



**Notice of a public meeting of
Decision Session - Combined Executive Member Decision Session**

To: Councillors Lomas (Executive Member for Finance, Performance, Major Projects, Human Rights, Equality and Inclusion), Pavlovic (Executive Member for Housing, Planning and Safer Communities) and Kent (Executive Member for Environment and Climate Emergency)

Date: Tuesday, 3 June 2025

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 10 June 2025**.

*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 30 May 2025**.

1. Appointing a Chair

To appoint a chair for Combined Executive Member Decision Session.

2. Apologies for Absence

To receive and note apologies for absence.

3. Declarations of Interest

At this point in the meeting, Members and co-opted members are asked to declare any disclosable pecuniary interest, or other registrable 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.

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

Type of Interest	You Must
<i>Disclosable Pecuniary Interests</i>	<i>Disclose the interest, not participate in the discussion or vote, and leave the meeting unless you have a dispensation.</i>
<i>Other Registrable Interests (Directly Related) OR Non-Registrable Interests (Directly Related)</i>	<i>Disclose the interest; speak on the item only if the public are also allowed to speak, but otherwise not participate in the discussion or vote, and leave the meeting unless you have a dispensation.</i>
<i>Other Registrable Interests (Affects) OR Non-Registrable Interests (Affects)</i>	<i>Disclose the interest; remain in the meeting, participate and vote unless 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</i>

	<i>would believe that it would affect your view of the wider public interest. In which case, speak on the item only if the public are also allowed to speak, but otherwise do not participate in the discussion or vote, and leave the meeting unless you have a dispensation.</i>
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(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.

4. Minutes

To approve and sign the minutes of the following Executive Member Decision Sessions:

- a)** Health, Wellbeing and Adult Social Care (Pages 9 - 10)
Executive Member Decision Session held on 21 February 2024
- b)** Children, Young People and Education Executive (Pages 11 - 14)
Member Decision Session held on 14 January 2025
- c)** Housing, Planning and Safer Communities (Pages 15 - 18)
Executive Member Decision Session held on 5 February 2025
- d)** Health, Wellbeing and Adult Social Care (Pages 19 - 20)
Executive Member Decision Session held on 21 February 2024

- e) Economy and Culture Executive Member Decision Session held on 25 March 2025 (Pages 21 - 24)
- f) Executive Leader, Policy, Strategy and Partnerships Executive Member Decision Session held on 23 April 2025 (Pages 25 - 28)
- g) Finance, Performance, Major Projects, Human Rights, Equality and Inclusion Executive Member Decision Session held on 24 April 2025 (Pages 29 - 30)

5. **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 30 May 2025.

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.

6. **Gypsy and Traveller Action Plan – Annual Update** (Pages 31 - 66)

This report provides an update on some of the work which has taken place over the past 12 months and includes an updated version of the action plan which will run for the next 12-month period. To be considered by Councillors Lomas (Executive Member for Finance, Performance, Major Projects, Human Rights, Equality and Inclusion) and Pavlovic (Executive Member for Housing, Planning and Safer Communities).

7. Household Support Fund 7 (Pages 67 - 130)

This report provides an update on Household Support Fund 7. To be considered by Councillor Lomas (Executive Member for Finance, Performance, Major Projects, Human Rights, Equality and Inclusion).

8. Air Quality Annual Status Report 2025 (Pages 131 - 288)

The report details the latest (2024) 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. To be considered by Councillor Kent (Executive Member for Environment and Climate Emergency).

9. Urgent Business

Any other business which the Chair considers urgent under the Local Government Act 1972.

Democracy Officer

Angela Bielby

Contact Details:

Telephone – (01904) 552599

Email – a.bielby@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.

This information can be provided in your own language.

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 (بولی) میں بھی میا کی جاسکتی ہیں۔ (Urdu)

 **(01904) 551550**

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City of York Council

Committee Minutes

Meeting	Decision Session - Executive Member for Health, Wellbeing and Adult Social Care
Date	21 February 2024
Present	Councillor Coles
Officers Present	Peter Roderick, Director of Public Health

15. Declarations of Interest (10:05)

The Executive Member was asked to declare, at this point in the meeting, any personal interests not included on the Register of Interests or any prejudicial or disclosable pecuniary interests they might have in respect of the business on the agenda.

None were declared.

16. Minutes (10:06)

Resolved: That the minutes of the Decision Session held on 17 January 2024 be approved as a correct record.

17. Public Participation (10:07)

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

18. North Yorkshire and City of York Domestic Abuse Strategy 2024-2028 (10:07)

The Executive Member considered a report presenting the North Yorkshire and City of York Domestic Abuse Strategy 2024-2028 for approval and adoption.

The Director of Public Health provided an overview, noting that the strategy offered a coordinated multiagency approach to tackling domestic abuse, drawing on existing cross-working with North Yorkshire Council and other regional partners, and in line with new statutory requirements for local authorities under the Domestic Abuse Act 2021. Following on from a strategic needs assessment, the strategy involved commitments in four key

priority areas, Prevention and Early Identification, Authentic and Inclusive Support for All, Driving Change Together, and Accountability, which would be used to help direct resources including additional funding from the Department for Levelling Up, Housing and Communities.

The Executive Member welcomed the work of officers and partners on the strategy, and in response to her questions on the scale of the problem locally it was confirmed that over 2000 domestic abuse related crimes were reported to North Yorkshire Police annually in York. Reporting had fallen in the first year of the pandemic but climbed by around 10% in 2021-22, although it remained to be seen if this was a rising trend or not. Challenges with the available data as indicated in the Equalities Impact Assessment accompanying the report were noted, including around disability, pregnancy and maternity; while disabled people experienced disproportionately higher rates of domestic abuse for longer periods of time, there were gaps in capturing information about disabled victims of domestic abuse locally.

It was also confirmed that taking an ‘everyone’s business’ preventative public health approach should create opportunities for early intervention to break the cycle of domestic abuse. This meant ensuring basic training in domestic abuse awareness for health and other staff was carried out effectively at scale and volume.

Resolved: To approve and adopt the North Yorkshire and York Domestic Abuse Strategy 2024-2028.

Reason: To commit City of York Council to support the key priorities and commitments.

Cllr J Coles, Chair

[The meeting started at 10.05 am and finished at 10.30 am].

City of York Council	Committee Minutes
Meeting	Decision Session - Executive Member for Children, Young People and Education
Date	14 January 2025
Present	Councillor Webb
Officers in attendance	Maxine Squire – Assistant Director, Education and Skills Rachelle White – School Admissions Manager

25. Declarations of Interest (10:00am)

The Executive Member was asked to declare, at this point in the meeting, any personal interests, not included on the Register of Interests, or any prejudicial or disclosable pecuniary interests that he might have had in respect of business on the agenda. The Executive Member declared that he was a teacher at an academy in York.

26. Minutes (10:02am)

Resolved: That the minutes of the decision session held on 3 September 2024 be approved and signed by the Executive Member as a correct record.

27. Public Participation (10:02am)

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

28. Admissions Arrangements for the 2026/27 School Year (10:04am)

The School Admissions Manager presented the report and noted that schools had been given the opportunity to respond through a consultation process which ran for six weeks through October to November 2024.

The School Admissions Manager highlighted the key changes to schools Published Admission Numbers (PAN) as referred to in the

report, and it was reported that contrary to information within the report, the PAN for Our Lady Queen of Martyrs RC School and St Wilfrid's RC School would maintain the same for 2026 admissions as they had been for 2025.

The Assistant Director, Education and Skills reported that schools were able to raise PANs within the scope of accommodating future children following sudden increases to the local population, such as due to the building of new housing developments.

The Executive Member encouraged schools to communicate effectively with City of York Council (CYC) and to make sure that information held by CYC was correct, and it was;

Resolved:

- That the proposed changes to the Admission Arrangements for September 2026-2027 based on the evidence shown in the Options Analysis and Evidential Basis section of the report be approved, subject to the amendment that the Published Admission Numbers (PAN) for Our Lady Queen of Martyrs RC School and St Wilfrid's RC School would maintain the same for 2026 admissions as they had been for 2025.

Reason: To ensure that City of York Council continues to meet its statutory duty as set out in the terms of the Education Act 1996 and also works collaboratively with Academy Trusts to meet that duty whilst also appreciating the financial pressure on schools and trusts.

29. Term dates for the 2026/27 School Year (10:13am)

The School Admissions Manager presented the report and noted the advantages of aligning CYC's term dates with those of the neighbouring Local Authorities of East Riding of Yorkshire Council and North Yorkshire Council, subject to their own determination processes, and it was;

Resolved:

- That the term dates provided in Annex C of the report be approved.

Reason: For City of York Council to meet the statutory requirements of legislation including the Education Act 2002, (Section 32), and other related legislation.

Cllr Webb, Chair

[The meeting started at 10.00 am and finished at 10.18 am].

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City of York Council

Committee Minutes

Meeting	Decision Session - Executive Member for Housing, Planning and Safer Communities
Date	5 February 2025
Present	Councillor Pavlovic (Executive Member)
Officers in Attendance	Vicky Japes - Head of Housing Strategy and Performance

19. Apologies for Absence (10:01am)

The Head of Housing Strategy and Performance gave apologies on behalf of the Director of Housing & Communities and the Domestic Abuse Housing Alliance Co-ordinator (the report authors for item 5); she advised that she would be presenting the item in their place.

20. Declarations of Interest (10:02am)

The Executive Member was asked to declare, at this point in the meeting, any disclosable pecuniary interests, or other registerable interests he might have in the respect of business on the agenda, if he had not already done so in advance on the Register of Interests. None were declared.

21. Minutes (10:02am)

Resolved: That the minutes of the previous meeting held on 4 December 2024 be approved and then signed as a correct record by the Executive Member.

22. Public Participation (10:02am)

It was reported that there had been one registration to speak at the meeting under the Council's Public Participation Scheme.

Cllr Coles spoke on item 5, both as ward councillor for Westfield and in her capacity as Deputy Mayor for Policing, Fire & Crime for the York and North Yorkshire Combined Authority. After she spoke, the Executive Member invited the Deputy Mayor to remain at the table for the remainder of the discussion.

The Deputy Mayor expressed her thanks to officers for the report, noting the policy part of the wider agenda to halve violence against women and girls and expressed hope that this report would raise both awareness of the issue and the number of people coming forward to report it.

The Deputy Mayor praised the collaborative approach encouraged by the report and the pathways being built between housing, health, community workers and Local Area Coordinators. She welcomed the higher standards for tenants set forth in the report and the victim-centred approach; specifically highlighting that a person did not need to have reported an incident to the police in order to receive support as a victim of Domestic Abuse, and the report suggested that perpetrators should be encouraged to move where appropriate, since the onus should not be on the victim.

The Deputy Mayor stated that she looked forward to working on the policy with the Executive Member and would also be working with colleagues across North Yorkshire under the Combined Authority.

23. City of York Council Domestic Abuse Resident and Tenant Policy (10:09am)

The Head of Housing Strategy and Performance presented the report. She advised that both the North Yorkshire and City of York Local Authorities had agreed to work towards Housing Alliance accreditation with this report.

She stated that City of York Council had consulted with a range of partners and stakeholders to produce the foundation for the Department's response to residents disclosing domestic abuse. Historically people disclosing domestic abuse had not always been believed so the key branding on this was that the Council would take a position of belief, and no longer would the police or a doctor have to be involved, or would the victim require documentary evidence, and the Council's initial Position would always be that of belief if someone discloses.

She stated that this "person-centered" solution was very important; some residents may naturally wish to move because their house had memories associated which would lead them toward a fresh start but it was also important to recognise those who wished to stay in their home, so that they would be supported to stay safely through Sanctuary schemes. She advised that partners like IDAS would help identify the measures most appropriate and then the authority would look to support people to maintain their tenancy.

The Executive Member thanked officers and the Deputy Mayor, and expressed particular thanks to the Domestic Abuse Housing Alliance Coordinator, noting how much work she had put into the report and how committed she had been to putting City York Council in a better place. He noted that there was still stigma, with a significant level of under-reporting, meaning a duty fell to councillors and partner organisations to understand the great pressures facing victims, and it was very encouraging to see the authority moving to a culture which enabled rather than obstructed this. He commended that this was a countywide initiative and stated it was positive and in the interests of families wishing to move that the council was working alongside colleagues in North Yorkshire.

The Executive Member advised that he would further raise this issue with the Police and Crime Panel on Thursday, 6 February 2025. He said that he was glad to see coercive control and financial exploitation given parity with other forms of abuse under the policy. He said he wished to see this policy embedded and that was why he had requested 6-monthly updates.

The Head of Housing Strategy and Performance responded that updates would initially be brought before scrutiny, but anything with financial implications would come to the Executive Member directly for a decision. For example, Yorkshire and North Yorkshire Public Health were working with IDAS on the Sanctuary measures, and this would require budget allocation and therefore input from the Executive Member at a later decision session.

The Deputy Mayor advised about some of the different scenarios and pathways that residents may experience and how the new policy improves things for these residents (living in self-funded private accommodation but still needing a route out; under a council tenancy with significant housing demand across the city; as a joint tenant or an owner-occupier).

The Head of Housing Strategy and Performance noted that the Domestic Abuse Housing Alliance Coordinator had prepared training sessions for housing staff on different scenarios, and these had been very well received. Housing options workers typically approached by residents wishing to discuss their housing circumstances had received this training and staff were being made aware of signs of coercive and financial control and how to respond to these appropriately.

The Deputy Mayor agreed with the Executive Member that this was “the start of a journey” and there would be many challenges, but assured those present that a collaborative approach would be adopted with the full support of North Yorkshire Council, the Combined Authority, outside agencies and North Yorkshire Police.

This said, the Executive Member

Resolved:

- i. To approve the Domestic Abuse Resident and Tenant Policy 2025-2028.

Reason: To provide victims/ survivors of domestic abuse the best housing response which will contribute to achieving positive outcomes supporting them to lead happy confident and safe futures, while meeting legislation and strategic requirements.

- ii. To approve the publication of the Domestic Abuse Resident and Tenant Policy 2025 - 2028.

Reason: To raise the profile and awareness to the public of the positive changes introduced to best support victims/survivors of domestic abuse. This will further awareness raising of domestic abuse, the impacts on those affected by domestic abuse, the support available and the councils' actions and response. This will provide reassurance and confidence to all residents of York including staff implementing this practice.

- iii. To approve that 6-monthly updates be provided to the executive member on the progress and implementation of this policy and the Domestic abuse housing alliance (DAHA) action plan.

Reason: To provide the executive member with confidence on the implementation of this policy across the housing service. This will also support with addressing the challenges set out in this report and collectively holding the housing service accountable to achieving the successful introduction and embedment of the policy.

Cllr M Pavlovic, Executive Member

[The meeting started at 10.00 am and finished at 10.35 am].

City of York Council

Committee Minutes

Meeting	Decision Session - Executive Member for Health, Wellbeing and Adult Social Care
Date	21 February 2024
Present	Councillor Coles
Officers Present	Peter Roderick, Director of Public Health

15. Declarations of Interest (10:05)

The Executive Member was asked to declare, at this point in the meeting, any personal interests not included on the Register of Interests or any prejudicial or disclosable pecuniary interests they might have in respect of the business on the agenda.

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The Director of Public Health provided an overview, noting that the strategy offered a coordinated multiagency approach to tackling domestic abuse, drawing on existing cross-working with North Yorkshire Council and other regional partners, and in line with new statutory requirements for local authorities under the Domestic Abuse Act 2021. Following on from a strategic needs assessment, the strategy involved commitments in four key

priority areas, Prevention and Early Identification, Authentic and Inclusive Support for All, Driving Change Together, and Accountability, which would be used to help direct resources including additional funding from the Department for Levelling Up, Housing and Communities.

The Executive Member welcomed the work of officers and partners on the strategy, and in response to her questions on the scale of the problem locally it was confirmed that over 2000 domestic abuse related crimes were reported to North Yorkshire Police annually in York. Reporting had fallen in the first year of the pandemic but climbed by around 10% in 2021-22, although it remained to be seen if this was a rising trend or not. Challenges with the available data as indicated in the Equalities Impact Assessment accompanying the report were noted, including around disability, pregnancy and maternity; while disabled people experienced disproportionately higher rates of domestic abuse for longer periods of time, there were gaps in capturing information about disabled victims of domestic abuse locally.

It was also confirmed that taking an ‘everyone’s business’ preventative public health approach should create opportunities for early intervention to break the cycle of domestic abuse. This meant ensuring basic training in domestic abuse awareness for health and other staff was carried out effectively at scale and volume.

Resolved: To approve and adopt the North Yorkshire and York Domestic Abuse Strategy 2024-2028.

Reason: To commit City of York Council to support the key priorities and commitments.

Cllr J Coles, Chair

[The meeting started at 10.05 am and finished at 10.30 am].

City of York Council

Committee Minutes

Meeting	Decision Session - Executive Member for Housing, Planning and Safer Communities
Date	5 February 2025
Present	Councillor Pavlovic (Executive Member)
Officers in Attendance	Vicky Japes - Head of Housing Strategy and Performance

19. Apologies for Absence (10:01am)

The Head of Housing Strategy and Performance gave apologies on behalf of the Director of Housing & Communities and the Domestic Abuse Housing Alliance Co-ordinator (the report authors for item 5); she advised that she would be presenting the item in their place.

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The Deputy Mayor praised the collaborative approach encouraged by the report and the pathways being built between housing, health, community workers and Local Area Coordinators. She welcomed the higher standards for tenants set forth in the report and the victim-centred approach; specifically highlighting that a person did not need to have reported an incident to the police in order to receive support as a victim of Domestic Abuse, and the report suggested that perpetrators should be encouraged to move where appropriate, since the onus should not be on the victim.

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She stated that this "person-centered" solution was very important; some residents may naturally wish to move because their house had memories associated which would lead them toward a fresh start but it was also important to recognise those who wished to stay in their home, so that they would be supported to stay safely through Sanctuary schemes. She advised that partners like IDAS would help identify the measures most appropriate and then the authority would look to support people to maintain their tenancy.

The Executive Member thanked officers and the Deputy Mayor, and expressed particular thanks to the Domestic Abuse Housing Alliance Coordinator, noting how much work she had put into the report and how committed she had been to putting City York Council in a better place. He noted that there was still stigma, with a significant level of under-reporting, meaning a duty fell to councillors and partner organisations to understand the great pressures facing victims, and it was very encouraging to see the authority moving to a culture which enabled rather than obstructed this. He commended that this was a countywide initiative and stated it was positive and in the interests of families wishing to move that the council was working alongside colleagues in North Yorkshire.

The Executive Member advised that he would further raise this issue with the Police and Crime Panel on Thursday, 6 February 2025. He said that he was glad to see coercive control and financial exploitation given parity with other forms of abuse under the policy. He said he wished to see this policy embedded and that was why he had requested 6-monthly updates.

The Head of Housing Strategy and Performance responded that updates would initially be brought before scrutiny, but anything with financial implications would come to the Executive Member directly for a decision. For example, Yorkshire and North Yorkshire Public Health were working with IDAS on the Sanctuary measures, and this would require budget allocation and therefore input from the Executive Member at a later decision session.

The Deputy Mayor advised about some of the different scenarios and pathways that residents may experience and how the new policy improves things for these residents (living in self-funded private accommodation but still needing a route out; under a council tenancy with significant housing demand across the city; as a joint tenant or an owner-occupier).

The Head of Housing Strategy and Performance noted that the Domestic Abuse Housing Alliance Coordinator had prepared training sessions for housing staff on different scenarios, and these had been very well received. Housing options workers typically approached by residents wishing to discuss their housing circumstances had received this training and staff were being made aware of signs of coercive and financial control and how to respond to these appropriately.

The Deputy Mayor agreed with the Executive Member that this was “the start of a journey” and there would be many challenges, but assured those present that a collaborative approach would be adopted with the full support of North Yorkshire Council, the Combined Authority, outside agencies and North Yorkshire Police.

This said, the Executive Member

Resolved:

- i. To approve the Domestic Abuse Resident and Tenant Policy 2025-2028.

Reason: To provide victims/ survivors of domestic abuse the best housing response which will contribute to achieving positive outcomes supporting them to lead happy confident and safe futures, while meeting legislation and strategic requirements.

- ii. To approve the publication of the Domestic Abuse Resident and Tenant Policy 2025 - 2028.

Reason: To raise the profile and awareness to the public of the positive changes introduced to best support victims/survivors of domestic abuse. This will further awareness raising of domestic abuse, the impacts on those affected by domestic abuse, the support available and the councils' actions and response. This will provide reassurance and confidence to all residents of York including staff implementing this practice.

- iii. To approve that 6-monthly updates be provided to the executive member on the progress and implementation of this policy and the Domestic abuse housing alliance (DAHA) action plan.

Reason: To provide the executive member with confidence on the implementation of this policy across the housing service. This will also support with addressing the challenges set out in this report and collectively holding the housing service accountable to achieving the successful introduction and embedment of the policy.

Cllr M Pavlovic, Executive Member

[The meeting started at 10.00 am and finished at 10.35 am].

City of York Council	Committee Minutes
Meeting	Decision Session - Executive Leader, Policy, Strategy and Partnerships
Date	23 April 2025
Present	Councillors Douglas
Officer in attendance	Jonathan Byrne - Head of Communications and Engagement

20. Apologies for Absence (10:03)

There were no absences.

21. Declarations of Interest (10:03)

The Executive Leader was asked to declare at this point in the meeting any disclosable pecuniary interest or other registerable interest they might have in respect of business on the agenda if they had not already done so in advance on the Register of Interests. The Executive Leader had none to declared.

22. Minutes (10:04)

Resolved: That the minutes of the Executive Leader, Policy, Strategy and Partnerships meeting held on 19 March 2025 be approved and then signed by the Executive Leader as a correct record.

23. Public Participation (10:04)

It was reported that there had been one registration to speak at the meeting under the Council's Public Participation Scheme.

Flick Williams stated that the Council should continue using Twitter. She stated that there are pros and cons to all social media platforms and that the Council should support free speech where legal limits were not breached. Finally she highlighted that the Twitter platform was more accessible than many other social media platforms.

24. Plan for CYC to cease sharing information on X, formerly known as Twitter (10:08)

The Head of Communications and Engagement introduced the report. He noted that X's reach and credibility had declined in recent years. He noted that it had also removed fact checking facilities on its site. He confirmed that only 8% of residents sought to get their communications from the Council via X. He confirmed that the Council had spoken to a number of other organisations regionally and other local authorities about how they had moved away from using X and that the Council would keep open its X account for use by Silver Command in the case of needing to put out emergency communications.

The Executive Leader welcomed the report highlighting how the platform had changed and no longer aligned with the Council's values. She noted the removal of fact checking and moderators from content on X, which had exacerbated the rise in hateful and misinformation content. She therefore welcomed the plans to encourage residents to engage with the Council through other channels, as well as, maintaining the X account in cases of emergency.

Resolved:

- i. Approved the Council no longer sharing information on its corporate X (formerly known as Twitter) account @CityofYork, unless directed by Silver Command.
- ii. Approved the plan (Annex A) to encourage residents to register for information or follow other council social media channels, whilst closing all council X accounts that do not respond to an incident.

Reason: The recommendation to end routine use of X follows an ongoing review of our communication methods to ensure they reflect our values of inclusion, trust, and respect. As the platform no longer aligns with these principles, this allows us to focus on clearer, more accessible routes for the public to engage with the Council, including our own channels, and other social networks. This recommendation does allow the Council the flexibility to utilise the X platform in emergency incidents and safeguards the Council against losing its verified status and identity.

Cllr Douglas, Chair

[The meeting started at 10.03 am and finished at 10.15 am].

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City of York Council

Committee Minutes

Meeting	Decision Session - Executive Member for Finance, Performance, Major Projects, Human Rights, Equality and Inclusion
Date	24 April 2025
Present	Councillor Lomas (Executive Member)
In Attendance	Nick Collins (Head of Property Services) Graham Hogben (Asset Manager)

40. Apologies for Absence (10:01am)

There were no apologies for absence.

41. Declarations of Interest (10:01am)

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. There were no declarations of interest.

42. Minutes (10:01am)

Resolved: That the minutes of the Decision Session of the Executive Member for Finance, Performance, Major Projects, and Equalities held on 16 January 2025 be approved and signed by the Executive Member as a correct record.

43. Public Participation (10:01am)

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

44. Applications for Community Right to Bid under the Localism Act 2011 (10:01am)

The Executive Member considered a report detailing an application to relist New Earswick & District Indoor Bowls Club, Huntington Road, Huntington,

York, YO32 9PX as an Asset of Community Value (ACV). The Asset Manager reported that the application met the ACV eligibility and he listed the uses of the club. He noted that the owners of the bowls club had been consulted and that no representations on the application had been received.

The Executive Member noted that she had visited the bowls club and was happy to support the application. She then:

Resolved: That approval be given to the listing of New Earswick & District Indoor Bowls Club, Huntington Road, Huntington, York, YO32 9PX as an Asset of Community Value (ACV).

Reason: To ensure the Council meets its legislative obligations (pursuant to the Localism Act 2011 and the Assets of Community Value (England) Regulations 2012) and promotes community access to community facilities.

Cllr Lomas, Chair

[The meeting started at 10.01 am and finished at 10.04 am].



Meeting:	Combined Executive Member Decision Session
Meeting date:	3 June 2025
Report of:	Director of Housing and Communities
Portfolio of:	Cllr Lomas - Executive Member for Finance, Performance, Major Projects, Human Rights Equality, and Inclusion Cllr Pavlovic - Executive Member for Housing, Planning and Safer Communities

Decision Report: Gypsy and Traveller Action Plan – Annual Update

Subject of Report

1. On 9 May 2024, Executive approved an initial Gypsy and Traveller Action Plan, with a commitment to bringing an annual update to an Executive Member Decision Session.
2. This report provides an update on some of the work which has taken place over the past 12 months and includes an updated version of the action plan which will run for the next 12-month period.

Benefits and Challenges

3. The action plan at **Annex A** presents a cohesive approach to supporting Gypsy and Traveller communities in York and seeks to build on the successful work which has taken place over the past 12 months. The action plan sets out several measurable actions for the coming year which aim to further improve the outcomes of these communities.

Policy Basis for Decision

4. The Council Plan 2023 -2027, 'One City for All', contains four core commitments to enable it to deliver the vision for the next four years. The first of these is 'Equalities and Human Rights - Equality of Opportunity.' The commitment states: 'We will create opportunities for all, providing equal opportunity and balancing the human rights of everyone to ensure residents and visitors alike can benefit from the city and its strengths. We will stand up to hate and work hard to champion our communities.'
5. Committing to implementing the Gypsy and Traveller Action Plan across the Council, rather than having a standalone strategy, has ensured that officers and Members are considering the challenges these communities may face when implementing policies or designing services, which contributes to meeting this core commitment.
6. A second of the core commitments is Health and Wellbeing. This states 'We will improve health and wellbeing and reduce health inequalities, taking a Health in All Policies approach, with good education, jobs, travel, housing, better access to health and social care services and environmental sustainability.'
7. As Gypsy and Traveller communities are groups which face some of the most considerable health inequalities, the public health workstream of the Action Plan is fundamental to addressing this.

