to address long-term challenges and seeks opportunities for action, to enable a more sustainable future for our communities within the Selby area. Current areas of focus include:

- Community action on climate change
- Community green spaces and biodiversity
- The Circular Towns Initiative

The Great Selby Bike ride also took place May 2022 and is taking place again in May 2023. The event is organised by Elmet Lions Club and attracts hundreds of cyclists from the district and further afield to raise money for many local charitable organisations and promote cycling across Selby District.



Conclusions and Priorities

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

- Monitoring results for the 2022 calendar year period have shown that concentrations of nitrogen dioxide have decreased at all of Selby District Council's monitoring locations compared with those in 2021.
- Reductions in annual mean nitrogen dioxide concentration between 2021 and 2022 varied from 0.3% to 9.6% (average reduction across all sites was 4.1%). Within the AQMA area, reductions in annual mean nitrogen dioxide concentration varied from 2.7% to 8.3% (average reduction of 4.8%) between 2021 and 2022.
- In 2022, the highest concentration of nitrogen dioxide recorded in the AQMA area was slightly under the annual mean objective at 39.1µg/m³ at site S7 (21 New Street). S7 is a triplicate site which has consistently monitored the highest concentrations of NO₂ in the AQMA in recent years.
- Changes in annual mean nitrogen dioxide concentration from 2022 data compared to 2021 varied from a reduction of 9.6% to an increase of 16.5% (average increase across all sites was 4.4% and the average reduction across all sites was 4.1%). Within the AQMA area, change in annual mean nitrogen dioxide concentration varied from a reduction of 8.3% to an increase of 14.8% (average increase of 7.7% and average reduction of 4.8%) with the overall average change being a 2.6% reduction across all sites and a 2% reduction within the AQMA area between 2021 and 2022.
- Air quality across the district will continue to be monitored to observe progress in achieving concentrations of nitrogen dioxide below health based objective levels, both within the AQMA and across the wider district.
- Midway through 2021 the local air quality monitoring network was reconfigured. This saw six sites revoked and eight new sites installed. This reconfiguration was based on the revoked sites demonstrating no concern with regards to NO₂ levels, and the new sites being areas of concern based on increased traffic levels, new infrastructure developments and community interest.

In April 2023, site S22 – Dr Inks, Ousegate was revoked due to development of the building the monitoring site was attached to. This prompted a new site location to be installed to Lamp post 2 – Park Street/Portholme Road. Data for this site is not

included in this report but will be reported on in future status report submissions. This site was introduced due to multiple large-scale developments within the surrounding area, including a residential development and a supermarket store.

Local Priorities for Selby District:

- To reduce congestion and the number of vehicle trips through the New Street AQMA, by:
 - preventing HGVs over the existing weight limit from passing through the AQMA
 - working with local businesses to reduce the impact of commuter and delivery trips into Selby town centre and through New Street
- To raise awareness and reduce the impacts of vehicles idling within New Street and the wider district, via further promotional work.
- To provide alternatives to private vehicle use across the Selby District
- To provide opportunities for low emission transport within the Selby District, including provision of further electric vehicle charging facilities within council car parks
- To improve public access to air quality information and advice, in partnership with Public Health colleagues
- To minimise further development led growth within the Selby district, as far as practically possible.

The above issues and priorities are reflected in former Selby District Council's current Air Quality Action Plan.

The Air Quality Action Plan (AQAP) is due for review in 2023 and North Yorkshire Council will be responsible for the review.

Challenges faced by Selby District Council

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

- The failure of current vehicle emission standards to deliver reductions in NO_x emissions. There is still considerable uncertainty about the on-road performance of Euro VI diesel vehicles. If Euro VI vehicles do not perform as expected, the number of UK zones and agglomerations exceeding EU limit values may be greater than predicted by central government.

- The number of diesel vehicles in the UK vehicle fleet (which have increased primary emission of NO₂ and carcinogenic diesel particulate).
- The cumulative emissions impact of development throughout the district and the resultant impact on local air quality. As traffic growth due to development is currently expected to offset some of the emission benefit that would otherwise arise from national emission technology improvements, local interventions are increasingly important to ensure compliance with health based objectives in the shortest possible timeframe. A full summary of developments that have the potential to impact air quality in Selby District Council's area is provided in Appendix F.

Local Engagement and How to get Involved

Residents, businesses and other interested parties are encouraged to participate in consultations relating to air quality and further information can be obtained from the air quality pages of North Yorkshire Council's main website at: [Air quality | North Yorkshire Council](#).

Information about how the public can help to improve local air quality is available at: [Air quality in your area | North Yorkshire Council](#).

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

- Email: AQMA.sel@northyorks.gov.uk
- Phone: 0300 131 2 131
- Write to: North Yorkshire Council, Civic Centre, Doncaster Road, Selby, North Yorkshire, YO8 9FT

Local Responsibilities and Commitment

This ASR was prepared by Claire Rogers BSc CEnvH EHRB – Senior Environmental Health Officer - Regulatory Services - Environmental Health Department of North Yorkshire Council – Selby Locality - (previously of Selby District Council) with the support and agreement of the following officers and departments:

Daniel Hampton – Environmental Health Technical Officer

Wayne Palmer – Environmental Health & Enforcement Manager

Ben Hymers – Environmental Health Team Leader

Will Smith – Planning Policy Officer

Marcin Dane - Economic & Regeneration Projects Lead

Gary Lumb – North Yorkshire County Council Highways

Stuart Robinson - Head of Business Development & Improvement

Stephanie Hiscott - TCF Project Delivery Lead

This ASR has been approved by:

CM

Callum McKeon

Assistant Director Regulatory Services

North Yorkshire Council

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

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

- North Yorkshire Council, Civic Centre, Doncaster Road, Selby, North Yorkshire, YO8 9FT
- 0300 131 2 131
- claire.rogers@northyorks.gov.uk

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1 Local Air Quality Management

This report provides an overview of air quality in Selby District during 2022. It fulfils the requirements of Local Air Quality Management (LAQM) as set out in Part IV of the Environment Act (1995), as amended by the Environment Act (2021), and the relevant Policy and Technical Guidance documents.

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

Following government consultation on local government reorganisation it was announced in July 2021 that Selby District Council, North Yorkshire County Council and the six other district and borough councils across North Yorkshire (not including the City of York) would be replaced by a new, single unitary council for North Yorkshire in April 2023 – North Yorkshire Council. This report is written by North Yorkshire Council, in respect of monitoring undertaken during 2022 to 2023 by former Selby District Council.

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

2 Actions to Improve Air Quality

Air Quality Management Areas

Air Quality Management Areas (AQMAs) are declared when there is an exceedance or likely exceedance of an air quality objective. After declaration, the authority should prepare an Air Quality Action Plan (AQAP) within 18 months. The AQAP should specify how air quality targets will be achieved and maintained and provide dates by which measures will be carried out.

A summary of AQMAs declared by former Selby District Council can be found in Table 2.1. The table presents a description of the AQMA that is currently designated within Selby District. Appendix D: Map(s) of Monitoring Locations and AQMAs provides maps of the AQMA and also the air quality monitoring locations in relation to the AQMA. The air quality objectives pertinent to the current AQMA designation are as follows:

- NO₂ annual mean

Table 2.1 – Declared Air Quality Management Areas

AQM A Name	Date of Declaration	Pollutants and Air Quality Objectives	One Line Description	Is air quality in the AQMA influenced by roads controlled by Highways England?	Level of Exceedance : Declaration	Level of Exceedance : Current Year	Number of Years Compliant with Air Quality Objective	Name and Date of AQAP Publication	Web Link to AQAP
New Street AQMA Order No. 1	29th February 2016	NO2 Annual Mean	An area encompassing a section of New Street and a number of properties flanking the road between Selby Abbey and the junction with Ousegate.	NO	55	39.1	1	AQAP for New Street, Selby (May 2018)	https://www.northyorks.gov.uk/environment-and-neighbourhoods/pollution/air-quality/air-quality-your-area/air-quality-selby-area

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

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

Defra's appraisal of last year's ASR concluded:

- ***The Council have provided a detailed and extensive summary of progress against AQAP measures, as well as measures to address PM_{2.5}. This demonstrates the Councils dedication to improving air quality. This hard work is encouraged to continue.*** – Selby District Council was committed to continue to work towards progressing AQAP and PM_{2.5} measures to improve local air quality. It is expected that this commitment will continue under North Yorkshire Council.
- ***The Council has been reviewing the AQAP and updating the progress annually. This is commended.*** – The Council will continue to review the AQAP and update progress throughout the reporting year. The AQAP is due for review and renewal in 2023 which will be completed and reported on accordingly by North Yorkshire Council.
- ***The AQAP was published in 2018 and is due for renewal in 2023. The Council are suggested to report on the update in the next reporting year.***
- The AQAP is due for review and renewal in 2023 which will be completed and reported on accordingly by North Yorkshire Council.
- ***The Council has reconfigured the monitoring network in 2021 by revoking 6 sites and adding 8 sites in locations of interest. The commitment to update the monitoring network based on the historical results is welcomed.*** – The reconfiguration has continued during 2023 with a further site being revoked and replaced with a new site. The site was chosen based on a number of large scale developments in the vicinity which are projected to have traffic flow impacts.
- ***Following last year's appraisal, Diffusion Tube Processing Tool has been used to derive annualised results and calculations have been presented.*** – The Diffusion Tube Processing Tool has again been used for this report to present annualised results and calculations.
- ***The Council has provided a review of planning applications from the reporting year. Whether the application was assessed for air quality is given, as well as details on their relation to AQAP measures (E.g.***

Inclusion of EV charge points). This is welcomed. – A review of planning applications for 2022 has been included in this report.

- ***The Council has continued to provide a detailed and comprehensive report that outlines the progress and future priorities clearly.*** – This report aims to re-achieve this standard and outline progress and future priorities clearly.

Former Selby District Council has taken forward a number of direct measures during the current reporting year of 2022 in pursuit of improving local air quality. Details of all measures completed, in progress or planned are set out in Table 2.2. 14 measures are included within Table 2.2, with the type of measure and the progress former Selby District Council made during the reporting year of 2022 presented. Where there have been, or continue to be, barriers restricting the implementation of the measure, these are also presented within Table 2.2.

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

There are references in this report to documents which are specific to the former District and Borough council localities. It is expected that these separate documents will be incorporated and replaced by single North Yorkshire Council documents in due course. Until then, the existing documents remain valid for the geographical localities to which they refer.

Key completed measures and progress are:

Progress with AQAP Measure 2 - Selby District Council undertook further anti-idling campaigning as part of Clean Air Day on 16th June 2022. Selby District Council also adopted the Kick the Habit campaign as an annual event. The campaign focuses on anti-idling and encourages drivers in Selby to think about idling and the impact that this has on themselves, their health and those around them. It is designed to change the way people feel about idling and encourage them to 'kick the habit' by highlighting idling as socially unacceptable.

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

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

Within 2022 the campaign continued, including community engagement within Selby Town and across the district, engaging with local schools and colleges and ongoing promotional work.

Alongside this, the Internet of Things (IoT) project was launched following receipt of grant funding for internet-based sensors to be purchased and installed to collate data to assist various public health focussed workstreams across the county including improving air quality and reducing vehicle idling. Selby Town was identified to have the best network coverage for the low-bandwidth internet infrastructure projects. The project looks to install low-cost air quality sensors in strategic locations around Selby Town to provide real-time data to help focus resources and identify trends and issues. Locations were selected in and around the AQMA and to feed into the Kick the Habit campaign. Installation took place in March 2022 and the project continued to progress for the duration of 2022 including development of the data dashboard. It is anticipated that the dashboard once finalised will provide residents with a user-friendly insight into air quality in their local area which will in return highlight the importance of low-emission travel alternatives. Further updates will be provided in future Annual Status Reports.

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

The Low Carbon Strategy was also finalised in February 2022, which was adopted into an internal live action plan with various workstreams and projects incorporated.

The Energy Saving Trust completed a report for Selby District Council in January 2021 to assess the Council's grey fleet. The report made recommendations to reduce emissions, improve fleet standards and increase uptake on sustainable travel alternatives. Recommendations included improving data capture regarding fleet mileage and emissions, implementing a staff travel hierarchy and providing staff guidance around vehicle usage. Work based around these recommendations was planned for implementation in 2022 as part of the Low Carbon Strategy, in particular a travel hierarchy.

Unfortunately, due to staff resourcing and impacts of the Local Government Reorganisation, progress with the strategy has been slower than expected. The priority for the 2022 was to ensure Selby's voice was heard in the development of the new council's approach around climate change and inputting into the development of the new Climate Change Strategy for North Yorkshire Council. You can find the latest draft [here](#).

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

During 2022, this data was reviewed, and materials and surveys were re-evaluated with a view to distribute to local businesses and residents across 2023. This would also provide opportunities for engagement and partnership working with local transport providers. 2023, will see surveys and materials distributed and a data reported accordingly to influence future action planning.

Work is also ongoing in partnership with Arriva, Selby Town's main public bus service provider, based on the current bus fleet which operates in and around Selby AQMA No. 1. The Selby fleet currently consists of 28 buses of which 16 are Euro VI, and the remaining 12 are Euro V engine standard. The 16 that are Euro VI standard were retrofitted – 14 received funding from City of York Council following declaration of the city's Clean Air Zone (CAZ) in 2020 based around improving bus standards. At present, there are no plans to convert the fleet to hybrid or electric operation, although during 2022 funding opportunities were explored and will continue to be, to do so in the future.

Progress with AQAP Measure 5 - New signage relating to the New Street weight limit was erected in 2019. Selby District Council planned to undertake enforcement activity around contraventions of the vehicle weight limit restrictions on New Street, in partnership with North Yorkshire County Council, Trading Standards and the Police were planned for 2022 subject to resource which unfortunately was not available. Due to uncertainty around the structure of services within the new authority, it is unsure of when this work could be re-explored

Progress with AQAP Measure 6 – Former Selby District Council worked with other authorities in the Yorkshire and Lincolnshire regions (through the YALPAG forum) and has input into a set of common principles with respect to low emission planning. Selby District Council was seeking to develop and implement Low Emission Planning Guidance aimed at assisting developers to improve air quality and lower transport emissions in line with the aims and objectives of the Selby Air Quality Action Plan and linked to the Local Plan. As previously mentioned, the Local Government Reorganisation introduced complexities regarding the change in political governance. For this reason, a report setting out

recommendations to progress the Selby District Local Plan will be presented to the North Yorkshire authority for a decision at the earliest opportunity, which is most likely to be summer of 2023. Further details can be found in a report that went to the Council's executive, [here](#).

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

<https://www.gov.uk/government/publications/infrastructure-for-charging-electric-vehicles-approved-document-s>

Progress with AQAP Measure 7 - Environmental Health staff continue to seek opportunities to influence the type of vehicles purchased within the authority. The North Yorkshire County Council Air Quality Strategy was being written with a view to refining the scope of any local guidance produced. A consultation report was taken to the Transport, Economy and Environment Overview and Scrutiny Committee in April 2021. Following this, it was reviewed by North Yorkshire County Council Management Team in July 2021 with a scope of adoption in 2022. However, with the announcement of Local Government Reorganisation in July 2021, progression of the strategy was halted.

North Yorkshire County Council were also in process of developing an EV Strategy in partnership with all North Yorkshire District and Borough Councils, including Selby District Council. The vision of the strategy was to improve accessibility and convenience of zero emission mobility, supported by a comprehensive network of EV charge point infrastructure to support and accelerate the uptake of electric vehicles for residents, visitors, and businesses. progression of the strategy was halted.

It is envisaged that upon reorganisation and appointment of the new council an Air Quality Strategy and EV Strategy for North Yorkshire Council will be considered to encompass the whole district and identify areas of priority across the diverse area.

Progress with AQAP Measure 8 - Within Selby District, Six EV charge points are now installed and operational across two Selby District Council owned car parks (South Parade and Back Micklegate). A further two were scheduled for installation to Tadcaster Britannia car park in 2022, but this was unfortunately delayed due to flooding. Ground works are now completed, and installation is scheduled for late 2023.

