

Notice of a public meeting of

Decision Session - Combined Executive Member Decision Session

To: Councillors Kent (Executive Member for Environment and Climate Emergency) and Steels-Walshaw (Executive Member for Health, Wellbeing and Adult Social Care)

Date: Tuesday, 2 June 2026

Time: 10.00 am

Venue: West Offices, York

AGENDA

Notice to Members – Post Decision Calling In:

Members are reminded that, should they wish to call in any item* on this agenda, notice must be given to Democratic Services by **4:00pm on Tuesday, 9 June 2026**.

*With the exception of matters that have been the subject of a previous call in, require Full Council approval or are urgent which are not subject to the call-in provisions. Any items that are called in will be considered by the Corporate Scrutiny Committee.

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5:00pm on Friday, 29 May 2026**.

1. **Appointing a Chair**

To confirm arrangements for chairing the meeting as follows:

Councillor Kent, Executive Member for Environment and Climate Emergency – Agenda items 1-5, and agenda item 6, Air Quality Annual Status Report 2026.

Councillor Steels-Walshaw, Executive Member for Health, Wellbeing, and Adult Social Care – Agenda item 7, Occupational Therapy and Social Work contract – waiting lists ASC, and item 8, Urgent Business.

2. **Apologies for Absence**

To receive and note apologies for absence.

3. **Declarations of Interest**

(Pages 7 - 8)

At this point in the meeting, Members and co-opted members are asked to declare any disclosable pecuniary interest, or other registerable interest, they might have in respect of business on this agenda, if they have not already done so in advance on the Register of Interests. The disclosure must include the nature of the interest.

An interest must also be disclosed in the meeting when it becomes apparent to the member during the meeting.

[Please see attached sheet for further guidance for Members]

4. **Public Participation**

At this point in the meeting members of the public who have registered to speak can do so. Members of the public may speak on agenda items or on matters within the remit of the committee. Please note that our registration deadlines are set as 2 working days before the meeting, in order to facilitate the management of public participation at our meetings. The deadline for registering at this meeting is 5:00pm on Friday, 29 May 2026.

To register to speak please visit

www.york.gov.uk/AttendCouncilMeetings to fill in an online registration form. If you have any questions about the registration form or the meeting, please contact Democratic Services.

Contact details can be found at the foot of this agenda.

Webcasting of Public Meetings

Please note that, subject to available resources, this meeting will be webcast including any registered public speakers who have given their permission. The meeting can be viewed live and on demand at www.york.gov.uk/webcasts.

- 5. Minutes** (Pages 9 - 16)
To approve and sign the minutes of the Combined Executive Member Decision Sessions held on 14 April and 5 May 2026.
- 6. Air Quality Annual Status Report 2026** (Pages 17 - 178)
The report details the latest air quality monitoring results for York and progress on achieving measures in City of York Council's current Air Quality Action Plan to deliver further improvements in air quality.
- 7. Occupational Therapy and Social Work contract – waiting lists ASC** (Pages 179 - 214)
This report proposes options available to address the waiting list for Care Act assessments ensuring the service is assessing individuals in a timely manner and taking every opportunity to prevent, reduce and delay the need for adult social care.
- 8. Urgent Business**
Any other business which the Chair considers urgent under the Local Government Act 1972.

Democracy Officer:

Reece Williams

Contact details:

- Telephone: (01904) 55 4447
- Email: reece.williams@york.gov.uk; democratic.services@york.gov.uk

For more information about any of the following please contact the Democratic Services Officer responsible for servicing this meeting:

- Registering to speak
- Business of the meeting
- Any special arrangements
- Copies of reports and
- For receiving reports in other formats

Contact details are set out above.

Alternative formats

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我們也用您們的語言提供這個信息 (Cantonese)

এই তথ্য আপনার নিজের ভাষায় দেয়া যেতে পারে। (Bengali)

Ta informacja może być dostarczona w twoim własnym języku. (Polish)

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

یہ معلومات آپ کی اپنی زبان (ہولی) میں بھی میا کی جا سکتی ہیں۔ (Urdu)

Declarations of Interest – guidance for Members

- (1) Members must consider their interests, and act according to the following:

Type of Interest	You must
Disclosable Pecuniary Interests	Disclose the interest, not participate in the discussion or vote, and leave the meeting <u>unless</u> you have a dispensation.
Other Registrable Interests (Directly Related) OR Non-Registrable Interests (Directly Related)	Disclose the interest; speak on the item <u>only if</u> the public are also allowed to speak, but otherwise not participate in the discussion or vote, and leave the meeting <u>unless</u> you have a dispensation.
Other Registrable Interests (Affects) OR Non-Registrable Interests (Affects)	Disclose the interest; remain in the meeting, participate and vote <u>unless</u> the matter affects the financial interest or well-being: (a) to a greater extent than it affects the financial interest or well-being of a majority of inhabitants of the affected ward; and (b) a reasonable member of the public knowing all the facts would believe that it would affect your view of the wider public interest. In which case, speak on the item <u>only if</u> the public are also allowed to speak, but otherwise do not participate in the discussion or vote, and leave the meeting <u>unless</u> you have a dispensation.

- (2) Disclosable pecuniary interests relate to the Member concerned or their spouse/partner.
- (3) Members in arrears of Council Tax by more than two months must not vote in decisions on, or which might affect, budget calculations, and must disclose at the meeting that this restriction applies to them. A failure to comply with these requirements is a criminal offence under section 106 of the Local Government Finance Act 1992.

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City of York Council

Committee Minutes

Meeting	Decision Session - Combined Executive Member Decision Session
Date	14 April 2026
Present	Councillors Webb and Pavlovic
Officers in Attendance	Maxine Squire – Assistant Director, Education and Skills Matthew Boxall – Head of Public Protection Anthony Dean – Healthy and Sustainable Homes Manager

80. Appointing a Chair (10:02am)

Resolved: That the arrangements for chairing the meeting would be as follows:

Cllr Webb, Executive Member for Children, Young People and Education – Agenda items 1-6.

Cllr Pavlovic, Executive Member for Housing, Planning and Safer Communities – Agenda items 7-8.

81. Apologies for Absence (10:02am)

There were no apologies for absence.

82. Declarations of Interest (10:02am)

The Executive Members were invited to declare any personal interests not included on the Register of Interests, any prejudicial interests, or any disclosable pecuniary interests that they might have in respect of business on the agenda.

Cllr Webb declared that he worked as a teacher at Archbishop Holgate School, within the Pathfinder Trust, which was the beneficiary of one of the SEND grants discussed in item 6.

He had spoken with the Monitoring Officer, who had advised that the item called for the Executive Member to note what was already being done, and there was no new decision in that sense.

Consequently the Monitoring Officer did not feel that the Executive Member's previously declared interests precluded him from discussing this item.

83. Public Participation (10:03am)

It was noted that there had been no registrations to speak at the meeting under the Council's Public Participation Scheme.

84. Minutes (10:03am)

Resolved: That the minutes of the Combined Executive Member Decision Session held on Tuesday, 3 March 2026 be approved as a correct record.

85. SEND Capital Projects to Support Inclusion and Belonging (10:03am)

The report was presented by the Assistant Director, Education and Skills, who explained that it discussed the proposed use of the Department for Education (DfE) SEND capital grant, 2025-26 to support projects which promote inclusion in mainstream settings through adaptations to classroom and outdoor learning spaces.

The Executive Member for Children, Young People and Education welcomed the £1.7m support and the prioritisation of the best use of this support.

He thanked staff in schools for making them as inclusive as possible, giving mainstream inclusive access to ensure SEND pupils stayed with their peers and learned with their peers.

He personally welcomed the funding and

Resolved:

- i. To note the proposed use of the DfE 2025-26 SEND Capital through grant allocation to identified schools to support

adaptations of the learning environment for children and young people with SEND.

- ii. To delegate authority to the Corporate Director of Children and Education, the Director of Governance and the Director of Finance to take such steps as are necessary to develop the grant allocation process, procure, award and enter into the resulting grant agreements.

Reason: This ensures that the SEND capital schemes can be delivered in the academic year 2026/27 to improve inclusion and accessibility. The use of the capital funding supports the delivery of the local SEND reform plan.

86. Formal Enforcement Action (January to December 2025), New Single Use Vape and Renters Rights Enforcement Provisions (10:13am)

Cllr Webb left the meeting at 10:13am.

The Executive Member for Housing, Planning and Safer Communities introduced and noted that this item fell under both his portfolio and that of the Executive Member for Environment and Climate Emergency. He advised that he was taking lead on this, since his portfolio dealt with enforcement.

The Head of Public Protection introduced the report, and discussed the vaping and prosecution aspects.

The Executive Member for Housing, Planning and Safer Communities asked for an outline the work officers had undertaken regarding the sale of vapes.

The Head of Public Protection advised that his team had undertaken routine test purchasing exercises using underage volunteers to attempt to buy vapes in shops rumoured to be selling to children, as well as actually seizing illegal vapes and illegal tobacco from shops selling these products.

The Healthy and Sustainable Homes manager then spoke about the renter's rights side of the issue, which would come into effect from 1 May 2026.

The Executive Member also asked about North Yorkshire undertaking training events for landlords on the Renters Rights Act, and what similar action had been done in York.

The Healthy and Sustainable Homes Manager answered that York had conducted several such events (including one on the morning of the decision session) and worked closely with the Landlords Association. Comprehensive work to ensure understanding and compliance was being undertaken.

Officers advised that bullet point 4 contained a typographical error stating 1 May 2027 (this should have been 2026). The official document had the correct date but the report presented to the Executive Members contained the error, which was noted.

The Executive Member thereby

Resolved:

- i. To note the enforcement action undertaken by Public Protection, the National Trading Standards teams, and the Healthy and Sustainable Homes Service.
- ii. To approve the updated enforcement policy to include offences under the new single use vapes and renters' right legislation.
- iii. To approve the use of fixed monetary penalty notices and the other enforcement provisions in relation to single use vapes in line with the guidelines.
- iv. Approve the use of fixed penalty notices and the other enforcement provisions in relation to the Renters' Rights Act 2025, Protection from Eviction Act 1977, Housing Act 1988, Housing Act 2004, Housing and Planning Act 2016, The Electrical Safety Standards in the Private Rented Sector (England) Regulations 2020, and The Electrical Safety Standards in the Private Rented Sector (England) (Amendment) (Extension to the Social Rented Sector) Regulations 2025, in line with the new Housing Civil Penalties Policy for offences on or after 1 May 2026.

Reason: To ensure enforcement activity undertaken by Public Protection, the National Trading Standards teams, and the Healthy and Sustainable Homes Service, has been reviewed in accordance with the council's enforcement policy and enable

officers to issue fixed monetary penalty notices and the other enforcement provisions to help prevent the sale of illegal single use vapes and enable offices to issue civil penalty notices for new offences under the Renters' Rights Act 2025, in addition to those already used by the Healthy and Sustainable Homes Service under the Housing and Planning Act 2016, Housing Act 1988, Protection from Eviction Act 1977, and The Electrical Safety Standards in the Private Rented Sector (England) Regulations 2020 and The Electrical Safety Standards in the Private Rented Sector (England) (Amendment) (Extension to the Social Rented Sector) Regulations 2025.

Cllrs Webb and Pavlovic, Chairs

[The meeting started at 10.00 am and finished at 10.41 am].

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Meeting	Decision Session - Combined Executive Member Decision Session
Date	5 May 2026
Present	Councillor Kent (Executive Member for Environment and Climate Emergency)
Apologies	None

1. Appointing a Chair (10:00am)

Cllr Kent was appointed as Chair for the Decision Session.

2. Apologies for Absence (10:00am)

There were no apologies for absence.

3. Declarations of Interest (10:00am)

The Executive Member was invited to declare any personal interests not included on the Register of Interests, any prejudicial interests, or any disclosable pecuniary interests that they might have in respect of business on the agenda. None were declared.

4. Public Participation (10:00am)

It was noted that there had been no one registration to speak at the meeting under the Council's Public Participation Scheme.

Flick Williams spoke on agenda item 6 Energy Independence. She noted that she had photo voltaic (PV) panels installed on her property in 2011. She expressed concern that because there were not enough rooftops for PV panels, land would be taken from agricultural sites for solar parks. She noted her concerns regarding the project for energy independence.

5. Minutes (10:04am)

Resolved: That the approval of the minutes held on 14 April 2026 be deferred until the next Combined Decision Session.

6. Energy Independence (10:04am)

The Executive Member considered a report that explored the potential for York to achieve energy independence through a combination of energy efficiency and new renewable generation. The report also considered the associated benefits, challenges, progress to date and required future activity to meet energy independence. The Chief Strategy Officer outlined the report. She explained that energy independence had its opportunities and challenges, which she detailed. She noted that York had the opportunity to move towards energy independence, and she explained the project pipeline.

The Executive Member welcomed the report. She noted the associated risks for energy independence and the need to have the right developments in the right places. She noted a number of projects that had been completed since 2023 and future planned activities. She observed the map for ground mounted solar as being indicative only and the commitment to the local nature recovery strategy. She highlighted the government Warm Homes Plan and noted where energy support could be sought from residents. She then:

Resolved:

- i. That the goal for York to become the UK's first net exporter of renewable energy, associated challenges, progress to date and planned activity be noted.
- ii. That approval be given to accept grant funding from the Mayoral Combined Authority to:
 - Complete a full business case for a Green Energy Park at Harewood Whin (£200k)
 - Complete a techno-economic feasibility study for a city centre heat network (£100k)
 - Provide staff capacity to support delivery of the Energy Generation

Reason: To make York able to meet its energy needs entirely through local generation, without relying on external sources.

Cllr Kent, Chair

[The meeting started at 10.00 am and finished at 10.13 am].



Meeting:	Combined Executive Member Decision Session
Meeting date:	2 June 2026
Report of:	Dave Atkinson, Director of Environmental and Regulatory Services
Portfolio of:	Councillor Kent, Executive Member for Environment and Climate Emergency

Decision Report: Air Quality Annual Status Report 2026

Subject of Report

1. The report details the latest (2025) air quality monitoring results for York and progress on achieving measures in City of York Council's (CYC) current Air Quality Action Plan (AQAP4) to deliver further improvements in air quality.
2. The Executive Member is asked to note the contents of the report including the trends in air pollution in recent years and approve the submission of the Annual Status Report (ASR) to the Department for Environment, Food and Rural Affairs (DEFRA) for formal appraisal, in line with statutory guidance. The full 2026 ASR is included at **Annex A**.
3. The latest air quality monitoring results can be summarised as follows:
 - No monitoring locations recorded annual mean NO₂ concentrations of 40µg/m³ or above in city centre Air Quality Management Area (AQMA) in 2025. This is the second year since the pandemic that all CYC monitoring sites have achieved compliance with health-based objectives (2024 and 2025).
 - Significantly lower NO₂ concentrations across the AQMA observed in 2024 have been sustained into 2025, with further improvements seen in some areas, particularly with regards to the maximum concentrations of NO₂ recorded in key locations around the inner ring road.

- Maximum annual mean concentrations of NO₂ decreased between 2024 and 2025 in all areas of the AQMA apart from Fishergate / Paragon Street and ranged from 3.9% lower around Gillygate / Bootham to 10.6% lower around Holgate / Blossom Street. In the Fishergate / Paragon Street area maximum concentrations of NO₂ increased by 2.5% between 2024 and 2025. Maximum concentrations of NO₂ monitored in most areas are the lowest recorded in over 15 years of monitoring (the lowest recorded concentrations of NO₂ in the Fishergate / Paragon Street area were observed in 2024).
- Whilst concentrations of NO₂ monitored at all continuous monitoring sites in 2025 are not uniformly lower than in 2024, the overall long-term trend (taking into account both continuous monitoring and wider diffusion tube monitoring across the AQMA) suggests a continued downward trajectory in NO₂ pollution levels across York's area since 2012.
- The highest concentration of NO₂ recorded at a location representative of long-term public exposure in 2025 was 29.9µg/m³ near the junction of Gillygate and Bootham. This is well within the health-based objective of 40µg/m³ and reflects a further improvement on 2024 for both Gillygate and across the wider area of York, where maximum NO₂ concentrations of 32.4µg/m³ were monitored around Blossom Street.
- Maximum annual mean concentrations of NO₂ in the former Fulford Road and Salisbury Terrace AQMA's remain well within the health-based objectives and have also fallen further in 2025 compared with earlier years.
- Concentrations of particulates (PM₁₀ and PM_{2.5}) remain within the current (and recently strengthened) health-based air quality objectives for these pollutants. Whilst there is a general downward trend in particulate matter concentrations in York over the last 10+ years, recent years have displayed greater volatility. CYC's Air Quality Action Plan (AQAP4) contains measures to reduce local sources of particulate matter further in York.

4. Following adoption of a new Air Quality Action Plan (AQAP4) by CYC's Executive in July 2024, York has made notable progress in improving air quality throughout 2025, building on previous efforts and introducing new initiatives to tackle pollution and enhance public health.
- **Bus service improvements** - we worked in partnership with bus operators to improve bus services across the city. In June 2025, CYC's bus improvement programme celebrated a major milestone with the news that over one million £1 fares have been sold to young people since September 2023.
 - **Taxis** - we continued to work with the taxi trade to encourage the transition to low emission taxis within the city, following the introduction of CYC's new Taxi Licensing Policy in 2024. By the end of 2025, 45% of CYC licensed taxis were using low emission petrol hybrid or zero tailpipe emission electric vehicles.
 - **CYC Fleet** - we continued our phased EV fleet replacement programme for vehicles under 3.5 tonnes. At the end of 2025, 77% of CYC's operational car/van fleet were electric or plug-in hybrid electric vehicles. We also progressed further upgrades of our heavy fleet vehicles over 3.5 tonnes, which now includes 2 electric refuse trucks, 6 electric pick-ups and 2 electric pedestrian sweepers.
 - **Expansion of Smoke Control Area (SCA)** – In April 2025, we consulted on a proposal to expand the existing Smoke Control Area to cover all areas with council boundaries. CYC's Executive approved this expansion in March 2026, that will come into operation on 1 November 2026. The SCA expansion will introduce new rules to ensure only the cleanest fuels and stoves can be used across York.
 - **National Clean Air Day / Clean Air Night** - we supported National Clean Air Day (June 2025) and Clean Air Night (January 2025 and 2026), raising awareness of the links between pollution and health and encouraging continued action by York residents and businesses.

- **Gillygate trial** – we completed a year-long trial aimed at improving air quality on Gillygate. The trial involved changes to traffic light sequencing to reduce standing traffic and emissions. The project also aimed to create a safer environment for pedestrians, wheelchair users and cyclists. The trial's progress and impact on air quality and journey times were monitored throughout 2025.
 - **Planning and Development** - in line with CYC's Low Emission Planning Guidance, we continued to ensure that emissions and air quality impacts from new developments were appropriately assessed and mitigated, exposure to poor air quality was reduced via good design practices and new private trips were minimised via sustainable transport opportunities.
 - **Pollution Forecasting Service** – we continued to promote our DEFRA funded pollution forecasting and alert service (York Air Alert), which received 18,252 visits in 2025 (with over 30,000 visits to date since the launch). The service sends free air pollution alerts and health advice to those most likely to be affected by air pollution to help them minimise their exposure when pollution episodes are forecast.
 - **Anti-idling initiatives** - we continued to promote our 'Kick the Habit' anti-idling campaign on Clean Air Day and throughout 2025 and worked with partners to reduce the incidence of vehicle idling across the city.
 - **Carbon Negative Challenge Fund (CNCF)** – we were awarded funding through the York and North Yorkshire Combined Authority's Carbon Negative Challenge Fund to undertake indoor air quality monitoring and health assessment studies to consider the real-world impacts of retrofit interventions progressed through the Warm Homes Grant (WHG).
 - **Other measures** - a number of additional complimentary air quality initiatives were delivered in 2025 through CYC's transport and carbon reduction work programmes.
5. Further details of all the above measures are provided in this report and the main Annual Status Report at **Annex A**.

Benefits and Challenges

6. Producing an Annual Air Quality Status Report (ASR) is required under the Local Air Quality Management regime, as specified by the Environment Act 1995 (as amended by the Environment Act 2021) and subsequent regulations. It also ensures local transparency with respect to publication of air quality data and progress with measures in CYC's current Air Quality Action Plan.
7. Not submitting an ASR to DEFRA for appraisal within the required timescales would mean that CYC is not fulfilling statutory requirements.

Policy Basis for Decision

8. The ASR has been produced as part of our statutory duties required by the Local Air Quality Management framework under the Environment Act 1995 (as amended) and provides an update on CYC's latest Air Quality Action Plan (AQAP4). CYC's AQAP is fully aligned to the Council Plan and reflects ambitions contained within our 10-Year Strategies covering climate, health and wellbeing and the economy.

Financial Strategy Implications

9. There are no specific financial implications associated with submission of the ASR to DEFRA, but delivery of measures to improve air quality will require both capital and revenue funding. Ongoing monitoring of air quality in the city also requires ongoing revenue funding. Any request for funding will follow the council's budgetary (capital & revenue) process.

Recommendation and Reasons

10. The Executive Member is asked to:
 - Note the contents of the report (including the trends in air pollution in recent years and progress made with delivery of measures in CYC's Fourth Air Quality Action Plan) and approve the Annual Status Report and its submission to DEFRA in line with statutory requirements.

Reason: to ensure that the Executive Member is aware of current air quality position in the city and progress made with air quality improvement measures.

Background

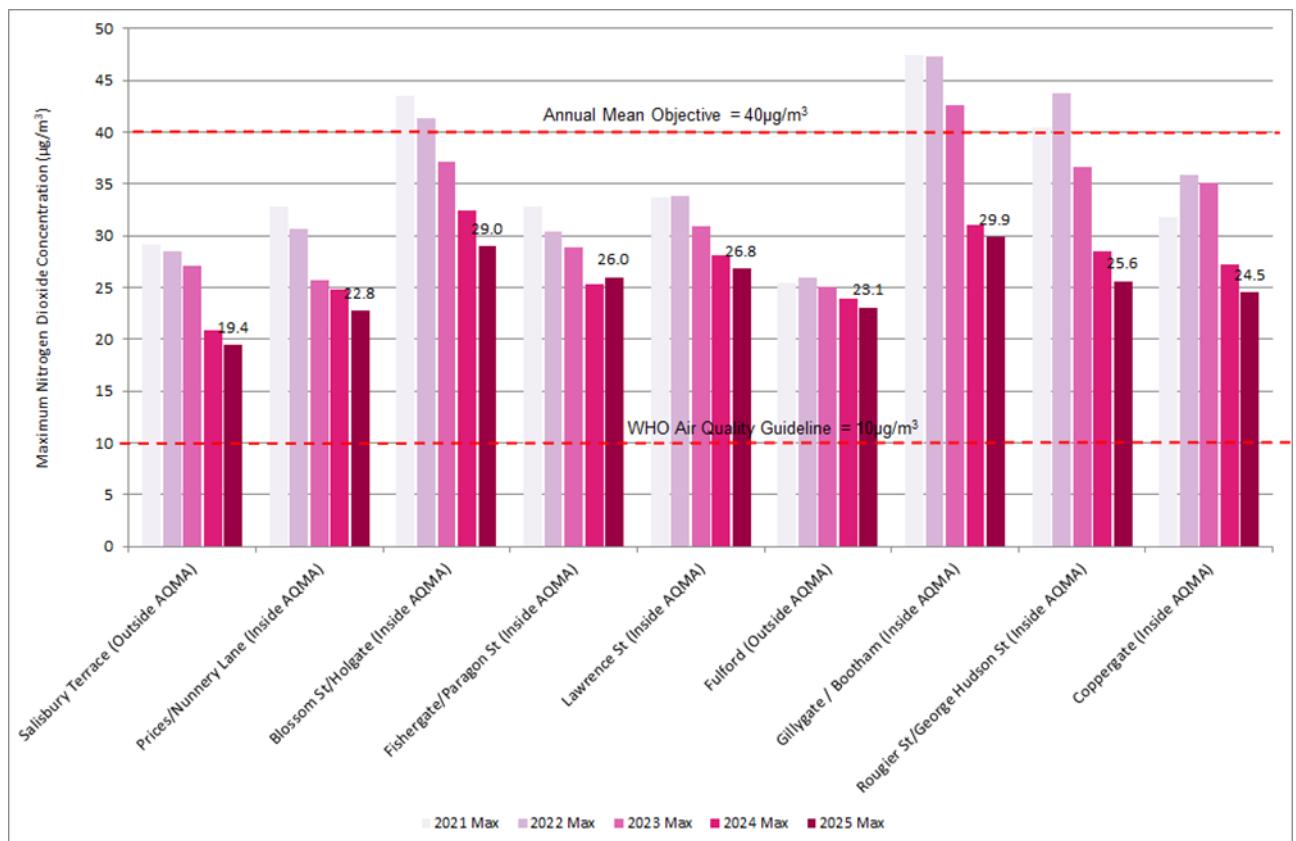
11. Annual Status Reports (ASRs) were introduced to aid transparency, increase accessibility of air quality to the wider public and encourage buy-in to delivering air quality improvement measures by those best placed to assist (e.g. Directors of Public Health and Transport).
12. This report provides an update on air quality in York (2025 calendar year), including progress on delivery of measures within CYC's Air Quality Action Plan (AQAP4), prior to submission of this year's ASR to DEFRA. The full Annual Status Report is included at **Annex A**.
13. Breathing polluted air damages our health and costs the NHS and society billions of pounds every year. Air pollution is recognised as a contributing factor in the onset of heart disease and cancer and can cause a range of health impacts, including effects on lung function, exacerbation of asthma, increases in hospital admissions and mortality.
14. Air pollution particularly affects the most vulnerable in society, children, the elderly, and those with existing heart and lung conditions. Low-income communities are also disproportionately impacted by poor air quality, exacerbating health and social inequalities.
15. Historical monitoring of air quality across the city identified some areas of the city centre, around the inner ring road, where long term annual average nitrogen dioxide (NO₂) levels were above health-based objectives. This became the city centre Air Quality Management Area (AQMA). Other AQMAs declared in Fulford and on Salisbury Terrace were revoked in 2020 and 2017 respectively due to air quality improvements.
16. CYC has a statutory duty to try to reduce NO₂ concentrations within the remaining city centre AQMA and additional obligations in relation to the protection of public health and reduction of greenhouse gas emissions. The main air pollutants of concern in York are NO₂ and particulate matter (PM). Previous source apportionment work has suggested that traffic is responsible for around 50-70% of the total NO₂. Road transport is also a source of PM emissions, although its contribution is less than half that of domestic burning of solid fuels in closed stoves and open fires.

Air Quality Monitoring Update

17. Monitoring of NO₂ and other pollutants has been undertaken across York since 1999. In addition to fulfilling statutory air quality monitoring requirements, monitoring air pollution across the city can assist with the evaluation of air quality improvement, planning and transport measures.
18. The latest air pollution monitoring data and indicators for 2025, summarised in this report, indicate that the significantly lower NO₂ concentrations in the AQMA observed in 2024 have been sustained into 2025, with improvements seen in some areas with respect to the maximum annual mean concentrations of NO₂ recorded in key locations.
19. There were no monitoring locations that measured annual mean NO₂ concentrations of 40µg/m³ or above in 2025. This is the second year since the pandemic that all CYC monitoring sites have achieved compliance with health-based objectives (2024 and 2025).
20. The highest concentration of NO₂ recorded at a location representative of long-term public exposure in 2025 was 29.9µg/m³ near the junction of Gillygate and Bootham. This is well within the health-based objective of 40µg/m³ and reflects a further improvement since 2024 in both the Gillygate area and across the wider area of York, where maximum NO₂ concentrations of 32.4µg/m³ were monitored at a relevant location on Blossom Street.
21. Improvements in annual mean NO₂ monitored at roadside continuous monitoring sites were observed between 2024 and 2025 at Holgate Road (9.6% improvement), Gillygate (3.6% improvement) and Lawrence Street (7.8% improvement). In contrast, annual mean NO₂ concentrations increased between 2024 and 2025 at Fishergate (3.2% increase), Nunnery Lane (0.5% increase), Heworth Green (8.6% increase) and Fulford Road (2.1% increase). Annual mean background concentrations of NO₂ monitored at Bootham Park Hospital (City of York Council's urban background monitoring site) also increased by 2.4% between 2024 and 2025.

22. Whilst concentrations of NO₂ monitored at continuous monitoring sites in 2025 are not uniformly lower than in 2024, the overall long-term trend (taking into account both continuous monitoring data and wider diffusion tube monitoring data) suggests a continued downward trajectory in pollution levels across much of York's area since 2012.
23. Maximum annual mean concentrations of NO₂ monitored at relevant locations across the current AQMA were 29.9µg/m³ (Gillygate / Bootham), 25.6µg/m³ (George Hudson St / Rougier St), 29.0µg/m³ (Holgate / Blossom Street), 26.8µg/m³ (Lawrence St), 26.0µg/m³ (Fishergate / Paragon St), 22.8µg/m³ (Prices Lane/Nunnery Lane) and 24.5µg/m³ (Coppergate). With the exception of the Fishergate / Paragon Street area, where maximum concentrations increased by 2.5% between 2024 and 2025, maximum concentrations of NO₂ decreased in all other areas between 2024 and 2025 and ranged from 3.9% lower around Gillygate / Bootham to 10.6% lower around Holgate / Blossom Street.
24. Concentrations of NO₂ monitored in the (now revoked) Fulford Road and Salisbury Terrace AQMAs in 2025 continue to be well within the annual mean objective of 40µg/m³. This supports the decision to revoke these AQMAs as discussed in previous Annual Status Reports and implemented in February 2020 (Fulford Road) and December 2017 (Salisbury Terrace).

25. The maximum annual mean NO₂ concentrations monitored (at relevant locations¹) in keys areas across the city centre AQMA are captured by Performance Indicator CAN028. Trends over the last 5 years are shown below in Figure 1:



Note: Areas covered by the former AQMAs at Salisbury Terrace and Fulford Road are shown for information only.

26. Maximum concentrations of NO₂ across all areas of the AQMA in 2025 were below the annual mean NO₂ objective and decreased between 2024 and 2025 in all areas apart from Fishergate / Paragon Street (where maximum concentrations increased by 2.5%).
27. The greatest improvement in 2025 was observed in the Blossom Street / Holgate Road area, where maximum concentrations of NO₂ improved by 10.6% between 2024 and 2025. Maximum concentrations of NO₂ monitored across all areas except Fishergate / Paragon Street are the lowest recorded in 15 years of monitoring (the lowest recorded concentrations of NO₂ in the Fishergate / Paragon Street area were observed in 2024).

¹ A relevant location is an outdoor, non-occupational location (e.g. facade of a residential dwelling) where members of the public may be exposed to poor air quality

Ongoing monitoring will determine whether the previous downward trajectory resumes during 2026/27 in the Fishergate area.

Monitoring of Particulate Matter (PM₁₀ and PM_{2.5})

28. CYC monitored particulate (PM₁₀) at three sites (Bootham, Fishergate and Plantation Drive) and fine particulate (PM_{2.5}) at four sites (Bootham, Fishergate, Gillygate and Holgate Road) in 2025. National health-based air quality objectives for PM₁₀ and PM_{2.5} are currently met in York. The highest annual mean levels of PM₁₀ and PM_{2.5} monitored in York during 2025 were 17.0µg/m³ (at Plantation Drive) and 9.6µg/m³ (at Gillygate) respectively. Along with many areas of the UK, these concentrations are above World Health Organisation (WHO) guidelines for these pollutants, which have been strengthened to 15µg/m³ (PM₁₀) and 5µg/m³ (PM_{2.5}). The new guidelines are significantly more stringent than current UK Air Quality Objectives and do not currently apply in UK law. The new guidelines reflect the large body of evidence produced in recent years of the harm caused by much lower levels of pollution than previously thought. WHO recognise these are challenging public health recommendations and that achieving the guideline levels would be the ultimate goal. CYC's latest Air Quality Action plan commits to work towards WHO Guidelines in the longer term for all pollutants.
29. The maximum PM₁₀ concentration of 17.0µg/m³ monitored in 2025 is below the maximum concentration of 17.8µg/m³ monitored in 2024 (also at Plantation Drive). The maximum PM_{2.5} concentration of 9.6µg/m³ monitored in 2025 is above the maximum concentration of 9.0µg/m³ monitored in 2024 (also at Gillygate). Whilst there is a general downward trend in particulate matter concentrations in York over the last 10+ years, Figures 2 and 3 show that trends in recent years have displayed greater volatility. CYC will continue to address both PM and NO₂ concentrations through measures in its Air Quality Action Plan.

Figure 2: Trends in Annual Mean PM₁₀



Figure 3: Trends in Annual Mean PM_{2.5}



30. Short term trends and annual variation in PM does not necessarily reflect those seen with nitrogen dioxide as they are less dominated by local sources of pollution. Transport in York produces between 50-70% of total NO_x emissions (which become NO₂) but is only responsible for around 15% and 17% of PM₁₀ and PM_{2.5} emissions respectively; the rest is from background sources and other sources such as domestic and commercial heating, nature, waste and agriculture.
31. AQAP4 includes actions that will contribute to local reductions in PM concentrations. Some examples include the continued phasing out of diesel buses and other diesel vehicles and machinery, reducing particulate emissions from domestic and commercial heating, reducing emissions during construction and operation of new developments, improving public awareness of domestic solid fuel burning practices, particulate emissions and associated health impacts. CYC continue to enforce existing smoke control areas to reduce particulate emissions and nuisance and has recently approved expansion of the SCA to cover the whole of York².

Actions to improve air quality

32. CYC has made air quality improvements in 2025, building on previous efforts and introducing new initiatives to tackle pollution and enhance public health. Key developments include:
33. **Buses** - In June 2025, CYC's bus improvement programme celebrated a major milestone with the news that over one million £1 fares have been sold to young people since September 2023. The fare subsidy aims to improve access to education, work and leisure. The scheme was launched as part of the city's Bus Service Improvement Plan (BSIP) funded by central government; between 2023 and 2025 it was managed by CYC working with all six of York's bus operators, and from 1 April 2025 the funds have been managed by York and North Yorkshire Combined Authority. Figures released in February 2025 showed that 2024 was the busiest year for York's Park and Ride since 2017, with the total number of journeys exceeding 4.5 million, almost one million higher than in 2023. CYC estimates that people boarding at Park and Ride sites in December resulted in over 61,700 cars not travelling into central York.

² See Executive meeting <https://democracy.york.gov.uk/mgAi.aspx?ID=72172>

34. **Taxis** – we continued to work with the taxi trade to encourage the transition to low emission taxis within the city, following the introduction of CYC’s new Taxi Licensing Policy in late 2024. In previous years, CYC has supported York licensed taxi drivers with purchase and operational costs for low or zero-emission vehicles using DEFRA grant funding. By the end of 2025, 45% of CYC licensed taxis were using low emission petrol hybrid or zero tailpipe emission electric vehicles. The full extent of CYC’s new Taxi Licensing Policy will come into effect in November 2027, when a 10-year age limit will apply to all licence renewals. CYC will continue to work with proprietors to encourage the uptake of low and zero emission vehicles compliant with the new policy.
35. **CYC Fleet** - the council fleet includes a diverse range of vehicles from small vans and cars to larger heavy goods vehicles. Throughout 2025, we continued our phased EV fleet replacement programme for vehicles under 3.5 tonnes. By the end of 2025, 77% of CYC’s operational car/van fleet were electric or plug-in hybrid electric vehicles. We also progressed further upgrades of our heavy fleet vehicles over 3.5 tonnes, which now includes 2 electric refuse trucks, 6 electric pick-ups and 2 electric pedestrian sweepers.
36. **Consultation on extending CYC’s Smoke Control Area (SCA)** - In April 2025, residents and businesses were invited to share their views on a proposal to expand York’s existing SCA to cover all areas within council boundaries. The proposals will require all residents and businesses to take responsibility for the fuel they burn to minimise smoke and air pollution and improve health and wellbeing for all residents. CYC’s Executive approved this expansion in March 2026, that will come into effect on 1 November 2026. Expansion of the SCA will be supported by a communications campaign to ensure that residents are aware of the new legal requirements. This work reinforces CYC’s existing DEFRA funded ‘Fuel for Thought’ campaign that aims to raise awareness of the links between burning solid fuels, pollution and health and provides advice on alternative, cleaner methods of heating.
37. **National Clean Air Day / Clean Air Night** - CYC supported National Clean Air Day (June 2025) and Clean Air Night (January 2025 and 2026), raising awareness of the links between pollution and health and encouraging continued action by York residents and businesses.

38. **Gillygate trial** – a year-long trial aimed at improving air quality on Gillygate progressed throughout 2025. The trial involved changes to traffic light sequencing to reduce standing traffic and emissions. The project also aimed to create a safer environment for pedestrians, wheelchair users and cyclists. A review of the Gillygate air quality data for 2025 has shown that the trial has brought about further reductions in emissions compared with earlier years. Annual mean concentrations of NO₂ monitored in 2025 at the Gillygate automatic monitor are 3.5% lower than 2024 are the lowest recorded to date. A full evaluation of the trial, including wider traffic impacts, is currently being undertaken, with a permanent change to the traffic light sequencing subject to further Executive Member approval; a further report is expected later in 2026.
39. **Planning and Development** – in line with CYC's Low Emission Planning Guidance, we continued to ensure that emissions and air quality impacts from new developments were appropriately assessed and mitigated, exposure to poor air quality was reduced via good design practices and that new private trips were minimised via the provision of sustainable transport opportunities.
40. **Pollution Forecasting Service** – following the launch of CYC's DEFRA funded pollution forecasting and alert service in 2024, the York Air Alert website received 18,252 visits throughout 2025 (with over 25,000 visits since the launch). The service sends free air pollution alerts and health advice to those most likely to be affected by air pollution to help them minimise their exposure when pollution episodes are forecast. Alerts give advanced warning of when air pollution is expected to be higher than usual, up to 3 days ahead. Subscribers can receive air quality alerts by text, email or voicemail for different areas of York, depending on where they live or work. In a subscriber survey undertaken in August 2025, 95% of respondents said that the service was useful to them, with 64% of respondents saying they took action to reduce either their own exposure, or the exposure of someone they provided cared for.

41. **Anti-idling initiatives** - we continued to promote our 'Kick the Habit' anti-idling campaign on Clean Air Day and throughout 2025 and worked with partners to reduce the incidence of vehicle idling across the city. The campaign sets out to encourage people to think about the importance of clean air and the impact that this has on them, their health and those around them. Work in 2025 reinforces action in previous years, including the erection of permanent anti-idling signage in all CYC owned car parks, at most city centre bus stops, taxi ranks and at other key locations across the city. In 2025, we issued further guidance to residents around vehicle idling during winter months and how to minimise idling while defrosting windscreens.
42. **Carbon Negative Challenge Fund (CNCF)** – CYC was awarded funding in 2025 through the York and North Yorkshire Combined Authority's Carbon Negative Challenge Fund to undertake indoor air quality monitoring and health assessment studies to consider the real-world impacts of retrofit interventions progressed through the Warm Homes Grant (WHG). The project will provide further insight into any unintended consequences of energy efficiency measures (such as reduced ventilation) that could exacerbate issues like damp and mould that disproportionately affect vulnerable residents. Funding will also be used to facilitate the replacement of gas cookers with electric alternatives, to improve energy efficiency and reduce emissions. It is anticipated that the project will create a replicable model for integrating indoor air quality monitoring into regional retrofit programmes, helping to de-risk future investment and build public confidence. It directly supports the region's carbon negative goals by ensuring that retrofit measures deliver not only carbon savings but also safe, healthy living environments.
43. Complementary air quality initiatives were also delivered in 2025 through CYC's transport and carbon reduction work programmes. A full overview of these measures is provided in the main Annual Status Report (see **Annex A**).

Priorities

44. CYC's priorities for the coming year are:
45. **Progress development of York's transport policies** – CYC's Local Transport Strategy sets out a vision for a healthier, more sustainable and better-connected city. Our Transport Implementation Plan (2024-2026) details the measures that will enable us to turn that vision into a reality and build the foundations for our Movement and Place Plan, which will map out connected networks for all modes of travel. The Implementation Plan will be refreshed 2026, with a continued focus on reducing car dependency and improving sustainable travel. We will also explore opportunities to improve freight and logistics to ensure that York's businesses have efficient access for their supplies, goods and services, while at the same time reducing the impact of heavy lorries and light goods vehicles on carbon emissions, air pollution, safety and damage to heritage.
46. **Continue to progress upgrades to bus services and infrastructure** (including further electrification) – we will continue with our programme to electrify the bus network, aiming to completely electrify the network by 2028 (subject to funding). Having consulted with the public between Nov 2025 – Jan 2026 on a new bus priority route through central York, we aim to implement the 'Rougier Route' scheme for a trial 18-month period during Summer 2026 under an Experimental Traffic Regulation Order (ETRO), which will also act as Phase 2 of the consultation, allowing minor amendments to be made to the project if needed. The project will not only improve bus service reliability and enhance air quality along the corridor but will provide safer walking and cycling routes into the heart of York city centre.
47. **Sustainable Travel / Reducing car dependency** – we will continue to focus staff resource on promoting sustainable transport, utilising grants and developer contributions where available to provide advice to residents, employers and developers about how to make the most of active modes and public transport. This will involve a programme of travel plans for individuals, schools, businesses and new developments. We will support sustainable travel events including community walks, cycle rides and car-free days and will continue to investigate 'micro-mobility' schemes (with the intention of replacing the TEIR mobility scheme that ended in 2024).

48. **Indoor air quality monitoring** – we will progress indoor air quality monitoring and conduct health assessments to consider real-world impacts of retrofit interventions progressed through CYC's Warm Homes Grant (WHG). The project, funded through York and North Yorkshire Combined Authority's Carbon Negative Challenge Fund will provide further insight into any unintended consequences of energy efficiency measures that could exacerbate issues like damp and mould that disproportionately affect vulnerable residents.
49. **Continue to address idling emissions** – CYC will continue to investigate complaints of idling and raise awareness of the links between idling emissions and health in line with CYC's existing 'Kick the Habit' anti-idling campaign.
50. **Continue to reduce emissions from taxis through implementation of new Licensing Policy** - The council's Hackney Carriage and Private Hire Licensing Policy was approved by Council on 21 November 2024 and came into force on 22 November 2024. The policy will introduce an age limit and minimum emission standard for York's operational taxi fleet which will see a gradual change in the operational taxi fleet, as vehicle licenses are renewed and as vehicles become too old to operate in the city. CYC will continue to keep abreast of national grant opportunities for low emission taxis and provide advice to operators / drivers.
51. **Reduce emissions from new development** – we will continue to work with developers to ensure development related emissions are appropriately assessed and mitigated, exposure to poor air quality is reduced via good design practices and that new private trips are minimised via provision of opportunities for sustainable transport. We will continue to encourage walking, cycling and low emission public transport use, which have co-benefits for health and wellbeing.
52. **Street Trading** – we will work towards implementing a formal Street Trading Policy to replace and strengthen existing informal guidelines for street trading activities in the city. To further reduce emissions from vehicles or ancillary equipment associated with such activities, it is anticipated that the new policy will introduce new requirements around the use of generators and for any vehicles that are required to be kept running for the purpose of providing power in connection with the licensed street trading activity.

53. **Expansion of strategic EV charging network** – we will continue with our EV charging programme and actively monitor plug-in vehicle uptake in the city to ensure our charging network remains fit for purpose. York has a developing network of electric vehicle charging points positioned in car parks, Park & Ride sites and at dedicated Hyper Hub charging sites. CYC's new EV Charging Strategy is being developed in partnership with the Energy Saving Trust and is due for publication in 2026. The EV strategy aligns with the broader Local Transport Strategy, with an updated Implementation Plan scheduled for publication in the second half of 2026.
54. **Improving public awareness of air pollution** – we will continue to raise awareness of local initiatives and campaigns aimed at improving local air quality such as our DEFRA funded air pollution forecasting and alert platform and our 'Fuel for Thought' and 'Kick the Habit' campaigns. We will seek to improve awareness of the links between air pollution and health impacts generally to support CYC's ongoing LAQM and public health work.
55. **Further controls to address fine particulate emissions** – following public consultation and subsequent approval by CYC's Executive, we will expand our Smoke Control Area to cover the whole of York area to improve air quality and health. We will continue to improve public awareness of the links between domestic solid fuel burning, particulate emissions and health impacts and take a proportionate approach to enforcement of Smoke Control Order contraventions, in line with our adopted Enforcement Policy.

Consultation Analysis

56. Local authorities must submit an ASR to DEFRA each year. Whilst no consultation outside CYC has been undertaken specifically for the purposes of compiling the ASR, the report will be considered in public by CYC's Executive Member for Environment and Climate Emergency, before submission to DEFRA.

Options Analysis and Evidential Basis

57. The Executive Member is asked to note the contents of this report, including the trends in air pollution in recent years and progress with air quality improvement measures to support and complement other key CYC strategies. The Executive member is also asked to approve the submission of the full ASR to DEFRA for formal appraisal.

58. DEFRA's Local Air Quality Management (LAQM) Policy Guidance (PG22) and Technical Guidance (TG22) outline the process that should be followed by local authorities with respect to LAQM, including the annual submission of ASRs by the end of June of the relevant year.

Organisational Impact and Implications

59. The various implication of this report are summarised as follows:

Financial

60. This report has no direct financial implications. However, implementation of air quality improvement measures will require both capital and revenue funding. Ongoing monitoring of air quality in the city, including continuation of monitoring in previous AQMA areas, also requires ongoing revenue funding. If additional capital funding is required, this will need to be requested during the budget setting process.

Human Resources (HR)

61. There are no HR implications.

Legal

62. Under the Environment Act 1995 (as amended by the Environment Act 2021) and subsequent regulations, CYC has a statutory duty to periodically review the air quality within its area and to designate AQMAs where air quality objectives are not being achieved or are not likely to be achieved. Once an AQMA has been designated there is a duty to carry out an assessment and prepare an Air Quality Action Plan. DEFRA have issued statutory guidance to which councils must have regard in exercising these functions. This includes annual reporting on progress with delivery of AQAPs via Annual Status Reports.

Procurement

63. Whilst there are no direct procurement implications relating to the report itself, should any priorities require procurement, all works and/or services must be procured via a compliant, open, transparent, and fair process in accordance with the council's Contract Procedure Rules and where applicable, the Procurement Act 2023. Further advice regarding the procurement process and development of procurement strategies must be sought from the Commercial Procurement team.

Health and Wellbeing

64. Measures to reduce emissions and improve air quality support CYC's health and wellbeing priorities which aim to tackle health inequalities and promote healthy lifestyles. AQAP4 has been developed in consultation with Public Health and supports the aims of the council's Health and Wellbeing Strategy by minimising and reducing public exposure to air pollution and raising public awareness about the impacts of air pollution on health.

Environment and Climate Action

65. Air pollution damages buildings as well as human health. Improving air quality will help to protect the city's many historic buildings and create a cleaner environment for visitors to York.
66. York's built and natural environment underpins people's quality of life and attracts millions of visitors to the city each year. Protecting and enhancing these environments for existing and future generations is a key priority for the council and our residents. The council has a key role in creating an environment where people make sustainable choices about the way they live and work.
67. AQAP4 embeds the council's commitment to healthy and affordable (energy-efficient) homes and has been developed to complement CYC's Climate Change Strategy.

Affordability

68. Measures to improve air quality are considered in terms of affordability to the public, with each measure balanced against a potential adverse economic impact (e.g. measures such as congestion charges and Ultra Low Emission Zones (ULEZs) have been ruled out as they prevent the less well off from entering the city centre while the more prosperous can afford to pay the charges and continue to do so).
69. AQAP4 supports a sustainable, efficient and affordable public transport system for all, together with safe walking and cycling. Consideration is given to all those unable to afford to transition to zero and low emission modes of transport and heating with grants and incentives being made available where possible.

Equalities and Human Rights

70. The Council recognises, and needs to take into account its Public Sector Equality Duty under Section 149 of the Equality Act 2010 (to have due regard to the need to eliminate discrimination, harassment, victimisation and any other prohibited conduct; advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and foster good relations between persons who share a relevant protected characteristic and persons who do not share it in the exercise of a public authority's functions). Vulnerable people, including older people, children, pregnant women and those with respiratory and other illnesses, are more likely to be adversely affected by poor air quality.
71. At the time of writing there are no equalities implications identified in respect of the matters discussed in this report, which is brought to the Executive Member for information only. However, it should be noted that throughout delivery of AQAP4, EIAs will be carried out on a case-by-case basis in respect of specific projects / measures to identify any equalities implications.

Data Protection and Privacy

72. The data protection impact assessment (DPIAs) screening questions were completed for the recommendations and options in this report and as there is no personal, special categories or criminal offence data being processed to set these out, there is no requirement to complete a DPIA at this time. However, this will be reviewed following the approved recommendations and options from this report and a DPIA completed if required.

Communications

73. Delivering clear messages to the public around the cause and consequence of poor air quality, particularly around impacts on health, are particularly important for driving behaviour change. Campaign work is a valuable part of CYC's air quality improvement strategy. Further support from CYC's Communications team will be sought as necessary.
74. York's 2026 ASR demonstrates continued compliance with legal NO₂ limits and a general continuing long-term trend of improving air quality. This reflects the success of initiatives like zero-emission buses and fleet upgrades, anti-idling campaigns, and infrastructure improvements.

Future communications will highlight these successes and will continue to raise awareness around particulate matter, which still exceeds WHO guidelines, to maintain momentum and support for further action.

Economy

75. Good air quality reduces absence from work and education due to air pollution related illnesses. A healthy York population is critical to achieving the economic aspirations of the city.