Financial Strategy Implications

8. The action plan has been delivered within existing resources in 2024/25 and will be delivered in the same way for the next year.
9. Additional funding has been approved via the Capital Resource Allocation Model (CRAM) process for £5.25m over 3 years for improvements to the existing sites and to provide additional accommodation. £750k of this in 2025/26. This is intended to cover improvements to energy efficiency and site access to Osbaldwick. Progress against the budget and objectives will be reported to the asset management board.
10. Improving the outcomes for Gypsy and Traveller communities may bring longer term budget savings for the Council and other public bodies across the city.

Recommendation and Reasons

11. The Executive Members are asked to:

- 1) Note the work undertaken since the report to Executive in May 2024.
- 2) Approve the action plan for the next 12 months (Annex A).

Reason: To set out measurable actions for the coming year which aim to improve the outcomes of Gypsy and Traveller communities.

Background

12. Gypsies and Travellers remain some of the most marginalised and disadvantaged of all minority groups nationally. Gypsies and Travellers suffer significant inequalities across a range of indicators, including access to suitable accommodation, healthcare, education, employment, financial services, and policing, justice, and probation.
13. In 2021, a Gypsy and Traveller Working Group was established in partnership with York Travellers Trust. The group seeks to address the inequalities that the Gypsy and Traveller community face. The vision is to work towards ensuring that Gypsies and Travellers experience an inclusive, fair, and understanding community in York.
14. As a result of the work of this group, in May 2024 Executive approved a 12-month action plan to coordinate and monitor work happening across the Council in relation to Gypsy and Traveller Communities. It was agreed this would be reviewed annually.

Housing

15. There were four identified priority actions identified in last year's report associated with the provision of housing.

Surveys

- **Complete the stock condition and energy efficiency surveys.**

16. The reasoning for this action was to ensure that we held comprehensive stock condition information to inform good investment decisions. This survey work has been completed across all three council owned sites and includes energy efficiency information. Structurally the buildings are sound, and most of the identified investment need is in relation to improving energy efficiency and thermal comfort. During 2025/26 this investment will be made across the three sites.

Providing Grants

- **Provide grant funding to York Travellers Trust to enable the hosting of three family fun dates at the three travellers' sites to encourage engagement in energy retrofit, and to undertake a workshop providing energy retrofit advice to the housed Traveller community.**

17. These events operated last year through grant funding. The events were well attended by residents and provided opportunity to discuss costs associated with heating existing buildings and opportunities for making these better. Several quick win improvements were identified, such as blankets for hot water systems and LED lighting, and these improvements have been made.

Accommodation Officer

- **Employ a dedicated accommodation officer who will be responsible for delivering new pitches and developing a business case for investment into existing sites and pitches.**

18. The works above have been led by a new Gypsy and Traveller Accommodation Officer who has been employed on a permanent contract to lead the delivery of improvements to existing sites and pitches and the provision of additional accommodation. The postholder has formed positive relationships with the residents and partners.

Future Site Investment

- **Developing the business case and bringing an investment proposal to Executive noting the agreement in principle to forward fund £5m of investment into our G+T accommodation offer.**

19. The final priority action for the Housing Service was to create a site investment business case. In January, Executive approved a £5.25m capital investment programme for delivering additional Gypsy and Traveller Accommodation and improving existing provision. £750k is assigned to 2025/26 with a key focus being on improving existing buildings on site, primarily through energy efficiency works to reduce fuel bills for residents and reduce carbon emissions. The second focus for this year's budget is to provide improvements to Outgang Lane to provide improved pedestrian and cycle access to and from the Osbaldwick Site. An application has been made to the Combined Authority Carbon Negative Challenge fund for match funding to support a deeper retrofit of the amenity buildings within the three sites and to improve biodiversity, drainage, and living amenity through the provision of a landscaping belt along the western side of the Osbaldwick site.
20. In addition to the actions above, during this year the Housing team will be supporting both the development of a Supplementary Planning Document (SPD) to set the standards for new Gypsy and Traveller Accommodation in the city. Alongside this, work will be taking place to identify locations for the provision of additional pitches to meet the identified need.
21. Through the analysis of Key Performance Indicators and feedback from residents, it is clear that the nature of repair performance for residents on Gypsy and Traveller sites and those within council homes is different. An action for this year is to improve repair performance on Gypsy and Traveller sites so that it matches the speed of service received by those tenants in council homes.

Education

22. There were three identified priority actions identified in last year's report associated with Education.

Provision

- **Work to support development of Education Provision at YTT for English and Maths for G&T Children and Young People who are Home Educated**

Partnership

- **Funded supported work between CYC Education team and YTT to support interactions with schools**

Research

- **Provided information to YTT funded research project led by York St John University around the experience of G&T Children and Young people in York schools**

23. Education Officers continue to work to respond to last year's report York Travellers Trust - Gypsy and Traveller Experiences of Education in York.

24. This had a formal launch at Falsgrave Street, with attendance from several schools and trusts.

25. The Education Leadership group across York have identified one of their six workstreams this year to be around responding to the areas of challenge in this report, which is a big step forward.

26. The group has met twice and is co-chaired by the School Inclusion Advisor and the CEO of The Education Alliance, who also works with the national organisation Traveller Movement. The national report of this movement has also been considered by the group Fought not Taught: (Nov 2024) | The Traveller Movement which resonates closely with the York report.

27. The group is made up of CEOs and Secondary/Primary Headteachers from across the city, alongside representatives from York Travellers Trust (YTT) and from City of York Council Social Care.

28. The group has shared experiences around working with Gypsy and Traveller families in York and routed this back to the report. They have identified three areas to work through:

- Cultural Awareness
- Visibility and Celebration of Community
- Identifying key performance indicators to measure improved experiences across Exclusions, Attendance and Elective Home Education (EHE)

29. The group have identified the need for a citywide conference that will be timed for Spring 2026. This will include presentations from the National Traveller Movement, YTT, families and young people and cover the three areas above and will conclude with citywide and individual school pledges. York Schools and Academies Board will push for a full school attendance and there is interest in widening the possible attendance to wider partners.

30. Alongside the working party, relevant Education Officers at CYC continue to work closely with YTT around support for EHE families, including support for the education offers made at YTT.

31. YTT and relevant CYC officers link closely for individual cases as needed if exclusion and attendance issues are present.

Health

32. There were three identified priority actions identified in last year's report associated with Public Health outcomes.

Strengthen our partnership approach to health protection

- **Work to increase knowledge and awareness of national seasonal vaccination campaigns and childhood immunisation schedule, and support community members to access vaccination**
- **Increase uptake of key cancer screening programmes – cervical, bowel and breast.**
- **Engage with York Travellers Trust as part of outbreak planning and during local outbreaks and incidents, to build community trust.**

33. Public Health and ICB colleagues continue to work together to address the actions from the report. Increasing uptake of childhood vaccinations will form part of the new outreach model of child health.
34. Considerable progress has been made on improving the coding of Inclusion Health groups including Gypsies and Travellers, leading to a 32% increase in the number of coded patients. GP practices will receive £5.45 for each GRT individual meeting for any of ten specified QOF indicators, including those for cervical screening. This could equate to a potential investment of £47,049.85 into cervical screening services in York.

Build culturally sensitive approaches to improving the health of people in the Gypsy and Traveller communities.

- **Implement an outreach model of child health, delivered by an Advanced Nurse Practitioner, from Family Hubs specifically working with the community.**
 - **Build on the Health Needs Assessment to gather further data and evidence on improving health and wellbeing, in order to recommend effective interventions from reducing health inequalities.**
35. Following a successful bid for funding to improve access to universal child health services for Gypsy, Roma, and Traveller (GRT) families, the outreach model for child health has been revised and now consists of YTT leading a research project considering health needs and identifying barriers to accessing support. The specialist Inclusion Health Visitor continues to develop the work with an anticipated launch date for the service of September 2025.

Influence Health partners around access to care

- **Work with York Travellers Trust to ensure health settings in York have resources and information that can be easily accessed by Gypsy and Traveller communities. These may include resources written in simple English, photographs**

representative of the communities, or delivered in different formats, such as audio and information 24 sessions.

Topics would include various health topics, including accessing the most relevant health services for a specific health condition, information around diseases and conditions commonly experienced by the communities, and immunisation and vaccination.

- **Build a greater awareness amongst health care professionals of the challenges an increased reliance on technology can pose to the communities for appointment-making, test results, and other communication. Advise that more traditional forms of communication should still be offered.**

36. The Health Trainer team have attended Osbaldwick, James Street and Clifton sites offering stop smoking support and general health and wellbeing support. In addition, two site staff have been supported through the NCSCT stop smoking qualification and are now able to provide support in between visits from the Health Trainer team. Already this work has led to 3 individuals quitting and a further 10 being supported.

37. In addition to Protected Learning Time (PLT) sessions, the ICB has delivered a programme of Health Inequalities training to all local GP practices and York & Scarborough Teaching Hospitals NHS Foundation Trust during 2024/25. The training aimed to improve awareness, resources, and understanding of health inequalities and YTT contributed to the programme by presenting at one of the sessions, sharing insights on the specific challenges faced by Gypsy and Traveller populations in accessing health care.

Community Safety

There were four identified priority actions identified in last year's report associated with Community Safety.

Roadside Stopping/unauthorised encampments

- **Work with York Travellers Trust to review our approach to Roadside Stopping/Unauthorised encampments.**

38. Work is ongoing to develop a Negotiated Stopping approach to unauthorised Gypsy/Traveller encampments/roadside stopping.
39. Unauthorised encampments are managed by the Council's Neighbourhood Enforcement Team using s77 and s78 of the Criminal Justice & Public Order Act 1994. Currently, Direction to Leave Notices are served (giving a default period of stay of 48 hours from the serving of the Notice). Direction to Leave Court Orders are applied for should the Notices be breached.
40. Negotiated Stopping intends to introduce a more respectful and less confrontational/enforcement-led approach, acknowledging the GRT nomadic way of life.
41. As such the council is currently seeking one or two parcels of land to facilitate traditional 'roadside stopping'. Gypsy/Travellers would be directed towards these, moving encampments away from areas where they might cause disruption to residents, businesses, or services e.g., parks and play areas, sports and school fields, car parks.
42. We are being assisted in our land search by Sanctuary Stopping, a national Gypsy and Traveller-led organisation who work with the Church of England to facilitate Negotiated Stopping arrangements on church land.
43. Under the Negotiated Stopping approach, the Council and the Gypsy/Traveller party would negotiate a length of stay (up to a maximum period such as 2-weeks) and agree the number of caravans/vehicles permitted on site.
44. A Negotiated Stopping Agreement must be signed by both parties. The Agreement sets out a list of conditions for use of the site. These could include:
- disposing of waste as requested;
 - not to allow additional caravans/vehicles on site;
 - not to defecate or urinate on the land;
 - ensure animals are secured;
 - not to cause anti-social behaviour or criminal damage; and

- not to use motorised scooters or quad bikes on site.
45. Portable toilet facilities and waste collection services would be provided.
46. The Council will monitor the encampment on a regular basis for the duration of the agreed period of stay.
47. The Negotiated Stopping Agreement clearly states that any breach of its conditions would lead to the Council instigating removal of the encampment under the Criminal Justice & Public Order Act (as above).
48. This work will contribute to the development of a new Council Unauthorised Encampment Policy.

Multi-Agency Work on static sites

- **In partnership with York Travellers Trust produce an accessible version of the Travellers Site licence agreement.**
 - **Work to improve relationships and increase trust between Gypsy and Traveller communities and enforcement agencies such as the council's Neighbourhood Enforcement Team and North Yorkshire Police.**
 - **Have a regular and supportive presence on the static sites, taking an educational approach to ensure people are aware of their responsibilities for issues such as waste management, fly-tipping, Scrap Metal Dealing and dogs, while at the same ensuring people are aware of the penalties for noncompliance.**
49. Housing Services are now leading on work to produce an accessible version of the Travellers site licence agreement. Community Safety/Neighbourhood Enforcement teams are contributing in relation to sections around: Nuisance, Crime and anti-social behaviour, pets and horses, rubbish, waste and scrap metal.

50. It is envisaged that this document will be co-produced with the GT community and that joint discussions to produce it will be a catalyst to re-set and re-establish relationships with officers by increasing the community's understanding of the need for site management and enforcement functions to ensure a healthy, pleasant and safe environment for all residents.
51. It is intended that the above work will provide a gateway for enforcement officers to establish a regular and supportive presence on site, by promoting awareness of the new Licence Agreement and its conditions through drop-ins/education sessions around issues such as: waste management, fly-tipping, Scrap Metal Dealing and dogs. This work will also ensure that residents are aware of the penalties for non-compliance.

Hate Crime

- **York Travellers Trust is a member of the multi-agency York Hate Crime Partnership and a Third-Party Reporting Centre. The group will work with YTT to identify and address any specific needs in relation to the Gypsy Traveller community.**
52. York Travellers Trust are members of the multi-agency Hate Crime Partnership to ensure that the needs of the GT community are considered within action plan priorities.
53. The CEO of YTT will be a guest speaker at the York & North Yorkshire Hate Crime Conference which will take place in York on the 15th October 2025 as part of Hate Crime Awareness Week. The presentation is entitled '*Ok to hate? Gypsy and Traveller Perspectives on Hate Crime*'.
54. The Hate Crime Partnership is currently reviewing its operating model for Third Party Hate Crime Reporting, in recognition of the fact that some people do not feel comfortable reporting directly to the police. This is the case with many members of the GT community.

Domestic Abuse, Violence Against Women & Girls (VAWG) and Misogyny

- **To ensure coordination of work to address issues such as misogyny across the Domestic Abuse and Violence Against Women and Girls work-streams.**
55. The Community Safety Partnership works with partners in Public Health, North Yorkshire Police and Deputy Mayor's office to

ensure that the needs of the GT community are considered as part of strategic and operational delivery of these work streams.

56. We are particularly keen to engage with young people from the GT community in work across York to improve understanding and development of healthy relationships and attitudes towards women and girls.

Communities and Equalities

57. There were three identified priority actions identified in last year's report associated with community work and equalities and human rights outcomes.

Anti-racism

- **Ensuring that the Anti-Racism Work being undertaken in the Council and in partnership across the city has a specific focus on racism toward Gypsy and Traveller Communities.**

58. We have continued to ensure that the Anti-Racism Work being undertaken in the Council, and in partnership across the city, has a specific focus on racism toward Gypsy and Traveller Communities. The Director of Housing and Communities sits on the Inclusive Equal Rights UK (IERUK) Strategic Group and Assistant Director sits on the Implementation Sub-Group.

Human Rights

- **Making sure that the specific culture and way of life of these groups is considered when making changes to policies or services that may impact on their human rights.**
- **Recognising this when developing the new Human Rights and Equalities Analysis Tool.**

59. City of York Council has worked alongside the Centre for Applied Human Rights (CAHR) at the University of York to develop an improved version of the current Equalities Impact Assessment (EqIA), which will be known as a Human Rights and Equalities Analysis (HREA) Tool. This will be rolled out across CYC to be completed whenever an EqIA would currently be used and will be

supported by newly recruited volunteer Equalities and Human Rights Champions, trained by CAHR.

Mapping

- **Working with York Travellers Trust begin a mapping exercise to better understand where our Gypsy, Roma and Traveller communities are in York.**

60. There was an action in the previous plan to work with York Travellers Trust begin a mapping exercise to better understand where our Gypsy, Roma and Traveller communities are in York. We have a particular lack of data on Roma communities. Due to a significant lack of resource in the appropriate team this has been delayed.

61. A new role - Head of Equity, Diversity and Inclusion - took up post in March 2025 and will work with the Cultural and Integration Partnership Manager to escalate this piece of work.

62. Work has taken place with the Roma community in York to try and build a relationship ahead of this mapping exercise. The Cultural and Integration Partnership Manager has worked closely with Cancer Alliance to arrange interviews with the Roma Community around cancer and cancer screening awareness.

63. At the 'Our City' integration festival in July there will be a Romani language taster session and Roma performers.

Consultation Analysis

64. Relevant Executive Members, along with senior officers, have met regularly with York Travellers Trust via the working group to develop and deliver this action plan.

65. A priority action carried forward within the plan is to work alongside YTT to begin a mapping exercise to better understand where our Gypsy and Traveller communities are in York (incorporating Roma communities).

66. This will enable us to undertake future consultation on this rolling action plan more widely than is currently possible.

Options Analysis and Evidential Basis

67. The two options Executive Members could consider in respect of this report are below:

- a. to accept the recommendations at paragraph 11; or
- b. to choose not to implement the recommendations.

Organisational Impact and Implications

Financial

68. The action plan can be delivered within existing resources. A Capital Resource Allocation Model (CRAM) bid for £5.25m has been approved to cover the investment required at the current sites and provide additional accommodation. Monitoring of this budget will be through the capital monitoring reports and asset management board.

Human Resources (HR)

69. An additional post has been created (with resource included in the 24/25 budget) to lead Equalities, Diversity, and Inclusion in the Council, including work to support the Gypsy and Traveller Communities and the post holder started in March 2025. This allows for a renewed focus on training, inclusive practice and language will positively impact staff as well as residents. Other actions detailed in the action plan will be delivered by existing teams.

Legal

70. Article 7.2.1 of the City of York Council Constitution requires that all decisions taken on and behalf of the Council will made respect for human rights and equality of opportunity, and this includes those from Gypsy and Traveller and Roma communities.

Procurement

71. There are no direct procurement impacts contained in this report. However, protected characteristics can be focused upon when considering social value in procurement and the new Human Rights and Equalities Analysis Tool (currently under development) will be used prior to starting a procurement exercise.

Health and Wellbeing

72. The United Kingdom is a signatory to the International Covenant on Economic, Social and Cultural Rights. This means the United Kingdom is bound, in international law, to protect the right to health. A Council Plan core commitment is Health and Wellbeing. This means reducing health inequalities, taking a Health in All Policies approach, with good education, jobs, travel, housing, better access to health and social care services and environmental sustainability.

Environment and Climate action

73. In a resolution of 8 October 2021, the United Nations Human Rights Council recognised that access to a healthy and sustainable environment is a universal right. Although nonbinding, this resolution could be a first step towards filling a significant gap in international law. The Council should ensure that the financial burden of climate action is not carried by those groups who can least afford it, and this will include some members of Gypsy, Traveller, and Roma communities. It will also be important to balance changes to more sustainable ways of working (transport etc), with the preservation of a distinct culture and way of life.

Affordability

74. Article 25 of the Universal Declaration of Human Rights states 'Everyone has the right to a standard of living adequate for the health and well-being of themselves and of their family, including food, clothing, housing and medical care and necessary social services, and the right to security in the event of unemployment, sickness, disability, widowhood, old age or other lack of livelihood in circumstances beyond his control'.

75. Implementing this action plan will allow Council to ensure that this core commitment within the Council Plan is met for Gypsy, Traveller, and Roma communities, so that everyone who lives in York benefits from the success of the city. This also ensures targets support to those who need it most and supports Gypsy, Traveller, and Roma communities to build on their own strengths and draw on those of the people around them.

Equalities and Human Rights

76. 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).
77. The Race Relations Act (1976, amended 2000) and the Equalities Act (2010) legally recognise Gypsies and Travellers as ethnic groups and thus protected from discrimination. The attached action plan seeks to address the significant inequalities Gypsy and Traveller communities in York face. However, this is not a standalone strategy.
78. The intention is that Gypsy and Traveller communities will be considered in every policy, strategy and service change and Equalities Impact Assessments (to become Human Rights and Equalities Analysis) will take place where appropriate.

Data Protection and Privacy

79. The data protection impact assessment 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 Data Protection Impact Assessment (DPIA) at this stage. However, this will be reviewed following the approved

recommendations and options from this report and a DPIA completed if required.

Communications

80. Delivery of the Gypsy and Traveller action plan, and different aspects within it requires sensitive communications handling. As a key community in the city, it is critical Gypsy and Travellers are engaged in the steps being taken and feel supported throughout. The communications service will draw on relevant expertise across the council to ensure any communications are positively received, including correcting inaccurate information if required.

Economy

81. There are no direct economic impacts contained in this report. However, Article 23 of the Universal Declaration of Human Rights states 'Everyone has the right to work, to free choice of employment, to just and favourable conditions of work and to protection against unemployment.' By working both internally and externally to reduce inequalities for these communities, City of York Council may increase opportunities for those who wish to access employment or volunteering.

Risks and Mitigations

82. Should the actions in this report and action plan not be delivered, the Council would risk not fulfilling its responsibilities under the Equality Act 2010.
83. A failure to move forward with clear actions to improve outcomes for Gypsy and Traveller communities would significantly impact the Council's ability to deliver on its key commitment to Human Rights and Equalities and allow barriers currently impacting these communities to continue unchallenged.

Wards Impacted

84. All.

Contact details

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

Author

Name:	Laura Williams
Job Title:	Assistant Director Customer, Communities, and Inclusion
Service Area:	Housing and Communities
Report approved:	Yes
Date:	20/05/2025

Co-author

Name:	Michael Jones
Job Title:	Assistant Director, Housing
Service Area:	Housing and Communities

Lead Officers (Action Plan)

Communities – Bianca Vartic, Cultural and Integration Partnerships Manager

Community Safety – Tanya Lyon, Community Safety Manager

Education – Dan Bodey, School Inclusion Adviser & Deputy Headteacher of the Virtual School

Housing – Jen Halliwell, Gypsy and Traveller Accommodation Officer

Public Health – Jen Irving/Hannah Hall, Public Health Specialists

Background papers

‘Gypsy and Traveller Action Plan’, Executive, 9 May 2024, [Agenda for Executive on Thursday, 9 May 2024, 5.30 pm](#) (item 128)

‘The York Gypsy, Roma, and Traveller Strategy 2013- 2018’

<https://www.york.gov.uk/downloads/file/2601/gypsy-roma-and-traveller-strategy-2013-18>

‘Delivering Additional Gypsy and Traveller Accommodation and improving Facilities,’ Executive, 14 March 2024, Executive, 14 March 2024 (item 8).

Annexes

Annex A – Gypsy and Traveller Action Plan 2025/26

Abbreviations

CAHR - Centre for Applied Human Rights
CRAM - Capital Resource Allocation Model
CYC – City of York Council
DPIA - Data Protection Impact Assessment
EHE - Elective Home Education
EqIA – Equalities Impact Assessment
G&T – Gypsy and Traveller (Communities)
HR – Human Resources
HREA – Human Rights and Equalities Analysis
IERUK - Inclusive Equal Rights UK
YSAB – York Schools and Academies Board
YTT – York Travellers Trust



York Travellers Trust

Gypsy and Traveller Working Group
ACTION PLAN May 2025 - May 2026
Updated: May 2025

Housing

Action	Information	Update	Timescale	Owner
Retrofit and site improvements	<ul style="list-style-type: none">Respond to the stock condition survey through planned investment in each pitch on the three council owned sites	<ul style="list-style-type: none">Survey Complete.£750k available in this year's capital programme. Grant application submitted to support match funding to enable	Complete March 2026	Housing Delivery Programme Manager.

		deeper retrofit works.		
Improve Outgang Lane	<ul style="list-style-type: none"> Improve Outgang Lane for pedestrians and cyclists. 	<ul style="list-style-type: none"> Topographical survey complete. Design options being developed. Capital programme approved for this year. 	Complete March 2026	Housing Delivery Programme Manager.
Improve repairs service	<ul style="list-style-type: none"> Deliver a reactive repairs service to all pitches across three council owned sites with KPI performance to match that of council house tenants. 		Summer 2025	Head of Building Services.
Additional pitches	<ul style="list-style-type: none"> Support the Local Plan team in reviewing opportunities for the provision of additional Gypsy and Traveller pitches to meet the 	<ul style="list-style-type: none"> Engagement strategy being developed. Assessment of good practice from elsewhere in the country being considered. 	Options to be available and considered for the location of additional pitches by March 2026. Thereafter, a delivery plan to be developed.	Housing Delivery Programme Manager.

	identified need and developing a Supplementary Planning Document to support good quality new provision.			
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Communities & Equalities

Action	Information	Update	Timescale	Owner
Anti Racism	<ul style="list-style-type: none"> Ensuring that the Anti-Racism Work being undertaken in the Council and in partnership across the city has a specific focus on racism toward Gypsy and Traveller Communities. 	As part of the design process for anti-racism training across the council, York Travellers Trust will be consulted.	Ongoing work.	Assistant Director Customer, Communities and Inclusion
Human Rights	<ul style="list-style-type: none"> Making sure that the specific culture 	As part of training for Human Rights &	Ongoing to Feb 26.	Assistant Director Customer,

	<p>and way of life of these groups is considered when making changes to policies or services that may impact on their human rights.</p> <ul style="list-style-type: none"> • Recognising this when developing the new Human Rights and Equalities Analysis Tool. 	Equities Champions on the Tool mentioned, information on the way of life for these groups and potential barriers faced, will be included.		Communities and Inclusion
Mapping	<ul style="list-style-type: none"> • Working with York Travellers Trust begin a mapping exercise to better understand where our Gypsy, Roma and Traveller communities are in York. 	Collate details of GRT households to share with our Public Health, Education and Housing teams as relevant.	Ongoing work.	Cultural and Integration Partnership Manager

Health

Action	Information	Update	Timescale	Owner
Strengthen our partnership approach to health protection	<ul style="list-style-type: none"> • Work to increase knowledge and awareness of national seasonal vaccination campaigns and childhood immunisation schedule, and support community members to access vaccination • Increase uptake of key cancer screening programmes – cervical, bowel and breast. • Engage with York Travellers Trust as part of outbreak planning and during local outbreaks and 	<ul style="list-style-type: none"> • Increasing knowledge and uptake of childhood vaccination schedule will form a part of the outreach model of child health as described below in action 2. • ICB initiative in place aimed at improving the coding of Inclusion Health groups in medical records including Gypsy, Roma and Traveller populations resulting in 32% increase in the number of coded patients. GP practices will 	Ongoing to Feb 26	Nurse Consultant in Public Health

	incidents, to build community trust	<p>receive £5.45 for each GRT individual meeting linked to any of 10 QOF indicators including for cervical screening.</p> <ul style="list-style-type: none">• In addition, Priory Medical Group have taken on a new nurse role to work with these groups.		
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Build culturally sensitive approaches to improving the health of people in the Gypsy and Traveller community	<ul style="list-style-type: none"> • Implement an outreach model of child health, delivered by an Advanced Nurse Practitioner, from Family Hubs specifically working with the community. • Build on the HNA to gather further data and evidence on improving health and wellbeing, in order to recommend effective interventions from reducing health inequalities 	<ul style="list-style-type: none"> • Due to inability to recruit an Advance Nurse Practitioner into Nimbus, the model has been reworked and is now a blended approach that consists of: • York Travellers Trust (YTT) leading on community research to understand the health needs and barriers in accessing health care for children, young people and families. • Healthy Child Service Specialist Inclusion Health, Health Visitor and a dedicated Nurse will work alongside YTT to develop relationships and 	Ongoing to Feb 26	Director of Public Health
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		<p>trust to develop outreach health provision for the community.</p> <ul style="list-style-type: none">• This model aims to provide insights for service delivery and respond to health needs with support/ advice as they are identified throughout the project.• September 2025 is the anticipated start date and work will continue for a duration of 18 months. It is anticipated that learning from this project and evaluation will support ongoing outreach provision		
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		by the Healthy Child Service.		
Influence Health partners around access to care	<ul style="list-style-type: none"> Work with York Travellers Trust to ensure health settings in York have resources and information that can be easily accessed by the Gypsy and Traveller communities. These may include 	<ul style="list-style-type: none"> Training delivered to GPs as part of Protected Learning Time in Summer 2024. ICB have been running Health Inequalities training with all local GP practices and the York and Scarborough 	Ongoing to Feb 26	Director of Public Health

	<p>resources written in simple English, photographs representative of the communities, or delivered in different formats, such as audio and information 24 sessions. Topics would include various health topics, including accessing the most relevant health services for a specific health condition, information around diseases and conditions commonly experienced by the communities, and immunisation and vaccination.</p> <ul style="list-style-type: none"> • Build a greater awareness 	<p>Teaching Hospitals NHS Foundation Trust.</p> <ul style="list-style-type: none"> • Health Trainer team have attended Osbaldwick, James Street and Clifton sites offering stop smoking support and general health and wellbeing support. They have also supported two site staff through their NCSCT stop smoking qualification to provide support in between visits from the Health Trainer team. 		
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	amongst health care professionals of the challenges an increased reliance on technology can pose to the communities for appointment-making, test results, and other communication. Advise that more traditional forms of communication should still be offered.			
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Community Safety

Action	Information	Update	Timescale	Owner
Roadside Stopping/unauthorised encampments.	<ul style="list-style-type: none"> Work with York Travellers Trust to review our approach to Roadside Stopping/Unauthorised encampments. 	<ul style="list-style-type: none"> A 'call for land' to landowners and developers has been launched as part of the Local Planning process 	Ongoing	Community Safety

		<p>with the aim of finding one or two suitable sites for Negotiated Stopping.</p> <ul style="list-style-type: none"> In addition, discussions are ongoing with Sanctuary Stopping to explore if any church land might also be available for this purpose. 		
Multi-Agency work on static sites	<ul style="list-style-type: none"> In partnership with York Travellers Trust produce an accessible version of the Travellers Site licence agreement. Work to improve relationships and increase trust between Gypsy and Traveller communities and enforcement agencies such as the council's Neighbourhood Enforcement Team and North Yorkshire Police. 	<ul style="list-style-type: none"> This work is now being led by the Travellers Team, Housing Services. It is hoped that co-production work on the above accessible version of the licence agreement by Gypsy and Traveller communities and partners can be 	Ongoing	Multi-Agency

	<ul style="list-style-type: none"> Have a regular and supportive presence on the static sites, taking an educational approach to ensure people are aware of their responsibilities for issues such as waste management, fly-tipping, Scrap Metal Dealing and dogs, while at the same ensuring people are aware of the penalties for non-compliance. 	<p>used as catalyst to re-set and build relationships, by increasing understanding around the need for enforcement functions and increasing familiarity with those who deliver them.</p> <ul style="list-style-type: none"> This action is also linked to the above. 		
Hate Crime	<ul style="list-style-type: none"> York Travellers Trust is a member of the multi-agency York Hate Crime Partnership and a Third-Party Reporting Centre. The group will work with YTT to identify and address any specific needs in relation to the Gypsy Traveller community. To ensure coordination of work to address issues such as misogyny across the Domestic Abuse and Violence Against Women and Girls work-streams. 	<ul style="list-style-type: none"> The York Hate Crime Partnership is currently reviewing the operating model for Third Party Reporting. YTT are members of this group. The CEO of York Travellers Trust will be presenting at the York and North 	December 2025.	York Hate Crime partnership/York and North Yorkshire Inclusive Communities Joint Commissioning Group.