Usage reports for 2022 show that the six EV charge points accumulated just under 900 charge sessions across the infrastructure network. (277 at South Parade, 615 at Back Micklegate Car Park)

It is anticipated that officers will continue to seek opportunities for EV charging infrastructure in council owned car parks and will pursue the provision of public EV charging points on new developments via the planning system. On a local basis, officers will continue to work with third parties, including the rail industry, to encourage the provision of more EV charge points in publicly accessible car parks across North Yorkshire. The Transforming Cities Fund – Selby Station Gateway project gives consideration to improving local air quality and supporting uptake and use of low-emission vehicles and as part of proposals 9 EV charge points are to be installed to the proposed car park.

Recent examples of sites where EV charging infrastructure has been secured via the planning process include new charge points at the Aldi Superstore Development at Portholme Road, Selby. There are also now 13 privately owned - publicly available EV charge points available for patron/customer use across Selby District, which is an increase of two since 2021.

North Yorkshire County Council and the Local Enterprise Partnership (LEP) commissioned WSP to undertake a study, which identifies measures North Yorkshire County Council, and its partner District and Borough Councils and National Park Authorities (NPAs) can, or should, be taking to overcome barriers to EV charge point rollout, with an aim to help support decarbonisation of the transport system. The report was completed in January 2021 and was being used to develop a county wide EV Strategy with the vision of improving accessibility and convenience of zero emission mobility. This is supported by implementation of a comprehensive network of EV charge point infrastructure to support and accelerate the uptake of electric vehicles for residents, visitors and businesses. Stakeholder engagement was undertaken during 2021, with proposed measures being developed following stakeholder feedback. Further work and consultation was planned for 2022 but progression of the strategy was halted following announcement of the Local Government Reorganisation. It is envisaged that upon reorganisation and appointment of the new council an EV Strategy for North Yorkshire Council will be considered to encompass the whole district and identify areas of priority across the diverse area.

Notwithstanding this, officers will continue to investigate potential Government funding opportunities for EV charge point provision.

Progress with AQAP Measure 9 - A key objective of North Yorkshire County Council's draft Air Quality Strategy was ensuring that improving or maintaining good air quality is a key consideration when planning and delivering council services.

The North Yorkshire County Council Air Quality Strategy was being written with a view to refining the scope of any local guidance produced. A consultation report was taken to the Transport, Economy and Environment Overview and Scrutiny Committee in April 2021. Following this, it was reviewed by North Yorkshire County Council Management Team in

July 2021 with a scope of adoption in 2022. However, with the announcement of Local Government Reorganisation in July 2021, progression of the strategy was halted. It is envisaged that upon reorganisation and appointment of the new council an Air Quality Strategy for North Yorkshire Council will be considered to encompass the whole district and identify areas of priority across the diverse area.

Selby District Council previously reviewed its vehicle procurement policies to ensure that low emission vehicles are purchased wherever possible, fleet routes were reviewed. Selby District Council's waste contractor – Urbaser's fleet was renewed in late 2019 as a 7-year contract, with all vehicles being the highest Euro standard available at time of renewal. Urbaser also participated in a low-emission fleet vehicle trial resulting in permanent adoption of a number of low-emission vehicles.

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

It is anticipated that North Yorkshire Council will consolidate waste contracts across the district and consider low-emission vehicle procurement as part of policy review and implementation for the new council.

Progress with AQAP Measure 10 - Following announcement of the Local Government reorganisation a new policy was required for the new North Yorkshire Council. The Hackney Carriage and Private Hire Licensing Policy was approved by the appointed Executive of North Yorkshire Council on 21 February 2023 with came into effect from 1 April 2023. Hackney carriage and private hire vehicles are identified as contributors to air quality emissions across the district and the policy highlights the importance of license holders to acknowledge air quality management areas (AQMA's) review emission standards and to regularly maintain vehicles. Anti-idling is also highlighted and the promotion of uptake for low-emission and electric vehicles.

The North Yorkshire Council The Hackney Carriage and Private Hire Licensing Policy can be viewed - [here](#)

Former Selby District Council also explored opportunities for grant funding to incentivise the uptake of ultra-low emission taxis, especially hybrid and electric variants. Work commenced in 2022 to prepare a bid based around a grant incentive scheme for DEFRA Air Quality Grant Funding if applicable to requirements. As part of this work, a review of the current taxi fleet was completed against the EQUA framework which was to be used as a comparative tool to demonstrate improvements on engine standards subject to Air Quality Grant funding. Unfortunately, due to the Local Government Reorganisation and complexities introduced by the new council, the bid could not be pursued. It is hoped that

in the future, the basis of the bid prepared by former Selby District Council, can be used to submit a bid for grant funding to incentivise the uptake of ultra-low emission taxis for the full North Yorkshire Council district, which includes former Selby District.

Progress with AQAP Measure 11 - Selby District Council continued to review and make regular updates to the air quality information available on its website throughout 2022, including new information about the Kick the Habit anti-idling campaign and sustainable travel. Selby District Council also issues social media updates on air quality and the AQMA, particularly as part of Clean Air Day activities. Selby District Council's website was deactivated on 1st April 2023 following Local Government Reorganisation and replaced with the North Yorkshire Council website. The new website is in early stages and information will be expanded and improved over the course of 2023. Air quality webpages will continue to be reviewed and updated regularly with new information and the latest LAQM reports. The new website can be reviewed here: [Air quality in the Selby area | North Yorkshire Council](#) (See AQAP Measure 11).

Progress with AQAP Measure 12 – Selby has historic links to cycling, and boasts an ideal landscape for cyclists. Inspiring Healthy Lifestyles (IHL) (*a social enterprise and charitable trust working in a number of areas in the UK, including Selby*) launched “Selby Community Cycle Hub” which aims to increase cycling participation through provision of guided rides, bike maintenance workshops, cycle coaching courses, bikeability courses and inclusive cycling opportunities/events. Delivery to date has included bike maintenance workshops and guided rides and further coaching/bikeability courses. Various initiatives are also being explored by Selby Big Local and Our Zero Selby to make cycling more accessible to local residents.

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

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

Executive in March. A strategy document has been produced for phase 1 findings which was reviewed by Executive in September 2021 and were published late 2022.

Stage 2 of the Study, which was commissioned by the North Yorkshire Council and the work commenced in February 2023. The study will build upon the work on Stage 1 and will focus on preferred options, with the main goal to identify mitigation and capacity measures around Selby Town. Four options were initially prepared, with each option focusing on alleviating AQMA, providing wider footpaths and space to dwell for pedestrians and reducing traffic on the Crescent by implementing a one way, clockwise traffic in this area. Initially, the study was to be completed in September 2023, however the work on it has been put on hold for a couple of weeks due to uncertainty around the emerging Selby District Local Plan. Stage 2 of the study relies on the transport model prepared for the Plan and the work on the model has been suspended until a decision on the future of the Plan is taken.

The Local Cycling and Walking Infrastructure Plan (LCWIP) for Selby, Sherburn in Elmet and Tadcaster was completed in early 2021 and the document has been refreshed in line with updated Government expectations for LCWIP's in 2022. There are no immediate funding opportunities to be able to implement the schemes, however, a bid was submitted in 2021 to the Active Travel fund to further develop one of the corridors so that it is "bid ready" should capital funding become available, but this was unsuccessful. A further funding opportunity known as the Capability Fund came along and we were successful in achieving funding to develop detailed design for the Brayton to Selby Corridor, the work on which has already commenced, and it is anticipated it will be completed by March 2024. We are in the process of installing a traffic sensor on Portholme Road in Selby which will support the development of those designs and we have been speaking to local community groups who have some ideas for smaller scale improvements in and around Selby which would be considered quick wins if we could find a funding source for them.

Closely linked with this project is the West Yorkshire Combined Authority Transforming Cities Funding (TCF) bid to develop Selby Rail Station (bid submitted in 2019). The project is aimed at encouraging a shift to sustainable and active transport, as well as bringing economic benefits from improved connections between station, town centre, development sites and employment, education, and training venues. The TCF project continued to be developed, with 2021-22 seeing the completion of the Outline Business Case (OBC) and submission of planning applications. The project's design follows best practice principles to deliver blue and green infrastructure, including LTN1/20, Streets for All and Green

Streets. It has also been shaped by three rounds of public consultation, including consultation in October-November 2021 which retained high levels of support. Planning permission for the scheme was secured in September 2022 and the Full Business Case will be submitted to the Combined Authority in September 2023. Construction of the main contract works is anticipated to commence in January 2024 and enabling works, including demolition of several buildings will be taking place later in 2023.

Additional work included business survey work, distribution of sustainable travel promotional leaflets, consideration of opportunities for joint working with Public Health on issues relating to sustainable travel choices and air quality improvement, ongoing promotional work with the council's Communication Team and participation in Clean Air Day 2022.

Our Zero Selby was also launched during 2021. The project is part of a national programme to empower local resident to improve local communities by reducing emissions and is funded by Friends Provident Foundation and led by Forum for the Future and public participation charity, Involve, working in partnership with Selby District AVS which in 2023 was renamed as Up for Yorkshire. During 2021, phase one of the project which focuses on community engagement was launched which is designed to identify issues and areas of interest to the local community and potential projects that address these. This was completed early 2022 a report was produced. A series of events also took place in March 2022 which to create a prioritised project pipeline, with the view that some of these will be community-led and supported by the programme and others will entail multi-stakeholder collaboration and wider investment. More information on Our Zero Selby can be found [here](#).

Officers also attended the Selby District Sustainability Partnership which seeks to address long-term challenges and seeks opportunities for action, to enable a more sustainable future for our communities within the Selby area. Current areas of focus include:

- Community action on climate change
- Community green spaces and biodiversity
- The Circular Towns Initiative

The Great Selby Bike ride also took place May 2022 and is taking place again in May 2023. The event is organised by Elmet Lions Club and attracts hundreds of cyclists from the district and further afield to raise money for many local charitable organisations and promote cycling across Selby District.

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

alterations will be made in conjunction with planned major changes to traffic direction and priorities.

North Yorkshire Council expects the following measures to be completed over the course of the next reporting year:

- North Yorkshire Council plan to undertake further promotional work around anti-idling as part of Clean Air Day 2023 and continue to run the 'Kick the Habit' campaign as a stand-alone event. Promotional work will continue with local businesses and schools and full use will be made of social media channels to raise the profile of this important issue across the district. Advisory 'Kick the Habit' anti-idling signage is in-situ in a number of key locations across the district and officers will consider erection of additional anti-idling signage in response to specific enquiries, complaints and concerns. It is also hoped as part of this work to undertake further promotional work in relation to idling in the vicinity of schools (*Contributes to AQAP measure 2*)
- North Yorkshire Council within Selby District hope to develop further action planning measures relating to workplace travel planning and freight partnerships. The business travel survey work, completed during the previous reporting year of 2019, will be reviewed in 2023 which will form the evidence base for the development of such measures. Materials were prepared late 2022 and are scheduled for distribution in 2023 which will be reported on accordingly. (*Contributes to AQAP Measure 4*).
- North Yorkshire Council within Selby District is hoping to undertake enforcement activity around contraventions of the vehicle weight limit restrictions on New Street, in partnership with North Yorkshire County Council, Trading Standards and the Police. This work was delayed due to staff resourcing during 2022, but continue to be planned for 2023, subject to resource availability. (*Contributes to AQAP Measure 5*).
- Selby District Council has previously worked with other authorities in the Yorkshire and Lincolnshire regions (through the YALPAG forum) and has input into a set of common principles with respect to low emission planning. Selby District Council was seeking to develop and implement Low Emission Planning Guidance aimed at assisting developers to improve air quality and lower transport emissions in line with the aims and objectives of the Selby Air Quality Action Plan and linked to the Local Plan. As

previously mentioned, the Local Government Reorganisation introduced complexities regarding the change in political governance. For this reason, a report setting out recommendations to progress the Selby District Local Plan will be presented to the North Yorkshire authority for a decision at the earliest opportunity, which is most likely to be summer of 2023. Further details can be found in a report that went to the Council’s executive, [here](#). (*Contributes to AQAP Measure 6*).

- The authority will proactively seek additional funding opportunities (internal and external) for additional publicly accessible charge points and participate in strategies, studies and projects lead by partner authorities and agencies (*Contributes to AQAP Measure 8*).
- North Yorkshire County Council previously revised tender specifications to ensure lower polluting fleets (e.g. setting higher emission standards / age limits for school transport) and certain departments have already adopted electric vehicles. Selby District Council previously reviewed its vehicle procurement policies to ensure that low emission vehicles are purchased wherever possible, fleet routes were reviewed and Selby District Council’s waste contractor – Urbaser participated in a low-emission fleet vehicle trial with a scope of permanent adoption if successful. It is anticipated that North Yorkshire Council will consolidate waste contracts across the district and consider low-emission vehicle procurement as part of policy review and implementation for the new council. (*See AQAP Measure 9*).
- Selby has historic links to cycling, and boasts an ideal landscape for cyclists. Inspiring Healthy Lifestyles (IHL) (*a social enterprise and charitable trust working in a number of areas in the UK, including Selby*) launched “Selby Community Cycle Hub” which aims to increase cycling participation through provision of guided rides, bike maintenance workshops, cycle coaching courses, bikeability courses and inclusive cycling opportunities/events. Delivery to date has included bike maintenance workshops and guided rides and further coaching/bikeability courses. Various initiatives are also being explored by Selby Big Local and Our Zero Selby to make cycling more accessible to local residents.
- North Yorkshire Council will continue to explore and implement further promotional work in relation to sustainable travel initiatives. Ongoing projects also include the West

Yorkshire Combined Authority Transforming Cities Funding (TCF), Local Cycling and Walking Infrastructure Plan (LCWIP) for Selby, Sherburn in Elmet and Tadcaster and the Places of Movement Project. Within Selby District, officers will continue to participate in projects with other partner agencies including Our Zero Selby and The Great Selby Bike Ride. *(Contributes to AQAP Measure 13).*

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

- **To prevent HGVs over the existing weight limit from passing through the AQMA** following erection of the new signage, plans are in place to work in partnership with Trading Standards and the Police to formulate a plan of action with respect to enforcement activities in 2023.
- **Continue to work with local businesses to reduce the impact of commuter and delivery trips into Selby town centre** - we will continue to work the local business community and colleagues within the new North Yorkshire Council to develop local solutions to these issues such as setting up of freight partnerships, provision of access route maps and improved commuter parking arrangements.
- **To provide alternatives to private vehicle use across the Selby District** - we will continue to provide walking and cycling infrastructure on new developments through the planning process and to seek opportunities for grant funding for these initiatives.
- **To raise awareness and reduce the impacts of vehicles idling within New Street and the wider district** – we propose further promotional work as part of Clean Air Day 2023, and to continue the 'Kick the Habit' anti-idling campaign. We will erect further signage in key locations and in response to complaints of idling and will undertake further promotional activities to raise awareness of this important issue. We will also work with local Parish Councillors and local action groups to tackle vehicle idling.
- **To provide opportunities for low emission transport within the Selby District** - We will investigate further funding opportunities for the provision of additional public electric vehicle recharging points within local authority owned car parks. We will also work closely with third parties to promote EVs and support EV infrastructure funding bids where necessary.
- **To improve public access to air quality information and advice** – we will continue to update information on the North Yorkshire Council website and work in partnership

with Public Health colleagues to raise awareness of the health impacts of poor air quality.

Former Selby District Council worked to implement these measures in partnership with the following stakeholders during 2022:

- North Yorkshire County Council (Now merged with former Selby District Council to form North Yorkshire Council).
- City of York Council
- Yorkshire and Lincolnshire Pollution Advisory Group
- North Yorkshire Local Enterprise Partnership
- Inspiring Healthy Lifestyles (IHL)
- Selby Big Local
- Selby District AVS – Now named Up for Yorkshire
- Our Zero Selby
- Energy Saving Trust
- Urbaser
- Arriva Selby
- WSP
- West Yorkshire Combined Authority

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

The principal challenges and barriers to implementation are:

Local Government Reorganisation - Following government consultation on local government reorganisation it was announced in July 2021 that Selby District Council, North Yorkshire County Council and the six other district and borough councils across North Yorkshire (not including the City of York) would be replaced by a new, single unitary council for North Yorkshire in April 2023 – North Yorkshire Council. With regards to implementation of the AQAP actions, this has caused a major impact with regards to progression and future planning due to the changes in governance, complexities of a wider demographic and ensuring that local priorities are identified and heard within policies and decisions.