Risks and Mitigations

76. Not submitting an ASR to DEFRA for appraisal within the required timescales would mean that CYC is not fulfilling statutory requirements and may weaken York's ability to attract future DEFRA funding for air quality related initiatives.

Wards Impacted

77. All wards

Contact details

For further information please contact the authors of this Decision Report.

Author

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Telephone:	(01904) 55 1514
Report approved:	Yes
Date:	20 May 2026

Background papers

- Adoption of York's Fourth Air Quality Action Plan (AQAP4) – Executive, 18th July 2024, see <https://democracy.york.gov.uk/ieListDocuments.aspx?CId=733&MIId=14499&Ver=4>
- Previous CYC Local Air Quality Management Reports are available to view at <https://www.york.gov.uk/AirPollutionReports>

Annexes

- Annex A: Full 2026 Annual Status Report

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2026 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

Date: June, 2026

Information	City of York Council Details
Local Authority Officer	Andy Gillah
Department	Public Protection
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Report Reference Number	ASR2026
Date	June 2026

Local Responsibilities and Commitment

This ASR was prepared by the Public Protection Department of City of York Council with the support and agreement of the following officers and departments: Transport Planning, Highways, Planning, Climate Change, Fleet Services, Business Support and Public Health.

This ASR has been approved by **Cllr Jenny Kent (Executive Member for Environment and Climate Emergency)** and signed off by **Peter Roderick, Director of Public Health and Dave Atkinson, Director of Environmental and Regulatory Services.**

If you have any comments on this ASR please send them to Public Protection at:

Email: public.protection@york.gov.uk

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Write to: City of York Council, Public Protection (Air Quality), Hazel Court Eco Depot, James Street, York, YO10 3DS.

Executive Summary: Air Quality in Our Area

Air Quality in York

Breathing in polluted air affects our health and costs the NHS and our society billions of pounds each year. Air pollution is recognised as a contributing factor in the onset of heart disease and cancer and can cause a range of health impacts, including effects on lung function, exacerbation of asthma, increases in hospital admissions and mortality.

Air pollution particularly affects the most vulnerable in society, children, the elderly, and those with existing heart and lung conditions. Low-income communities are also disproportionately impacted by poor air quality, exacerbating health and social inequalities.

Table ES 1 provides a brief explanation of the key pollutants relevant to Local Air Quality Management and the kind of activities they might arise from.

Table ES 1 - Description of Key Pollutants

Pollutant	Description
Nitrogen Dioxide (NO ₂)	Nitrogen dioxide is a gas which is generally emitted from high-temperature combustion processes such as road transport or energy generation.
Sulphur Dioxide (SO ₂)	Sulphur dioxide (SO ₂) is a corrosive gas which is predominantly produced from the combustion of coal or crude oil.
Particulate Matter (PM ₁₀ and PM _{2.5})	<p>Particulate matter is everything in the air that is not a gas.</p> <p>Particles can come from natural sources such as pollen, as well as human made sources such as smoke from fires, emissions from industry and dust from tyres and brakes.</p> <p>PM₁₀ refers to particles under 10 micrometres. Fine particulate matter or PM_{2.5} are particles under 2.5 micrometres.</p>

Through monitoring of air quality across the city, City of York Council (CYC) has previously identified some areas of the city centre, around the inner ring road, where long term annual average nitrogen dioxide (NO₂) levels are above health based objectives. These areas have been incorporated into an Air Quality Management Area (AQMA). Historically, AQMAs have also existed in Fulford (AQMA Order No.2) and on Salisbury Terrace (AQMA Order No.3). These AQMAs were revoked in 2020 and 2017 respectively due to

improvements in air quality in these areas of the city. Current and historical AQMAs declared by CYC can be viewed at [List of York AQMAs](#) and are discussed in CYC's previous [Annual Status Reports](#).

CYC has a statutory duty to try to reduce NO₂ concentrations within the remaining city centre AQMA and additional obligations in relation to the protection of public health and reduction of greenhouse gas emissions. The main air pollutants of concern in York are NO₂ and particulate matter (PM). Typically, transport sources are responsible for around 50-70% of the total NO₂ at any particular location in the city, although the exact amount varies according to proximity to roads and other emission sources. Road transport is also a source of PM emissions, although its contribution is less than half that of domestic burning of solid fuels in closed stoves and open fires.

In 2024, the health-based air quality objectives were met at all locations in York for the first time (except during the COVID-19 lockdowns when traffic emissions reduced due to home working and closure of non-essential retail). Monitoring in some areas of the city, such as around Gillygate and Bootham, showed that maximum annual mean levels of nitrogen dioxide improved by 27% in 2024 compared with 2023. The significant improvement in air quality was due to actions taken by the council, its partners and by residents, which included further electrification of buses and council fleet vehicles, policies that incentivised the uptake of more low-emission taxis, anti-idling initiatives encouraging people to turn off their engines when stationary or waiting in traffic, and improved electric vehicle (EV) charging infrastructure.

The latest air pollution monitoring data and indicators for 2025, summarised in this report, indicate that reduced NO₂ concentrations in the AQMA have been sustained into 2025, with improvements seen in some areas, particularly with respect to the maximum concentrations of NO₂ recorded in key locations around the inner ring road. The highest concentration of NO₂ recorded at a location representative of long-term public exposure in 2025 was 29.9µg/m³ near the junction of Gillygate and Bootham (diffusion tube reference A1). This is well within the health-based objective of 40µg/m³ and reflects a further improvement since 2024 in both the Gillygate area and across the wider area of York, where maximum NO₂ concentrations of 32.4µg/m³ were monitored at a relevant location on Blossom Street. Only one monitoring location (diffusion tube reference D51, located within the portico at York Railway Station) monitored a higher annual mean NO₂ concentration of 39.3µg/m³ in 2025 (also within the health-based objective). This specific monitoring location near the taxi rank within York Railway station has experienced

considerable temporary increases in traffic and queuing throughout 2025 due to the ongoing Railway Station Frontage improvement works. This location is not a relevant location in terms of long-term public exposure.

Improvements in annual mean NO₂ monitored at roadside continuous monitoring sites were observed between 2024 and 2025 at Holgate Road (9.6% improvement), Gillygate (3.6% improvement) and Lawrence Street (7.8% improvement). In contrast, annual mean NO₂ concentrations increased between 2024 and 2025 at Fishergate (3.2% increase), Nunnery Lane (0.5% increase), Heworth Green (8.6% increase) and Fulford Road (2.1% increase). Annual mean background concentrations of NO₂ monitored at Bootham Park Hospital (City of York Council's urban background monitoring site) also increased by 2.4% between 2024 and 2025.

Whilst concentrations of NO₂ monitored at continuous monitoring sites in 2025 are not uniformly lower than in 2024, the overall long-term trend (taking into account both continuous monitoring and diffusion tube monitoring) suggests a continued downward trajectory in pollution levels across most of York's area since 2012. Ongoing air quality monitoring across the city is considered fundamental to understanding the magnitude of any changes due to increased levels of walking and cycling, changes in public transport use, vehicle electrification and other ongoing air quality improvement initiatives as set out in the council's fourth Air Quality Action Plan (AQAP4).

With respect to the city centre AQMA, there were no monitoring locations that measured annual mean NO₂ concentrations of 40µg/m³ or above in 2025. This is the second year since the pandemic (2020) that all CYC monitoring sites have achieved compliance with health-based objectives.

Maximum annual mean concentrations of NO₂ monitored at relevant locations across the current AQMA were 29.9µg/m³ (Gillygate / Bootham), 25.6µg/m³ (George Hudson St / Rougier St), 29.0µg/m³ (Holgate / Blossom Street), 26.8µg/m³ (Lawrence St), 26.0µg/m³ (Fishergate / Paragon St), 22.8µg/m³ (Prices Lane/Nunnery Lane) and 24.5µg/m³ (Coppergate). With the exception of the Fishergate / Paragon Street area, where maximum concentrations increased by 2.5% between 2024 and 2025, maximum concentrations of NO₂ decreased in all other areas between 2024 and 2025 and ranged from 3.9% lower around Gillygate / Bootham to 10.6% lower around Holgate / Blossom Street.

In line with DEFRA's LAQM guidance, before revoking an AQMA on the basis of measured pollutant concentrations, a local authority needs to be reasonably certain that

any future exceedances of air quality objectives are unlikely. For this reason, it is expected that local authorities will need to consider measurements carried out over several years or more, national trends in emissions, as well as local factors that may affect the AQMA. Additionally, where NO₂ monitoring is undertaken using diffusion tubes, to allow for the uncertainty associated with the monitoring method, it is recommended that revocation of an AQMA should only be considered following three consecutive years of annual mean NO₂ concentrations being lower than 36µg/m³ (i.e. within 10% of the annual mean NO₂ objective). Whilst some areas of CYC's AQMA have now experienced more than 3 consecutive years of concentrations being lower than 36µg/m³ this is not the case for all areas of the AQMA, notably the areas around Holgate/Blossom Street, Gillygate/Bootham and Rougier Street / George Hudson Street. CYC will keep the AQMA boundary under review, taking into account DEFRA's guidelines. It may be appropriate to revoke some areas of the city centre AQMA in the near future.

Concentrations of NO₂ monitored in the former Fulford Road AQMA in 2025 continue to be well within the annual mean objective of 40µg/m³. The highest recorded levels of NO₂ in this area were monitored on Fulford Main Street (Diffusion Tube C58) and were 23.1µg/m³. This supports the decision to revoke the Fulford Road AQMA, as discussed in CYC's previous Annual Status Reports and implemented in February 2020.

Concentrations of NO₂ monitored in the former Salisbury Terrace / Leeman Road AQMA in 2025 were also all well within the annual mean objective of 40µg/m³. The highest recorded levels of NO₂ in this area were monitored on Salisbury Terrace (Diffusion Tube 102, part of triplicate set reference 102/103/104) and were 19.4µg/m³. This confirms that the decision to revoke this AQMA in December 2017 was appropriate.

In December 2018, the boundary of the city centre AQMA was extended to include the full length of Coppergate and the buildings either side of the road, due to monitored concentrations of NO₂ above the annual mean objective for this pollutant. The highest annual mean concentrations of NO₂ monitored along Coppergate in 2025 was 24.5µg/m³ at site D56 (Three Tuns Pub, 12 Coppergate) which is below the annual mean objective for this pollutant. This area of the AQMA has now experienced concentrations of NO₂ below 36µg/m³ for 3 consecutive years (2023, 2024 and 2025) with maximum concentrations monitored in 2025 being 9.9% lower than 2024. This area of the city centre AQMA will be kept under review for a further 1-2 years to confirm that concentrations of NO₂ remain well within objective levels, prior to making any amendments to the AQMA boundary.

Revisions to the AQMA Order in 2018 also removed the reference to breaches of the short-term hourly objective along George Hudson Street / Rougier Street / Bridge Street based on monitoring results in this area. The latest 2025 monitoring results for this area of the city indicate that this short-term objective is still being met (all annual mean concentrations were less than $60\mu\text{g}/\text{m}^3$ which, in line with DEFRA guidance, suggests that an exceedance of the 1-hour mean objective is unlikely).

CYC monitored particulate (PM_{10}) at three sites (Bootham, Fishergate and Plantation Drive) and fine particulate ($\text{PM}_{2.5}$) at four sites (Bootham, Fishergate, Gillygate and Holgate Road) in 2025. National health-based air quality objectives for PM_{10} and $\text{PM}_{2.5}$ are currently met in York. The highest annual mean levels of PM_{10} and $\text{PM}_{2.5}$ monitored in York during 2025 were $17.0\mu\text{g}/\text{m}^3$ (at Plantation Drive) and $9.6\mu\text{g}/\text{m}^3$ (at Gillygate) respectively. Along with many areas of the UK, these concentrations are above World Health Organisation (WHO) guidelines for these pollutants, which have been strengthened to $15\mu\text{g}/\text{m}^3$ (PM_{10}) and $5\mu\text{g}/\text{m}^3$ ($\text{PM}_{2.5}$). The maximum PM_{10} concentration monitored in 2025 is below the maximum concentration of $17.8\mu\text{g}/\text{m}^3$ monitored in 2024 (also at Plantation Drive). The maximum $\text{PM}_{2.5}$ concentration monitored in 2025 is above the maximum concentration of $9.0\mu\text{g}/\text{m}^3$ monitored in 2024 (also at Gillygate). Whilst there is a general downward trend in particulate matter concentrations in York over the last 10+ years, recent years have displayed greater volatility.

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.

CYC previously produced two Air Quality Action Plans (AQAPs) in 2004 and 2006. These previous plans were primarily modal shift based plans, with emphasis on reducing vehicle trips and congestion across the city.

Despite the introduction of two early AQAPs, air quality in York continued to deteriorate between 2004 and 2010. In response, York adopted an overarching Low Emission Strategy (LES) in 2012 and produced a third AQAP in 2015 to deliver this strategy. The LES was the first of its kind in the UK and set out a new approach to local air quality management based on reducing emissions from all sources, including tailpipe emissions from individual vehicles and encouraging the uptake of alternative fuels and low emission vehicle technologies. The Low Emission Strategy has proved particularly effective at

tackling emissions from essential service vehicles such as buses and taxis, which fall outside the scope of trip reduction based modal shift measures.

Modal shift and congestion reduction measures remain fundamental to the delivery of air quality improvement and emission reduction in York. The primary local delivery programmes for these measures are the Local Transport Plan and the [iTravel York](#) programme. Existing local programmes encourage the uptake of walking, cycling, and low emission public transport in the city. They are supported by planning policies that ensure that sustainable travel solutions are embedded into all new developments in York.

CYC consulted on an updated, fourth [Air Quality Action Plan \(AQAP4\)](#) between November 2023 and February 2024. AQAP4 aims to reduce levels of air pollution in the city beyond health-based National Air Quality Objectives, thereby improving the health and quality of life of residents and visitors to York. Over three quarters (79%) of respondents agreed that the council should continue to reduce air pollution, with between 67% and 87% of respondents indicated support for all priority actions. AQAP4 was adopted by CYC's Executive in July 2024. Updates on progress with measures in AQAP4 are provided in this report.

York has made notable progress in improving air quality throughout 2025, building on previous efforts and introducing new initiatives to tackle pollution and enhance public health. Key developments include:

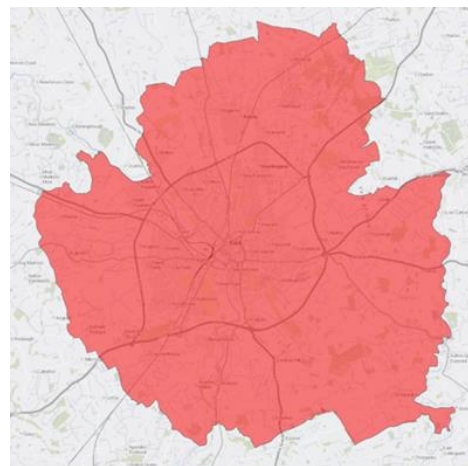
- **Buses** - In June 2025, CYC's bus improvement programme celebrated a major milestone with the news that over one million £1 fares have been sold to young people since September 2023. The fare subsidy aims to improve access to education, work and leisure. The scheme was launched as part of the city's Bus



Service Improvement Plan (BSIP) funded by central government; between 2023 and 2025 it was managed by CYC working with all six of York's bus operators, and from 1 April 2025 the funds have been managed by York and North Yorkshire Combined Authority. Figures released in February 2025 showed that 2024 was the busiest year for York's Park and Ride since 2017, with the total number of journeys exceeding 4.5 million, almost one million higher than in 2023. CYC estimates that people boarding at

Park and Ride sites in December resulted in over 61,700 cars not travelling into central York – equivalent to a line of traffic that would be long enough to reach central London.

- **Taxis** – we continued to work with the taxi trade to encourage the transition to low emission taxis within the city, following the introduction of CYC’s new Taxi Licensing Policy in late 2024. In previous years, CYC has supported York licensed taxi drivers with purchase and operational costs for low or zero-emission vehicles using DEFRA grant funding. At the end of December 2025, 45% of CYC licensed taxis were using low emission petrol hybrid or zero tailpipe emission electric vehicles. The full extent of CYC’s new Taxi Licensing Policy will come into effect in November 2027, when a 10-year age limit will apply to all licence renewals. CYC will continue to work with proprietors to encourage the uptake of low and zero emission vehicles compliant with new policy requirements.
- **CYC Fleet** - the council fleet includes a diverse range of vehicles from small vans and cars to larger heavy goods vehicles. Throughout 2025, we continued our phased EV fleet replacement programme for vehicles under 3.5 tonnes. At the end of 2025, 77% of CYC’s operational car/van fleet were electric or plug-in hybrid electric vehicles. We also progressed further upgrades of our heavy fleet vehicles over 3.5 tonnes, which now includes 2 electric refuse trucks and 6 electric pick-ups.
- **Consultation on extending CYC’s Smoke Control Area** - In April 2025, residents and businesses were invited to share their views on a proposal to expand York’s existing Smoke Control Area to cover all areas within council boundaries. The proposals would require all residents and businesses to take responsibility for the fuel they burn – to minimise smoke and air pollution and improve health and wellbeing for all residents. CYC’s Executive approved this expansion in March 2026, that will come into operation later in 2026. Expansion of the Smoke Control Area will be supported by a communications campaign to ensure that residents are aware of the new legal requirements. This work reinforces CYC’s existing DEFRA funded ‘[Fuel for Thought](#)’ campaign that aims to raise awareness of the links between burning solid fuels, pollution and health and provides advice on alternative, cleaner methods of heating.



- **National Clean Air Day / Clean Air Night** - CYC supported National Clean Air Day (June 2025) and Clean Air Night (January 2025 and 2026), raising awareness of the links between pollution and health and encouraging continued action by York residents and businesses.
- **Gillygate trial** – a year-long trial aimed at improving air quality on Gillygate progressed throughout 2025. The trial involved changes to traffic light sequencing to reduce standing traffic and emissions. The project also aimed to create a safer environment for pedestrians, wheelchair users and cyclists. The trial's progress and impact on air quality and journey times were monitored throughout 2025. A full evaluation of the trial, including wider traffic impacts, is currently being undertaken, with a permanent change to the traffic light sequencing subject to further Executive Member approval.
- **Planning and Development** – in line with CYC's [Low Emission Planning Guidance](#), we continued to ensure that emissions and air quality impacts from new developments were appropriately assessed and mitigated, exposure to poor air quality was reduced via good design practices and that new private trips were minimised via the provision of sustainable transport opportunities.
- **Pollution Forecasting Service** – following the launch of CYC's DEFRA funded pollution forecasting and alert service in 2024, the [York Air Alert](#) website received 18,252 visits throughout 2025 (with over 25,000 visits since the launch). The service sends free air pollution alerts and health advice to those most likely to be affected by air pollution to help them minimise their exposure when pollution episodes are forecast. Alerts give advanced warning of when air pollution is expected to be higher than usual, up to 3 days ahead. Subscribers can receive air quality alerts by text, email or voicemail for different areas of York, depending on where they live or work. In a subscriber survey undertaken in August 2025, 95% of respondents said that the service was useful to them, with 64% of respondents saying they took action to reduce either their own exposure, or the exposure of someone they provided care for.

- **Anti-idling initiatives** - we continued to promote our '[Kick the Habit](#)' anti-idling campaign on Clean Air Day and throughout 2025 and worked with partners to reduce the incidence of vehicle idling across the city. The campaign sets out to encourage people to think about the importance of clean air and the impact that this has on them, their health and those around them. Work in 2025 reinforces action in previous years, including the erection of permanent anti-idling signage in all CYC owned car parks, at most city centre bus stops, taxi ranks and at other key locations across the city. In 2025, we issued further guidance to residents around vehicle idling during winter months and how to minimise idling while defrosting windscreens.



- **Carbon Negative Challenge Fund (CNCF)** – CYC was awarded funding in 2025 through the York and North Yorkshire Combined Authority's [Carbon Negative Challenge Fund](#) to undertake indoor air quality monitoring and health assessment studies to consider the real-world impacts of retrofit interventions progressed through the [Warm Homes Grant \(WHG\)](#). The project will provide further insight into any unintended consequences of energy efficiency measures (such as reduced ventilation) that could exacerbate issues like damp and mould that disproportionately affect vulnerable residents. Funding will also be used to facilitate the replacement of gas cookers with electric alternatives, to improve energy efficiency and reduce emissions. It is anticipated that the project will create a replicable model for integrating indoor air quality monitoring into regional retrofit programmes, helping to de-risk future investment and build public confidence. It directly supports the region's carbon negative goals by ensuring that retrofit measures deliver not only carbon savings but also safe, healthy living environments.

Complementary air quality initiatives delivered in 2025 through CYC's transport and carbon reduction work programmes included:

- **York Walking Festival** – our annual walking festival took place in September 2025 with a programme of ideas on how to explore the city on foot. The festival, organised by CYC's iTravel team, aims to encourage active travel and reduce vehicle emissions. Some exciting and interesting group walks took place during the festival, including the Royal Walk, Fungus Foray and Earth Walk.

- **City Centre Sustainable Transport Corridor** - in April 2025, the council's [Executive Member for Transport](#) agreed to publicly consult on a series of potential measures to improve bus reliability on the Rougier Street – Micklegate – Tower Street corridor (the 'Rougier Route'). This consultation ran Dec 2025 – Jan 2026. The 'Rougier Route' is included within the CYC's Local Transport Strategy and its accompanying Implementation Plan and is to be delivered using UK Government Bus Service Improvement Fund (BSIP) money. As well as better bus reliability, the project will improve infrastructure for pedestrians, wheelchair users, people who use mobility aids and cyclists. The expectation is that this could bring benefits far beyond the city centre with buses from villages and beyond the city boundaries also benefiting from the improvements on this route with quicker and more reliable journeys. An 18-month trial of the preferred option (prioritising buses, cycles and emergency services) is proposed for Summer 2026 under an Experimental Traffic Regulation Order (ETRO), which will also act as Phase 2 of the consultation.
- **New films to communicate the new Local Transport Strategy (LTS)** - In April 2025 CYC unveiled a [new video](#) starring 8 York residents, business owners and students and poses a question: "Wouldn't it be nice to have less congestion in York?". The video highlights findings from the public consultation on the LTS. It also shows how £10 million of nationally allocated, ringfenced funding is being invested in resurfacing pavements, roads and pathways; lighting; real-time bus information; a barrier removal programme and delivering on our adopted Local Cycling and Walking Infrastructure Plan (LCWIP).
- **Active City York Conference** – In July 2025, CYC was proud to sponsor and host this year's Active Travel England's annual active travel summit. The event saw more than 400 active travel professionals welcomed to our city who gained insight and knowledge on how active travel is key to improving health, the environment and connecting communities.
- **Applefields School celebrate sustainable travel award** – for the second consecutive year, Applefields School has earned the Modeshift STARS Regional SEND School of the Year title for Yorkshire and the Humber, for their work towards creating a culture of active and sustainable travel. One of the school's proudest achievements is the strong passion for cycling among its ambassadors, with the majority of Applefield's satellite pupils eagerly taking part in the council's Bikeability Cycle Training each year.

- **Funding for warmer homes** – in March 2025, Council leaders confirmed that CYC will receive more than £3.4 million of funding thanks to 2 separate grants. The funding, announced by the Department for Energy Security and Net Zero, is being used to upgrade around 280 homes over the next 3 years, to reduce carbon emissions and fuel poverty and improve the comfort and health of council homes. Further information is available at <https://www.york.gov.uk/HomeEnergyEfficiency>.
- **New micro-woods in York** - the Council's [Green Streets](#) team have teamed up with Groundwork to plant two new micro-woods at Burnholme and Rawcliffe, funded by UK Government to mark the coronation of King Charles III. Over 1,200 native trees were planted with the help of local volunteers from Clifton with Rawcliffe Primary, Lakeside Primary School, Applefields School and St Aelred's Primary School.
- **Council endorses community forest across Yorkshire** – in July 2025, The White Rose Forest (WRF) Strategic Plan (2025-50) was formally supported by Cllr Jenny Kent, Executive Member for the Environment and Climate Emergency. The plan sets out the vision for tree planting across West and North Yorkshire, adding to the Green Streets programme and the York Community Woodland, which have seen over 200,000 trees planted in York.
- **York's climate leadership recognised** - In June 2025, York was recognised on the global stage for its work to tackle climate change — retaining an 'A' rating from the independent CDP (formerly Carbon Disclosure Project) for a third time. The rating places York among only 112 cities worldwide to achieve the top grade, highlighting the city's climate leadership and transparency. This accolade reflects the real, practical changes being delivered across the city. From lower energy bills to warmer homes, greener transport options to community energy partnerships, the council's work is making an everyday difference to those living and working in the city. One of the city's key tools in supporting that progress is [YorEnergy](#), a free advice service helping people across York find ways to cut energy bills and reduce emissions.
- **Climate Commission Event** - York Climate Commission's annual celebration event took place in January 2025. Representatives from organisations across the city discussed the future of climate action in York throughout 2025.
- **Funding to cut community fuel bills through clean energy technology** – in July 2025, York and North Yorkshire Mayor David Skaith welcomed £700,000 in government funding (Department for Energy Security and Net Zero) for the region to

invest in cheaper, clean energy systems in community buildings. The grant comes via the new Mayoral Renewables Fund and will support installation of solar panels across a range of community facilities in York and North Yorkshire, including Yearsley Swimming Pool in York.

- **CYC cut city-wide emissions by 16% in 2 years** – in November 2025, CYC published a [City-Wide Emissions Report](#) showing that there had been a 16 per cent reduction in city-wide carbon emissions since 2021, as the council acts to improve health and cut costs, whilst marking significant progress towards the city's ambition to reach net zero by 2030. The figures published in the report showed emissions fell from 906,000 tonnes to 758,000 tonnes in 2023, mainly because of improvements in transport (like cleaner buses and more cycling) and better energy efficiency in buildings - that account for over 80 per cent of York's emissions. The Council's [Climate Change Strategy \(2022–2032\)](#) sets out a roadmap to net zero, with co-benefits including improved wellbeing, economic savings, and resilience against extreme weather events.

Conclusions and Priorities

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

- The annual mean objective for NO₂ (40µg/m³) was not exceeded anywhere within the current Air Quality Management Area (or indeed anywhere in York) in 2025. The highest annual mean concentration of NO₂ recorded in 2025 at a 'relevant location' was 29.9µg/m³ near the junction of Gillygate and Bootham (Diffusion Tube A1). The highest annual mean concentration of NO₂ recorded anywhere in York was 39.3µg/m³ (diffusion tube reference D51, located within the portico at York Railway Station).
- Improvements in annual mean NO₂ monitored at roadside continuous monitoring sites were observed between 2024 and 2025 at Holgate Road (9.6% improvement), Gillygate (3.6% improvement) and Lawrence Street (7.8% improvement). In contrast, annual mean NO₂ concentrations increased between 2024 and 2025 at Fishergate (3.2% increase), Nunnery Lane (0.5% increase), Heworth Green (8.6% increase) and Fulford Road (2.1% increase). Annual mean background concentrations of NO₂ monitored at Bootham Park Hospital (City of York Council's urban background monitoring site) also increased by 2.4% between 2024 and 2025. Whilst concentrations of NO₂ monitored at continuous monitoring sites in 2025 are not uniformly lower than in 2024, the overall long-term trend suggests a continued downward trajectory in pollution levels across much of York's area since 2012.

- With the exception of the Fishergate / Paragon Street area, where maximum annual mean concentrations of NO₂ increased by 2.5% between 2024 and 2025, maximum concentrations of NO₂ decreased in all other areas of the AQMA between 2024 and 2025 and ranged from 3.9% lower around Gillygate / Bootham in 2025, to 10.6% lower around Holgate / Blossom Street in 2025.
- Concentrations of NO₂ monitored at the majority of locations in York's AQMA over the last few years continue to suggest an ongoing trend of improving air quality.
- Maximum concentrations of NO₂ monitored in the former Fulford Road and Salisbury Terrace / Leeman Road AQMAs (now revoked) in 2025 continue to be well below the annual mean objective.
- The highest annual mean concentrations of NO₂ monitored along Coppergate in 2025 was 24.5µg/m³ at site D56 (Three Tuns Pub, 12 Coppergate) which is below the annual mean objective for this pollutant. This area of the city centre AQMA will be kept under review for a further 1-2 years to confirm that concentrations of NO₂ remain well within objective levels, prior to making any amendments to the AQMA boundary.
- Monitoring of NO₂ in 2025 has not indicated any potential breaches of the short-term hourly NO₂ objective in the city.
- National health-based air quality objectives for PM₁₀ and PM_{2.5} are currently met in York. The highest annual mean levels of PM₁₀ and PM_{2.5} monitored in York during 2025 were 17.0µg/m³ and 9.6µg/m³ respectively. Whilst there is a general downward trend in particulate matter concentrations in York over the last 10+ years, concentrations over the last 5 years appear more variable at both roadside and background monitoring sites.

CYC's updated AQAP4 (adopted July 2024) includes measures to further reduce nitrogen dioxide and particulates from all sources and supports and complements CYC's economic strategy, Local Plan, Local Transport Plan/Strategy and Climate Change Strategy.

City of York Council's priorities for the coming year are:

- **Progress development of York's transport policies** – CYC's [Local Transport Strategy](#) sets out a vision for a healthier, more sustainable and better-connected city. Our [Transport Implementation Plan](#) (2024-2026) details the measures that will enable us to turn that vision into a reality and build the foundations for our Movement and Place Plan, which will map out connected networks for all modes of travel. The Implementation Plan will be refreshed 2026, with a continued focus on reducing car dependency and improving sustainable travel. We will also explore opportunities to improve freight and logistics to ensure that York's businesses have efficient access for their supplies,

goods and services, while at the same time reducing the impact of heavy lorries and light goods vehicles on carbon emissions, air pollution, safety and damage to heritage.

- **Continue to progress upgrades to bus services and infrastructure** (including further electrification) – we will continue with our programme to electrify the bus network, aiming to completely electrify the network by 2028 (subject to funding). Having consulted with the public between Nov 2025 – Jan 2026 on a new bus priority route through central York, we aim to implement the ‘Rougier Route’ scheme for a trial 18-month period during Summer 2026 under an Experimental Traffic Regulation Order (ETRO), which will also act as Phase 2 of the consultation, allowing minor amendments to be made to the project if needed. The project will not only improve bus service reliability and enhance air quality along the corridor but will provide safer walking and cycling routes into the heart of York city centre.
- **Sustainable Travel / Reducing car dependency** – we will continue to focus staff resource on promoting sustainable transport, utilising grants and developer contributions where available to provide advice to residents, employers and developers about how to make to most of active modes and public transport. This will involve a programme of travel plans for individuals, schools, businesses and new developments. We will support sustainable travel events including community walks, cycle rides and car-free days and will continue to investigate ‘micro-mobility’ schemes (with the intention of replacing the TEIR mobility scheme that ended in 2024).
- **Indoor air quality monitoring** – we will progress indoor air quality monitoring and conduct health assessments to consider real-world impacts of retrofit interventions progressed through CYC’s [Warm Homes Grant \(WHG\)](#). The project, funded through York and North Yorkshire Combined Authority’s [Carbon Negative Challenge Fund](#) will provide further insight into any unintended consequences of energy efficiency measures that could exacerbate issues like damp and mould that disproportionately affect vulnerable residents.
- **Continue to address idling emissions** – CYC will continue to investigate complaints of idling and raise awareness of the links between idling emissions and health in line with CYC’s existing [‘Kick the Habit’](#) anti-idling campaign.
- **Continue to reduce emissions from taxis through implementation of new Licensing Policy** - The council's Hackney Carriage and Private Hire Licensing Policy was approved by Council on 21 November 2024 and came into force on 22 November

2024. The policy will introduce an age limit and minimum emission standard for York's operational taxi fleet which will see a gradual change in the operational taxi fleet, as vehicle licenses are renewed and as vehicles become too old to operate in the city. CYC will continue to keep abreast of national grant opportunities for low emission taxis and provide advice to operators / drivers.

- **Reduce emissions from new development** – we will continue to work with developers to ensure development related emissions are appropriately assessed and mitigated, exposure to poor air quality is reduced via good design practices and that new private trips are minimised via provision of opportunities for sustainable transport. We will continue to encourage walking, cycling and low emission public transport use, which have co-benefits for health and wellbeing.
- **Street Trading** – we will work towards implementing a formal [Street Trading Policy](#) to replace and strengthen existing informal guidelines for street trading activities in the city. To further reduce emissions from vehicles or ancillary equipment associated with such activities, it is anticipated that the new policy will introduce new requirements around the use of generators and for any vehicles that are required to be kept running for the purpose of providing power in connection with the licensed street trading activity.
- **Expansion of strategic EV charging network** – we will continue with our EV charging programme and actively monitor plug-in vehicle uptake in the city to ensure our charging network remains fit for purpose. York has a developing network of electric vehicle charging points positioned in car parks, Park & Ride sites and at dedicated Hyper Hub charging sites. CYC's new [EV Charging Strategy](#) is being developed in partnership with the Energy Saving Trust and is due for publication in 2026. The EV strategy aligns with the broader Local Transport Strategy, with an updated Implementation Plan scheduled for publication in the second half of 2026.
- **Improving public awareness of air pollution** – we will continue to raise awareness of local initiatives and campaigns aimed at improving local air quality such as our DEFRA funded air pollution [forecasting and alert platform](#) and our '[Fuel for Thought](#)' and '[Kick the Habit](#)' campaigns. We will seek to improve awareness of the links between air pollution and health impacts generally to support CYC's ongoing LAQM and public health work.
- **Further controls to address fine particulate emissions** – following public consultation and subsequent approval by CYC's Executive, we will expand our Smoke Control Area

to cover the whole of York area to improve air quality and health. We will continue to improve public awareness of the links between domestic solid fuel burning, particulate emissions and health impacts and take a proportionate approach to enforcement of Smoke Control Order contraventions, in line with our adopted Enforcement Policy.

Challenges faced by City of York Council:

- The ability of current vehicle emission standards to deliver reductions in NO_x emissions, particularly the on-road performance of some Euro VI (and retrofitted) diesel vehicles. This extends to the remaining Euro VI diesel buses operating in the city.
- Development related emissions through the cumulative impact of increased development in the city. CYC will endeavour to manage this through the application of local planning guidance, best practice emission mitigation measures and opportunities for sustainable transport. CYC's Transport Strategy sets a target of 20% reduction in vehicle miles travelled by 2030, which will need to be supported by significant increases in walking, cycling and use of public transport across York.
- Addressing air pollution from domestic solid fuel burning, especially during winter months, may present challenges as people turn to solid fuels to heat their homes in response to the energy and cost of living crisis. This may be further exacerbated in certain areas where fuel poverty may be a factor in the burning of non-certified wood products / waste wood or other materials. CYC has aimed to tackle this issue over the last couple of years through it's '[Fuel for Thought](#)' educational campaign which supports people to use alternatives to burning wood if possible, and if not, to use smokeless fuels or approved stoves, with help and support available to understand how to do this.
- Uncertainties with respect to future travel behaviour and challenges in achieving required modal shift targets to sustainable modes.
- Continued unnecessary vehicle idling in the city

Despite longer term improvements seen in air quality across CYC's area in recent years, the above factors are anticipated to remain challenges for CYC in the future.

How to get Involved

CYC consulted with the public and other key stakeholders on an updated [Air Quality Action Plan \(AQAP4\)](#) between November 2023 and February 2024. AQAP4 aims to reduce levels of air pollution in the city beyond health-based National Air Quality Objectives, thereby improving the health and quality of life of residents and visitors to

York. AQAP4 was adopted by CYC's Executive in July 2024. Updates on progress with measures in AQAP4 are provided in this report.

Further information about air quality and previous consultations can be obtained from the [air quality pages](#) of CYC's main website.

Residents, businesses and other interested parties are encouraged to participate in future consultations relating to air quality. These are advertised online at: [City of York Council Consultations](#).

If you would like to see more done to improve air quality in your area, you can contact your [local councillor](#) or [MP](#) and share your concerns or ideas for improving air quality.

For more information on national campaigns to improve air quality you can visit the [Global Action Plan](#) website, the [Client Earth](#) website or the [Friends of the Earth](#) website.

City of York Council's continuous air quality monitoring data can be viewed at [Air Quality England](#). Pollution forecasts for York and advice about how to protect yourself from the impacts of poor air quality can be found at [York Air Alert](#).

You can help to further improve air quality in York by:

- Travelling sustainably and reducing private vehicle use, where possible. [Walk and cycle](#) those shorter trips and make the most of [public transport](#) and especially York's zero emission buses.
- If you own a car, consider using it less and the impact on the environment when the time comes to replace it. There are a huge range of electric and hybrid vehicles available to suit a variety of lifestyles which can offer lower emissions and reduced fuel and tax costs. CYC has an extensive public [electric vehicle charging](#) network across the city.
- Supporting our [Kick the Habit](#) campaign Switching off your vehicle engine when parked up and waiting. This is especially important outside schools and homes where children and residents are present.
- Being mindful of the rules for burning solid fuels if you live in a [Smoke Control Area \(SCA\)](#) in York. If you own a solid fuel burning appliance (e.g. wood burning stove), ensure it is regularly serviced and maintained in accordance the manufacturers guidelines.
- [Recycle](#) wherever possible and consider options other than burning for disposing garden waste, such as [composting](#). Bonfires can cause a smoke nuisance to neighbours, preventing them from enjoying their gardens or opening windows.

- Consider low carbon options for domestic heating and energy efficiency upgrades. Find out about schemes the council currently has available on the [council website](#).

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1 Local Air Quality Management

This report provides an overview of air quality in York during 2025. 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 employed by City of York Council (CYC) to improve air quality and any progress that has been made.

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

2 Actions to Improve Air Quality

2.1 Air Quality Management Areas

Air Quality Management Areas (AQMAs) are declared when there is an exceedance or likely exceedance of an air quality objective. After declaration, the authority should prepare an Air Quality Action Plan (AQAP) within 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 City of York Council can be found in Table 2.1. The table presents a description of the AQMA that is currently designated within York.

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 objective pertinent to the current AQMA designation is as follows:

- NO₂ annual mean

Table 2.1 – Declared Air Quality Management Areas

AQMA Name	Date of Declaration	Pollutants and Air Quality Objectives	One Line Description	Is air quality in the AQMA influenced by roads controlled by Highways England?	Highest Concentration: Declaration	Highest Concentration: Current Year	Number of Years Compliant with Air Quality Objective	Name and Date of AQAP Publication	Web Link to AQAP
City Centre AQMA (AQMA Order No.5)	December 2018 (supersedes AQMA Order No. 4 declared Sept 2012)	NO ₂ Annual Mean	Inner ring road and properties included within multiple areas of technical breach	NO	62.0	29.9	Compliance across AQMA demonstrated in 2 years (2024 and 2025) with compliance also demonstrated in 2020	AQAP4 published July 2024	Link to CYC's Fourth Air Quality Action Plan (AQAP4)

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

2.2 Progress and Impact of Measures to address Air Quality in York

Defra's appraisal of last year's ASR concluded supported the outlined measures to improve air quality across the city and accepted the conclusions reached for all sources and pollutants. Comments received by DEFRA in 2025 to inform the 2026 report were as follows:

- It was requested that a statement is made regarding any changes to both the automatic and the diffusion tube monitoring network in 2025. CYC can confirm that no changes to either network occurred in 2025.
- It was requested that trends in air quality within and outside the AQMA were differentiated. Indicators CAN027, CAN028 and CAN038 in Section 3.3 provide an indication of trends in nitrogen dioxide inside the AQMA. CAN028 shows the maximum NO₂ concentrations recorded at all areas across the AQMA where there are relevant locations. This indicator can therefore be used to look at compliance with the annual mean NO₂ objective, trends in NO₂ with time and the validity of the AQMA boundary year to year. Table A.1 shows which of CYC's continuous monitoring sites are located within the AQMA and some additional labelling has been added to the figures A.1-A.5 for clarity to distinguish sites inside/outside the AQMA. It was also recommended to also include trend figures with all diffusion tube locations within the AQMA listed separately to gain a better understanding whether compliance has been achieved or not; these have been included in Appendix A (Figures A.1a – A.1d).
- It was recommended to report both the highest annual mean NO₂ concentration in the AQMA and the highest annual mean in general. The highest annual mean in the AQMA was 29.9µg/m³ (diffusion tube reference A1, located near the junction of Gillygate and Bootham) and the highest annual mean in general was 39.3µg/m³ (diffusion tube reference D51, located within the portico at York Railway Station). These results are discussed in the report.
- It was recommended to group results for triplicate sites together and only report one concentration. This has been addressed in the tables and figures in this Annual Status report; individual triplicate diffusion tube results have not been reported.
- It was recommended to distinguish between the number of diffusion tubes and the number of monitoring sites. While 231 diffusion tubes are deployed (excluding blank),

there are eleven triplicate sites, therefore, there are 209 monitoring locations. This has been reported in this year's Annual Status Report.

- It was recommended to disregard results from diffusion tube monitoring sites where the annual data capture was less than 25%. In 2025, this affected one tube (reference C53) which only captured 1 month's worth of data. An annual mean has not therefore been calculated for this site, nor has this data been uploaded to the Diffusion Tube Data Entry System (DTDES) as part of the report submission to DEFRA. The monthly data has however been presented in table B.1 in this report for transparency.
- CYC confirms that it has updated the distance to relevant exposure and distance to kerb values for the triplicate diffusion tube site reference 102/103/104 and these are now consistent between the three tubes.
- CYC confirms that all concentrations are reported to 1 decimal place throughout this year's report.
- CYC confirms that it has stated in the report where annualisation is required for any automatic monitoring site data. For information, this was only required for PM_{2.5} monitored at Holgate Road in 2025 due to a data capture figure of 74.5%.
- It was recommended that the word 'estimate' is not used for concentrations that have been annualised. This terminology has not been used in this year's Annual Status Report.

CYC has taken forward a number of direct measures during the current reporting year of 2025 in pursuit of improving local air quality. Details of all measures completed, in progress or planned are set out in Table 2.2. Twenty nine (29) measures are included within Table 2.2, with the type of measure and the progress CYC have made during the reporting year of 2025 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 – see [Fourth Air Quality Action Plan \(AQAP4\)](#).

Key completed measures are:

- **Bus service improvements** - CYC has worked in partnership with bus operators to improve bus services across the city. Our work bringing Government funding to the city has enabled national bus company First Bus to set up one of its first net zero emission bus operations in the city. In June 2025, CYC's bus improvement programme celebrated a major milestone with the news that over one million £1 fares have been sold to young people since September 2023. The fare subsidy, launched as part of the

city's Bus Service Improvement Plan (BSIP), aimed to improve access to education, work and leisure.

- **Reducing emissions from taxis** – we continued to work with the taxi trade to encourage the transition to low emission taxis within the city, following the introduction of CYC's new Taxi Licensing Policy in 2024. At the end of December 2025, 45% of CYC licensed taxis were using low emission petrol hybrid or zero tailpipe emission electric vehicles. The full extent of CYC's new Taxi Licensing Policy will come into effect in November 2027, when a 10-year age limit will apply to all licence renewals.
- **Reduced CYC Fleet emissions** – Throughout 2025, we continued our phased EV fleet replacement programme for vehicles under 3.5 tonnes. At the end of 2025, 77% of CYC's operational car/van fleet were electric or plug-in hybrid electric vehicles. We also progressed further upgrades of our heavy fleet vehicles over 3.5 tonnes, which now includes 2 electric refuse trucks and 6 electric pick-ups.
- **Expansion of Smoke Control Area** – In April 2025, we consulted on a proposal to expand the existing Smoke Control Area to cover all areas with council boundaries. CYC's [Executive](#) approved this expansion in March 2026, that will come into operation later in 2026.
- **National Clean Air Day / Clean Air Night** - CYC supported National Clean Air Day (June 2025) and Clean Air Night (January 2025 and 2026), raising awareness of the links between pollution and health and encouraging continued action by York residents and businesses.
- **Gillygate trial** – we completed a year-long trial aimed at improving air quality on Gillygate. The trial involved changes to traffic light sequencing to reduce standing traffic and emissions. The project also aimed to create a safer environment for pedestrians, wheelchair users and cyclists. The trial's progress and impact on air quality and journey times were monitored throughout 2025. A full evaluation of the trial, including wider traffic impacts, is currently being undertaken, with a permanent change to the traffic light sequencing subject to further Executive Member approval.
- **Planning and Development** – in line with CYC's [Low Emission Planning Guidance](#), we continued to ensure that emissions and air quality impacts from new developments were appropriately assessed and mitigated, exposure to poor air quality was reduced via good design practices and that new private trips were minimised via the provision of sustainable transport opportunities.

- **Pollution Forecasting Service** – we continued to promote our DEFRA funded pollution forecasting and alert service ([York Air Alert](#)) throughout 2025, which received 18,252 visits (with over 25,000 visits since the launch). The service sends free air pollution alerts and health advice to those most likely to be affected by air pollution to help them minimise their exposure when pollution episodes are forecast.
- **Anti-idling initiatives** - we continued to promote our '[Kick the Habit](#)' anti-idling campaign on Clean Air Day and throughout 2025 and worked with partners to reduce the incidence of vehicle idling across the city.
- **Carbon Negative Challenge Fund (CNCF)** – CYC was awarded funding in 2025 through the York and North Yorkshire Combined Authority's [Carbon Negative Challenge Fund](#) to undertake indoor air quality monitoring and health assessment studies to consider the real-world impacts of retrofit interventions progressed through the [Warm Homes Grant \(WHG\)](#). The project will provide further insight into any unintended consequences of energy efficiency measures (such as reduced ventilation) that could exacerbate issues like damp and mould that disproportionately affect vulnerable residents. Funding will also be used to facilitate the replacement of gas cookers with electric alternatives, to improve energy efficiency and reduce emissions.

Complementary air quality initiatives delivered in 2025 through CYC's transport and carbon reduction work programmes included:

- **York Walking Festival** – our annual walking festival took place in September 2025 with a programme of ideas on how to explore the city on foot. The festival, organised by CYC's iTravel team, aims to encourage active travel and reduce vehicle emissions.
- **City Centre Sustainable Transport Corridor** – CYC consulted on a series of potential measures to improve bus reliability on the Rougier Street – Micklegate – Tower Street corridor (the 'Rougier Route') between Dec 2025 and Jan 2026. The 'Rougier Route' is included within the CYC's Local Transport Strategy and its accompanying Implementation Plan and is to be delivered using UK Government Bus Service Improvement Fund (BSIP) money. As well as better bus reliability, the project will improve infrastructure for pedestrians, wheelchair users, people who use mobility aids and cyclists.
- **New films to communicate the new Local Transport Strategy (LTS)** - In April 2025 CYC unveiled a new video starring 8 York residents, business owners and students to highlight findings from the public consultation on the LTS. It also showed how £10

million of nationally allocated, ringfenced funding is being invested in resurfacing pavements, roads and pathways; lighting; real-time bus information; a barrier removal programme and delivering on our adopted Local Cycling and Walking Infrastructure Plan (LCWIP).

- **Active City York conference** – In July 2025, CYC was proud to sponsor and host this year's Active Travel England's annual active travel summit, where more than 400 active travel professionals gained insight and knowledge on how active travel is key to improving health, the environment and connecting communities.
- **Applefields School celebrate sustainable travel award** – for the second consecutive year, Applefields School has earned the Modeshift STARS Regional SEND School of the Year title for Yorkshire and the Humber, for their work towards creating a culture of active and sustainable travel.
- **Funding for warmer homes** – in March 2025, Council leaders confirmed that CYC will receive more than £3.4 million of funding that will be used to upgrade around 280 homes over the next 3 years, to reduce carbon emissions and fuel poverty and improve the comfort and health of council homes.
- **New micro-woods in York** - the Council's [Green Streets](#) team have teamed up with Groundwork to plant two new micro-woods of over 1,200 native trees at Burnholme and Rawcliffe, funded by UK Government to mark the coronation of King Charles III.
- **Council endorses community forest across Yorkshire** – in July 2025, The White Rose Forest (WRF) Strategic Plan (2025-50) was formally supported by Cllr Jenny Kent, Executive Member for the Environment and Climate Emergency. The plan sets out the vision for tree planting across West and North Yorkshire, adding to the Green Streets programme and the York Community Woodland, which have already seen over 200,000 trees planted in York.
- **York's climate leadership recognised** - In June 2025, York was recognised on the global stage for its work to tackle climate change — retaining an 'A' rating from the independent CDP (formerly Carbon Disclosure Project) for a third time. This accolade reflects the real, practical changes being delivered across the city. From lower energy bills to warmer homes, greener transport options to community energy partnerships, the council's work is making an everyday difference to those living and working in the city. One of the city's key tools in supporting that progress is [YorEnergy](#), a free advice service helping people across York find ways to cut energy bills and reduce emissions.

- **Climate Commission Event** - York Climate Commission's annual celebration event took place in January 2025. Representatives from organisations across the city discussed the future of climate action in York throughout 2025.
- **Funding to cut community fuel bills through clean energy technology** – in July 2025, York and North Yorkshire Mayor David Skaith welcomed £700,000 in government funding (Department for Energy Security and Net Zero) for the region to invest in cheaper, clean energy systems in community buildings. The grant will support installation of solar panels across a range of community facilities in York and North Yorkshire, including Yearsley Swimming Pool in York.
- **City of York Council cut city-wide emissions by 16% in 2 years** – in November 2025, CYC published a City-Wide Emissions Report showing that there had been a 16 per cent reduction in city-wide carbon emissions since 2021, as the council acts to improve health and cut costs, whilst marking significant progress towards the city's ambition to reach net zero by 2030. The figures published in the report showed emissions fell from 906,000 tonnes to 758,000 tonnes in 2023, mainly because of improvements in transport and better energy efficiency in buildings - that account for over 80 per cent of York's emissions.