		Yorkshire Hate Crime Conference on 15 th October 2025 on the subject of 'OK to hate? Gypsy and Travellers perspective on hate crimes'		
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Education

Action	Information	Update	Timescale	Owner
Response to York St John report on education experiences of G& T students in York and the national report of the Traveller Movement 'Fought not Taught'	<ul style="list-style-type: none"> A working party of Headteachers and CEOs to be formed and to meet regularly to consider strategic response to this. Reports of progress to made to York Schools and Academies Board. 	<ul style="list-style-type: none"> Two meetings have occurred with extended membership to secondary settings Updates have been shared with YSAB Strategic response to the plan has been agreed 	July 2025	Dan Bodey, School Inclusion Advisor Jonny Uttley, CEO of TEAL Trust York Schools and Academies Board.

	<ul style="list-style-type: none"> • Work is being undertaken to scope the feasibility of a Virtual Head role to champion the educational outcomes of Gypsy and Traveller children and young people. 			
Conference to be planned for all schools in Spring 2026	<ul style="list-style-type: none"> • Conference to include building the Cultural Awareness of school leaders, how to improve the visibility and celebration of the G&T community in settings, and how this community's education outcomes will be more explicitly tracked in our city 	<ul style="list-style-type: none"> • Content of conference agreed including student voice from Vale of York Academy • Links to get speakers from YTT and Traveller Movement to be made and voices to be identified to speak from parents and young people from the community 	May 2026	<p>Dan Bodey, School Inclusion Advisor</p> <p>Jonny Uttley, CEO of TEAL Trust</p> <p>York Schools and Academies Board.</p> <p>York Travellers Trust</p>

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Meeting:	Combined Executive Member Decision Session
Meeting date:	03/06/25
Report of:	Debbie Mitchell – Director of Finance
Portfolio of:	Councillor Katie Lomas Executive Member for Finance, Performance, Major Projects, Human Rights, Equality and Inclusion

Decision Report: Household Support Fund 7

Subject of Report

1. The Government has made £742 million available to County Councils and Unitary Authorities in England to support vulnerable households with the cost of essentials through the Household Support Fund 7. This funding covers the full financial year 2025/26 (The Fund Period).
2. City of York Council has received £1,829,279.34 of the £742m fund to support its qualifying residents with meeting immediate needs and help for those who are struggling to afford household essentials including energy and water bills, food, and wider essentials. The funding must be spent by 31st March 2026.

Benefits and Challenges

3. The level of funding provided is approximately 10% less than that provided in the 2024/25 financial year (£2,075,812). The council have discretion on exactly how this funding is used within the scope of the government guidance set out at Annex A.
4. The primary objective of the Household Support Fund 7 (HSF7) is to provide crisis support to vulnerable households in the most need with the cost of essentials. The secondary objective is to provide preventative support to prevent vulnerable households from falling into – or falling further into – crisis.
5. The money should be used to support qualifying residents with Energy & Water bills, Food, and where appropriate wider

essentials. The council must establish a discretionary application scheme (*“As part of their offer, every Authority must operate at least part of their scheme on an application basis – in other words, people should have the opportunity to come forward to ask for support”*) as part of our overall scheme as we have done with every HSF scheme to date.

6. The funding allocated falls within the definition of public funds, and those with No Recourse to Public Funds (NRPF) are not eligible to receive support.

Policy Basis for Decision

7. The new Council Plan, which was adopted in September 2023, contains four core commitments to enable it to deliver the vision for the next four years. This includes ‘affordability’.
8. The commitment states - ‘We will find new ways so everyone who lives here benefits from the success of the city, targeting our support at those who need it most, supporting communities to build on their own strengths and those of the people around them.’
9. The approval of this scheme will contribute to supporting the commitment to affordability by helping residents with their ongoing cost of living financial pressures helping them to live better lives, participate in the success of the city and improving their wellbeing.

Financial Strategy Implications

10. This is a government funded scheme and does not affect the council’s revenue budget or financial strategy. Effective use of this money will help support residents’ financial resilience and potentially alleviate cost on the council’s stretched welfare support services.

Recommendation and Reasons

11. The Executive Member for Finance, Performance, Major Projects, and Equalities is asked to ratify the HSF7 scheme that was approved by officer decision on 25th March 2025 and as set out at paragraph 12 – 17 and in detail at Annex B. The reason for this is to help alleviate the ongoing cost of living pressures for financially vulnerable residents.

Background

12. This is the 5th HSF scheme following on from the local covid support schemes aimed at assisting residents with cost-of-living pressures. The scheme is funded through Government grant and has no revenue costs to the council. The scheme requires council approval, and the details of the scheme are set out in the paragraphs below and in details at Annex B of this report.

HSF7 Scheme

13. This is the 7th HSF scheme aimed at assisting residents with cost-of-living pressures. The scheme is funded through Government grant and has no revenue costs to the council. The scheme requires council approval, and the details of the scheme are set out in the paragraphs below and in details at Annex B of this report.
14. The intention of the scheme is to make the best use of the funds available to help assist qualifying residents; Meet the two objectives of the HSF7, to provide crisis support to vulnerable households in the most need with the cost of essentials and to provide preventative support to prevent vulnerable households from falling into – or falling further into – crisis.
15. As set out in the government guidance we must provide a discretionary element, and this is something that has been provided in all council schemes to date.
16. The key support provided through the scheme includes:
 - a) Direct Payments (£1,407,500):
 - I. Residents of working age who are receiving Council Tax Support and those receiving SMI disregard, Carers Council Tax discount and Disability-related Banding Reduction will receive support via two payments. These payments are intended to help families with household bills.
 - II. The first payment is based on those qualifying households on the 1st April 2025 and will be one £150 credit to their Council Tax account providing they meet one or more of the qualifying criteria.

- III. Eligible households will be identified by City of York Councils Revenues & Benefits Team and based on the residents Council Tax Support or discount claim. Eligible credits will be applied direct to the customers Council Tax account. Customers will not need to apply for the credit.
 - IV. The second payment will be a single cash payment of £100 to qualifying residents meeting one or more of the same criteria (Para III) on 1st September 2025 plus those households with a full SMI discount.
 - V. Qualifying residents will be invited to apply and will need to provide up to date bank details in order to receive their payment. The account details are required for both the payment and the security checking process. The award will be paid directly into the resident's bank account.
 - VI. Recipients will receive one payment per household in to help with living costs.
- b) £100k – Discretionary application scheme, including pensioners.
 - c) £63k – Food & Fuel Vouchers, including people affected by domestic abuse and care leavers.
 - d) £60k – Community food support and provision of warm places.
 - e) £40K – Additional capacity in revenues and benefits to support Low Income Family Tracker (LIFT) work and pilot work on Council Tax debt and the take up of HSF support
 - f) £45K – Additional community benefits adviser capacity, Talk Money campaign, leaflets, letters to target support from LIFT data, providing a community data led approach to support benefit take up.
 - g) £50k – Data led direct support grants for people in CT arrears & getting HSF7 advice and grants for people; for example where Discretionary Housing Payments or Council Tax Support are not available.
 - h) £54k - Provide extra specialist debt support at Citizens Advice York, particularly to assist people in fuel, water and CT debt.

- i) £20k – York Energy Advice for energy measures support to residents.
- 17. In terms of supporting pensioners priority will be given to pensioners applying to the discretionary scheme. Pensioners still receive up to 100% council tax support (CTS). We will use data and additional benefits advice capacity to identify and invite residents to take-up Pension Credit and HSF and provide support to claim via additional community capacity to provide benefits advice.
- 18. Providing direct support to Council Tax accounts will mitigate the 5% rise in Council Tax and avoid liability court for those on low income. This support will help CTS customers in paying utility and other bills by minimising their council tax bills.
- 19. Previous HSF schemes helped to provide support to Care Leavers and people affected by domestic abuse. Funding of £8k and £5k respectively remains through the Charis food voucher support scheme for these residents.
- 20. Any wider essentials set out in the guidance will be considered through the council's discretionary scheme.

Consultation Analysis

- 21. The development and guidance in relation to the scheme has been undertaken by central government. In terms of the local scheme internal consultation has been undertaken with Communities, Revenues, and the Welfare Benefits Manager.
- 22. Externally consultation has been undertaken with the council's Advice York community partners. The Equality Impact Assessment (EIA) for the scheme is attached at Annex C.

Options Analysis and Evidential Basis

- 23. The development of HSF schemes to provide effective financial support to low-income residents has been matured over nearly five years. Across this time the council has worked and continues to work in partnership with local community advice agencies in developing and delivering its HSF schemes.

24. The scheme (Annex B) reflects the learned experience from prior schemes. The Government grant is not sufficient to meet and resolve all the poverty issues in the city and HSF7 focuses on trying to help those residents most in need.

Organisational Impact and Implications

25. The implications of the scheme have been considered during consultation along with demand on resource and longevity of support.
26. As with all HSF schemes the guidance was provided just weeks before the scheme was due to go live. The comments from implication officers are set out below.
- **Financial**, the funding for HSF7 is direct Government grant there are no council revenue budget costs associated with delivering the scheme.
 - **Human Resources (HR)**, There are no HR issues with regard to establishing and delivering the scheme.
 - **Legal** *The decisions in this report do not carry legal implications for the council, as the Council is effectively 'passporting' the funds from central government to affected individuals. As such, providing the approved scheme is implemented in accordance with Annex A, the Authority is acting within its discretion.*
 - **Procurement**, there are no procurement activities involved with delivering the HSF7 scheme.
 - **Health and Wellbeing**, the scheme is there to provide support with food and utility bills which will directly contribute to better health & Wellbeing.
Poverty and financial insecurity has a direct and/or indirect impact on both physical and mental wellbeing and a negative impact on health inequalities. Supporting those residents at greatest risk through the HSF7 scheme contributes to closing the health inequality gap across the city.
 - **Environment and Climate action**, This report relates to the delivery of welfare support and will have no impact on the environment or climate.
 - **Affordability**, This report decision directly supports the 'affordability' priority.

- ***Equalities and Human Rights***, the paper has an EIA attached setting out any impacts on Equalities and any consultation that has been undertaken in designing the scheme. The guidance for what the money can be spent on is set by Central Government and the scheme operates within this guidance.

Data Protection and Privacy, Data protection impact assessments (DPIAs) are an essential part of our accountability obligations and is a legal requirement for any type of processing under UK data protection and privacy legislation. Failure to carry out a DPIA when required may leave the council open to enforcement action, including monetary penalties or fines. DPIAs helps us to assess and demonstrate how we comply with all our data protection obligations. It does not have to eradicate all risks but should help to minimise and determine whether the level of risk is acceptable in the circumstances, considering the benefits of what the council wants to achieve.

The DPIA screening questions were completed for this report and as there is no personal, special categories or criminal offence data being processed for the options set out in this report, there is no requirement to complete a DPIA at this time. However, this will be reviewed where required, on the approved options from this report.

- ***Communications***, there is likely to be a requirement on the Communications Service to deal with media enquiries both proactively and reactively in relation to this report.
- ***Economy***, there are no direct economy implications associated with the recommendations in this paper.

Risks and Mitigations

27. There are no specific risks related to the HSF7 scheme other than the demand for support (as with previous schemes) may be higher than the funding provided. To mitigate this risk the direct support for working age CTS customers has been calculated based upon the claimant base and the food and fuel voucher scheme amended to manage supply and demand.

Wards Impacted

28. All Wards are affected by this decision but in a positive way through providing cost of living support.

Contact details

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

Author

Name:	David Walker
Job Title:	Head of Customer & Exchequer Services
Service Area:	Customer & Communities
Telephone:	01904 552261
Report approved:	Yes/No
Date:	DD/MM/YYYY

Co-author

Name:	Susan Wood
Job Title:	Welfare Benefits and Strategic Partnership Manager
Service Area:	Customer & Communities
Telephone:	01904 555610
Report approved:	Yes/No
Date:	DD/MM/YYYY

Background papers

Officer Decision HSF 7

[Decision - To approve the Household Support Fund Scheme 7 \(HSF7\)](#)

Annexes

Annex A – Government Guidance Document

Annex B – HSF7 Scheme

Annex C – EIA

Abbreviations

HSF5 – Household Support Fund 5
HSF4 – Household Support Fund 4
CTS – Council Tax Support
EIA – Equalities Impact Assessment
DWP – Department for Work and Pensions
UC – Universal Credit
HPG – Homelessness Prevention Grant
HB – Housing Benefit
DHP – Discretionary Housing Payment
IT – Information and Technology
MI – Management Information
TPO – Third Party Organisation
IR – Income Related
ESA – Employment Support Allowance
MoU- Memorandum of Understanding
LWP – Local Welfare Provision
HPG – Homelessness Prevention Grant
PRMS – Performance Relationship Managers
LA-PED – Local Authority Partnership Engagement and Delivery
PDF – Portable Document Format
CFO – Chief Financial Officer
NINO – National Insurance Number
AP – Assessment Period
CC – County Council
CC – City Council
LIFT – Local Income Family Tracker

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Annex A

Household Support Fund: Guidance for County Councils and Unitary Authorities in England (1 April 2025 to 31 March 2026)

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Introduction

1. £742 million has been made available to County Councils and Unitary Authorities in England to support vulnerable households with the cost of essentials through the Household Support Fund (“The Fund”). This funding covers the period of 1 April 2025 to 31 March 2026 inclusive (“The Fund Period”).
2. This guidance sets out the required collaboration between the Department for Work and Pensions (DWP), County Councils and Unitary Authorities, including their delivery partners (such as District Councils as well as any charitable or third-party organisations (TPOs)) to successfully meet the policy intent within the agreed framework. It also provides the framework that County Councils and Unitary Authorities need to work within and the arrangements for distribution of funding and reporting.
3. DWP is providing funding to County Councils and Unitary Authorities (including Metropolitan Councils and London Boroughs – hereafter referred to as “Authorities”), under Section 31 of the Local Government Act 2003, to administer The Fund and support vulnerable households.
4. Authorities have discretion on exactly how this funding is used within the scope set out in this guidance and the accompanying Grant Determination Letter (“the Grant Determination”).
5. Although this is informally considered an extension to the previous six Household Support Fund schemes, it is a new grant subject to its own grant conditions as is set out in the Grant Determination. Any underspends from the previous scheme cannot be carried forward.
6. This guidance sets out the objectives and framework within which The Fund should be used and requirements for reporting to ensure The Fund successfully meets its policy intent.
7. This guidance applies to Authorities in England only and should be read in conjunction with the Household Support Fund Grant Determination issued alongside it.

Objectives and key principles

8. The primary objective of The Fund is to provide crisis support to vulnerable households in the most need with the cost of essentials. The secondary objective is to provide preventative support to prevent vulnerable households from falling into – or falling further into – crisis. Authorities are expected to offer support throughout the duration of The Fund Period and must develop delivery plans to reflect this.

9. When administering The Fund, Authorities should adopt the following principles:

- Use the funding for the period of 1 April 2025 to 31 March 2026 to help vulnerable households in the most need with the cost of essentials and wider essentials.
- Consider offering some level of preventative support, which has a longer-term sustainable impact alongside the provision of crisis support.
- Also use funding to support households with housing costs where existing housing support does not meet this need.

Note: this includes payments made, or committed to, by the Authority or any person acting on behalf of the Authority, from 1 April 2025 to 31 March 2026.

- Use discretion on how to identify and support vulnerable households, taking into account a wide range of information.
- Work together with District Councils and third parties including, where necessary and appropriate, local charities, community groups and other local services.

Examples of how Authorities may wish to collaborate may include:

- Sharing intelligence and data from wider children's social care systems to help identify and support individuals, families and households within the scope of The Fund.
- Receiving referrals for support and applications made on behalf of an individual from professionals working with vulnerable individuals such as social workers, keyworkers delivering early help and family support, housing officers, health visitors and housing support officers.

10. Authorities should continue to use The Fund to offer essential crisis support according to local need. Alongside this, we encourage Authorities to deliver some level of preventative support, such as signposting and advice services, and this expectation is defined in more detail under the following section titled Types of support and eligible spend.
11. Funds should be spent or committed before 31 March 2026 and cannot be carried over for future usage. All Authorities are encouraged to ensure, wherever possible, that any vouchers issued are redeemed before the end of The Fund, or shortly thereafter, or consider recycling unused vouchers. It is acceptable for vouchers that have been purchased and delivered to households before the end of The Fund to be spent shortly thereafter (see paragraphs 96-97 on committed spend).

Note: this includes payments made, or committed to, by the Authority or any person acting on behalf of the Authority, from 1 April 2025 to 31 March 2026.

Types of support and eligible spend

12. There are two categories of eligible spend for this iteration of The Fund, under both of which Authorities can offer a wide range of support. These categories are crisis support and preventative support.
13. To report spend, Authorities are required to comply with DWP's reporting and management information (MI) requirements. For full details of MI and reporting requirements, see the Household Support Fund (April 2025 to March 2026) MI Reporting Requirements, found on www.gov.uk.
14. As set out under the section titled Delivery plan (paragraphs 66-69), Authorities must outline their intentions for The Fund including how they plan to allocate funding to provide for both crisis support and preventative support.

Crisis support

15. Authorities are expected to offer support to vulnerable households in the most need with the cost of essentials through The Fund. Under crisis support, The Fund covers that which will meet an immediate need and should in the first instance be used to support vulnerable households in the most need with the cost of essentials.

Authorities should prioritise support which offers immediate impact to those households. If Authorities consider it appropriate in their area, The Fund can be used to support vulnerable households in the most need with the cost of wider essentials. Support can be delivered through cash, vouchers or in kind.

16. There is no prescriptive list which provides a comprehensive definition of eligible spend under crisis support, but it may include spend on:

- **Essentials.** For example, energy, water and food support. This may include support with energy bills for any form of fuel that is used for the purpose of domestic heating, cooking, or lighting, including oil or portable gas cylinders. It can be used to support water bills including for drinking, washing, cooking, as well as for sanitary purposes and sewerage. It can be used for food support through vouchers, cash or goods-in-kind.
- **Wider essentials.** The Fund can be used to support wider essential needs should Authorities consider this appropriate in their area. These may include, but are not limited to, support with bills including broadband or phone bills, clothing including uniform or warm winter clothing, period and hygiene products, essential transport-related costs such as repairing a car, buying a bicycle, or paying for fuel. It can also include one-off payments to prevent a crisis. We also encourage Authorities to consider how this support could deliver longer-term prevention of crisis. This may include, for example, insulation or energy efficient household items which reduce bills, the purchase of equipment such as fridges, freezers, ovens, slow cookers or costs associated with obtaining these essentials, for example, delivery, installation. We encourage Authorities to consider supporting households on low incomes to repair or replace white goods and appliances with

more energy efficient ones, or to invest in simple energy efficiency measures which will pay back quickly, such as insulating a hot water tank, fitting draft excluders to a front door, or replacing inefficient lightbulbs or white goods. The intention of this is to provide sustainable support which results in immediate and potentially long-lasting savings for the household.

- **Housing costs.** The Fund can be used to support housing costs. However, where eligible, ongoing housing support for rent must be provided through the Housing cost element of Universal Credit (UC) or Housing Benefit (HB) rather than The Fund. In addition, eligibility for Discretionary Housing Payments must first be considered before housing support is offered through The Fund. The Authority must also first consider whether the claimant is at statutory risk of homelessness and therefore owed a duty of support through the Homelessness Prevention Grant. It is expected that the focus of support should be on bills and that support for housing costs should only be given where existing housing support schemes do not meet need. Beyond this, Authorities have discretion to determine the most appropriate use of The Fund for their area, based on their understanding of local need and with due regard to equality considerations:
 - Households in receipt of HB, UC, or Discretionary Housing Payments can still receive housing cost support through The Fund if it is deemed necessary by their Authority. However, The Fund should not be used to provide housing support on an ongoing basis or to support unsustainable tenancies. Individuals in receipt of some other form of housing support could still qualify for the other elements of The Fund, such as support with the cost of essentials including energy, water and food, and support with wider essentials.
 - The Fund cannot be used to provide mortgage support, though homeowners could still qualify for the other elements of The Fund (such as energy, water and food support and wider essentials). Where a homeowner is having difficulty with their mortgage payments, they should contact their lender as

soon as possible to discuss their circumstances as lenders will have a set procedure to assist. Those who are in receipt of or treated as receiving a qualifying benefit could be entitled to [Support for Mortgage Interest](#)

- The Fund can, exceptionally and in genuine emergency, be used to provide support for historic rent arrears built up prior to an existing benefit claim for households already in receipt of UC and Housing Benefit. This is because these arrears are excluded from the criteria for Discretionary Housing Payments. However, support with rent arrears is not the primary intent of The Fund and should not be the focus of spend.

Preventative support

17. Authorities are encouraged to deliver some level of preventative support through The Fund, with the aim of preventing poverty locally and building local resilience. The Fund should be used to fund activities which prevent vulnerable households from falling into – or falling further into – crisis. This could include specific support to individual residents or wider support within the broader community, such as warm spaces, providing funding to local community groups who deliver preventative services, or to signpost individuals to organisations which provide this support.
18. There is no prescriptive list which provides a comprehensive definition of eligible spend under preventative support, but it may include spend on:
 - **Advice services.** The Fund may be used to provide supplementary advice services to award recipients, including debt, benefit and or employment advice, where Authorities consider this appropriate. We anticipate that a significant proportion of this might be through signposting to existing advice services funded through other routes, such as Help to Claim support, provided by Citizens Advice, which supports anyone making a new UC claim, up until their first full correct payment.

- **Join-up between service providers, such as co-location points.** The Fund could be used to facilitate join-up between different support systems and their providers, including shared spaces where different services could be delivered. For example, at community kitchens, there could be representatives from advice services who may offer those in need further support, such as checking benefit entitlement or offering financial advice.
- **Any support with the aim of providing longer-term and sustainable solutions.** This could include, but is not limited to:
 - assistance with and/or access to affordable food such as subsidised food pantries and community kitchens
 - provision of cooking lessons with an emphasis on cost-effective methods.

19. Individual awards can be whatever type and amount is deemed appropriate by Authorities for the receiving household, bearing in mind the overall spend eligibility priorities listed above, the intention that The Fund provides support throughout The Fund Period, and the risk of fraud and error. Awards to any given household can cover several or only one of the spend eligibility categories listed above at paragraphs 12 to 18 and can fall within either crisis or preventative types of support.

Administrative costs and scheme evaluation

20. Authority funding allocations also include reasonable administrative costs incurred administering The Fund. In all cases, Authorities should keep administrative costs to a reasonable level. In previous iterations of The Fund, average administrative spend was around 5% of total spend. We expect some variation in administrative costs between Authorities but spend should reflect the objectives of the scheme.

21. Administration costs for each Authority will be published on www.gov.uk alongside details of all spend and volumes related to The Fund.

22. Authorities should deduct their administration costs from the total allocation to determine the amount remaining. These administrative costs include:

- staff costs
- advertising and publicity to raise awareness of The Fund (this includes costs to make material more accessible, such as but not exclusive to translation costs or providing diverse formats)
- web page design
- printing application forms
- small IT changes, such as to facilitate MI production, and
- reasonable costs for evaluating the impact of the scheme at a local level, should authorities wish to do so.

23. Authorities will be able to use a limited proportion of their allocations to conduct (and either fully or partially fund) local evaluation of their scheme. This will be considered as an administration cost. We would not expect there to be any significant increase in overall administrative costs because of this activity.

24. It is at the discretion of Authorities whether they choose to conduct such evaluation activity. Authorities are encouraged to consider conducting local evaluations of their schemes to provide evidence of impact and inform the best use of funding within the local area.