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

AQAP Measure 1 (Traffic Management and UTMC) - Full compliance with the air quality objectives in New Street in the short term requires a significant reduction in annual average daily traffic flow (AADT) and / or improved management of the existing flow. Various access management options for achieving this were considered during the development of the AQAP and require further investigation. Although work has previously been progressing on the Site Allocations Local Plan, the evolving local context and approach set out in revised National Planning Policy highlighted that a new approach was needed. In addition, the approach to preparing separate Development Plan Documents under a Local Development Framework is no longer the preferred approach and Local Planning Authorities are now preparing single, comprehensive Local Plans. Selby District Council approved the preparation of a new comprehensive Local Plan in September 2019 and, as a result, progress on the Site Allocations Local Plan was halted indefinitely. The preparation of a new Local Plan for Selby District provides the opportunity to consider a framework for future growth of the district, identifying where new housing, employment uses and other development will be located. Such growth has the potential to affect both traffic movements and air quality on New Street and across the wider district. The Local Government Reorganisation introduced complexities regarding the change in political governance. Given that the Selby District Local Plan has long term implications for the future of this part of North Yorkshire it is considered appropriate for decisions on whether further consultation on the Local Plan is necessary, or whether it should progress to Submission should be made by North Yorkshire Council. For this reason, a report setting out recommendations to progress the Selby District Local Plan will be presented to the North Yorkshire authority for a decision at the earliest opportunity, which is most likely to be early summer. Further details can be found in a report that went to the Council's executive, [here](#)."

Whilst the measures stated above and in **Table 2.3** will help to contribute towards compliance, and one year of compliance with objectives has been achieved, it is anticipated that further additional measures not yet prescribed will be required in subsequent years to achieve compliance and enable the revocation of the New Street AQMA. The current AQAP is expected to deliver approximately 15% reduction in NO₂ emissions.

Table 2.2 – Progress on Measures to Improve Air Quality

Measure No.	Measure	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
1	Strategic traffic management and access options study.	Traffic Management	UTC, Congestion management, traffic reduction	2018	2023	NYCC supported by SDC	Local Authority	NO	Funded	£50k - £100k	Planning	There is currently a shortfall in predicted NOx reduction of approximately 50kg/y (~35% reduction) in the AQAP that will need to be addressed through longer term strategic transport measures (although this does not take into account the future impact of development traffic or the predicted improvement in vehicle emissions with time). The reduction in emissions associated with any viable options coming out of this study will be reported in subsequent ASRs.	Completion of strategic traffic management and access options study	Full compliance with the air quality objectives in New Street in the short term requires a significant reduction in annual average daily traffic flow (AADT) and / or improved management of the existing flow. Various access management options for achieving this were considered during the development of the AQAP and require further investigation. Although work has previously been progressing on the Site Allocations Local Plan, the evolving local context and approach set out in revised National Planning Policy highlighted that a new approach was needed. In addition, the approach to preparing separate Development Plan Documents under a Local Development Framework is no longer the preferred approach and Local Planning Authorities are now preparing single, comprehensive Local Plans. Selby District Council approved the preparation of a new comprehensive Local Plan in September 2019	Full compliance with the air quality objectives in New Street in the short term requires a significant reduction in annual average daily traffic flow (AADT) and / or improved management of the existing flow. Various access management options for achieving this were considered during the development of the AQAP and require further investigation. Consideration of these options must be regarded as part of the new Local Plan development. The Local Government Reorganisation introduced complexities regarding the change in political governance. Given that the Selby District Local Plan has long term implications for the future of this part of North Yorkshire it is considered appropriate for decisions on whether further consultation on the Local Plan is necessary, or whether it should progress to Submission should be made by North Yorkshire Council. For this reason, a report setting out recommendations to progress the Selby District Local Plan will be presented to the North Yorkshire authority for a decision at the earliest opportunity, which is most likely to be early summer. Further details can be found in a report that went to the Council's executive, here."

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														and, as a result, progress on the Site Allocations Local Plan was halted indefinitely. The preparation of a new Local Plan for Selby District provides the opportunity to consider a framework for future growth of the district, identifying where new housing, employment uses and other development will be located. Such growth has the potential to affect both traffic movements and air quality on New Street and across the wider district.	
2	Anti-idling campaigns	Traffic Management	Anti-idling enforcement	2018	2022	SDC supported by NYCC	Local Authority	NO	Funded	< £10k	Implementation	Not easily quantifiable, but Selby District Council will endeavour to record 'idling time saved' wherever possible	Erection of anti-idling signage	Selby District Council undertook further anti-idling promotional work as part of Clean Air Day 2022. Selby District Council adopted the 'Kick the Habit' anti-idling campaign in 2020 (originally developed by City of York Council) to encourage drivers in Selby to think about idling and the impact that this has on themselves, their health and those around them. Advisory 'Kick the Habit' anti-idling signage has been adopted permanently in all council owned car parks across Selby District, within the Air Quality Management Area, and at other locations across the district to raise the profile of this	North Yorkshire Council within Selby District plan to undertake further promotional work around anti-idling as part of Clean Air Day 2023 and continue to run the 'Kick the Habit' campaign as a stand-alone event. Promotional work will continue with local businesses and schools and full use will be made of social media channels to raise the profile of this important issue across the district. Advisory 'Kick the Habit' anti-idling signage is in-situ in a number of key locations across the district and officers will consider erection of additional anti-idling signage in response to specific enquiries, complaints and concerns. It is also hoped as part of this work to undertake further promotional work in relation to idling in the vicinity of schools. Anti-idling enforcement is currently not planned within Selby district but will be reconsidered if awareness raising is deemed not to have reduced incidences of idling sufficiently

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														campaign. Anti-idling signage was erected outside schools and further promotional material was provided to local businesses across the district during 2021. Selby District Council has also undertaken campaign promotion work via various social media channels and anti-idling information was also distributed to taxi drivers in October 2021. The campaign was continued during 2022 including social media communications, local community engagement and distribution of promotional materials	
3	Investigate provision of a low emission car club for use by Selby District Council and Selby Hospital staff	Alternatives to private vehicle use	Car Clubs	2018	2022	SDC / NYCC	Local Authority	NO	Not Funded	£10k - 50k	Planning	A 5% reduction in all car trips in Selby has been estimated to deliver a 3.89% reduction in NOx emission on New Street. Whilst trips by council and hospital staff will make up a very small proportion of the total car trips through New Street on a day to day basis, the impacts across the wider Selby district will be much greater, especially if	Opening of a car club	A research study was undertaken in 2021 across Selby District Council staff which evidenced no current feasibility for a car club and pool bike scheme, mainly due to the changes brought by the COVID-19 pandemic and adoption of a flexible working policy.	Unfortunately due to staff resourcing and impacts of the Local Government Reorganisation, progression of the Low Carbon Strategy was halted and the priority for the 2022 was to ensure Selby's voice was heard in the development of the new council's approach around climate change and inputting into the development of the new Climate Change Strategy for North Yorkshire Council. You can find the latest draft here: https://www.northyorks.gov.uk/your-council/consultations/current-consultations/north-yorkshire-council-climate-change-strategy-2023-2030

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												some staff choose to no longer own a second car for work purposes.			
4	Review number of commuter and delivery trips generated by town centre businesses. Work with the business community to identify opportunities to reduce the total number of trips.	Promoting Travel Alternatives	Workplace Travel Planning	2018	2022	SDC	Local Authority	NO	Funded	< £10k	Planning	To be identified once number of current trips and options for reducing them have been identified. It has been estimated that a 25% reduction in LGV trips through New Street could deliver a 1.8% reduction in emissions. A 5% reduction in private car trips could deliver a further 3.89% reduction. Any reduction in HGV emissions would also be in addition to this.	Number of premises surveyed	In 2019 Selby District Council distributed travel surveys to local businesses to establish the nature of journeys made and specific routes used by staff (both for travel to work and during working hours) and business deliveries if applicable. This data was analysed, and a report was produced and presented to the Air Quality Steering Group in January 2020. Information collected was used to inform the development of further action planning measures for the AQAP and Low Carbon Strategy relating to workplace travel planning. During 2022, this data was reviewed, and materials and surveys were re-evaluated with a view to distribute to local businesses and residents across 2023. This would also provide opportunities for engagement and partnership working with local transport providers. 2023, will see surveys and materials distributed and a data reported accordingly to influence future action planning. Work is also	Officers continue to work in partnership with local transport providers and partners within Selby District to improve standards of vehicles and reduce emissions. Survey distribution and associated data collation and reporting is planned for 2023 subject to resource availability.

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															ongoing in partnership with Arriva, Selby Town's main public bus service provider, based on the current bus fleet which operates in and around Selby AQMA No. 1. The Selby fleet currently consists of 28 buses of which 16 are Euro VI, and the remaining 12 are Euro V engine standard. The 16 that are Euro VI standard were retrofitted – 14 received funding from City of York Council following declaration of the city's Clean Air Zone (CAZ) in 2020 based around improving bus standards. At present, there are no plans to convert the fleet to hybrid or electric operation, although during 2022 funding opportunities were explored and will continue to be, to do so in the future.	

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5	Improve signage relating to New Street weight limit and undertake active enforcement of weight limit on New Street	Freight and Delivery Management	Route Management Plans/ Strategic routing strategy for HGV's	2018	2021	NYCC supported by SDC	Local Authority	NO	Funded	< £10k	Implementation	Based on modelling undertaken using the Emission Factor Toolkit (v7.0), in the AQMA area only (~125m of road), this is expected to deliver savings of 2.95kg NOx, 0.21kg PM10 and 0.13kg PM2.5 per year. Emission savings will be significantly greater across the wider urban area surrounding New Street.	Erection of improved signage and completion of active enforcement campaign	New signage relating to the New Street weight limit was erected in 2019. Selby District Council planned to undertake enforcement activity around contraventions of the vehicle weight limit restrictions on New Street, in partnership with North Yorkshire County Council, Trading Standards and the Police were planned for 2022 subject to resource which unfortunately was not available. Due to uncertainty around the structure of services within the new authority, it is unsure of when this work could be re-explored.	The origin destination study undertaken to support the development of Selby's AQAP identified that HGVs exceeding the New Street weight limit were regularly operating in the area. Such HGVs have a disproportionate impact on local air quality. New signage and a programme of enforcement will discourage further infringement of the weight limit and help to reduce emissions within the New Street Air Quality Management Area. Enforcement activity around contravention of the vehicle weight limit restrictions on New Street, in partnership with Trading Standards and the Police are planned for 2023 subject to resource availability and authorisation from North Yorkshire Council.

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6	Develop low emission planning guidance	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	2018	2021	SDC	Local Authority	NO	Funded	< £10k	Planning	Assuming a local resident makes a trip into Selby by car 5 days per week (a round trip of 6km) the total annual tailpipe emissions based on an 'average size car' in the EFT are around 0.39kg NOx and 0.05kg PM. If 5% of residents in the 7500 new homes planned for Selby made this journey in an electric car potentially 146.25kg NOx and 18.75kg of PM could be saved annually. In practice the electric vehicles would be likely to make many other trips during the year and go beyond the Selby boundary so actual emission savings could be much higher.	Number of charging points requested on new developments	Selby District Council has previously worked with other authorities in the Yorkshire and Lincolnshire regions (through the YALPAG forum) and has input into a set of common principles with respect to low emission planning. Selby District Council was seeking to develop and implement Low Emission Planning Guidance aimed at assisting developers to improve air quality and lower transport emissions in line with the aims and objectives of the Selby Air Quality Action Plan and linked to the Local Plan.	Local Government Reorganisation introduced complexities regarding the change in political governance. For this reason, a report setting out recommendations to progress the Selby District Local Plan will be presented to the North Yorkshire authority for a decision at the earliest opportunity, which is most likely to be summer of 2023.

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7	Develop low emission vehicle guidance	Policy Guidance and Development Control	Low Emissions Strategy	2018	2021	NYCC supported by SDC	Local Authority	NO	Funded	< £10k	Planning	Not Quantified	Publication of NYCC low emission vehicle policy / SDC low emission vehicle guidance	<p>Environmental Health staff continue to seek opportunities to influence the type of vehicles purchased within the authority. The North Yorkshire County Council Air Quality Strategy was being written with a view to refining the scope of any local guidance produced. A consultation report was taken to the Transport, Economy and Environment Overview and Scrutiny Committee in April 2021. Following this, it was reviewed by North Yorkshire County Council Management Team in July 2021 with a scope of adoption in 2022.</p>	<p>. Following announcement of Local Government Reorganisation in July 2021, progression of the strategy was halted.</p> <p>North Yorkshire County Council were also in process of developing an EV Strategy in partnership with all North Yorkshire District and Borough Councils, including Selby District Council. The vision of the strategy was to improve accessibility and convenience of zero emission mobility, supported by a comprehensive network of EV charge point infrastructure to support and accelerate the uptake of electric vehicles for residents, visitors and businesses. progression of the strategy was halted.</p> <p>It is envisaged that upon reorganisation and appointment of the new council an Air Quality Strategy and EV Strategy for North Yorkshire Council will be considered to encompass the whole district and identify areas of priority across the diverse area.</p>

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8	Provide publicly accessible EV charging infrastructure and priority parking for low emission vehicles in Selby	Promoting Low Emission Transport	Public Vehicle Procurement -Prioritising uptake of low emission vehicles	2018	2022	SDC	Local Authority	NO	Funded	£50k - £100k	Implementation	See comments on possible emission savings from short distance local trips being converted to electric vehicles (see measure 6)	Number of EV charging points provided in SDC car parks	<p>Within Selby District, Six EV charge points are now installed and operational across two Selby District Council owned car parks (South Parade and Back Micklegate). A further two were scheduled for installation to Tadcaster Britannia car park in 2022, but this was unfortunately delayed due to flooding. Ground works are now completed and installation is scheduled for late 2023. It is anticipated that officers will continue to seek opportunities for EV charging infrastructure in council owned car parks and will pursue the provision of public EV charging points on new developments via the planning system. On a local basis, officers will continue to work with third parties, including the rail industry, to encourage the provision of more EV charge points in publicly accessible car parks across North Yorkshire. The Transforming Cities Fund – Selby Station Gateway project gives consideration to improving local air quality and supporting uptake and use of low-emission vehicles</p>	<p>It is anticipated that officers will continue to seek opportunities for EV charging infrastructure in council owned car parks and will pursue the provision of public EV charging points on new developments via the planning system. On a local basis, officers will continue to work with third parties, including the rail industry, to encourage the provision of more EV charge points in publicly accessible car parks across North Yorkshire. It is envisaged that upon reorganisation and appointment of the new council an EV Strategy for North Yorkshire Council will be considered to encompass the whole district and identify areas of priority across the diverse area.</p> <p>Notwithstanding this, officers will continue to investigate potential Government funding opportunities for EV charge point provision.</p>

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														and as part of proposals 9 EV charge points are to be installed to the proposed car park.(

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9	Investigate opportunities for developing sustainable procurement policies within Selby DC and NYCC	Promoting Low Emission Transport	Public Vehicle Procurement -Prioritising uptake of low emission vehicles	2018	2022	SDC	Local Authority	NO	Partially Funded	< £10k	Planning	Not Quantified	Number of low emission vehicles procured by SDC and NYCC	<p>A key objective of North Yorkshire County Council's draft Air Quality Strategy was ensuring that improving or maintaining good air quality is a key consideration when planning and delivering council services.</p> <p>The North Yorkshire County Council Air Quality Strategy was being written with a view to refining the scope of any local guidance produced. A consultation report was taken to the Transport, Economy and Environment Overview and Scrutiny Committee in April 2021. Following this, it was reviewed by North Yorkshire County Council Management Team in July 2021 with a scope of adoption in 2022. However, with the announcement of Local Government Reorganisation in July 2021, progression of the strategy was halted. It is envisaged that upon reorganisation and appointment of the new council an Air Quality Strategy for North Yorkshire Council will be considered to encompass the whole district and identify areas of priority across the diverse area. Selby District Council previously reviewed its vehicle</p>	<p>It is anticipated that North Yorkshire Council will consolidate waste contracts across the district and consider low-emission vehicle procurement as part of policy review and implementation for the new council.</p>

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														<p>procurement policies to ensure that low emission vehicles are purchased wherever possible, fleet routes were reviewed. Selby District Council's waste contractor – Urbaser's fleet was renewed in late 2019 as a 7-year contract, with all vehicles being the highest Euro standard available at time of renewal. Urbaser also participated in a low-emission fleet vehicle trial resulting in permanent adoption of a number of low-emission vehicles. North Yorkshire County Council had revised tender specifications to ensure lower polluting fleets (e.g. setting higher emission standards / age limits for school transport). North Yorkshire County Council fleet was due to be renewed mid 2022 and certain departments have already adopted electric vehicles.</p>	

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10	Undertake a review of current taxi fleet to identify current ages and emission standards. Investigate use of a taxi incentive grant to promote uptake of hybrid vehicles in the fleet	Promoting Low Emission Transport	Taxi emission incentives	2018	2022	SDC	Local Authority	NO	Partially Funded	£100k - £500k	Planning	Not Quantified	% reduction in number of diesel taxis in the fleet / % low emission taxis in the fleet	Following announcement of the Local Government reorganisation a new policy was required for the new North Yorkshire Council. The Hackney Carriage and Private Hire Licensing Policy was approved by the appointed Executive of North Yorkshire Council on 21 February 2023 with came into effect from 1 April 2023. Hackney carriage and private hire vehicles are identified as contributors to air quality emissions across the district and the policy highlights the importance of license holders to acknowledge air quality management areas (AQMA's) review emission standards and to regularly maintain vehicles. Anti-idling is also highlighted and the promotion of uptake for low-emission and electric vehicles. The North Yorkshire Council The Hackney Carriage and Private Hire Licensing Policy can be viewed - here Former Selby District Council also explored opportunities for grant funding to incentivise the uptake of ultra-low emission taxis, especially hybrid and electric variants. Work	Due to the Local Government Reorganisation and complexities introduced by the new council, a grant funding bid could not be pursued. It is hoped that following appointment of the new council, the basis of the bid prepared by former Selby District Council, can be used to submit a bid for grant funding to incentivise the uptake of ultra-low emission taxis for the full North Yorkshire Council district, which includes former Selby District.