City of York Council's priorities for the coming year and measures that we anticipate to progress are:

- **Progress development of York's future transport policies** – CYC's [Local Transport Strategy](#) sets out a vision for a healthier, more sustainable and better-connected city. [Our Transport Implementation Plan](#) (2024-2026) details the measures that will enable us to turn that vision into a reality and build the foundations for our Movement and Place Plan, which will map out connected networks for all modes of travel. The Implementation Plan will be refreshed 2026, with a continued focus on reducing car dependency and improving sustainable travel. We will also explore opportunities to improve freight and logistics to ensure that York's businesses have efficient access for their supplies, goods and services, while at the same time reducing the impact of heavy lorries and light goods vehicles on carbon emissions, air pollution, safety and damage to heritage.
- **Continue to progress upgrades to bus services and infrastructure (including further electrification)** – we will continue with our programme to electrify the bus network, aiming to completely electrify the network by 2028 (subject to funding).

Having consulted with the public between Nov 2025 – Jan 2026 on a new bus priority route through central York, we aim to implement the 'Rougier Route' scheme for a trial 18-month period during Summer 2026 under an Experimental Traffic Regulation Order (ETRO), which will also act as Phase 2 of the consultation, allowing minor amendments to be made to the project if needed. The project will not only improve bus service reliability and enhance air quality along the corridor but will provide safer walking and cycling routes into the heart of York city centre.

- **Sustainable Travel / Reducing car dependency** – we will continue to focus staff resource on promoting sustainable transport, utilising grants and developer contributions where available to provide advice to residents, employers and developers about how to make the most of active modes and public transport. This will involve a programme of travel plans for individuals, schools, businesses and new developments. We will support sustainable travel events including community walks, cycle rides and car-free days and will continue to investigate 'micro-mobility' schemes (with the intention of replacing the TEIR mobility scheme that ended in 2024).
- **Indoor air quality monitoring** – we will progress indoor air quality monitoring and conduct health assessments to consider real-world impacts of retrofit interventions progressed through CYC's [Warm Homes Grant \(WHG\)](#). The project, funded through York and North Yorkshire Combined Authority's [Carbon Negative Challenge Fund](#) will provide further insight into any unintended consequences of energy efficiency measures that could exacerbate issues like damp and mould that disproportionately affect vulnerable residents.
- **Continue to address idling emissions** – CYC will continue to investigate complaints of idling and raise awareness of the links between idling emissions and health in line with CYC's existing ['Kick the Habit'](#) anti-idling campaign.
- **Continue to reduce emissions from taxis through implementation of new Licensing Policy** - The council's Hackney Carriage and Private Hire Licensing Policy was approved by Council on 21 November 2024 and came into force on 22 November 2024. The policy will introduce an age limit and minimum emission standard for York's operational taxi fleet which will see a gradual change in the operational taxi fleet, as vehicle licenses are renewed and as vehicles become too old to operate in the city. CYC will continue to keep abreast of national grant opportunities for low emission taxis and provide advice to operators / drivers.

- **Reduce emissions from new development** – we will continue to work with developers to ensure development related emissions are appropriately assessed and mitigated, exposure to poor air quality is reduced via good design practices and that new private trips are minimised via provision of opportunities for sustainable transport. We will continue to encourage walking, cycling and low emission public transport use, which have co-benefits for health and wellbeing.
- **Street Trading** – we will work towards implementing a formal [Street Trading](#) Policy to replace and strengthen existing informal guidelines for street trading activities in the city. To further reduce emissions from vehicles or ancillary equipment associated with such activities, it is anticipated that the new policy will introduce new requirements around the use of generators and for any vehicles that are required to be kept running for the purpose of providing power in connection with the licensed street trading activity.
- **Expansion of strategic EV charging network** – we will continue with our EV charging programme and actively monitor plug-in vehicle uptake in the city to ensure our charging network remains fit for purpose. York has a developing network of electric vehicle charging points positioned in car parks, Park & Ride sites and at dedicated Hyper Hub charging sites. CYC's new [EV Charging Strategy](#) is being developed in partnership with the Energy Saving Trust and is due for publication in 2026. The EV strategy aligns with the broader Local Transport Strategy, with an updated Implementation Plan scheduled for publication in the second half of 2026.
- **Improving public awareness of air pollution** – we will continue to raise awareness of local initiatives and campaigns aimed at improving local air quality such as our DEFRA funded [air pollution forecasting and alert platform](#) and our '[Fuel for Thought](#)' and '[Kick the Habit](#)' campaigns. We will seek to improve awareness of the links between air pollution and health impacts generally to support CYC's ongoing LAQM and public health work.
- **Further controls to address fine particulate emissions** – following public consultation and subsequent approval by CYC's Executive, we will expand our Smoke Control Area to cover the whole of York area to improve air quality and health. We will continue to improve public awareness of the links between domestic solid fuel burning, particulate emissions and health impacts and take a proportionate approach to enforcement of Smoke Control Order contraventions, in line with our adopted Enforcement Policy.

City of York Council worked to implement these measures in partnership with the following stakeholders during 2025:

- Departments across CYC including Public Health and Sustainable Transport
- Residents of York
- Local schools
- York and Scarborough Teaching Hospitals NHS Foundation Trust
- York Bus operators
- York Taxi Drivers / Associations
- Freight operators and local retailers
- York Civic Trust (YCT)
- University of York

The principal challenges and barriers to implementation that City of York Council anticipates facing are:

- The ability of current vehicle emission standards to deliver reductions in NO_x emissions, particularly the on-road performance of some Euro VI (and retrofitted) diesel vehicles. This extends to the remaining Euro VI diesel buses operating in the city.
- Development related emissions through the cumulative impact of increased development in the city. CYC will endeavour to manage this through the application of local planning guidance, best practice emission mitigation measures and opportunities for sustainable transport. CYC's Transport Strategy sets a target of 20% reduction in vehicle miles travelled by 2030, which will need to be supported by significant increases in walking, cycling and use of public transport across York.
- Addressing air pollution from domestic solid fuel burning, especially during winter months, may present challenges as people turn to solid fuels to heat their homes in response to the energy and cost of living crisis. This may be further exacerbated in certain areas where fuel poverty may be a factor in the burning of non-certified wood products / waste wood or other materials. CYC has aimed to tackle this issue over the last couple of years through its '[Fuel for Thought](#)' educational campaign which supports people to use alternatives to burning wood if possible, and if not, to use smokeless fuels or approved stoves, with help and support available to understand how to do this.
- Uncertainties with respect to future travel behaviour and challenges in achieving required modal shift targets to sustainable modes.

- Continued unnecessary vehicle idling in the city

Despite longer term improvements seen in air quality across CYC's area in recent years, the above factors are anticipated to remain challenges for CYC in the future.

Progress on the following measures has been slower than expected:

- **Pilot micro-consolidation centre (AQAP4 Measure 1b)** – CYC previously obtained funding from DEFRA to pilot a transshipment hub for the city, but this project has proved difficult to deliver to date due to withdrawal of the primary delivery partner at an advanced stage of the project and the ongoing challenge of attracting a new commercial partner. CYC have not been able to progress the delivery hub pilot due to the lack of officer capacity throughout 2025 but we are actively seeking ways of delivering this project and are taking advice from other cities where successful similar pilots have been delivered in combination with commercial partners. CYC is having ongoing discussions with DEFRA about this project. Whilst we aim to progress this pilot in 2026, this is subject to a new delivery partner being found. The pilot delivery hub will aim to maximise the efficiency of city centre deliveries, using means such as e-cargo cycles and EVs, thereby minimising the need for large vehicles to enter the city centre.

CYC anticipates that the measures stated above and in Table 2.2 will achieve compliance in all areas of the city centre AQMA (order No. 5).

Table 2.2 – Progress on Measures to Improve Air Quality

The estimated efficacy of measures in terms of ‘overall emission impact’ is colour coded from **red** (least impact) - **amber** - **green** (most impact). Rows shaded in yellow will be published on [UK-AIR](#)

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
Priority Air Quality Actions														
2b	Work in partnership with bus operators to pursue an all-electric, zero emission bus fleet for all services operating predominantly in the York urban area	Vehicle Fleet Efficiency	Promoting Low Emission Public Transport	2024	2028	CYC Sustainable Transport Bus operators Manufacturers of low emission buses Charging infrastructure providers	DfT Bus Operators (match funding)	Funded	>£10m	Implementation	Buses generally contribute less than 10% of traffic emissions on most streets and are most significant on roads with proportionally less emissions, where bus flows form a larger proportion of the overall traffic. In areas like George Hudson Street and Blossom Street, between 10 - 25% of the total road NO _x emissions are due to buses. AQAP4 section 3.5 estimates that electrifying the remaining bus fleet would result in around 6% reduction in overall NO _x emissions (for the area modelled). However, this is dependent upon bus frequency / the area of York. New buses used on First's routes 1, 4, 5 and 6, for the York Hospital shuttle bus and on Park & Ride route 2, have reduced carbon emissions by 2,300 tonnes per year as well as reducing NO _x and PM emissions across the city. This adds to the annual reduction of 1,600 tonnes achieved by the zero-emission Park and Ride fleet.	% Electric Bus within 'urban' bus fleet BSIP target to convert all bus services operating predominantly in the York urban area to electric vehicles by 2024/25. Enhanced Partnership Plan (Sept 2022) contains high level objective of At least 90% of bus services operating predominantly in the York urban area to be operated using electric vehicles by 2024/25.	CYC has adopted a four-phase transition to electric drive for buses. Phase 1 saw conversion of York's Park & Ride fleet operated by First York. In this phase 33 electric buses were introduced to serve the 5 Park & Ride sites in York for which electric buses are practicable (completed late 2020). Phase 2 saw the roll out of an electric fleet to York's frequent, urban non-Park & Ride routes. This was supported by £10.2M of ZEBRA1 funding, which electrified all First York's remaining diesel fleet (53 vehicles) throughout 2023/24. First's depot also received a power upgrade to make it one of the first fully electric depots outside London. Phase 3 of the process (ongoing) seeks to convert non-frequent routes in York and those which are urban/rural in character. This phase of the electrification programme involves nearly all of York's operators. A future Phase 4 will convert the inter-urban routes, which is likely to require next generation battery technology (or alternative technologies such as hydrogen). CYC aim to completely electrify the network by 2028, although this is not realistically deliverable by CYC in isolation. Whilst some	Additional benefits include reduction in carbon emissions, noise pollution and improved passenger (and driver) experience Opportunities to work with York tour bus operators to facilitate upgrades The positive conversion of York's largest operator, First, will be important in familiarising the other operators in the city with electric vehicles. Through our Enhanced Partnership (EP) CYC holds regular meetings with operators and stakeholders where feedback and participation from all bus user and disability groups is actively welcomed.

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
													of the larger operators may reach a point in time where it is commercially viable to upgrade more services to EV operation, any significant large-scale progress will likely require YNYCA's lead on policy development, capital funding and project delivery. Funding has now been allocated to deliver a study to understand options for wider electric bus charging across York.	
5a	Implement an EV fleet replacement programme for all vehicles under 3.5 tonnes	Promoting Low Emission Transport	Company Vehicle Procurement – Prioritising uptake of low emission vehicles	2024	2026	CYC Highways and Fleet	CYC	Funded	£1m - £10m Estimate of costs of upgrades to 153 vehicles over programme lifetime (capital and revenue costs)	Implementation	Fleet electrification will eliminate tailpipe emission of NO _x /PM	% of EVs in CYC Fleet <3.5T	Phased fleet programme underway for vehicles under 3.5 tonnes Upgrades to power distribution at Hazel Court Depot finalised 2023/24 A new multi-purpose mini electric vehicle, known as a Goupil, went into service on 29 April 2024. In January 2026, 77% of CYC's operational car/van fleet were either electric (100 vehicles) or plug-in hybrid electric vehicles (1 vehicle). Pool vehicles operated by CYC Public Protection and National Trading Standards are now all fully electric.	Phased vehicle upgrades as part of replacement programme will see gradual increase in EVs across all service areas
6	Delivery of CYC Public EV Charging Strategy / roll-out of additional charge points / hubs	Promoting Low Emission Transport	Procuring alternate refuelling infrastructure to promote Low Emission Vehicles, EV Charging	2024	Ongoing – Current Strategy introduced 2020 and ran until 2025. Refreshed strategy due for publication 2026	CYC Transport (EV Strategy) BP Pulse (access partner) EV Charge Point manufacturers Energy Saving Trust	CYC	Funded	£1m - £10m	Implementation	Emission reduction dependent upon EV uptake. For every conventionally fuelled vehicle replaced local emissions of NO _x and tailpipe PM ₁₀ are eliminated. AQAP4 section 3.5 estimates that enabling 10% of cars and LGVs to switch to electric would result in around 9% reduction in overall NO _x emissions (for the area modelled).	Number of operational fast, rapid and ultra-rapid CYC charge points was 103 at Jan 2026 Number of charging episodes at CYC charge points: 2022 - 24,109 2023 – 36,219 2024 – 38,715 2025 – 38,921	Extensive 'pay as you go' charging network developed which operates on a three-tier system designed to support residents without off-street parking. Tier 1 consists of 'Fast' charging spaces (7kW) located in CYC owned long-stay car parks and Park & Ride sites. Tier 2 consists of 'Rapid' chargers (50kW) distributed across the city and Tier 3 consists of 'Ultra-Rapid HyperHubs' featuring 150kW-	Work programme agreed and funded CYC will monitor plug-in vehicle uptake in York and usage of CYC's network (at least annually) to assess if charge point provision meets demand.

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	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>175kW chargers under solar canopies with battery storage to reduce grid impact and maintain lower tariffs.</p> <p>Local Transport Strategy <u>Implementation Plan</u> commits to trialling charging in residential areas and evaluating its success and scope for further installations in the city.</p> <p>CYC officer workshops were progressed in 2024 with independent expert body the Energy Saving Trust (EST) to consider options for on-street charging and policy/strategy options. Development work has progressed to Councillor engagement with an Executive member session on 23rd June 2025, a Labour Group briefing on 23rd October and a <u>Scrutiny session</u> on 25th November 2025.</p> <p>Updated 'Public EV Charging Strategy' currently being developed and due for publication in 2026.</p>	
1a	Explore opportunities / options for reducing freight emissions	Freight and Delivery Management	<p>Delivery and Service Plans</p> <p>Freight Consolidation Centre</p> <p>Freight Partnerships for city centre deliveries</p>	2024	Ongoing to 2028	<p>CYC</p> <p>Freight transport industry</p> <p>Local operators</p> <p>York Civic Trust</p> <p>Local Enterprise Partnership</p> <p>York Business Improvement District (BID)</p>	DEFRA funding secured for feasibility study and pilot	Partially funded	£100k - £500k	Planning	<p>Baseline emission assessment undertaken (2021) demonstrated that HGVs are a significant emission source on the majority of major roads, where they contribute 15 – 25% of total road NO_x emissions and up to 55% in some areas. LGVs generally responsible for less than 10% of road traffic NO_x emissions, but are more significant in certain areas such as the outer ring road and on key routes like Fulford Road, representing up to 25% of total road emissions.</p> <p>AQAP4 section 3.5 estimates that</p>	Reduction in freight mileage / freight emissions	<p>Initial feasibility study to address first/last mile delivery of light goods in York undertaken Oct/Nov 2021.</p> <p>A new <u>Local Transport Strategy (LTS)</u> was approved in July 2024. The LTS sets out ambitions for York's transport network and infrastructure until 2040. CYC's LTS commits to explore opportunities to improve freight and logistics to ensure that that York's businesses have efficient access for their supplies, goods and services, while at the same time reducing the impact of heavy lorries and light goods vehicles on</p>	Whilst the initial first/last mile feasibility study was funded, any permanent consolidation facilities would be subject to further costing and investment

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
											reducing HGV/LGV volumes by 25% would result in around 8% reduction in overall NO _x emissions (for the area modelled).		carbon emissions, air pollution, safety and damage to heritage. An <u>Implementation Plan</u> for the first period of the new LTS was considered by CYC's Executive in November 2024. The Implementation Plan outlines medium term commitments to create an environment where pollution, noise and road wear and tear from freight vehicles is as low as possible, with operators using electric or other low pollution vehicles. A newly updated LTS Implementation Plan is scheduled for publication in Spring 2026. As of January 2026, CYC is transitioning from the strategy development phase to the active implementation of the Movement and Place Plan which will reallocate road-space to create safe and connected networks for walking, wheeling, cycling, public transport, cars and freight for residents, businesses and visitors alike. Latest LTS updates available on <u>CYC website</u> .	
1b	Undertake pilot project to test 'micro-consolidation centre' for distribution of commercial light goods	Freight and Delivery Management	Freight Consolidation Centre	2024	2026	CYC Local delivery operators and support staff	DEFRA funding secured for pilot	Funded	£100k-£500k	Planning	Subject to evaluation of pilot and reduction in freight mileage AQAP4 section 3.5 estimates that reducing HGV/LGV volumes by 25% would result in around 8% reduction in overall NO _x emissions (for the area modelled).	Completion / evaluation of pilot Reduction in freight mileage / freight emissions (as demonstrated through pilot)	Report to CYC Transport Board in June 2024 to consider options available following withdrawal of principal delivery partner in August 2023. The project was approved to continue by re-contacting other parcel carriers, who had previously expressed interest in the project. However, CYC have not been able to progress the delivery hub pilot due to the lack of officer capacity throughout 2025.	This project has been significantly delayed due to project management capacity at CYC
1c	Consider feasibility of extending Clean	Promote Low Emission Transport	Clean Air Zone (CAZ)	2024	Currently unknown	CYC	Currently unknown	Not Funded	Currently unknown	Planning	Currently unknown	To be developed	CYC <u>Council Plan 2023 – 2027</u> aspiration to consider	Expansion of the CAZ to include HGVs is not being actively pursued

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	Air Zone to include freight vehicles					Freight transport industry Local operators York Civic Trust Local Enterprise Partnership York Business Improvement District (BID)							extension of CAZ to freight vehicles Considered that the last mile delivery pilot (measure 1b) needs to successfully demonstrate that ultra-low or zero emission means of delivery can operate successfully in York in the first instance. Such initiatives have the potential to remove diesel HGV traffic from the network and therefore bring about air quality improvements in key areas.	at present due to the potentially considerable enforcement costs alongside increased costs and inconvenience to city centre businesses. A review of ANPR data also showed that there are a high proportion of Euro 6 HGV vehicles already in operation in the city, thereby weakening the potential effectiveness of a CAZ on AQ grounds alone.
2a	Upgrade (CAZ exempt) inter-urban and rural services to ultra-low emission (electric) vehicles	Promoting Low Emission Transport	Clean Air Zone (CAZ)	2024	2028	CYC Sustainable Transport Bus operators Manufacturers of low emission buses Charging infrastructure providers Emissions abatement equipment providers	DfT Bus operators (match funding)	Funded	TBA	Implementation	Buses generally contribute less than 10% of traffic emissions on the majority of streets and are most significant on roads with proportionally less emissions, where bus flows form a larger proportion of the overall traffic. In areas like George Hudson Street and Blossom Street, between 10 - 25% of the total road NO _x emissions are due to buses AQAP4 section 3.5 estimates that electrifying the remaining bus fleet would result in around 6% reduction in overall NO _x emissions (for the area modelled). However, this is dependent upon bus frequency / the area of York.	% inter-urban and rural services electric / Euro VI diesel BSIP target to convert all inter-urban and rural services to Euro VI diesel by 2024/25 (if it not practical to electrify the routes) Enhanced Partnership Plan (Sept 2022) contains high level objective of at least 95% of inter-urban and rural services to be operated using vehicles of Euro VI standard or better by 2024/25	See update for associated measure 2b. Phases 3 and 4 of CYC's bus transition strategy cover inter-urban and rural services. Where it is not practical to electrify routes, all inter-urban and rural services will be upgraded to Euro VI	An advisory minimum emission standard applied to CAZ exempt vehicles of Euro IV by January 2020, increasing to Euro V from January 2022 and ULEB / Euro VI from January 2024
2c	Extend CAZ (for buses) to York Central	Promoting Low Emission Transport	Clean Air Zone (CAZ)	2024	2026	CYC Sustainable Transport Bus operators York Enhanced Partnership Traffic Commissioners Office	Currently unknown	Not funded	Currently unknown	Planning	-	Change to the Traffic Regulation Condition (TRC)	CYC Council Plan 2023 – 2027 aspiration to consider extension of CAZ area to York Central. It has not been necessary to make any formal changes to the CAZ to date. As of late 2025, only EV buses are currently serving the corridor. It is however possible that the corridor will partially revert to Euro VI provision in future due to the physical	Subject to discussions with the Traffic Commissioners Office and a change to the Traffic Regulation Condition

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													constraint of the low bridge near Kingsland Terrace, which is not passable by current-gen EV single decker buses with roof-mounted battery packs. The CAZ sits within the York Enhanced Partnership (which will be superseded by a York & North Yorkshire Enhanced Partnership in due course).	
3a	Continued promotion of CYC 'Kick the Habit' campaign	Traffic Management Public Information	Anti-idling enforcement Via leaflets / the Internet / Other	2024	Ongoing	CYC Public Protection / Parking Services / Sustainable Transport. Bus companies, taxi companies, freight / delivery companies, local businesses. Promotion undertaken with partners such as York Hospital, University of York and local schools	CYC	Funded	<£10k	Implementation	Previous feasibility work undertaken by CYC suggested at 5 busiest service bus locations, estimated savings of 1,526kg NO _x , 36kg PM ₁₀ , 46,555kg CO ₂ , and 17,949 litres of fuel per year could be made by addressing idling.	Estimate of idling time saved (mins)	Existing 'Kick the Habit' campaign materials developed Annual promotion on Clean Air Day Schools – 'Kick the Habit' anti-idling campaign in school newsletters for Clean Air Day 2025, with additional banners for school gates distributed throughout 2025 Promotion of 'Kick the Habit' campaign via Confederation for Passenger Transport (CPT) national newsletter Promotion of anti-idling 'on-street' via Variable Message Signs (VMS) Specific winter guidance issued around defrosting vehicles and leaving vehicles unattended.	Partnership working with schools, hospital and academic institutions Campaign roll-out in other local authority areas Awareness raising with commercial operators, supported with visits by Public Protection Support Officers (PPSOs) in response to idling complaints
3b	Erect further signage / develop new anti-idling resources / review approach to anti-idling enforcement	Traffic Management	Anti-idling enforcement	2024	Permanent signage completed 2025 but subject to annual review/refresh. Ongoing enforcement	CYC Public Protection / Parking Services / Sustainable Transport	CYC	Partially funded	New resources <£10k Staff resource for enforcement subject to higher costs but opportunities to incorporate idling duties into other related posts	Implementation	Difficult to quantify exact emission savings as measures aimed at preventing idling / education	N/A	Permanent signage in CYC car parks, city centre bus stops, multiple taxi ranks and at other key locations since 'Kick the Habit' scheme launch. Union Terrace Coach park signage was refreshed in 2024/25. Anti-idling leaflets produced for different target audiences (schools, taxi drivers, commercial vehicles etc) Additional permanent anti-idling signage was erected along Gillygate and on the surrounding roads in May/June 2024 to	CYC only has powers to enforce unnecessary vehicle idling on the public highway and on CYC owned land. The regulations do not allow CYC to take action against motorists who are idling their engines whilst queuing in traffic / at traffic lights. CYC Parking Services undertake regular patrols across York and can enforce idling offences in CYC owned coach and car parks.

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													encourage motorists to switch off their engines whilst queuing. Anti-idling patrols were undertaken by Public Protection Support Officers in response to public complaints of stationary idling on the public highway throughout 2025.	
4a	Review and update of CYC Taxi Licensing Policy to accelerate uptake of ULEVs	Promoting Low Emission Transport	Taxi Licensing conditions	2024	2024	CYC Public Protection / Taxi Licensing	CYC	Funded	£10k - £50k	Complete	Air quality / emissions impacts realised as fleet replaced over time in line with policy revisions	Adoption of new Taxi Licensing Policy	<p>Consultation on updated Taxi Licensing Policy in June/July 2024. The revised policy was approved by Council in November 2024 requires vehicles to meet stricter emission standards to help improve air quality across the city. The policy also supports the supply of more wheelchair-accessible taxis and aims to increase awareness of and extend safeguarding standards among drivers and operators.</p> <p>Updated Taxi Licensing Policy requirements can be viewed on CYC Website.</p> <p>All new private hire vehicle applications and all replacement hackney carriage / private hire vehicles to be a minimum of Euro 6 standard and less than 10 years old. From November 2027, vehicle licences will not be renewed by CYC unless they meet these requirements.</p>	<p>CYC will also consider opportunities for addressing emissions associated with non-CYC registered taxis that operate in the city</p> <p>CYC's Street Trading Licensing Policy currently being updated. It is anticipated that this will go out to public consultation in 2026</p>
4b	Seek further opportunities for CYC to support taxi drivers to upgrade vehicles to ULEVs	Promoting Low Emission Transport	Taxi emission incentives	2024	Ongoing	CYC Public Protection / Taxi Licensing Taxi Drivers	Subject to external funding	Not funded	£500k - £1m	Planning	Converting the remaining taxi fleet to electric or petrol-hybrid technology can offer considerable emission savings compared with older diesel technology	% low emission taxis (electric / PHEV / hybrid) across CYC licensed taxi fleet At the end of 2025 this figure was 45%	<p>CYC delivered a Low Emission Taxi Grant scheme between November 2020 and June 2024. The project encouraged the transition to low emission taxis within York, via the use of incentives and awareness raising. The scheme provided £105k in grant funding and supported 38 CYC licensed taxi drivers with purchase / operational costs for</p>	<p>Additional financial support subject to external funding</p> <p>CYC will also work alongside the taxi trade to understand charging infrastructure requirements for this sector.</p>

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													low or zero-emission vehicles.	
4c	Consider feasibility of extending the Clean Air Zone to include taxis	Promoting Low Emission Transport	Clean Air Zone (CAZ)	2024	Currently unknown	CYC Public Protection / Taxi Licensing Taxi Trade	Currently unknown	Not funded	Currently unknown	Planning	Currently unknown	To be developed	CYC Council Plan aspiration to consider extension of CAZ area to include taxis	Subject to further feasibility work Taxis are a key form of transport for many residents, particularly those who are disabled or vulnerable. Taxis are included as a form of public transport within CYC's sustainable corridor plans and wider LTS, with exact access requirements subject to consultation.
5b	Explore options for fleet vehicles over 3.5 tonnes to move away from diesel	Promoting Low Emission Transport	Company Vehicle Procurement – Prioritising uptake of low emission vehicles	2024	Ongoing	CYC Highways and Fleet	CYC	Partially funded	£1m - £10m	Implementation	CYC's 2020 vehicle fleet emitted 1763t of CO ₂ every year (including HDVs). NO _x /PM reduction not estimated	% ULEV (over 3.5 tonnes) Jan 2026 figure was 13.7% (2 electric refuse vehicles, 6 electric pick-ups and 2 electric pedestrian sweepers)	Zero-emission 'eCollect' refuse collection vehicles (eRCVs) are used six days a week on commercial waste collections benefitting the city with zero emissions and quieter operations.	CYC will continue to arrange trials and evaluation of vehicles to assess suitability for core service areas.
5c	Maximise CYC journey efficiency (and minimise emissions) through use of telematics, training and sustainable travel options for staff	Vehicle Fleet Efficiency	Driver training and ECO driving aids	2024	Ongoing	CYC Highways and Fleet / Rethinking Travel	CYC	Funded	Dependent upon exact options progressed	Implementation	NO _x /PM reduction not estimated	Telematics feedback and evaluation Use of pool bikes, car club vehicles	ECO driver training previously undertaken Ongoing programme of training for HGV drivers e.g. Certificate of Professional Competence (CPC) Masternaut telematics system rolled out to all CYC vehicles Low and zero emission pool vehicles / Car Club vehicles available for staff use during working hours (7 dedicated vehicles across 4 locations). 3907 journeys made in 2025 by CYC staff. 30 CYC pool bikes available across 12 locations, with positive feedback received on their use New portal in development with Enterprise Car Club for prioritisation of travel options for CYC staff	
7a	Review / update Low Emission Planning Guidance and ensure alignment	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	2024	2026	CYC Public Protection / Planning / Integrated Strategy / Carbon Reduction	CYC	Funded	£10-£50k	Implementation	NO _x /PM reduction not estimated	Revision / adoption of updated low emission planning guidance	CYC Low Emission Planning Guidance v1.3 available and currently being actively used for	CYC will ensure that local standards for EV charging infrastructure provision remain appropriate for current EV use (and

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	with carbon reduction policies												development control purposes City of York Local Plan adopted at Full Council on 27 February 2025 Under Core Policy ENV1 (Air Quality), development is only permitted if the impact on air quality is acceptable and appropriate mitigation is in place. Update to local guidance in progress but awaiting refresh of national IAQM Guidance Engagement with London Borough of Merton in December 2025 in relation to emissions from Non-Road Mobile Machinery (NRMM) and potential introduction of local standards.	anticipated future EV uptake) in the city and are aligned to CYC's vision as laid out in CYC's refreshed EV Charging Strategy (due 2026). Aim to ensure that heating technologies in new developments achieve the lowest emissions possible, considering both local air quality and carbon reduction targets
7b	Ensure development related emissions are appropriately assessed and mitigated in line with CYC guidance	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	2024	Ongoing	CYC Planning / Public Protection Developers	CYC	Funded	£50-£100k Staff time plus oncosts	Implementation	NO _x /PM reduction not estimated, but will be site specific dependent upon mitigation	Planning applications reviewed in terms of air quality	Ongoing assessment of planning applications Development of standard planning conditions for air quality issues Development of local standards for EV charging provision AQ Policy ENV1 developed as part of Local Plan	Cost anticipated mainly in relation to staff time for implementing guidance Assessment of air quality impacts will consider cumulative impacts from nearby sites to minimise 'emission creep' across the city. Standards for EV charging provision subject to annual review
8	Continue to explore incentives and opportunities to encourage the wider uptake of low and zero emission vehicles	Promoting Low Emission Transport	Priority parking for LEV's Company Vehicle Procurement - Prioritising uptake of low emission vehicles Public Vehicle Procurement - Prioritising uptake of low emission vehicles	2024	Ongoing	CYC Transport / Public Protection / Parking Services / Transport Planning Partners may include infrastructure delivery partners, developers, micro-mobility solution providers	CYC	Not funded	Scheme dependent	Implementation	AQAP4 section 3.5 estimates that enabling 10% of cars and LGVs to switch to electric would result in around 9% reduction in overall NO _x emissions (for the area modelled).	Number of low emission parking permits issued Further ULEV / ZEV / micro mobility trials undertaken	Parking incentives – users can park for free for up to 90 minutes at CYC car parks whilst using rapid or ultra-rapid EV chargers (overstay charge applicable after 90 minutes) <u>Low Emission Parking Discount</u> – residents with low-emission vehicles are entitled to a 20% discount on certain parking permits. Advice to businesses on EV transition and infrastructure The TIER e-scooter and e-bike trial took	CYC will explore further incentives to increase use of micro-mobility modes, such as E-Bikes / E-Scooters

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													place between 2020 - 2024. The trial collected valuable data on micro-mobility to inform future policy / permanent schemes. CYC is currently seeking new operator for a future micro-mobility scheme to complement walking, cycling, and public transport, focusing on accessibility and reducing car reliance.	
9a	Improve public access to air quality information and advice	Public Information	Via the Internet	2024	Ongoing	CYC Public Protection / Public Health	CYC	Partially funded	<£10k Annual review and update of web content	Implementation	N/A	Web content subject to ongoing periodic review to consider topics of local significance and interest Availability of local, up to date, air quality monitoring data and annual summary reports	Air quality pages of CYC website updated as necessary throughout 2025 with 6-monthly scheduled review period Real-time air quality data publicly available at Air Quality England . Communication equipment upgrades progressed at remaining 5 continuous monitoring sites throughout 2025 to facilitate rapid data dissemination (Lawrence Street, Fulford Road, Nunnery Lane, Heworth Green and Plantation Drive). Diffusion tube data publicly available on YorkView New webpages created to support communications around Clean Air Day and Clean Air Night. York Air Alert Forecasting and Alert Platform launched 2024 (see Measure 9b)	Updates will assist with providing information to the public about the health impacts of air pollution and how behavioural change can reduce emissions and exposure.
9b	Air Quality Alert / Notification Service	Public Information	Via the Internet / Via other mechanisms	2024	Launched 2024 with funding secured for ongoing operation until December 2027	CYC Public Protection / Public Health External platform provider (Cambridge Environmental Research Consultants)	DEFRA AQ Grant	Funded	£50k - £100k	Complete	Measure aimed at reducing exposure / improving awareness rather than pollution reduction specifically	Ongoing platform usage (e.g. visitor stats and subscriptions to notification service), supplemented with registered platform user feedback	DEFRA AQ Grant obtained for Air Quality Forecasting and Alert Service in 2023. The York Air Alert service was launched in July 2024 and has been promoted across GP surgeries, hospitals and pharmacies across CYC's area. The service has also been extensively promoted across CYC's social media channels and via printed press. The service has received	Will result in improved knowledge and awareness of air pollution, links to health impacts, and means to reduce exposure to pollutants via lifestyle choices / travel route / modal choice Opportunities for wider behaviour change messaging in response to high pollution episodes

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													on average 900 unique visitors a month since launch. Evaluation report provided to DEFRA in December 2025 with operational support for the platform funded until December 2027.	
9c	Local promotion of 'Burn Better' campaign and rules around Smoke Control Areas (SCAs)	Public Information	Via the Internet / Via leaflets / Via other mechanisms	2024	Ongoing	CYC Public Protection / Public Health	CYC for ongoing local promotion of SCAs and existing campaigns Particulate awareness and reduction campaign was funded through DEFRA AQ Grant DEFRA Section 31 Grant issued October 2025	Funded	Local promotion of SCAs and existing campaigns <£10k Fuel for Thought campaign £10k - £50k	Implementation	NO _x /PM reduction not estimated but communications campaigns can increase awareness of air quality issues and drive behavioural change	Annual promotion undertaken Reduction in solid fuel burning / change in domestic heating patterns, awareness of correct maintenance and efficient use of appliances and fuel certification schemes	Promotion undertaken via CYC media channels during Autumn/Winter periods Compliance checks across solid fuel distribution outlets undertaken to ensure that all solid fuels being sold were certified as 'Ready to Burn' DEFRA AQ Grant obtained for campaign work in relation to domestic solid fuel burning and links to air pollution and health. Local Fuel for Thought campaign (originally launched Nov 2023) aims to raise awareness of the links between burning solid fuels, pollution and health and provides advice on alternative, cleaner methods of heating. Consultation on expansion of York smoke control area progressed in 2025 with further publicity around smoke control area requirements.	Campaign work will help householders choose cleaner fuels and ensure they are aware of both best practice in terms of fuel burning appliances and associated health risks.
10a	Continue to promote sustainable travel in York	Promoting Travel Alternatives	Intensive active travel campaign & infrastructure Promotion of cycling Promotion of walking School Travel Plans Workplace Travel Planning	2024	Ongoing (funding dependent)	CYC Sustainable Transport CYC Marketing and Communications Schools Local businesses Sustrans	CYC DfT In 2025, funding has been via BSIP, from Active Travel England and via Section 106 for residential estates	Partially funded	£100k - £500k (annually) for engagement with businesses, schools and the general community	Implementation	Hard to precisely quantify but target to increase modal shift away from private car to walking / cycling and public transport use AQAP4 section 3.5 estimates that reducing car usage by 20% (in line with CYC's 2030 Transport Strategy target) would result in around 12% reduction in overall NO _x emissions (for the area modelled). This would be over and above any improvements delivered through	Various KPIs reported as part of Local Transport Plan, such as: Cycle counts / cycle training delivered School travel plans delivered Businesses adopting sustainable travel modes Increase in bus patronage Increase in walking / cycling	Since 2021/22 CYC's I-Travel programme has delivered: E-cycle switch scheme E-cargo bike scheme. Supported Friends of St Nicholas Fields (St Nicks) switch to using E-Cargo bikes 'Better Points' scheme has been rewarding 4500+ York participants for walking, cycling and using the bus 'Bikeability' training to all Primary and Secondary state schools. 2136 children	Existing I-Travel programme subject to ongoing funding Continued work with schools to promote sustainable travel choices, minimise idling events, deliver cycle training, produce school travel plans and facilitate events to promote Walk to School week / Clean Air Day etc Continued work with businesses to embed sustainable travel modes into current business models and encourage uptake

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											vehicle emission technology.		<p>were trained in 2024/25</p> <p>Urban Cycle Skills training for adults and families</p> <p>York Walking Festival – Sept 2025</p> <p>Production of cycle route videos and audio walking guides</p> <p>School Travel Planning</p> <p>Living Street's WOW scheme had 5 primary schools taking part in 2025</p> <p>Modeshift's Active Travel Ambassador scheme had 2 secondary schools taking part in 2025</p> <p>100 events organised or attended where CYC provided 2000+ people with travel advice.</p> <p>The Resident Travel Scheme has been set up to provide free bus passes and cycle purchase discounts to new residents of residential estates that have the relevant section 106 funding.</p> <p>TryBus has been delivered to employees of select organisations during 2025, providing a free trial of bus use to car users.</p>	Also see measure 10c for updates on CYC's LCWIP
10b	Delivery of Bus Service Improvement Plan (BSIP)	Transport Planning and Infrastructure	<p>Bus route improvements</p> <p>Public transport improvements – interchanges, stations and services</p>	2024	2025	<p>CYC Sustainable Transport</p> <p>Bus companies</p> <p>Infrastructure providers</p>	DfT	Funded	>£10m	Implementation	<p>Bus emissions (post CAZ implementation) generally up to 10% of road traffic emissions on majority of network, but up to 25% in some areas of AQMA</p>	<p>Various KPIs outlined in BSIP, examples include:</p> <ul style="list-style-type: none"> Passenger trips per year Bus punctuality /excess wait time Service frequency % Electric Bus <p>BSIP Target of 20 million bus passenger trips a year by April 2025 (25% increase on the peak seen in 2017/18).</p>	<p>The plan has received over £17m in initial DfT funding and additional revenue grants to implement a range of measures aiming to make the bus network more inclusive, accessible, and reliable. Progress to date includes:</p> <p>Fare reductions - continued provision of reduced fares for young people. Over one million reduced-price tickets have been sold since the scheme launched in September 2023</p> <p>Infrastructure Improvements – rolling programme to upgrade bus stops</p>	<p>See BSIP report to Executive Member for Transport</p> <p>The BSIP is part of the broader, recently approved Local Transport Strategy 2024-2040. An implementation plan has been adopted, and this will be updated in 2026</p>

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													<p>across the city, including upgraded shelters, real-time information and improved facilities for wheelchair users.</p> <p>Consultation on Bus Priority Measures - A public consultation on proposals to introduce a new bus priority route on the Rougier Street – Micklegate – Tower Street corridor ran from Nov 2025 to Jan 2026.</p> <p>Zero Emission Buses - CYC secured funding (including a £10.2m grant via the ZEBRA scheme) to support the purchase of electric buses. As a result, over 60% of the bus fleet is now electric, with all vehicles in service following a power upgrade at the First Bus depot in 2024.</p> <p>Service Stability - Additional BSIP revenue funding has been used to continue supporting commercial bus services that might otherwise have been withdrawn, helping to stabilise the network amidst rising operational costs.</p>	
10c	Delivery of other LTP infrastructure measures	Transport Planning and Infrastructure	Other	2024	Ongoing	CYC Infrastructure providers	Scheme dependent	Scheme dependent	Scheme dependent	Implementation	Scheme specific York Outer Ring Road Air Quality Impact Assessment demonstrated a possible reduction in vehicle traffic (and air pollution emissions) in some areas of the city centre AQMA.	Scheme specific	<p>Local Transport Strategy Implementation Plan was published in November 2024 and will be refreshed in Spring 2026.</p> <p>The Local Cycling and Walking Infrastructure Plan (LCWIP) was formally approved and adopted by the Council's Executive on 12 Dec 2024. The LCWIP is a living document that identifies aspirational networks and prioritised zones for improvements to increase walking, wheeling and cycling by 2030. The plan identifies 66 core walking, wheelchair user, and wheeling zones, which have been sifted and ranked based on</p>	<p>The LCWIP is integrated with the overarching Local Transport Strategy (LTS) and the developing Movement and Place Plan, ensuring a coherent approach to transport network planning across the city. See Scoping report for CYC LCWIP</p>

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													<p>factors like safety, accessibility, health, and proximity to key destinations (schools, shops and employment sites). CYC will use the LCWIP as an evidence base to bid for central government funding; detailed designs and public consultations for specific schemes will follow as funding becomes available.</p> <p>York Outer Ring Road (YORR) – Planning permission for the full northern dualling scheme was granted on 12 April 2024, after being referred to the Secretary of State. Following a cost review in July 2025 and due to a significant funding shortfall, CYC's Executive agreed to a phased approach to delivery, focussing on unlocking wider development and investment opportunities into the city. See latest updates on CYC's website</p> <p>Station frontage - project has reached several key infrastructure milestones, including the successful removal of the final sections of the Queen Street and the opening of the new permanent road surface on Queen Street in May 2025. Public transport access saw significant changes in 2025, with bus stops being relocated to their final permanent positions by September to create a more efficient interchange.</p> <p>Traffic Signal Trial on Gillygate approved by Executive Member for Transport in Dec 2024 and progressed January – December 2025.</p>	
11a	Regulation and control of	Environmental Permits	Other	2024	Ongoing	CYC Public Protection	CYC	Funded	£10k - £50k	Implementation	NO _x / PM emission reduction not estimated but will	Scheduled CYC inspections	Annual inspection programme ongoing	Scheduled inspections undertaken by CYC Public Protection staff.

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	industrial emissions										prevent further deterioration in air pollution via regulation and control of existing processes	completed per annum Target of 100% of the inspections scheduled following the annual risk assessment are carried out.	35 installations hold environmental permits. Using the DEFRA risk assessment, 27 inspections were planned for 2025. These consisted of full and check inspections. During the year all these inspections were completed along with additional visits where necessary as well as visits associated with an application for a new permit. No enforcement notices were served.	Work programme subject to maintaining existing staff resource
11b	Regulation and control of domestic emissions	Promoting Low Emission Plant	Other Policy	2024	Ongoing	CYC Public Protection	CYC	Funded	£10-£50k	Implementation	NO _x / PM emission reduction not estimated	Review smoke control area boundaries and implementation of new legislation, including enforcement methods Reduction in complaints of smoke nuisance	Compliance checks across key solid fuel distribution outlets have been undertaken as part of other routine CYC operations to ensure that all solid fuels being sold were certified as 'Ready to Burn' in line with the Air Quality (Domestic Solid Fuels Standards) (England) Regulations 2020. Adopted a <u>new enforcement policy</u> for smoke emissions in CYC's Smoke Control Area (SCA) in November 2024. Public consultation on revised SCA boundary to cover the whole of York progressed April – June 2025. This was approved by CYC's Executive on 3 March 2026. Promotion of Clean Air Night	Work programme subject to maintaining staff resource CYC continues to investigate sales of non-authorised solid fuels and complaints of non-compliance CYC also progressed various home improvement energy efficiency / heating upgrade schemes in 2025 (see update for Measure 11c).
11c	Provision / promotion of energy advice services and upgrade grants to domestic and business sectors	Promoting Low Emission Plant	Other Policy	2024	Ongoing	CYC Carbon Reduction	External grant funding	Funded	Scheme dependent	Implementation	Home upgrade energy efficiency grants and advice services to residents and businesses will complement wider emission reduction measures of AQAP4. Across York, domestic buildings are the largest sources of greenhouse gas emissions at 31.9%.	Grants awarded / energy savings / carbon reduction	Production of updated <u>Climate Change Action Plan</u> in November 2024, that sets out sets out the actions to be taken to reduce emissions and improve climate resilience in York. A refresh of the Action Plan is anticipated during 2026. Expansion of home energy support through a combination of government grants	CYC gas consumption will be reduced through a range of initiatives including building efficiency improvements, transitioning to electrical heating and encouraging staff to take steps to reduce energy usage when working from home. CYC secured £175,980 grant funding from the Government's Low Carbon Skills Fund to create

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	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>and new advisory services.</p> <p>Major grant schemes in 2025 included:</p> <p>Warm Homes: Local Grant (WHLG): Launched April 2025 (replaced earlier phases)</p> <p>Warm Homes: Social Housing Fund: Secured £1.4 million in early 2025 to upgrade approximately 140 council-owned homes with insulation, solar panels, and smart controls.</p> <p>Home Upgrade Grant 2 (HUG2): Specifically for homes not heated by mains gas. Completed upgrades for approximately 60 York properties.</p> <p>ECO4 and Great British Insulation Scheme (GBIS): In partnership with Agility Eco</p> <p>Advisory and Support Services in 2025 included:</p> <p>Retrofit One-Stop-Shop (ROSSY) / YorEnergy: this central hub offers free whole-house retrofit assessments, expert guidance, and access to an accredited supplier network.</p> <p>Demonstrator Home: In September 2025, CYC opened its first demonstrator home on Vine Street.</p> <p>Local Energy Advice Demonstrator (LEAD): This specialized service focused on advice for "hard-to-treat" heritage buildings and conservation areas. It concluded in April 2025 after providing in-person advice to over 450 residents.</p>	<p>decarbonisation plans for 21 schools and 5 leisure centres in the City, identifying opportunities to reduce energy consumption, providing both financial and carbon savings.</p> <p>Building fabric upgrades (energy efficiency) and low carbon heating technology upgrades will contribute to improved local air quality and carbon reduction targets</p>
12a	Maintain CYC's air quality monitoring network and respond to changing	-	-	2024	Ongoing	CYC Public Protection Academic Institutions (equipment trials)	CYC	Funded (routine operation of existing equipment) Future upgrades	£10-£50k per annum	Implementation	No direct air quality impact but used to monitor impact of AQAP measures and complementary CYC strategies	Average and/or maximum concentrations of NO ₂ , PM ₁₀ and PM _{2.5} across key areas in the	Established monitoring network including 9 real-time monitoring stations and 233 passive NO ₂ diffusion tubes across CYC area	Full details of CYC's up to date monitoring strategy and any changes are provided annually in CYC's Annual Air Quality Status Reports

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
	monitoring priorities							subject to additional funding			affecting traffic and local development	AQMA / the wider area of York	Communications upgrades (4G) at five of CYC's continuous monitoring sites completed in 2025 to facilitate real-time data availability Contracts renewed for ongoing data management, audit and service for air quality sites	New and upgraded monitoring equipment subject to internal / external funding and national standards
12b	Ensure AQ data is disseminated to the public and shared with local leads for air quality, public health and transport	Public Information	Via the Internet Other	2024	Ongoing	CYC Public Protection	CYC	Funded	£10-£50k per annum	Implementation	N/A	Publication of annual air quality summary / ASR Briefings to local leads for Air Quality Real-time air quality data publication on online portal	AQ data currently disseminated via Air Quality England website and CYC Annual Status Reports hosted on council website Diffusion tube data hosted on CYC's YorkView GIS platform Annual Air Quality Report to CYC's Combined Executive Member Decision Session (June 2025) Briefings on key issues to Executive Member for Environment and Climate Emergency Press releases, resident newsletters and programme of social media throughout 2025 York Air Alert Service – alert of air pollution episodes to registered users	Costs relate to annual staff costs. Additional mechanisms to disseminate data subject to additional funding.

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

As detailed in Policy Guidance LAQM.PG22 (Chapter 8) and the Air Quality Strategy¹, local authorities are expected to work towards reducing emissions and/or concentrations of fine particulate matter (PM_{2.5}). There is clear evidence that PM_{2.5} (particulate matter smaller than 2.5 micrometres) has a significant impact on human health, including premature mortality, allergic reactions, and cardiovascular diseases.

The Public Health Outcomes Framework 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. Indicator D01 'Fraction of mortality attributable to particulate air pollution' is defined as the fraction of annual all-cause adult mortality attributable to particulate air pollution (measured as fine particulate matter, PM_{2.5}), expressed as the percentage of annual deaths from all causes in those aged 30+.

It is estimated that long-term exposure to air pollution (specifically, PM_{2.5}) was a contributory factor to the cause of death in 4.5% of deaths in York in 2024 (latest data available at the time of writing). This figure is less than the figure reported for the wider Yorkshire and Humber region in 2024 (5.2%) and less than the average figure reported for England in 2024 (5.3%).

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.

Emissions of oxides of nitrogen (NO_x) and man-made particulate must be reduced to meet the health based national air quality objectives in York and improve public health.

¹ Defra. Air Quality Strategy – Framework for Local Authority Delivery, August 2023

To date CYC has produced two trip reduction / modal shift based Air Quality Action Plans (AQAPs) and in 2015 adopted a third Action Plan (AQAP3) focussing on reducing vehicle tailpipe emissions from the remaining vehicle fleet through the use of low emission technologies. In 2024 CYC consulted on an updated Action Plan (AQAP4) that outlines the action CYC will take to further improve air quality in York to go beyond health-based National Air Quality Objectives in all areas and work towards meeting World Health Organisation (WHO) Air Quality Guidelines. AQAP4 aims to reduce concentrations of air pollutants and exposure to air pollution, thereby improving the health and quality of life of residents and visitors to York. AQAP4 recognises that there are no 'safe' limits for particulate emissions, particularly PM_{2.5}. The maximum concentration of PM_{2.5} monitored in York in 2025 was 9.6µg/m³ at the Gillygate roadside continuous monitoring site.