25. Some Authorities may deem that conducting evaluation is not proportionate given the resource and cost required relative to the size of their allocation, or if existing local evaluation evidence is already available.

26. The primary focus of an evaluation funded in this way should aim to understand the characteristics and experiences of those who are and/or have been in receipt of support from The Fund and the impact that this has had on them. To support this, Authorities could also consider the effectiveness of the different ways in which funding is administered and used.

27. A non-exhaustive list of local evaluation activities includes data collection (for example, quantitative surveying and/or qualitative interviewing with recipients, recipient representatives and/or delivery partners of The Fund) and analysis and report writing.

28. All DWP-funded evaluation activity (where this is either fully or partially funded from the Authority's allocation) must:

- Be undertaken robustly, with regard to the Social Research Association guidance for conducting high-quality research ([What is high-quality social research.pdf \(the-sra.org.uk\)](https://www.the-sra.org.uk/What-is-high-quality-social-research.pdf)) to ensure meaningful and usable insights can be drawn from the findings, which are representative of the local area as far as possible.
- Be carried out with regard to the [Government Social Research ethical assurance guidance for Social and Behavioural research](#) to ensure appropriate ethical GDPR (General Data Protection Regulation) for anyone involved in the research process.
- Be based on voluntary participation through informed consent. Receipt of support from The Fund must in no way be dependent on individuals participating in evaluation research.

29. To enable evaluation activities, Authorities may wish to consider informing recipients of The Fund that they may be contacted in future for evaluation activities to enable collection of relevant contact details for follow-up research.

30. Subject to interest, DWP can provide further analytical advice and support on evaluations.

31. Authorities should engage with any scheme evaluation activity conducted by DWP or on DWP's behalf. If an Authority is not able to comply, the Authority must provide DWP with good reason.

32. If the Authority will be spending, in accordance with this guidance, any of The Fund on evaluation activity, this must be indicated in the delivery plan. This spend should be captured within total administrative costs in the MI returns and also reported there separately so that the dedicated amount spent on evaluation can be determined.

- 33. If allocation funds are used to carry out evaluation activities, aggregated and anonymised findings must be shared with DWP, and DWP/the Authority may also choose to share these with other Authorities to collate learnings.
- 34. Completed findings from any evaluation activity (fully or partially funded from Authorities' allocations) must be shared with DWP by the deadline of submitting the final MI return (8 May 2026).
- 35. Authorities are still able to independently conduct their own self-funded evaluation activities on The Fund. In that case, they may still wish to adhere to the above guidance to ensure good practice.

Establishing eligibility

- 36. The Fund is intended to support a wide range of low-income households and is not limited to those in receipt of benefits. Authorities have the flexibility within The Fund to identify recipients of support and apply their own discretion when identifying eligibility.
- 37. Authorities are encouraged to ask neighbouring Authorities to work together to help prevent double provision and/or no provision – especially where allocation of provision is by school in one area and by residential address in another.
- 38. In accordance with their general legal duties, Authorities must have a clear rationale or documented policy/framework outlining their approach, including how they are defining eligibility and how households access The Fund. We expect Authorities to review any existing approach and to have a strong rationale for their targeting to ensure the objectives of The Fund are being met.
- 39. As part of this, Authorities should make clear in an accessible format who is eligible for support and how those seeking support can access The Fund. This should align with The Fund's communication requirements outlined in paragraphs 58-60.
- 40. Rather than focus on one specific vulnerable group, Authorities should use the wide range of data and sources of information at their disposal, including through engagement with relevant TPOs, to identify and provide support to a broad cross section of vulnerable households to prevent escalation of problems. It is important to

stress that The Fund is intended to cover a wide range of low-income households in need, including families with children of all ages, pensioners, unpaid carers, care leavers and disabled people, larger families, single-person households, and those struggling with one-off financial shocks or unforeseen events.

41. Disabled people in particular may be facing acute challenges to meet additional needs in order to manage their conditions, remain independent and avoid becoming socially isolated. For example, some disabled people may have increased utility bills due to the usage of equipment, aids or adaptations associated with their disability. They may also have additional heating, water or transport costs. Authorities are, therefore, strongly encouraged to explore ways in which this group may be supported and must record the total value of awards granted to disabled people in their MI returns for this grant.
42. Authorities should also consider providing support to care leavers in their area. Care leavers can face particular barriers as they leave the care system and begin to live independently. For example, care leavers may not have access to the same familial networks as others in their cohort and subsequently will not have the same financial, emotional or social support systems that enable them to live independently, respond to crisis or avoid becoming socially isolated.
43. Authorities should also consider providing support to people with caring responsibilities in their area. People with caring responsibilities may be facing acute challenges incurred through their fulfilling these responsibilities for vulnerable citizens. For example, they may have additional heating, water or transport costs. Authorities are, therefore, encouraged to explore ways in which this group may be supported.
44. DWP is providing the following data and information to Authorities to support them to identify those in need in their area:
 - Information relating to UC claims with limited capability for work or earnings below the Free School Meals (FSMs) and free prescription thresholds
 - Data on people receiving the Guarantee Credit and/or Savings Credit elements of Pension Credit

- Data on people on income-related Employment and Support Allowance (ESA (IR)), and
- Data on people who are in receipt of HB only.

45. However, support is not restricted only to vulnerable households in receipt of benefits. Therefore, Authorities should also use other sources of information to identify vulnerable households, including by taking advice or application referrals from professionals who come into contact with vulnerable households such as social workers, keyworkers delivering early help and family support, health visitors and housing support officers.

46. Where Authorities proactively identify households who may benefit from support, they should consider how they can ensure that they are focusing in the first instance on vulnerable households in the most need, and how to offer support that may prevent the escalation of problems. There is no requirement for Authorities to undertake a means test or conduct a benefit check unless this specifically forms part of the Authority's local eligibility criteria. However, in relation to housing costs, Authorities must establish whether other forms of support are available to the household, such as Discretionary Housing Payments.

47. Authorities should not make eligibility conditional on being employed or self-employed, or directly linked to a loss of earnings from employment or self-employment. This will ensure that there is no National Insurance contribution liability payable on any payments by either the citizen, the Authority or the employer.

Individuals with No Recourse to Public Funds

48. Where the Authority relies on exercising their discretion under Section 1 of the Localism Act 2011 in order to spend funding, such as the funding allocated through The Fund, such payments would fall within the definition of public funds, and those with No Recourse to Public Funds (NRPF) would not be eligible to receive support. A discretionary payment made by an Authority under Section 1 of the Localism Act is defined for immigration purposes as a public fund, as set out in Paragraph 6 of the Immigration Rules.

49. However, Authorities might be able to rely on alternative powers under which to provide support, for example Section 17 of the Children Act 1989 if they consider there to be a child welfare concern, or the Care Act 2014 where there is a genuine care need that does not arise solely from destitution. In such cases, payments made from The Fund may therefore not be deemed to be public funds.
50. The Authority must consider on a case-by-case basis the legal powers and duties they have in order to determine whether an individual with NRPF should be assisted through The Fund. The power to make payments through The Fund is derived from Section 1 of the Localism Act 2011, unless the Authority can identify a more specific relevant power. If an alternative power is not identified, the payments must be treated as public funds and cannot be provided to those with NRPF, unless support is required to prevent a breach of human rights.
51. It is for Authorities to determine what support they can lawfully provide to a person with NRPF based upon an individual assessment of their status, circumstances, and support needs. When carrying out this assessment, Authorities will wish to consider their discretionary powers and statutory duties.

Routes of support

52. Authorities can deliver the scheme through a variety of routes, including but not limited to:
- proactive support by identifying households in need
 - application-based support where individuals approach the Authority for support
 - issuing grants to TPOs to provide support on behalf of the Authority.
53. As part of their offer, every Authority must operate at least part of their scheme on an 'application' basis – in other words, people should have the opportunity to come forward to ask for support. There is flexibility on exactly how this can be run, including through TPOs rather than directly by the Authority. **Note:** Authorities themselves do not need to run an application service, as long as residents are able to self-refer for support through the scheme elsewhere and this is made clear to residents. We expect this application-based support to be available throughout the

duration of The Fund, either continuously over the majority of The Fund Period, or at regular intervals throughout the scheme. If delivering application-based support through TPOs, the Authority remains accountable for the eligibility criteria of these partners and must work with them to establish these (please see the section **Working with other organisations** for further information). Authorities can make the entirety of their scheme application-based if they so wish. Authorities must make sure that this support is clearly advertised and is inclusive and accessible. Authorities should carefully avoid creating burdensome administrative barriers to access support for residents in need.

54. When deciding how to help people, Authorities should consider how they plan to provide support to vulnerable households, such as by paying into bank accounts, use of cash and vouchers, or provision of goods. When determining the most appropriate mechanism of providing support for households, Authorities should consider:

- any potential risks to vulnerable individuals, for example the risk of holding cash; and
- any fraud risks associated with these payment methods (see section Managing the risk of fraud at paragraphs 102-113 for further information).

Public Sector Equality Duty

55. In accordance with the Public Sector Equality Duty, DWP has had due regard to the potential equalities impacts of this grant.

56. Under the Equality Act 2010, all public authorities must comply with the Public Sector Equality Duty. For the purposes of this grant, you should consider how any support that helps people facing severe financial hardship impacts those with characteristics protected under the Equality Act.

57. When developing your local delivery frameworks, you should ensure people are not disadvantaged or treated unfairly by The Fund. For example, any application process should be easy to access and to navigate.

Communication

58. It is mandatory for Authorities to reference that the grant is funded by the UK Government in any publicity material, including online channels and media releases. This includes use of the logo in accordance with the [Funded by UK Government Branding Manual](#) provided to all Authorities. This requirement extends to other public bodies (for example, District Councils) delivering the scheme on behalf of the Authority, and the Authority is responsible for ensuring that this is met.

59. It is mandatory for Authorities to make public their plans for The Fund, including how and when they intend to deliver the application-based portion of their scheme. This should be through a website page dedicated to The Fund, and this webpage must:

- be titled the 'Household Support Fund' and found on the Authority's main website
- be easily accessible
- outline the Authority's plans for the funding, including details of who is eligible in the area
- detail how and when people might be able to apply for the application-based element of the scheme, and
- include a specific reference that the grant is funded by the UK government in accordance with the Funded by UK Government Branding Manual.

60. Authorities should consider inclusive and accessible ways in which they might advertise the availability of The Fund to local people for example in local family or community hubs and GP surgeries. We expect Authorities to advertise the scheme – and, in particular, the application-based element of their provision – through various channels and not just online.

Working with other organisations

61. Authorities should work collaboratively with District Councils and organisations to meet the objectives of The Fund. This includes working closely with the third sector and other partner organisations such as community groups, who may come into contact with people in need.

62. Authorities that do not have the mechanisms in place to administer this grant should consider whether District Councils are better placed to do so on their behalf.

Authorities are encouraged to engage with District Councils as quickly as possible to ensure roles, responsibilities and effective arrangements are put in place to deliver The Fund promptly and efficiently.

63. TPOs may include but are not limited to:

- registered charities, voluntary organisations and community groups
- schools
- food banks
- GPs
- organisations providing support in particular circumstances.

64. Where Authorities are working with TPOs, this should be done on an objectively fair, transparent and non-discriminatory basis whilst having regard to the time available to deliver The Fund. As with District Councils, Authorities should make arrangements with any TPOs as quickly as possible.

65. Where Authorities are delivering their application-based support through a TPO, transparent eligibility criteria should be agreed with the TPO. Where organisations are acting only as a referral partner, Authorities should ensure the referral partners and the individual applicants are made aware that Authorities remain the ultimate decision maker on the provision of any support from The Fund.

Delivery plans

66. Authorities are required to complete a delivery plan to outline their intentions for The Fund, clearly setting out their priorities and approach for use of the Fund, and to demonstrate the ways in which they intend to allocate their funding for the delivery of both crisis and preventative support.

67. Authorities are required to send the delivery plan to DWP by **30 May 2025**. Delivery plans must be signed off by the Authority's Section 151 Officer/Chief Finance Officer (CFO). Delivery plans must include the contact information of the Section 151 Officer/CFO and responsible Cabinet Member before submission to DWP.

Authorities are responsible for informing DWP of changes to Section 151 Officer/CFO or responsible Cabinet Member.

68. Authorities are required to appoint an appropriate Senior Responsible Officer who will be accountable for ensuring a strong delivery plan is developed and agreed through necessary decision-making mechanisms, including engagement with the relevant Cabinet Member and ensuring compliance with and progress against their commitments in the delivery plan. Responsible Cabinet Members in each Authority are obligated to have read and agreed to their local delivery plan before its submission to DWP.

69. We understand that local priorities for The Fund may change over the course of The Fund Period, including in response to local feedback such as from professionals working with households. Authorities should engage with DWP if they wish to revisit their delivery plan during The Fund Period.

Reporting and MI

70. Authorities are required to comply with DWP's reporting and MI requirements. For full details of MI and reporting requirements, see Household Support Fund (April 2025 – March 2026) MI Reporting Requirements.

Access to data

71. The Household Support Fund is being classified as Local Welfare Provision (LWP). The provision of DWP data to Authorities is under the terms of the Memorandum of Understanding (MoU) between DWP and LAs (Access, handling, exchange and protection of DWP's and HM Revenue and Customs' data)'.

72. Authorities who have signed and returned the relevant section (Annex C) of the current DWP/LA MoU have legal permission to access DWPs Searchlight portal and specific UC, Pension Credit, ESA (IR) and HB only data through a monthly data share for the purpose of The Fund.

73. Authorities will need to ensure they sign future iterations of the MoU and the appropriate Annex to continue to have the legal permission to access the data sources for LWP.

74. Staff accessing Searchlight will need to be registered with the Employee Authentication System. Further information on Searchlight can be found in the Local Authority Searchlight Training Pack available in the Searchlight folder on Glasscubes (the LA/DWP online collaboration tool). If your Authority needs to discuss access to Glasscubes, contact lawelfare.lasupport@dwp.gov.uk.

DWP Searchlight

75. This portal provides information on individual citizens' entitlement to (and confirms receipt of) DWP welfare benefits. Therefore, this data can be used to help Authorities identify and target those families and individuals to support. Authorities may also wish to establish if other forms of support are available to the household. In relation to housing costs this must include checking whether the household could receive Discretionary Housing Payments. The Authority must also first consider if the claimant is at statutory risk of homelessness and, therefore, owed a duty of support through the Homelessness Prevention Grant.

76. Searchlight can only be used to verify a specific individual's DWP benefit information. Therefore, if an Authority identified a group of potential claimants who may be eligible for The Fund from their own records, they can access Searchlight to verify each claimant's DWP benefit entitlement (although benefit entitlement is not a condition of support).

DWP monthly data share

77. The UC, Pension Credit, ESA (IR) and HB only data will be provided monthly through Transfer Your File.

78. Authorities will receive two data shares on a monthly basis:

File One – contains individual data of the National Insurance number, names and addresses (where available) of Universal Credit claimants within the Authority area and:

- income below the thresholds of £7,400 per year for FSMs and income below the free prescription threshold of £935 per month as identified in their last UC assessment period
- those with a Limited Capability for Work indicator within the last assessment period
- the number of children in the household
- those whose award is subject to the benefit cap
- those with a deduction for Removal of the Spare Room Subsidy and who receive Local Housing Allowance
- the National Insurance number, names, addresses and contact telephone numbers of those in receipt of Guarantee Credit and/or Savings Credit element of Pension Credit and their appointees if appropriate, as well as for all claimants on ESA (IR), and
- the National Insurance number, names, addresses and contact telephone numbers of customers who are in receipt of HB but not in receipt of a means tested benefit (for example: UC, Income based Jobseekers Allowance, ESA (IR), Income Support and Pension Credit) or tax credits.

File Two – contains aggregate data showing those UC claimants that are:

- at or below the FSM income threshold
- at or below the free prescription income threshold, and
- in the Limited Capability for Work group.

79. For a full breakdown of the file contents, see LWP monthly data share field definitions at Annex A.

80. Authorities also have access to their own non-DWP data to help identify vulnerable households who may be eligible for support under The Fund.

Unused Funding Returned from a TPO

81. Where a TPO returns unused funding before the end of The Fund Period, the Authority is free to spend that funding in any eligible category for the duration of The Fund Period.
82. Where a TPO returns unused funding after The Fund Period has ended the Authority can re-issue any returned funding within a reasonable timeframe, but only under the same category that the spend was originally reported against. Authorities are able to distribute this funding themselves and do not have to go back through the original TPO.
83. For audit purposes, where an Authority re-issues returned TPO funding after The Fund Period has ended, they must confirm the following by email to lawelfare.pdt@dwp.gov.uk (copying in their Section 151 Officer/CFO):
- the amount that has been returned
 - reason for the return (for example TPO underspend)
 - what the original spend was reported against in their final MI return, and
 - the intention to spend the total unspent amount against the same category of spend for the same group.

Funding overlap

84. Authorities should consider household circumstances when making a decision on how to spend The Fund. Households could be receiving other forms of support and this should be taken into account to avoid duplicating provision where possible. However, households receiving other forms of assistance are not excluded from receiving support through The Fund.

DWP engagement

85. LA Performance Relationship Mangers (PRMs) from DWP's LA Partnership, Engagement and Delivery (LA-PED) division will contact Authorities to provide

support and gather information throughout The Fund. LA-PED will contact Authorities for initial compliance (where necessary) including where:

- the MI templates have not been signed by the Authority's Section 151 Officer or Chief Finance Officer, and
- an incorrect template has been used – MI should only be returned on the MI template provided. No local versions or PDF copies are acceptable.

86. LA-PED will also contact Authorities where further clarification is needed in respect of the information provided on the MI reporting template, if for example:

- critical data is missing, or the data looks odd
- the Authority is reporting a high value of awards where they have not been able to establish the household composition. Note - We may need the Authority to explain why that is the case and provide supporting evidence
- the Authority is reporting a high value of administration costs. We may need the Authority to explain why that is the case and provide supporting evidence, or
- there is a significant gap between actual and allocated spend. We may need the Authority to explain why spend was so low.

87. LA-PED will look to identify good practice and identify case studies where appropriate.

88. DWP will continue to respond to questions we receive through the designated inbox as quickly as possible. DWP will also continue to engage with Authorities throughout the course of The Fund Period and will provide opportunities to engage with the Department and other Authorities to share good practice and work collaboratively. DWP may host Ministerial engagement roundtable events as required. Where Authorities are invited to these events, an appropriate representative will be expected to attend.

89. Where Authorities work with District Councils and TPOs it is the responsibility of Authorities to collect and collate MI and complete one collated MI return and submit to DWP.

DWP funding arrangements

90. The Fund is ring-fenced to be spent as detailed in this guidance and the accompanying Grant Determination. To ensure that the objectives of The Fund are being met during the course of The Fund Period and reduce administration costs for all concerned, including the need for DWP to recover underspend, grant payment will be made in arrears upon DWP being satisfied with the MI returns. This will enable DWP to adjust the amount of the payment based on the MI returns.
91. Payment of The Fund from DWP to Authorities will be made in arrears after the receipt of quarterly MI returns in August 2025, October 2025, and February 2026, and the final MI return at the end of The Fund Period in March 2026 after DWP has verified the MI. If an Authority feels that the payment arrangements will create significant cash flow problems, please notify DWP as soon as possible with supporting evidence. Three interim returns and a final MI return will be required, and grant payments will be made in respect of the periods 1 April 2025 to 30 June 2025, 1 April 2025 to 30 September 2025, 1 April 2025 to 31 December 2025, and 1 April 2025 to 31 March 2026.
92. MI returns must be endorsed by the Section 151 Officer/CFO in accordance with their statutory assurance responsibility in order for the grant payment to be made.
93. Authorities must copy their Section 151 Officer/CFO into the email.
94. The guidance for completion is provided within the Household Support Fund (April 2025 – March 2026) MI Reporting Requirements document.
95. For MI purposes, the definition of spend is grant funding that has been provided to vulnerable households, within the scope of the eligibility criteria, and within The Fund Period of 1 April 2025 to 31 March 2026.
96. Spend also includes 'committed spend'. For the purpose of The Fund committed spend relates to grant funding that has been spent and delivered to vulnerable households even though the vulnerable household may not have used their grant funding. An example would be the award of a food voucher on 31 March 2026 to a vulnerable household. It would be unreasonable to expect the household to be

restricted to redeem the voucher on the day of receipt. In this example, spend has been committed by the Authority, support has been provided to a vulnerable household and, therefore, should be included as eligible grant spend. It would be reasonable to expect the vulnerable household to redeem the food voucher during the month following the end of The Fund.

97. However, committed spend does not include large volumes of food vouchers, procured quite late in The Fund, which cannot be distributed to vulnerable households within The Fund Period.

98. Authorities that plan to order vouchers in bulk should attempt to be realistic in the volumes ordered to avoid holding large stocks of unused vouchers at the end of The Fund. Alternatively, Authorities may want to consider:

- purchasing vouchers on a sale or return basis, so that they can return any unused vouchers; or
- recycling and re-issuing expired vouchers returned to an Authority after The Fund has ended, provided this is done within a reasonable timeframe, under the same categories of spend as originally reported, and under the same terms as The Fund they were issued under.

99. For audit purposes where an Authority recycles and reuses expired vouchers the Authority must confirm by email to lawelfare.pdt@dwp.gov.uk, copying in the Section 151 Officer/CFO:

- the amount that has been returned
- reason for the return (for example, expired voucher)
- what the original spend was reported against in their final MI return, and
- confirm they intend to spend the total unspent amount against the same category of spend for the same group.

100. The definition of committed spend for the purpose of The Fund does not affect its accounting treatment in accordance with normal rules.

101. The timetable for provision of funding is as follows:

Payment	Amount	Date	Notes
Interim 1	Actual grant spend	September / October 2025	Payment made in arrears
Interim 2	Actual grant spend less any previous interim payment	December 2025 / January 2026	Payment made in arrears
Interim 3	Actual grant spend less any previous interim payment	March / April 2026	Payment made in arrears
Final	Actual grant spend up to 100% of grant allocation* less any previous interim payment	June / August 2026	Payment made in arrears

*Subject to eligible spend criteria

Managing the risk of fraud

102. Fraudsters can target funds of this type. Money or other assistance procured from an Authority, or a person acting on an Authority's behalf, by fraud does not count as an Authority's eligible spend under The Fund.

103. As with any welfare payment to vulnerable recipients there is a risk of fraud, as recipients might appear to be eligible when they are not.

104. To help mitigate this risk, Authorities should involve District Councils and other organisations chosen to administer The Fund to help identify vulnerable families, households and individuals.
105. Authorities wishing to work with TPOs to deliver The Fund must carry out suitable due diligence checks to ensure they are viable and able to deliver the support. So, for example, ensuring all charities are registered and taking extra caution if they are new organisations.
106. Authorities are also encouraged to ensure checks are in place to verify the identity of those eligible.
107. It is for Authorities to decide how payments are made to recipients. However, when making decisions, Authorities should consider the risks involved. Although they still carry fraud risks, vouchers should be used instead of cash where possible as this helps to mitigate the risk of the money being spent by the recipient on things outside the policy intent.
108. Authorities should ensure that they consider and put in place suitable controls when making use of vouchers as part of The Fund. Authorities may wish to consider restricting access to these vouchers; and also consider restricting usage to ensure that they cannot be spent outside the intended scope of The Fund.
109. It is important to be vigilant to fraud and error risks in relation to housing costs, and to assure yourself that the appropriate checks are in place. Authorities should take appropriate steps, which may be requested and reviewed as set out in the Grant Determination, to ensure they take into consideration household income and rent liability. We expect Authorities to work with District Councils to ensure support is going to those with genuine need and to help minimise the risk of fraud on housing support.
110. Where possible, any payments made into a bank account should be in the same name as the person that is eligible for that payment. Authorities have access to a range of data sources, and checks can be carried out against this data to verify

the identity of the recipient. Authorities are also encouraged to use existing tools at their disposal to verify personal bank accounts.

111. If the Authority has any grounds for suspecting financial irregularity in the use of any grant paid under the determination, it must notify DWP immediately, explain what steps are being taken to investigate the suspicion and keep DWP informed about the progress of the investigation. For these purposes 'financial irregularity' includes fraud or other impropriety, mismanagement, and the use of grant for purposes other than those for which it was provided.

112. If you suspect fraud, you should notify DWP of the:

- number of instances, and
- total amount lost.

113. This will help DWP identify any emerging threats and share them with other Authorities, so they can take steps to prevent and detect any fraud in their Fund.

Complying with Subsidy (previously State Aid) Rules

114. The Fund is intended to benefit vulnerable households through crisis support towards the cost of essentials, wider essentials and (in limited circumstances where existing housing support does not meet need) housing costs, and to provide preventative support. This is in order to help provide targeted support to those who need it. The Fund should not be used for any economic undertaking.

115. Whichever way you use the funding, including where you work in partnership with others, you should consider all Subsidy rules (previously State Aid) issues. Check whether the 'de minimis' regulation exception applies. You should also follow Government procurement procedures where relevant.

Contact

116. If you have any queries about the content of this guidance or use of The Fund, you can contact lawelfare.pdt@dwp.gov.uk.