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														commenced in 2022 to prepare a bid based around a grant incentive scheme for DEFRA Air Quality Grant Funding if applicable to requirements. As part of this work, a review of the current taxi fleet was completed against the EQUA framework which was to be used as a comparative tool to demonstrate improvements on engine standards subject to Air Quality Grant funding.	
11	Improve public access to air quality information and advice	Public Information	Via the Internet	2018	2021	SDC	Local Authority	NO	Funded	< £10k	Implementation	Not Quantified	Review and update of SDC air quality web pages completed	Selby District Council continued to review and make regular updates to the air quality information available on its website throughout 2022, including new information about the Kick the Habit anti-idling campaign and sustainable travel. Selby District Council also issues social media updates on air quality and the AQMA, particularly as part of Clean Air Day activities.	Selby District Council's website was deactivated on 1st April 2023 following Local Government Reorganisation and replaced with the North Yorkshire Council website. The new website is in early stages and information will be expanded and improved over the course of 2023. Air quality webpages will continue to be reviewed and updated regularly with new information and the latest LAQM reports. The new website can be reviewed here: Air quality in the Selby area North Yorkshire Council

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12	Continue to improve opportunities to cycle in Selby district.	Transport Planning and Infrastructure	Cycle network	2018	2025	NYCC	Local Authority	NO	Partially Funded	£50k - £100k	Implementation	A 5% reduction in private car trips in New Street could deliver a 5.68kg/y (3.89%) reduction in NOx emission per year (in New Street AQMA only). If this was increased to a 10% reduction in private car trips the emission savings would increase to 11.37kg/y and 7.79%. The total emission savings across the whole district would be much greater than this.	KM of new cycle network provided in SDC area	Selby has historic links to cycling, and boasts an ideal landscape for cyclists. Inspiring Healthy Lifestyles (IHL) (a social enterprise and charitable trust working in a number of areas in the UK, including Selby) launched "Selby Community Cycle Hub" which aims to increase cycling participation through provision of guided rides, bike maintenance workshops, cycle coaching courses, bikeability courses and inclusive cycling opportunities/events. Delivery to date has included bike maintenance workshops and guided rides and further coaching/bikeability courses. Various initiatives are also being explored by Selby Big Local and Our Zero Selby to make cycling more accessible to local residents.	As part of the Local Government Reorganisation it is anticipated that a full restructure of services and providers of local leisure services will be reviewed. Officers will continue to work closely and in partnership with local community groups including Our Zero Selby and Selby Big Local to improve cycling opportunities within Selby District.

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13	Continue to promote sustainable travel in Selby	Promoting Travel Alternatives	Promotion of walking	2018	2025	NYCC supported by SDC	Local Authority	NO	Partially Funded	£100k - £500k	Implementation	<p>A 5% reduction in private car trips in New Street could deliver a 5.68kg/y (3.89%) reduction in NOx emission per year (in New Street AQMA only). If this was increased to a 10% reduction in private car trips the emission savings would increase to 11.37kg/y and 7.79%. The total emission savings across the whole district would be much greater than this. Reducing emissions from private cars is a key priority for the Selby AQAP.</p>	Further investment in promoting travel alternatives in Selby	<p>Selby District Council was committed to promotion of sustainable travel measures in partnership with North Yorkshire County Council (See AQAP Measure 13) and various initiatives have been progressed throughout 2021, including:</p> <ul style="list-style-type: none"> The Places and Movement Study was commissioned by Selby District Council and North Yorkshire County Council in 2021. The project will look at how people move to, and within, the towns of Selby, Sherburn and Tadcaster and aims to create improved people-first spaces and better, more sustainable, movement around the towns. Air quality improvement is one of the key areas being considered. A briefing was presented to the Executive in March. A strategy document has been produced for phase 1 findings which was reviewed by Executive in September 2021 and were published late 2022. Stage 2 of the Study, which was commissioned by the North Yorkshire Council and the work commenced in February 2023. The 	<p>It is anticipated that North Yorkshire Council will continue to 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 North Yorkshire district area and there may be scope to extend these to the Selby District subject to funding and resource.</p>

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														<p>study will build upon the work on Stage 1 and will focus on preferred options, with the main goal to identify mitigation and capacity measures around Selby Town. Four options were initially prepared, with each option focusing on alleviating AQMA, providing wider footpaths and space to dwell for pedestrians and reducing traffic on the Crescent by implementing a one way, clockwise traffic in this area. Initially, the study was to be completed in September 2023, however the work on it has been put on hold for a couple of weeks due to uncertainty around the emerging Selby District Local Plan. Stage 2 of the study relies on the transport model prepared for the Plan and the work on the model has been suspended until a decision on the future of the Plan is taken.</p> <p>The Local Cycling and Walking Infrastructure Plan (LCWIP) for Selby, Sherburn in Elmet and Tadcaster was completed in early 2021 and the document has been refreshed in line with updated Government expectations for LCWIP's in 2022. There are no</p>	

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														<p>immediate funding opportunities to be able to implement the schemes, however, a bid was submitted in 2021 to the Active Travel fund to further develop one of the corridors so that it is "bid ready" should capital funding become available but this was unsuccessful. A further funding opportunity known as the Capability Fund came along and we were successful in achieving funding to develop detailed design for the Brayton to Selby Corridor, the work on which has already commenced and it is anticipated it will be completed by March 2024. We are in the process of installing a traffic sensor on Portholme Road in Selby which will support the development of those designs and we have been speaking to local community groups who have some ideas for smaller scale improvements in and around Selby which would be considered quick wins if we could find a funding source for them.</p> <p>•</p> <p>Closely linked with this project is the West Yorkshire Combined Authority Transforming Cities Funding (TCF) bid</p>	

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															<p>to develop Selby Rail Station (bid submitted in 2019). The project is aimed at encouraging a shift to sustainable and active transport, as well as bringing economic benefits from improved connections between station, town centre, development sites and employment, education, and training venues. The TCF project continued to be developed, with 2021-22 seeing the completion of the Outline Business Case (OBC) and submission of planning applications. The project's design follows best practice principles to deliver blue and green infrastructure, including LTN1/20, Streets for All and Green Streets. It has also been shaped by three rounds of public consultation, including consultation in October-November 2021 which retained high levels of support. Planning permission for the scheme was secured in September 2022 and the Full Business Case will be submitted to the Combined Authority in September 2023. Construction of the main contract works is anticipated to commence in January 2024 and</p>	

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														<p>enabling works, including demolition of several buildings will be taking place later in 2023.</p> <p>Additional work included business survey work, distribution of sustainable travel promotional leaflets, consideration of opportunities for joint working with Public Health on issues relating to sustainable travel choices and air quality improvement, ongoing promotional work with the council's Communication Team and participation in Clean Air Day 2022. Our Zero Selby was also launched during 2021. The project is part of a national programme to empower local residents to improve local communities by reducing emissions and is funded by Friends Provident Foundation and led by Forum for the Future and public participation charity, Involve, working in partnership with Selby District AVS which in 2023 was renamed as Up for Yorkshire. During 2021, phase one of the project which focuses on community engagement was launched which is designed to identify issues and areas of interest to the local</p>	

Measure No.	Measure	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
														<p>community and potential projects that address these. This was completed early 2022 a report was produced. A series of events also took place in March 2022 which to create a prioritised project pipeline, with the view that some of these will be community-led and supported by the programme and others will entail multi-stakeholder collaboration and wider investment. More information on Our Zero Selby can be found here.</p> <p>Officers also attended the Selby District Sustainability Partnership which seeks to address long-term challenges and seeks opportunities for action, to enable a more sustainable future for our communities within the Selby area.</p> <p>Current areas of focus include:</p> <ul style="list-style-type: none"> • Community action on climate change • Community green spaces and biodiversity <ul style="list-style-type: none"> • The Circular Towns Initiative <p>The Great Selby Bike ride also took place May 2022 and is taking place again in May 2023. The event is organised by Elmet Lions Club and attracts hundreds of cyclists from the district and further afield to raise money for many local charitable</p>	

Measure No.	Measure	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
														organisations and promote cycling across Selby District.	
14	Rapid review of existing signalling and junction priorities around New Street	Traffic Management	UTC, Congestion management, traffic reduction	2018	2019	NYCC	Local Authority	NO	Funded	< £10k	Completed	Not Quantified	Reduction in queue length on New Street	North Yorkshire County Council have confirmed that timings for the traffic signals at the junction with Ousegate are at their maximum. The signals work in conjunction with the toll bridge and there is little scope to change the road layout to reduce queue lengths. Notwithstanding this, as the Transforming Cities Fund (TCF) and Places of Movement (POM) projects progress, alterations will be made in	NYCC have confirmed that there is no scope to significantly reduce queue lengths and idling times on New Street via adjustments to traffic light timings. Further opportunities to manage queuing on New Street will be explored as part of the new Local Plan development.

Measure No.	Measure	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
														conjunction with planned major changes to traffic direction and priorities.	

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

As detailed in Policy Guidance LAQM.PG22 (Chapter 8), local authorities are expected to work towards reducing emissions and/or concentrations of PM_{2.5} (particulate matter with an aerodynamic diameter of 2.5µm or less). There is clear evidence that PM_{2.5} has a significant impact on human health, including premature mortality, allergic reactions, and cardiovascular diseases.

Selby District Council does not undertake monitoring of PM_{2.5} in its area, but current DEFRA background mapping suggests that the maximum background annual mean PM_{2.5} concentration in Selby District Council's area in 2022 was 7.35 µg/m³ (*2018 background maps projected to 2030, grid centroid 459500, 421500*).

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

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

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

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

The Environment Act 2021 seeks to introduce evidence based targets for PM_{2.5} for England. Following consultation and review of detailed evidence the proposed targets are proposed:

Annual Mean Concentration target – 10 µg m⁻³ to be achieved by 2040

Population Exposure Reduction Target – 35% reduction by 2040

The Council are committed to improving local air quality and if the above targets are adopted, it is expected that they will be met.

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

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

but are also a product of biomass combustion, used increasingly for energy production and space heating.

Policy Guidance LAQM.PG(16) acknowledges that many local authorities will consider how to address PM2.5 alongside other pollutants when tackling their own fleets and services and/or work with communities and business to achieve improvements in air quality and that few standalone PM2.5 measures will be chosen (unless in order to address a very specific local problem).

North Yorkshire Council – within Selby District is taking the following measures to address PM2.5:

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

Environmental Health staff routinely comment on planning applications to ensure that new developments are designed in a way which minimises exposure to air pollution and further emission growth. Pre-planning advice is often provided on locations for key exposure sites (e.g. housing, schools, sports facilities, medical facilities etc) and the use of biomass heating systems is generally discouraged in urban areas and near sensitive receptors.

Policy Led Exposure Reduction [Links to various AQAP Measures] –Environmental Health staff work alongside other council departments to have joint input into key council policies that can impact on air quality and exposure reduction. This is particularly prevalent following the Local Government Reorganisation and ensuring Selby District’s priorities are heard and considered. Examples include the new North Yorkshire Council Hackney Carriage and Private Hire Licensing Policy to improve emission from taxis.

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

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

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

Future Opportunities for PM2.5 measures

The impact of PM2.5 on the health of the local population within Selby District is recognised and that work must continue towards reducing this pollutant as far as practically possible. North Yorkshire Council will continue to work to improve and

remediate traffic / transport planning issues and will also consider opportunities for reducing emissions via planning and environmental permitting controls.

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

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

This section sets out the monitoring undertaken within 2022 by former Selby District Council and how it compares with the relevant air quality objectives. In addition, monitoring results are presented for a five-year period between 2018 and 2022 to allow monitoring trends to be identified and discussed.

Summary of Monitoring Undertaken

During the 2021 calendar year, Selby District Council has undertaken nitrogen dioxide diffusion tube monitoring at 36 sites within and around the district.

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

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

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

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

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

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

In March 2023 Site S22 became inaccessible due to demolition and construction works to the building it was located to resulting in the site being revoked. In response to this, the site was relocated to Park Street – Portholme Road which is an area of interest due to observed increase traffic flow due to a large-scale residential development and a large supermarket being developed and constructed in the vicinity. Results for this site will be reported in future annual status reports.

3.1.1 Automatic Monitoring Sites

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

3.1.2 Non-Automatic Monitoring Sites

Former Selby District Council undertook non- automatic (i.e. passive) monitoring of NO₂ at 36 sites during 2022. Table A.2 in Appendix A presents the details of the non-automatic sites.

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

Individual Pollutants

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

3.1.3 Nitrogen Dioxide (NO₂)

Table A.3 and Table A.4 in Appendix A compare the ratified and adjusted monitored NO₂ annual mean concentrations for the past five years with the air quality objective of 40µg/m³. Note that the concentration data presented represents the concentration at the location of the monitoring site, following the application of bias adjustment and annualisation, as required (i.e. the values are exclusive of any consideration to fall-off with distance adjustment).

For diffusion tubes, the full 2022 dataset of monthly mean values is provided in Appendix B. Note that the concentration data presented in Table B.1 includes distance corrected values, only where relevant.

Error! Reference source not found. in Appendix A compares the ratified continuous monitored NO₂ hourly mean concentrations for the past five years with the air quality objective of 200µg/m³, not to be exceeded more than 18 times per year.

Monitoring results for the 2022 calendar year period have shown that concentrations of nitrogen dioxide have decreased at all monitoring locations within Selby District compared with those in 2021.

Reductions in annual mean nitrogen dioxide concentration between 2021 and 2022 varied from 0.3% to 9.6% (average reduction across all sites was 4.1%). Within the AQMA area, reductions in annual mean nitrogen dioxide concentration varied from 2.7% to 8.3% (average reduction of 4.8%).

Changes in annual mean nitrogen dioxide concentration from 2022 data compared to 2021 varied from a reduction of 9.6% to an increase of 16.5% (average increase across all sites was 4.4% and the average reduction across all sites was 4.1%). Within the AQMA area, change in annual mean nitrogen dioxide concentration varied from a reduction of 8.3% to an increase of 14.8% (average increase of 7.7% and average reduction of 4.8%) across the AQMA between 2021 and 2022.