CYC is demonstrating a commitment to addressing PM_{2.5} through measures in its current Air Quality Action Plan and wider associated strategies. Some specific items related directly to reducing fine particulate emissions (and indeed related to reducing exposure to such emissions) are described below:

- **Exposure Reduction through the Planning Process [See AQAP4 measures 7a and 7b]**

Air quality 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. CYC's Low Emission Planning approach requires developers to calculate the damage costs of the additional development emissions and to mitigate these using a range of sustainable transport and low emission vehicle measures. Such measures must be considered reasonable and proportionate, relative to the damage costs associated with the development. 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. CYC's approach is in line with that specified in DEFRA's [Interim Planning Guidance](#) for PM_{2.5} Targets published in October 2024, which requires developers to consider mitigation measures to reduce exposure to pollutants.

- **Policy Led Exposure Reduction [Links to various AQAP4 measures]**

CYC's Environmental Protection team work alongside other council departments and input into key council policies that can impact on air quality, exposure reduction and health. Examples of previous joint policies include the Local Transport Plan / Strategy,

Local Plan, Climate Change Strategy, Low Emission Strategy, Air Quality Action Plan(s) and the Health and Wellbeing Strategy. In 2019, CYC announced a Climate Emergency and have since set an ambition for CYC to reduce its carbon emissions to net zero by 2030. CYC recognise the threat of climate change at both a global and local scale, and are committed to delivering bold, local climate action to deliver economic and social benefits, such as new green jobs, economic savings, market opportunities and much improved well-being for York residents. Air quality improvement strategies in York complement the wider [climate change/carbon reduction agenda](#) and the two areas are well aligned to recognise synergies and prevent conflict.

- **Information Led Exposure Reduction [See AQAP4 measures 3a, 3b, 9a, 9b, 9c, 11c, 12b]**

Acting as part of the Low Emission Partnership (alongside Bradford Metropolitan District Council and Lancaster City Council), CYC previously obtained DEFRA AQ Grant funding to develop a new [Air Quality Knowledge Hub](#). Focused on information exchange between local authority professionals, the Hub features a range of content areas related to air quality improvement measures that local authorities can adopt, as well as more specific practitioner advice notes that focus on various aspects of local air quality management, planning, monitoring and enforcement. The Hub, now adopted by DEFRA as a national resource, also includes a growing library of relevant case studies and a forum to facilitate discussion and information exchange. Since taking over management of the Hub, DEFRA have also now added a dedicated resource area for hosting communication materials arising from Air Quality Grant funded Projects and a new 'Collaboration Map', designed to make it easier for local authorities to identify and contact other authorities who are implementing similar air quality measures.

CYC undertakes promotional work in relation to the impact of vehicle idling (especially as part of Clean Air Day) focussed on raising awareness of the links between idling emissions, air quality and health impacts.

CYC was awarded DEFRA Air Quality Grant funding to improve public awareness of domestic solid fuel burning practices, particulate emissions and associated health impacts. We undertook research via an online survey and hosted a number of focus groups with the local community to inform the creative route for the '[Fuel for Thought](#)' campaign, which was initially launched in November 2023 and will be used for ongoing seasonal campaign work around solid fuel burning. A full evaluation of this campaign was provided to DEFRA in September 2024 and campaign materials have most

recently been used to support national Clean Air Night in January 2026 and proposals to expand CYC's Smoke Control Area to cover the whole of York.

CYC was also awarded DEFRA funding to develop an online air pollution forecasting and notification service to allow residents and visitors to York to access information that allows them to minimise their own exposure when pollution episodes are forecast. The [York Air Alert](#) service is of particular benefit to anyone who suffers from health conditions exacerbated by poor air quality. The service, launched in July 2024, provides a 3-day forecast of air pollution with 8 zones of York. The service is free to subscribe to and provides notifications via email, text and voicemail to users. A full evaluation of this platform was provided to DEFRA in December 2025. The platform has received on average approximately 900 unique visitors per month since the launch in July 2024.

In addition, CYC provides information locally about air quality via dedicated air quality webpages and social media, including information about air quality and health, low emission vehicles and charging infrastructure and air quality improvement policies and measures. CYC also provides information about current air quality levels, including PM_{2.5} across the city via the [Air Quality England](#) portal, which includes a daily Air Quality Index for the city.

- **Low Emission Vehicle Upgrades including buses, taxis and CYC fleet [See AQAP4 measures 2a, 2b, 4a, 4b, 5a, 5b, 10b]**

Following the introduction of the UK's first and only 'voluntary' Clean Air Zone (CAZ) for buses in 2020/21, CYC has worked in partnership with bus operators to introduce further zero emission electric buses to the York fleet, significantly reducing carbon, NO_x and particulate emissions across the city. Our work bringing Government funding to the city has enabled national bus company First Bus to set up one of its first net zero emission bus operations in the city. The York depot is one of the first outside London to be fully electric, and the first in Yorkshire, and £10.2m funding of the £23m project was secured by CYC from the Department for Transport ZEBRA scheme. The depot has seen emissions reduce by 90% with the total fleet of 86 all-electric buses saving around 5,000 tonnes of CO₂ a year. The current phase of CYC's bus electrification programme involves nearly all of York's operators, which include small local companies as well as larger national operators and will cover less frequent services and those which are urban/rural in character.

York has previously pioneered a taxi grant scheme aimed at encouraging taxi drivers to move away from diesel/petrol to petrol hybrid and fully electric taxis. We also adopted a new Taxi Licensing Policy in October 2024 that required vehicles to meet stricter emission standards to help improve air quality across the city. Through the taxi incentive scheme and iterative changes to Taxi Licensing Policy over a number of years, the number of low emission (fully electric or electric hybrid) taxis in the York fleet has been increased to approximately 45% (figure correct as of end December 2025). Traditional petrol hybrid, plug-in hybrid and electric cars produce significantly lower tailpipe emissions than diesel equivalents.

Following electrical infrastructure upgrades at the council's Hazel Court ECO depot site, we continued our phased EV fleet replacement programme for vehicles under 3.5 tonnes throughout 2025. By January 2026, 77% of CYC's operational car/van fleet were zero (tailpipe) emission capable vehicles, thereby reducing emissions associated with the council's operations.

- **Review scope of Clean Air Zone [AQAP4 measures 1c, 2c, 4c]**

The existing Clean Air Zone (CAZ) for buses in the city centre was launched on 31st January 2020. Buses making 5 or more entrances to the CAZ per day are now required to be low emission (Euro VI diesel or electric). Low / zero emission buses will reduce the amount of fine particulate (as well as NO_x) emitted in the city. Measures in AQAP4 commit to reviewing the scope of the existing CAZ to consider including freight and taxis and extending the CAZ for buses to York Central.

- **Encourage the uptake of low and zero emission vehicles [AQAP4 measures 6, 8]**

CYC has previously hosted low emission vehicle events for the public to showcase a variety of electric cars and bikes. CYC also manage an extensive public electric vehicle charging network, consisting of 'fast', 'rapid' and 'ultra-rapid' charge points, to facilitate the uptake of electric vehicles in the city. An updated 'Public EV Charging Strategy' is currently being developed and is due for publication in 2026. CYC also currently offer a residents 'low emission parking discount' for owners of low emission vehicles.

- **Clean Air Act / Smoke Control Areas [AQAP4 measure 11b]**

Under the requirements of the Clean Air Act, certain areas of York have been designated Smoke Control Areas (SCAs), where emissions of smoke from chimneys of buildings are prohibited. CYC continue to enforce existing smoke control areas to reduce fine particulate emissions and nuisance. In 2024, we developed a new

[Enforcement Protocol](#) for civil penalties for smoke emissions within Smoke Control Areas (under the Clean Air Act 1993, as amended by the Environment Act 2021). In 2025 we issued 32 warning letters following smoke complaints (but were not required to issue any financial penalties). CYC also undertakes seasonal promotion of the rules around SCAs and issued advice and guidance to residents on the use of appropriate fuels and maintenance of appliances in line with the Government's national 'Burn Better' campaign. This promotional work accompanies compliance checks across retailers within CYC's area to ensure that all solid fuels being sold are certified as 'Ready to Burn' in line with the Air Quality (Domestic Solid Fuels Standards) (England) Regulations 2020. As mentioned above, CYC has also previously launched a DEFRA funded campaign specifically aimed at improving public awareness of domestic solid fuel burning practices, particulate emissions and associated health impacts.

- **Reducing freight emissions [AQAP4 measures 1a, 1b, 1c]**

CYC's Local Transport Strategy [Implementation Plan](#) outlines medium term commitments to create an environment where emissions, noise and road wear and tear from freight vehicles is as low as possible, with operators using electric or other low pollution vehicles. Various measures to tackle freight emissions are proposed as part of AQAP4.

Throughout 2025, CYC's Director of Public Health and colleagues in the Public Health team have been actively involved in delivery of air quality improvement measures and council communications around the impacts of poor air quality and health. CYC also maintain contact within the sustainability team at the York and Scarborough NHS Trust and have previously worked with them to promote sustainable travel and raise awareness of National Clean Air Day.

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

This section sets out the monitoring undertaken within 2025 by City of York Council (CYC) and how it compares with the relevant air quality objectives. In addition, monitoring results are presented for a five-year period between 2021 and 2025 to allow monitoring trends to be identified and discussed.

3.1 Summary of Monitoring Undertaken

3.1.1 Automatic Monitoring Sites

CYC undertook automatic (continuous) monitoring at 9 sites during 2005. Table A.1 in Appendix A shows the details of the automatic monitoring sites. NB. Local authorities do not have to report annually on the following pollutants: 1,3 butadiene, benzene, carbon monoxide and lead, unless local circumstances indicate there is a problem. The [Air Quality England](#) page presents automatic monitoring results for CYC's area, with automatic monitoring results also available through the [UK-Air website](#).

Maps showing the location of the monitoring sites are provided in Appendix D. Further details on how the monitors are calibrated and how the data has been adjusted are included in Appendix C.

There have been no significant changes to CYC's overall automatic monitoring strategy (in terms of monitoring locations or pollutants) in the last 12 months.

3.1.2 Non-Automatic Monitoring Sites

CYC undertook non-automatic (i.e. passive) monitoring of NO₂ at 209 sites during 2025. There are 100 diffusion tube sites (including 2 triplicate sites) within the existing AQMA and 109 tube sites outside (including 9 triplicate sites), with 1 blank tube. It should be noted that data capture at diffusion tube reference C53 was insufficient to calculate an

annual mean for 2025². Table A.2 in Appendix A presents the details of the non-automatic sites.

Maps showing the location of the monitoring sites are provided on [CYC's website](#) (*turn on the 'AQ Monitoring' layer, under 'Planning, Building and Environment'*) and in Appendix D. Further details on Quality Assurance/Quality Control (QA/QC) for the diffusion tubes, including bias adjustments and any other adjustments applied (e.g. annualisation and/or distance correction), are included in Appendix C.

3.2 Individual Pollutants

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

3.2.1 Nitrogen Dioxide (NO₂)

Table A.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 2025 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.

Table A.5 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.

The highest concentration of NO₂ recorded at a location representative of long-term public exposure in 2025 was 29.9µg/m³ near the junction of Gillygate and Bootham (diffusion

² Data for C53 has therefore not been uploaded to the Diffusion Tube Entry System (DTDES) as part of the report submission to DEFRA.

tube reference A1). This contrasts with 2024, where maximum NO₂ concentrations of 32.4µg/m³ were monitored on Blossom Street. Only one monitoring location (diffusion tube reference D51, located within the portico at York Railway Station) monitored a higher annual mean NO₂ concentration of 39.3µg/m³ in 2025. This specific monitoring location near the taxi rank within York Railway station has experienced considerable temporary increases in traffic and queuing throughout 2025 due to the ongoing Railway Station Frontage improvement works.

Improvements in annual mean NO₂ monitored at roadside continuous monitoring sites were observed between 2024 and 2025 at Holgate Road (9.6% improvement), Gillygate (3.6% improvement) and Lawrence Street (7.8% improvement). In contrast, annual mean NO₂ concentrations increased between 2024 and 2025 at Fishergate (3.2% increase), Nunnery Lane (0.5% increase), Heworth Green (8.6% increase) and Fulford Road (2.1% increase). Annual mean background concentrations of NO₂ monitored at Bootham Park Hospital (City of York Council's urban background monitoring site) also increased by 2.4% between 2024 and 2025.

Whilst concentrations of NO₂ monitored at continuous monitoring sites in 2025 are not uniformly lower than in 2024, the overall long-term trend suggests a continued downward trajectory in pollution levels across much of York's area since 2012. Ongoing air quality monitoring across the city is considered fundamental to understanding the magnitude of any changes due to increased levels of walking and cycling, changes in public transport use, vehicle electrification and other ongoing air quality improvement initiatives as set out in the council's fourth [Air Quality Action Plan \(AQAP4\)](#).

With respect to the city centre AQMA, there were no monitoring locations that measured annual mean NO₂ concentrations of 40µg/m³ or above in 2025. This is the second year since the pandemic (2020) that all CYC monitoring sites have achieved compliance with health-based objectives.

Maximum annual mean concentrations of NO₂ monitored at relevant locations across the current AQMA were 29.9µg/m³ (Gillygate / Bootham), 25.6µg/m³ (George Hudson St / Rougier St), 29.0µg/m³ (Holgate / Blossom Street), 26.8µg/m³ (Lawrence St), 26.0µg/m³ (Fishergate / Paragon St), 22.8µg/m³ (Prices Lane/Nunnery Lane) and 24.5µg/m³ (Coppergate). With the exception of the Fishergate / Paragon Street area, where maximum concentrations increased by 2.5% between 2024 and 2025, maximum concentrations of NO₂ decreased in all other areas between 2024 and 2025 and ranged

from 3.9% lower around Gillygate / Bootham to 10.6% lower around Holgate / Blossom Street.

In line with DEFRA's LAQM guidance, before revoking an AQMA on the basis of measured pollutant concentrations, a local authority needs to be reasonably certain that any future exceedances of air quality objectives are unlikely. For this reason, it is expected that local authorities will need to consider measurements carried out over several years or more, national trends in emissions, as well as local factors that may affect the AQMA. Additionally, where NO₂ monitoring is undertaken using diffusion tubes, to allow for the uncertainty associated with the monitoring method, it is recommended that revocation of an AQMA should only be considered following three consecutive years of annual mean NO₂ concentrations being lower than 36µg/m³ (i.e. within 10% of the annual mean NO₂ objective). Whilst some areas of CYC's AQMA have now experienced more than 3 consecutive years of concentrations being lower than 36µg/m³ this is not the case for all areas of the AQMA, notably the areas around Holgate/Blossom Street, Gillygate/Bootham and Rougier Street / George Hudson Street. CYC will keep the AQMA boundary under review, taking into account DEFRA's guidelines. It may be appropriate to revoke some areas of the city centre AQMA in the near future.

Concentrations of NO₂ monitored in the former Fulford Road AQMA in 2025 continue to be well below the annual mean objective of 40µg/m³. The highest recorded levels of NO₂ in this area were monitored on Fulford Main Street (Diffusion Tube C58) and were 23.1µg/m³. This supports the decision to revoke the Fulford Road AQMA, as discussed in CYC's previous Annual Status Reports and implemented in February 2020.

Concentrations of NO₂ monitored in the former Salisbury Terrace / Leeman Road AQMA in 2025 were also all well below the annual mean objective of 40µg/m³. The highest recorded levels of NO₂ in this area were monitored on Salisbury Terrace (Diffusion Tube 102, part of triplicate set reference 102/103/104) and were 19.4µg/m³. This confirms that the decision to revoke this AQMA in December 2017 was appropriate.

In December 2018, the boundary of the city centre AQMA was extended to include the full length of Coppergate and the buildings either side of the road, due to monitored concentrations of NO₂ above the annual mean objective for this pollutant. The highest annual mean concentrations of NO₂ monitored along Coppergate in 2025 was 24.5µg/m³ at site D56 (Three Tuns Pub, 12 Coppergate) which is below the annual mean objective for this pollutant. This area of the AQMA has now experienced concentrations of NO₂ below 36µg/m³ for 3 consecutive years (2023, 2024 and 2025) with maximum

concentrations monitored in 2025 being 9.9% lower than 2024. This area of the city centre AQMA will be kept under review for a further 1-2 years to confirm that concentrations of NO₂ remain well within objective levels, prior to making any amendments to the AQMA boundary.

Revisions to the AQMA Order in December 2018 also removed the reference to breaches of the short-term hourly objective along George Hudson Street / Rougier Street / Bridge Street based on monitoring results in this area. The latest 2025 monitoring results for this area of the city indicate that this short-term objective is still being met (all annual mean concentrations were less than 60µg/m³ which, in line with DEFRA guidance, suggests that an exceedance of the 1-hour mean objective is unlikely).

3.2.2 Particulate Matter (PM₁₀)

Table A.6 in Appendix A: Monitoring Results compares the ratified and adjusted monitored PM₁₀ annual mean concentrations for the past five years with the air quality objective of 40µg/m³.

Table A.7 in Appendix A compares the ratified continuous monitored PM₁₀ daily mean concentrations for the past five years with the air quality objective of 50µg/m³, not to be exceeded more than 35 times per year.

CYC monitored particulate (PM₁₀) at 3 sites in 2025 (Bootham, Fishergate and Plantation Drive). National air quality objectives for PM₁₀ are currently met in York; this has been the case since monitoring of PM₁₀ was established in the city. The highest annual mean concentration of PM₁₀ monitored in York in 2025 was 17.0µg/m³ at the Plantation Drive monitoring site. Along with many areas of the UK, this concentration is above the World Health Organisation (WHO) guideline for this pollutant, which has been strengthened to 15µg/m³. Compared with 2024, annual mean concentrations of PM₁₀ monitored in 2025 increased at the Bootham background monitoring site (4.5% increase) and Fishergate roadside monitoring site (8.2% increase) but decreased at Plantation Drive (4.1% decrease). Based on PM₁₀ monitoring data over the last 5 years, there does not appear to be any clear trend in annual mean PM₁₀ concentrations.

In 2025 there were less than 35 permitted exceedences of the daily mean PM₁₀ objective of 50µg/m³ at all monitoring sites. Exceedences of 50µg/m³ were recorded at the Fishergate site on 4 days.

3.2.3 Particulate Matter (PM_{2.5})

Table A.8 in Appendix A presents the ratified and adjusted monitored PM_{2.5} annual mean concentrations for the past five years.

Although not explicitly required under the Local Air Quality Management regulations, where Local Authorities undertake PM_{2.5} monitoring they are encouraged to report it as part of the Annual Status Report. Fine-particulate, or PM_{2.5}, is the pollutant which has the biggest impact on public health and on which the Public Health Outcomes framework (PHOF) indicator is based.

CYC monitored PM_{2.5} at four locations in the city in 2025, namely Bootham (urban background site), Fishergate, Gillygate and Holgate Road (roadside sites). Monitoring of PM_{2.5} at Fishergate and Bootham is carried out as part of DEFRA's Automatic and Rural Monitoring Network (AURN). Monitoring at Gillygate and Holgate was established by CYC as a result of the growing concerns over the health impacts of PM_{2.5}.

National air quality objectives for PM_{2.5} are currently met in York. The highest annual mean level of PM_{2.5} monitored in York in 2025 was 9.6µg/m³ at Gillygate. This compares with a maximum level of 9.0µg/m³ monitored in 2024 at the same site. All monitored concentrations in 2025 are within the current annual mean objective of 10µg/m³. As with most areas of the UK, monitored concentrations of PM_{2.5} in York are above the WHO Guideline value of 5µg/m³ for this pollutant.

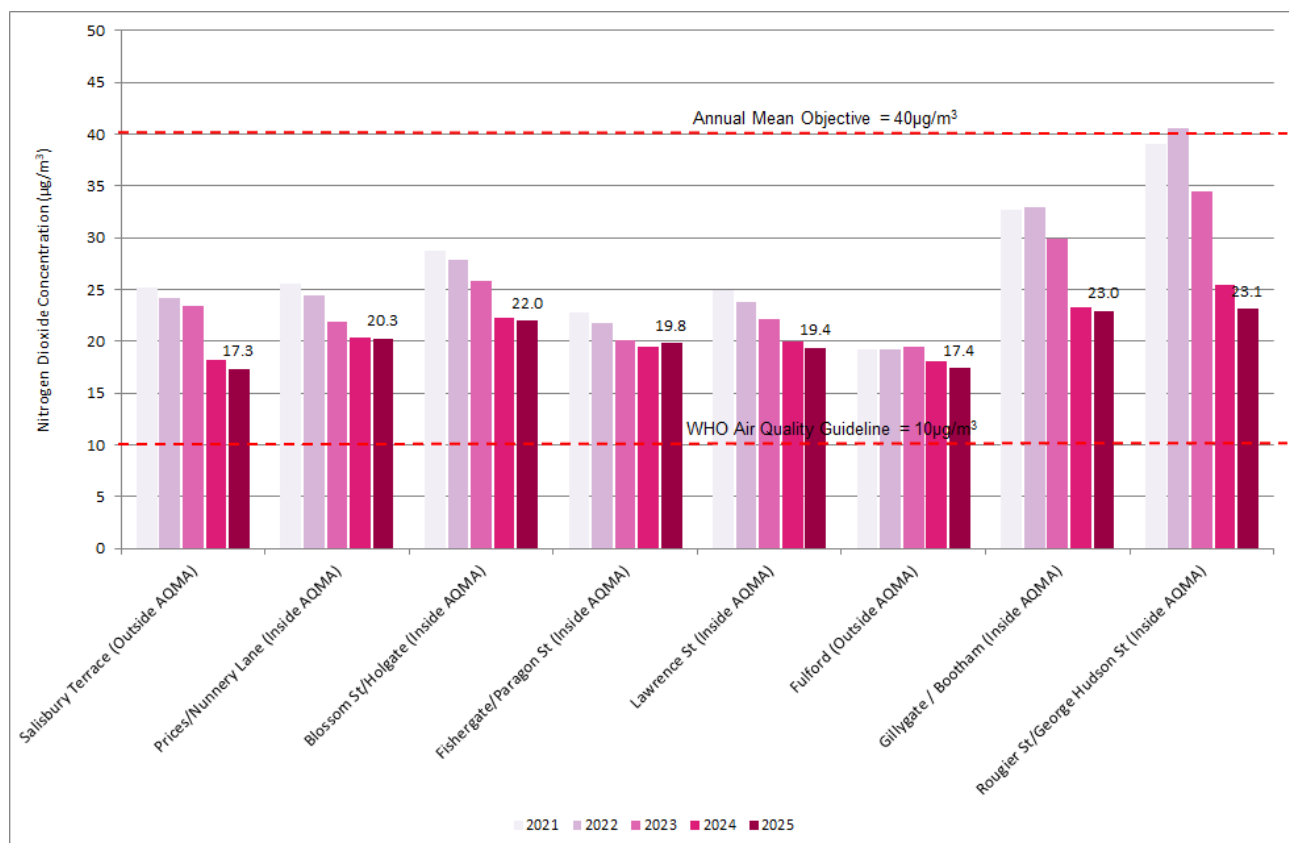
Between 2024 and 2025, annual mean concentrations of PM_{2.5} increased at all monitoring sites. The largest increase (15%) was seen at the Fishergate roadside monitoring site, with increases also seen at Bootham (12%), Holgate Road (9%) and Gillygate (7%). Whilst there is a long-term downward trend in PM_{2.5} in York (over the last 10+ years), concentrations over the last 5 years have been more variable, especially at roadside continuous monitoring sites.

3.3 Air Quality Indicators

3.3.1 Council Plan Air Quality Indicators

Three air quality indicators have been developed to look at trends in air quality across CYC's current AQMA and are as follows:

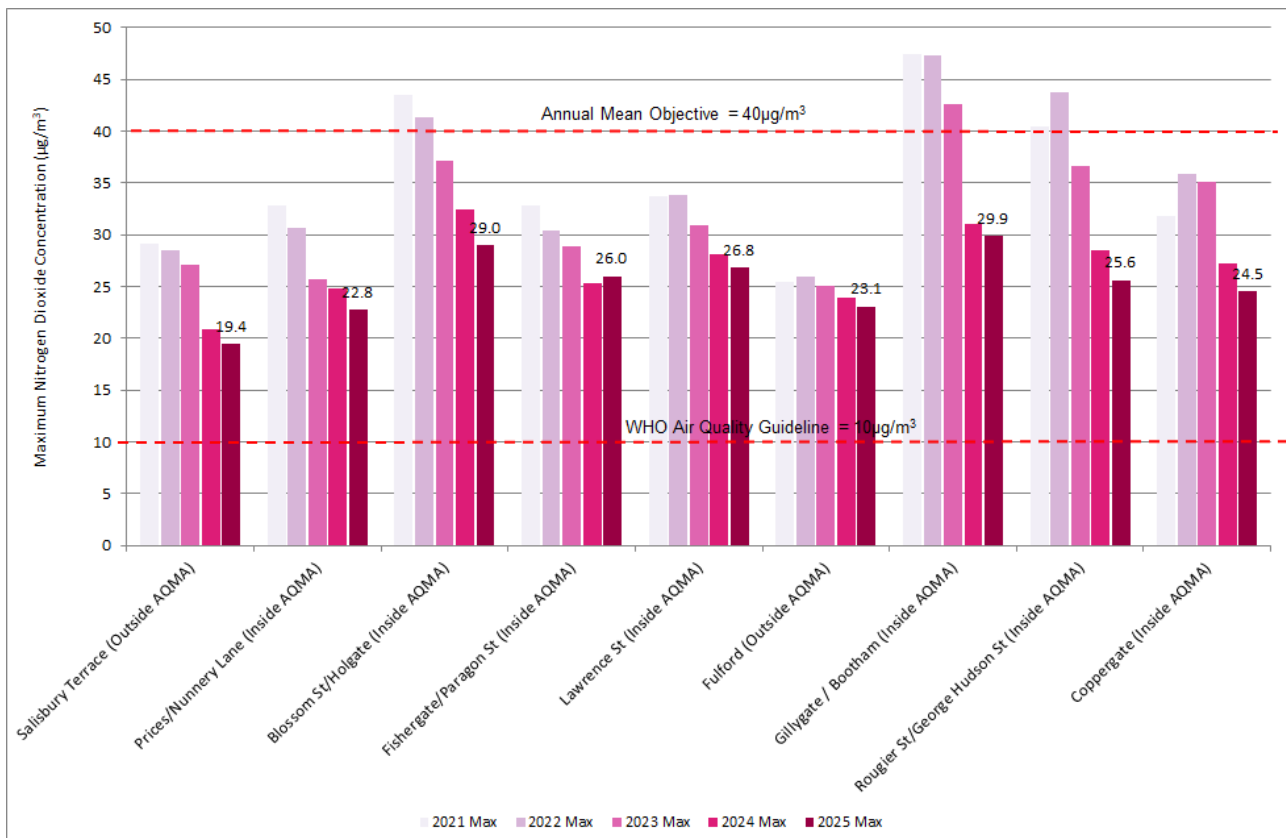
Indicator CAN027 – Average Annual Mean Nitrogen Dioxide Concentration in each area of technical breach. This indicator provides an average nitrogen dioxide concentration within areas of the AQMA where properties are included in the boundary and breaches of the annual mean objective have previously been monitored (historical AQMA areas such as Salisbury Terrace and Fulford Road, are also shown for information). Monitoring results include bias corrected diffusion tube data and data from continuous monitors (if applicable). Trends for CAN027 between 2021 and 2025 are shown below:



Average concentrations of NO₂ monitored in 2025 were lower than 2024 in all areas except Fishergate / Paragon Street, where the increase was only 1.4%. Indicator CAN027 continues to suggest a steady downward trend in NO₂ concentrations over the last 10+ years.

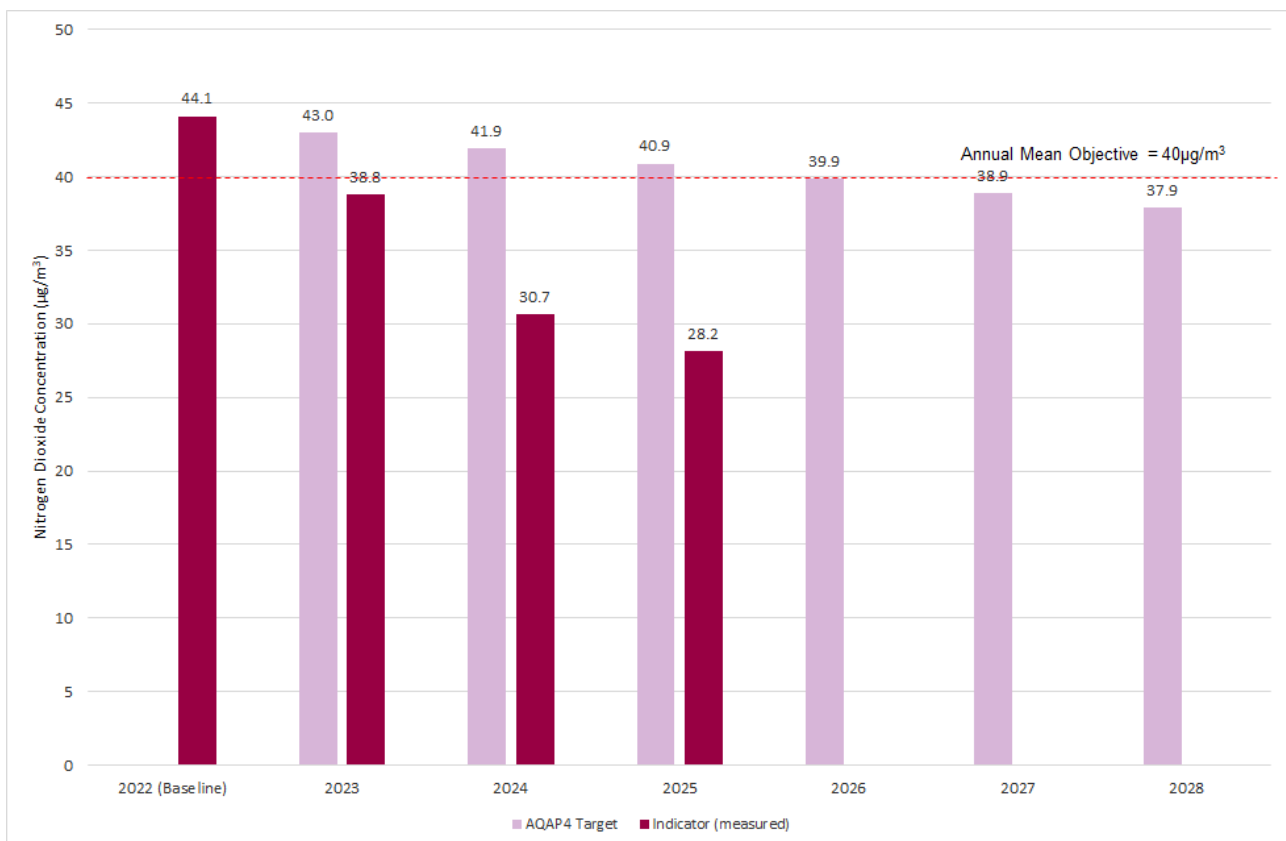
Indicator CAN028 - Maximum Nitrogen Dioxide Concentration (at relevant location) in each area of Technical Breach. This indicator provides a maximum recorded annual

mean nitrogen dioxide concentration within areas of the AQMA where properties are included in the boundary and breaches of the annual mean objective have previously been monitored (historical AQMA areas, such as Salisbury Terrace and Fulford Road, are also shown for information). This only considers monitoring at relevant locations and is therefore useful to look at the validity of existing AQMA boundaries year to year. Monitoring results include bias corrected diffusion tube data and data from continuous monitors (if applicable). Trends between 2021 and 2025 are shown below:



The maximum annual mean NO₂ concentration monitored at a relevant location in 2025 was 29.9µg/m³ (Diffusion tube A1 on Bootham, near the Gillygate junction). This compares with a maximum value of 32.4µg/m³ monitored on Blossom Street in 2024. Maximum concentrations of NO₂ across all areas of the AQMA in 2025 were below the annual mean NO₂ objective and decreased between 2024 and 2025 in all areas apart from Fishergate / Paragon Street (where maximum concentrations increased by 2.5%). The greatest improvement in 2025 was observed in the Blossom Street / Holgate Road area, where maximum concentrations of NO₂ improved by 10.6% between 2024 and 2025. Maximum concentrations of NO₂ monitored across all areas except Fishergate / Paragon Street are the lowest recorded in 15 years of monitoring (the lowest recorded concentrations of NO₂ in the Fishergate / Paragon Street area were observed 2024).

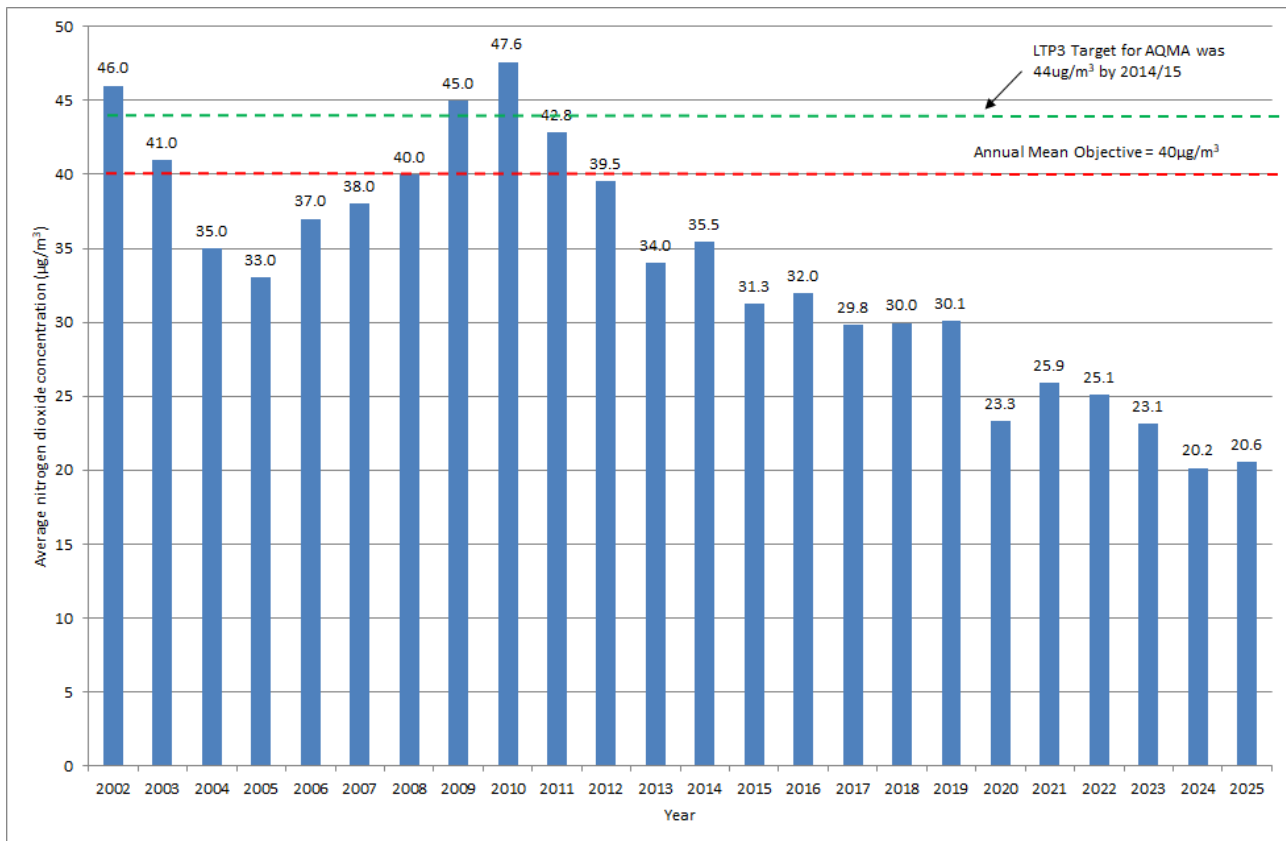
Indicator CAN038: Average of maximum annual mean nitrogen dioxide concentrations recorded across three areas of technical breach (at points of relevant public exposure). With the exception of 2023/2024 (and 2020 during the pandemic), CYC’s air quality monitoring network has previously demonstrated sustained exceedances of the NO₂ objective of 40µg/m³ in 3 areas of the city, namely Gillygate/Lord Mayor’s Walk, Blossom Street/Holgate Road, and Rougier Street / George Hudson Street. These are referred to as ‘technical breach areas’ and fall within CYC’s AQMA. Whilst not all monitoring points within these areas are exceeding health-based standards, there has previously been at least one monitor at a point of relevant public exposure within each area that is above the annual mean objective of 40µg/m³. Indicator CAN038 considers an average of the maximum annual mean concentrations of NO₂ in these three areas (specific values for the 3 respective areas are shown in indicator CAN028 above).



As can be seen from the graph above, the AQAP4 target was met in 2025 and the indicator is well within the 40µg/m³ objective. Projections undertaken during development of AQAP4 suggested that it may take until 2026 for this indicator to fall below 40µg/m³. The rate of improvement observed in York between 2022 - 2025 has significantly exceeded that observed in earlier years from 2012 – 2022 (which was around 2.5% improvement a year over 10 years).

3.3.2 Local Transport Plan Air Quality Indicators

For the purpose of monitoring the impact of York's Local Transport Plan a local air quality indicator was established and has been reported over the last 20+ years. This indicator measures the mean of annual average results obtained from 35 diffusion tubes located within CYC's city centre AQMA. Trends in this indicator between 2002 and 2025 are shown below:



This indicator suggests that NO₂ concentrations across the city were in general decline between 2002 and 2005. This was followed by a steady increase in concentrations between 2006 and 2010. There has been an ongoing downward trend in NO₂ concentrations across the city centre AQMA over the last 15 years. The figures of 20.2 and 20.6 µg/m³ recorded in 2024/2025 are the lowest recorded values since the indicator was established in 2002 and are lower than the figure monitored in 2020 during the pandemic (a result of significantly lower traffic levels and associated emissions in the city as a result of the Covid-19 lockdowns). This reinforces trends seen with other council air quality indicators described above.

Appendix A: Monitoring Results

Table A.1 – Details of Automatic Monitoring Sites

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA?	Which AQMA? ⁽¹⁾	Monitoring Technique	Distance to Relevant Exposure (m) ^(1,2)	Distance to kerb of nearest road (m) ⁽¹⁾	Inlet Height (m)
CM1	Bootham	Urban Background	460022	452777	NO ₂ , PM ₁₀ , PM _{2.5}	No	N/A	Chemiluminescent, BAM	60.0	49.6	3.0
CM2	Fishergate	Roadside	460746	451038	NO ₂ , PM ₁₀ , PM _{2.5}	Yes	AQMA No.5	Chemiluminescent, BAM	10.0	3.2	2.7
CM3	Holgate	Roadside	459512	451282	NO ₂ , PM _{2.5}	Yes	AQMA No.5	Chemiluminescent, TEOM 1405	12.0	2.5	1.7
CM4	Nunnery Lane	Roadside	460068	451199	NO ₂	Yes	AQMA No.5	Chemiluminescent	4.0	1.7	1.7
CM5	Gillygate	Roadside	460147	452345	NO ₂ , PM _{2.5}	Yes	AQMA No.5	Chemiluminescent, TEOM 1405	3.0	2.1	2.5
CM6	Lawrence Street	Roadside	461256	451340	NO ₂	Yes	AQMA No.5	Chemiluminescent	5.0	3.2	1.7
CM7	Heworth Green	Roadside	461126	452602	NO ₂	No	N/A	Chemiluminescent	3.0	1.2	1.5
CM8	Plantation Drive	Roadside	457428	452620	PM ₁₀	No	N/A	TEOM	17.0	1.0	1.7
CM9	Fulford Road	Roadside	460937	449464	NO ₂	No	N/A	Chemiluminescent	19.0	5.0	1.7

Notes:

(1) N/A if not applicable

(2) 0m if the monitoring site is at a location of exposure (e.g. installed on the façade of a residential property).

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)
5	Lamp post 15 Forge Close, Jockey Lane	Roadside	462040	454883	NO ₂	NO	16.9	1.9	N	~2.75
6	Lamp post top of Nunnery Lane Car Park	Roadside	459777	451406	NO ₂	YES	7.7	2.8	N	~2.75
7	Gillygate opposite Portland Street	Roadside	460217	452421	NO ₂	YES	2.3	0.3	N	~2.75
8, 9, 9a	Portland Street - triplicate	Urban Background	460163	452468	NO ₂	NO	3.7	1.8	N	~2.75
11	Holly Bank	Urban Background	458846	450946	NO ₂	NO	7.7	0.7	N	~2.75
13	Papillion hotel, Gillygate	Roadside	460176	452377	NO ₂	YES	0.1	1.5	N	~2.75
14	Gillygate Surgery	Roadside	460167	452347	NO ₂	YES	0.2	2.3	N	~2.75
15	Foss Islands Rd	Roadside	461105	451458	NO ₂	YES	1.9	1.9	N	~2.75
16	Prices Lane	Roadside	460160	451152	NO ₂	YES	2.5	1.2	N	~2.75
17	Drainpipe of house 18 Queen St	Roadside	459646	451500	NO ₂	YES	0.2	1.3	N	~2.75
18	Lamp post 4 Haxby Road	Roadside	460457	452903	NO ₂	YES	3.3	1.9	N	~2.75
25	Heworth Road - Lamp post 6	Roadside	461721	452709	NO ₂	NO	7.2	1.4	N	~2.75
26	Haleys Terrace (previously Longwood Road)	Roadside	460829	453524	NO ₂	NO	8.5	0.4	N	~2.75
33	Haxby Road (nr Whitecross Rd)	Roadside	460598	453227	NO ₂	NO	14.5	1.7	N	~2.75
35	Carr Lane	Roadside	457603	451492	NO ₂	NO	6.2	2.9	N	~2.75
37	Jarvis Abbey Park	Roadside	459522	451187	NO ₂	YES	21.6	2.7	N	~2.75
44	Lamp post 8 Monkgate Cloisters	Roadside	460679	452326	NO ₂	YES	2	1.6	N	~2.75
45	Clarence St	Roadside	460319	452754	NO ₂	YES	3.6	2	N	~2.75

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)
47	Strensall Road	Roadside	462009	456996	NO ₂	NO	19.2	0.8	N	~2.75
50	BLANK	N/A	N/A	N/A	NO ₂	N/A	N	N/A	N	N/A
60	First Lamp post on Navigation Road	Roadside	461017	451781	NO ₂	YES	13	0.2	N	~2.75
78, 79, 80	Gillygate Monitoring Station - triplicate	Roadside	460149	452342	NO ₂	YES	3.4	2.3	Y	~2.75
83	Drainpipe 6 Stockton Lane - nr Heworth Rd roundabout	Urban Background	461597	452830	NO ₂	NO	0.1	8.8	N	~2.75
88	Lamp post 1 Yew Tree Mews Osbaldwick Village	Urban Background	463354	451972	NO ₂	NO	4.9	0.6	N	~2.75
90	Lamp post Opposite Montaque Street on Cambleshon Road	Roadside	459997	450109	NO ₂	NO	19.8	1	N	~2.75
96	Heslington Lane	Roadside	460978	449452	NO ₂	NO	1.5	2.5	N	~2.75
100	House Near A59 Ringroad Roundabout	Roadside	456228	453312	NO ₂	NO	0.2	15	N	~2.75
101	Wiggington Road near the ring road roundabout	Roadside	459746	455897	NO ₂	NO	15	0.5	N	~2.75
102, 103, 104	Signpost between houses 252 & 254 on Salisbury Terrace - triplicate	Roadside	458703	452429	NO ₂	NO	0.1	1.4	N	~2.75
107	Inbetween corner shop & betting office	Roadside	458779	452387	NO ₂	NO	3	3.8	N	~2.75
108	On signpost opposite side of road from 200 Salisbury Terrace	Roadside	458814	452373	NO ₂	NO	0.2	1.5	N	~2.75

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)
109	Signpost outside 16 Rougier Street	Roadside	459924	451833	NO ₂	YES	0.2	2.5	N	~2.75
110	Signpost between Club Salvation & 31 George Hudson Street	Roadside	459985	451727	NO ₂	YES	0.2	2.3	N	~2.75
111	Lamp post at side of Cedar Court opposite entrance to Multi-storey Car Park on Tanner Row	Roadside	459917	451728	NO ₂	NO	26	2.6	N	~2.75
112	Lamp post outside St Gregorys Mews, opposite Council HQ Toft Green	Roadside	459873	451684	NO ₂	NO	1	2.3	N	~2.75
114	Bus Stop outside Society bar/cafe Rougier Street	Roadside	459981	451778	NO ₂	YES	3.5	2.7	N	~2.75
116	111 Poppleton Road, drainpipe	Roadside	458212	452037	NO ₂	NO	0.1	5.3	N	~2.75
125	Osbaldwick Derwenthorpe	Roadside	463194	451967	NO ₂	NO	20	1.6	N	~2.75
126	New Tube (Osbaldwick Parish Council) nr Bridge	Roadside	463482	451896	NO ₂	NO	17.5	0.9	N	~2.75
127	Lamp post to left of 102 Layerthorpe (flats)	Roadside	461108	452313	NO ₂	NO	3.3	1.8	N	~2.75
128	Drainpipe between 7-9 Livingstone Street	Roadside	458686	452369	NO ₂	NO	0.1	1.6	N	~2.75
129	Drainpipe to front of 88 Station Road	Roadside	455968	453397	NO ₂	NO	0.1	14.5	N	~2.75

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)
2a, 2b, 2c	Fishergate Monitoring station - triplicate	Roadside	460746	451034	NO ₂	YES	16.3	3.5	Y	~2.75
3a, 3b, 3c	Bootham Monitoring Station - triplicate	Urban Background	460024	452767	NO ₂	NO	39	49.6	Y	~2.75
95a, 95b, 95c	Fulford Monitoring Station - triplicate	Roadside	460938	449465	NO ₂	NO	19	6.5	Y	~2.75
A1	Bootham traffic light outside dance shop	Roadside	460088	452263	NO ₂	YES	0.2	2.3	N	~2.75
A11	Traffic lights end of Water Lane	Roadside	459341	453042	NO ₂	YES	13.6	0.4	N	~2.75
A12	Lamp post 7 Clifton Green	Roadside	459251	453008	NO ₂	YES	12.9	2.2	N	~2.75
A13, A14, A14a	Lamp post 1 Clifton Dale - triplicate	Urban Background	459335	452931	NO ₂	NO	2.7	1.6	N	~2.75
A17	Sailsbury Road	Roadside	458578	452472	NO ₂	NO	8.7	1.5	N	~2.75
A19, A19a, A19b	17 Sailsbury Terrace - triplicate	Roadside	458713	452414	NO ₂	NO	0.2	1.3	N	~2.75
A2	Drainpipe on front of registry office	Roadside	459917	452405	NO ₂	YES	0.2	3.4	N	~2.75
A20, A20a, A20b	224 Sailsbury Terrace - triplicate	Roadside	458760	452404	NO ₂	NO	0.2	1.1	N	~2.75
A21	Kingsland Terrace	Urban Background	458806	452326	NO ₂	NO	0.2	1.4	N	~2.75
A22	Kingsland Terrace	Urban Background	458792	452242	NO ₂	NO	0.2	23.8	N	~2.75
A25	Garfield Terrace	Roadside	458706	452225	NO ₂	NO	0.2	1.5	N	~2.75
A29	Low Poppleton Lane	Urban Background	456939	453013	NO ₂	NO	23.6	1.1	N	~2.75

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)
A3	WRVS building - Bootham	Roadside	459822	452492	NO ₂	YES	0.2	2.6	N	~2.75
A30	Boroughbridge Road	Urban Background	457060	452888	NO ₂	NO	8.3	6.2	N	~2.75
A36	Boroughbridge Road	Urban Background	457625	452446	NO ₂	NO	0.2	9.4	N	~2.75
A38	Boroughbridge Road	Urban Background	457857	452334	NO ₂	NO	0.2	10.3	N	~2.75
A4	St Olaves Road	Urban Background	459699	452638	NO ₂	YES	5.8	0.7	N	~2.75
A40	Poppleton Road School	Urban Background	458109	452196	NO ₂	NO	0.2	7.9	N	~2.75
A41	140 Poppleton Road	Roadside	458172	452108	NO ₂	NO	0.2	5.3	N	~2.75
A45	Grantham Drive	Urban Background	458384	451817	NO ₂	NO	0.2	10.5	N	~2.75
A98	8 Poppleton Road	Roadside	458666	451468	NO ₂	NO	0.2	4.9	N	~2.75
A50	Outside Fox pub - Holgate Rd	Roadside	458732	451393	NO ₂	YES	16.1	0.3	N	~2.75
A51	Thrall entrance	Urban Background	458827	451348	NO ₂	YES	18	2.2	N	~2.75
A52	Holgate Road (corner of Hamilton Dr East)	Roadside	458945	451254	NO ₂	YES	10.9	2	N	~2.75
A53	Holgate Road	Roadside	459066	451239	NO ₂	YES	7.9	2.7	N	~2.75
A54	Dalton Terrace	Roadside	459254	451223	NO ₂	YES	17.1	3.3	N	~2.75
A55	Holgate Road	Roadside	459351	451221	NO ₂	YES	5.5	0.2	N	~2.75
A57	Hairdressers Holgate Road	Roadside	459533	451280	NO ₂	YES	0.2	2.8	N	~2.75
A6	Clifton Bingo Hall	Roadside	459536	452811	NO ₂	YES	6.2	3	N	~2.75
A60	Shipton Road	Urban Background	458906	453276	NO ₂	NO	0.2	21.5	N	~2.75
A62	42 Shipton Road	Urban Background	458806	453483	NO ₂	NO	0.2	15.7	N	~2.75