Local Welfare Provision monthly data share field definitions

File 1 – The list of individuals:

Field Name	Description
claimant1_nino	The National Insurance number (NINO) of the lead UC claimant
claimant1_surname	The surname of the lead UC claimant in the Household
claimant1_forename1	The forename of the lead UC claimant in the Household
claimant2_nino	If applicable the NINO of the UC partner in the household. In some cases, this may be the same as the UC claimant NINO, usually where the partner NINO data is not available.
claimant2_surname	The surname of the UC partner if Claimant 2 NINO provided
claimant2_forename_1	The forename of the UC partner if Claimant 2 NINO provided
ap_start_date	The start date of the household's UC assessment period (AP)
ap_end_month	This will always be the month of the extract.

has_children_latest_ap	Set to 1 if the UC Household is recorded to have children in the AP used for the extract 1= children 0 = no children
total_children	The number of children recorded in the UC Household for the AP used in the extract, null = no children, the field HAS_CHILDREN_LATEST_AP will also be 0 if there are no children
has_lcw_latest_ap	Set to 1 if a member of the UC Household is in the UC limited capability for work group
eligible_prescription_latest_ap	Set to 1 if the UC Household is below the Free Prescription threshold
earnings_below_fsm_threshold	Set to 1 if the UC Household is below the Free School Meal threshold
country_name	England Scotland Wales
local_authority_name	Your LA name
local_authority_code	the standard lookup code for your authority

tyf_la_id_code	the LA ID code as registered on Transfer Your File for your authority
postcode_outward_code	Postcode sector in the ward
ward_name	Name of the ward
ward_code	Code of the ward
cap_applied	True, False or Null
spare_room_subsidy_removal	True, False or Null
local_housing_allowance_applied	True, False or Null
BENEFIT_TYPE	Will show one of the following: UC PC GC SC SC/GC ESA-IR HB
PC/ESA-IR/HB _NINO	The NINO of the PC/ESA-IR/HB customer
PC/ESA-IR/HB _SURNAME	The surname of the PC/ESA-IR/HB customer
PC/ESA-IR/HB_FORENAME_1	The first name of the PC/ESA-IR/HB customer
UC/PC/ESA-IR/HB_ADDRESS_LINE_1	The UC/PC/ESA-IR/HB customer address as recorded on the PC/ESA-IR/HB claim

UC/PC/ESA- IR/HB_ADDRESS_LINE_2	The UC/PC/ESA-IR/HB customer address as recorded on the PC/ESA-IR/HB claim
UC/PC/ESA- IR/HB_ADDRESS_LINE_3	The UC/PC/ESA-IR/HB customer address as recorded on the PC/ESA-IR/HB claim
UC/PC/ESA- IR/HB_ADDRESS_LINE_4	The UC/PC/ESA-IR/HB customer address as recorded on the PC/ESA-IR/HB claim
UC/PC/ESA-IR/HB_POSTCODE	The postcode as recorded on the UC/PC/ESA-IR/HB customer claim
PC/ESA-IR/HB_TELEPHONE_NO1	The telephone number of the PC/ESA-IR/HB customer as reported on the PC/ESA-IR/HB claim
PC/ESA-IR/HB_TELEPHONE_NO2	The second telephone number (if applicable) of the PC/ESA-IR/HB customer as reported on the PC/ESA-IR/HB claim
PC_APPOINTEE_SURNAME	If appropriate the surname of the Personal/Corporate Acting Body as reported on the PC claim
PC_APPOINTEE_FORENAME_1	If appropriate the forename of the Personal/Corporate Acting Body as reported on the PC claim
PC_APPOINTEE_ADDRESS_LINE_1	If appropriate the address of the Personal/Corporate Acting Body as reported on the PC claim
PC_APPOINTEE_ADDRESS_LINE_2	If appropriate the address of the Personal/Corporate Acting Body as reported on the PC claim

PC_APPOINTEE_ADDRESS_LINE_3	If appropriate the address of the Personal/Corporate Acting Body as reported on the PC claim
PC_APPOINTEE_ADDRESS_LINE_4	If appropriate the address of the Personal/Corporate Acting Body as reported on the PC claim
PC_APPOINTEE_POSTCODE	If appropriate the address of the Personal/Corporate Acting Body as reported on the PC claim
PC_APPOINTEE_TELEPHONE_NO1	If appropriate the telephone number of the Personal/Corporate Acting Body as reported on the PC claim
PC_APPOINTEE_TELEPHONE_NO2	If appropriate the second telephone number of the Personal/Corporate Acting Body as reported on the PC claim

File 2 – The Aggregate file

This shows for your Authority:

Country (England, Scotland or Wales)

Local Authority (the name of your Authority)

LOCAL_AUTHORITY_CODE (the standard lookup code for your authority)

TYF_LA_ID_CODE (the Transfer Your File code for your authority)

For each postcode sector (POSTCODE_OUTWARD_CODE) in a ward

(WARD_NAME), (WARD_CODE)

Number of Households in the ward with UC Limited Capability to Work group

(HAS_LCW_LATEST_AP)

Number of UC households in the Authority without children

(HHS_NO_CHILDREN_IN_LA)

Number of UC households in the Authority with children

(HHS_WITH_CHILDREN_IN_LA)

Number of children in the Authority in UC households with children

(NO_OF_CHILDREN_IN_LA)

Number of UC households without children in the postcode sector that are below the Free School Meal income threshold and free prescription threshold

(HHS_NO_CHILDREN_PRESC_OR_FSM)

Number of UC households without children in the postcode sector that are below the Free Prescription income threshold (HHS_NO_CHILDREN_PRESC)

Number of UC households without children in the postcode sector that are below the Free School meal income threshold (HHS_NO_CHILDREN_FSM)

Number of UC households with children in the postcode sector that are below the Free School Meal income threshold and free prescription threshold

(HHS_WITH_CHILDREN_PRESC_OR_FSM)

Number of UC households with children in the postcode sector that are below the Free Prescription income threshold (HHS_WITH_CHILDREN_PRESC)

Number of UC households with children in the postcode sector that are below the Free School meal income threshold (HHS_WITH_CHILDREN_FSM)

Number of children in UC households in the postcode sector that are below the Free School Meal income threshold and free prescription threshold
(CHILDREN_PRESCRIPTIONS_OR_FSM)

Number of children in UC households in the postcode sector that are below the Free Prescription income threshold (CHILDREN_PRESCRIPTION)

Number of children in UC households in the postcode sector that are below the Free School meal income threshold (CHILDREN_FSM)

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Annex B

City of York Council Household Support Fund 7 Scheme for residents April 25 - 31 March 26

1. Household Support Fund 7 (HSF) is delivered by City of York Council using central government scheme funding to support our vulnerable households in most need of help & support with significantly rising living costs.
2. The support will be provided through two routes

Route 1 – Direct payment

3. Residents of working age who are receiving Council Tax Support and those receiving SMI disregard, Carers Council Tax discount and Disability-related Banding Reduction will receive support via two payments. These payments are intended to help families with household bills.
4. The first payment is based on those qualifying households on the 1st April 2025 and will be one £150 credit to their Council Tax account providing they meet one or more of the qualifying criteria.
5. Eligible households will be identified by City of York Councils Revenues & Benefits Team and based on the residents Council Tax Support or discount claim. Eligible credits will be applied direct to the customers Council Tax account. Customers will not need to apply for the credit.
6. The second payment will be a single cash payment of £100 to qualifying residents meeting one or more of the same criteria (Para 3) on 1st September 2025 plus those households with a full SMI discount.
7. Qualifying residents will be invited to apply and will need to provide up to date bank details in order to receive their payment. The account details are required for both the payment and the security checking process. The award will be paid directly into the resident's bank account.
8. Recipients will receive one payment per household in to help with living costs.

Route 2 - Discretionary applications

9. The discretionary scheme for York residents, who are not eligible for the direct Council Tax credit or cash grant and need financial assistance to help with the rising living costs will open May 24.
10. Applications can be made at
www.york.gov.uk/householdsupportfund
11. The Fund is intended to cover a wide range of low-income households in need, including
 - families with children of all ages
 - pensioners, particularly those who are no longer be eligible for Winter Fuel Payment
 - unpaid carers,
 - care leavers
 - disabled people and those with long term health conditions
 - larger families
 - single-person households
 - people affected by high rent or mortgage costs
 - and those struggling with one-off financial shocks or unforeseen events.
12. Grants will be through a discretionary means tested application which will require applicants to prepare some financial information.
13. Yorks HSF 7 scheme can provide assistance with
 - Food
 - Energy bills – electricity, gas, oil
 - Water bills (including sewerage)
 - Other essential costs linked to energy or water
14. Other wider essentials on a discretionary basis, these may include for example
 - a. support with other bills including broadband or phone bills, clothing, and essential transport-related costs such as repairing a car, buying a bicycle, or paying for fuel.
 - b. Some exceptional housing costs

15. Approved awards for assistance with food, energy bills – electricity, gas, oil and Water bills (including sewerage) will be standard amounts based on household size.
16. Applications can also be made for exceptional financial circumstances relating to other essentials which will be assessed on a discretionary basis. Any exceptional discretionary awards will be made on an individual basis as appropriate.

Who can apply?

17. The scheme is open to City of York residents who are over 16 years of age and have recourse to public funds, who require urgent financial assistance over the period.
18. To be considered you must need financial assistance to help with significantly rising living costs and have inadequate savings to meet eligible costs in line with the scheme.
19. A person in need of additional support may include, but not restricted to:
 - Anyone suffering severe financial hardship
 - Someone age 24 or under with an Education, Health and Care plan
 - Someone age 19 or under classed as not in education, employment or training (NEET).
 - A person who has a physical or sensory impairment, learning disability or mental health problem¹.
 - Elderly, frail or confused older people
 - People who are seriously ill or have a severe long term health condition.
 - People who are recently bereaved
 - Pregnant women or those who have recently given birth

¹ The Royal College of Psychiatrists and Money Advice Trust's Debt collection and mental health: ten steps to improve recovery provides useful guidance and further definition of what constitutes a mental health problem

- Recently unemployed people
- Care leaver
- Those fleeing domestic abuse
- Those who have difficulty in understanding, speaking or reading English

Who cannot apply?

20. The following categories of people do not qualify for help:
- a. People who do not live within the City of York Council boundaries
 - b. People with No Recourse to Public Funds (NRPF) are not eligible to receive support
21. Assistance will be considered based on propensity to pay essential bills in line with the scheme eligibility criteria. We will use monthly expenses, liabilities and capital for your household to determine this.

How to apply

22. Route 1 - Eligible households will be identified by CYC Revenues & Benefits based on the customers Council Tax Support or discount claim, for a credit to their council tax account and invited to claim for a direct payment to their bank account.

23. Route 2 – Residents can apply at
www.york.gov.uk/housholdsupportfund

People who are not able to apply online can apply via phone on 01904 551556

Advice and support are available from advice services across the city, see www.york.gov.uk/benefitsadvice or City of York Council Benefits Advice on 01904 552044 (10.00am - 4.00pm, Monday to Friday) or email: incomeservices@york.gov.uk

What information I will need to provide

24. We will need to information about your circumstances and what assistance you are applying for.
25. We will need to ask for information and evidence to show applicants meet the criteria, such as
 - your household includes a child/ren
 - you are a person in need of additional support
 - Your household income, savings, and expenditure, including
 - Earnings
 - DWP benefits
 - Any other income
 - Readily available funds - cash in hand, in the bank or building society accounts.
26. We may ask for further information about your personal circumstances in depth to make sure you are seeking all available support.
27. We will need to see evidence you are liable for costs and the amounts owed and how your utilities are paid for e.g., Pre-payment meter, monthly direct debit, and quarterly, when applying for assistance with
 - Energy bills – electricity, gas, oil
 - Water bills (including sewerage)
 - Other exceptional emergency costs

How many times can I apply

28. There will be one application award payment per household. The funding is ring-fenced and covers the period from April 25 – 31 March 26
29. Route 1 – Council Tax Credits to be made by the end of June 25
30. Route 2 - Discretionary payments will be made on an application basis from October 25 – 31 March 26

How will awards be made

31. Route 1 – eligible households of working age who are receiving Council Tax Support, SMI exemption, Carers Council Tax discount and Disability-related Banding Reduction will receive two fixed payments, one directly to their Council Tax account and one to their bank account.
32. Route 2 - Discretionary awards will be assessed on the criteria set out. Applicants who are assessed as outside the criteria will be directed to alternative advice and support as appropriate.
33. Direct grant awards will be made via e-vouchers or payments will be made to the applicant's bank account.

Advice and support

34. Where grants cannot be awarded residents will be signposted to other advice and support. Including
 - other financial support such as Universal Credit, Council Tax Support, Discretionary Housing Payments, York Financial Assistance Scheme (YFAS)
 - Advice agencies for further information and advice, if there may be other support available or you are not seeking the support you need. For example, this could be getting you some advice and help on how to prepare an income and expenditure budget or by helping you to access more specialist support such as, for example, StepChange debt charity.

Reviews

35. The whole scheme (Direct payments & Discretionary awards) is discretionary meaning that there is no right of appeal. However, you do have the right to a review if you are unhappy with our decision. In this case the decision will be looked at again by someone who did not make the original decision.
36. Where the Council cannot help it will provide you with information about other agencies that may be able to help and where appropriate, make a referral on your behalf. If you remain unhappy you can use the Council's complaints process.
37. We will not review a claim if the funding is exhausted, or the scheme has closed (31 March 26).

**City of York Council
Equalities Impact Assessment**

Who is submitting the proposal?

Directorate:		Finance	
Service Area:		Customer Finance, Risk & Insurance	
Name of the proposal :		Household Support Fund (HSF) Scheme 7 1 April 2025 to 31 March 2026	
Lead officer:		David Walker	
Date assessment completed:		12 th March	
Names of those who contributed to the assessment :			
Name	Job title	Organisation	Area of expertise
Susan Wood	Welfare Benefits & Strategic Partnership Manager	CYC	Welfare Benefits
Debbie Plummer	Housing Benefits Manager	CYC	Welfare Benefits
Advice York	N/A	Advice York	Welfare Benefits

Step 1 – Aims and intended outcomes

1.1	What is the purpose of the proposal? Please explain your proposal in Plain English avoiding acronyms and jargon.
	To provide a support to financially vulnerable residents with their increased cost of living especially in relation to utility bills and food.
1.2	Are there any external considerations? (Legislation/government directive/codes of practice etc.)
	This is a Government scheme
1.3	Who are the stakeholders and what are their interests?
	All residents in the city who may qualify for support The Fund is intended to cover a wide range of low-income households in need, including families with children of all ages, pensioners, unpaid carers, care leavers, disabled people, larger families, single-person households, and those struggling with one-off financial shocks or unforeseen events.

1.4	What results/outcomes do we want to achieve and for whom? This section should explain what outcomes you want to achieve for service users, staff and/or the wider community. Demonstrate how the proposal links to the Council Plan (2019- 2023) and other corporate strategies and plans.
	The objective of The Fund is to provide crisis support to vulnerable households in most need with the cost of essentials, within the budget provided by Central Government.

Step 2 – Gathering the information and feedback

2.1	What sources of data, evidence and consultation feedback do we have to help us 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
Income based benefit data		Indicates financial vulnerability
Council Tax Support Records		Indicates financial vulnerability
Advice York Partners		Stakeholder feedback
		.

<p>Looking at evidence from other Local Authorities, including</p> <ul style="list-style-type: none"> - North Yorkshire CC and borough councils - Warm Homes on Prescriptions https://es.catapult.org.uk/project/warm-home-prescription/ - Trussell Trust/ Leeds CC cash first pilot 	<p>Learn from good practice.</p>
<p>Discussions with existing and potential delivery partners, including York Energy Advice, Citizens Advice, York Foodbank, Age UK and interna teams – Income Services, Housing, Local Area Coordination</p>	<p>We have used feedback from these sources around the HSF schemes since inception and the COVID support schemes before that. The proposals for HSF7 were discussed at the Advice York network meeting in March. Feedback was positive towards all the proposals, building on good practice from previous schemes. The network raised the issue of and need to prioritize additional support for people with disabilities and carers; as these households face additional costs related do additional need and often have limited earning capacity; and have been particularly impacted by rises in essential bills. Discussion have also taken place with CYC communities and care leavers teams.</p>

Step 3 – Gaps in data and knowledge

3.1	What are the main gaps in information and understanding of the impact of your proposal? Please indicate how any gaps will be dealt with.
Gaps in data or knowledge	Action to deal with this
Since the implementation of the LIFT (Low Income Family Tracker) platform there is very little gaps in our information other than specific data that the DWP will not share.	Lobbying is ongoing with Central Government for the DWP to release all data pertaining to welfare benefits.

Step 4 – Analysing the impacts or effects.

4.1	Please consider what the evidence tells you about the likely impact (positive or negative) on people sharing a protected characteristic, i.e. how significant could the impacts be if we did not make any adjustments? Remember the duty is also positive – so please identify where the proposal offers opportunities to promote equality and/or foster good relations.		
Equality Groups and Human Rights.	Key Findings/Impacts	Positive (+) Negative (-) Neutral (0)	High (H) Medium (M) Low (L)
Age	Will provide additional financial support for utility bills and Food. Will link residents to and raise awareness of other advice and support available, such as pension credit, CTS	+	H
Disability	Will provide additional financial support for utility bills and Food. Will link residents to and raise awareness of other advice and support available, such as universal credit, pension credit, CTS	+	H
Gender	Will provide additional financial support for utility bills and Food. Will link residents to and raise awareness of other	+	H

	advice and support available, such as universal credit, pension credit, CTS		
Gender Reassignment	Will provide additional financial support for utility bills and Food. Will link residents to and raise awareness of other advice and support available, such as universal credit, pension credit, CTS	+	H
Marriage and civil partnership	n/a		
Pregnancy and maternity	Will provide additional financial support for utility bills and Food. Will link residents to and raise awareness of other advice and support available, such as universal credit, Healthy Start, CTS	+	H
Race	Will provide additional financial support for utility bills and Food. Will link residents to and raise awareness of other advice and support available, such as universal credit, pension credit, CTS	+	H
Religion and belief	n/a		
Sexual orientation	n/a		
Other Socio-economic groups including :	Could other socio-economic groups be affected e.g. carers, ex-offenders, low incomes?		
Carer	Will provide additional financial support for utility bills and Food. Will link residents to and raise awareness of other advice and support available, such as universal credit, pension credit, CTS	+	H
Low income groups	Will provide additional financial support for utility bills and Food. Will link residents to and raise awareness of other	+	H

	advice and support available, such as universal credit, pension credit, CTS		
Veterans, Armed Forces Community	Will provide additional financial support for utility bills and Food. Will link residents to and raise awareness of other advice and support available, such as universal credit, pension credit, CTS	+	H
Other			
Impact on human rights:			
List any human rights impacted.	There are no known impacts of this scheme affecting any human rights detrimentally.		

Use the following guidance to inform your responses:

Indicate:

- Where you think that the proposal could have a POSITIVE impact on any of the equality groups like promoting equality and equal opportunities or improving relations within equality groups
- Where you think that the proposal could have a NEGATIVE impact on any of the equality groups, i.e. it could disadvantage them
- Where you think that this proposal has a NEUTRAL effect on any of the equality groups listed below i.e. it has no effect currently on equality groups.

It is important to remember that a proposal may be highly relevant to one aspect of equality and not relevant to another.

High impact (The proposal or process is very equality relevant)	There is significant potential for or evidence of adverse impact The proposal is institution wide or public facing The proposal has consequences for or affects significant numbers of people The proposal has the potential to make a significant contribution to promoting equality and the exercise of human rights.
Medium impact (The proposal or process is somewhat equality relevant)	There is some evidence to suggest potential for or evidence of adverse impact The proposal is institution wide or cross-Unit, but mainly internal The proposal has consequences for or affects some people The proposal has the potential to make a contribution to promoting equality and the exercise of human rights
Low impact (The proposal or process might be equality relevant)	There is little evidence to suggest that the proposal could result in adverse impact The proposal operates in a limited way The proposal has consequences for or affects few people The proposal may have the potential to contribute to promoting equality and the exercise of human rights

Step 5 - Mitigating adverse impacts and maximising positive impacts

5.1	Based on your findings, explain ways you plan to mitigate any unlawful prohibited conduct or unwanted adverse impact. Where positive impacts have been identified, what is been done to optimise opportunities to advance equality or foster good relations?
There are no adverse impacts arising from the support the benefit to all groups is a financial one where they qualify. The key group are those on low income in any of the categories within the EIA.	

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. There are four main options you can take:
<ul style="list-style-type: none"> - No major change to the proposal – the EIA demonstrates the proposal is robust. There is no potential for unlawful discrimination or adverse impact and you have taken all opportunities to advance equality and foster good relations, subject to continuing monitor and review. 	

- **Adjust the proposal** – the EIA 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 under the duty
- **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.

Important: If there are any adverse impacts you cannot mitigate, please provide a compelling reason in the justification column.

Option selected	Conclusions/justification
Continue with the proposal	This is a time limited central government scheme that provides financial support to low income households and those households experiencing financial difficulties across the city. It is open to all residents.

Step 7 – Summary of agreed actions resulting from the assessment

EIA 11/2020

7.1	What action, by whom, will be undertaken as a result of the impact assessment.		
Impact/issue	Action to be taken	Person responsible	Timescale
N/A			

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 and other marginalised groups going forward? How will any learning and enhancements be capitalised on and embedded?
	All payments need to be recorded for Government records and internal control. This data provides information to the council on the Households receiving support. This is a cash first approach empowering households to manage their financial pressures arising from the cost of living crises. The scheme will be also be reported on as part of 6 monthly reports to the Executive Member portfolio holders as part of a welfare benefits update report.

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Meeting:	Combined Executive Member Decision Session
Meeting date:	3/06/2025
Report of:	James Gilchrist, Director of Transport, Environment and Planning
Portfolio of:	Councillor Jenny Kent, Executive Member for Environment and Climate Emergency

Decision Report: Air Quality Annual Status Report 2025

Subject of Report

1. The report details the latest (2024) 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 improving trend 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 2025 ASR is included at **Annex A**.
3. Air quality monitoring results in 2024 can be summarised as follows:
 - The health-based air quality objectives for the pollutant nitrogen dioxide (NO₂) have been achieved at all monitored locations throughout York for the first time since the Covid pandemic of 2020.
 - NO₂ concentrations in the Air Quality Management Area (AQMA) have further improved since 2023. Maximum recorded annual mean concentrations of NO₂ decreased throughout the AQMA between 2023 and 2024, ranging from 3% lower around Prices Lane / Nunnery Lane to 27% lower around Gillygate / Bootham. Concentrations of NO₂ monitored at almost all

locations in York throughout 2024 continue the downward trend in NO₂ concentrations since 2012.

- The highest concentration of NO₂ recorded at a location representative of long-term public exposure in 2024 was 32µg/m³ on Blossom Street, near the junction with Queen Street. This is within the health-based objective of 40µg/m³ and reflects a significant improvement on 2023, where maximum NO₂ concentrations of 43µg/m³ (above the objective) were monitored near the junction of Gillygate and Bootham
 - There were no monitoring locations that measured annual mean NO₂ concentrations of 40µg/m³ or above in 2024. It may be appropriate to revoke some localised areas of the city centre AQMA in the near future, should compliance with Air Quality Objectives continue throughout 2025 and in future 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, trends over the last 5 years are less pronounced. CYC's Air Quality Action Plan (AQAP4) contains further measures to reduce particulate matter further in York.
4. Following adoption of a new Air Quality Action Plan (AQAP4) by CYC's Executive in July 2024, we progressed delivery of measures in AQAP4 including the following initiatives and projects:
- **Bus service improvements** - we worked in partnership with bus operators to introduce further zero emission electric buses to York, significantly reducing carbon, NO_x and particulate emissions across the city. This has enabled First Bus to set up one of its first net zero emission bus operations in the city. The depot has seen emissions reduce by 90% compared to 2020 with the total fleet of 86 all-electric buses saving around 5,000 tonnes of CO₂ a year.
 - **Taxis** - we provided financial support to taxi drivers through our DEFRA funded Low Emission Taxi Grant scheme until June 2024 (when all funding had been allocated). The scheme provided £105k in grant funding and has supported 38 CYC licensed taxi drivers with either purchase or operational costs for low or zero-emission vehicles. 40% of CYC licensed taxis

were low emission petrol hybrid or zero tailpipe emission electric vehicles as of 31st December 2024.

- **CYC Fleet** - following electrical infrastructure upgrades at the council's Hazel Court Eco depot site, we continued our phased EV fleet replacement programme for vehicles under 3.5t. 60% of CYC's operational van fleet were electric or plug-in hybrid electric vehicles by January 2025.
- **Anti-Idling awareness** - we continued to promote our 'Kick the Habit' anti-idling campaign on Clean Air Day and throughout 2024 and worked with partners including schools and businesses to reduce vehicle idling across the city.
- **Electric Vehicle (EV) charging infrastructure** - we continued to upgrade our public electric vehicle charging network and held two workshops with the Energy Savings Trust (EST) in 2024 as part of the development of our updated Public Charging Strategy, due for publication in 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.
- **Smoke Control Areas** - we adopted a new enforcement policy for smoke emissions in CYC's Smoke Control Area (SCA) in November 2024 that will act as a deterrent to burning non-authorised fuels (or using non-exempt appliances) in smoke control areas which contribute to air pollution and especially fine particulate concentrations across the city which impact human health. We re-launched our DEFRA funded 'Fuel for Thought' campaign across CYCs social media channels in October 2024 and prepared for a consultation on expanding the Smoke Control Areas, to be launched in 2025.
- **Pollution Forecasting Service** - We launched a new DEFRA funded pollution forecasting and alert platform, [York Air Alert](#), in July 2024. The new 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. Subscribers can receive air quality alerts by text, email or voicemail for different areas of York.

- **Local Transport Strategy** – The Executive approved a new Local Transport Strategy (LTS) in July 2024. The LTS sets out ambitions for York’s transport network and infrastructure until 2040. An Implementation Plan for the first period of the new LTS was approved by CYC’s Executive in November 2024. The Implementation Plan provides an approach to city-wide transformation that will reduce air pollution and enable more physical and social activity through promotion and facilitation of active and sustainable modes of transport.
 - **Local Cycling and Walking Infrastructure Plan (LCWIP)** – this plan was approved by CYC’s Executive in December 2024 and will develop more routes for active travel, enabling more people to choose to walk, wheel and cycle safely.
 - **Gillygate Traffic Signal Trial** - in December 2024, CYC’s Executive Member for Transport approved a traffic signal trial on Gillygate aimed at improving air quality in the Air Quality Management Area. The trial will continue throughout 2025 with support from local residents, businesses and partner organisations including York Civic Trust. In addition to improving local air quality, the aim is to create a safer environment for pedestrians, wheelchair users and cyclists.
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 improving trend in air pollution in recent years and progress made with delivery of measures in CYC's 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 (2024 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 ASR is included at **Annex A**.
13. Air pollution is associated with a number of adverse health impacts. It is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children, the elderly, and those with existing heart and lung conditions. The mortality burden of air pollution within the UK is equivalent to 29,000 to 43,000

deaths at typical ages¹, with a total estimated healthcare cost to the NHS and social care of £157 million in 2017².

14. 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 AQMA. Other AQMAs declared in Fulford and on Salisbury Terrace were revoked in 2020 and 2017 respectively due to air quality improvements.
15. 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

16. 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.
17. The air pollution monitoring data for 2024, indicates that NO₂ concentrations in the current city centre AQMA have improved further since 2023. The highest concentration of NO₂ recorded at a location representative of long-term public exposure in 2024 was 32µg/m³ on Blossom Street, near the junction with Queen Street. This is within the health-based objective of 40µg/m³ and reflects a significant improvement on 2023, where maximum NO₂ concentrations of 43µg/m³ (above the objective) were monitored near the junction of Gillygate and Bootham.
18. Improvements in annual mean NO₂ monitored at roadside continuous monitoring sites between 2023 and 2024 were: Gillygate (22% improvement); Heworth Green (12%); Holgate

¹ Defra. Air quality appraisal: damage cost guidance, January 2023

² Public Health England. Estimation of costs to the NHS and social care due to the health impacts of air pollution: summary report, May 2018

Road (8%); Nunnery Lane (8%); Fulford Road (7%) and Lawrence Street (2%). By contrast, the Fishergate site increased by 6%, possibly due a nearby construction site.