In 2022, the highest concentration of nitrogen dioxide recorded in the AQMA area was slightly under the annual mean objective at 39.1µg/m³ at site S7 (21 New Street).” Site S7 is a triplicate site which has consistently monitored the highest concentrations of NO₂ in the AQMA in recent years. The site (S7) is located 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. As no sites recorded annual means greater than $60\mu\text{g}/\text{m}^3$ it is not considered that an exceedance of the 1-hour mean objective exists at any monitoring sites across the network.

No diffusion tube monitoring locations within Selby District Council's area required distance correction.

Concentrations of nitrogen dioxide monitored in Selby throughout 2022 continue the general downward trend observed across the district since 2016, with annualised and bias adjusted data showed zero monitoring sites were in breach of the annual mean nitrogen dioxide concentration objectives. Monitoring will continue throughout the next reporting year. The existing monitoring network will continue with new sites being considered in response to development, observed issues such as increased traffic flow and concerns raised to the Council.

Appendix A: Monitoring Results

Table A.1 – Details of Automatic Monitoring Sites

There are no Automatic Monitoring Sites within North Yorkshire Council – Selby District.

Table A.2 – Details of Non-Automatic Monitoring Sites

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co located with a Continuous Analyser?	Tube Height (m)
3N	Carantan Cl	Urban Background	460855	432820	NO2		7.0	1.5	No	2.5
4N	Brook St	Roadside	461096	432191	NO2		5.0	1.0	No	2.5
9N	Bryony Ct	Urban Background	460899	430935	NO2		6.0	2.0	No	2.5
S1	Fringe Hair (Formerly Bailey & Haigh)	Roadside	461638	432345	NO2	Yes - New Street AQMA Order No.1	0.0	2.4	No	2.5
S2	Lamp Post 52 (Bridge)	Roadside	461689	432422	NO2	Yes - New Street AQMA Order No.1	5.0	1.7	No	2.5
S3a, S3b, S3c	Rose & Crown	Roadside	461670	432408	NO2	Yes - New Street AQMA Order No.1	0.0	1.5	No	2.5

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co located with a Continuous Analyser?	Tube Height (m)
S4	Eye of Bri - Tattoo Studio	Roadside	461681	432407	NO2	Yes - New Street AQMA Order No.1	0.0	1.3	No	2.5
S5a, S5b, S5c	Froko Furniture	Roadside	461659	432405	NO2	Yes - New Street AQMA Order No.1	0.0	1.5	No	2.5
S6	Preston Baker Est Ag	Roadside	461635	432372	NO2	Yes - New Street AQMA Order No.1	0.0	1.5	No	2.7
S7a, S7b, S7c	21 New St	Roadside	461688	432434	NO2	Yes - New Street AQMA Order No.1	0.0	1.0	No	3.0
S8	30 New Street (Chevin)	Roadside	461697	432424	NO2	Yes - New Street AQMA Order No.1	0.0	6.0	No	3.0
S10	Gowthorpe (Lamp Post - Greggs)	Roadside	461317	432356	NO2		0.0	1.0	No	2.5
S11	10 The Crescent Lisa's Florist	Roadside	461507	432319	NO2		0.0	3.0	No	3.0
S18	Stephensons - Millgate	Roadside	461517	432582	NO2		2.5	1.3	No	2.5
S19	10 Millgate	Roadside	461526	432584	NO2		2.5	1.6	No	2.5
S22	Dr Inks, Ousegate	Roadside	461733	432411	NO2		2.5	0.6	No	2.5

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co located with a Continuous Analyser?	Tube Height (m)
S23	Lamp Post 26, Ousegate	Roadside	461821	432376	NO2		2.5	0.6	No	2.5
S24	Lamp Post 27, Ousegate	Roadside	461788	432379	NO2		2.5	0.6	No	2.5
S25	Lamp Post 28, Ousegate	Roadside	461762	432408	NO2		2.5	0.6	No	2.5
S26	Jac D Boutique 1st Floor	Roadside	461648	432384	NO2	Yes - New Street AQMA Order No.1	3.5	1.5	No	3.5
S27	Scott Road - Lamp Post 1 - Motosave	Roadside	461120	432303	NO2		2.2	2.1	No	2.2
S28	Scott Road drainpipe to number 28	Roadside	461062	432475	NO2		2.2	3.8	No	2.2
S29	Scott Road - Lamp Post 12	Roadside	461041	432539	NO2		2.2	2.2	No	2.2
S30	Barlby Road - Lamp Post 3 - School	Roadside	461806	432546	NO2		2.2	2.1	No	2.2
S31	Barlby Road - Lamp Post 6	Roadside	461852	432594	NO2		2.2	1.9	No	2.2
S32	Access Sign - Elm Street	Roadside	461871	432643	NO2		2.2	6.0	No	2.2
S33	Access sign corner of John Street	Roadside	461935	432672	NO2		2.2	6.6	No	2.2

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co located with a Continuous Analyser?	Tube Height (m)
S34	Barlby Road - Lamp Post 13	Roadside	461938	432710	NO2		2.2	2.7	No	2.2

Notes:

(1) 0m if the monitoring site is at a location of exposure (e.g. installed on the façade of a residential property).

(2) N/A if not applicable.

Table A.3 – Annual Mean NO₂ Monitoring Results: Automatic Monitoring (µg/m³)

There are no Automatic Monitoring Sites within North Yorkshire Council – Selby District.

Table A.4 – Annual Mean NO₂ Monitoring Results: Non-Automatic Monitoring (µg/m³)

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2022 (%) ⁽²⁾	2018	2019	2020	2021	2022
3N	460855	432820	Urban Background	100	100.0	15.6	15.3	12.5	12.3	11.8
4N	461096	432191	Roadside	100	100.0	25.7	26.5	17.1	21.7	18.7
9N	460899	430935	Urban Background	100	100.0	15.3	16.2	10.8	11.1	10.9
S1	461638	432345	Roadside	100	100.0	33.8	32.1	24.2	28.3	26.8
S2	461689	432422	Roadside	100	100.0	32.6	31.1	23.2	24.2	24.9
S3a, S3b, S3c	461670	432408	Roadside	100	100.0	36.6	36.0	25.8	33.0	30.6
S4	461681	432407	Roadside	100	100.0	44.4	43.6	32.2	39.2	37.1
S5a, S5b, S5c	461659	432405	Roadside	100	100.0	41.4	39.2	29.6	33.3	30.1
S6	461635	432372	Roadside	100	100.0	28.7	26.4	20.6	24.6	22.7
S7a, S7b, S7c	461688	432434	Roadside	100	100.0	48.4	46.5	35.2	41.9	39.1
S8	461697	432424	Roadside	100	100.0	28.2	29.2	21.1	24.7	23.5
S10	461317	432356	Roadside	100	100.0	31.0	30.5	22.6	26.6	23.7

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2022 (%) ⁽²⁾	2018	2019	2020	2021	2022
S11	461507	432319	Roadside	100	100.0	31.3	33.2	24.3	27.8	27.1
S18	461517	432582	Roadside	100	100.0	32.3	29.5	21.0	24.7	23.5
S19	461526	432584	Roadside	100	100.0	36.7	34.1	22.7	29.2	26.5
S22	461733	432411	Roadside	100	100.0		24.0	18.3	21.1	19.8
S23	461821	432376	Roadside	100	100.0		20.5	15.9	17.1	15.9
S24	461788	432379	Roadside	100	100.0		23.6	19.6	20.9	20.2
S25	461762	432408	Roadside	100	100.0		21.9	18.8	21.3	20.6
S26	461648	432384	Roadside	100	100.0			4.0	30.3	27.2
S27	461120	432303	Roadside	100	100.0				32.7	28.1
S28	461062	432475	Roadside	100	100.0				19.1	16.6
S29	461041	432539	Roadside	100	100.0				21.8	20.1
S30	461806	432546	Roadside	100	100.0				21.3	18.4
S31	461852	432594	Roadside	100	100.0				20.1	17.6
S32	461871	432643	Roadside	100	100.0				15.1	13.8

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2022 (%) ⁽²⁾	2018	2019	2020	2021	2022
S33	461935	432672	Roadside	100	100.0				15.5	14.3
S34	461938	432710	Roadside	100	100.0				23.3	20.8

Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG22.

Diffusion tube data has been bias adjusted.

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

Notes:

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

Exceedances of the NO₂ annual mean objective of $40\mu\text{g}/\text{m}^3$ are shown in **bold**.

NO₂ annual means exceeding $60\mu\text{g}/\text{m}^3$, indicating a potential exceedance of the NO₂ 1-hour mean objective are shown in **bold and underlined**.

Means for diffusion tubes have been corrected for bias. All means have been “annualised” as per LAQM.TG22 if valid data capture for the full calendar year is less than 75%. See Appendix C for details.

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

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

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

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

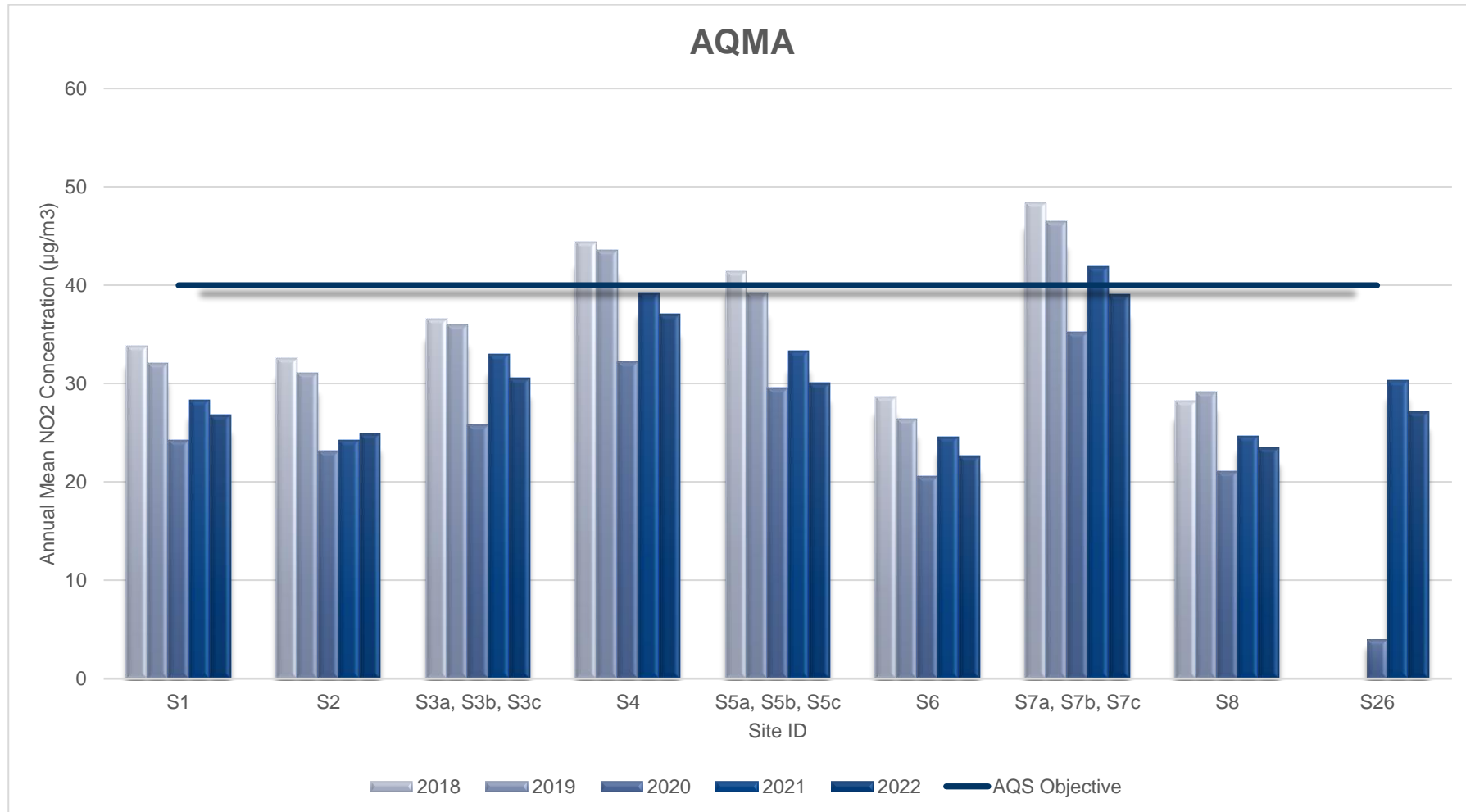


Figure A.1– Trends in Annual Mean NO₂ Concentrations – Ousegate/Millgate

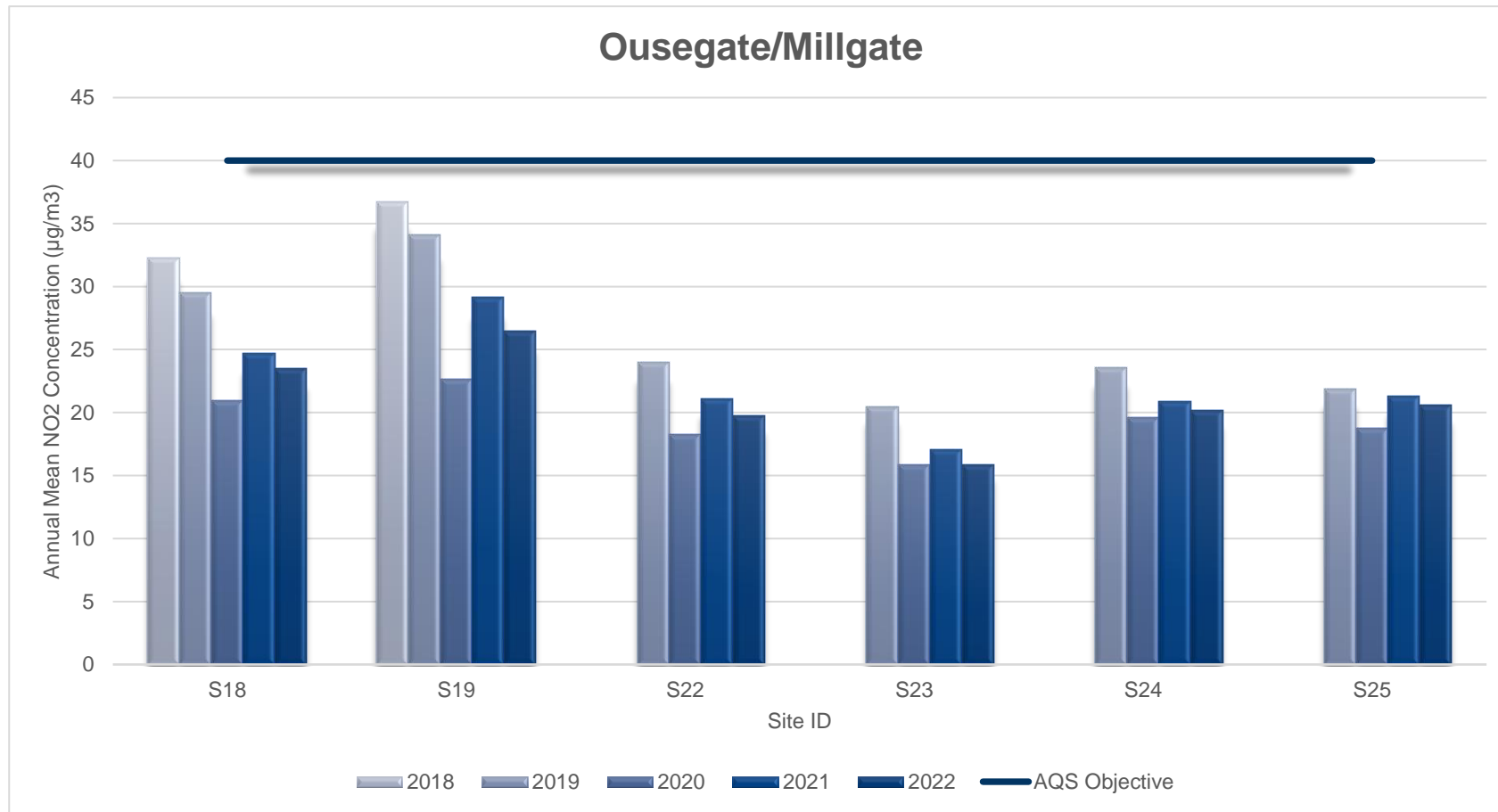


Figure A.2 – Trends in Annual Mean NO₂ Concentrations – Scott Road/Selby Town Centre