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)
A64	Lamp post outside Charlie Browns	Roadside	460030	452327	NO ₂	YES	2.4	0.6	N	~2.75
A66	70 Shipton Road	Urban Background	458672	453685	NO ₂	NO	0.2	18.4	N	~2.75
A69	6 South Cottages	Urban Background	458375	453958	NO ₂	NO	0.2	10	N	~2.75
A7	51 Clifton	Roadside	459441	452892	NO ₂	YES	3.3	2.1	N	~2.75
A70	120 Shipton Road	Urban Background	458299	454070	NO ₂	NO	0.2	13	N	~2.75
A71	154 Shipton road	Urban Background	458121	454254	NO ₂	NO	0.2	9.6	N	~2.75
A74	176 Shipton Road	Urban Background	458041	454371	NO ₂	NO	0.2	7.1	N	~2.75
A77	Lamp post outside 206 Shipton Road	Urban Background	457929	454537	NO ₂	NO	6.1	1.7	N	~2.75
A81	Lamp post outside 276 Shipton Rd	Urban Background	457733	454805	NO ₂	NO	0.2	8.4	N	~2.75
A85	Drainpipe front of Greenside guest house	Urban Background	459364	453009	NO ₂	NO	0.2	11.5	N	~2.75
A88	111 Boroughbridge Road, Drainpipe nearest Garage at side of the door	Urban Background	457470	452550	NO ₂	NO	0.2	12.9	N	~2.75
A9	Lime Tree House	Roadside	459295	453067	NO ₂	YES	12.6	1.7	N	~2.75
A90	Lamp post 25 Shipton Rd	Roadside	459238	453157	NO ₂	YES	8.2	1.9	N	~2.75
A94	5 Salisbury Road	Roadside	458651	452426	NO ₂	NO	0.2	13.7	N	~2.75
A96	Ousecliffe Gardens signpost, outside 31 Water End	Roadside	459038	452850	NO ₂	NO	10	0.6	N	~2.75
A97	Lamp post next to Air Quality Monitoring Station on Plantation Drive	Roadside	457431	452616	NO ₂	NO	18.7	2.2	N	~2.75

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)
B1	Lamp post 1 Lowther Street opposite Riverside House Flats	Roadside	460848	452582	NO ₂	YES	0.2	1.3	N	~2.75
B15	Lamp post 99 Huntington Road	Roadside	461294	455305	NO ₂	NO	28	1.6	N	~2.75
B19	Lamp post 5 outside Huntington Primary School	Roadside	461891	455876	NO ₂	NO	17.2	1.6	N	~2.75
B2	Lamp post 7 Huntington Road opposite Park Grove	Roadside	460924	452697	NO ₂	YES	2.5	1.3	N	~2.75
B29	Eastern Terrace	Roadside	461453	452750	NO ₂	NO	0.3	1	N	~2.75
B3	Lamp post 11 Huntington Road outside no 70	Roadside	460952	452826	NO ₂	NO	2.9	1.4	N	~2.75
B36, B37, B37a	Lamp post 60 Malton Road - triplicate	Urban Background	462565	454194	NO ₂	NO	16.9	0.6	N	~2.75
B38	482 Malton Road	Urban Background	463757	455155	NO ₂	NO	0.2	11.7	N	~2.75
B41	76 Lawrence Street	Urban Background	461326	451330	NO ₂	YES	0.2	6.5	N	~2.75
B42	83 Lawrence Street	Urban Background	461430	451348	NO ₂	YES	0.2	7.2	N	~2.75
B43	117 Lawrence Street	Urban Background	461557	451343	NO ₂	YES	0.2	7.9	N	~2.75
B44	Outside nursing home, Lawrence Street	Roadside	461643	451343	NO ₂	YES	8.6	1.9	N	~2.75
B45	Pedestrian crossing Traffic Light Melrosegate Crossroads	Roadside	461849	451284	NO ₂	YES	17.3	0.5	N	~2.75

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)
B47	47 Hull Road	Urban Background	462019	451289	NO ₂	NO	0.2	12.2	N	~2.75
B48	61 Hull Road	Urban Background	462122	451289	NO ₂	NO	0.2	12.8	N	~2.75
B50	134 Hull Road	Roadside	462291	451269	NO ₂	NO	0.2	3.7	N	~2.75
B51	117 Hull Road	Urban Background	462384	451298	NO ₂	NO	0.2	13.2	N	~2.75
B56	Lamp post 40 Hull Road	Roadside	462888	451289	NO ₂	NO	14.4	2.3	N	~2.75
B58	231 Hull Road	Urban Background	462970	451300	NO ₂	NO	0.2	14	N	~2.75
B60	Lamp post 1 Nursery Gardens	Urban Background	463234	451339	NO ₂	NO	10.7	1.3	N	~2.75
B63	Lamp post 54 Tang Hall Lane	Roadside	462704	451300	NO ₂	NO	13.2	0.9	N	~2.75
B72	Front of York Cycleworks	Roadside	461122	451374	NO ₂	YES	10	2.9	N	~2.75
B74	Heworth Court Hotel sign outside Sutherland House on side of house on drainpipe.	Urban Background	461371	452708	NO ₂	NO	5.2	17.8	N	~2.75
B80	On drainpipe on front of Heworth Surgery.	Urban Background	461185	452663	NO ₂	NO	24.5	13.4	N	~2.75
B82	Lamp post Dalguise Grove	Urban Background	460974	452563	NO ₂	NO	3.1	1.1	N	~2.75
B83	Lamp post 24 Outside No.55 Heworth Green	Roadside	461285	452695	NO ₂	NO	11.3	1	N	~2.75
B84	Drainpipe to the left of the front door on 167 Hull Road	Urban Background	462654	451293	NO ₂	NO	0.2	13.4	N	~2.75
B85	Lamp post 7 Outside St	Roadside	461227	451368	NO ₂	YES	18.8	5.6	N	~2.75

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)
	Lawrences Working Mens Club									
B86	Lamp post 16 Heworth Green, next to Air Quality Station	Roadside	461116	452602	NO ₂	NO	5	0.7	N	~2.75
B88	Telegraph Pole 381 Hull Road	Roadside	462799	451291	NO ₂	NO	10	6.8	N	~2.75
B90	11 Lawrence Street	Roadside	461133	451394	NO ₂	YES	0.1	4.4	N	~2.75
B91	Lamp post 4 outside flats, opposite Rose and Crown Pub	Roadside	461143	451364	NO ₂	YES	0.9	3.1	N	~2.75
C12	Lamp post 1 Ainsty Grove	Urban Background	458825	449928	NO ₂	NO	10.8	0.3	N	~2.75
C17	248 Tadcaster Rd	Urban Background	459085	450544	NO ₂	NO	0.2	20.6	N	~2.75
C18	196 Mount Vale	Urban Background	459204	450772	NO ₂	YES	0.2	9.2	N	~2.75
C19	Trentholme Dr	Urban Background	459271	450819	NO ₂	YES	7.7	0.4	N	~2.75
C2	Lamp post 66 Tesco roundabout	Roadside	458333	448974	NO ₂	NO	16.9	1.1	N	~2.75
C20	Elmbank hotel	Urban Background	459280	450923	NO ₂	YES	21.4	0.5	N	~2.75
C21	Dalton Terrace	Roadside	459410	451040	NO ₂	YES	3.8	3.5	N	~2.75
C22	Park Street	Urban Background	459570	451195	NO ₂	YES	14.4	1.1	N	~2.75
C23	The Mount	Roadside	459553	451252	NO ₂	YES	0.2	3	N	~2.75
C26	Outside Odean	Roadside	459639	451334	NO ₂	YES	12.9	0.8	N	~2.75
C27	Windmill Pub	Roadside	459717	451433	NO ₂	YES	0.2	3.2	N	~2.75
C28	House top of Selby Rd	Urban Background	461201	448386	NO ₂	NO	0.2	15.3	N	~2.75

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)
C29	Lamp post 34 Selby Road	Roadside	461196	448426	NO ₂	NO	21.7	0.5	N	~2.75
C30	Lamp post 2 Selby Rd	Roadside	461185	448462	NO ₂	NO	13.1	1.2	N	~2.75
C31	2 Selby Rd	Urban Background	461193	448473	NO ₂	NO	0.2	14.1	N	~2.75
C32	Fordlands Rd	Urban Background	461128	448823	NO ₂	NO	5.4	6.8	N	~2.75
C33	124 Main St	Urban Background	461085	448933	NO ₂	NO	1	11.2	N	~2.75
C34	103 Main St	Roadside	461085	449067	NO ₂	NO	0.2	3.5	N	~2.75
C36	50 Main St	Roadside	461052	449146	NO ₂	NO	0.2	3.7	N	~2.75
C37	59 Main St	Urban Background	461045	449223	NO ₂	NO	0.2	6.7	N	~2.75
C38	Lamp post 8 Main St	Roadside	461038	449225	NO ₂	NO	6	0.4	N	~2.75
C39	18 Main St	Roadside	460974	449336	NO ₂	NO	0.2	2.4	N	~2.75
C4	147 Tadcaster Rd	Urban Background	458470	449126	NO ₂	NO	0.2	14.3	N	~2.75
C40	Adams House B&B	Urban Background	460910	449628	NO ₂	NO	0.2	8.7	N	~2.75
C42	300 Fulford Rd	Urban Background	460857	449748	NO ₂	NO	0.2	10	N	~2.75
C43, C43a, C44	Lamp post 39 Fulford Rd - triplicate	Roadside	460869	449730	NO ₂	NO	8.7	0.3	N	~2.75
C49	Alma terrace	Urban Background	460860	450530	NO ₂	YES	6	0.9	N	~2.75
C51	Conservative Club	Roadside	460871	450727	NO ₂	YES	9.8	1	N	~2.75
C52	Howard St	Roadside	460853	450781	NO ₂	YES	9.9	1.4	N	~2.75
C53	Winterscale St	Roadside	460766	450924	NO ₂	YES	14.7	2.1	N	~2.75
C54	Escrick St	Roadside	460762	451069	NO ₂	YES	1.7	3.2	N	~2.75
C56	Pedestrian crossing on junction of	Roadside	459484	451141	NO ₂	YES	25.1	1.3	N	~2.75

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)
	Scarcroft Road/The Mount									
C57	Lamp post 1 Nelson's Lane	Urban Background	458912	450111	NO ₂	NO	5.9	1.3	N	~2.75
C58	Drainpipe of 4 Main Street Fulford	Roadside	460926	449429	NO ₂	NO	0.2	3.6	N	~2.75
C59	Drainpipe of 34 Tadcaster Road	Roadside	458735	449713	NO ₂	NO	0.2	3.6	N	~2.75
C62	East Mount Road	Roadside	459579	451251	NO ₂	YES	0.1	1	N	~2.75
C63	1 St Edwards Close	Roadside	458790	449740	NO ₂	NO	0.1	15.6	N	~2.75
C7	Slingsby Grove	Roadside	458611	449477	NO ₂	NO	1.4	2.6	N	~2.75
D10	Daisy Taylors Card Shop, Kings Square	Urban Background	460443	451927	NO ₂	NO	0.2	0.9	N	~2.75
D12	On signpost outside 26 Fossgate	Roadside	460567	451740	NO ₂	YES	0.2	1.6	N	~2.75
D13	Lamp post 4 Skeldergate, opposite City Mills	Roadside	460271	451358	NO ₂	YES	1.6	1.6	N	~2.75
D14	Lamp post 3 Barbican Road outside No.7	Roadside	461077	451354	NO ₂	YES	1.9	0.2	N	~2.75
D16	Lamp post 1, Paragon St	Roadside	460708	451231	NO ₂	YES	0.2	3	N	~2.75
D17	Piccadilly/ Merchantgate junction	Roadside	460575	451616	NO ₂	YES	19.3	0.3	N	~2.75
D18	Lamp post 6 Clifford St opposite Peckitt Street	Roadside	460395	451502	NO ₂	YES	0.4	1.8	N	~2.75
D19	Bridge St/ Micklegate Junction	Roadside	460038	451626	NO ₂	YES	1.7	0.2	N	~2.75
D20	Low Ousegate / Clifford St junction, outside Waterstones	Roadside	460323	451685	NO ₂	YES	13	0.5	N	~2.75

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)
D22	Outside Museum Gardens	Roadside	460035	452010	NO ₂	YES	7.9	2.1	N	~2.75
D24	Priory St sign Micklegate	Roadside	459805	451543	NO ₂	NO	3.4	0.5	N	~2.75
D25	Bus Stop E outside Royal York Hotel	Roadside	459693	451750	NO ₂	YES	169.3	0.4	N	~2.75
D26	Lamp post 14 Piccadilly (near Travellodge)	Roadside	460671	451400	NO ₂	YES	15.5	2.1	N	~2.75
D27	Lamp post 2 St Deny's Road - outside hotel	Roadside	460734	451563	NO ₂	NO	11.7	1.5	N	~2.75
D28	Lamp post 4 outside The Garden of India restaurant on Fawcett Street	Roadside	460764	451185	NO ₂	YES	23.6	2.4	N	~2.75
D30	Lamp post outside Barbican Centre	Roadside	460834	451252	NO ₂	YES	35.5	0.1	N	~2.75
D31	Lamp post 9 Barbican road outside No.24	Roadside	461002	451229	NO ₂	YES	2	0.3	N	~2.75
D32	Lamp post 3 Bishopgate Street - next to bench	Roadside	460258	451208	NO ₂	YES	22.2	1.9	N	~2.75
D33	Lamp post 17 Nunnery Lane outside 81	Roadside	460075	451174	NO ₂	YES	3.9	0.2	N	~2.75
D35	Drainpipe of house 22, Prices Lane	Roadside	460134	451170	NO ₂	YES	0.2	1.6	N	~2.75
D36	Lamp post 7 Bishopthorpe Road, opposite entrance to Charlton St	Roadside	460135	450884	NO ₂	YES	6.1	0.2	N	~2.75

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)
D37	Lamp post 3, Bishopthorpe Road, outside house 26	Roadside	460157	450988	NO ₂	YES	2	2	N	~2.75
D38	Lamp post 2 Scarcroft Rd	Roadside	460088	450929	NO ₂	YES	2.7	1.6	N	~2.75
D39	Lamp post 1 Bishopthorpe Road	Roadside	460185	451055	NO ₂	YES	1.5	0.5	N	~2.75
D4	Lamp post 11 Lord Mayor's Walk - opposite bike shop	Roadside	460560	452300	NO ₂	YES	25.1	2.3	N	~2.75
D40	Lamp post 16 Nunnery Lane	Roadside	460069	451196	NO ₂	YES	3.3	1.6	N	~2.75
D41	Drainpipe of 55 Lord Mayor's Walk	Roadside	460286	452487	NO ₂	YES	0.2	3.8	N	~2.75
D43	Rougier Street Signpost 1, has "Except for Access" sign on it.	Roadside	459920	451834	NO ₂	YES	3	0.3	N	~2.75
D45	Lamp post 6 The Stonebow Opposite Windsors World of Shoes	Roadside	460673	451869	NO ₂	YES	15.6	1	N	~2.75
D47	Lamp post 8 Jewbury	Roadside	460682	452187	NO ₂	YES	0.6	2.4	N	~2.75
D48	Outside De Grey House right hand side of side entrance gate post	Roadside	460103	452180	NO ₂	YES	33.6	2.3	N	~2.75
D49	Lamp post 1 Fishergate	Roadside	460656	451269	NO ₂	YES	0.2	2.8	N	~2.75
D50	Drainpipe side of Cardshop Coppergate	Roadside	460371	451682	NO ₂	YES	0.2	1.9	N	~2.75

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)
D51	Inside Taxi Rank @ York Railway Station	Roadside	459640	451722	NO ₂	NO	N	40	N	~2.75
D52	Lamp post 3 Kent Street at side of car park	Roadside	460887	451140	NO ₂	NO	2	2	N	~2.75
D53	58 Nunnery Lane	Roadside	460115	451146	NO ₂	YES	0.1	3.6	N	~2.75
D54	76 Nunnery Lane	Roadside	460146	451116	NO ₂	YES	0.1	5.5	N	~2.75
D55	Museum Street - Opposite Thomas's Pub	Roadside	460087	452065	NO ₂	YES	1.8	2.2	N	~2.75
D6	Margaret Phillipson Court, Aldwark	Urban Background	460570	452177	NO ₂	NO	0.2	2.6	N	~2.75
D8	Lamp post 2, The Stonebow - Jorvick café	Roadside	460553	451843	NO ₂	NO	27.3	0.5	N	~2.75
D9	Lamp post 8, Lord Mayor's Walk outside no 34	Roadside	460483	452357	NO ₂	YES	1.8	0.1	N	~2.75
D56	Three Tuns Pub, 12 Coppergate	Roadside	460400	451685	NO ₂	YES	0.1	1.6	N	~2.75
D57	Lamp post 4, Pedestrian Crossing, Coppergate	Roadside	460416	451708	NO ₂	YES	11.9	2.4	N	~2.75
D58	Traffic lights, opposite Duttons, Coppergate	Roadside	460435	451732	NO ₂	YES	8	0.1	N	~2.75
D59	Bus Stop outside 8/9 SLP	Roadside	460087	452156	NO ₂	YES	1.8	2.7	N	~2.75
D60	No entry sign outside 'Schuh' Shoe Shop	Roadside	460294	451883	NO ₂	NO	N	1.7	N	~2.75

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)
130	Field Lane, Near Junction with Deramore Drive	Roadside	463618	450980	NO ₂	NO	12.0	2.0	N	~2.75
115	Inside Bus Stop (opposite side of road from tube 114) Rougier Street	Roadside	459962	451771	NO ₂	YES	47	1.5	N	~2.75

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)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
Bootham	460022	452777	Urban Background	98.9	98.9	12.7	12.6	11.8	11.5	11.8
Fishergate	460746	451038	Roadside	99.0	99.0	19.8	19.2	17.3	18.4	19.0
Holgate	459512	451282	Roadside	99.5	99.5	23.6	21.1	21.4	19.6	17.8
Nunnery Lane	460068	451199	Roadside	99.5	99.5	19.8	19.1	17.8	16.4	16.5
Gillygate	460147	452345	Roadside	99.2	99.2	25.5	27.1	25.3	19.8	19.1
Lawrence Street	461256	451340	Roadside	96.3	96.3	21.3	20.0	18.4	18.0	16.6
Heworth Green	461126	452602	Roadside	93.0	93.0	20.3	20.4	17.7	15.5	16.9
Fulford Road	460937	449464	Roadside	89.1	89.1	17.3	16.8	17.0	15.8	16.1

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

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

Where exceedances of the NO₂ annual mean objective occur at locations not representative of relevant exposure, the fall-off with distance concentration has been calculated and reported concentration provided in brackets for 2025.

Notes:

The annual mean concentrations are presented as µg/m³.

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

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%).

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 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
5	462040	454883	Roadside	91.7	91.7	12.1	12.1	11.7	10.1	12.4
6	459777	451406	Roadside	100.0	100.0	33.9	31.1	28.3	25.2	23.0
7	460217	452421	Roadside	91.7	91.7	46.2	49.5	41.7	28.2	26.0
11	458846	450946	Urban Background	91.7	91.7	13.2	13.6	12.6	11.9	14.3
13	460176	452377	Roadside	91.7	91.7	46.5	45.5	39.8	28.5	25.4
14	460167	452347	Roadside	100.0	100.0	47.5	47.3	39.9	27.7	28.5
15	461105	451458	Roadside	91.7	91.7	30.7	29.5	27.8	25.7	26.7
16	460160	451152	Roadside	66.7	66.7	30.4	29.1	24.1	20.7	20.8
17	459646	451500	Roadside	91.7	91.7	26.0	27.4	22.5	26.4	26.1
18	460457	452903	Roadside	83.3	83.3	30.3	29.7	25.4	20.4	19.3
25	461721	452709	Roadside	91.7	91.7	18.8	18.0	17.6	15.3	17.6
26	460829	453524	Roadside	91.7	91.7	26.4	25.8	24.0	22.4	21.7
33	460598	453227	Roadside	100.0	100.0	22.5	21.8	19.4	15.9	17.2
35	457603	451492	Roadside	91.7	91.7	19.7	18.8	17.6	16.6	16.5
37	459522	451187	Roadside	91.7	91.7	23.2	23.1	21.0	18.4	19.1
44	460679	452326	Roadside	100.0	100.0	18.9	17.8	16.2	15.3	16.6
45	460319	452754	Roadside	100.0	100.0	28.9	29.5	25.1	18.7	17.8
47	462009	456996	Roadside	83.3	83.3	22.1	22.6	21.8	19.5	19.5
60	461017	451781	Roadside	100.0	100.0	17.2	15.0	15.3	14.5	14.8
83	461597	452830	Urban Background	100.0	100.0	14.9	14.6	13.8	12.8	13.0

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 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
88	463354	451972	Urban Background	100.0	100.0	9.3	10.4	9.2	8.5	8.8
90	459997	450109	Roadside	91.7	91.7	11.0	11.4	10.1	10.0	10.3
96	460978	449452	Roadside	100.0	100.0	15.2	14.8	14.2	12.6	14.2
100	456228	453312	Roadside	91.7	91.7	14.3	14.1	11.2	12.0	13.8
101	459746	455897	Roadside	100.0	100.0	24.5	22.5	22.3	20.6	20.8
107	458779	452387	Roadside	100.0	100.0	15.9	15.5	14.1	12.3	13.2
108	458814	452373	Roadside	100.0	100.0	20.1	20.6	19.3	15.4	15.1
109	459924	451833	Roadside	91.7	91.7	39.3	43.7	36.6	28.5	25.6
110	459985	451727	Roadside	91.7	91.7	39.3	37.2	31.6	25.3	23.8
111	459917	451728	Roadside	100.0	100.0	20.6	17.8	19.6	16.9	17.2
112	459873	451684	Roadside	91.7	91.7	17.3	17.0	16.3	14.7	16.0
114	459981	451778	Roadside	91.7	91.7	33.8	34.4	30.0	22.0	20.6
116	458212	452037	Roadside	83.3	83.3	22.5	21.6	20.6	17.1	18.6
125	463194	451967	Roadside	91.7	91.7	10.6	11.5	11.3	8.3	8.8
126	463482	451896	Roadside	100.0	100.0	13.9	13.0	11.9	9.9	10.2
127	461108	452313	Roadside	91.7	91.7	18.3	20.1	16.9	16.8	17.0
128	458686	452369	Roadside	100.0	100.0	14.9	15.1	13.8	13.1	13.6
129	455968	453397	Roadside	100.0	100.0	12.7	12.4	11.2	10.0	10.7
A1	460088	452263	Roadside	100.0	100.0	43.6	44.1	42.6	31.1	29.9
A11	459341	453042	Roadside	100.0	100.0	25.8	24.8	25.6	23.3	22.9
A12	459251	453008	Roadside	91.7	91.7	22.4	22.6	22.3	19.7	18.6
A17	458578	452472	Roadside	83.3	83.3	24.7	23.0	22.9	18.7	21.4

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 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
A2	459917	452405	Roadside	83.3	83.3	25.7	26.1	23.7	21.5	20.9
A21	458806	452326	Urban Background	100.0	100.0	14.9	16.6	15.1	13.5	14.8
A22	458792	452242	Urban Background	100.0	100.0	15.8	16.9	16.2	15.0	15.5
A25	458706	452225	Roadside	100.0	100.0	18.0	18.2	17.5	15.5	16.3
A29	456939	453013	Urban Background	100.0	100.0	15.2	17.0	15.1	13.8	12.5
A3	459822	452492	Roadside	41.7	41.7	23.4	22.2	22.4	20.9	19.6
A30	457060	452888	Urban Background	91.7	91.7	15.8	15.1	14.8	11.9	14.4
A36	457625	452446	Urban Background	100.0	100.0	13.7	14.1	11.8	10.8	12.6
A38	457857	452334	Urban Background	100.0	100.0	12.6	13.0	12.1	11.0	11.6
A4	459699	452638	Urban Background	83.3	83.3	14.5	15.6	15.5	14.5	14.5
A40	458109	452196	Urban Background	100.0	100.0	16.3	16.1	15.3	13.2	15.0
A41	458172	452108	Roadside	100.0	100.0	18.1	16.8	15.6	14.5	15.3
A45	458384	451817	Urban Background	100.0	100.0	12.0	12.5	12.2	10.6	12.1
A50	458732	451393	Roadside	100.0	100.0	22.5	23.8	21.0	16.7	18.0
A51	458827	451348	Urban Background	91.7	91.7	17.9	18.4	16.7	13.0	15.5
A52	458945	451254	Roadside	100.0	100.0	27.9	26.6	25.3	21.7	21.2

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 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
A53	459066	451239	Roadside	91.7	91.7	28.1	27.5	24.2	20.6	20.5
A54	459254	451223	Roadside	100.0	100.0	30.9	27.9	28.5	26.0	23.0
A55	459351	451221	Roadside	91.7	91.7	28.0	26.8	24.6	19.6	20.5
A57	459533	451280	Roadside	91.7	91.7	43.5	38.1	35.9	29.6	29.0
A6	459536	452811	Roadside	33.3	33.3	18.5	18.9	17.5	16.9	15.7
A60	458906	453276	Urban Background	100.0	100.0	10.7	11.2	10.9	10.2	10.1
A62	458806	453483	Urban Background	100.0	100.0	11.2	11.9	11.5	8.7	11.2
A64	460030	452327	Roadside	83.3	83.3	24.8	23.7	23.8	20.9	21.3
A66	458672	453685	Urban Background	100.0	100.0	12.0	12.7	11.8	9.9	10.7
A69	458375	453958	Urban Background	100.0	100.0	11.7	11.7	10.4	9.1	10.7
A7	459441	452892	Roadside	100.0	100.0	20.8	19.4	18.7	16.7	18.0
A70	458299	454070	Urban Background	100.0	100.0	13.6	13.7	13.2	11.8	12.1
A71	458121	454254	Urban Background	100.0	100.0	10.5	10.4	10.6	9.4	10.4
A74	458041	454371	Urban Background	100.0	100.0	10.8	11.5	9.8	9.4	10.0
A77	457929	454537	Urban Background	100.0	100.0	13.9	15.7	14.6	11.7	13.3
A81	457733	454805	Urban Background	75.0	75.0	12.0	12.8	12.5	11.0	12.6

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 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
A85	459364	453009	Urban Background	100.0	100.0	16.1	17.3	16.1	13.8	14.4
A88	457470	452550	Urban Background	91.7	91.7	12.9	13.5	13.0	11.3	11.7
A9	459295	453067	Roadside	83.3	83.3	25.7	25.2	23.7	17.8	19.0
A90	459238	453157	Roadside	100.0	100.0	32.7	30.3	31.7	22.8	20.8
A94	458651	452426	Roadside	100.0	100.0	23.2	18.3	19.2	24.3	26.3
A96	459038	452850	Roadside	91.7	91.7	25.7	25.0	24.1	19.6	20.1
A97	457431	452616	Roadside	100.0	100.0	16.0	16.7	14.9	13.4	13.4
A98	458666	451468	Roadside	83.3	83.3	19.4	18.5	16.8	13.2	15.7
B1	460848	452582	Roadside	91.7	91.7	15.9	15.2	15.1	13.2	14.2
B15	461294	455305	Roadside	83.3	83.3	15.5	15.2	14.4	11.6	12.5
B19	461891	455876	Roadside	91.7	91.7	15.4	15.9	15.0	11.3	13.6
B2	460924	452697	Roadside	100.0	100.0	19.4	18.7	17.3	16.7	17.8
B29	461453	452750	Roadside	83.3	83.3	15.7	14.6	14.7	12.9	14.0
B3	460952	452826	Roadside	100.0	100.0	17.7	16.8	16.0	14.3	15.8
B38	463757	455155	Urban Background	100.0	100.0	12.5	12.7	12.0	12.5	11.6
B41	461326	451330	Urban Background	100.0	100.0	23.7	23.2	21.8	18.3	17.3
B42	461430	451348	Urban Background	100.0	100.0	18.4	17.3	15.7	13.8	13.9
B43	461557	451343	Urban Background	100.0	100.0	15.9	15.7	14.4	12.7	13.4
B44	461643	451343	Roadside	91.7	91.7	25.3	23.6	21.5	17.8	16.4

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 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
B45	461849	451284	Roadside	100.0	100.0	22.4	21.1	18.2	17.0	17.2
B47	462019	451289	Urban Background	91.7	91.7	11.8	11.7	10.2	10.0	10.2
B48	462122	451289	Urban Background	66.7	66.7	14.5	14.5	13.7	11.4	12.2
B50	462291	451269	Roadside	100.0	100.0	17.1	17.1	15.7	13.7	14.2
B51	462384	451298	Urban Background	100.0	100.0	13.0	12.9	12.4	10.2	10.7
B56	462888	451289	Roadside	100.0	100.0	22.7	21.3	21.1	18.5	17.2
B58	462970	451300	Urban Background	100.0	100.0	12.6	13.8	13.0	11.0	11.8
B60	463234	451339	Urban Background	83.3	83.3	13.7	13.4	13.6	11.8	12.9
B63	462704	451300	Roadside	83.3	83.3	23.2	22.4	22.2	19.6	20.6
B72	461122	451374	Roadside	50.0	50.0	33.7	33.8	30.9	28.1	26.8
B74	461371	452708	Urban Background	100.0	100.0	13.4	14.1	12.5	11.6	12.8
B80	461185	452663	Urban Background	100.0	100.0	12.5	11.8	12.4	9.6	11.0
B82	460974	452563	Urban Background	91.7	91.7	17.3	19.7	17.5	14.3	16.1
B83	461285	452695	Roadside	100.0	100.0	20.7	19.1	20.5	18.5	17.5
B84	462654	451293	Urban Background	100.0	100.0	16.9	17.1	16.8	14.2	13.9
B85	461227	451368	Roadside	100.0	100.0	24.9	22.8	20.6	19.4	17.2
B86	461116	452602	Roadside	91.7	91.7	21.1	17.3	16.8	15.4	14.2

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 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
B88	462799	451291	Roadside	91.7	91.7	20.4	20.9	18.7	16.9	17.4
B90	461133	451394	Roadside	91.7	91.7	28.5	25.1	24.3	21.1	20.3
B91	461142	451365	Roadside	91.7	91.7	-	28.8	27.7	24.0	23.2
C12	458825	449928	Urban Background	100.0	100.0	13.1	13.0	12.3	11.6	12.5
C17	459085	450544	Urban Background	100.0	100.0	12.1	12.8	12.0	10.5	11.9
C18	459204	450772	Urban Background	100.0	100.0	16.8	16.6	21.6	15.0	15.7
C19	459271	450819	Urban Background	100.0	100.0	12.8	12.8	13.2	11.1	12.2
C2	458333	448974	Roadside	100.0	100.0	25.8	25.8	21.7	18.3	19.8
C20	459280	450923	Urban Background	100.0	100.0	14.1	16.4	16.1	12.2	14.8
C21	459410	451040	Roadside	91.7	91.7	18.7	18.4	18.1	14.3	16.4
C22	459570	451195	Urban Background	91.7	91.7	15.4	15.4	14.9	14.1	14.3
C23	459553	451252	Roadside	91.7	91.7	28.9	30.4	27.3	21.9	21.4
C26	459639	451334	Roadside	100.0	100.0	34.1	31.7	30.6	22.7	22.4
C27	459717	451433	Roadside	100.0	100.0	40.7	41.3	37.1	32.4	28.2
C28	461201	448386	Urban Background	100.0	100.0	11.1	11.3	10.4	9.5	11.2
C29	461196	448426	Roadside	100.0	100.0	20.3	20.6	20.7	17.9	20.2
C30	461185	448462	Roadside	100.0	100.0	23.7	21.5	21.7	20.3	21.4

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 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
C31	461193	448473	Urban Background	100.0	100.0	12.7	13.0	13.2	11.5	13.2
C32	461128	448823	Urban Background	100.0	100.0	15.8	17.1	17.5	15.3	14.8
C33	461085	448933	Urban Background	91.7	91.7	11.0	11.5	10.8	10.4	11.0
C34	461085	449067	Roadside	91.7	91.7	17.3	17.2	17.3	15.0	16.2
C36	461052	449146	Roadside	100.0	100.0	20.1	20.6	19.7	18.9	18.4
C37	461045	449223	Urban Background	83.3	83.3	15.7	16.1	15.1	14.1	15.4
C38	461038	449225	Roadside	100.0	100.0	18.2	18.1	18.7	15.7	16.7
C39	460974	449336	Roadside	100.0	100.0	22.8	22.2	24.9	22.1	21.4
C4	458470	449126	Urban Background	91.7	91.7	12.5	12.9	12.0	10.7	12.3
C40	460910	449628	Urban Background	100.0	100.0	12.9	13.7	13.4	13.3	13.5
C42	460857	449748	Urban Background	100.0	100.0	15.2	15.9	16.5	14.2	15.0
C49	460860	450530	Urban Background	100.0	100.0	14.3	14.2	13.1	11.8	13.0
C51	460871	450727	Roadside	100.0	100.0	19.3	18.1	18.9	15.9	17.0
C52	460853	450781	Roadside	100.0	100.0	17.2	18.1	16.3	14.1	15.4
C53	460766	450924	Roadside	8.3	8.3	16.0	16.5	16.7	15.8	<i>Insufficient data capture</i>
C54	460762	451069	Roadside	91.7	91.7	21.3	20.0	19.7	18.6	19.8
C56	459484	451141	Roadside	66.7	66.7	25.0	24.8	22.4	18.0	18.9

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 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
C57	458912	450111	Urban Background	83.3	83.3	14.4	15.3	14.4	12.2	14.7
C58	460926	449429	Roadside	91.7	91.7	25.4	26.0	25.0	23.9	23.1
C59	458735	449713	Roadside	83.3	83.3	23.3	25.0	21.7	17.6	18.6
C62	459579	451251	Roadside	100.0	100.0	20.8	21.3	19.1	16.6	17.9
C63	458790	449740	Roadside	91.7	91.7	13.8	12.0	12.1	10.7	11.6
C7	458611	449477	Roadside	100.0	100.0	15.4	13.1	13.3	12.1	13.1
D10	460443	451927	Urban Background	100.0	100.0	12.5	13.3	12.6	12.4	12.4
D12	460567	451740	Roadside	100.0	100.0	14.3	14.2	12.9	11.1	12.2
D13	460271	451358	Roadside	100.0	100.0	17.6	18.4	16.7	13.3	15.7
D14	461077	451354	Roadside	100.0	100.0	30.8	28.0	28.4	25.9	26.1
D16	460708	451231	Roadside	83.3	83.3	32.9	30.4	28.8	25.4	26.0
D17	460575	451616	Roadside	66.7	66.7	28.5	30.9	24.7	20.4	18.0
D18	460395	451502	Roadside	100.0	100.0	24.2	22.7	20.4	18.2	18.2
D19	460038	451626	Roadside	100.0	100.0	40.5	38.2	32.4	23.8	22.0
D20	460323	451685	Roadside	100.0	100.0	33.4	36.6	31.2	21.3	21.8
D22	460035	452010	Roadside	100.0	100.0	32.3	30.7	28.9	21.4	21.0
D24	459805	451543	Roadside	91.7	91.7	20.5	19.6	18.0	18.0	16.9
D25	459693	451750	Roadside	75.0	75.0	33.0	34.7	31.9	28.6	28.4
D26	460671	451400	Roadside	83.3	83.3	25.1	23.6	20.7	17.2	17.4
D27	460734	451563	Roadside	83.3	83.3	20.8	19.0	15.9	13.2	14.3
D28	460764	451185	Roadside	100.0	100.0	27.4	26.1	23.5	24.1	22.2

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 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
D30	460834	451252	Roadside	91.7	91.7	20.4	18.4	18.0	15.9	17.7
D31	461002	451229	Roadside	91.7	91.7	24.4	22.9	22.2	20.3	21.5
D32	460258	451208	Roadside	83.3	83.3	29.1	27.9	25.0	22.7	22.9
D33	460075	451174	Roadside	91.7	91.7	24.4	24.4	24.4	21.0	21.2
D35	460134	451170	Roadside	66.7	66.7	32.8	30.6	25.7	24.8	22.8
D36	460135	450884	Roadside	100.0	100.0	25.2	24.9	22.8	20.7	21.3
D37	460157	450988	Roadside	91.7	91.7	22.6	20.9	19.7	20.7	20.8
D38	460088	450929	Roadside	100.0	100.0	18.2	16.6	15.8	15.5	16.1
D39	460185	451055	Roadside	100.0	100.0	23.5	23.8	20.7	19.8	20.0
D4	460560	452300	Roadside	100.0	100.0	22.2	21.1	19.6	18.4	18.8
D40	460069	451196	Roadside	100.0	100.0	21.7	19.2	17.4	17.2	17.3
D41	460286	452487	Roadside	91.7	91.7	30.8	31.9	30.8	25.5	27.7
D43	459920	451834	Roadside	100.0	100.0	36.9	39.3	30.7	25.3	23.1
D45	460673	451869	Roadside	83.3	83.3	18.7	17.9	16.1	14.9	16.1
D47	460682	452187	Roadside	91.7	91.7	19.3	18.0	18.7	16.3	17.5
D48	460103	452180	Roadside	100.0	100.0	35.1	35.4	30.4	21.7	20.2
D49	460656	451269	Roadside	91.7	91.7	30.0	29.8	25.7	24.2	24.0
D50	460371	451682	Roadside	100.0	100.0	29.1	29.4	27.0	20.7	21.0
D51	459640	451722	Roadside	100.0	100.0	35.9	41.4	40.4	35.5	39.3
D52	460887	451140	Roadside	91.7	91.7	19.3	19.4	13.9	14.4	15.6
D53	460115	451146	Roadside	91.7	91.7	21.9	19.8	17.8	16.7	18.0
D54	460146	451116	Roadside	100.0	100.0	20.6	19.3	18.1	16.4	17.0

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 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
D55	460087	452065	Roadside	91.7	91.7	44.9	39.2	37.1	24.5	22.7
D6	460570	452177	Urban Background	100.0	100.0	16.2	14.8	13.3	11.8	13.3
D8	460553	451843	Roadside	91.7	91.7	32.2	33.0	30.4	20.1	21.9
D9	460483	452357	Roadside	100.0	100.0	27.7	31.0	28.4	24.2	26.0
D56	460400	451685	Roadside	91.7	91.7	31.8	35.9	35.1	27.2	24.5
D57	460416	451708	Roadside	83.3	83.3	26.1	24.9	22.7	16.9	19.0
D58	460435	451732	Roadside	100.0	100.0	29.5	31.2	29.5	22.2	21.7
D59	460087	452156	Roadside	91.7	91.7	43.2	44.7	37.5	25.0	22.3
D60	460294	451883	Roadside	91.7	91.7	14.2	15.7	14.4	13.5	14.5
130	463618	450980	Roadside	75.0	75.0	10.1	10.5	9.8	7.1	9.4
115	459962	451771	Roadside	100.0	100.0	44.7	50.9	45.0	28.0	23.5
8, 9, 9a	460163	452468	Urban Background	100.0	100.0	-	-	-	11.0	12.3
A13, A14, A14a	459335	452931	Urban Background	100.0	100.0	-	-	-	11.2	12.7
78, 79, 80	460149	452342	Roadside	91.7	91.7	-	-	-	19.8	18.9
102, 103, 104	458703	452429	Roadside	100.0	100.0	-	-	-	20.4	19.3
2a, 2b, 2c	460746	451034	Roadside	100.0	100.0	-	-	-	17.7	18.3
3a, 3b, 3c	460024	452767	Urban Background	100.0	100.0	-	-	-	9.7	12.1
95a, 95b, 95c	460938	449465	Roadside	91.7	91.7	-	-	-	15.3	14.6
A19, A19a, A19b	458713	452414	Roadside	100.0	100.0	-	-	-	18.0	17.0

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 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
A20, A20a, A20b	458760	452404	Roadside	100.0	100.0	-	-	-	19.3	18.0
B36, B37, B37a	462565	454194	Urban Background	100.0	100.0	-	-	-	9.4	9.8
C43, C43a, C44	460869	449730	Roadside	100.0	100.0	-	-	-	18.7	18.5

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

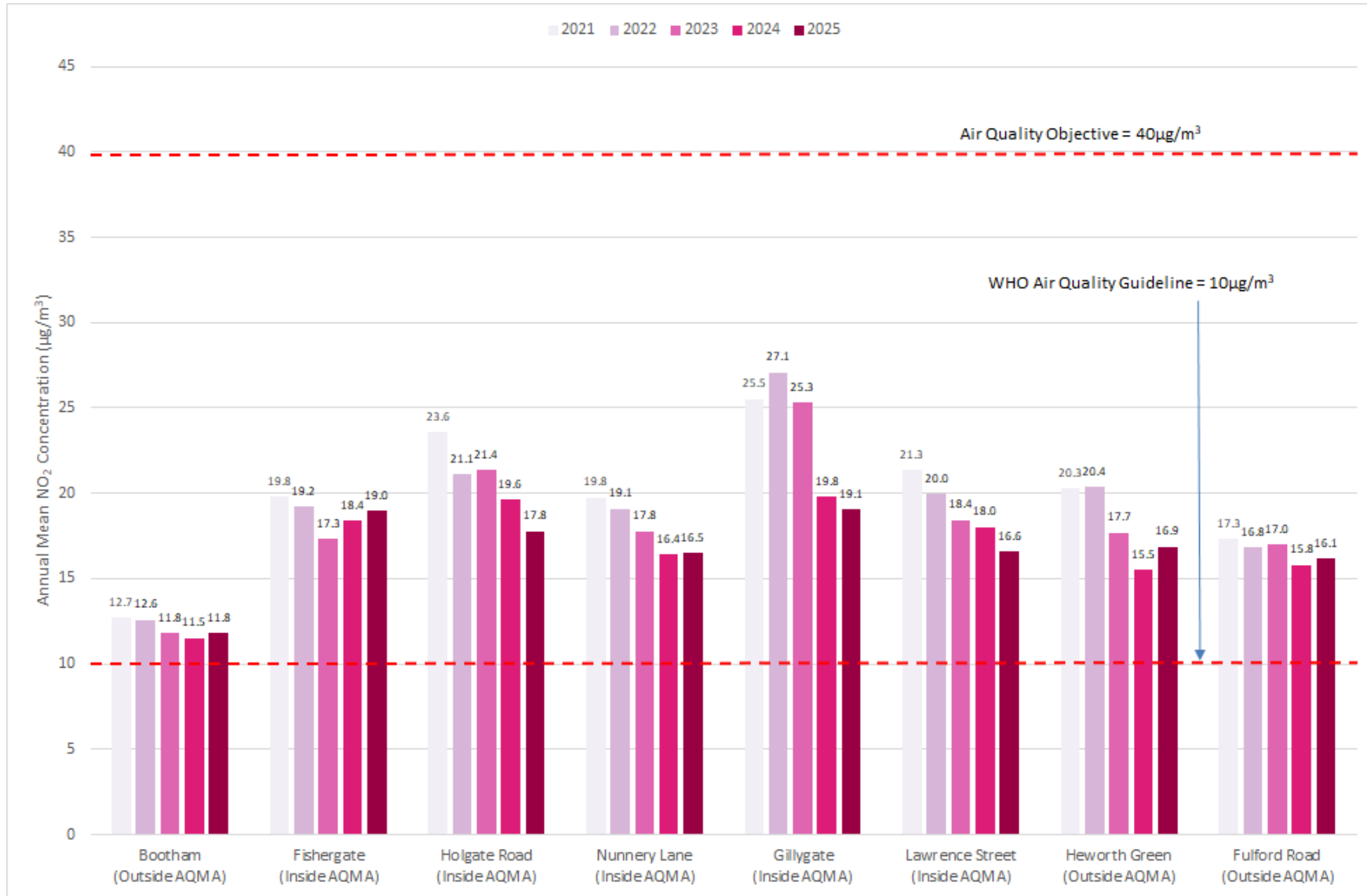


Figure A.1a - Trends in Annual Mean NO₂ Concentrations monitored by diffusion tubes within the AQMA

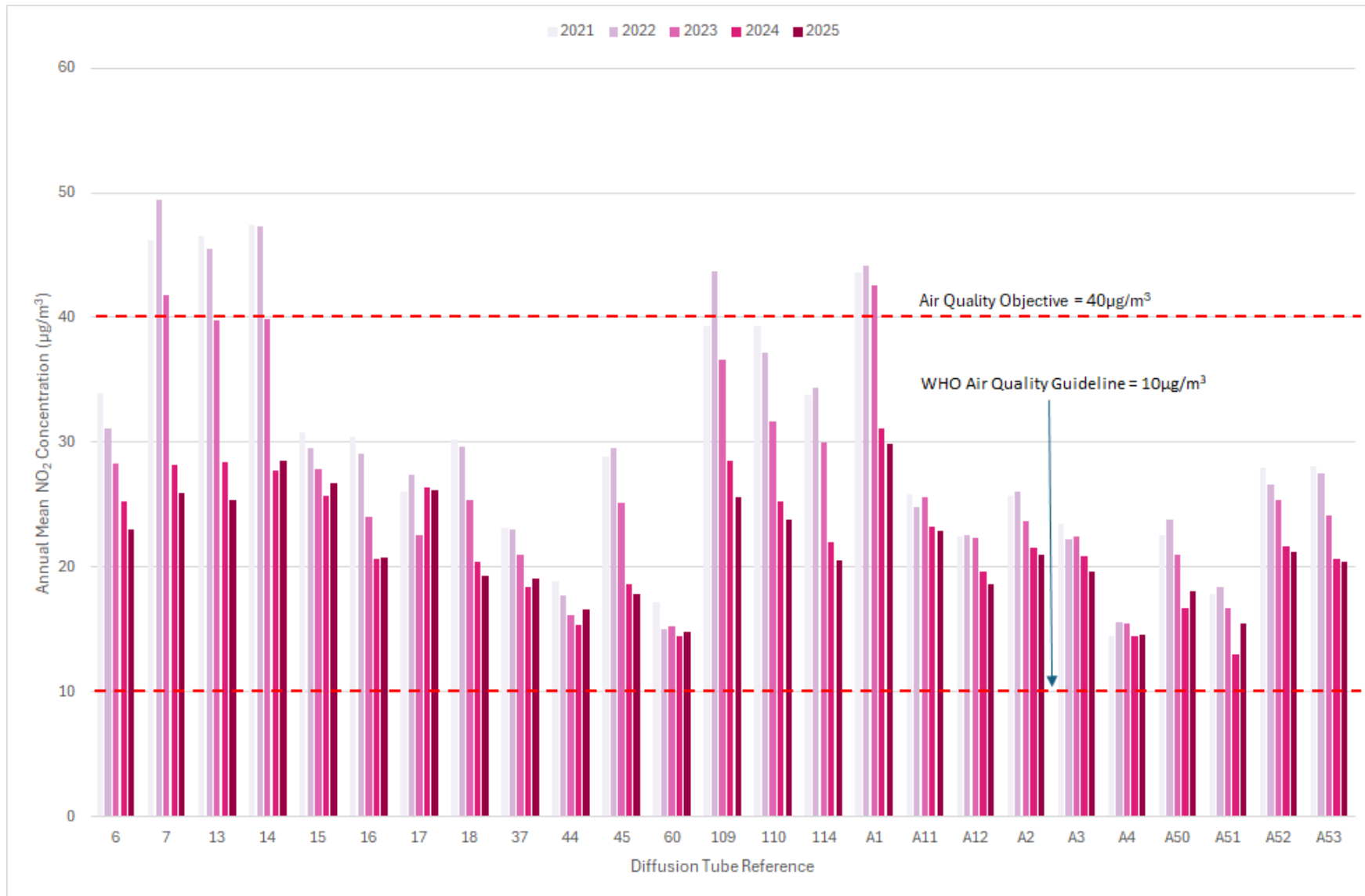


Figure A.1b - Trends in Annual Mean NO₂ Concentrations monitored by diffusion tubes within the AQMA