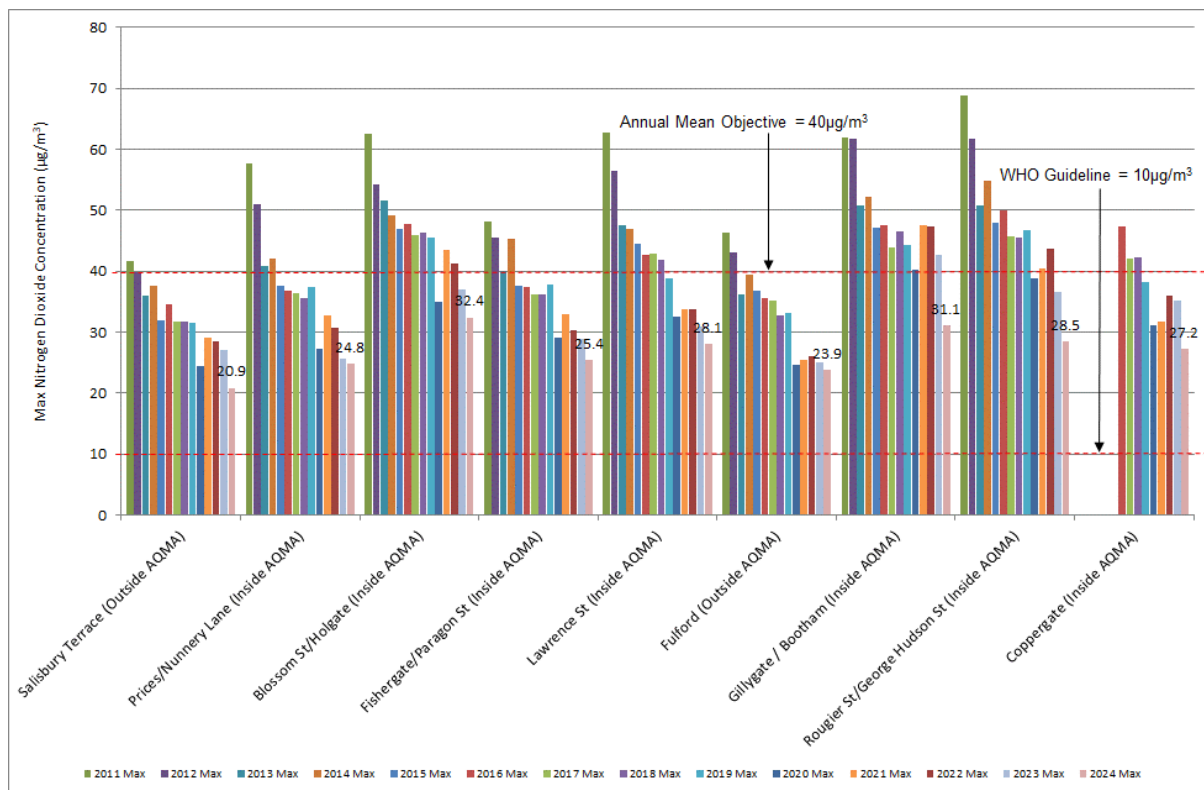
19. Annual mean background concentrations of NO₂ monitored at Bootham Park Hospital (City of York Council's urban background monitoring site) also improved by 3% between 2023 and 2024.
20. Concentrations of NO₂ monitored at the vast majority of locations in York throughout 2024 continue the general downward trend in NO₂ concentrations monitored in the city since 2012. No locations measured annual mean NO₂ concentrations of 40µg/m³ or above in the city centre AQMA in 2024. This is the first year since the Covid pandemic (2020) that all CYC monitoring sites have met the health-based objectives.
21. Maximum annual mean concentrations of NO₂ monitored at relevant locations across the current AQMA were 31.1µg/m³ (Gillygate / Bootham), 28.5µg/m³ (George Hudson St / Rougier St), 32.4µg/m³ (Holgate / Blossom Street), 28.1µg/m³ (Lawrence St), 25.4µg/m³ (Fishergate / Paragon St), 24.8µg/m³ (Prices Lane/Nunnery Lane) and 27.2µg/m³ (Coppergate). Maximum concentrations of NO₂ decreased in all these areas between 2023 and 2024 and ranged from 3% lower around Prices Lane / Nunnery Lane to 27% lower around Gillygate / Bootham.
22. It may be appropriate to revoke some localised areas of the current city centre AQMA if compliance with objectives is sustained in future years.
23. Concentrations of NO₂ monitored in the (now revoked) Fulford Road and Salisbury Terrace AQMAs in 2024 continue to be well below 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).

Local Air Quality Indicators

24. The maximum NO₂ concentrations monitored (at relevant locations³) in keys areas across the city centre AQMA are captured

³ 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

by Performance Indicator CAN028. Trends in air quality between 2011 and 2024 are shown below in Figure 1:



Note: Former AQMAs at Salisbury Terrace and Fulford Road are shown for information only.

25. The maximum annual mean NO₂ concentration monitored at a relevant location in 2024 was 32.4µg/m³ on Blossom Street. As can be seen from Figure 1, maximum concentrations of NO₂ across all areas of the AQMA in 2024 were below the annual mean NO₂ objective and decreased between 2023 and 2024. The greatest improvement was observed in the Gillygate area, where maximum concentrations of NO₂ improved by 27% between 2023 and 2024. Maximum concentrations of NO₂ monitored across all areas are the lowest recorded since CYC's began monitoring.

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

26. 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 2024 were 17.8µg/m³ and 9.0µg/m³ 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. AQAP4 will strive to work towards WHO Guidelines in the longer term for all pollutants.

27. Maximum particulate concentrations monitored in 2024 are slightly above the maximum levels of $16.8\mu\text{g}/\text{m}^3$ (PM_{10}) and $8.0\mu\text{g}/\text{m}^3$ ($\text{PM}_{2.5}$) monitored in 2023. 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 over the last 5 years are less pronounced. CYC will continue to address both PM and NO_2 concentrations through measures in its Air Quality Action Plan.

Figure 2: Trends in Annual Mean PM_{10}

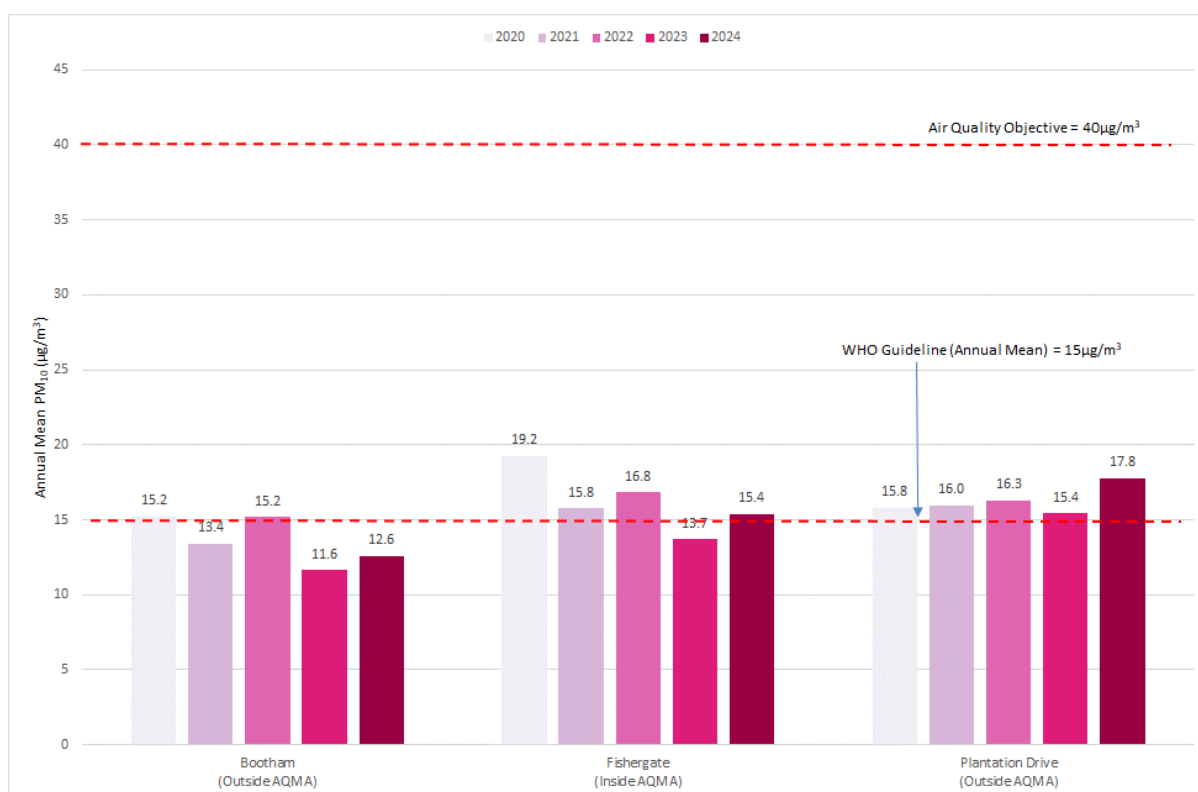


Figure 3: Trends in Annual Mean PM_{2.5}

28. 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.
29. AQAP4 includes further actions that will contribute to local reductions in PM concentrations. Some examples include the continued phasing out of diesel buses, 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 is currently consulting on expanding the Smoke Control Area to cover the whole of York.

Actions to improve air quality

30. CYC has made significant air quality improvements in 2024, building on previous efforts and introducing new initiatives to tackle pollution and enhance public health. Key developments include:
31. **Buses** - 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 brought Government funding to the city, enabling 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; £10.2m funding of the £23m project was from the Department for Transport ZEBRA scheme. The depot has seen emissions reduce by 90% compared to 2020 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 will involve 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. Through our Enhanced Partnership, CYC holds regular meetings with operators and stakeholders where feedback and participation from all bus user and disability groups is actively welcomed.
32. **Taxis** - We provided financial support to taxi drivers through our DEFRA funded Low Emission Taxi Grant scheme until June 2024 (when all funding had been allocated). The project encouraged the transition to low emission taxis within York via incentives and awareness raising. The scheme provided £105k in grant funding and has supported 38 CYC licensed taxi drivers with either purchase or operational costs for low or zero-emission vehicles. At the end of December 2024, 40% of CYC licensed taxis were using low emission petrol hybrid or zero tailpipe emission electric vehicles. We also consulted with taxi users, members of the trade and other stakeholders between April and July 2024 on a new [Taxi Licensing Policy](#) that required vehicles to meet stricter emission standards to help improve air quality across the city. The new policy, approved in November 2024, also supports the supply of more wheelchair-accessible taxis and aims to increase awareness of and extend safeguarding standards among drivers and operators.

33. **CYC Fleet** – following electrical infrastructure upgrades at the council's Hazel Court Eco depot, we continued our phased EV fleet replacement programme for vehicles under 3.5t. 60% of CYC's operational van fleet were electric or plug-in hybrid electric vehicles by January 2025. A new multi-purpose mini electric vehicle, known as a Goupil, also went into service on 29 April 2024. The vehicle is helping frontline staff in Public Realm keep the city clean and tidy and is being used for removing fly tipped items or carrying sandbags, tools and other heavy items. Its' small size means it can be used across the narrow streets of York, without contributing to local air pollution.
34. **Anti-idling initiatives** - we continued to promote our 'Kick the Habit' anti-idling campaign on Clean Air Day and throughout 2024 and worked with partners including schools and businesses 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 2024 reinforced 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. Further information about the campaign can be found on [CYC's Kick the Habit Webpage](#).
35. **Electric Vehicle (EV) Charging Infrastructure** – we continued to upgrade of our public electric vehicle charging network of 'fast', 'rapid' and 'ultra-rapid' charge points, as outlined in our current [Public Electric Vehicle Charging Strategy](#). Council officers organised two workshops with the Energy Saving's Trust (EST) in 2024 as part of the development of our updated Public Charging Strategy, due in 2025. These sessions included a review of current options for on-street charging for residents in terraced streets without off-street parking provision. Data published in January 2024 shows that York has 104 charge points per 100,000 people. This compares to a figure of 46 for the Yorkshire region and 73 for the UK as a whole on average. Research undertaken in March 2024, conducted by 'Independent Advisor Car Insurance', concluded that York is the fourth best city in the UK for EVs and was ranked number 1 in the North of England for EV ownership.
36. **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.

37. **Smoke Control Areas** - We adopted a new enforcement policy for smoke emissions in CYC's Smoke Control Area (SCA) in November 2024. The policy was developed in response to revisions to the Clean Air Act 1993 made through the Environment Act 2021. The policy will enable consistency in approach with other local authority areas and will act as a deterrent to burning non-authorised fuels (or using non-exempt appliances) in smoke control areas which contribute to air pollution and especially fine particulate concentrations across the city which impact human health. We re-launched our DEFRA funded 'Fuel for Thought' campaign across CYCs social media channels in October 2024; the campaign aims to raise awareness of the pollution caused by burning solid fuels and the dangers it can pose to health. CYC are currently consulting on the expanding the Smoke Control Area to ensure consistency in CYC's approach to dealing with smoke emissions across York and to ensure clarity for the public in terms of the rules for burning solid fuels.
38. **Pollution Forecasting Service** - We launched a new DEFRA funded pollution forecasting and alert platform, [York Air Alert](#), in July 2024. The new 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.
39. **Local Transport Strategy** – The Executive approved a new [Local Transport Strategy \(LTS\)](#) in July 2024. The LTS set out ambitions for York's transport network and infrastructure until 2040. This follows the extensive Our Big Conversation programme of engagement throughout 2021 and 2022, which asked residents, businesses and communities for their thoughts on what they want York to look like in 10 years, as well as data analysis and modelling undertaken for the Local Plan Examination in Public in 2022. The LTS is rooted in the wider city strategies and their ambitions, and sets out a series of key policy themes to achieve a reduction of 71% in York's transport carbon emissions (required to reach net zero by 2030). An Implementation Plan for the first period of the new LTS was approved by CYC's [Executive](#) in November 2024. The Plan reaffirms York's commitment to the

city's "transport modal hierarchy", which prioritises active modes and public transport and was supported by 73% of respondents to Our Big Transport Conversation. It specifies a set of schemes and measures, some funded and some for which funding will be sought, which will deliver towards meeting the priorities identified in the "Our Big Transport Conversation" consultation. The Implementation Plan provides an approach to city-wide transformation that will reduce air pollution and enable more physical and social activity through promotion and facilitation of active and sustainable modes of transport. This is aligned with priorities set out in AQAP4.

40. **The Local Cycling and Walking Infrastructure Plan (LCWIP)** will develop more routes for active travel, enabling more people to choose to walk, wheel and cycle safely. LCWIP is a strategic plan which outlines an evidence-based, prioritised series of active travel zones and routes that can then be used to secure external funding, including developer contributions. LCWIP was approved by CYC's [Executive](#) on 12 December 2024 but will be a 'living' document that can be updated based on changing circumstances and priorities in the city. LCWIP will be responsive to key pieces of work such as the Movement and Place Plan, Local Plan and Local Transport Plan.
41. **SAMHE (Schools Air quality Monitoring for Health and Education) Project** – CYC worked with the University of York to promote [SAMHE](#) amongst local schools. The project involves scientists from 6 institutions across the UK and is supported by the Department for Education (DfE). The project enables pupils to interact with real world data about their environment and brings together scientists, pupils and teachers. SAMHE is establishing a network of air quality monitors in schools across the UK, to generate a dataset which will help researchers better understand schools indoor air quality. Thirteen York schools participated in the main project with other schools involved in the co-design stages.
42. **Gillygate Traffic Signal Trial** – in December 2024, CYC's [Executive Member for Transport](#) approved a 12-month traffic signal trial on Gillygate aimed at improving air quality in the AQMA and supported by organisations including The Gillygate Air Quality Group, residents, businesses and York Civic Trust. The trial aims to reduce the number of queuing vehicles in Gillygate which, in addition to improving local air quality, will also create a safer environment for pedestrians, wheelchair users and cyclists. We will

continue to work with residents in the Gillygate area to explore options to further improve air quality.

43. Complementary air quality initiatives were also delivered in 2024 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 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 measures that will enable us to turn that vision into a reality and build the foundations for our forthcoming Movement and Place Plan (due by the end of 2025), which will map out connected networks for all modes of travel.
46. **Explore opportunities to reduce freight emissions** – CYC's LTS and AQAP4 commit to exploring opportunities to improve freight and logistics to ensure York's businesses have 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. In the short term we propose to designate a 'freight network' for medium (3.5T) and large (7.5T) vehicles and review powers to enforce such a network. We will also set up a freight forum and invite industry partners and experts to advise and partner with us on developing a freight strategy and network for the city. We also propose to implement a scheme allowing cargo delivery cycles access to the city centre footstreets during footstreet hours. In 2021, CYC received DEFRA funding to pilot a transshipment hub for the city, but this project has proved difficult to deliver to date, in part due to the challenge of attracting a commercial partner. We are actively seeking ways of delivering this project and taking advice from other cities where successful similar pilots have been delivered in combination with commercial partners.
47. **Continue to progress upgrades to bus services and infrastructure (including further electrification)** – presently there are around 14 million bus trips a year in York (nearly 40,000 a day). Electric buses now account for around 65% of all bus journeys in York. We will continue with our programme to electrify the bus network, aiming to completely electrify the network by 2028 (subject to funding). In the short term (2025-2026) we will

deliver a 'city centre sustainable transport route' which will facilitate substantial reductions in through private traffic with active travel, public transport and essential journeys prioritised. This will not only improve bus service reliability and enhance air quality along the corridor but will provide safer walking and cycling routes into York city centre.

48. **Traffic signal trials** – we will pursue initiatives in areas with poor air quality such as Gillygate by using traffic signals to mitigate the worst queuing in challenging areas of the network. We will embody the principles of the emerging Movement and Place Plan in how we manage our highway network. Potential measures may include reallocation of road space, traffic reduction, traffic filters and using signals to manage flows on some corridors. Wider gating strategies will also be considered to improve efficiency of Park and Ride services and to improve air quality further in the city centre.
49. **Sustainable Travel / Reducing car dependency** – we will continue to promote sustainable transport, using grants and developer contributions where available to provide advice to residents, employers and developers on how to make the most of active travel modes and public transport. This will involve an expanded 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 host the 'Active City' conference in Summer 2025. We will pursue a programme of School Streets so that the travel needs of children travelling to school are prioritised and will engage with the health sector on initiatives such as social prescribing of cycles and loan of e-bikes for health professionals. We will continue with our current Car Club initiative and over the coming year we will procure further Car Club packages to provide more extensive coverage across the city and out to villages, including access to a wider variety of vehicle types including vans. We will also develop a consistent and equitable strategy for parking across the city which balances the needs to provide access and to reduce levels of car use and will continue to investigate 'micro-mobility' schemes (with the intention of replacing the TEIR mobility scheme that came to an end in 2024).
50. **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. We will respond to complaints of idling through additional resources and signage where appropriate.

51. **Continue to reduce emissions from taxis through the new Licensing Policy** – CYC's Hackney Carriage and Private Hire Licensing Policy was approved by Council on 21 November 2024. The policy introduced an age limit and minimum emission standard for York taxis which will see a gradual change 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.
52. **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 public transport use, which have co-benefits for health and wellbeing.
53. **Expansion of strategic EV charging network** – CYC will continue with our EV charging programme and actively monitor plug-in vehicle uptake 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. We will complete the update of our 'EV Charging Strategy' in 2025 and seek ways to bring widespread coverage, using our Parking Strategy to help us balance the competing needs of highway space. We will continue to explore technology advances, such as inductive charging and will trial charging in residential areas (and evaluate its success and scope for further installations in York).
54. **Improving public awareness of air pollution** – we will promote our DEFRA funded air pollution forecasting and alert platform. The platform has been designed to ensure the most vulnerable residents have access to information that allows them to minimise exposure when pollution levels are high. We will seek to improve awareness of the links between air pollution and health impacts to support our air quality management and public health work. This will include raising public awareness of the links between domestic solid fuel burning, particulate emissions and health impacts.
55. **Further controls to address fine particulate emissions** – we will consider further opportunities to tackle fine particulate emissions. This includes consulting with the public on expansion of the smoke control area to cover the whole of CYC's administrative area to improve air quality and health.

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. Any request for funding will follow the council's budgetary 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. York's 2025 Air Quality Report shows a citywide achievement: for the first time since the pandemic, all monitored locations meet legal NO₂ limits. This reflects the success of initiatives like zero-emission buses, anti-idling campaigns, and infrastructure upgrades. Communications should highlight this milestone as a public health and environmental success, while continuing to raise awareness around particulate matter, which still exceeds WHO guidelines, to maintain momentum and support for further action.

Economy

74. 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

75. 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

76. All wards

Contact details

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

Author

Name:	Mike Southcombe
Job Title:	Environmental Protection Manager
Service Area:	Public Protection
Telephone:	(01904) 551514
Report approved:	Yes
Date:	03/06/2025

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&MId=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 2025 Annual Status Report

List of Abbreviations Used in this Report:

ASR	Annual Status Report
DEFRA	Department of Environment Food and Rural Affairs
DfT	Department for Transport
AQAP4	Fourth Air Quality Action Plan
AQMA	Air Quality Management Area
CAZ	Clean Air Zone
µg/m ³	Micrograms per cubic metre
NO ₂	Nitrogen dioxide
PM ₁₀ /PM _{2.5}	Particulate Matter up to 10 microns / 2.5 microns in size
LTP	Local Transport Plan
EV	Electric Vehicle



2025 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, 2025

Information	City of York Council Details
Local Authority Officer	Andrew Gillah
Department	Public Protection
Address	City of York Council, Public Protection Hazel Court Eco Depot, James Street, York, YO10 3DS
Telephone	(01904) 551525
E-mail	public.protection@york.gov.uk
Report Reference Number	ASR2025
Date	June 2025

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 departments: Transport Planning, Highways, Planning, Carbon Reduction, Fleet Services, Business Support and Public Health.

This ASR has been approved by **Cllr Jenny Kent (Executive Member for Environment and Climate Change)** and signed off by **Peter Roderick, Director of Public Health and James Gilchrist, Director of Transport, Environment and Planning**. **SUBJECT TO APPROVAL**

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

Email: public.protection@york.gov.uk

Phone: 01904 551525

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 objective levels. 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.

The latest air pollution monitoring data for 2024, summarised in this report, indicates that NO₂ concentrations in the AQMA have improved further since 2023. The highest concentration of NO₂ recorded at a location representative of long-term public exposure in 2024 was 32µg/m³ on Blossom Street, near the junction with Queen Street (diffusion tube reference C27). This is within the health-based objective of 40µg/m³ and reflects a significant improvement on 2023, where maximum NO₂ concentrations of 43µg/m³ (above the objective) were monitored near the junction of Gillygate and Bootham.

Improvements in annual mean NO₂ monitored at roadside continuous monitoring sites were observed between 2023 and 2024 at Holgate Road (8% improvement), Nunnery Lane (8% improvement), Gillygate (22% improvement), Lawrence Street (2% improvement), Heworth Green (12% improvement) and Fulford Road (7% improvement). In contrast, annual mean NO₂ concentrations monitored at the Fishergate roadside monitoring site increased by 6% between 2023 and 2024.

Annual mean background concentrations of NO₂ monitored at Bootham Park Hospital (City of York Council's urban background monitoring site) also improved by 3% between 2023 and 2024.

Concentrations of NO₂ monitored at the vast majority of locations in York throughout 2024 continue the downward trend in NO₂ concentrations monitored in the city 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 2024. This is the first 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 31.1µg/m³ (Gillygate / Bootham), 28.5µg/m³ (George Hudson St / Rougier St), 32.4µg/m³ (Holgate / Blossom Street), 28.1µg/m³ (Lawrence St), 25.4µg/m³ (Fishergate / Paragon St), 24.8µg/m³ (Prices Lane/Nunnery Lane) and 27.2µg/m³ (Coppergate). Maximum concentrations of NO₂ decreased in all these areas between 2023 and 2024 and ranged from 3% lower around Prices Lane / Nunnery Lane to 27% lower around Gillygate / Bootham.

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 localised areas of the city centre AQMA in the near future.

Concentrations of NO₂ monitored in the former Fulford Road AQMA in 2024 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 23.9µg/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 2024 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) and

were $20.9\mu\text{g}/\text{m}^3$. 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 NO_2 above the annual mean objective for this pollutant. The highest annual mean concentrations of NO_2 monitored along Coppergate in 2024 was $27.2\mu\text{g}/\text{m}^3$ 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 NO_2 below $36\mu\text{g}/\text{m}^3$ for 2 consecutive years (2023 and 2024) with maximum concentrations monitored in 2024 being 23% lower than 2023. This area of the city centre AQMA will be kept under review to establish longer term trends in pollution and to confirm that concentrations of NO_2 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 2024 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 2024. 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 2024 were $17.8\mu\text{g}/\text{m}^3$ (at Plantation Drive) and $9.0\mu\text{g}/\text{m}^3$ (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 $5\mu\text{g}/\text{m}^3$ ($\text{PM}_{2.5}$). Maximum particulate concentrations monitored in 2024 are slightly above the maximum levels of $16.8\mu\text{g}/\text{m}^3$ (PM_{10}) and $8.0\mu\text{g}/\text{m}^3$ ($\text{PM}_{2.5}$) monitored in 2023.

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 and congestion reduction based plans, with emphasis on reducing vehicle trips across the city.

Despite the introduction of two 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 2024, building on previous efforts and introducing new initiatives to tackle pollution and enhance public health. Key developments include:

- **Buses** - 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, NOx 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% compared to 2020 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 will involve 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. Through our Enhanced Partnership, CYC holds regular meetings with operators and stakeholders where feedback and participation from all bus user and disability groups is actively welcomed.

- **Taxis** - We provided financial support to taxi drivers through our DEFRA funded Low Emission Taxi Grant scheme until June 2024 (when all funding had been allocated). 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 has supported 38 CYC licensed taxi drivers with either purchase or operational costs for low or zero-emission vehicles. At the end of December 2024, 40% of CYC licensed taxis were using low emission petrol hybrid or zero tailpipe emission electric vehicles. We also consulted with taxi users, members of the trade and other stakeholders between April and July 2024 on a new [Taxi Licensing Policy](#) that required vehicles to meet stricter emission standards to help improve air quality across the city. The new policy, approved in November 2024, also supports the supply of more wheelchair-accessible taxis and aims to increase awareness of and extend safeguarding standards among drivers and operators.

- **CYC Fleet** – following electrical infrastructure upgrades at the council's Hazel Court ECO depot site, we continued our phased EV fleet replacement programme for vehicles under 3.5t. At January 2025, 60% of CYC's operational van fleet were electric or plug-in hybrid electric vehicles by January 2025. A new multi-purpose mini electric vehicle, known



as a Goupil, also went into service on 29 April 2024. The vehicle is helping frontline staff in the Public Realm team keep the city clean and tidy and is being used for removing fly tipped items or carrying sandbags, tools and other heavy items. Its small size means it can be used across the narrow streets of York, without contributing to local air pollution.

- **Anti-idling initiatives** - we continued to promote our 'Kick the Habit' anti-idling campaign on Clean Air Day and throughout 2024 and worked with partners including schools and businesses 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 2024 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. Further information about the campaign can be found on [CYC's Kick the Habit Webpage](#).



- **Electric Vehicle (EV) Charging Infrastructure** – we continued upgrade of our public electric vehicle charging network, consisting of 'fast', 'rapid' and 'ultra-rapid' charge points, as outlined in our existing [Public Electric Vehicle Charging Strategy](#). Council officers held two workshops with the Energy Saving's Trust (EST) in 2024 as part of the development of our updated Public Charging Strategy, due in 2025. These sessions included a review of current options for on-street charging, for residents in terraced streets without off-street parking provision. Data published in January 2024 shows that York has 104 charge points per 100,000 people. This compares to a figure of 46 for the

Yorkshire region and 73 for the UK as a whole on average. A research study undertaken in March 2024, conducted by 'Independent Advisor Car Insurance', concluded that York is the 4th best city in the UK for EV's and was ranked number 1 in the North of England for EV ownership.