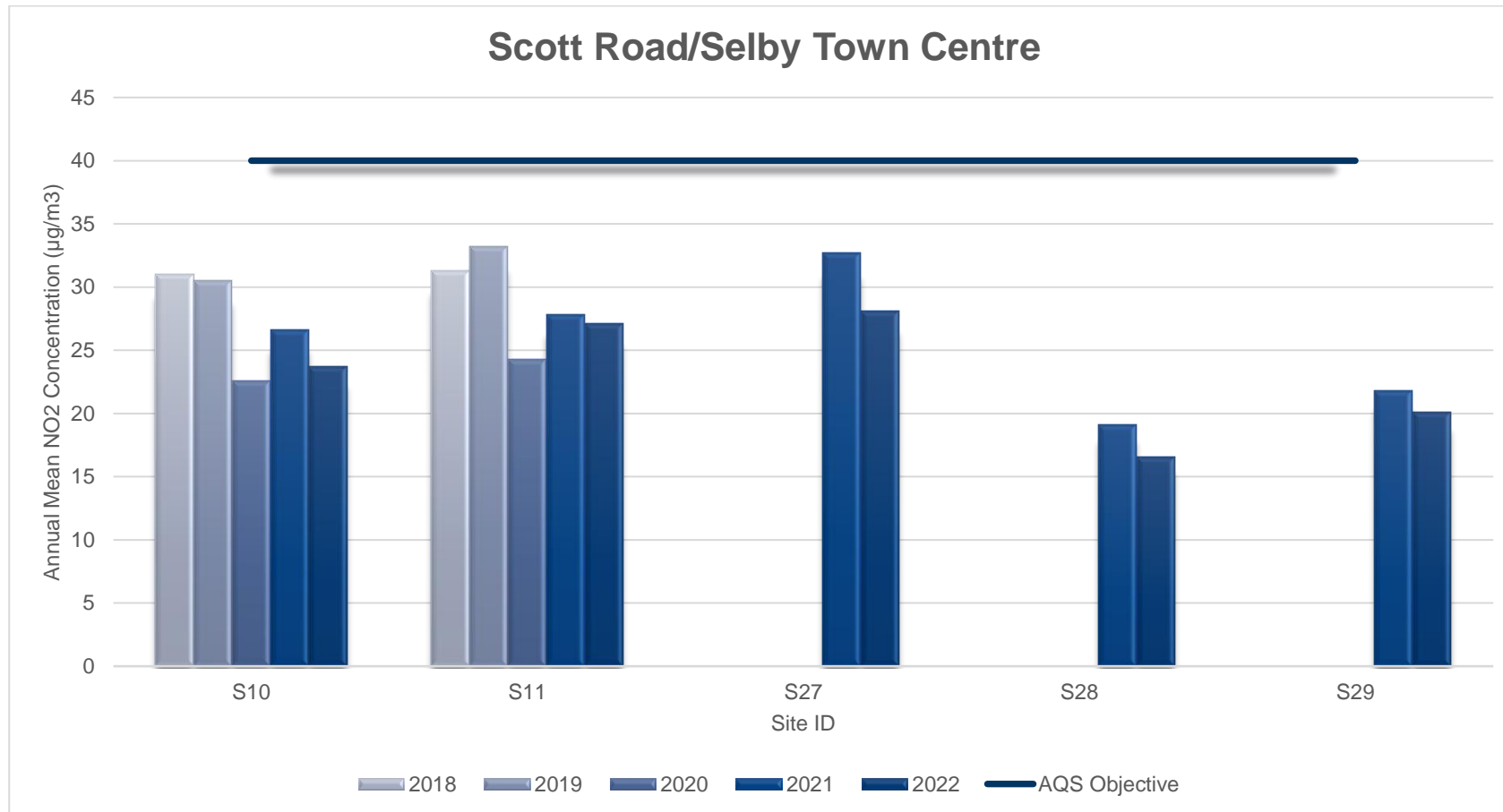


Figure A.3 – Trends in Annual Mean NO₂ Concentrations – Barlby Road

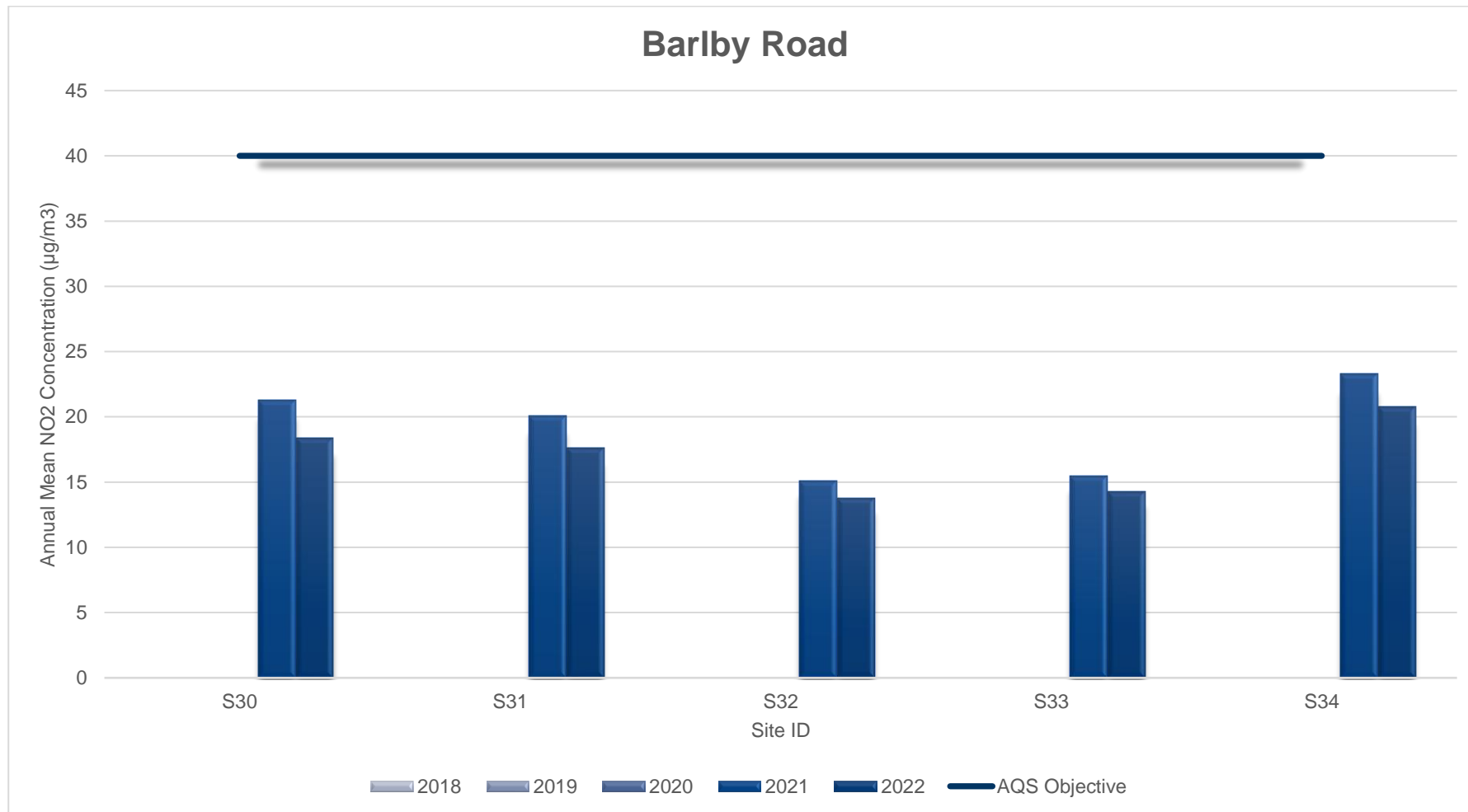


Figure A.4 – Trends in Annual Mean NO₂ Concentrations – Background Sites

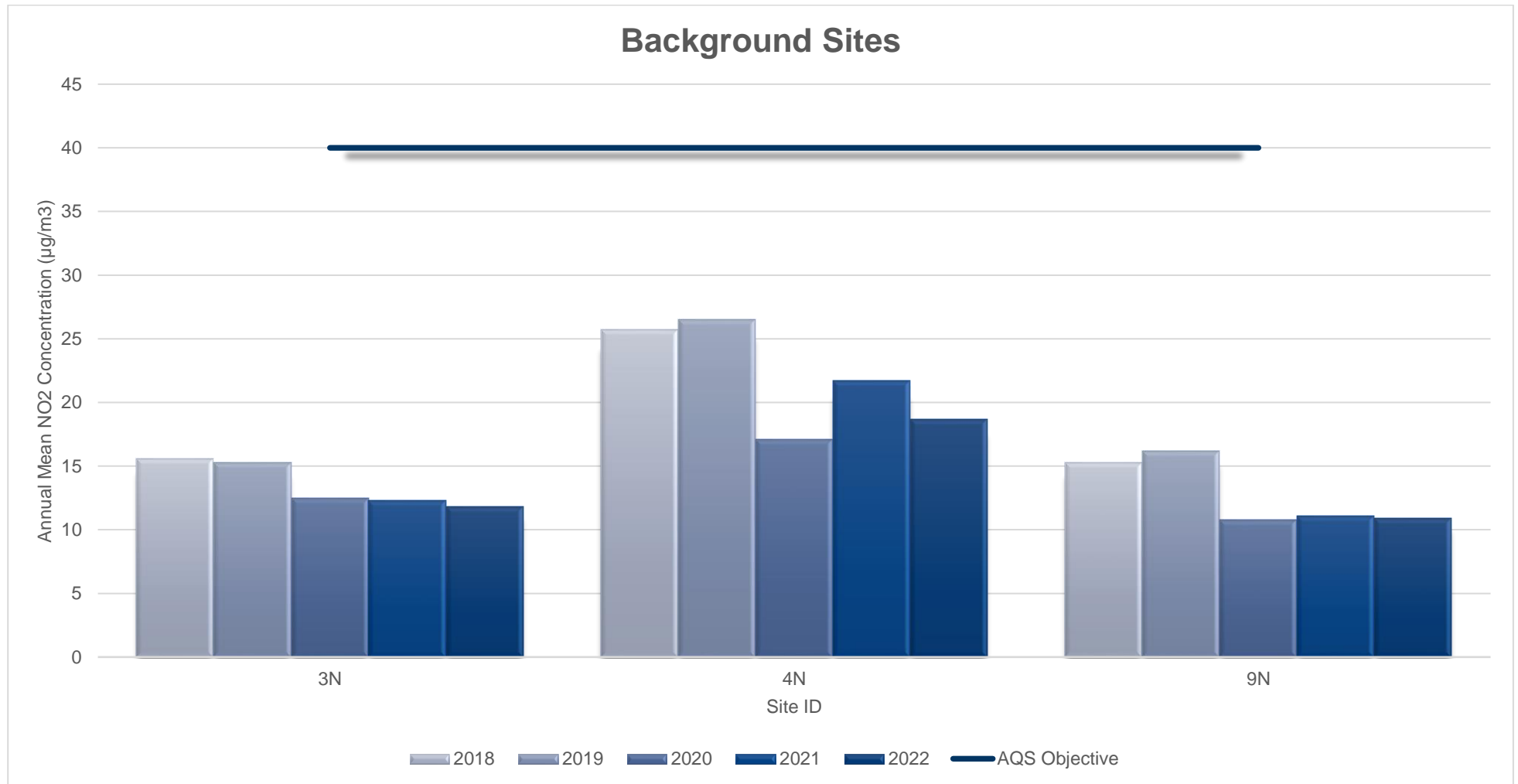
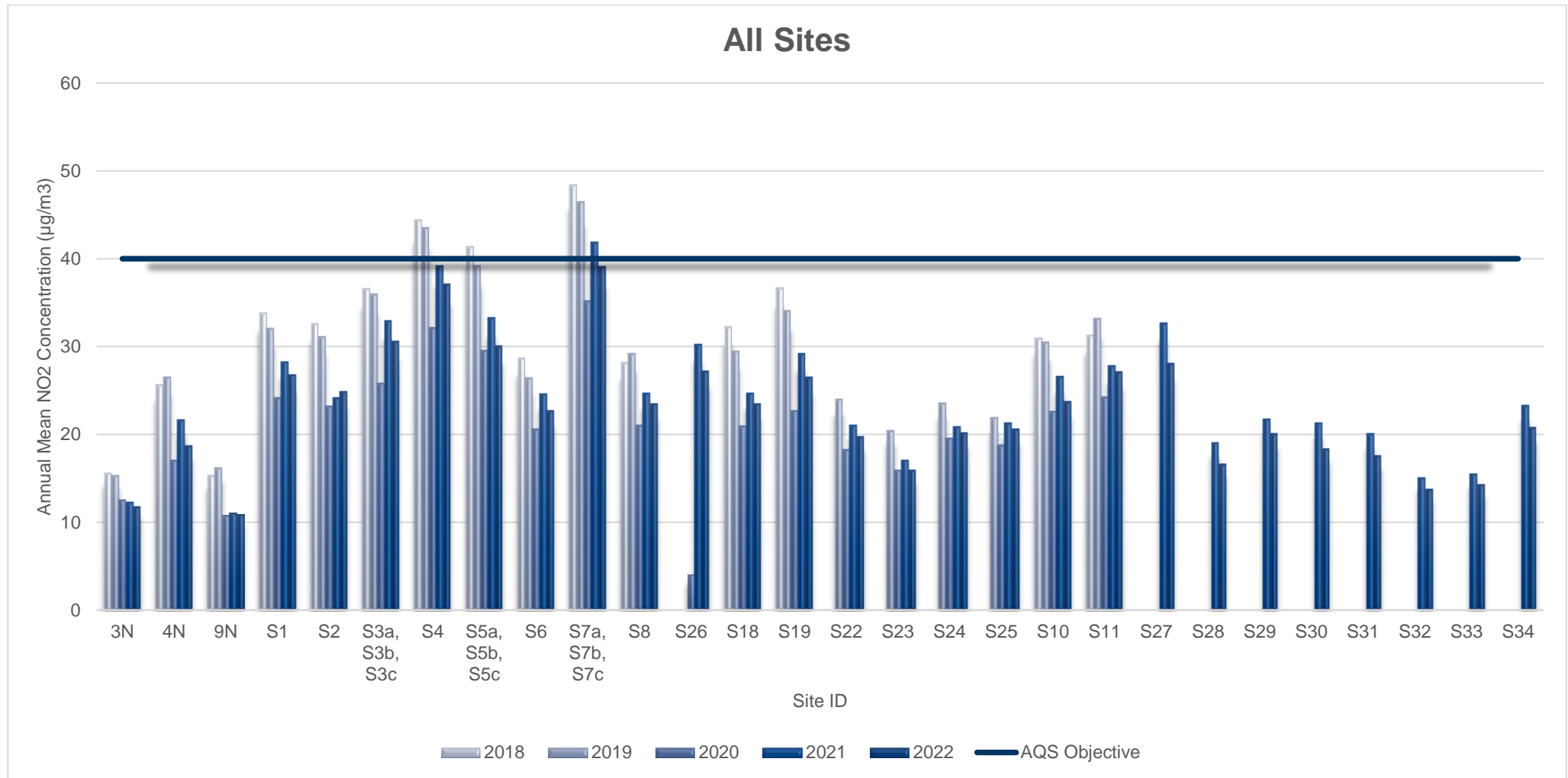


Figure A.6 – Trends in Annual Mean NO₂ Concentrations – 2018-2022



Appendix B: Full Monthly Diffusion Tube Results for 2022

Table B.1 – NO₂ 2022 Diffusion Tube Results (µg/m³)