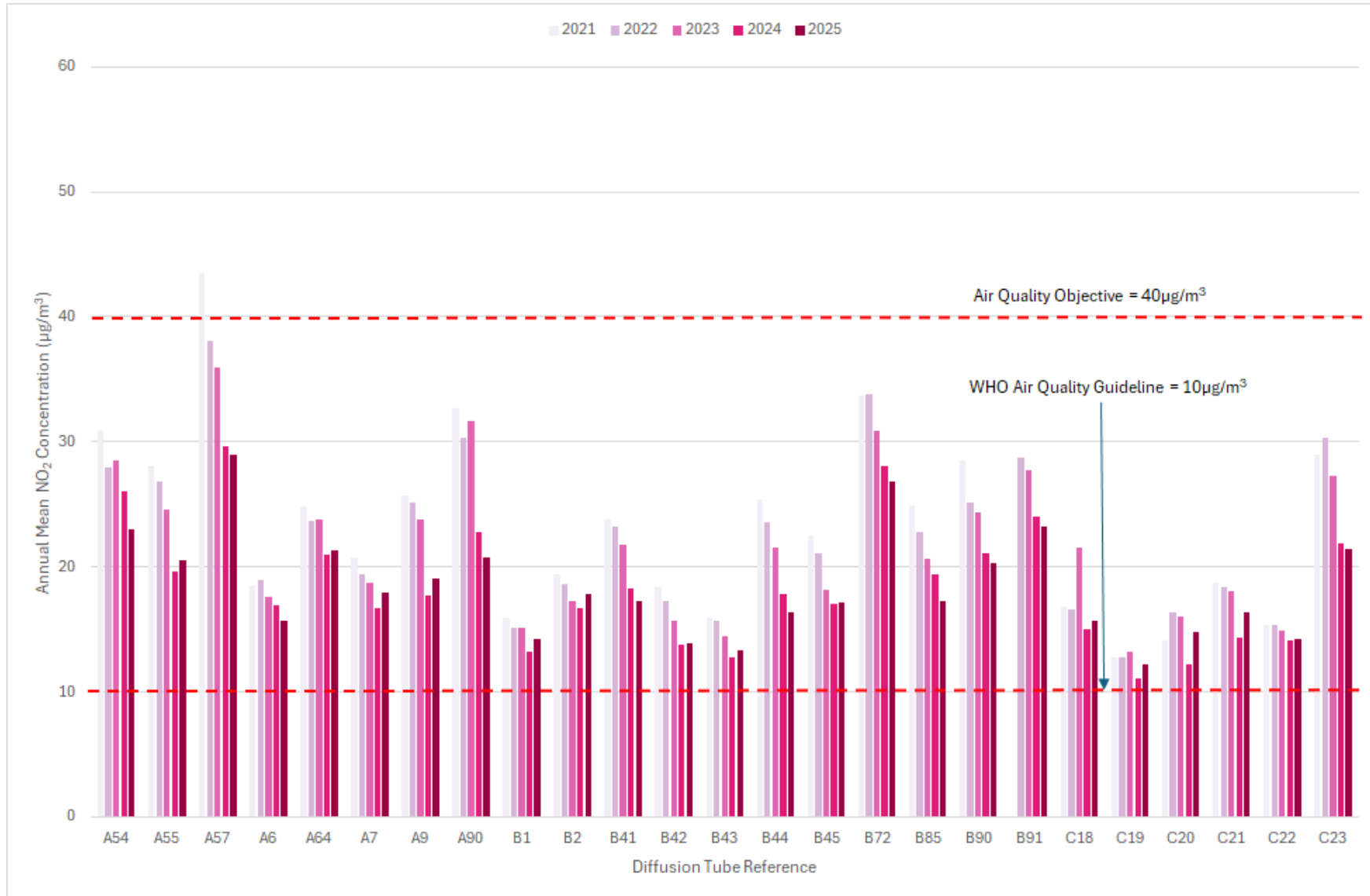


Figure A.1c - Trends in Annual Mean NO₂ Concentrations monitored by diffusion tubes within the AQMA

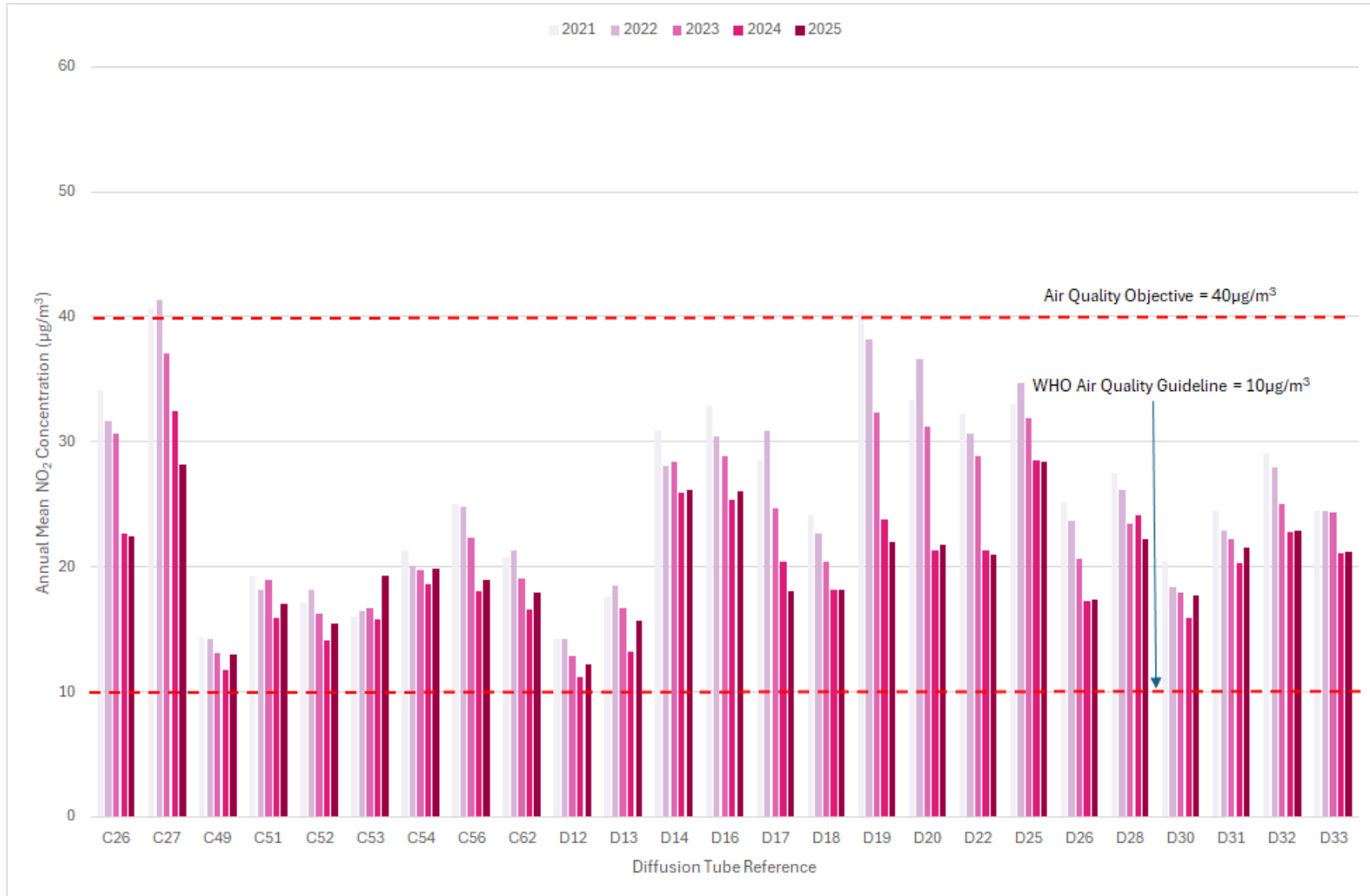


Figure A.1d - Trends in Annual Mean NO₂ Concentrations monitored by diffusion tubes within the AQMA

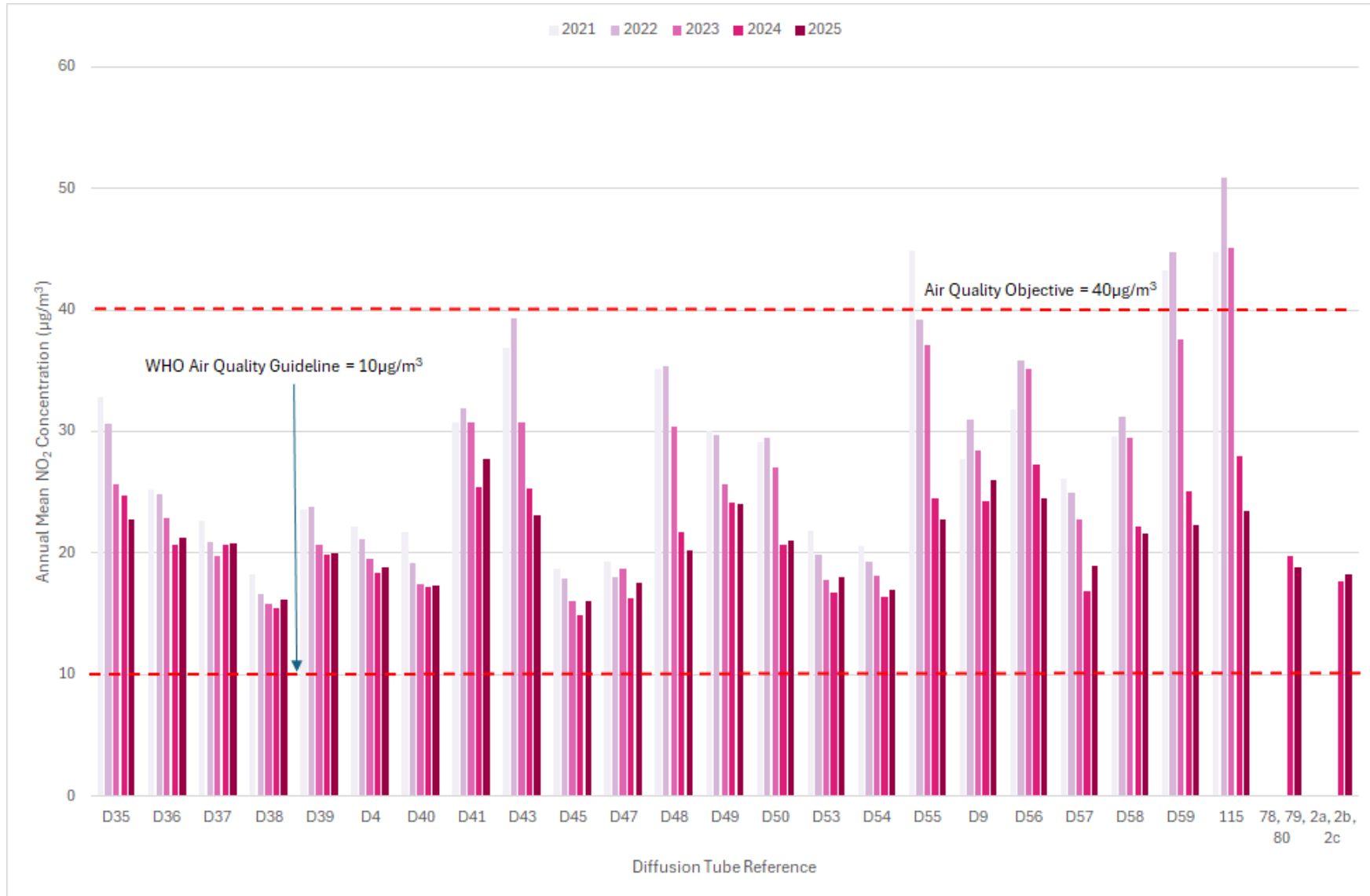


Table A.5 – 1-Hour Mean NO₂ Monitoring Results, Number of 1-Hour Means > 200µg/m³

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
Bootham	460022	452777	Urban Background	98.9	98.9	0	0	0	0	0
Fishergate	460746	451038	Roadside	99.0	99.0	0	0	0	0	0
Holgate	459512	451282	Roadside	99.5	99.5	0	0	0	0	0
Nunnery Lane	460068	451199	Roadside	99.5	99.5	0	0	0	0	0
Gillygate	460147	452345	Roadside	99.2	99.2	0	0	0	0	0
Lawrence Street	461256	451340	Roadside	96.3	96.3	0	0	0	0	0
Heworth Green	461126	452602	Roadside	93.0	93.0	0	0	0	0	0
Fulford Road	460937	449464	Roadside	89.1	89.1	0	0	0	0 (65.9)	0

Notes:

Results are presented as the number of 1-hour periods where concentrations greater than 200µg/m³ have been recorded.

Exceedances of the NO₂ 1-hour mean objective (200µg/m³ not to be exceeded more than 18 times/year) are shown in **bold**.

If the period of valid data is less than 85%, the 99.8th percentile of 1-hour means is provided in brackets.

(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.2 – Trends in Number of NO₂ 1-Hour Means > 200µg/m³

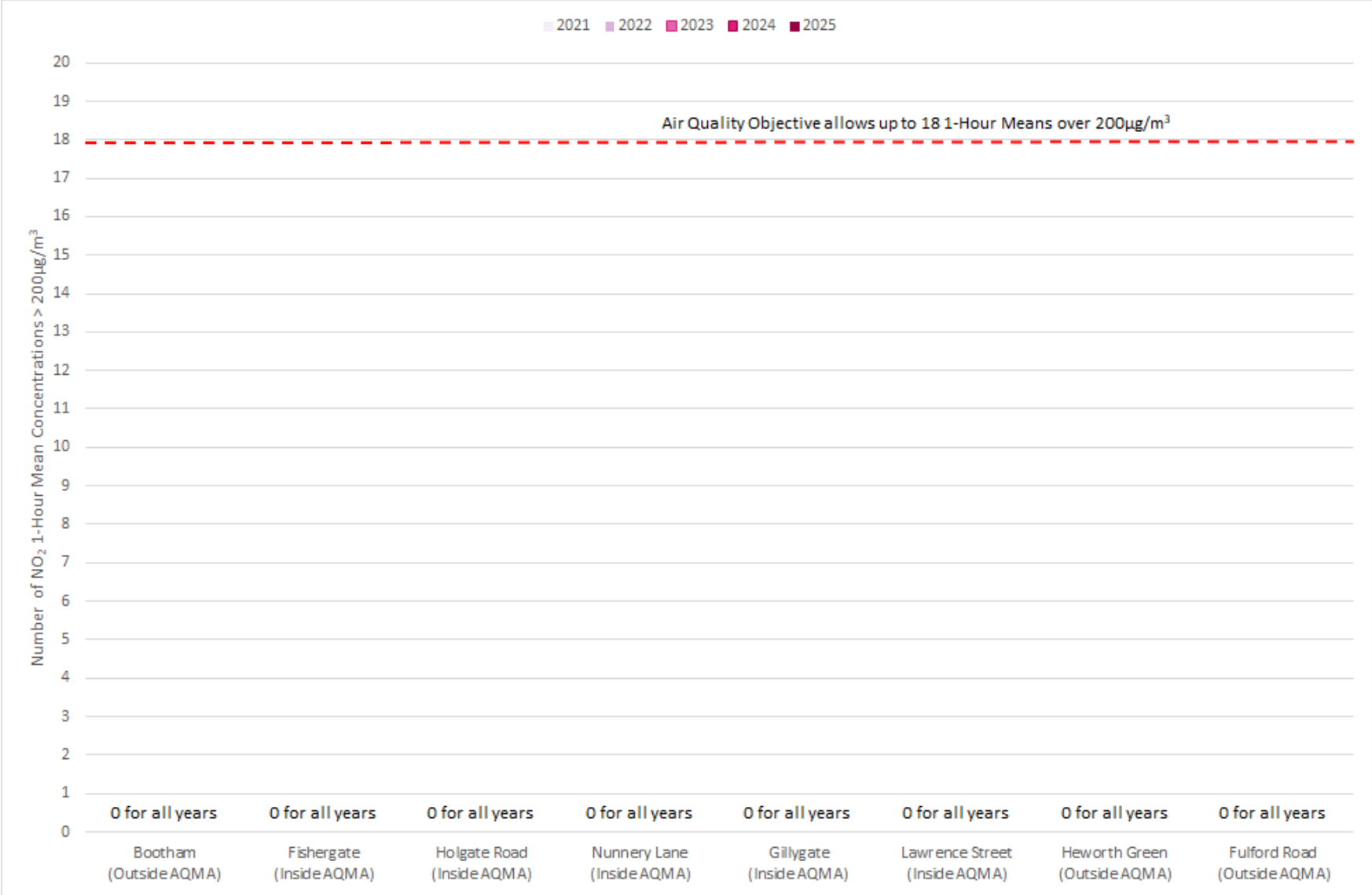


Table A.6 – Annual Mean PM₁₀ Monitoring Results (µg/m³)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
Bootham	460022	452777	Urban Background	97.0	97.0	13.4	15.2	11.6	12.6	13.2
Fishergate	460746	451038	Roadside	96.0	96.0	15.8	16.8	13.7	15.4	16.6
Plantation Drive	457428	452620	Roadside	80.6	80.6	16.0	16.3	15.4	17.8	17.0

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

Notes:

The annual mean concentrations are presented as µg/m³.

Exceedances of the PM₁₀ annual mean objective of 40µg/m³ are shown in **bold**.

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.

(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.3 – Trends in Annual Mean PM₁₀ Concentrations

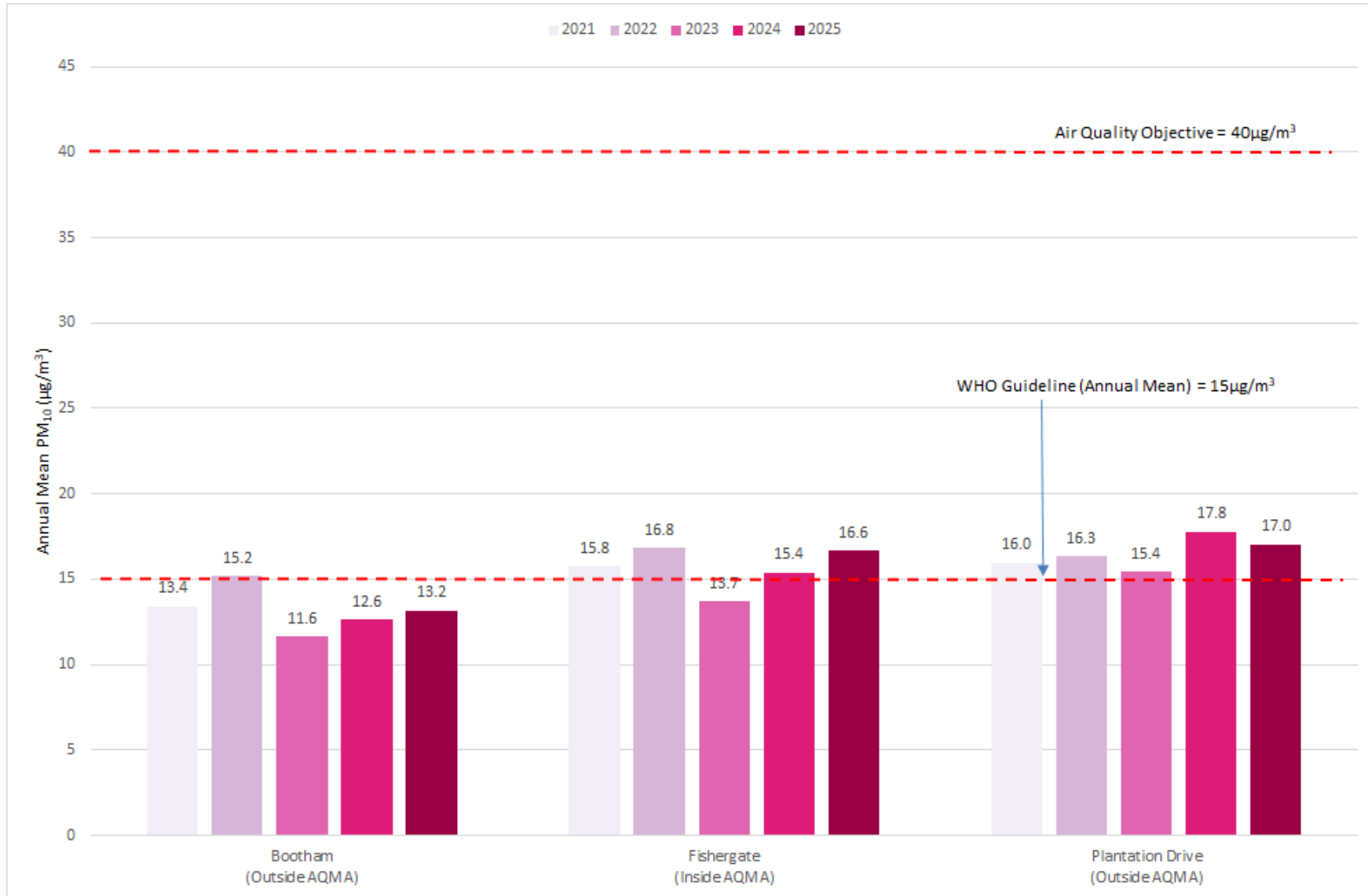


Table A.7 – 24-Hour Mean PM₁₀ Monitoring Results, Number of PM₁₀ 24-Hour Means > 50µg/m³

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
Bootham	460022	452777	Urban Background	97.0	97.0	0	3	0	0	0
Fishergate	460746	451038	Roadside	96.0	96.0	0	6	0	2	4
Plantation Drive	457428	452620	Roadside	80.6	80.6	0	0	0	1	0 (25.6)

Notes:

Results are presented as the number of 24-hour periods where daily mean concentrations greater than 50µg/m³ have been recorded.

Exceedances of the PM₁₀ 24-hour mean objective (50µg/m³ not to be exceeded more than 35 times/year) are shown in **bold**.

If the period of valid data is less than 85%, the 90.4th percentile of 24-hour means is provided in brackets.

(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.4 – Trends in Number of 24-Hour Mean PM₁₀ Results > 50µg/m³

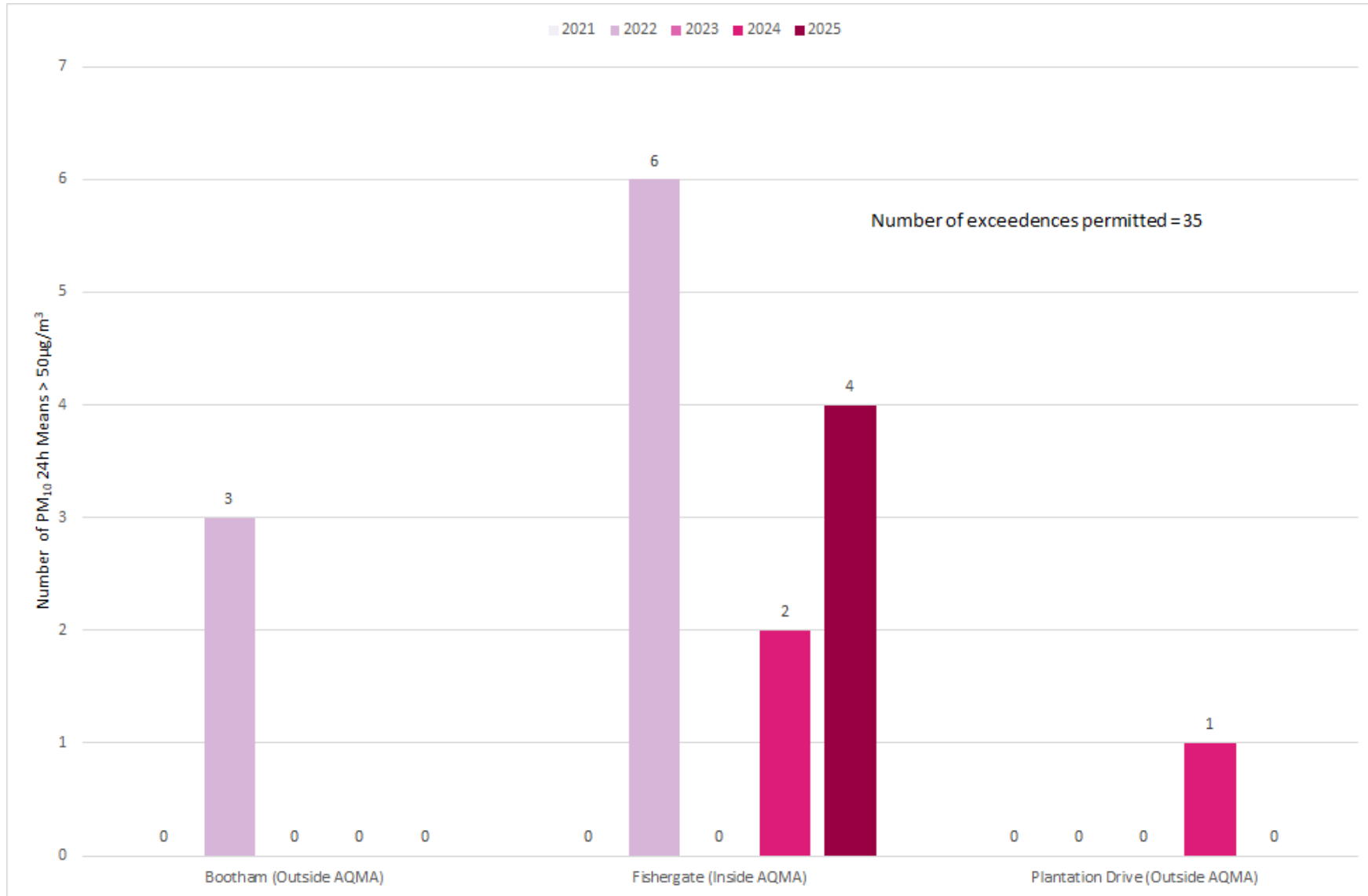


Table A.8 – Annual Mean PM_{2.5} Monitoring Results (µg/m³)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
Bootham	460022	452777	Urban Background	95.5	95.5	8.4	8.2	7.4	7.7	8.7
Fishergate	460746	451038	Roadside	97.0	97.0	7.9	8.8	8.0	7.5	8.6
Gillygate	460147	452345	Roadside	90.7	90.7	6.1	7.2	7.2	9.0	9.6
Holgate Road	459512	451282	Roadside	74.5	74.5	-	-	7.8	7.6	8.3

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

Notes:

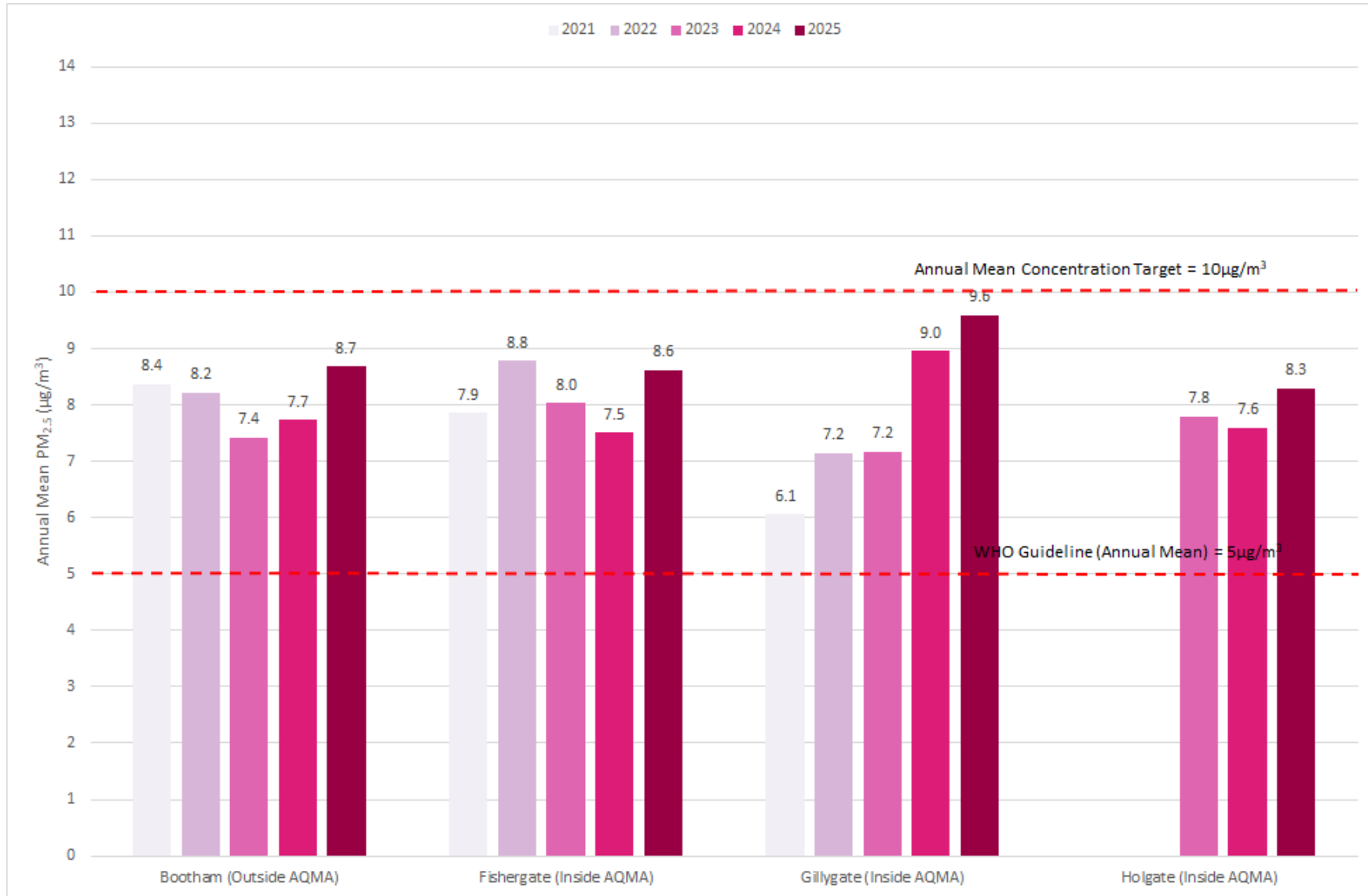
The annual mean concentrations are presented as µg/m³.

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.

(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.5 – Trends in Annual Mean PM_{2.5} Concentrations



Appendix B: Full Monthly Diffusion Tube Results for 2025

Table B.1 – NO₂ 2025 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 (0.9)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
5	462040	454883	21.6	16.5	14.9		7.4	8.0	8.4	10.1	14.3	14.9	20.2	15.3	13.8	12.4	-	
6	459777	451406	35.3	27.8	32.3	20.5	21.3	20.6	23.5	20.3	24.4	26.9	29.8	24.4	25.6	23.0	-	
7	460217	452421	34.9	33.7	33.6	33.2	23.6	23.6	20.5	28.3	27.6	28.5		29.8	28.9	26.0	-	
11	458846	450946	25.4	21.5	17.7	15.7	8.9		8.0	12.6	16.2	13.5	17.6	17.5	15.9	14.3	-	
13	460176	452377	36.7	31.4	29.5	26.1	23.7	24.8	23.9	27.3		29.6	30.5	26.6	28.2	25.4	-	
14	460167	452347	37.7	42.8	32.9	35.1	22.9	26.2	21.3	29.9	33.2	31.3	36.3	30.5	31.7	28.5	-	
15	461105	451458	42.9	36.6	32.6	29.9	22.4		20.1	27.2	27.5	28.3	28.0	31.2	29.7	26.7	-	
16	460160	451152	36.5	26.5	26.7		18.6	18.0			22.8		27.0	24.6	25.1	20.8	-	
17	459646	451500	43.2	35.5	30.4	27.5	25.8	23.5	25.3		27.8	26.1	28.5	26.1	29.1	26.1	-	
18	460457	452903		26.9	22.4		15.2	17.7	14.7	17.7	24.2	24.5	29.3	21.7	21.4	19.3	-	
25	461721	452709	31.9	25.0	19.0	17.0	12.4	13.7	14.2	15.0		20.9	24.6	21.8	19.6	17.6	-	
26	460829	453524	31.9	24.2	27.6	20.8	18.8	21.8	16.2	21.8		26.8	29.3	25.6	24.1	21.7	-	
33	460598	453227	29.0	24.6	22.6	13.1	11.3	13.4	12.2	14.2	19.2	21.4	25.6	23.1	19.1	17.2	-	
35	457603	451492	27.6	18.4	21.3		12.7	14.0	12.4	15.0	20.0	18.8	22.2	19.4	18.3	16.5	-	
37	459522	451187	29.9	26.9	23.9		16.7	14.4	16.5	17.9	21.4	21.2	24.2	20.5	21.2	19.1	-	
44	460679	452326	26.6	24.4	19.0	13.2	12.1	14.7	14.5	13.9	17.4	21.7	23.5	20.4	18.5	16.6	-	
45	460319	452754	28.2	25.1	24.0	14.9	17.0	14.9	13.5	14.6	20.4	20.6	22.7	21.9	19.8	17.8	-	
47	462009	456996	29.5	22.6	18.2	18.7			17.1	21.5	22.2	20.5	26.0	20.4	21.7	19.5	-	
60	461017	451781	25.6	21.5	19.9	15.7	10.2	10.5	10.9	12.7	13.3	17.3	19.3	19.9	16.4	14.8	-	
83	461597	452830	23.5	17.7	12.6	9.6	10.1	12.3	11.4	10.9	15.9	17.4	16.4	15.5	14.4	13.0	-	
88	463354	451972	19.9	9.9	11.1	7.6	3.4	6.5	5.8	6.4	9.1	10.8	13.9	13.2	9.8	8.8	-	
90	459997	450109	17.9	14.2	13.4	8.7		7.0	7.9	8.4	10.8	12.8	12.9	11.5	11.4	10.3	-	
96	460978	449452	22.9	19.1	15.9	13.5	9.9	11.0	10.3	12.9	17.3	17.9	21.2	17.6	15.8	14.2	-	
100	456228	453312	19.0	19.8	17.0	16.9	10.5	11.0		14.2	16.4	14.6	14.8	14.8	15.4	13.8	-	
101	459746	455897	28.4	25.5	23.8	20.2	19.9	24.0	19.5	22.1	22.1	25.1	25.7	20.9	23.1	20.8	-	
107	458779	452387	24.9	20.3	13.7	12.7	8.7	9.9	9.5	11.1	14.6	14.6	19.2	17.2	14.7	13.2	-	
108	458814	452373	28.5	20.2	15.8	12.1	9.6	11.3	10.8	13.6	18.9	18.6	21.5	20.4	16.8	15.1	-	
109	459924	451833	38.3	31.6	27.8	26.0	22.3		22.1	25.8	28.2	29.6	31.4	30.1	28.5	25.6	-	
110	459985	451727	35.1	29.3	26.8	24.8	21.5		24.8	22.1	25.9	27.1	27.2	26.5	26.5	23.8	-	
111	459917	451728	26.4	22.5	20.9	15.5	14.8	14.6	15.3	16.2	17.2	20.7	23.1	21.8	19.1	17.2	-	
112	459873	451684	25.7	20.1	19.4	12.0		14.8	15.0	15.2	16.0	17.6	20.9	19.2	17.8	16.0	-	
114	459981	451778	32.6	25.7	20.0	21.2	18.8	19.2		18.4	19.4	24.6	26.0	25.6	22.9	20.6	-	

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 (0.9)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
115	459962	451771	37.9	27.4	27.5	22.4	18.7	25.9	24.3	21.6	24.9	28.1	27.5	26.7	26.1	23.5	-	
116	458212	452037	27.1	23.9	22.1	19.0	14.0			15.9	19.4	22.0	22.8	20.3	20.6	18.6	-	
125	463194	451967	18.7	13.2	11.8	7.1	5.0	6.5	4.1	6.7	9.9		12.2	12.4	9.8	8.8	-	
126	463482	451896	21.2	14.0	11.1	9.7	6.1	8.0	6.7	8.2	11.0	12.2	13.3	14.7	11.3	10.2	-	
127	461108	452313	29.6	22.6	19.8	14.0		14.4	12.4	13.5	19.7	20.6	22.1	19.6	18.9	17.0	-	
128	458686	452369	22.6	17.3	17.3	12.1	9.6	9.6	9.4	12.7	16.7	14.9	19.8	19.3	15.1	13.6	-	
129	455968	453397	19.8	15.4	11.9	11.1	7.9	8.7	7.6	10.6	12.7	12.0	12.9	12.3	11.9	10.7	-	
130	463618	450980	15.9		11.4			6.4	6.0	7.0	10.7	10.3	13.3	12.5	10.4	9.4	-	
A1	460088	452263	38.5	38.8	30.3	29.2	28.2	30.0	28.6	33.3	34.8	34.9	37.4	34.1	33.2	29.9	-	
A11	459341	453042	30.4	30.0	25.5	25.1	20.1	20.9	20.2	22.7	25.7	25.2	31.3	27.9	25.4	22.9	-	
A12	459251	453008		25.8	23.8	15.5	16.4	17.7	16.0	19.6	22.8	19.7	27.6	22.4	20.6	18.6	-	
A17	458578	452472	32.7	30.1	22.6	17.8		14.3		15.4	23.0	21.5	30.5	29.8	23.8	21.4	-	
A2	459917	452405	35.1	23.4	19.3	18.9	16.6		19.9	21.9		26.2	28.6	22.9	23.3	20.9	-	
A21	458806	452326	26.6	21.2	15.3	13.8	9.7	11.8	9.8	12.9	18.2	17.3	21.7	18.7	16.4	14.8	-	
A22	458792	452242	28.5	22.1	14.0	15.3	10.3	13.8	11.2	13.1	19.7	18.2	20.6	20.3	17.3	15.5	-	
A25	458706	452225	25.0	22.1	15.6	19.0	15.2	12.1	12.4	15.8	18.8	19.6	21.7	20.4	18.1	16.3	-	
A29	456939	453013	22.9	18.0	15.5	11.5	8.5	10.5	9.5	11.6	15.5	12.4	18.2	13.0	13.9	12.5	-	
A3	459822	452492	28.9	29.4			13.9				25.4			25.9	24.7	19.6	-	
A30	457060	452888	21.7	18.8	19.0	13.8		8.7	10.7	10.4	13.7	25.4	17.3	16.2	16.0	14.4	-	
A36	457625	452446	23.9	16.4	17.8	14.5	9.7	8.6	9.1	9.6	12.3	13.3	18.3	13.8	14.0	12.6	-	
A38	457857	452334	20.2	16.7	14.8	12.7	10.3	7.9	7.9	9.8	12.3	12.6	15.2	14.1	12.9	11.6	-	
A4	459699	452638	23.3	20.4	13.0		9.6	12.6		13.3	16.7	14.9	20.1	17.7	16.2	14.5	-	
A40	458109	452196	21.9	21.8	16.6	19.5	14.7	9.5	11.9	14.1	15.7	16.4	18.9	18.3	16.6	15.0	-	
A41	458172	452108	23.2	20.4	21.5	18.2	15.3	9.5	12.4	14.3	15.7	17.1	20.0	16.1	17.0	15.3	-	
A45	458384	451817	23.6	18.3	14.6	13.9	8.5	7.5	5.8	9.6	12.9	14.3	17.2	15.6	13.5	12.1	-	
A50	458732	451393	29.2	22.7	23.7	17.6	15.0	15.4	14.4	15.9	19.2	21.4	24.7	21.3	20.1	18.0	-	
A51	458827	451348	23.7	20.6	16.3	14.5		12.4	10.4	14.7	17.9	18.9	21.3	18.8	17.2	15.5	-	
A52	458945	451254	34.2	32.8	29.4	25.5	4.3	17.5	17.1	19.4	21.6	24.9	28.5	27.5	23.6	21.2	-	
A53	459066	451239	32.6	27.1	22.2		14.6	18.7	16.6	19.5	22.9	23.5	27.6	24.9	22.7	20.5	-	
A54	459254	451223	34.0	30.5	27.1	22.9	20.9	21.0	20.6	23.1	26.6	26.5	29.9	24.0	25.6	23.0	-	
A55	459351	451221	32.1	27.7	21.9	20.4	15.5	18.8		20.0	21.7	23.7	25.7	22.5	22.7	20.5	-	
A57	459533	451280	31.9	37.7	37.6	34.8	33.2		25.9	26.9	30.3	32.5	34.5	29.0	32.2	29.0	-	
A6	459536	452811	28.2	22.4			11.4		11.5						18.4	15.7	-	
A60	458906	453276	17.3	16.6	11.0	9.4	7.8	6.2	7.1	8.0	11.7	10.8	15.5	13.3	11.2	10.1	-	
A62	458806	453483	24.3	14.2	13.5	8.2	7.2	8.9	9.2	10.3	12.1	13.3	15.4	12.2	12.4	11.2	-	
A64	460030	452327	26.4	27.6	23.8		23.4	16.7	20.6		25.1	24.2	26.1	23.4	23.7	21.3	-	
A66	458672	453685	17.1	15.6	13.1	9.3	7.0	8.5	7.8	9.3	12.5	12.5	15.6	14.4	11.9	10.7	-	

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 (0.9)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
A69	458375	453958	19.8	15.9	14.5	10.2	8.3	6.9	7.1	8.1	12.1	11.2	15.6	13.0	11.9	10.7	-	
A7	459441	452892	32.4	25.9	18.2	17.1	12.5	15.6	12.3	16.7	21.4	20.3	27.4	20.1	20.0	18.0	-	
A70	458299	454070	19.2	16.5	14.7	11.4	9.2	9.4	9.4	10.8	13.7	14.2	17.5	15.7	13.5	12.1	-	
A71	458121	454254	21.2	15.8	13.6	8.5	6.3	6.7	6.7	8.5	12.2	11.7	14.5	13.3	11.6	10.4	-	
A74	458041	454371	18.1	14.9	10.3	8.2	6.4	7.2	6.3	8.3	12.3	10.4	16.1	14.2	11.1	10.0	-	
A77	457929	454537	24.0	19.4	15.1	11.4	8.3	8.9	8.9	10.8	17.0	15.0	21.8	17.3	14.8	13.3	-	
A81	457733	454805	20.2	17.1	15.1			9.1	8.1	10.1		13.2	17.3	15.6	14.0	12.6	-	
A85	459364	453009	24.7	18.1	16.2	11.7	10.6	12.5	11.7	14.2	18.3	16.8	21.1	16.8	16.1	14.4	-	
A88	457470	452550	22.8	15.7	15.3	12.6	8.2	8.2	7.1	9.0	13.3		15.3	15.5	13.0	11.7	-	
A9	459295	453067	32.5	24.0	11.4		17.9	15.4		18.7	21.4	21.5	24.4	24.0	21.1	19.0	-	
A90	459238	453157	33.2	29.3	22.0	16.0	17.7	21.5	17.6	21.7	24.1	21.2	29.1	23.7	23.1	20.8	-	
A94	458651	452426	46.3	46.9	30.6	30.6	20.8	15.3	23.5	24.4	27.5	26.5	32.4	25.6	29.2	26.3	-	
A96	459038	452850	30.4	28.1	23.7	17.1	19.3	17.6	16.9	18.4		23.9	28.1	22.5	22.3	20.1	-	
A97	457431	452616	20.6	20.5	19.5	13.7	8.8	10.4	9.1	10.9	16.6	10.9	20.0	18.1	14.9	13.4	-	
A98	458666	451468	24.2	23.2	18.5	16.3	13.7	11.9	13.0	15.1		19.6		18.9	17.4	15.7	-	
B1	460848	452582	23.8	20.3	14.1	11.8	10.0		9.3	11.7	17.5	16.9	20.2	18.2	15.8	14.2	-	
B15	461294	455305	22.7	16.8		9.4	8.6	9.7	9.6		14.4	15.0	17.1	16.0	13.9	12.5	-	
B19	461891	455876	21.0	14.7	17.0	12.2	9.8	10.5		12.9	15.8	16.9	17.7	17.7	15.1	13.6	-	
B2	460924	452697	31.6	25.7	20.3	18.4	13.5	12.8	11.3	14.1	21.7	20.8	24.9	22.0	19.8	17.8	-	
B29	461453	452750	24.8	18.1	15.7	14.0	11.5	9.2	10.9		15.1		19.6	16.5	15.5	14.0	-	
B3	460952	452826	29.7	21.3	19.7	15.5	12.3	10.2	10.2	12.6	18.9	19.4	22.0	18.6	17.5	15.8	-	
B38	463757	455155	20.7	16.0	13.6	11.6	8.2	8.8	8.8	10.4	12.8	13.4	16.2	14.7	12.9	11.6	-	
B41	461326	451330	25.7	23.8	22.4	16.3	13.6	17.7	13.8	15.6	20.4	18.4	23.2	19.7	19.2	17.3	-	
B42	461430	451348	21.4	19.1	19.1	12.7	14.1	10.5	13.0	12.1	15.8	15.6	16.6	15.2	15.4	13.9	-	
B43	461557	451343	19.8	18.4	18.6	13.0	12.9	9.3	11.3	12.0	13.6	15.6	16.9	16.6	14.8	13.4	-	
B44	461643	451343	26.5	8.9	23.5	14.3	14.1	15.2	15.0	17.0		19.7	25.4	20.7	18.2	16.4	-	
B45	461849	451284	26.1	23.7	25.2	17.8	15.1	15.2	14.5	15.7	14.8	19.4	21.5	19.7	19.1	17.2	-	
B47	462019	451289	17.8	15.7	13.4	9.8	6.5	8.0	7.8	8.4	11.2	12.9		13.7	11.4	10.2	-	
B48	462122	451289		17.5	14.5	11.0	8.2	9.0				15.2	17.4	14.8	13.5	12.2	-	
B50	462291	451269	22.4	18.4	19.2	14.7	10.4	12.3	10.9	12.5	16.4	17.0	19.0	16.6	15.8	14.2	-	
B51	462384	451298	19.0	14.7	12.8	11.0	6.5	8.7	7.4	9.1	12.7	12.4	15.4	12.6	11.9	10.7	-	
B56	462888	451289	14.1	21.6	24.1	20.7	17.8	15.4	14.5	16.2	19.8	20.1	25.3	20.0	19.1	17.2	-	
B58	462970	451300	21.6	17.1	13.9	11.4	9.3	9.3	9.7	9.6	13.3	14.3	15.2	12.9	13.1	11.8	-	
B60	463234	451339	20.6	16.6	12.9	9.7		9.6		10.5	15.2	14.5	17.6	16.5	14.4	12.9	-	
B63	462704	451300	31.9	23.8	26.2		17.7		17.2	20.2	21.8	20.6	27.8	22.0	22.9	20.6	-	
B72	461122	451374		32.8	28.7	25.7		28.6				33.1		29.6	29.8	26.8	-	
B74	461371	452708	25.2	19.5	13.3	9.5	9.2	8.6	8.9	10.7	14.2	15.5	18.4	17.6	14.2	12.8	-	

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 (0.9)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
B80	461185	452663	20.5	16.2	12.1	10.0	7.1	7.8	7.1	7.6	14.2	12.2	16.3	15.6	12.2	11.0	-	
B82	460974	452563	31.0	22.4	15.9		11.2	13.2	9.5	14.0	19.2	19.0	21.9	18.9	17.8	16.1	-	
B83	461285	452695	30.3	23.0	18.7	16.8	15.8	14.6	13.6	15.4	19.4	18.9	25.2	21.2	19.4	17.5	-	
B84	462654	451293	25.2	16.4	15.3	10.2	11.7	12.9	12.2	13.1	16.2	16.7	17.9	17.4	15.4	13.9	-	
B85	461227	451368	28.7	23.2	19.4	15.1	15.5	15.6	15.4	16.8	18.8	20.3	20.2	20.9	19.2	17.2	-	
B86	461116	452602	30.1	20.4	17.1	12.7	9.6	10.6	10.0	11.9	16.3	16.3		18.9	15.8	14.2	-	
B88	462799	451291	30.4	25.2	21.6	15.2	13.4	14.6	13.6	15.8	15.7		24.1	23.7	19.4	17.4	-	
B91	461142	451365	30.6	30.4	25.5	23.1	17.4	29.2	23.2	23.8		26.7	28.6	24.6	25.7	23.2	-	
B90	461133	451394	29.1	29.3	23.0	20.7	20.9	18.4	17.4	19.1	22.2	23.7		23.8	22.5	20.3	-	
C12	458825	449928	21.7	19.7	17.3	12.8	9.5	8.4	7.4	10.4	14.0	14.1	15.6	16.1	13.9	12.5	-	
C17	459085	450544	20.6	17.0	15.5	11.3	9.7	8.3	8.4	10.4	14.1	14.5	15.0	14.4	13.3	11.9	-	
C18	459204	450772	27.2	21.2	20.2	15.3	11.5	12.0	12.7	13.7	18.4	18.0	20.2	18.6	17.4	15.7	-	
C19	459271	450819	21.0	16.1	16.7	11.5	11.0	9.8	10.2	10.6	13.0	14.2	16.1	12.6	13.6	12.2	-	
C2	458333	448974	28.7	25.3	24.8	17.2	18.6	21.1	17.9	21.5	20.2	23.8	27.8	16.6	22.0	19.8	-	
C20	459280	450923	21.6	22.6	20.1	13.1	12.4	10.5	11.4	12.8	17.6	17.9	20.5	17.3	16.5	14.8	-	
C21	459410	451040	18.4	23.3	18.0	16.5	15.6		16.1	15.4	17.5	19.5	20.7	19.4	18.2	16.4	-	
C22	459570	451195	23.9	19.6	19.3	10.9	12.3	9.6		10.8	14.2	16.7	19.6	17.3	15.8	14.3	-	
C23	459553	451252		29.5	26.3	20.7	24.3	20.3	20.5	19.7	23.2	25.9	26.0	25.1	23.8	21.4	-	
C26	459639	451334	33.1	31.4	32.0	23.0	22.4	20.0	11.2	21.5	24.0	27.5	25.6	27.0	24.9	22.4	-	
C27	459717	451433	37.4	37.2	35.6	25.8	28.3	27.9	29.3	25.8	31.1	32.6	34.9	30.4	31.4	28.2	-	
C28	461201	448386	19.0	14.9	12.4	9.5	8.3	9.9	9.8	11.6	13.2	13.2	15.8	12.1	12.5	11.2	-	
C29	461196	448426	30.8	26.9	26.4	16.8	16.0	18.9	15.7	20.3	24.2	22.0	27.3	23.9	22.4	20.2	-	
C30	461185	448462	31.5	24.9	24.7	21.7	18.7	19.3	21.2	24.1	25.5	22.9	27.3	23.7	23.8	21.4	-	
C31	461193	448473	23.4	14.6	14.1	12.8	10.9	12.9	12.3	14.4	15.3	15.9	14.8	14.7	14.7	13.2	-	
C32	461128	448823	24.9	21.8	15.9	12.3	13.0	13.9	13.9	14.8	4.1	20.0	23.7	18.8	16.4	14.8	-	
C33	461085	448933	18.2	16.5	12.6	9.3	7.2		7.5	9.7	12.7	12.8	14.0	13.6	12.2	11.0	-	
C34	461085	449067	26.7	22.3	18.8	18.5	15.8	12.1	14.1	16.5	18.6		15.0	20.1	18.0	16.2	-	
C36	461052	449146	24.9	20.9	22.6	18.0	15.6	18.0	18.2	19.0	21.6	21.9	25.7	19.2	20.5	18.4	-	
C37	461045	449223	15.5	22.3	17.5	15.0		9.5		13.2	17.2	18.1	24.8	18.1	17.1	15.4	-	
C38	461038	449225	25.0	22.0	20.9	20.2	13.7	12.7	13.3	15.0	19.2	20.8	18.1	21.7	18.6	16.7	-	
C39	460974	449336	30.8	25.6	23.5	17.9	16.9	20.6	21.6	21.2	25.1	28.6	27.1	26.3	23.8	21.4	-	
C4	458470	449126	20.2	16.6	16.3	11.6	9.2		8.3	10.1	13.5	14.8	15.2	14.9	13.7	12.3	-	
C40	460910	449628	24.4	16.5	17.3	11.9	9.7	11.7	10.4	11.5	14.9	16.2	19.2	16.8	15.0	13.5	-	
C42	460857	449748	24.0	19.1	17.0	11.9	12.3	14.9	14.7	13.9	16.0	20.0	18.5	17.1	16.6	15.0	-	
C49	460860	450530	26.3	18.4	14.7	12.9	8.9	8.5	8.5	10.8	16.1	13.6	20.8	14.0	14.4	13.0	-	
C51	460871	450727	31.1	22.1	17.9	17.7	12.1	11.3	14.0	14.9	19.1	20.5	24.3	22.3	18.9	17.0	-	
C52	460853	450781	29.6	17.7	15.5	11.4	11.3	11.9	11.1	13.4	17.6	21.0	24.4	20.8	17.1	15.4	-	