- **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. An overview of planning applications reviewed by Public Protection during 2024 is provided in this Annual Status Report.
- **Smoke Control Areas** - We adopted a new enforcement policy for smoke emissions in CYC's Smoke Control Area (SCA) in November 2024. The policy was developed in response to revisions to the Clean Air Act 1993 made through the Environment Act 2021. The policy will enable consistency in approach with other local authority areas and will act as a deterrent to burning non-authorised fuels (or using non-exempt appliances) in smoke control areas which contribute to air pollution and especially fine particulate concentrations across the city which impact human health. We re-launched our DEFRA funded 'Fuel for Thought' campaign across CYCs social media channels in October 2024; the campaign aims to raise awareness of the pollution caused by burning solid fuels and the dangers it can pose to health. CYC plan to consult on the expanding the Smoke Control Area in 2025 to ensure consistency in CYC's approach to dealing with smoke emissions across York and to ensure clarity for the public in terms of the rules for burning solid fuels.
- **Pollution Forecasting Service** - We launched a new DEFRA funded pollution forecasting and alert platform, [York Air Alert](#), in July 2024. The new 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.
- **Local Transport Strategy** – The Executive approved a new [Local Transport Strategy \(LTS\)](#) in July 2024. The Local Transport Strategy sets out ambitions for York's



transport network and infrastructure until 2040. This follows the extensive Our Big Conversation programme of engagement throughout 2021 and 2022, which asked residents, businesses and communities for their thoughts on what they want York to look like in 10 years, as well as data analysis and modelling undertaken for the Local Plan Examination in Public in 2022. The Local Transport Strategy is rooted in the wider city strategies and their ambitions, and sets out a series of key policy themes to achieve a reduction of 71% in York's transport carbon emissions (required to reach net zero by 2030). An Implementation Plan for the first period of the new LTS was approved by CYC's [Executive](#) in November 2024. The Plan reaffirms York's commitment to the city's "transport modal hierarchy", which prioritises active modes and public transport and was supported by 73% of respondents to Our Big Transport Conversation. It specifies a set of schemes and measures, some funded and some for which funding will be sought, which will deliver towards meeting the priorities identified in the "Our Big Transport Conversation" consultation. The Implementation Plan provides an approach to city-wide transformation that will reduce air pollution and enable more physical and social activity through promotion and facilitation of active and sustainable modes of transport. This is aligned with priorities set out in CYC's Fourth Air Quality Action Plan (AQAP4).

- **Local Cycling and Walking Infrastructure Plan (LCWIP)** – this plan will develop more routes for active travel, enabling more people to choose to walk, wheel and cycle safely. The LCWIP is a strategic document which outlines an evidence-based, prioritised series of active travel zones and routes that can then be used to secure external funding, including developer contributions. The LCWIP was approved by CYC's [Executive](#) on 12 December 2024 but will be a 'living' document that can be updated based on changing circumstances and priorities in the city. The LCWIP will be responsive to key pieces of work such as the Movement and Place Plan, Local Plan and Local Transport Plan.
- **SAMHE (Schools Air quality Monitoring for Health and Education) Project** – CYC worked alongside the University of York to promote [SAMHE](#) amongst local schools. The project involves scientists from 6 institutions across the UK and is supported by the Department for Education (DfE). The project enables pupils to interact with real world data about their environment and brings together scientists, pupils and teachers. SAMHE is establishing a network of air quality monitors in schools across the UK, to generate an unparalleled dataset which will help researchers better understand

schools indoor air quality. There were 13 York schools that signed up to participate in the main project, with other local schools involved in the project co-design stages.

- **Gillygate Traffic Signal Trial** – in December 2024, CYC's [Executive Member for Transport](#) approved a traffic signal trial on Gillygate aimed at improving air quality in the Air Quality Management Area. The trial will be progressed throughout 2025 with support from local residents, businesses and partner organisations including York Civic Trust. The proposed trial is anticipated to reduce the number of queuing vehicles in Gillygate which, in addition to improving local air quality, will also create a safer environment for pedestrians, wheelchair users and cyclists. CYC will continue to work with residents of Gillygate and neighbouring streets to explore other options to improve air quality further in the local area.

Complementary air quality initiatives delivered in 2024 through CYC's transport and carbon reduction work programmes included:

- **Cycle to Work Day** – CYC supported the UK's biggest cycle commuting event on Thursday 1st August 2024. Cycle to Work Day aims to get more people to swap their cars for bikes and enjoy a healthier, more sustainable way to commute.
- **York Walking Festival** – our annual walking festival took place in September 2024 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. A number of group walks were available over the week, such as the Bat Walk and the River Foss Wildlife and History Walk.
- **BetterPoints** - Residents of York were invited to celebrate York's Environment Weeks by walking or taking the bus around town and be in with the chance to win free bus travel. Since being set up in August 2021 York's [BetterPoints](#) programme has reduced CO2 output by 391,433 KG and allowed residents to travel 1,653,748 miles in a sustainable way (figures from Sept 2024)
- **Greet Streets** - Almost 2,500 new trees have been planted as part of the council's [Green Streets project](#). Working with local schools, parish councils and other stakeholders, trees have been planted along Malton Road and at Melrosegate Park, Huntington Environment Park, Carr Infants School, Lakeside Primary Academy, Burton



Green Primary and seven other school sites. This first year of planting has been fully funded by grants totalling £168,000 from the White Rose Forest and Forestry Commission. The grants also provide for three years aftercare, helping the new trees thrive.

- **York Climate Commission (YCC)** was relaunched by CYC at an event on 11th January 2024, at Merchant Adventurers' Hall in York. Organisations, businesses and councillors met to discuss how they can best improve the future of York's climate impact. During the event, members of more than 80 organisations shared thoughts on challenges to York's progress to net zero.
- **Council wins Award for Energy Efficiency Scheme** - CYC and E.ON Energy Solutions Ltd won the Regional Large-scale Project of the Year award, at the Yorkshire Energy Efficiency Awards 2024 for the delivery of a [Social Housing Decarbonisation Fund \(SHDF\)](#) scheme. Staff from the Home Energy Efficiency Team in CYC's Healthy and Sustainable Homes service received the award for work to retrofit houses in York with energy efficiency measures. A variety of different measures in each home reduced carbon emissions by an average of 30% per property and included insulation - cavity wall, external wall, loft and flat roof – as well as solar photovoltaic panels, smart heating controls, hybrid air source heat pumps, new external doors and double-glazed windows. The award was given for 95 retrofit measures on 28 social housing properties at Danebury Court and Harington Avenue and a property at Carl Street. The work was funded by the Government's Department of Energy Security and Net Zero.
- **Cut carbon costs for businesses workshop** - CYC's partner [Green Economy](#) ran a Cut Carbon Cut Costs Online Workshop for businesses based in York in July 2024 with practical steps to reduce energy use and save money.
- **Energy grants for homes not heated by mains gas** – we continued to award funding to help households not using mains gas become more energy efficient through a [Home Upgrade Grant](#). Grants were available for up to 60 households for energy-efficiency measures ranging from insulation upgrades to modern low-carbon heating systems or even photovoltaic (PV) panels.
- **Solar for Schools** - Our work with the Solar for Schools scheme, which gives schools and academies the opportunity to install solar panels for free, helped city schools cut costs and carbon emissions. Dringhouses Primary School was one of the schools to have solar panels fitted. 76 panels were installed at the school, which generated 3,385kWh of energy, saving 772kg of emissions over a two-month period. Solar for Schools has installed 2,468 panels across eight schools and academies in York and in

the last year over 530MWh of energy has been produced, saving over 121t of CO₂ being released. That's enough to provide electricity for over three hundred homes for the same time period.

- **York Community Woodland opens to the public** - York Community Woodland

is now open to the public after years of preparation work, another achievement which demonstrates to our commitment to Climate and Environment, the third commitment of the Council Plan, One City for all. Over the past five years,



190,000 trees have been planted across the 78-hectare site west of Knapton, an achievement made possible with the help of dedicated efforts from local volunteer groups. The project, developed by Forestry England in collaboration with CYC and the White Rose Forest, is a key component of Forestry England's ambitious goal to plant at least 2,000 hectares of new woodland across the country by 2026. York Community Woodland will play a crucial role in enhancing the wider landscape by creating vibrant habitats to boost biodiversity, improving air quality, and mitigating soil erosion and flooding. It also provides miles of walking paths winding through the woodland, providing opportunities for exercise, relaxation, and connecting with others.

- **York's two new micro woods sites are confirmed** - In September 2024, Councillors approved the locations of two new micro woods to be planted in the city through the Government's Coronation Living Heritage Fund. CYC's Green Streets team selected two sites from 50 locations using tools such as the Tree Equity Score to determine the most suitable location. The woods, each consisting of 600 trees, will be created in Rawcliffe and Holgate.
- **YorEnergy: Energy Solutions for Every York Home** – A new service to help residents achieve home energy efficiency and save on rising energy bills was launched in October 2024. [YorEnergy](#) offers a friendly all in one service to guide residents through the home upgrade process, including free advice on the best energy-saving options.

York already has much to celebrate in relation to reducing emissions and protecting and improving the health of its residents. However, with an increasing population and further development, preventing emission growth and improving air quality remain significant challenges.

CYC's updated [Air Quality Action Plan](#) (AQAP4) outlines the council's commitments to further improve air quality in York. AQAP4 is fully aligned to the [Council Plan](#) and reflects ambitions contained within our 10-Year Strategies covering climate, health and wellbeing and the economy.

Conclusions and Priorities

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

- The annual average air quality objective for NO₂ (40µg/m³) was not exceeded anywhere within the current Air Quality Management Area (or indeed anywhere in York) in 2024. The highest concentration of NO₂ recorded in 2024 at a 'relevant location' was 32.4µg/m³ near the junction of Blossom Street and Queen Street (Diffusion Tube C27).
- Improvements in annual mean NO₂ monitored at continuous monitoring stations were observed between 2023 and 2024 at Holgate Road (8% improvement), Nunnery Lane (8% improvement), Gillygate (22% improvement), Lawrence Street (2% improvement), Heworth Green (12% improvement), Fulford Road (7% improvement) and Bootham (3% improvement). Annual mean NO₂ concentrations monitored at Fishergate were 6% higher in 2024 than 2023. Co-located diffusion tubes at the Fishergate site also showed an increase of around 3% between 2023 and 2024; this is thought to due to construction vehicles and traffic management associated with a large-scale development immediately adjacent to the monitoring site.
- Maximum annual mean concentrations of NO₂ monitored at relevant locations across the current AQMA were 31.1µg/m³ (Gillygate / Bootham), 28.5µg/m³ (George Hudson St / Rougier St), 32.4µg/m³ (Holgate / Blossom Street), 28.1µg/m³ (Lawrence St), 25.4µg/m³ (Fishergate / Paragon St), 24.8µg/m³ (Prices Lane/Nunnery Lane) and 27.2µg/m³ (Coppergate). Maximum concentrations of NO₂ decreased in all these areas between 2023 and 2024 and ranged from 3% lower around Prices Lane / Nunnery Lane to 27% lower around Gillygate / Bootham.
- Concentrations of NO₂ monitored at the majority of locations in York throughout 2024 continue the general downward trend in NO₂ concentrations monitored in the city since 2012. Concentrations of NO₂ have generally been lower in the years 2021 - 2024 than pre-pandemic levels in 2019, with the latest monitoring data suggesting that concentrations of NO₂ in 2024 have now fallen below those recorded during the pandemic in 2020.

- Maximum concentrations of NO₂ monitored in the former Fulford Road and Salisbury Terrace / Leeman Road AQMAs (now revoked) in 2024 continue to be well below the annual mean objective.
- The highest annual mean concentrations of NO₂ monitored along Coppergate in 2024 was 27.2µg/m³ at site D56 (Three Tuns Pub, 12 Coppergate) which is below the annual mean objective for this pollutant. As concentrations of NO₂ have been variable at this site over the last few years and not yet consistently under 36µg/m³ (within 10% of the objective) it is considered appropriate to keep this area of the city under observation prior to making any amendments to the AQMA boundary.
- Monitoring of NO₂ in 2024 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 2024 were 17.8µg/m³ and 9.0µg/m³ respectively. Whilst there is a general downward trend in particulate matter concentrations in York over the last 10+ years, trends over the last 5 years are less pronounced.

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 future transport policies** – CYC's [Local Transport Strategy](#) (approved July 2024) 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 is to turn that vision into a reality and build the foundations for our forthcoming Movement and Place Plan (due by the end of 2025), which will map out connected networks for all modes of travel.
- **Explore opportunities to reduce freight emissions** – CYC's Local Transport Strategy and AQAP4 commit to exploring 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 carbon emissions, air pollution, safety and damage to heritage. In the short term we propose to designate a 'freight network' for medium (3.5T) and large (7.5T) vehicles and review powers to enforce such a network. We will also set up a

freight forum and invite industry partners and experts to advise and partner with us on developing a freight strategy and network for the city. We also propose to implement a scheme allowing cargo delivery cycles access to the city centre footstreets during footstreet hours. In 2021, CYC obtained funding from DEFRA to pilot a transshipment hub for the city, but this project has proved difficult to deliver to date, in part due to the challenge of attracting a commercial partner. 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.

- **Continue to progress upgrades to bus services and infrastructure (including further electrification)** – presently there are around 14 million bus trips a year in York (nearly 40,000 a day). Electric buses now account for around 65% of all bus journeys in York. We will continue with our programme to electrify the bus network, aiming to completely electrify the network by 2028 (subject to funding). In the short term (2025-2026) we will deliver a ‘city centre sustainable transport route’ which will facilitate substantial reductions in through private traffic with active travel, public transport and essential journeys prioritised. This 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.
- **Traffic signal trials** – we will pursue initiatives in areas with poor air quality such as Gillygate (trial commenced January 2025 and is ongoing) by using traffic signals to mitigate the worst queuing in challenging areas of the network. We will embody the principles of the emerging Movement and Place Plan in how we manage our highway network. Potential interventions will be reallocation of highway space, traffic reduction, traffic filters and using signals to manage flows on some corridors. Wider gating strategies will also be considered to maximise efficiency of Park and Ride services and to improve air quality further in key areas of the 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 an expanded 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 host the ‘Active City’ conference in Summer 2025. We will pursue a programme of School Streets so that the travel needs of

children travelling to school are prioritised and will engage with the health sector on initiatives such as social prescribing of cycles and loan of e-bikes for health professionals. We will continue with our current Car Club initiative and over the coming year we will procure further Car Club packages to provide more extensive coverage across the city and out to villages, including access to a wider variety of vehicle types including vans. We will also develop a consistent and equitable strategy for parking across the city which balances the needs to provide access and to reduce levels of car use and will continue to investigate 'micro-mobility' schemes (with the intention of replacing the TEIR mobility scheme that came to an end in 2024).

- **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. We will respond to complaints of idling through additional resources and signage where appropriate.
- **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.
- **Expansion of strategic EV charging network** – CYC 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. Over the coming year we will complete the update of our 'EV Charging Strategy' and seek ways to bring widespread coverage, using our Parking Strategy to help us balance competing needs of highway space. We will

continue to explore technology advances, such as inductive charging and will trial charging in residential areas (and evaluate its success and scope for further installations in York).

- **Improving public awareness of air pollution** – we will promote our DEFRA funded air pollution forecasting and alert platform. The platform has been designed to ensure the most vulnerable residents have access to information that allows them to minimise exposure when pollution levels are high. We will seek to improve awareness of the links between all air pollution and health impacts generally to support CYC's ongoing LAQM and public health work. This will include raising public awareness of the links between domestic solid fuel burning, particulate emissions and health impacts.
- **Further controls to address fine particulate emissions** – we will consider further opportunities to tackle fine particulate emissions. This will include implementation of a new Enforcement Protocol for smoke emissions within CYC's Smoke Control Area (SCA). We will also consult with the public on expansion our SCA to cover the whole of CYC's administrative area to improve air quality and health.

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 retrofitted 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 and is

currently seeking to expand the Smoke Control Area to cover the whole of CYC's administrative area.

- 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, particularly amongst heavy diesel vehicles.

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 2004. 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 (AQMA) 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 AQMA 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 AQMA provides maps of the AQMA and also the air quality monitoring locations in relation to the AQMA. The air quality objectives pertinent to the current AQMA designation are as follows:

- NO₂ annual mean

Table 2.1 – Declared Air Quality Management Areas

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?	Level of Exceedance: Declaration	Level of Exceedance: Current Year	Number of Years Compliant with Air Quality Objective	Name and Date of AQAP Publication	Web Link to AQAP
City Centre AQMA (AQMA Order No.5)	December 2018 (supercedes 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	32	Compliance across whole AQMA demonstrated in 1 year (2024) 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 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 2024 to inform this year's report were as follows:

- It was recommended that the 'Local engagement and how to get involved' section of the ASR could be expanded. This has been addressed in the Executive Summary in this ASR.
- It was requested that new AQAP4 measures should be incorporated into this ASR. A full summary of AQAP4 measures and progress is provided in this ASR.
- It was requested that trends in air quality within and outside the AQMA were differentiated and that a clear statement of how many diffusion tubes are inside and outside the AQMA boundary. There are 105 tubes within the existing AQMA and 127 outside, with 1 blank tube (total 233 tubes). Indicators CAN027, CAN028 and CAN038 in Section 3.3 provide an indication of trends in nitrogen dioxide inside the AQMA. 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 suggested that NO_x should be listed as NO₂ in table A.1 for clarity. This has been addressed in this ASR.
- It was requested to include a statement to confirm that the diffusion tube data had been uploaded to the Diffusion Tube data Entry System (DTDES). CYC confirms that this has been done for this ASR submission and all previous submissions.
- It was suggested that a screenshot of the bias adjustment factors spreadsheet could be included in the report. This has been included in Appendix C.

CYC has taken forward a number of direct measures during the current reporting year of 2024 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 2024 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 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.
- **Reducing emissions from taxis** – We provided financial support to taxi drivers through our DEFRA funded Low Emission Taxi Grant scheme until June 2024 (when all funding had been allocated) so that at the end of December 2024, 40% of CYC licensed taxis were using petrol hybrid or zero tailpipe emission electric vehicles. The project encouraged the transition to low emission taxis within York, via the use of incentives and awareness raising. We also approved a new Taxi Licensing Policy in November 2024 that required vehicles to meet stricter emission standards to help improve air quality across the city.
- **Reduced CYC Fleet emissions** – we continued our phased EV fleet replacement programme for vehicles under 3.5t. At January 2025, 60% of CYC's operational van fleet were electric or plug-in hybrid electric vehicles.
- **Anti-idling initiatives** - we continued to promote our 'Kick the Habit' anti-idling campaign on Clean Air Day and throughout 2024 and worked with partners including schools and businesses to reduce the incidence of vehicle idling across the city. Further information about the campaign can be found on CYC's [Kick the Habit Webpage](#).
- **Upgrades to Electric Vehicle (EV) charging facilities** – we continued to upgrade our public electric vehicle charging network throughout 2024, consisting of 'fast', 'rapid' and 'ultra-rapid' charge points, as outlined in our [Public Electric Vehicle Charging Strategy](#). We also progressed two workshops with the Energy Saving's Trust (EST) as part of the development of our updated Public Charging Strategy, due in 2025. These sessions included a review of current options for on-street charging, for residents in terraced streets without off-street parking provision.
- **Low Emission Planning Guidance** - Throughout 2024, 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 in line with our [Low Emission Planning Guidance](#).

- **Smoke Control Areas / domestic solid fuel burning** – we adopted a new enforcement policy for smoke emissions in CYC's Smoke Control Area (SCA) in November 2024. The policy was developed in response to revisions to the Clean Air Act 1993 made through the Environment Act 2021. We also re-launched our DEFRA funded 'Fuel for Thought' campaign across CYC's social media channels in October 2024; the campaign aims to raise awareness of the pollution caused by burning solid fuels and the dangers it can pose to health. CYC plan to consult on the expanding the Smoke Control Area to the whole of York in 2025.
- **Air pollution forecasting and alert service** – we launched a new DEFRA funded pollution forecasting and alert platform, [York Air Alert](#), in July 2024. The new 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.
- **Local Transport Strategy** - Executive Members approved a new [Local Transport Strategy \(LTS\)](#) in July 2024. The Local Transport Strategy sets out ambitions for York's transport network and infrastructure until 2040. An Implementation Plan for the first period of the new LTS was approved by CYC's [Executive](#) in November 2024. The Implementation Plan provides an approach to city-wide transformation that will reduce air pollution and enable more physical and social activity through promotion and facilitation of active and sustainable modes of transport. This is aligned with priorities set out in CYC's Fourth Air Quality Action Plan (AQAP4).
- **Local Cycling and Walking Infrastructure Plan (LCWIP)** – this plan will develop more routes for active travel, enabling more people to choose to walk, wheel and cycle safely. The LCWIP was approved by CYC's [Executive](#) on 12th December but will be a 'living' document that can be updated based on changing circumstances and priorities in the city.
- **Gillygate Traffic Signal Trial** – in December 2024, CYC's [Executive Member for Transport](#) approved a traffic signal trial on Gillygate aimed at improving air quality in the Air Quality Management Area. The trial will be progressed throughout 2025 with support from partner organisations including The Gillygate Air Quality Group and the York Civic Trust. The proposed trial is anticipated to reduce the number of queuing vehicles in Gillygate which, in addition to improving local air quality, will also create a safer environment for pedestrians, wheelchair users and cyclists.

Complementary air quality initiatives delivered in 2024 through CYC's transport and carbon reduction work programmes included:

- **Cycle to Work Day** – CYC supported the UK's biggest cycle commuting event on Thursday 1st August 2024. Cycle to Work Day aims to get more people to swap their cars for bikes and enjoy a healthier, more sustainable way to commute.
- **York Walking Festival** – our annual walking festival took place in September 2024 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.
- **BetterPoints** - Residents of York were invited to celebrate York's Environment Weeks by walking or taking the bus around town and be in with the chance to win free bus travel. Since being set up in August 2021 York's BetterPoints programme has reduced CO₂ output by 391,433 KG and allowed residents to travel 1,653,748 miles in a sustainable way (figures from Sept 2024)
- **Greet Streets** - Almost 2,500 new trees have been planted as part of the council's [Green Streets project](#). Working with local schools, parish councils and other stakeholders, trees have been planted along Malton Road and at Melrosegate Park, Huntington Environment Park, Carr Infants School, Lakeside Primary Academy, Burton Green Primary and seven other school sites.
- **York Climate Commission (YCC)** was relaunched by CYC at an event on 11th January 2024, at Merchant Adventurers' Hall in York. Organisations, businesses and councillors met to discuss how they can best improve the future of York's climate impact. During the event, members of more than 80 organisations shared thoughts on challenges to York's progress to net zero.
- **Council wins Award for Energy Efficiency Scheme** - CYC and E.ON Energy Solutions Ltd won the Regional Large-scale Project of the Year award, at the Yorkshire Energy Efficiency Awards 2024 for the delivery of a [Social Housing Decarbonisation Fund \(SHDF\)](#) scheme. Staff from the Home Energy Efficiency Team in CYC's Healthy and Sustainable Homes service received the award for work to retrofit houses in York with energy efficiency measures. A variety of different measures in each home reduced carbon emissions by an average of 30% per property and included insulation - cavity wall, external wall, loft and flat roof – as well as solar photovoltaic panels, smart heating controls, hybrid air source heat pumps, new external doors and double-glazed windows. The award was given for 95 retrofit measures on 28 social housing properties at Danebury Court and Harington Avenue and a property at Carl Street. The work was funded by the Government's Department of Energy Security and Net Zero.

- **Cut carbon costs for businesses workshop** - CYC's partner [Green Economy](#) ran a Cut Carbon Cut Costs Online Workshop for businesses based in York in July 2024 with practical steps to reduce energy use and save money.
- **Energy grants for homes not heated by mains gas** – we continued to award funding to help households not using mains gas become more energy efficient through a [Home Upgrade Grant](#). Grants were available for up to 60 households for energy-efficiency measures ranging from insulation upgrades to modern low-carbon heating systems or even photovoltaic (PV) panels.
- **Solar for Schools** - Our work with the Solar for Schools scheme, which gives schools and academies the opportunity to install solar panels for free, helped city schools cut costs and carbon emissions. Dringhouses Primary School was one of the schools to have solar panels fitted. 76 panels were installed at the school, which generated 3,385kWh of energy, saving 772kg of emissions over a two-month period. Solar for Schools has installed 2,468 panels across eight schools and academies in York and in the last year over 530MWh of energy has been produced, saving over 121t of CO₂ being released.
- **York Community Woodland opens to the public** - York Community Woodland is now open to the public after years of preparation work, another achievement which demonstrates to our commitment to Climate and Environment, the third commitment of the Council Plan, One City for all. Over the past five years, 190,000 trees have been planted across the 78-hectare site west of Knapton, an achievement made possible with the help of dedicated efforts from local volunteer groups.
- **York's two new micro woods sites are confirmed** - In September 2024, Councillors approved the locations of two new micro woods to be planted in the city through the Government's Coronation Living Heritage Fund. CYC's Green Streets team selected two sites from 50 locations using tools such as the Tree Equity Score to determine the most suitable location. The woods, each consisting of 600 trees, will be created in Rawcliffe and Holgate.
- **YorEnergy: Energy Solutions for Every York Home** – A new service to help residents achieve home energy efficiency and save on rising energy bills was launched in October 2024. [YorEnergy](#) offers a friendly all in one service to guide residents through the home upgrade process, including free advice on the best energy-saving options.

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](#) (approved July 2024) 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 is to turn that vision into a reality and build the foundations for our forthcoming Movement and Place Plan (due by the end of 2025), which will map out connected networks for all modes of travel.
- **Explore opportunities to reduce freight emissions** – CYC's Local Transport Strategy and AQAP4 commit to exploring 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 carbon emissions, air pollution, safety and damage to heritage. In the short term we propose to designate a 'freight network' for medium (3.5T) and large (7.5T) vehicles and review powers to enforce such a network. We will also set up a freight forum and invite industry partners and experts to advise and partner with us on developing a freight strategy and network for the city. We also propose to implement a scheme allowing cargo delivery cycles access to the city centre footstreet during footstreet hours. In 2021, CYC obtained funding from DEFRA to pilot a transshipment hub for the city, but this project has proved difficult to deliver to date, in part due to the challenge of attracting a commercial partner. 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. We also aim to continue investigating the potential for a Clean Air Zone applied to freight vehicles to further reduce emissions.
- **Continue to progress upgrades to bus services and infrastructure (including further electrification)** – presently there are around 14 million bus trips a year in York (nearly 40,000 a day). Electric buses now account for around 65% of all bus journeys in York. We will continue with our programme to electrify the bus network, aiming to completely electrify the network by 2028 (subject to funding). In the short term (2025-2026) we will deliver a 'city centre sustainable transport route' which will facilitate substantial reductions in through private traffic with active travel, public transport and essential journeys prioritised. This 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.