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted <(x.x)>	Annual Mean: Distance Corrected to Nearest Exposure	Comment
3N	460855	432820	17.1	17.1	16.6	10.5	9.0	9.4	10.0	10.1	11.3	16.8	21.6	21.1	14.2	11.8	-	
4N	461096	432191			27.9	20.7	19.2	16.9	20.1	20.1	21.6	24.1	26.8	28.5	22.6	18.7	-	
9N	460899	430935	15.3	15.4	16.6	10.1	9.3	7.7	9.0	9.6	10.9	14.9	18.7	20.0	13.1	10.9	-	
S1	461638	432345	32.1	28.4	34.9	30.7	29.0	28.3	32.4	32.8	29.8	33.5	38.7	37.0	32.3	26.8	-	
S2	461689	432422	27.4	32.8	35.1	29.3	24.6	24.6	28.6	27.4	26.4	31.6	37.1	35.0	30.0	24.9	-	
S3a	461670	432408	34.2	34.9	43.6	39.8	33.0	30.8	35.8	37.1	33.4	38.7	38.6	41.6	-	-	-	Triplicate Site with S3a, S3b and S3c - Annual data provided for S3c only
S3b	461670	432408	31.5	31.3	44.1	39.0	34.7	31.8	35.0	37.3	33.7	38.2	44.9	41.3	-	-	-	Triplicate Site with S3a, S3b and S3c - Annual data provided for S3c only
S3c	461670	432408	32.7	32.0	44.5	37.4	34.0	31.0	35.6	37.8	36.3	39.9	39.8	43.7	36.9	30.6	-	Triplicate Site with S3a, S3b and S3c - Annual data provided for S3c only
S4	461681	432407	43.8	39.6	50.1	46.2	37.8	40.5	42.3	43.7	40.0	46.4	57.1	48.9	44.7	37.1	-	
S5a	461659	432405	41.9	33.8		37.2	33.3	34.1	37.8	38.2	36.6	42.1	54.6	44.7	-	-	-	Triplicate Site with S5a, S5b and S5c - Annual data provided for S5c only
S5b	461659	432405	41.2	33.4	45.9	36.1	34.2	32.9	37.0	34.1	37.2	37.4	45.6	43.2	-	-	-	Triplicate Site with S5a, S5b and S5c - Annual data provided for S5c only
S5c	461659	432405	41.1	28.9	44.4	36.1	34.8	31.2	37.7	37.6	37.0	38.1	46.3		36.3	30.1	-	Triplicate Site with S5a, S5b and S5c - Annual data provided for S5c only
S6	461635	432372	25.0	25.5	31.7	28.8	23.8		23.5	25.6	27.6	25.8	29.9	33.3	27.3	22.7	-	
S7a	461688	432434	55.5	40.6	53.0	45.5	42.8	39.0	49.1	46.8	40.0	46.1	45.3	52.5	-	-	-	Triplicate Site with S7a, S7b and S7c - Annual data provided for S7c only
S7b	461688	432434	64.4	40.5	52.4	43.9	45.1	42.8	49.1	43.6	43.0	45.9	48.9	51.4	-	-	-	Triplicate Site with S7a, S7b and S7c - Annual data provided for S7c only
S7c	461688	432434	58.9	43.1	51.9	43.2	44.4	45.5	45.1	46.7	43.0	47.6	47.5	52.6	47.1	39.1	-	Triplicate Site with S7a, S7b and S7c - Annual data provided for S7c only
S8	461697	432424	27.9	28.7	31.3	25.8	22.9	22.7	26.0	24.7	26.9	30.5	36.5	35.3	28.3	23.5	-	

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted <(x.x)>	Annual Mean: Distance Corrected to Nearest Exposure	Comment
S10	461317	432356	34.4	26.7	35.2	29.3	24.9	23.6	25.4	25.8				31.7	28.6	23.7	-	
S11	461507	432319	32.8	34.7	35.4	30.6	28.6	26.1	32.2	30.1	29.2	35.8	37.7	38.1	32.6	27.1	-	
S18	461517	432582	29.5		32.8	25.7	23.3	25.2	25.9	24.5	26.8	30.7	33.6	33.7	28.3	23.5	-	
S19	461526	432584	26.7	30.9	40.3	31.2	27.1	26.3	29.8	31.6	32.5	32.9	36.4	37.2	31.9	26.5	-	
S22	461733	432411	26.1	24.7	27.7	19.9	20.5	19.5	22.1	22.1	23.6	24.1	26.6	29.5	23.9	19.8	-	
S23	461821	432376	22.2	21.4	21.0	15.7	14.8	15.2	15.4	15.0	19.4	14.7	28.1	27.2	19.2	15.9	-	
S24	461788	432379	28.0	26.8	25.2	19.5	19.8	19.8	21.4	19.4	23.9	21.7	34.4	32.2	24.3	20.2	-	
S25	461762	432408	25.8	24.5	30.0	21.0	19.0	19.5	21.5	22.3	25.3	24.9	34.3	30.1	24.8	20.6	-	
S26	461648	432384	35.9	31.4	35.7	32.0	29.6	28.4	32.2	32.9	25.0	34.2	37.7	38.3	32.8	27.2	-	
S27	461120	432303	40.0			28.3	27.1	32.8	34.5	31.5	32.1	34.3	39.2	39.3	33.9	28.1	-	
S28	461062	432475	21.2	20.4	25.6	18.6	16.0	15.7	17.1	18.5	18.8	19.2	24.5	24.4	20.0	16.6	-	
S29	461041	432539	24.7	25.5	27.5	22.5	20.1	19.5	22.4	20.7	23.3	24.6	30.2	30.1	24.3	20.1	-	
S30	461806	432546	28.1	22.9		21.0	18.4	17.2	19.1	19.4	19.5	23.5	25.6	29.4	22.2	18.4	-	
S31	461852	432594	24.1	20.9		20.1	17.6	16.2	17.8	18.1	19.6	23.9	26.5	28.7	21.2	17.6	-	
S32	461871	432643	19.0	18.5	18.1	14.0	11.5	10.9	13.1	12.7	14.2	19.4	24.8	22.9	16.6	13.8	-	
S33	461935	432672	20.8	15.2	20.8	14.2	12.0	11.7	13.1	14.0	14.2	19.0	28.5	23.5	17.2	14.3	-	
S34	461938	432710	29.1	24.3	29.2	21.3	19.9	18.7	20.8	21.1	24.1	27.3	33.4	31.5	25.0	20.8	-	

- All erroneous data has been removed from the NO₂ diffusion tube dataset presented in Table B.1.
- Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG22.
- Local bias adjustment factor used.
- National bias adjustment factor used.
- Where applicable, data has been distance corrected for relevant exposure in the final column.

☒ **North Yorkshire Council (Former Selby District Council) confirm that all 2022 diffusion tube data has been uploaded to the Diffusion Tube Data Entry System.**

Notes:

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

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

See Appendix C for details on bias adjustment and annualisation.

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

New or Changed Sources Identified Within Selby District During 2022

Former Selby District Council did not identify any new sources relating to air quality within the reporting year of 2022.

Former Selby District Council Environmental Health department were routinely consulted on planning applications and will continue to under the new North Yorkshire Council. The land use planning system is recognised to play an integral part in improving air quality. This requires close cooperation between planners and Environmental Health Officers.

Former Selby District Council regularly reviews applications with respect to potential air quality and other environmental impacts and will continue to under the new North Yorkshire Council. Appendix F provides a list of those planning applications that have been considered in relation to air quality by former Selby District Council Environmental Health during 2022. A formal Air Quality Impact Assessment has been requested for some of these applications.

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

Additional Air Quality Works Undertaken by Selby District During 2021

Selby District Council has not completed any additional major air quality works within the reporting year of 2022. References to studies currently being undertaken in relation to specific Air Quality Action Plan measures are provided in Chapter 2.

QA/QC of Diffusion Tube Monitoring

The nitrogen dioxide diffusion tubes used by former Selby District Council during 2022 were supplied and analysed by Gradko International, St. Martins House, 77 Wales Street, Winchester, Hampshire SO23 0RH.

The preparation method used for the diffusion tubes was 20% TEA in Water. Gradko confirmed as part of their tender submission for former Selby District Council's diffusion tube contract, that they could adhere to the best practice guidance provided in the 'Diffusion Tubes for Ambient NO₂ Monitoring: Practical Guidance for Laboratories and Users'.

A database of bias adjustment factors determined from Local Authority co-location studies throughout the UK has been collated by the Local Air Quality Management Helpdesk. Combined bias adjustment factors have been calculated for each laboratory, year and preparation method combination for which data are available. The suggested bias correction factor for Gradko in 2022, with tube preparation method of 20% TEA in Water, is 0.83 (based on 27 collocation studies). This factor has been used for correction of the 2022 diffusion tube data presented in this report. The calculation for correcting the tube data is as follows:

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

$$\text{e.g. } 30 \mu\text{g}/\text{m}^3 \times 0.83 = 24.9 \mu\text{g}/\text{m}^3$$

All diffusion tube monitoring has been completed in adherence with the 2022 Diffusion Tube Monitoring Calendar

Diffusion Tube Annualisation

All diffusion tube monitoring locations within Selby District recorded data capture of 75% therefore it was not required to annualise any monitoring data. In addition, any sites with a data capture below 25% do not require annualisation.

Diffusion Tube Bias Adjustment Factors

The diffusion tube data presented within the 2022 ASR have been corrected for bias using an adjustment factor. Bias represents the overall tendency of the diffusion tubes to under or over-read relative to the reference chemiluminescence analyser. LAQM.TG22 provides guidance with regard to the application of a bias adjustment factor to correct diffusion tube monitoring. Triplicate co-location studies can be used to determine a local bias factor based on the comparison of diffusion tube results with data taken from NO_x/NO₂

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

North Yorkshire Council – Former Selby District Council have applied a national bias adjustment factor of 0.83 to the 2022 monitoring data. A summary of bias adjustment factors used by Former Selby District Council over the past five years is presented in Table C.1.

Table C.1 – Bias Adjustment Factor

Monitoring Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2022	National	03/23	0.83 (27 Studies)
2021	National	03/22	0.84 (32 Studies)
2020	National	03/21	0.81 (18 studies)
2019	National	03/20	0.93 (27 studies)
2018	National	03/19	0.93 (30 studies)
2017	National	03/18	0.89 (34 studies)

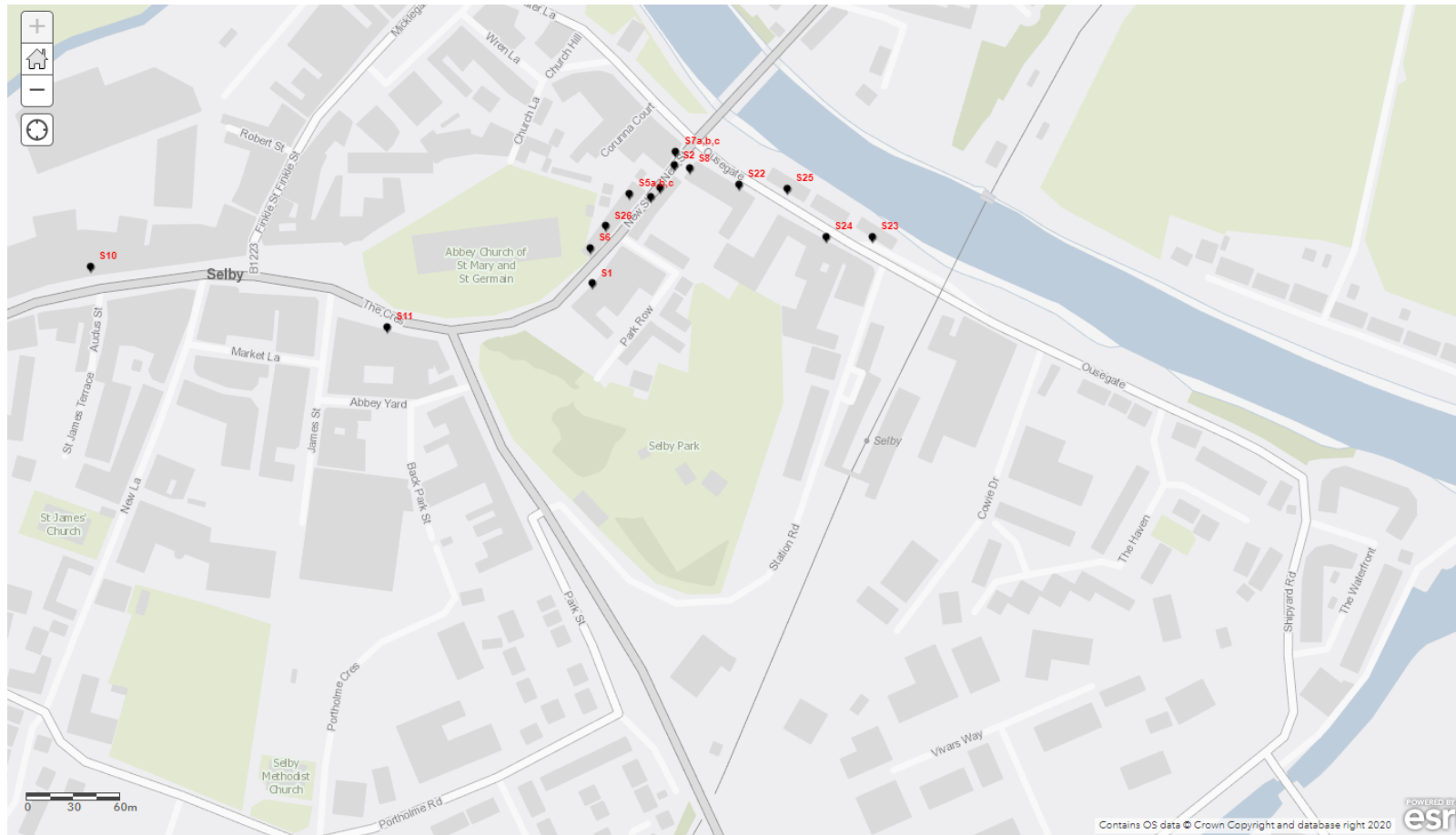
NO₂ Fall-off with Distance from the Road

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

No diffusion tube NO₂ monitoring locations within Selby District required distance correction during 2022.