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 (0.9)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
C53	460766	450924		21.4											-	-	-	Insufficient data capture to report
C54	460762	451069	30.6	24.1	26.9	18.2	18.3		18.3	17.2	21.0	20.4	25.7	22.0	22.1	19.8	-	
C56	459484	451141	30.7	26.3	27.1	19.3					19.6	21.5	24.6	24.5	24.2	18.9	-	
C57	458912	450111	22.1	20.7	14.4	15.8	10.2		9.5		15.5	17.3	19.3	18.9	16.4	14.7	-	
C58	460926	449429	29.9	29.5	26.0	22.0	22.3	25.4	22.6	21.3	27.8	29.0		26.2	25.6	23.1	-	
C59	458735	449713	26.0	23.6		17.6	16.4	17.4		17.7	21.1	23.2	23.1	20.8	20.7	18.6	-	
C62	459579	451251	30.3	23.2	23.4	17.2	14.6	13.6	16.5	15.1	20.1	20.7	24.9	18.9	19.9	17.9	-	
C63	458790	449740	21.5	16.3	14.0	10.5	10.1	9.0	8.0	9.7	12.9	15.3		15.0	12.9	11.6	-	
C7	458611	449477	23.6	18.3	14.8	12.7	9.4	9.5	8.3	12.0	15.8	15.1	18.1	16.8	14.5	13.1	-	
D10	460443	451927	24.9	17.2	15.2	10.7	7.6	9.2	9.3	10.5	12.2	15.7	16.0	16.6	13.8	12.4	-	
D12	460567	451740	22.0	16.8	14.3	10.8	9.1	9.2	10.0	10.4	12.3	15.1	16.8	16.4	13.6	12.2	-	
D13	460271	451358	29.0	21.8	19.6	13.9	12.1	10.8	13.2	13.7	14.8	18.4	22.1	19.8	17.4	15.7	-	
D14	461077	451354	33.4	33.3	34.1	29.3	24.1	25.1	22.2	29.0	27.6	27.8	32.5	30.1	29.0	26.1	-	
D16	460708	451231	34.5	33.0	32.3	27.3	26.6	23.8	21.9	29.5	30.3			29.8	28.9	26.0	-	
D17	460575	451616	29.7	21.6	21.3	17.4	14.1	16.2				21.9		23.9	20.8	18.0	-	
D18	460395	451502	30.2	23.7	25.0	16.5	16.2	14.2	18.2	15.9	19.2	21.1	24.9	17.1	20.2	18.2	-	
D19	460038	451626	35.1	25.5	29.3	24.1	19.3	23.1	21.7	22.9	16.1	24.3	25.5	26.4	24.4	22.0	-	
D20	460323	451685	31.7	29.4	24.5	26.1	18.5	21.1	19.5	23.0	24.7	24.1	23.1	24.7	24.2	21.8	-	
D22	460035	452010	32.3	27.2	23.2	23.0	19.2	18.6	17.0	21.5	23.6	23.3	26.3	24.3	23.3	21.0	-	
D24	459805	451543	29.4	20.4	21.9	14.2	14.1	12.0	16.5	14.5	18.6		23.8	21.2	18.8	16.9	-	
D25	459693	451750	39.3	32.6	37.7	26.3	21.9	33.4	34.2	29.6	29.5				31.6	28.4	-	
D26	460671	451400	32.9	23.6	15.8	17.6	11.8	14.1	13.8		19.0	20.4	24.6		19.4	17.4	-	
D27	460734	451563	24.3	17.5	14.0	12.2			12.7	12.3	15.6	15.1	18.4	16.6	15.9	14.3	-	
D28	460764	451185	30.5	27.3	25.6	22.1	21.5	21.3	21.2	22.6	24.1	28.0	29.3	22.5	24.7	22.2	-	
D30	460834	451252	30.5	22.8	16.7	16.7	12.9	13.5		15.7	19.2	21.7	24.5	22.1	19.7	17.7	-	
D31	461002	451229	28.2	30.2	27.6	27.1	17.1	18.1	17.2	22.1	23.7		27.3	24.0	23.9	21.5	-	
D32	460258	451208	32.7	26.0	27.5	19.6			21.9	21.5	25.2	25.8	28.3	26.0	25.5	22.9	-	
D33	460075	451174	36.0	27.8	25.4	16.5		16.2	18.7	18.9	23.4	25.9	26.3	23.5	23.5	21.2	-	
D35	460134	451170	39.4	26.6	27.8	20.9	18.9	19.5		21.1				29.2	25.4	22.8	-	
D36	460135	450884	38.6	23.0	26.0	20.2	20.0	20.0	18.7	18.6	23.4	24.1	27.9	23.4	23.7	21.3	-	
D37	460157	450988	35.0	28.2	28.0	24.1	18.4	16.3	15.0	20.6	21.7	22.2		24.4	23.1	20.8	-	
D38	460088	450929	29.9	20.5	21.4	13.8	13.2	11.6	13.5	13.7	16.2	19.1	22.4	19.9	17.9	16.1	-	
D39	460185	451055	32.6	27.2	23.5	17.1	16.8	17.0	14.5	19.9	23.5	23.4	27.3	24.1	22.2	20.0	-	
D4	460560	452300	32.4	25.0	20.4	18.4	15.4	16.3	15.1	17.5	19.6	23.0	24.1	23.2	20.9	18.8	-	
D40	460069	451196	28.9	22.9	22.7	18.3	13.3	12.1	14.3	15.4	19.7	19.3	22.2	21.3	19.2	17.3	-	
D41	460286	452487	38.9	34.1	29.4		24.4	29.0	26.1	31.3	31.8	31.1	30.5	32.0	30.8	27.7	-	
D43	459920	451834	33.3	28.9	27.4	20.1	20.3	23.8	21.0	24.2	25.4	29.0	26.6	27.3	25.6	23.1	-	

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 (0.9)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
D45	460673	451869	26.1	20.5	19.7	12.4	13.7			14.4	15.5	16.7	20.5	18.9	17.8	16.1	-	
D47	460682	452187	29.8	22.8	20.9	16.3	12.6	14.3	13.7	17.5		22.0	21.4	22.6	19.4	17.5	-	
D48	460103	452180	28.5	25.2	22.9	23.4	19.4	16.1	17.8	21.1	24.6	24.3	26.8	19.7	22.5	20.2	-	
D49	460656	451269	40.3	32.4	28.5	25.8	17.3	21.5	20.5	22.8	21.6		34.2	29.0	26.7	24.0	-	
D50	460371	451682	30.3	25.9	26.5	22.3	21.7	18.3	19.3	21.3	21.2	23.3	26.7	23.5	23.4	21.0	-	
D51	459640	451722	48.1	43.8	48.2	41.7	44.5	47.8	42.4	42.9	41.9	41.5	39.6	41.4	43.7	39.3	N/A	Not relevant location with respect to annual mean as located at taxi rank, within railway station portico. Only potentially relevant with respect to hourly NO ₂ objective, but currently under 60µg/m ³ so not of concern.
D52	460887	451140	29.8	18.0	18.5	17.4	11.7	12.5		14.1	12.8	19.2	19.1	18.2	17.4	15.6	-	
D53	460115	451146	26.6	24.5	26.3	19.7	16.7	12.1	14.8	17.9	18.2	19.7		23.2	20.0	18.0	-	
D54	460146	451116	25.5	22.8	25.5	18.1	19.8	11.3	14.2	17.3	16.1	16.1	19.9	20.0	18.9	17.0	-	
D55	460087	452065	33.7	27.6	24.0	20.9		21.8	21.0	24.2	26.1	24.0	30.1	24.4	25.3	22.7	-	
D56	460400	451685	34.5	30.2	28.7	25.0	22.2	24.3	25.3	25.7		28.6	28.2	26.8	27.2	24.5	-	
D57	460416	451708	27.9	23.4	22.0	20.2	15.8			18.9	18.4	21.8	21.4	21.0	21.1	19.0	-	
D58	460435	451732	28.4	28.6	24.9	22.7	18.8	24.2	21.0	24.2	24.6	23.9	25.3	21.9	24.1	21.7	-	
D59	460087	452156	35.2		25.0	22.3	16.9	20.9	22.2	24.3	25.2	27.5	28.2	24.8	24.8	22.3	-	
D6	460570	452177	26.3	17.2	14.8	11.4	8.9	10.0	9.1	10.6	14.9	16.7	20.3	17.7	14.8	13.3	-	
D60	460294	451883	25.8	18.5	16.3	13.0	11.2	11.1	11.3	12.9		18.6	18.6	20.0	16.1	14.5	-	
D8	460553	451843	32.4	27.8	28.4	23.4	20.4	19.8		19.5	21.2	24.8	26.4	23.5	24.3	21.9	-	
D9	460483	452357	32.1	34.6	32.7	33.0	25.1	22.4	25.7	26.6	27.8	26.9	29.3	30.0	28.9	26.0	-	
8, 9, 9a	460163	452468	26.0	17.7	15.5	10.6	7.8	8.5	7.8	10.1	13.5	14.0	17.1	16.1	13.7	12.3	-	Triplicate Average for sites 8, 9 and 9a (Portland Street)
A13, A14, A14a	459335	452931	25.2	17.8	15.2	11.8	9.2	8.0	7.3	11.0	14.3	13.0	19.3	17.6	14.1	12.7	-	Triplicate Average for sites A13, A14 and A14a (Clifton Dale)
78, 79, 80	460149	452342		26.9	20.9	20.4	17.8	17.8	15.6	20.7	21.6	21.2	25.2	22.7	21.0	18.9	-	Triplicate Average for sites 78, 79 and 80 (Gillygate)
102, 103, 104	458703	452429	30.3	26.6	21.7	21.2	15.8	14.7	15.0	17.8	22.2	21.4	25.8	24.7	21.4	19.3	-	Triplicate Average for sites 102, 103 and 104 (Salisbury Terrace)
2a, 2b, 2c	460746	451034	28.0	24.3	25.1	18.0	17.6	15.5	16.8	15.4	20.2	20.8	22.5	19.5	20.3	18.3	-	Triplicate Average for sites 2a, 2b and 2c (Fishergate)
3a, 3b, 3c	460024	452767	23.1	17.2	13.8	10.5	7.3	8.1	7.5	10.5	15.2	13.6	17.9	16.8	13.5	12.1	-	Triplicate Average for sites 3a, 3b and 3c (Bootham)
95a, 95b, 95c	460938	449465		18.6	16.7	11.8	13.4	13.4	15.5	13.8	18.1	18.5	21.8	17.1	16.3	14.6	-	Triplicate Average for sites 95a, 95b and 95c (Fulford)
A19, A19a, A19b	458713	452414	29.4	25.0	16.9	14.5	11.5	15.1	13.2	15.9	20.3	20.5	23.0	21.1	18.9	17.0	-	Triplicate Average for sites A19, A19a and A19b (Salisbury Terrace)

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 (0.9)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
A20, A20a, A20b	458760	452404	30.0	26.5	19.1	16.1	16.6	12.3	14.8	16.6	19.9	21.1	23.0	23.8	20.0	18.0	-	Triplicate Average for sites A20, A20a and A20b (Salisbury Terrace)
B36, B37, B37a	462565	454194	19.6	13.4	11.5	8.7	7.3	6.7	7.7	8.0	10.0	11.1	14.8	12.1	10.9	9.8	-	Triplicate Average for sites B36, B37 and B37a (Malton Road)
C43, C43a, C44	460869	449730	29.7	21.6	22.5	16.5	16.7	16.7	16.1	18.1	20.5	23.0	24.0	21.0	20.5	18.5	-	Triplicate Average for sites C43, C43a and C44 (Fulford Road)

- 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.
- City of York Council confirm that all 2025 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 York During 2025

CYC regularly reviews planning applications with respect to potential air quality and other environmental impacts. The main sources identified include road traffic emissions associated with new developments.

Developments are required to assess their impacts on air quality where necessary in line with CYC's Low Emission Planning Guidance. Comments on all planning applications processed by CYC are available by searching the planning reference number of interest at [Search Planning Applications received by City of York Council](#).

CYC has not identified any new sources with significant air quality impacts during the reporting year of 2025.

Additional Air Quality Works Undertaken by City of York Council During 2025

Additional work carried out in 2025 to support the development of AQAP measures includes:

- **Electric Vehicle (EV) Charging Infrastructure** – Following the CYC officer workshops progressed with independent expert body the Energy Saving Trust (EST) in 2024, development work progressed to Councillor engagement in 2025 with an Executive Member session on 23rd June 2025 a Labour Group briefing on 23rd October and a Scrutiny session on 25th November 2025. An updated 'Public EV Charging Strategy' is due for publication in 2026.
- **Smoke Control Areas** – In April 2025, residents and businesses were invited to share their views on a proposal to expand York's existing Smoke Control Area to cover all areas within council boundaries. Proposals will require all residents and businesses to take responsibility for the fuel they burn, to minimise smoke and air pollution and improve health and wellbeing for all residents. CYC's Executive approved this expansion in March 2026, that will come into operation later in 2026. Expansion of the Smoke Control Area will be supported by a communications campaign to ensure that residents are aware of the new legal requirements. This work reinforces CYC's

existing DEFRA funded '[Fuel for Thought](#)' campaign that aims to raise awareness of the links between burning solid fuels, pollution and health and provides advice on alternative, cleaner methods of heating.

- **Gillygate Air Quality Working Group** – A Gillygate Working Group, consisting of CYC officers / members, local residents and York Civic Trust (YCT) met at regular intervals throughout 2025 to consider specific improvement measures on Gillygate. The Gillygate gating trial (as discussed elsewhere in this Annual Status Report) was an initiative that resulted from the work of this group.

QA/QC of Diffusion Tube Monitoring

Diffusion tubes used by CYC in 2025 were supplied and analysed by Gradko International Ltd. Analysis was carried out in accordance with documented in-house Laboratory Method GLM7. The preparation method used for the diffusion tubes was 50% TEA in Acetone. Prior to 2025, CYC used SOCOTEC (Didcot) for analysis of diffusion tubes.

Diffusion tube monitoring was completed in line with the 2025 Diffusion Tube Monitoring Calendar as available on [DEFRA's LAQM webpage](#).

AIR is an independent analytical proficiency-testing (PT) scheme, operated by LGC Standards and supported by the Health and Safety Laboratory (HSL). AIR PT is a new scheme, started in April 2014, which combines two long running PT schemes: LGC Standards STACKS PT scheme and HSL WASP PT scheme. AIR offers a number of test samples designed to test the proficiency of laboratories undertaking analysis of chemical pollutants in ambient indoor, stack and workplace air. For the 2025 period, the percentage of results submitted by Gradko that were deemed to be satisfactory was [50% for round AR068 \[Jan – Feb 2025\]](#), [75% for round AR069 \[Apr – Jun 2025\]](#) and [100% for rounds AR071 \[Jul – Sept 2025\] and AR072 \[Oct – Dec 2025\]](#). Further information about this scheme is available on the [DEFRA webpage](#).

Diffusion Tube Annualisation

Annualisation is required for any diffusion tube monitoring site with data capture less than 75% but greater than 25%. The process of annualisation scales the available monitoring data to provide an estimate of the annual mean nitrogen dioxide concentration. This can then be compared with health-based Air Quality Objectives.

CYC undertook background diffusion tube monitoring of nitrogen dioxide at a number of background locations during 2025. Of these sites, 48 diffusion tubes had 12 months data

available and have been used to derive the period to annual ratios required for the annualisation. This methodology has previously been agreed with the LAQM Helpdesk and is in line with the methodology used in all CYC's previous Annual Status Reports. The following steps were used:

- **Step 1** - Calculate the period mean for the diffusion tube sample requiring annualisation
- **Step 2** - Calculate the corresponding period means and annual means for each of the 48 background diffusion tube locations. Use these two figures to calculate the period mean to annual mean ratio for each of the 48 background diffusion tube sites.
- **Step 3** – Calculate the average ratio across the 48 background monitoring sites (i.e. n = 48)
- **Step 4** – Use the ratio in Step 3 to adjust the period mean (Step 1) to provide an estimate of the annual diffusion tube mean (non-bias adjusted)
- **Step 5** – Bias correct the value calculated in step 4 using the appropriate bias correction factor.

Eight diffusion tube sites required annualisation, namely tube references 16, A3, A6, B48, B72, C56, D17 and D35. Site C53 had only one of data available and therefore was not suitable for annualisation as data capture was only 8.3%. The calculations and annualisation factors are provided in Table C.1. All annualised diffusion tube results are below the annual mean objective for nitrogen dioxide.

Table C.1 – Annualisation Summary (concentrations presented in $\mu\text{g}/\text{m}^3$)

Site ID	Average Annualisation Factor	Raw Data Annual Mean	Annualised Annual Mean	Bias Corrected Annualised Annual Mean ($\mu\text{g}/\text{m}^3$)
16	0.919	25.1	23.1	20.8
A3	0.880	24.7	21.8	19.6
A6	0.952	18.4	17.5	15.7
B48	1.011	13.5	13.6	12.2
B72	1.002	29.8	29.8	26.8
C56	0.867	24.2	21.0	18.9
D17	0.966	20.8	20.1	18.0
D35	0.997	25.4	25.3	22.8

Diffusion Tube Bias Adjustment Factors

The diffusion tube data presented within the 2026 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.

City of York Council have applied a local bias adjustment factor of 0.9 to the 2025 monitoring data. A summary of bias adjustment factors used by City of York Council over the past five years is presented in Table C.2.

AEA's [Precision and Accuracy spreadsheet](#) has been used to consider co-location studies at 3 York roadside locations (Fishergate, Gillygate and Fulford Road) and one York urban-background location (Bootham). Prior to 2024, separate local bias adjustment factors were calculated for diffusion tubes located at roadside and urban background locations respectively, but due to the similarity of these factors over the last 4 years a single combined factor has been used for the 2025 data. This is the approach used when local authorities rely on a national bias adjustment factor and is consistent with the approach used in City of York Council's last Annual Status Report, published in 2025.

Tube precision for 2025 was shown to be 'good' at all 4 co-located sites. The resultant combined/average bias factor across the 4 sites (following methodology in TG22 para 7.222) was 0.9. A factor of 0.9 has been used to correct diffusion tube results in 2025.


The methodology used to derive the combined factor was:

- **Step 1** - Average of Bias Factor B's = $(7+18+7+13) / 4 = 11.25$
- **Step 2** - Express as a factor = 0.1125
- **Step 3** - Add 1 to this value = $0.1125 + 1 = 1.1125$
- **Step 4** - Take the inverse to give the bias adjustment factor = $1 / 1.1125 = 0.90$

Screenshots of the Precision and Accuracy spreadsheets are provided below for all CYC colocation studies.

Colocation at Fishergate

Checking Precision and Accuracy of Triplicate Tubes



From the AEA group

Diffusion Tubes Measurements									
Period	Start Date dd/mm/yyyy	End Date dd/mm/yyyy	Tube 1 μgm^{-3}	Tube 2 μgm^{-3}	Tube 3 μgm^{-3}	Triplicate Mean	Standard Deviation	Coefficient of Variation (CV)	95% CI of mean
1	06/01/2025	03/02/2025	28.3	27.7		28	0.4	2	3.8
2	03/02/2025	03/03/2025	23.5	25.0	24.4	24	0.8	3	1.9
3	03/03/2025	31/03/2025	26.4	23.0	25.8	25	1.8	7	4.6
4	31/03/2025	28/04/2025	18.3	18.4	17.5	18	0.5	3	1.2
5	28/04/2025	02/06/2025	19.2	18.4	15.2	18	2.1	12	5.2
6	02/06/2025	30/06/2025	15.8	14.5	16.2	15	0.9	6	2.1
7	30/06/2025	04/08/2025	17.3	17.2	15.8	17	0.8	5	2.1
8	04/08/2025	01/09/2025	15.7	14.8	15.8	15	0.5	4	1.4
9	01/09/2025	01/10/2025	20.4	20.3	19.9	20	0.3	1	0.7
10	01/10/2025	03/11/2025	20.8	21.1	20.7	21	0.2	1	0.4
11	03/11/2025	01/12/2025	21.3	23.7		22	1.7	8	15.6
12	01/12/2025	05/01/2026	19.5	18.2	20.7	19	1.2	6	3.1
13									

Automatic Method		Data Quality Check	
Period Mean	Data Capture (% DC)	Tubes Precision Check	Automatic Monitor Data
32.5	98.7	Good	Good
22.5	96.0	Good	Good
25.2	99.4	Good	Good
16.1	99.7	Good	Good
16.5	99.6	Good	Good
11.9	99.6	Good	Good
13.2	99.4	Good	Good
12.6	96.0	Good	Good
17.9	99.6	Good	Good
18.2	99.6	Good	Good
21.8	99.7	Good	Good
20.3	99.8	Good	Good

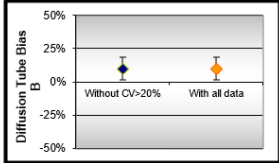
It is necessary to have results for at least two tubes in order to calculate the precision of the measurements

Site Name/ ID: Fishergate

Accuracy (with 95% confidence interval) without periods with CV larger than 20% Bias calculated using 12 periods of data Bias factor A 0.94 (0.87 - 1.02) Bias B 7% (-2% - 15%) Diffusion Tubes Mean: 20 μgm^{-3} Mean CV (Precision): 5 Automatic Mean: 19 μgm^{-3} Data Capture for periods used: 99% Adjusted Tubes Mean: 19 (18 - 21) μgm^{-3}	Accuracy (with 95% confidence interval) WITH ALL DATA Bias calculated using 12 periods of data Bias factor A 0.94 (0.87 - 1.02) Bias B 7% (-2% - 15%) Diffusion Tubes Mean: 20 μgm^{-3} Mean CV (Precision): 5 Automatic Mean: 19 μgm^{-3} Data Capture for periods used: 99% Adjusted Tubes Mean: 19 (18 - 21) μgm^{-3}
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Precision 12 out of 12 periods have a CV smaller than 20%

(Check average CV & DC from Accuracy calculations)



Diffusion Tube Bias


Without CV>20% With all data

Jaume Targa, for AEA
Version 04 - February 2011

Overall survey --> Good precision Good Overall DC

Colocation at Gillygate

Checking Precision and Accuracy of Triplicate Tubes



From the AEA group

Diffusion Tubes Measurements									
Period	Start Date dd/mm/yyyy	End Date dd/mm/yyyy	Tube 1 μgm^{-3}	Tube 2 μgm^{-3}	Tube 3 μgm^{-3}	Triplicate Mean	Standard Deviation	Coefficient of Variation (CV)	95% CI of mean
1	08/01/2025	06/02/2025							
2	06/02/2025	05/03/2025	25.4	28.6	26.7	27	1.6	6	4.0
3	05/03/2025	02/04/2025	20.5	21.4		21	0.7	3	6.3
4	02/04/2025	30/04/2025	17.8	23.0	20.4	20	2.6	13	6.5
5	30/04/2025	04/06/2025	16.5	19.3	17.6	18	1.4	8	3.6
6	04/06/2025	02/07/2025	18.7	16.3	18.3	18	1.3	7	3.3
7	02/07/2025	06/08/2025	15.8	15.5	15.4	16	0.2	1	0.5
8	06/08/2025	02/09/2025	19.6	21.0	21.4	21	1.0	5	2.4
9	02/09/2025	29/09/2025	20.7	22.5	21.7	22	0.9	4	2.2
10	29/09/2025	06/11/2025	20.6	21.3	21.8	21	0.6	3	1.5
11	06/11/2025	03/12/2025	27.2	24.4	24.0	25	1.7	7	4.3
12	03/12/2025	07/01/2026	22.7	24.3	21.2	23	1.6	7	3.9
13									

Automatic Method		Data Quality Check	
Period Mean	Data Capture (% DC)	Tubes Precision Check	Automatic Monitor Data
34.6	98.0		Good
23.9	97.9	Good	Good
21.0	99.6	Good	Good
17.8	99.7	Good	Good
13.9	99.8	Good	Good
13.1	99.6	Good	Good
11.5	98.0	Good	Good
15.9	99.4	Good	Good
18.0	99.4	Good	Good
18.5	99.5	Good	Good
22.0	100.0	Good	Good
20.1	99.2	Good	Good

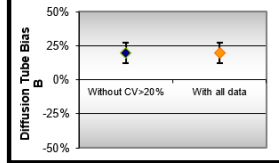
It is necessary to have results for at least two tubes in order to calculate the precision of the measurements

Site Name/ ID: Gillygate

Accuracy (with 95% confidence interval) without periods with CV larger than 20% Bias calculated using 11 periods of data Bias factor A 0.85 (0.8 - 0.9) Bias B 18% (11% - 26%) Diffusion Tubes Mean: 21 μgm^{-3} Mean CV (Precision): 6 Automatic Mean: 18 μgm^{-3} Data Capture for periods used: 99% Adjusted Tubes Mean: 18 (17 - 19) μgm^{-3}	Accuracy (with 95% confidence interval) WITH ALL DATA Bias calculated using 11 periods of data Bias factor A 0.85 (0.8 - 0.9) Bias B 18% (11% - 26%) Diffusion Tubes Mean: 21 μgm^{-3} Mean CV (Precision): 6 Automatic Mean: 18 μgm^{-3} Data Capture for periods used: 99% Adjusted Tubes Mean: 18 (17 - 19) μgm^{-3}
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Precision 11 out of 11 periods have a CV smaller than 20%

(Check average CV & DC from Accuracy calculations)



Diffusion Tube Bias


Without CV>20% With all data

Jaume Targa, for AEA
Version 04 - February 2011

Overall survey --> Good precision Good Overall DC

Colocation at Fulford Road

Checking Precision and Accuracy of Triplicate Tubes



From the AEA group

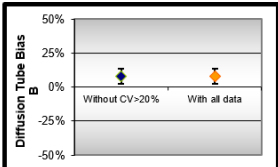
Diffusion Tubes Measurements									
Period	Start Date dd/mm/yyyy	End Date dd/mm/yyyy	Tube 1 $\mu\text{g m}^{-3}$	Tube 2 $\mu\text{g m}^{-3}$	Tube 3 $\mu\text{g m}^{-3}$	Triplicate Mean	Standard Deviation	Coefficient of Variation (CV)	95% CI of mean
1	06/01/2025	03/02/2025							
2	03/02/2025	03/03/2025	18.2	19.3	18.4	19	0.5	3	1.4
3	03/03/2025	31/03/2025	16.6	17.2	16.3	17	0.5	3	1.1
4	31/03/2025	28/04/2025	12.0	11.4	12.1	12	0.4	3	0.9
5	28/04/2025	02/06/2025	13.9	13.8	12.4	13	0.8	6	2.1
6	02/06/2025	30/06/2025		13.4	13.4	13	0.0	0	0.3
7	30/06/2025	04/08/2025	15.9		15.2	16	0.5	3	4.5
8	04/08/2025	01/09/2025	13.9	13.1	14.4	14	0.6	4	1.5
9	01/09/2025	01/10/2025		18.3	17.9	18	0.3	2	3.0
10	01/10/2025	03/11/2025	18.3	19.4	17.9	19	0.8	4	1.9
11	03/11/2025	01/12/2025	22.5	22.2	20.8	22	0.9	4	2.3
12	01/12/2025	05/01/2026	17.0	17.2	17.1	17	0.1	1	0.3
13									

It is necessary to have results for at least two tubes in order to calculate the precision of the measurements

Automatic Method		Data Quality Check	
Period Mean	Data Capture (% DC)	Tubes Precision Check	Automatic Monitor Data
28.1	98.5		Good
19.0	89.3	Good	Good
17.2	99.7	Good	Good
10.6	89.9	Good	Good
12.5	99.8	Good	Good
12.6	99.7	Good	Good
13.1	99.4	Good	Good
11.9	99.3	Good	Good
13.9	8.6	Good	for Data Capture
17.2	84.6	Good	Good
18.9	99.6	Good	Good
17.2	99.2	Good	Good

Overall survey --> Good precision Poor Overall DC
(Check average CV & DC from Accuracy calculations)


Site Name/ ID: Fulford Road Precision 11 out of 11 periods have a CV smaller than 20%	Accuracy (with 95% confidence interval) WITH ALL DATA Bias calculated using 10 periods of data Bias factor A 0.93 (0.89 - 0.99) Bias B 7% (1% - 13%) Diffusion Tubes Mean: 16 $\mu\text{g m}^{-3}$ Mean CV (Precision): 3 Automatic Mean: 15 $\mu\text{g m}^{-3}$ Data Capture for periods used: 96% Adjusted Tubes Mean: 15 (14 - 16) $\mu\text{g m}^{-3}$
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Colocation at Bootham

Checking Precision and Accuracy of Triplicate Tubes



From the AEA group

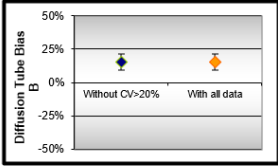
Diffusion Tubes Measurements									
Period	Start Date dd/mm/yyyy	End Date dd/mm/yyyy	Tube 1 $\mu\text{g m}^{-3}$	Tube 2 $\mu\text{g m}^{-3}$	Tube 3 $\mu\text{g m}^{-3}$	Triplicate Mean	Standard Deviation	Coefficient of Variation (CV)	95% CI of mean
1	07/01/2025	05/02/2025	21.6	24.3	23.5	23	1.4	6	3.5
2	05/02/2025	04/03/2025	16.4	16.5	18.7	17	1.3	8	3.2
3	04/03/2025	01/04/2025	15.4	11.8	14.1	14	1.8	13	4.6
4	01/04/2025	29/04/2025	9.7	11.2	10.6	10	0.8	7	1.9
5	29/04/2025	03/06/2025	6.9	7.6	7.3	7	0.4	5	1.0
6	03/06/2025	01/07/2025	8.6	7.5	8.3	8	0.5	7	1.3
7	01/07/2025	05/08/2025	7.2	7.6	7.7	7	0.3	4	0.7
8	05/08/2025	04/09/2025	10.8	9.8	10.8	10	0.6	6	1.5
9	04/09/2025	03/10/2025	14.9	16.3	14.5	15	1.0	6	2.4
10	03/10/2025	04/11/2025	13.0	14.3		14	0.9	6	7.9
11	04/11/2025	05/12/2025	18.6	17.7	17.4	18	0.6	3	1.6
12	05/12/2025	06/01/2026	16.0	18.1	16.2	17	1.2	7	2.9
13									

It is necessary to have results for at least two tubes in order to calculate the precision of the measurements

Automatic Method		Data Quality Check	
Period Mean	Data Capture (% DC)	Tubes Precision Check	Automatic Monitor Data
23.7	99.0	Good	Good
15.9	94.6	Good	Good
13.6	99.0	Good	Good
8.8	99.1	Good	Good
6.7	99.6	Good	Good
6.8	99.7	Good	Good
6.3	96.7	Good	Good
8.5	99.8	Good	Good
12.5	99.4	Good	Good
11.6	99.7	Good	Good
14.9	99.9	Good	Good
13.0	99.9	Good	Good

Overall survey --> Good precision Good Overall DC
(Check average CV & DC from Accuracy calculations)

Site Name/ ID: Bootham Precision 12 out of 12 periods have a CV smaller than 20%	Accuracy (with 95% confidence interval) WITH ALL DATA Bias calculated using 12 periods of data Bias factor A 0.88 (0.84 - 0.93) Bias B 13% (7% - 19%) Diffusion Tubes Mean: 13 $\mu\text{g m}^{-3}$ Mean CV (Precision): 7 Automatic Mean: 12 $\mu\text{g m}^{-3}$ Data Capture for periods used: 99% Adjusted Tubes Mean: 12 (11 - 13) $\mu\text{g m}^{-3}$
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Version 04 - February 2011

Comparison with national bias adjustment factor

The overall 2025 bias correction factor from the national diffusion tube bias adjustment factor spreadsheet (version 03/26) for Gradko [preparation method 50% TEA in acetone] from 18 studies was 0.92. This is the suggested figure to use for all site types in the absence of any local colocation data. Historically, a locally derived bias correction factor has always been used for the correction of CYC's diffusion tube data and therefore the local figure of 0.90 has been used to correct the diffusion tube data presented in this report. Had the national figure of 0.92 been used instead, this would have resulted in one diffusion tube D51 (taxi rank at York Railway Station) breaching the annual mean objective ($40.2\mu\text{g}/\text{m}^3$ vs $39.3\mu\text{g}/\text{m}^3$ using the local factor). However, this tube is not located at a relevant location in terms of the annual mean NO_2 objective. No other diffusion tubes would have had annual mean concentrations within 10% of the objective (i.e. $36\mu\text{g}/\text{m}^3$ or more). With the exception of tube D51, the maximum bias corrected annual mean concentration using the national factor would have been $30.5\mu\text{g}/\text{m}^3$ (diffusion tube reference A1), well within the health based objective of $40\mu\text{g}/\text{m}^3$.

Table C.2 – Bias Adjustment Factor

Monitoring Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2025	Local	-	All tubes 0.90
2024	Local	-	All tubes 0.80
2023	Local	-	Background tubes 0.78 Roadside tubes 0.77
2022	Local	-	Background tubes 0.73 Roadside tubes 0.73
2021	Local	-	Background tubes 0.72 Roadside tubes 0.75

Table C.3 – Local Bias Adjustment Calculation

	Local Bias Adjustment Input 1 – Bootham (Urban Background)	Local Bias Adjustment Input 2 – Fishergate (Roadside)	Local Bias Adjustment Input 3 – Gillygate (Roadside)	Local Bias Adjustment Input 4 – Fulford Rd (Roadside)
Periods used to calculate bias	12	12	11	10

	Local Bias Adjustment Input 1 – Bootham (Urban Background)	Local Bias Adjustment Input 2 – Fishergate (Roadside)	Local Bias Adjustment Input 3 – Gillygate (Roadside)	Local Bias Adjustment Input 4 – Fulford Rd (Roadside)
Bias Factor A	0.88 (0.84 – 0.93)	0.94 (0.87 – 1.02)	0.85 (0.8 – (0.9)	0.93 (0.89 – 0.99)
Bias Factor B	13% (7% - 19%)	7% (-2% - 15%)	18% (11% - 26%)	7% (1% - 13%)
Diffusion Tube Mean ($\mu\text{g}/\text{m}^3$)	13	20	21	16
Mean CV (Precision)	7%	5	6	3
Automatic Mean ($\mu\text{g}/\text{m}^3$)	12	19	18	15
Data Capture	99%	99%	99%	96%
Adjusted Tube Mean ($\mu\text{g}/\text{m}^3$)	12 (11 – 13)	19 (18 – 21)	18 (17 – 19)	15 (14 – 16)

Notes:

A combined local bias adjustment factor of 0.90 has been used to bias adjust the 2025 diffusion tube results.

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. However, no diffusion tube NO₂ monitoring locations within York required distance correction during 2025.

QA/QC of Automatic Monitoring

To ensure that the air quality data collected by CYC fully complies with the requirements of the Review and Assessment process, a comprehensive set of QA/QC procedures are in place. The aims of the QA/QC programme were fully detailed in 'Technical Annex 2: Air Pollution Monitoring in York' which was submitted with the Second and Third Stage Review and Assessment of Air Quality in York.

All roadside automatic monitoring sites are calibrated fortnightly by CYC's Public Protection Team. The Bootham urban background monitoring site is calibrated 4-weekly in line with AURN requirements. Sites are serviced by the equipment suppliers every 6 months and independently audited every 12 months. The annual audit also provides an

independent check of site cylinder concentrations against reference standards. The latest round of station audits was carried out in January 2026 by Ricardo-AEA.

CYC's continuous monitoring sites are currently serviced and maintained by '[Matt's Monitors](#)'. Data management is currently undertaken by Ricardo-AEA with all results being published to the [Air Quality England](#) website. This website displays live and historical data for all automatic monitoring sites in York. All data presented in this ASR is fully ratified.

PM₁₀ and PM_{2.5} Monitoring Adjustment

For Plantation Drive TEOM (PM₁₀) data in 2025 a correction factor of 1.3 has been applied (INDIC.GRAV) due to lack of nearby TEOM-FDMS data for VCM correction.

Gillygate and Holgate Road PM_{2.5} data was collected throughout 2025 as TEOM-FDMS. No correction has been undertaken as this is equivalent to the reference method.

No correction factors have been applied to the BAM data presented in this report (Bootham and Fishergate) as this is this monitoring method also provides reference method equivalent data.

Automatic Monitoring Annualisation

As data capture for PM_{2.5} at Holgate Road in 2025 was 74.5%, annualisation has been carried out to provide a more robust indication of the annual mean PM_{2.5} concentration. Annualisation data for this pollutant / site is provided in the table below.

Table C.4 – Automatic PM_{2.5} Annualisation Summary (concentrations presented in $\mu\text{g}/\text{m}^3$)

Background Site	Annual Data Capture (%)	Annual Mean (A _m)	Holgate	
			Period Mean (P _m)	Ratio (A _m / P _m)
York Bootham (AURN)	95.3	8.7	7.2	1.208
High Muffles (AURN)	99.7	5.4	4.4	1.227
Leeds Centre (AURN)	99.7	8.6	7.1	1.217
Average (R _a)			1.217	
Raw Data Annual Mean (M)			6.9	
Annualised Annual Mean (M x R _a)			8.3	

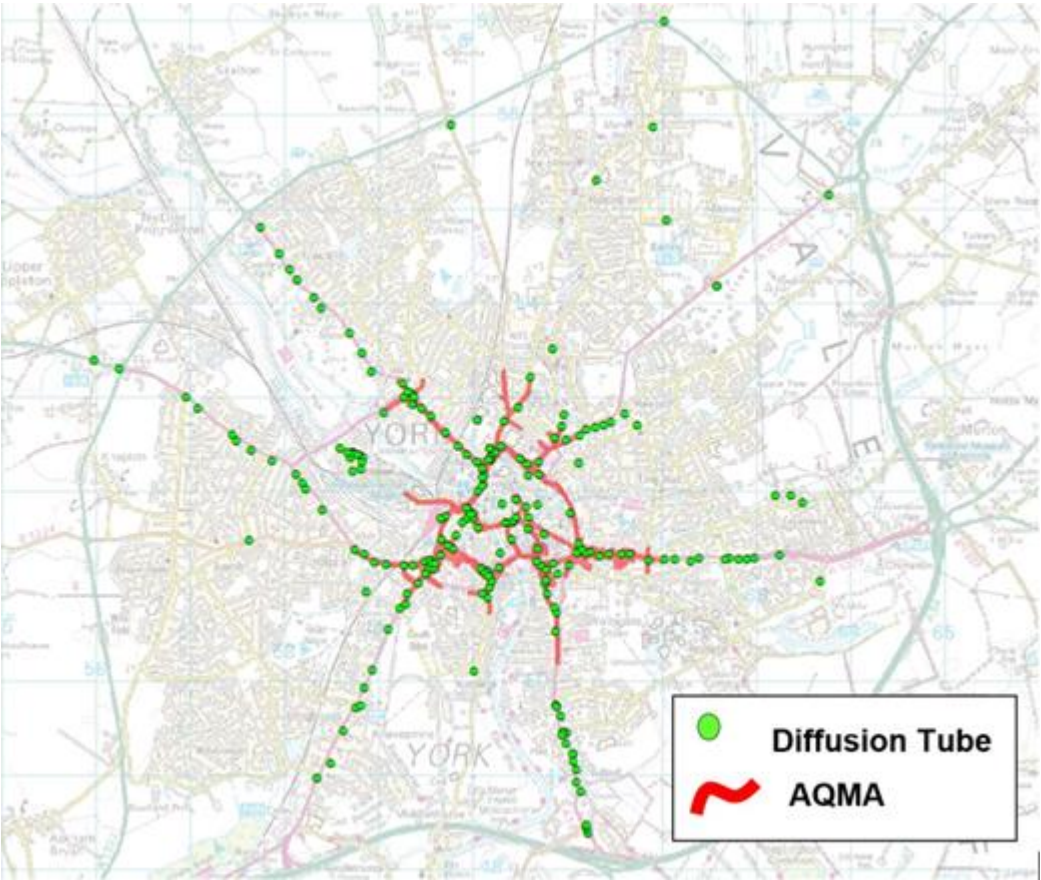
NO₂ Fall-off with Distance from the Road

Wherever possible, monitoring locations are representative of exposure. However, where this is not possible, the NO₂ concentration at the nearest location relevant for exposure has been estimated using the NO₂ fall-off with distance calculator available on the LAQM Support website. Where appropriate, automatic annual mean NO₂ concentrations corrected for distance are presented in Table A.3. However, no automatic NO₂ monitoring locations within CYC's area required distance correction during 2025.

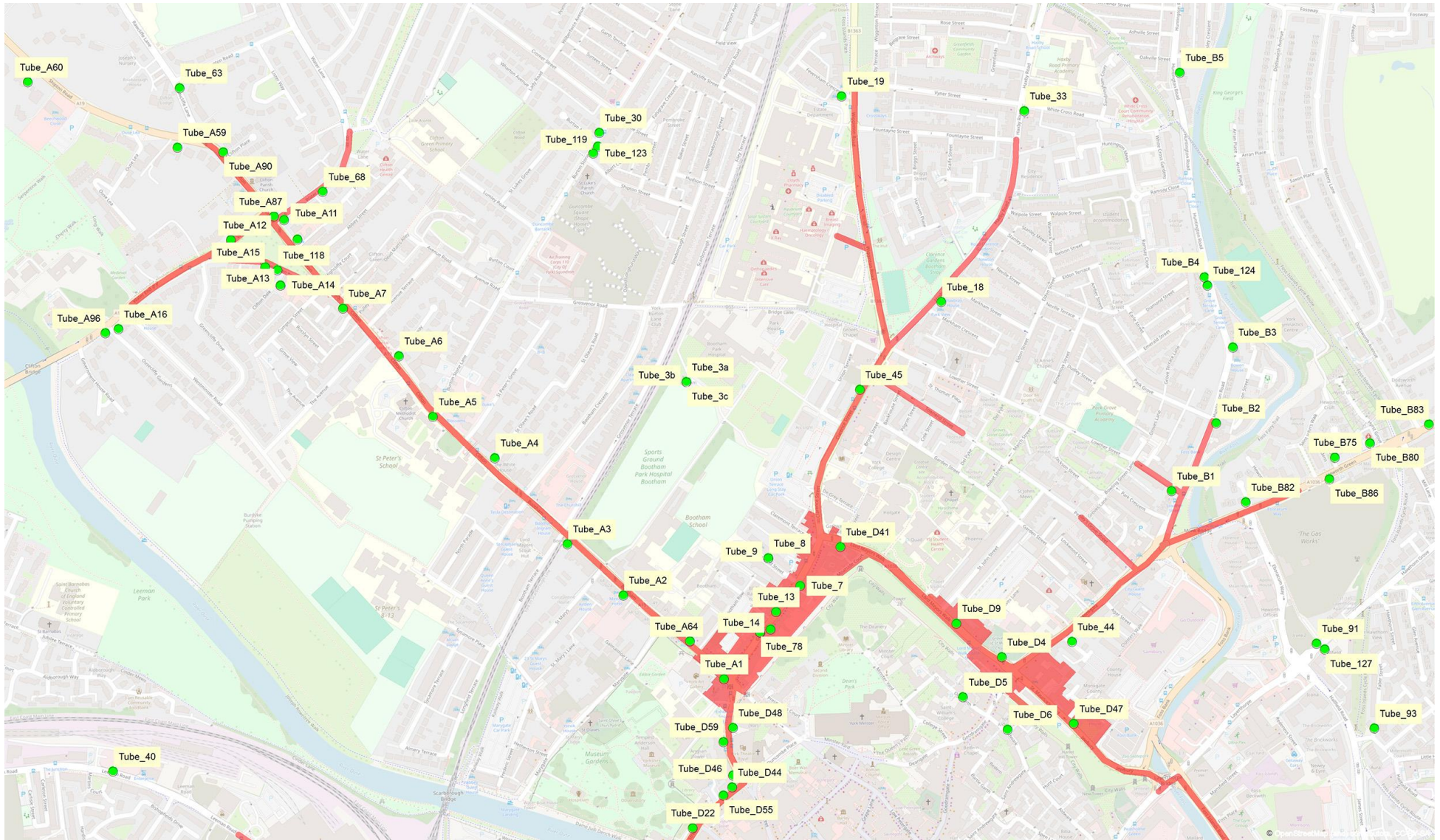
Appendix D: Map(s) of Monitoring Locations and AQMAs

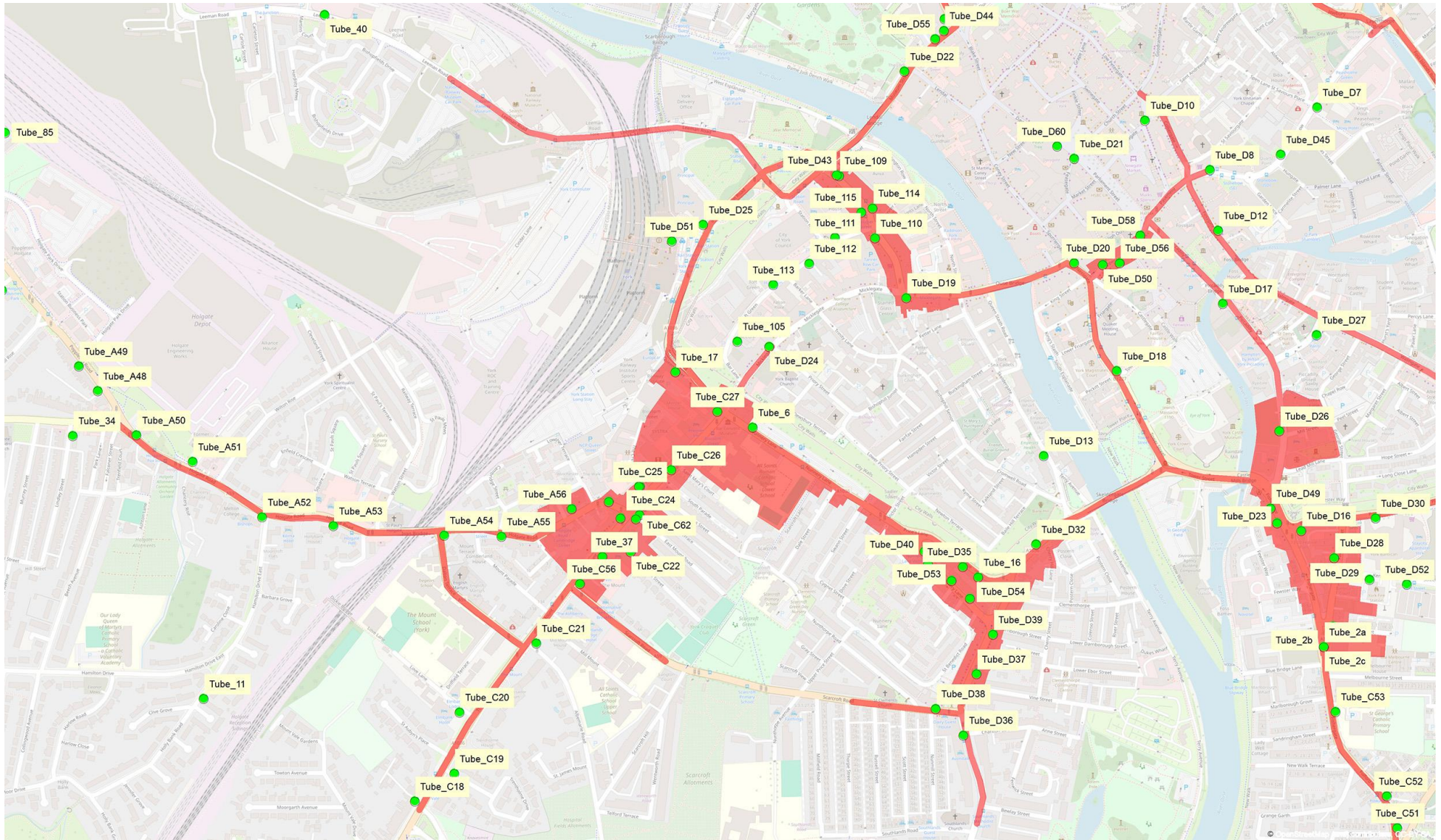
Figure D.1 – Map of Non-Automatic Monitoring Site

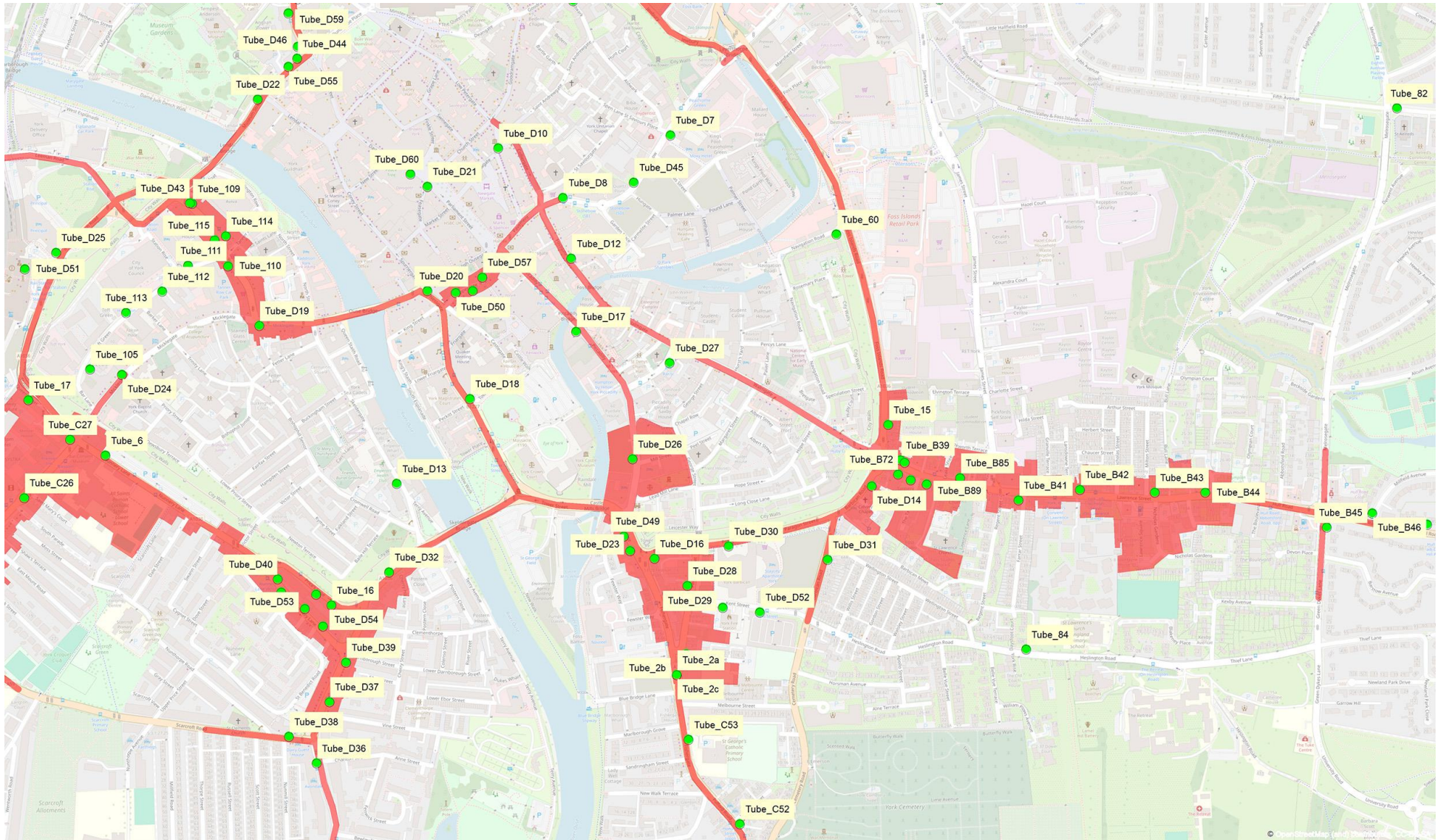
Due to the number of tubes deployed by City of York Council, an interactive map showing diffusion tube locations has been made available online to accompany the 2026 ASR. The map can be viewed [here](#) (turn on the 'AQ Monitoring' layer, under 'Planning, Building and Environment'). Expanded views showing diffusion tube locations across all areas of the AQMA are shown on the following pages.