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

Figure D.1 – Map of Non-Automatic Monitoring Sites – AQMA/Ousegate



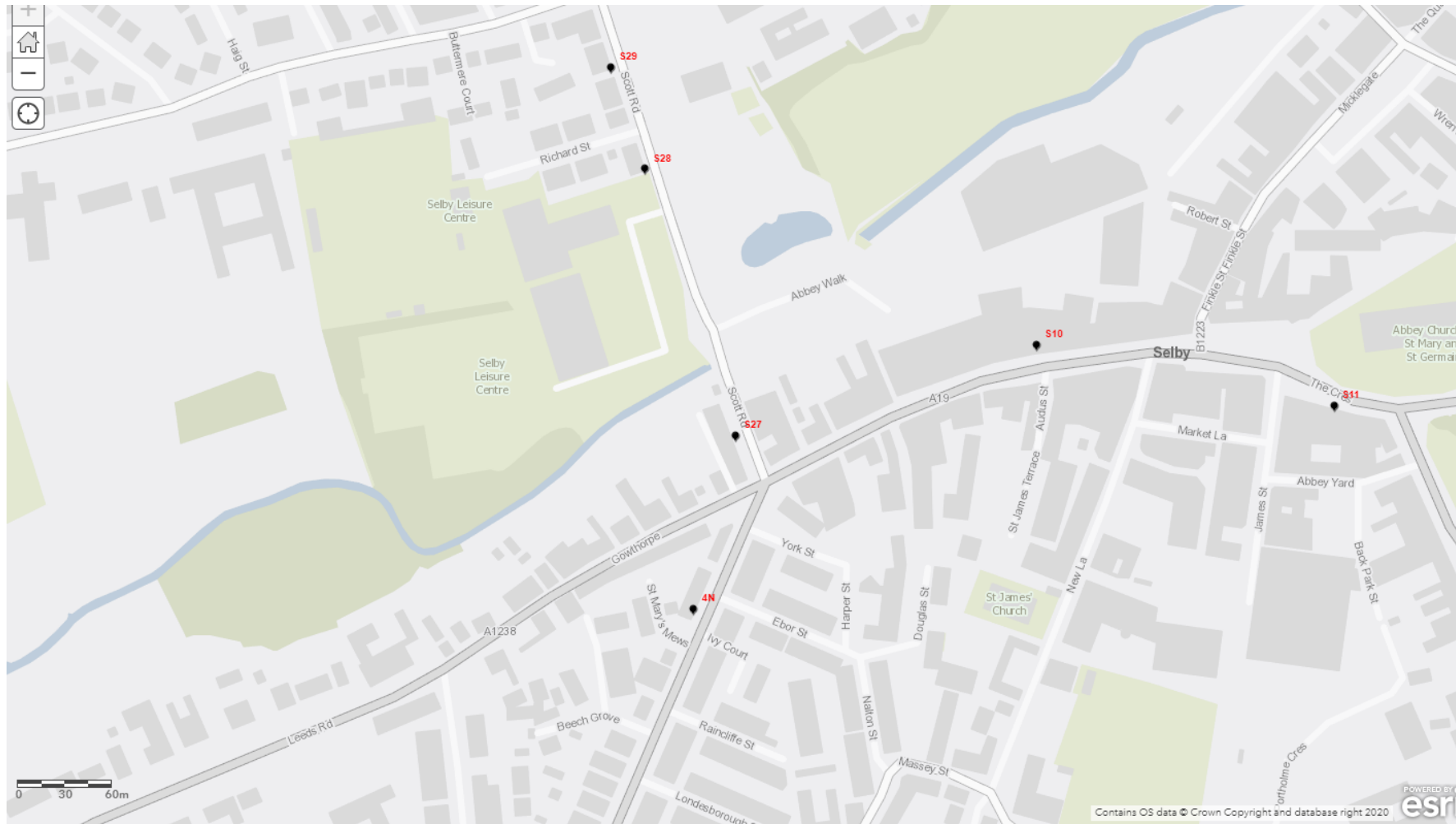
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Figure D.2 – Map of Non-Automatic Monitoring Sites - Barlby Road/Millgate



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Figure D.2 – Map of Non-Automatic Monitoring Sites - Scott Road/Selby Town Centre



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



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Appendix E: Summary of Air Quality Objectives in England

Table E.1 – Air Quality Objectives in England⁷

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

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

Appendix F: Planning Applications considered during 2022-2023.

Planning Reference	Address	Description	AQ Assessment	Comments
2022/0945/FULM	Plantation House Cawood Road, Wistow, Selby, North Yorkshire, YO8 3XB	Demolition of existing buildings and erection of 32 No dwellings [Use Class C3]	No	Application Withdrawn CEMP/DEMP condition suggested which considers emissions to air during construction and demolition phases of development.
2022/1483/OUTM	Land at Field Lane, Thorpe Willoughby, Selby, North Yorkshire	Outline Planning Application including access, with all other matters reserved for erection of up to 110 residential dwellings	Yes	Application Refused Condition suggested to submit AQ Assessment as part of full application. CEMP/DEMP condition also suggested which considers emissions to air during construction and demolition phases of development.

Planning Reference	Address	Description	AQ Assessment	Comments
2022/1236/FULM	Land West of, Garden Lane, Sherburn In Elmet, Leeds, North Yorkshire	Residential development consisting of 74 dwellings, with associated landscaping and highways and demolition.	No	Awaiting Decision CEMP/DEMP condition suggested which considers emissions to air during construction and demolition phases of development. Informative also raised on memorandum to consider good design in the interest of AQ, including EV charge points to dwellings.
NY/2022/0134/A2	Ash Disposal Site, Brotherton Ings, Brotherton, Knottingley	Consultation on Application for the approval of details reserved by condition No. 8 of planning permission C8/2021/1400/CPO	Yes	Approval Granted CEMP and Environmental Risk assessment submitted as part of application.

Planning Reference	Address	Description	AQ Assessment	Comments
		<p>in relation to a construction and environmental management plan on land at Land at Brotherton Ings Ash Disposal Site, High Street, Near Knottingley, North Yorkshire, WF11 8SQ.</p>		
<p>2022/0665/OUTM</p>	<p>Manor Farm, Chapel Street, Hambleton, Selby, North Yorkshire.</p>	<p>Outline application with all matters reserved except for means of access to, but not within, the site for the development of circa 156 dwellings and associated landscaping and infrastructure.</p>	<p>No</p>	<p>Awaiting Decision</p> <p>CEMP/DEMP condition suggested which considers emissions to air during construction and demolition phases of development.</p> <p>Informative also raised on memorandum to consider good design in the interest of AQ, including EV charge points to dwellings.</p>

Planning Reference	Address	Description	AQ Assessment	Comments
<p>NY/2022/0102/ENV</p>	<p>Land off, A63, Monk Fryston, Leeds, North Yorkshire, LS25 5LD</p>	<p>Extraction and processing of magnesian limestone, the installation and operation of a low-level aggregate processing plant with ancillary buildings and restoration by infilling of the void space with inert waste to original ground levels AT land off A63 Lumby, North Yorkshire, LS25 5LD</p>	<p>Yes</p>	<p>Awaiting Decision</p> <p>AQ Assessment submitted and reviewed as part of application. Report identifies assessment criteria, predictions of impacts and requirement for a dust management plan. Conditions recommended for employment of dust control measures and in the event of monitoring highlighting additional control measures are required; proposals for such additional measures shall be submitted to the Planning Authority for approval prior to implementation.</p>

Planning Reference	Address	Description	AQ Assessment	Comments
EN010143 – SCP	<p>Drax Power Ltd, Drax Power Station, Brigg Lane, Camblesforth, Selby, North Yorkshire, YO8 8PH</p>	<p>Application by East Yorkshire Solar Farm Limited (the Applicant) for an Order granting Development Consent for the East Yorkshire Solar Farm (the Proposed Development)</p>	<p>Yes</p>	<p>Application Scoped</p> <p>AQ Assessment submitted with application. AQMA is not likely to be affected by the proposed scheme. AQ impacts arise from construction phases which gives consideration to IAQM guidance and mitigation measures are incorporated into CEMP provided with submission.</p> <p>Following construction, the Scheme is expected to result in minimal alternation to the baseline situation, which is not disputed considering the unlikely potential for air quality impacts associated with the Grid Connection Corridor</p> <p>Overall, the report identifies negligible impact on the AQMA</p>

Planning Reference	Address	Description	AQ Assessment	Comments
				within the Selby district and air quality impacts during the construction phase will be addressed via a CEMP using suitable assessment methodology.
2022/0399/OUTM	Land at, Mill Lane, Carlton, Goole, DN14 9NB	Outline application for development for circa 150 residential dwellings with access to, but not within, the site (all other matters reserved).	No	<p>Awaiting Decision</p> <p>CEMP/DEMP condition suggested which considers emissions to air during construction and demolition phases of development.</p> <p>Informative also raised on memorandum to consider good design in the interest of AQ, including EV charge points to dwellings.</p>

Planning Reference	Address	Description	AQ Assessment	Comments
2022/0618/FULM	Land at Silver Street, Fairburn, Knottingley	Erection of 11 No Dwellings comprising an exception site of 6 No affordable and 5 No open market dwellings	No	<p>Application Refused</p> <p>CEMP/DEMP condition suggested which considers emissions to air during construction and demolition phases of development.</p>
EN01040	Camblesforth/Hirst Courtney	The installation of ground mounted solar arrays, energy storage and associated development comprising grid connection infrastructure and other infrastructure integral to the construction, operation, and maintenance of the development for the delivery of over 50 megawatts (MW) of electricity	No	<p>Application Scoped</p> <p>CEMP submitted as part of Scoping Assessment. Officer recommendations raised to consider safeguarding residential amenity of sensitive receptors during construction phases.</p> <p>During operational phase, effects from vehicular uses are expected to be negligible to AQ.</p>

Planning Reference	Address	Description	AQ Assessment	Comments
2021/1136/COU	Leeds East Airport, Busk Lane, Church Fenton, Tadcaster, LS24 9SE.	Further consultation - Change of Use to cladding research and development facility.	Yes	Approval Granted AQ Assessment submitted as part of application which concludes unlikely AQ impacts to nearby sensitive receptors and AQMA.
2022/0851/DOC	Land to South of, Main Street, Church Fenton, Tadcaster	Discharge of conditions 05 (highway details), 06 (emergency access), 08 (surface water), 16 (recording survey), 18 (site compound and on- site parking) and 19 (HGV routes and traffic management plan) of approval 2015/0615/OUT Outline application to include access for a residential development.	No	Conditions Discharged CEMP submitted as part of application. Officer raised comments regarding impacts to AQ, particularly dust emissions.

Planning Reference	Address	Description	AQ Assessment	Comments
2022/0152/FUL	Pasture Cottage, Main Street, Thorganby, York	Residential development for the construction of 5 new-build dwellings and associated garages, and demolition of existing buildings.	No	<p>Application Withdrawn</p> <p>CEMP/DEMP condition suggested which considers emissions to air during construction and demolition phases of development.</p> <p>Condition also recommended to consider good design in the interest of AQ, including EV charge points to dwellings.</p>
2022/0534/FUL	Tamwood, Station Road, Riccall, York, YO19 6QJ	Erection of 4 dwellings with associated garages/parking spaces and construction access.	No	<p>Approval Granted</p> <p>CEMP/DEMP condition suggested which considers emissions to air during construction and demolition phases of development.</p>

Planning Reference	Address	Description	AQ Assessment	Comments
2019/1339/OUT	BP Service Station, Bilbrough Top, YO23 3PP	Installation of 5 no. EV charge points, jet wash and associated infrastructure.	No	Approval Granted Application welcomed by officer in support of local EV infrastructure and AQ.
2022/0920/FUL	Village Farm, Main Street, Kelfield, York.	Erection of single dwelling and associated working and infrastructure, following demolition of existing barn.	No	Application Withdrawn CEMP/DEMP condition suggested which considers emissions to air during construction and demolition phases of development.
2022/1105/FULM	Eggborough Power Station, Selby Road, Eggborough, DN14 0BS.	Construction and operation of a battery energy storage system with an electrical output capacity of up to 500MW and associated development including substation, control building(s), electrical cabling including below ground 400kV cabling, roadways and modified accesses, site security	No	Approval Granted CEMP/DEMP condition suggested which considers emissions to air during construction and demolition phases of development.

Planning Reference	Address	Description	AQ Assessment	Comments
		infrastructure, lighting, boundary treatments and landscaping		
2022/0996/FULM	Brownfield Site, Shipyard Road Pump Station, Shipyard Road, Selby, North Yorkshire	Erection of 5 storey apartment block comprising 14 apartments with off-street parking and landscaping	No	Application Withdrawn CEMP/DEMP condition suggested which considers emissions to air during construction and demolition phases of development.
2022/1446/DEM	Eggborough Power Station, Selby Road, Eggborough, DN14 0BS.	Prior notification for demolition and site clearance of various structures, buildings, plant and equipment.	No	Approval Granted Outline DEMP submitted which considers emissions to air during demolition phases of development including monitoring and measure implementation.

Planning Reference	Address	Description	AQ Assessment	Comments
2022/1410/OUTM	Land Adjacent, St Wilfrids Drive, Brayton, Selby, North Yorkshire	Outline application for the erection of up to 95 dwellings, including affordable housing, public open space, landscaping, sustainable urban drainage system (SuDS) and vehicular access point from Barff Lane including access (all other matters reserved)	Yes	<p>Application Refused</p> <p>AQ Assessment submitted as part of application. Condition requested for installation of EV charge points to all dwellings as part of the development. Submission of CEMP prior to commencement also requested which considers emissions to air during construction phases of development.</p>

Planning Reference	Address	Description	AQ Assessment	Comments
2022/1118/FUL	Ash Tree Farm, Ings Lane, Thorganby, York	Demolition of agricultural buildings and creation of 5 No. detached houses with access via private drive utilising existing access from highway on land to south of Ash Tree Farm, Ings Lane, Thorganby.	No	Application Refused CEMP/DEMP condition suggested which considers emissions to air during construction and demolition phases of development.
2022/0099/FULM	Meadway, Selby, North Yorkshire	Demolition of existing buildings and structures, erection of a new vehicular bridge, proposed residential development with associated landscaping and infrastructure Land Off Meadway Selby North Yorkshire	Yes	Awaiting Decision AQ Assessment submitted as part of application. Assessment methodology concludes a negligible impact to local AQ including the AQMA. Condition requested for: <ul style="list-style-type: none"> - submission of an emission mitigation statement including damage cost calculation. - Installation of EV charge points to all dwellings as

Planning Reference	Address	Description	AQ Assessment	Comments
				part of the development. Submission of CEMP prior to commencement which considers emissions to air during construction phases of development.
2022/0639/DOC	Sellite Blocks Limited, The Old Quarry, Long Lane, Great Heck, Goole, DN14 0BT	Discharge of conditions 03 (CEMP biodiversity), 04 (CEMP drainage), 05 (construction environmental management plan), 06 (construction traffic management plan), 07 (ground investigation), 08 (remediation strategy), 09 (exceedance flow plan), 10 (tree protection plan), 11 (percolation testing), 12 (surface water), 13 (materials) and 14 (lighting) of approval 2020/0149/FULM Proposed erection of a foamed glass manufacturing facility including hard surfacing for material storage	Yes	Approval Granted Condition applied to submit CEMP/DEMP considering emissions to air during demolition and construction phases of development. Condition discharged following satisfactory submission. AQ Assessment submitted with full application.
2022/1364/OUT	The Rowans, Blackwood Road, Skipwith, Selby,	Outline application (with all matters	No	

Planning Reference	Address	Description	AQ Assessment	Comments
	North Yorkshire, YO8 5SE	reserved) for the demolition of existing buildings on the site and erection of 6 new dwellings with associated works		<p>Application Withdrawn</p> <p>CEMP/DEMP condition suggested which considers emissions to air during construction and demolition phases of development.</p> <p>Condition also recommended to consider good design in the interest of AQ, including EV charge points to dwellings.</p>
2021/0736/FUL	Millgate Service Station, Millgate, Selby, North Yorkshire, YO8 0LL	Demolition of existing payment kiosk and refurbishment of unused workshop to form payment area and shop	Yes	<p>Approval Granted</p> <p>AQ assessment submitted following officer request which concluded dust emissions will be not significant with appropriate site mitigation measures in place. Impact to local AQ and AQMA also deemed to be not significant.</p>

Planning Reference	Address	Description	AQ Assessment	Comments
				<p>Condition requested for submission of CEMP/DEMP considers emissions to air during demolition and construction phases of development prior to commencement.</p> <p>Anti-idling signage requested upon completion to proposed development in the interest of protecting/improving local AQ.</p> <p>2 EV charge points proposed as part of development.</p>
2022/1295/SCP	Land at, Kelbar Hill, Tadcaster, North Yorkshire	EIA Scoping request for proposed development on land at Street Record, Kelbar Hill, Tadcaster	No	<p>Application Scoped</p> <p>Scoping report concludes that AQ does not need to be included in ES - commenting officer was in agreement. AQ assessment</p>

Planning Reference	Address	Description	AQ Assessment	Comments
				requested as part of full application.
2022/1280/FUL	Black Bull Inn, Main Street, Escrick, York	Conversion of existing public house with landlords accommodation and lettable rooms to 3 no dwellings with parking	No	Approval Granted CEMP/DEMP condition suggested which considers emissions to air during construction and demolition phases of development.
2021/0616/FUL	H Barker & Son Ltd, Bowlands, Moor Lane, Bilbrough, York	Erection of an extension and alterations to an existing agricultural building and installation of a combined heat and power unit within the building to provide renewable heating and electricity for the adjacent poultry farm	Yes	Approval Granted Assessment and detailed information requested and provided regarding proposed installation.

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

Glossary of Terms

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

References

- Local Air Quality Management Technical Guidance LAQM.TG22. August 2022.
Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.
- Local Air Quality Management Policy Guidance LAQM.PG22. August 2022.
Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.
- Infrastructure for Charging Electric Vehicles – Approved Document S. April 2023.
Department for Levelling Up, Housing and Communities.