Expanded views of diffusion tube locations in relation to the AQMA boundary:







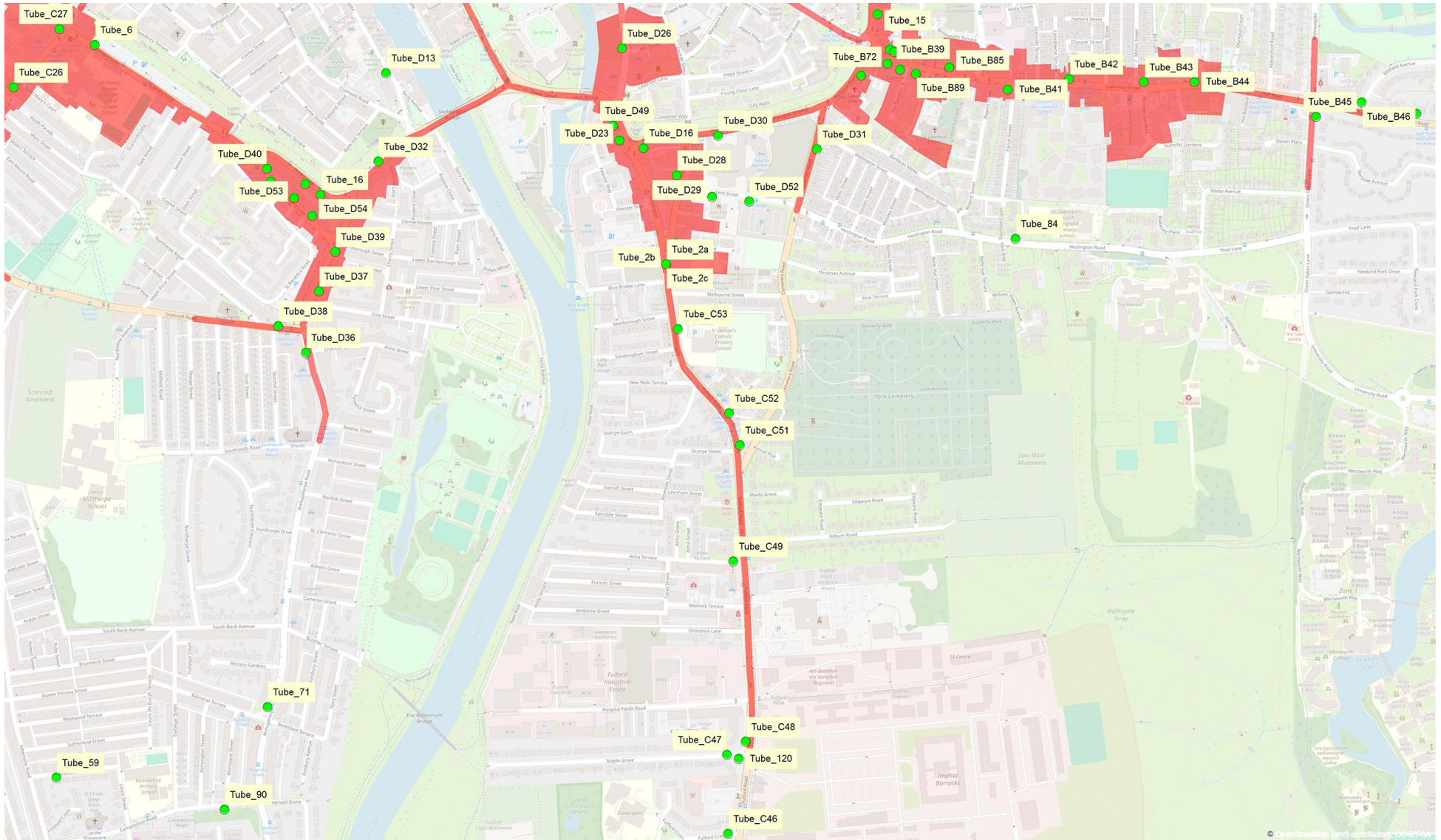
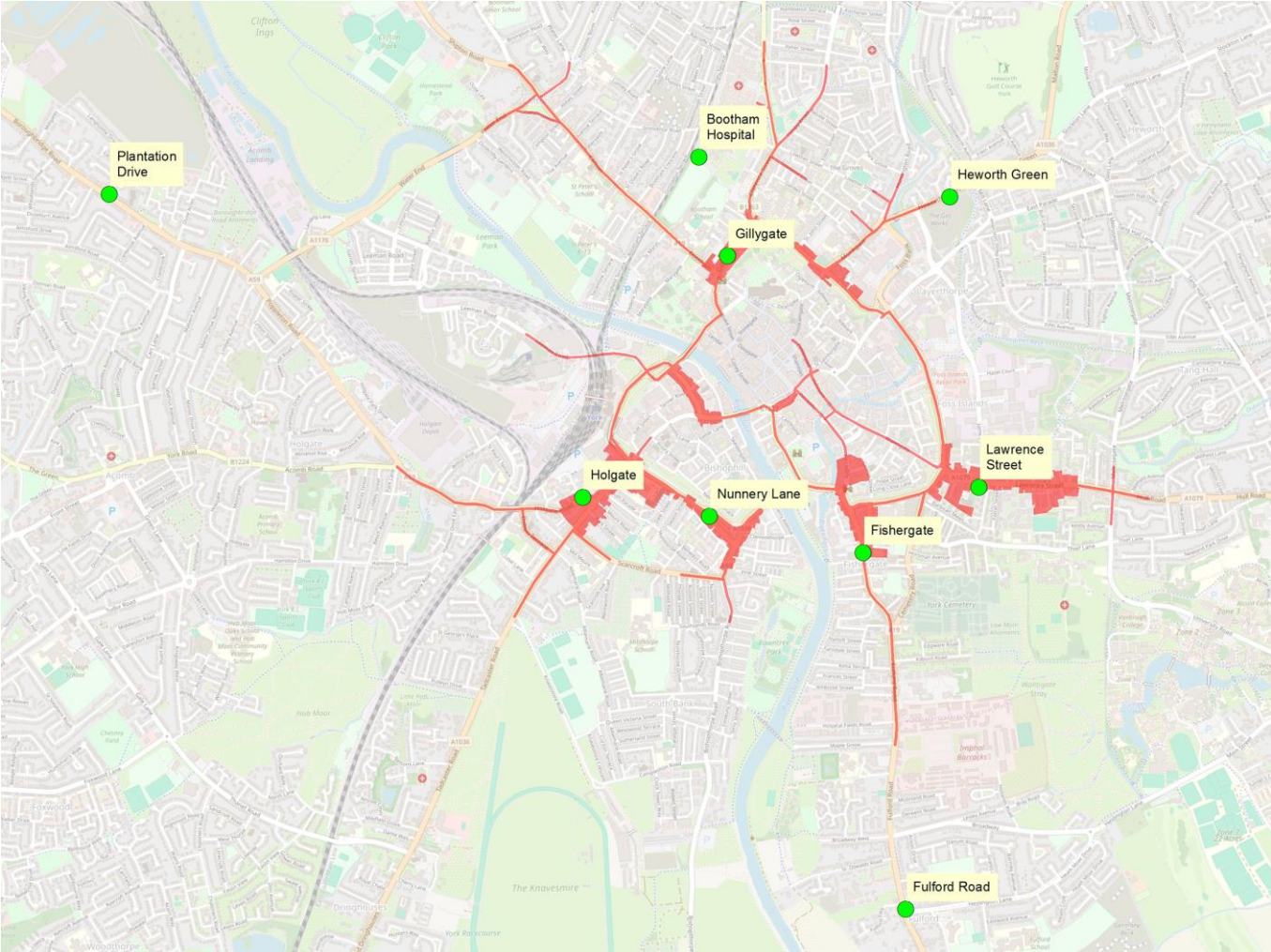


Figure D.2 – Map of Automatic Monitoring Sites in relation to AQMA

Air Quality Management Area (AQMA) shown in red. Precise locations of automatic monitors are shown online at the [Air Quality England website](#).



Appendix E: Summary of Air Quality Objectives in England

Table E.1 – Air Quality Objectives in England³

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

³ The units are in microgrammes of pollutant per cubic metre of air (µg/m³).

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
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.
- Chemical hazards and poisons report: Issue 28. June 2022. Published by UK Health Security Agency
- Air Quality Strategy – Framework for Local Authority Delivery. August 2023. Published by Defra.



Meeting:	Combined Executive Member Decision Session
Meeting date:	2 June 2026
Report of:	Sara Storey, Corporate Director of Adult Social Care and Integration
Portfolio of:	Councillor Steels-Walshaw, Executive Member for Health, Wellbeing and Adult Social Care

Decision Report: Occupational Therapy and Social Work Assessment and Review Programme

Subject of Report

1. Adult Social Care currently have a waiting list for Care Act assessments, including initial assessments, carers assessments, safeguarding investigations, Deprivation of Liberty Safeguard (DoLS) authorisations, occupational therapy assessments, sensory assessments, financial assessments, and reviews. This report proposes options available to address the waiting list ensuring the service is assessing individuals in a timely manner and taking every opportunity to prevent, reduce and delay the need for adult social care.
2. This report includes a recommendation to award an external contract to appoint a supplier following the completion of a framework mini-competition exercise.
3. The Care Act 2014 places a statutory duty on the council to undertake assessments and reviews for residents of York who have an appearance of need. The act is silent on timescales and waiting lists, leaving the judgement about appropriate timescales for the most part to local authorities to decide. The recent CQC report however identified waiting times as a challenge that does need to be resolved, and this was an issue raised as part of the s50 notification made to the Secretary of State.

4. The council was assessed as failing to deliver one or more aspects of the following duties to an acceptable standard: - assessment of needs; carers assessment; determination of eligibility; care and support planning; market shaping and sustainability; preventing needs for care and support; promoting wellbeing; cooperation between authorities; prevention; promoting wellbeing; safeguarding enquiries.

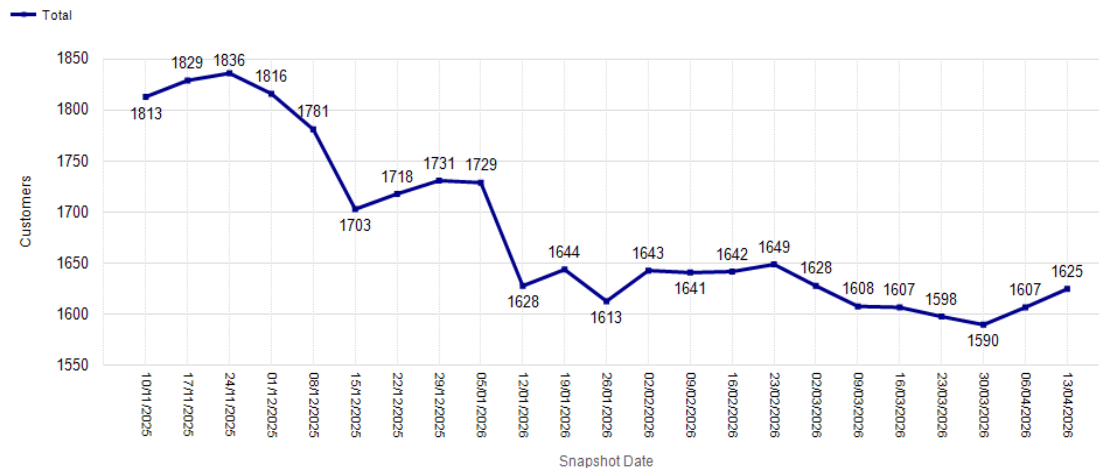
Benefits and Challenges

5. The council's overall aims are:
 - To reduce delays and improve timescales for assessments and plans for new people.
 - To increase capacity to pro-actively and more frequently review existing people.
 - To reduce failure demand associated with reactive responses and delays.
 - To develop and apply strengths based and preventive approaches to reduce the level of needs.
 - To develop new models of triaging and managing initial enquiries/referrals for/from adults to reduce the number of people who require full assessment.
 - To better support carers who are providing informal care.
6. The council has a statutory duty to deliver best value - the optimum combination of efficiency, effectiveness (quality of outcomes) and economy. CYC through this programme of assessments can identify a reduction to the number of people requiring a full assessment and also reduce the total long term spend on care and support. This will be achieved in a number of ways:
 - Reducing delays that cause increased need and crisis responses which are usually more costly.
 - Focusing on a strengths-based approach to all assessments and plans to provide a lower level of support.
 - Applying earlier intervention and prevention to reduce or delay needs for care and support.
 - Reviewing need more often to identify potential reductions to service provision through the offer of technology, equipment, community resources, and access to reablement.

7. Management and oversight of the current levels of risks associated with high waiting lists takes up a lot of management capacity and time, and adds stress to all roles, with concerns that urgent need may be missed. Reducing waiting times will be likely to reduce work related stress for staff and enable more time and capacity to be focused on to other areas of transformation and improvement work. In general, the larger the waiting list, the higher the risk that an urgent issue may be missed, and if very urgent needs are missed, or need has escalated while an individual is waiting, there can be a significant risk of harm occurring.
8. The s50 notification identifies an overall 'Medium' level of risk to people from the shortfalls. Risks related to assessment and support planning delays are noted by CQC as: - unmet needs; deterioration in health and wellbeing; increased risk of crisis; carers unsupported risking breakdown of informal care arrangements.
9. The service has undertaken work to quantify waiting lists, with the development of a weekly report that collates the risk rating applied to every single referral and subsequent episode of case work. This provides assurance about the triaging and prioritisation process and ensures that managers at all levels have a current view of risks for each team, each service area, and for each type of assessment; and that risk ratings are applied in a consistent way across the service.
10. Data cleansing has been on-going, and a number of focused changes have been introduced to seek to better manage workloads. This has included the use of temporary agency staffing in some key areas; seconded roles to a focused review team, to work through the longest waits for reviews; a new approach trialled in Learning Disabilities to managing duty; and contract management of individual contracts where third parties carry out some types of assessment.

11. Despite these interventions, there is still a significant waiting list and although progress has been made, the trajectory for improvements has now levelled out. It is likely that in the longer term, the transformation work planned for the service will reduce referral rates in some key areas. The demand from waiting lists itself however is hampering ability to focus on transformation work. Without additional interim capacity, it is unlikely that further significant gains will be made.

Customers with unallocated assessments or reviews or DoLs referrals started, 10/11/2025 to 13/04/2026



12. Work is also on-going in the service to establish a new target operating model, which will include a review of structure, capacity, capability and the number and balance of roles working in social care, all of which should be sufficient to meet the changing demands for social care support in the future. The model will include new workflows, use of digital, and the optimal balance of caseloads that both challenge staff but allow them sufficient time to work effectively.
13. Development of this model is likely to take 12-18 months. In the interim, recruitment to temporary roles is extremely challenging; and use of one-off agency staffing is costly and leads to inconsistency of approaches. A phased approach to waiting list reduction is underway.
14. Phase one of the approach is near completion with reports in place and data cleansing ongoing.

15. A strengths based review team model has also been tested, which has identified significant improvements in outcomes, reductions in need, and an overall reduction in associated spend where an OT led, strengths based approach is utilised. This team have undertaken reviews for people where the delays are very significant (42% were 4 or more years overdue). This project follows similar successful projects utilising these approaches in a number of other LA's. By June 2026, approximately 300 planned reviews will be concluded.
16. The financial impact of the planned review team is forecast as a saving of £465k in 2025/26 with approx. £137k being recurrent.
17. Aus-Toms (Therapy Outcome Measures) scores for 56 OT led reviews –
 - Capacity: how much someone's health condition might impact their ability to function - 64.5% of the people that had OT input were observed to have a positive clinically significant change
 - Participation: an individual's ability to overall participate in their chosen daily roles and routines - 63% of people, their ability to have choice and control over their daily roles and routines increased by a significant amount, no decreases observed.
 - Activity: measuring level of ability and difficulty within an activity. - 82% of people improved their goals around activity
 - Wellbeing: an individuals' level of concern about their situation. any decreases in wellbeing - 60% positive significant change.
18. The learning from the review team and from work in other LA's has informed the phase 2 plan, which is to commission an OT provider to deliver reductions to the waiting lists as a project approach, commissioned on a price per assessment basis. In York, traditionally OT's have not been utilised to carry out care act assessments, carers assessments and reviews; therefore, the skills and knowledge as well as capacity internally is not currently available.
19. This report follows work to carry out a procurement process, in order to test the market and identify if any specialist providers are available and can meet the request. It is now known that the market can deliver the assessments and reviews through an Occupational Therapy service offering an approach built on the social model of disability; and this paper seeks permission to award a contract.

20. City of York Council (CYC) are therefore proposing to award a contract to a specialist provider to undertake a specified number of reviews and assessments across Adult Social Care. At present this is anticipated to comprise in total approximately 1000 adults reviews/assessments, and occupational therapy assessments. A full implementation timetable is to be completed pending award of contract and mobilisation of the provider.
21. This contract would exclude financial assessments, sensory, DoLS, and safeguarding investigations.
- It is proposed that due to the ability to recruit staff to fixed term posts in the finance team, that improvement in the timescales for financial assessments can be achieved through a combination of BAU work and the introduction of an online financial self-assessment (a project in progress).
 - Sensory support is part of an external contract and commissioners are working with the provider on an improvement plan for those assessments and support.
 - Safeguarding waits are being addressed through prioritisation of this work internally; changes to process between the front door and safeguarding team; and a short-term increase in capacity through a secondment and agency use.
 - DoLS waits are currently managed utilising a national ADASS (Association of Directors of Adult Social Services) triage tool; some internal business improvement is in progress, however it is proposed that further improvements are assessed following the completion of care act assessment waiting list reduction (as these and reviews may indicate changes in the number of placements and therefore DoLS that the service manages).
22. **Benefits** of awarding a contract to a provider include but are not limited to, an opportunity to provide clear expectations on how assessments and support planning must be delivered with measurable standards to quality assure the work. The time scales to meet all the demands of the waiting list will be addressed within a 6 month period enabling statutory duties to be met at pace without impacting quality. Improved outcomes for people by taking a different approach that promotes independence, the use of assistive technology, prevents, reduces and delays the need for costly long term care.

23. The learning from a different approach to assessment will create an opportunity for the adult social care workforce to change the operating model of practice. The re-design of the front door is intended to take a 'can do' approach to supporting people when they make contact. This approach will reduce the number of people who are assigned to a waiting lists in the future. Allocating the waiting list outside of the current staffing resource allows time to begin and embed a culture change across the workforce that is outcome and performance driven that will deliver financial benefits.
24. The alternative would be to continue to monitor the waiting list allocating based on risk. This reduces the opportunity to offer early intervention that may reduce or delay the need for social care and cost more in the mid and longer term.
25. This project demonstrates potential for an invest to save approach as the short term investment enables the service to both meet statutory duties, and in a way that drives improved outcomes for people and longer term financial resilience for the service.

Policy Basis for Decision

26. Health inequalities and affordability - the reduction in delays will enable ASC to meet the social care and wellbeing needs of all adults with social care needs more quickly and more effectively, reducing inequalities compared to those adults who can afford to self-fund their care.

Financial Strategy Implications

27. If awarded the contract value would be set at a maximum cost of £400k but with no guarantee to the provider of any minimum amount. The actual contract value will depend on the number of assessments commissioned and it is proposed that the provider will be paid per assessment, rather than offered a total contract value up front. CYC would have the ability to pause/stop allocation of assessments to the provider at any time, should the outcomes delivered not be of sufficient quality, following a process to seek to improve that quality. The budget for this has been set aside from the £10.3m growth ASC were allocated at February's Budget Council.
28. This investment is intended to ensure that CYC can move to a position where all citizens awaiting a formal care act assessment will receive this within a 6 month period. The longer it takes to assess and support people in York the more likely that their needs are growing and the opportunity to prevent, reduce and delay the need for care could be missed. It will always be the case that some level of wait will be expected, and cases will continue to need to be triaged and risk rated for allocations.
29. There is a predicted initial short-term increase in costs as assessments are completed and lower level services are started for those people for whom need cannot be fully prevented or met through one off interventions. The change in the approach to assessment will however reduce the need for high cost care in the future and reduce the financial burden for CYC in the longer term.

Recommendation and Reasons

30. A procurement process has taken place through a suitable framework mini competition exercise that confirms that there is resource within the market to deliver adult social care assessments in a different way. It is recommended that CYC agree to award a contract. This will enable Adult Social Care to meet its statutory duties under the Care Act 2014. The approach will be strength based seeking to offer assistive technology and equipment prior to considering person led care and delivered through the lens of the social model of disability.

Background

31. The current number of people waiting at time of writing in scope of work for the external provider is 1223 and the longest wait is 636 days for a Care Act assessment, 370 days for a carers assessment and 1267 days for a planned review.
32. A procurement exercise has taken place through a suitable framework mini competition, where 4 tenders were received, each have been assessed against quality criteria. Evidence is available to demonstrate that the market can meet the specification taking a strength-based approach, preventing, reducing and delay the need for care; promoting independence and utilising the vast and diverse voluntary sector in York.

Consultation Analysis

1.

Options Analysis and Evidential Basis

33. **Option 1 – recommended.** To agree to procure an external agency to provide Care Act assessments, Reviews, Carers assessments and Occupational Therapy assessments.
34. The assessments will be Occupational Therapy led. Prioritising assistive technology, equipment, personal and community resilience to meet the needs of the people of York and mitigate the disabling impacts of a person's environment.
35. The procurement process and learning from other LA's has provided evidence that similar projects have taken place with positive outcomes. Success has been measured by meeting statutory responsibilities, preventing, reducing and delaying the need for care and significant financial savings were achieved.

36. Having external support will give the service more time and capacity to refocus a performance driven culture in the existing workforce, and to deliver transformational change which will in turn reduce overall demand. This includes the capacity to develop a new target operating model, with an evidence based and right-sized workforce model.
37. **Option 2** – not recommended. To continue to support the workforce to adopt a different approach, whilst continuing to manage the workload, risks, and demands. This approach will be much slower and the opportunity to prevent, reduce and delay the need for care may be missed while people are waiting for assessment. Risks may increase to individuals as waiting lists do not reduce as rapidly; or may grow. Statutory duties continue to not be addressed for all people waiting assessments.

Recommendation

38. Approve the procurement of a new contract for assessments, reviews and carers assessments up to a maximum value of £400,000 funded from ASC budget growth as allocated at February's Budget Council.
39. Delegate authority to the Corporate Director of Adult Social Care and Integration (and their delegated officers) in consultation with Chief Finance Officer (and their delegated officers in Commercial Procurement) to award a contract via a process and evaluation criteria in compliance with the Council's Contract Procedure Rules.
40. Delegate authority to the Corporate Director of Adult Social Care and Integration (and their delegated officers), in consultation with the Director of Governance (and their delegated officers in Legal Services), to determine the provisions of the new contract, and the provisions of any subsequent modifications. Delegate authority to the Corporate Director of Adult Social Care and Integration (and their delegated officers), in consultation with the Chief Finance Officer (and their delegated officers in Commercial Procurement) and the Director of Governance (and their delegated officers in Legal Services), to award and conclude the new contract for the Sensory Support Service following an open, fair, and transparent competitive process and evaluation criteria in compliance with the Council's CPRs and (where applicable) the Procurement Regs.

41. Reason: The option proposed will comply with CYC's CPRs. Further, the provision of the contract ensures the Council can meet statutory duties under the Care Act 2014 to carry out assessments and reviews.

Organisational Impact and Implications

- Legal, contact: Head of Legal Services.

Commercial Legal

42. Any procurement processes will need to be conducted in accordance with the Procurement Act 2023 (and related legislation) and the Council's own Contract Procedure Rules, in consultation with CYC Procurement.

CYC Legal Services can support regarding drafting any contracts.

Further Legal Comments

43. Under section 9 Care Act 2014 the local authority must carry out a needs assessment for adults who have an appearance of care and support needs. Similarly under section 10 Care Act 2014 the local authority must carry out a carer's assessment for carers with an appearance of support needs. Care and plans produced as a result of both type of assessment must be produced in a timely fashion. Needs and care's assessments must include the impact of the person's needs on their wellbeing, detail the outcomes they wish to achieve and whether the provision of care and support could contribute to achieving those outcomes. Needs and carer's assessments must also consider whether the adult or carer would benefit from the provision of information or advice or preventative services, facilities or resources to reduce needs or prevent deterioration.
44. Assessments can be carried out by a range of professionals, with the Care and Support Statutory Guidance considering social workers and occupational therapists to be key professions. A local authority may delegate assessments provided that the body completing the assessment complies with all requirements under the Care Act 2014 and associated regulations and everything completed by the delegated body is treated as if completed by the local authority.

45. The recent CQC inspection highlighted a number of areas where improvement is required, and the recommended proposal would appear to support CYC to both carry out the duties required by the Care Act 2014 as specified above and also support the areas for improvement identified in the CQC inspection.
 - Procurement, Mark Woolford (Category Manager – Commercial Procurement Team).
46. The Adult Social Care Integrated Commissioning team working with the Commercial Procurement team were tasked to identify a suitable framework to complete a procurement process to identify and evaluate suitable suppliers to undertake around 1,000 assessments and reviews with the aim to help reduce assessment backlogs/waiting lists.
47. The YPO Framework 1141: Managing Consultancy Professional Services was identified as a suitable framework and working with the framework sole provider Consultancy+ that manages this framework to develop the Request For Information (RFI) documents to invite RFI submissions from a number of suitable providers that are appointed onto this YPO Framework 1141. The completion of a mini competition exercise through an appropriate framework, which the YPO Framework 1141: Managing Consultancy Professional Services is, was in compliance with the council's Contract Procedure Rules (2025) and also the Procurement Act 2023 legislation and ensures the council delivers Best Value defined as (high-quality, cost-effective, and meets local needs).
 - Health and Wellbeing, contact: enquiries.publichealth@york.gov.uk
48. Public health support the recommendation of option 1.
49. Measures which can affordably put in place which results in the reduction of health inequalities, the burden of ill health for the individual and the health and social care system will support the residents in York to live and age well.
 - Equalities and Human Rights, contact: Assistant Director of Customer, Communities and Inclusion.
50. Every Decision Report must consider whether to have an Equalities Impact Assessment (EIA).

51. Data Protection and Privacy, contact: information.governance@york.gov.uk - every report must consider whether to have a Data Protection Impact Assessment (DPIA) and this section will include the compliance requirements from the DPIA or explain why no DPIA is required.
52. The data protection impact assessment (DPIAs) screening questions were completed for the recommendations and options in this report and as there is no personal, special categories or criminal offence data being processed to set these out, there is no requirement to complete a DPIA at this time. However, this will be reviewed following the approved recommendations and options from this report and a DPIA completed if required.
 - Communications
53. There are no direct external communication implications at this stage. This will need to be kept under review in terms of any additional communications support to enable and support a streamlined process for assessments in the future. This should be considered as part of the wider communications support for service developments.
 - Finance
54. The maximum cost of the proposal is £400k. This will be funded from 2026/27 growth allocated to ASC at Budget Council in February. Finance colleagues will work with the provider to track the financial impact of the reviews/assessments to assist with monitoring the effectiveness of this approach. This will support contract management to highlight any issues or good practice that can be addressed/shared as the lists are worked through.

No comments

- Human Resources (HR), contact: Directorate HR Manager and Chief Officer HR and Support Services. There are no HR implications from this report.
- Economy, contact: Head of City Development.
- Environment and Climate action, contact: Director of Transport, Environment and Planning, and Head of Carbon Reduction.
- Affordability, contact: Director of Customer and Communities.

Risks and Mitigations

55. Risk associated with option 1. Current levels of unmet need are unknown, and there is a likelihood of short term increased spend due to the cost of assessments, and due to some people entering services sooner. There is the likelihood of longer term reduced spend if assumptions are correct; however, some low risk that the population in York may have different needs at different levels that may not easily be met by lower level one off interventions.

56. Risk associated with option 2. Having a waiting list constitutes a risk for CYC as the need to maintain public trust and confidence in the organisation is linked to the ability to keep people safe; and the need to demonstrate rapid improvement against the CQC improvement plan. Costs of future care are rising while needs remain unknown. Mitigation can only be achieved with additional resource and taking a different approach to assessment. in the longer term, reshaping the offer at the front door will prevent wait lists becoming unmanageable in the future. There are direct risks to individuals in York from delays in assessments of need.

Wards Impacted

All wards

Contact details

For further information please contact the authors of this Decision Report.

Author

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Date:	13 May 2026

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Telephone:	07735 482 2580
Report approved:	Yes
Date:	13 May 2026

Background papers

N/A

Annexes

Annex A: Health and Equalities Impact Assessment (HEIA)

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City of York Council and Centre for Applied Human Rights Human Rights and Equity Analysis Tool (HREAT)

An Equity Analysis Tool is an evidence-based approach designed to help organisations ensure that any Policy, Criterion or Practice (PCP), is fair and does not create barriers to participation or disadvantage any protected groups from participation. This covers both strategic and operational activities.

City of York Council (CYC) combines this approach with York's commitment as a Human Rights City to produce a Human Rights and Equity Analysis Tool (HREAT).

This document enables CYC to evidence its legal duty to give 'due regard' to those with protected characteristics under the Equality Act and consider Human Rights at the same time.

Whether a HREAT is needed or not will depend on the likely impact that a PCP may have and relevance of the activity to Equity and Human Rights.

The HREAT should be started when the need for a new PCP is first identified, or when an existing one is reviewed. It is essential to continue to update the HREA during the life of the PCP, as and when new information is learned. It is not complete until the PCP is complete.

Non-discrimination is a minimum standard. The development of the HREAT should prompt critical discussion and highlight disproportionate impacts.

Balancing residents' rights and CYC duties can be very complex and sometimes there will be no 'win-win', so compromises or mitigations may need to be identified to ensure the best outcomes.

Finally, the value in a HREAT is in both the short and long term, by investing in this process CYC will create robust, meaningful, and empowering policies that are more likely to stand the test of time.

Who is submitting the proposal?

Directorate	Adult Social Care and Integrated Commissioning		
Service Area	Adult Social Care and Integration		
Name of proposal	Occupational Therapy and Social Worker Contract – Waiting lists		
Lead Officer	Anne Howgate (Assistant Director Access, Prevention & Improvement)		
Date Assessment Started	13/05/2026		
Date Assessment Completed	14/05/2026		
Names of those who contributed to the assessment			
Name	Job Title	Organisation	Area of Expertise
Sara Storey	Corporate Director Adult Social Care & Integration	City of York Council	Adult Social Care
Mark Woolford	Category Manager – Commercial Procurement Team	City of York Council	Procurement
Anna Wooding	Senior Lawyer Legal Services	City of York Council	Law
Rumayna Warren	Principal Accountant Corporate services	City of York Council	Finance

Step 1 – Aims and intended outcomes

1.1	What is the purpose of the proposal
	<p>Please explain your proposal in plain English avoiding acronyms and jargon. Consider using Age 9 English.</p>
	<p>Adult Social Care currently have a waiting list for Care Act assessments, including initial assessments, carers assessments, safeguarding investigations, Deprivation of Liberty Safeguard (DoLS) authorisations, occupational therapy assessments, sensory assessments, financial assessments, and reviews. This proposal is intended to address the waiting list, ensuring the service is assessing individuals in a timely manner and taking every opportunity to prevent, reduce and delay the need for adult social care.</p> <p>This proposal requests a decision to award an external contract to appoint a supplier following the completion of a framework mini-competition exercise.</p> <p>The Care Act 2014 places a statutory duty on the council to undertake assessments and reviews for residents of York who have an appearance of need. The act is silent on timescales and waiting lists, leaving the judgement about appropriate timescales for the most part to local authorities to decide. The recent CQC report however identified waiting times as a challenge that does need to be resolved, and this was an issue raised as part of the s50 notification made to the Secretary of State.</p> <p>The council was assessed as failing to deliver one or more aspects of the following duties to an acceptable standard: - assessment of needs; carers assessment; determination of eligibility; care and support planning; market shaping and sustainability; preventing needs for care and support; promoting wellbeing; cooperation between authorities; prevention; promoting wellbeing; safeguarding enquiries.</p> <p>The council's overall aims are:</p> <ul style="list-style-type: none"> • to reduce delays and improve timescales for assessments and plans for new people • to increase capacity to pro-actively and more frequently review existing people • to reduce failure demand associated with reactive responses and delays • to develop and apply strengths based and preventive approaches to reduce the level of needs

	<ul style="list-style-type: none"> • to develop new models of triaging and managing initial enquiries/referrals for/from adults to reduce the number of people who require full assessment • to better support carers who are providing informal care. <p>The council has a statutory duty to deliver best value (the optimum combination of efficiency, effectiveness quality of outcomes) and economy. CYC through this programme of assessments can identify a reduction to the number of people requiring a full assessment and also reduce the total long term spend on care and support.</p>
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1.2	Are there any external considerations?
	Legislation / government directive / codes of practice etc.
	<p>Yes. The proposal is informed by:</p> <p>National legislation:</p> <p>The Care Act 2014 - the local authority must carry out a needs assessment for adults who have an appearance of care and support needs. Similarly, under section 10 Care Act 2014 the local authority must carry out a carer's assessment for carers with an appearance of support needs. Care and plans produced as a result of both type of assessment must be produced in a timely fashion. Needs and care's assessments must include the impact of the person's needs on their wellbeing; detail the outcomes they wish to achieve and whether the provision of care and support could contribute to achieving those outcomes. Needs and carer's assessments must also consider whether the adult or carer would benefit from the provision of information or advice or preventative services, facilities or resources to reduce needs or prevent deterioration.</p>

Other relevant legislation and policy:

- Mental Capacity Act 2005
- The Equality Act 2010
- The Human Rights Act 1998
- Compliance with Care Quality Commission (CQC) regulation.

Local policies and strategies:

- City of York Council Plan 2023-2027
- Adult Social Care Strategy 2025-2028
- York Carers Strategy 2026-2032

1.3 Who are the stakeholders and what are their interests?

Consider both internal and external stakeholders.

Stakeholders: Adult Social Care, All directorates in CYC, Voluntary and Community and Social Enterprise Organisations (VCSE), Residents of York.

Interests: The residents of York with an appearance of care or support needs who have contacted CYC Adult Social Care are currently waiting for an assessment. While they wait, they may not have access to the vast VCSE network available in York and their needs could be growing, resulting in reduced independence and wellbeing. Increased financial burden to on CYC to meet increased need.

1.4 What results / outcomes do we want to achieve and for whom?

Explain what outcomes you want to achieve for stakeholders, staff and the wider community. Demonstrate how the proposal links to the Council Plan (2023- 2027) and other corporate strategies and plans. Highlight how the proposal meets the objectives of Equalities, Affordability, Climate and Health.

For people and carers

- Earlier access to information and advice, strength-based assessment and appropriate support
- Increased choice and control over their life with support that promotes independence
- Improved health and wellbeing

For services

- Reduced reactive response to urgent need
- Improved opportunity to find creative solutions, taking an Occupational therapy lens to assessment
- Compliance with statutory responsibilities
- Financial resilience through preventing, reducing and delaying the need for care and support.

The proposal supports the Council Plan (2023–2027), particularly objectives relating to health and wellbeing, equality, affordability and prevention. It supports the Adult Social Care Strategy (2025-2028), particularly its commitment to valuing carers, working together with people with lived experience and improved joint working. It supports the Joint Health and Wellbeing Strategy (2022-2032) and its objectives to improve people’s health and wellbeing at all stages of life and make health fairer.

Step 2 – Resources utilised

3.1	What sources of data, evidence and consultation feedback have you used to help understand the impact of the proposal on equality rights and human rights?	
	Please consider a range of sources, including consultation exercises, surveys, feedback from staff, stakeholders, participants, research reports, the views of equality groups, as well your own experience of working in this area etc.	
	Source of data / supporting evidence	Reason for using this source
	CQC assessment published December 2025	The assessment incorporated evidence from people, partners and staff in formulating an opinion on how adult social care are currently performing. This led to a s.50 notification and a government appointed Adviser from the Department of Health and Social Care.

Step 3 – Screening the impacts or effects.

3.1	<p>Equality-related obligations derive from the Equality Act of 2010 and the Human Rights Act of 1998.</p>
	<p>Once you have engaged with stakeholders you will need to identify how this proposal impacts on their human rights and equalities.</p> <p>Although the table below one looks complex, its purpose is to facilitate an initial screening of equalities and human rights impacts of your proposal. Many human rights and equalities will not be affected by the decision you are seeking Executive or Council approval for and so can be left blank. The aim here is to identify pressure points regarding human rights and equalities that require attention.</p> <p>Please see the Appendix for details of the protected characteristics and human rights to consider</p> <p>The rights listed below in the first column are the relevant ones from the Human Rights Act, and the York Human Rights City Network Indicator Report (non-discrimination, education, health and social care, housing, a decent standard of living). The human rights in the Indicator Report were selected by residents of York as their priority rights. In the first row the protected characteristics under the Equality Act are listed, to which ‘Everyone’ has been added to capture impacts that affect everyone without distinction.</p>

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Step 3.1 Table 1 – Screening the impacts or effects

Equalities Human Rights	Everyone	Age including financial, digital exclusion impacts	Disability Including financial, digital exclusion impacts	Gender	Gender reassign- ment Including Trans, Non- binary, Intersex	Marriage and civil partnership	Pregnancy and maternity	Race	Religion and belief	Sexual orientation	Carers inc financial, digital exclusion impacts	Low- income groups inc financial, digital exclusion impacts	Veteran, armed forces community	Those with experience of Care
Right to life*														
Prohibition of torture*														
Prohibition of slavery and forced labour*														
Right to liberty, movement and security (including freedom of movement)***														
Right to a fair trial*														
No punishment without law*														
Right to private and family life***	✓	✓	✓								✓	✓		
Freedom of thought, conscience, and belief***														
Freedom of expression***														
Freedom of assembly***														

ANNEX A

Right to marry***														
Right to property***														
Right to education***														
Right to free elections***														
Right to housing***														

Step 3.2 Table 2 – Assessing the impact of your proposal

Here you will need to record the details on all the impacts identified for both Human Rights and those with Protected Characteristics.

Where you have identified an impact on a protected characteristic / human right in the table above, please indicate whether this is positive or negative and give a description of this impact. If you run out of rows, please add as necessary.

Rights clashes and restrictions

Where rights clash or are being restricted, you will need to explain how the decision has been taken, that the limitation on human rights is provided by law, for a legitimate purpose (justified), and proportionate (the minimum necessary restriction on rights).

First, think about what equalities or rights might be engaged by the proposal, and describe the likely impact of the proposal, and provide an evaluation.

Use the following questions to inform your responses if human rights or equalities are limited or qualified in any way:

- Why are a person's rights being restricted?
- What is the problem being addressed by the restriction on someone's rights?
- Will the restriction lead to a reduction in the problem?
- Does that restriction involve a blanket policy, or does it allow for different cases to be treated differently?
- Does a less restrictive alternative exist?
- Has sufficient regard been paid to the rights and interests of those affected?
- Do safeguards exist against error or abuse?

Table 2

Characteristic or Human Right affected	Positive or Negative impact	Impact Description	Evaluation or justification
Age	positive	Improved access to assessment and appropriate support for all adults	Proportionate and preventative
Disability	positive	Improved access to strength-based assessment, preventing, reducing and delaying the need for care and support	Improved outcomes and preventative
Carers	positive	Improved access to assessment and appropriate support that enables carers to balance caring responsibilities with own aspirations	Improved outcomes
Right to private and family life	positive	Promotes independence and maintains the importance of relationships with family and friends	Enhances rights.
Everyone	positive	Improved access and outcomes for all through earlier access to advice and guidance, assessment, care and support	Improved outcomes

Step 4 – Gaps in data and knowledge

4.1	What are the main gaps in information and understanding of the impact of your proposal?		
	<p>When conducting your screening, you may have discovered gaps in data or knowledge that make it difficult to assess whether your proposal had a positive or negative impact on human rights/equalities.</p> <p>Please indicate actions you will take to resolve this gap.</p> <p>As your proposal progresses you may be able to resolve this knowledge gap –please indicate when it was resolved.</p>		
	Gaps in data or knowledge	Action to deal with this	Date resolved
	People who are not known to adult social care	Improved partnership work to identify people with characteristics who are likely to require support in the future to offer information and advice early intervention and prevention	Ongoing

Step 5 - Maximising positive impacts

5.1	What has been done to optimise opportunities to advance equality / human rights or foster good relations?		
	<p>Monitoring the existing waiting lists to understand risk and seek to allocate within existing teams. The introduction of the external contract will enable all people to be assessed and supported within a 6 month timeframe allowing opportunity to prevent, reduce and delay the need for care. Pilots are in place to change the approach to people who are new to adult social care.</p>		

Step 6 – Recommendations and conclusions of the assessment

6.1	Having considered the potential or actual impacts you should be in a position to make an informed judgement on what should be done. In all cases, document your reasoning that justifies your decision.	
	Important: If there are any adverse impacts you cannot mitigate, please provide a compelling reason in the justification column. There are four main options you can take:	
	No major change to the proposal	The HREAT demonstrates the proposal is robust. There is no potential for unlawful discrimination or adverse impact and you have taken all opportunities to advance equality / human rights and foster good relations, subject to continuing monitor and review.
	Adjust the proposal	The HREAT identifies potential problems or missed opportunities. This involves taking steps to remove any barriers, to better advance quality or to foster good relations.
	Continue with the proposal (despite the potential for adverse impact)	You should clearly set out the justifications for doing this and how you believe the decision is compatible with our obligations
	Stop and remove the proposal	If there are adverse effects that are not justified and cannot be mitigated, you should consider stopping the proposal altogether. If a proposal leads to unlawful discrimination it should be removed or changed.
Option Selected		Conclusion / justifications
No major change to the proposal		The HREAT demonstrates the proposal is robust. There is no potential for unlawful discrimination or adverse impact and you have taken all opportunities to advance equality / human rights and foster good relations, subject to continuing monitor and review. The proposal will have a positive impact, promoting equality and human rights.

Step 7 – Summary of agreed actions resulting from the assessment

7.1	What action, by whom, will be undertaken as a result of the impact assessment.			
	List below the actions or mitigations that have been identified and who will be responsible to carrying them out. Add as many lines as you need.			
	Impact / Issue	Actions to be taken	Person Responsible	Timescale
	People not known to adult social care	Engagement with VCSE and partner agencies	Anne Howgate	August 2026

Step 8 - Monitor, review and improve

8.1	How will the impact of your proposal be monitored and improved upon going forward?			
	Consider how will you identify the impact of activities on protected characteristics, other marginalised groups and human rights going forward? How will any learning and enhancements be capitalised on and embedded?			
	<p>Quality assurance processes will be in place to ensure that the contract delivers in line with legislation and promotes human rights.</p> <p>To test approach, compliance with criteria and to understand outcomes for people a small number of assessments will be sent to the awarded contract initially. If desired outcomes are not achieved there will be no commitment to continue sending. All opportunities to adapt and learn will be shared across all adult social care to promote equality and human rights.</p>			

Appendix

Equity, Diversity & Inclusion (EDI): Protected characteristics

Under the public sector duties introduced by the Equality Act 2010 public bodies must have due regard for the need to:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the act, such as the failure to make reasonable adjustments for disabled people
- Advance equality of opportunity between people who share a protected characteristic and those who do not
- Foster good relations between people who share a protected characteristic and those who do not

These duties relate to the nine protected characteristic groups defined by the Equality Act 2010 (outlined in the table below).

The Council recognises that a person's socio-economic background and whether they live in a rural or urban location can be important factors in determining fair access to services, employment and treatment. When carrying out analysis, you must also consider socio-economic issues and rural / urban location issues. In addition to the nine protected characteristic the HREAT includes the following equality groups:

- Carers
- Low income groups
- Veterans, armed forces community
- Experience of care/Other (other groups that are impacted)

Human rights differ from equalities in two main ways:

- First, human rights apply to everyone and not just groups with protected characteristics.
- Second, they allow for the balancing of rights, priorities, and risks. Many rights are not absolute and can be limited or qualified in particular circumstances.

The following guidance identifies which rights are most likely to be engaged by proposals in certain policy areas. This doesn't mean that you should not consider whether other rights might be engaged.

Three types of human rights

There are three types of human rights in the Human Rights Act:

- **Absolute rights** – cannot be breached in any circumstances e.g. right to life and to protection from torture and inhuman or degrading treatment.
- **Limited rights** – can only be restricted in specific situations e.g. a person can be deprived of their liberty if they are convicted of an offence and imprisoned.
- **Qualified rights** – human rights can be restricted if it is in the interests of the wider community or to protect other people’s rights e.g. freedom of movement and assembly were restricted during the Covid-19 pandemic in the interests of public health.

As limited and qualified rights are not absolute, they sometimes have to be balanced in decision making. In Table 1, absolute rights are indicated with an *; limited rights with a **; and qualified rights with a ***.

Right	Description ¹	Focus Area
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¹ The wording of each description box has been adapted from the following sources: [Equality and Human Rights Commission](#) or [British Institute for Human Rights](#).

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