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- **Expansion of strategic EV charging network** – CYC 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. Over the coming year we will complete the update of our 'EV Charging Strategy' and seek ways to bring widespread coverage, using our Parking Strategy to help us balance competing needs of highway space. We will continue to explore technology advances, such as inductive charging and will trial charging in residential areas (and evaluate its success and scope for further installations in York).
- **Improving public awareness of air pollution** – we will promote our DEFRA funded air pollution forecasting and alert platform. The platform has been designed to ensure the most vulnerable residents have access to information that allows them to minimise exposure when pollution levels are high. We will seek to improve awareness of the links between all air pollution and health impacts generally to support CYC's ongoing LAQM and public health work. This will include raising public awareness of the links between domestic solid fuel burning, particulate emissions and health impacts.
- **Further controls to address fine particulate emissions** – we will consider further opportunities to tackle fine particulate emissions. This will include implementation of a new Enforcement Protocol for smoke emissions within CYC's Smoke Control Area (SCA). We will also consult with the public on expansion our SCA to cover the whole of CYC's administrative area to improve air quality and health.

City of York Council worked to implement these measures in partnership with the following stakeholders during 2024:

- 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 Driver / Associations (and vehicle dealerships for taxi grants)
- 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 retrofitted 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 and is currently seeking to expand the Smoke Control Area to cover the whole of CYC's administrative area.
- 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, particularly amongst heavy diesel vehicles.

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. 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 2025, 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 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
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	2025	CYC Sustainable Transport Bus operators Manufacturers of low emission buses Charging infrastructure providers	DfT Bus Operators (match funding)	Funded	>£10m	Implementation	<p>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 NOx emissions are due to buses</p> <p>AQAP4 section 3.5 estimates that electrifying the remaining bus fleet would result in around 6% reduction in overall NOx emissions (for the area modelled). However, this is dependent upon bus frequency / the area of York.</p> <p>New buses will be used on First's routes 1, 4, 5 and 6, for the York Hospital shuttle bus and on Park&Ride route 2, reducing carbon emissions in York by 2,300 tonnes per year as well as reducing NO_x and PM emissions across the city. This adds to the current annual reduction of 1,600 tonnes achieved by the zero-emission Park and Ride fleet.</p>	<p>% Electric Bus within 'urban' bus fleet</p> <p>BSIP target to convert all bus services operating predominantly in the York urban area to electric vehicles by 2024/25.</p> <p>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.</p>	<p>CYC has adopted a four-phase transition to electric drive for buses</p> <p>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).</p> <p>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.</p> <p>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.</p> <p>Phase 4 will convert the inter-urban routes. To date, no suitable vehicle has been marketed for this stage, but that is likely to change as battery technology develops. It is also possible that the Phase 4 conversions will rely on an alternative technology, such as hydrogen.</p> <p>CYC aim to completely electrify the network by 2028.</p>	<p>Additional benefits include reduction in carbon emissions, noise pollution and improved passenger (and driver) experience</p> <p>Opportunities to work with York tour bus operators to facilitate upgrades</p> <p>The positive conversion of York's largest operator, First, will be important in familiarising the other operators in the city with electric vehicles.</p> <p>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.</p>

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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 will run until 2025 with annual review	CYC Transport (EV Strategy) BP Pulse (access partner) EV Charge Point manufacturers	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 2025 No. of charging episodes at CYC charge points: 2022 - 24,109 2023 – 36,219 2024 – 38,715	Extensive 'pay as you go' fast charge public electric vehicle recharging network consists of 103 chargers (Jan 2025) Two Hyperhub sites delivered and operational with two further Hyperhub sites in development 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. CYC officer workshops were progressed with independent expert body the Energy Saving Trust (EST) on 9th July and 18th November 2024 to consider options for on-street charging and policy/strategy options. Updated 'Public EV Charging Strategy' currently being developed and due for publication by the end of 2025.	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.
9b	Air Quality Alert / Notification Service	Public Information	Via the Internet / Via other mechanisms	2024	2024	CYC Public Protection / Public Health External IT platform provider	DEFRA AQ Grant	Funded	£50k - £100k	Complete	Measure aimed at reducing exposure rather than pollution reduction per se	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 <u>York Air Alert</u> 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. At January 2025 there were 153 registered users	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 We will also explore wider behaviour change messaging in response to high pollution episodes
1a	Explore opportunities / options for reducing freight emissions	Freight and Delivery Management	Delivery and Service Plans Freight Consolidation Centre Freight Partnerships for city centre deliveries	2024	2025/26	CYC Freight transport industry Local operators York Civic Trust Local Enterprise Partnership	DEFRA funding secured for feasibility study and pilot	Partially funded	£100k - £500k	Planning	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 NOx emissions and up to 55% in some areas. LGVs generally	Reduction in freight mileage / freight emissions	Initial feasibility study to address first/last mile delivery of light goods in York undertaken Oct/Nov 2021. Freight forum established 2021 A new <u>Local Transport Strategy</u>	Whilst the initial first/last mile feasibility study was funded, any permanent consolidation facilities would be subject to further costing and investment

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						York Business Improvement District (BID)					responsible for less than 10% of road traffic NOx 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. AQAP4 section 3.5 estimates that reducing HGV/LGV volumes by 25% would result in around 8% reduction in overall NOx emissions (for the area modelled).		(LTS) was approved in July 2024. The LTS sets out ambitions for York's transport network and infrastructure until 2040. An Implementation Plan for the first period of the new LTS was considered by CYC's Executive in November 2024. The <u>Implementation Plan</u> 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. CYC's is currently in the process of developing a 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. 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 carbon emissions, air pollution, safety and damage to heritage. Movement and Place Framework prepared by Phil Jones Associates (PJA) in July 2024.	
1b	Undertake pilot project to test 'micro-consolidation centre' for distribution of commercial light goods	Freight and Delivery Management	Freight Consolidation Centre	2024	2025/26	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	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	Pilot funded through DEFRA Air Quality Grant Anticipated that the pilot will be supported by <u>Blueberry Academy</u> , who provide specialist support for young

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											NO _x emissions (for the area modelled).		had previously expressed interest in the project. In June 2024, CYC's Transport Board agreed to continue the project based on the Blueberry Academy / Greenlink Delivery Hub option.	people and adults with learning differences, autism, social, emotional and mental health needs and/or other disabilities. This project has been significantly delayed due to project management capacity at CYC
1c	Consider feasibility of extending Clean Air Zone to include freight vehicles	Promote Low Emission Transport	Clean Air Zone (CAZ)	2024	Currently unknown	CYC Freight transport industry Local operators York Civic Trust Local Enterprise Partnership York Business Improvement District (BID)	Currently unknown	Not Funded	Currently unknown	Planning	Currently unknown	To be developed	CYC Council Plan 2023 – 2027 aspiration to consider extension of CAZ to freight vehicles Member briefing note produced in September 2024, which included a review of other CAZ schemes across the UK. 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.	Expansion of the CAZ to include HGVs is not being actively pursued 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	2025	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	% 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

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											the area modelled). However, this is dependent upon bus frequency / the area of York.			
2c	Extend CAZ (for buses) to York Central	Promoting Low Emission Transport	Clean Air Zone (CAZ)	2024	2025	CYC Sustainable Transport Bus operators 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. Work to formalise the CAZ extension to York Central currently in progress.	Subject to discussions with the Traffic Commissioners Office and a change to the Traffic Regulation Condition
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 internal funding for ongoing promotion and development of resources to support the campaign	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 Annual promotion on Clean Air Day Schools – 'Kick the Habit' anti-idling campaign in school newsletters for Clean Air Day 2024 Confederation for Passenger Transport (CPT) – CYC's Kick the Habit anti-idling campaign promoted in national newsletter which goes out to all CPT members, that features the latest news, views and compliance matters impacting on the industry Further promotion of 'Kick the Habit' in December 2024 with emphasis on minimising engine idling whilst defrosting vehicle windscreens during the winter period	Partnership working with schools, hospital and academic institutions Opportunities to roll-out campaign in other local authority areas Awareness raising with commercial operators
3b	Erect further signage / develop new anti-idling resources / review approach to anti-idling enforcement	Traffic Management	Anti-idling enforcement	2024	Ongoing	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, at most city centre bus stops, multiple taxi ranks and at other key locations since scheme launch in 2019. Union Terrace Coach park signage was refreshed in 2024. Anti-idling leaflets produced for different target audiences (schools, taxi drivers, commercial vehicles etc) Additional permanent advisory anti-idling signage was erected along Gillygate and on	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 queueing 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. CYC's Environmental Protection team

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													the surrounding roads in May/June 2024 to encourage motorists to switch off their engines whilst queuing. Anti-idling patrols were undertaken in response to public complaints of stationary idling on the public highway.	undertake patrols in response to persistent idling complaints and follow up all complaints of idling by commercial operators.
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>Previous consultation with the taxi trade around vehicle standards in 2020</p> <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>From November 2024, the new policy requires 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. The age limit does not apply to ULEVs (<75g/km CO₂) or Euro 6 wheelchair accessible vehicles.</p> <p>From November 2027, vehicle licences will not be renewed by CYC unless they meet these requirements (Euro 5 wheelchair accessible vehicles were granted an additional 3 years to November 2030).</p>	CYC will also consider opportunities for addressing emissions associated with non-CYC registered taxis that operate in the city
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	Will require external funding	Not funded	£500k - £1m	Planning	Converting the remaining taxi fleet to electric or petrol-hybrid technology can offer considerable emission savings	% low emission taxis (electric / PHEV / hybrid) across CYC licensed taxi fleet	CYC delivered a Low Emission Taxi Grant scheme between November 2020 and June 2024. The project encouraged the transition to low	CYC will also work alongside the taxi trade to understand requirements of charging infrastructure needs.

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											compared with older diesel technology	At January 2025 this was 40%	emission taxis within York, via the use of incentives and awareness raising. The scheme provided £105k in grant funding and has supported 38 CYC licensed taxi drivers with either purchase costs or operational costs for 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 <u>Council Plan</u> aspiration to consider extension of CAZ area to include taxis	Subject to further feasibility work
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	2025	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 Jan 2025 figure was 60%	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. At January 2025, 60% of CYC's operational van fleet were electric (87 vans) or plug-in hybrid electric vehicles (1 Van).	Phased vehicle upgrades as part of replacement programme will see gradual increase in EVs across all service areas
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 2025 figure was 4.7% (2 electric refuse vehicles and 1 electric pick-up)	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).	-

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													30 CYC pool bikes available across 12 locations 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 with carbon reduction policies	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	2024	2025/26	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	Draft guidance available and currently being actively used for development control purposes Update in progress	Cost anticipated mainly in relation to staff time and consultation CYC will ensure that local standards for EV charging infrastructure provision remain appropriate for current EV use (and anticipated future EV uptake) in the city and are aligned to CYC's vision as laid out in CYC's EV Charging Strategy. Consideration of energy efficiency with respect to commercial / domestic heating Consideration of low NO _x boiler technologies Aim to ensure that heating technologies in new developments achieve the lowest emissions possible, considering both local air quality and carbon reduction targets Consideration of emissions from Non-Road Mobile Machinery (NRMM) and local standards.
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

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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	Planning	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 whilst use of rapid and ultra-rapid charge points Low emission discount offered on parking permits. We consulted with the public on levels of discount for low emission vehicles for residents parking and season tickets as part of our Big Budget Conversation in Nov/Dec 2024. Advice to businesses on EV transition and infrastructure The TIER e-scooter and e-bike trial ended on 31 May 2024. York's e-scooter rental scheme was part of the Department for Transport micro-mobility trial. Since the trial began nearly 60,000 e-scooter and e-bike users in York have covered more than 820,000 miles in over half a million journeys. CYC is exploring opportunities for trials of further micro-mobility modes.	CYC will explore further incentives to increase use of micro-mobility modes, such as E-Bikes / E-Scooters
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 2024 Real-time air quality data publicly available at Air Quality England . Communication equipment upgrades progressed at 2 continuous monitoring sites throughout 2024 (Gillygate and Holgate) to facilitate rapid data dissemination. Diffusion tube data publicly available on YorkView Promotion of smoke control area (SCA) requirements	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. Updates will also cover issues such as the impacts of bonfire smoke
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	Funded	Local promotion of SCAs and existing campaigns <£10k	Implementation	NO _x /PM reduction not estimated but communications campaigns can increase awareness of air quality issues	Annual promotion undertaken Reduction in solid fuel burning / change in domestic heating	Promotion undertaken via CYC media channels Autumn/Winter 2024 Compliance checks across solid fuel	Promotion of 'Burn Better' campaign will help householders choose cleaner fuels and ensure they are aware of best practice

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							Particulate awareness and reduction campaign was funded through DEFRA AQ Grant		Fuel for Thought campaign £10k - £50k		and drive behavioural change	patterns, awareness of correct maintenance and efficient use of appliances and fuel certification schemes	distribution outlets were progressed throughout 2023/2024 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. CYC's <u>Fuel for Thought</u> campaign was launched in November 2023 and was actively promoted throughout the Winter period. This campaign also raised awareness of smoke control area requirements.	in terms of maintenance of solid fuel burning appliances.
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	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 vehicle emission technology.	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 Delivery of active travel campaign 'Better Points' scheme 'Bikeability' training to all Primary and Secondary state schools Urban Cycle Skills training for adults and families York Walking Festival Production of cycle route videos and audio walking guides School Travel Planning Development of a Local Cycling and Walking Infrastructure Plan (LCWIP)	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 Also see measure 10c for updates on CYC's LCWIP
10b	Delivery of Bus Service Improvement Plan (BSIP)	Transport Planning and Infrastructure	Bus route improvements Public transport improvements – interchanges, stations and services	2024	2025	CYC Sustainable Transport Bus companies Infrastructure providers	DfT	Funded	>£10m	Implementation	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	Various KPIs outlined in BSIP, examples include: Passenger trips per year Bus punctuality /excess wait time Service frequency	Award of £8.4m through DfT's ZEBRA fund in March 2022 to fund 44 electric buses, with an additional award of £1.8m to increase the scope to co-fund a further 9 buses Award of £17m in April 2022 to support	See <u>BSIP report</u> to Executive Member for Transport

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												% Electric Bus BSIP Target of 20 million bus passenger trips a year by April 2025 (25% increase on the peak seen in 2017/18).	the development of key schemes and initiatives in line with York's Bus Service Improvement Plan, including wider electrification of the urban bus fleet, bus priority measures, improvements to stops, shelters and passenger information	
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 <u>Implementation Plan</u> published November 2024. The plan provides an approach to city-wide transformation that will reduce air pollution and enable more physical and social activity through promotion and facilitation of active and sustainable modes of transport. The Implementation Plan will next be refreshed in Spring 2026.</p> <p>The Local Cycling and Walking Infrastructure Plan (LCWIP) specifies priority networks for walking, wheeling and cycling. These will form the basis for future investment in the active travel network and will be reflected in the Movement and Place Plan, which will map out connected networks for all modes of travel. This is due to be complete by the end of 2025.</p> <p>Following CYC's planning committee on 19 March 2024, and referral to the Secretary of State, the YORR planning application has now been approved. Full details can be found on the <u>Planning Access Portal</u>, using the search reference 22/02020/FULM.</p> <p>Consideration of Gillygate specific measures in progress. A Gillygate working group was established in 2023 and progressed throughout 2024 to</p>	<u>Scoping report for CYC LCWIP</u>

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
													consider specific air quality improvement measures on Gillygate to address remaining exceedances of health-based standards. CYC officers will continue to work with residents of Gillygate and neighbouring streets as part of this group to explore other options to improve air quality further in the local area. Traffic Signal Trial on Gillygate approved by <u>Executive Member for Transport</u> in December 2024 CYC plan to progress a study looking at options for altering traffic movements on the western side of York's Inner Ring Road – focussing on the quadrant bounded by Gillygate, Bootham, Wigginton Road, Clarence Street and Gillygate, with a focus on addressing poor air quality in this area. This is likely to form part of the Movement and Place Plan unless it can be funded separately.	
11a	Regulation and control of industrial emissions	Environmental Permits	Other	2024	Ongoing	CYC Public Protection	CYC	Funded	£10k - £50k	Implementation	NO _x / PM emission reduction not estimated but will prevent further deterioration in air pollution via regulation and control of existing processes	Scheduled CYC inspections completed per annum	Annual inspection programme ongoing	Scheduled inspections undertaken by CYC Public Protection staff. 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 new enforcement policy for smoke emissions in CYC's Smoke Control Area (SCA) in November 2024. See	Work programme subject to maintaining staff resource CYC continues to investigate sales of non-authorised solid fuels and complaints of non-compliance.

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													<p><u>Decision Session – Executive Member for Environment and Climate Emergency 19th November 2024</u></p> <p>Consultation on revised SCA boundary planned for 2025</p>	
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	<p>Home upgrade energy efficiency grants and advice services to residents and businesses will complement wider emission reduction measures of AQAP4.</p> <p>Across York, domestic buildings are the largest sources of greenhouse gas emissions at 31.9%.</p>	Grants awarded / energy savings / carbon reduction	<p>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 full update for 2024 is provided the updated Action Plan.</p> <p>Measures include:</p> <p>Creation of a <u>Retrofit One-Stop-Shop</u> for York is underway through the Innovate UK funded Net Zero Living project. The retrofit One-Stop-Shop will facilitate retrofitting homes with low-carbon measures, improve the householder experience and contribute to better energy efficiency standards across the city.</p> <p>Rollout of <u>Home Upgrade Grant (HUG2)</u> that provide insulation for low-income households to reduce heating bills and carbon emissions</p> <p>Decarbonisation plans for 21 schools and 5 leisure centres, identifying opportunities to reduce energy consumption, providing both financial and carbon savings.</p> <p><u>Local Energy Advice Demonstrator (LEAD) Home Energy Advice Scheme</u> for Conservation Area and Listed Property Owners</p>	<p>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.</p> <p>CYC secured £175,980 grant funding from the Government's Low Carbon Skills Fund to create 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	-	-	2024	Ongoing	CYC Public Protection Academic Institutions (equipment trials)	CYC	Funded (routine operation)	£10-£50k per annum	Implementation	No direct air quality impact but used to monitor impact of AQAP measures and complementary	Average and/or maximum concentrations of NO ₂ , PM ₁₀ and PM _{2.5} across key	Established monitoring network including 9 real-time monitoring stations and 233 passive NO ₂	Full details of CYC's up to date monitoring strategy and any changes are provided annually in CYC's

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	changing monitoring priorities							of existing equipment) Future upgrades subject to additional funding			CYC strategies affecting traffic and local development	areas in the AQMA / the wider area of York	diffusion tubes across CYC area Communications upgrades (4G) at two of CYC's continuous monitoring sites completed in 2024 to facilitate real-time data availability Contracts negotiated for ongoing data management, audit and service for air quality sites for period 2025-2027	<u>Annual Air Quality Status Reports</u> 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 <u>Air Quality England</u> website and CYC Annual Status Reports hosted on <u>council website</u> Diffusion tube data hosted on CYC's <u>YorkView</u> GIS platform Annual Air Quality Report to CYC's <u>Executive in June 2024</u> Successful DEFRA AQ Grant bid for air quality alert / forecasting service that was launched in July 2024 Presentation on York's air quality initiatives to <u>Association of the Directors of Public Health Yorkshire and the Humber Sector-led improvement conference</u> on 8th November 2024	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 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 4.4% of deaths in York in 2023 (latest data available at the time of writing). This figure is less than the figure reported for the wider Yorkshire and Humber region in 2023 (5.1%) and less than the average figure reported for England in 2023 (5.2%).

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 over the next 5 years 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 2024 was 9.0µg/m³ at the Gillygate site.

CYC is demonstrating a commitment to addressing PM_{2.5} through measures in its current (new) 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.

- **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 a 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 2025.

CYC was 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.

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 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% compared to 2020 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 will involve 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 40% (figure correct as of end December 2024).

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 3.5t. At January 2025, 60% of CYC's operational 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 by the end of 2025. CYC also currently offer a residents 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 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 2024 we issued 17 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 2024, CYC's Director of Public Health and colleagues in the Public Health team have been involved in the development of AQAP4 and delivery of air quality improvement measures. CYC also maintain good 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 2024 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 2020 and 2024 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 2024. 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 233 sites during 2024. There are 105 diffusion tubes within the existing AQMA and 127 tubes outside, with 1 blank tube. 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 [City of York Council's website](#) 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 2024 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 2024 was 32.4µg/m³ on Blossom Street, near the junction with Queen Street (diffusion tube reference C27). This contrasts with 2023, where maximum NO₂ concentrations of 43µg/m³ were monitored near the junction of Gillygate and Bootham.

Improvements in annual mean NO₂ monitored at roadside continuous monitoring sites were observed between 2023 and 2024 at Holgate Road (8% improvement), Nunnery Lane (8% improvement), Gillygate (22% improvement), Lawrence Street (2% improvement), Heworth Green (12% improvement) and Fulford Road (7% improvement). Annual mean NO₂ concentrations monitored at the Fishergate roadside monitoring site increased by 6% between 2023 and 2024. Co-located diffusion tubes at the Fishergate site also showed an increase of around 3% between 2023 and 2024; this is thought to be due to construction vehicles and traffic management associated with a large-scale development immediately adjacent to the monitoring site.

Annual mean background concentrations of NO₂ monitored at Bootham Park Hospital (City of York Council's urban background continuous monitoring site) also improved by 3% between 2023 and 2024.

Concentrations of NO₂ monitored at the vast majority of locations in York throughout 2024 continue the general downward trend in NO₂ concentrations monitored in the city 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 2024. This is the first 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 31.1µg/m³ (Gillygate / Bootham), 28.5µg/m³ (George Hudson St / Rougier St), 32.4µg/m³ (Holgate / Blossom Street), 28.1µg/m³ (Lawrence St), 25.4µg/m³ (Fishergate / Paragon St), 24.8µg/m³ (Prices Lane/Nunnery Lane) and 27.2µg/m³ (Coppergate). Maximum concentrations of NO₂ decreased in all these areas between 2023 and 2024 and ranged from 3% lower around Prices Lane / Nunnery Lane to 27% lower around Gillygate / Bootham.

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 exceedences 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 seen more than 3 consecutive years of maximum concentrations being lower than 36µg/m³ (see section 3.3.1) 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 localised areas of the city centre AQMA in the near future.

Concentrations of NO₂ monitored in the former Fulford Road AQMA in 2024 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 23.9µg/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 2024 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) and were 20.9µg/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 2024 was 27.2µg/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 2 consecutive years (2023 and 2024) with maximum concentrations monitored in 2024 being 23% lower than 2023. This area of the city centre AQMA will be kept under review to establish longer term trends in pollution and 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 2024 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 2024 (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 2024 was 17.8µg/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. Annual mean concentrations of PM₁₀ monitored in 2024 were above levels monitored in 2023 at all 3 CYC sites. Annual mean PM₁₀ increased at Plantation Drive (roadside), Fishergate (roadside) and Bootham (background) by 15%, 12% and 8% respectively. 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 2024 there were less than 35 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 2 days) and at the Plantation Drive site (on 1 day).

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 2024, 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 2024 was 9.0µg/m³ at Gillygate. This compares

with a maximum level of $8.0\mu\text{g}/\text{m}^3$ monitored in 2023, at Fishergate. All monitored concentrations in 2024 are within the current annual mean objective of $10\mu\text{g}/\text{m}^3$. As with most areas of the UK, monitored concentrations of $\text{PM}_{2.5}$ in York are above the WHO Guideline value of $5\mu\text{g}/\text{m}^3$ for this pollutant.

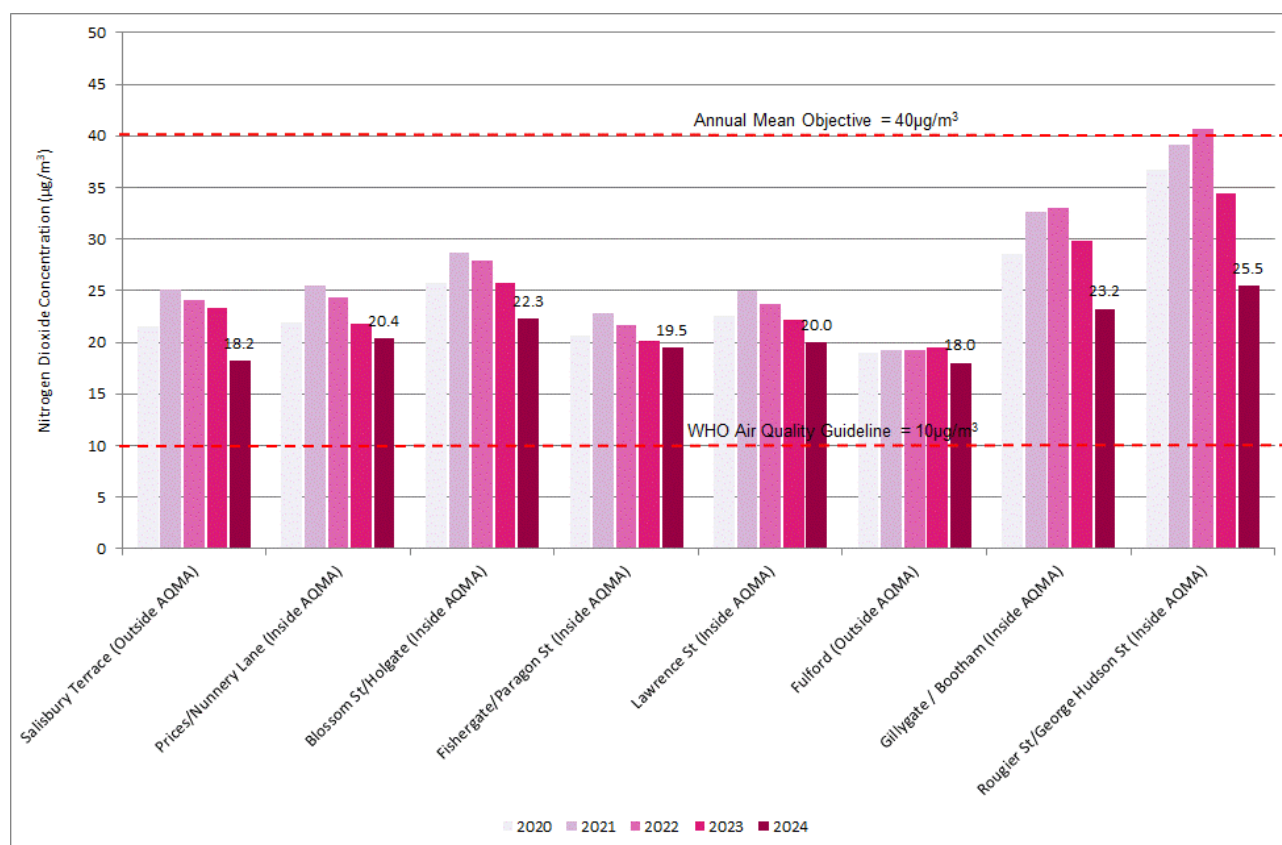
Between 2023 and 2024, annual mean concentrations of $\text{PM}_{2.5}$ decreased at Fishergate (7% improvement) but increased at all other sites (by 4%, 25%, and 8% at Bootham, Gillygate and Holgate respectively). Whilst there is a long-term downward trend in $\text{PM}_{2.5}$ in York (over the last 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 2020 and 2024 are shown below:

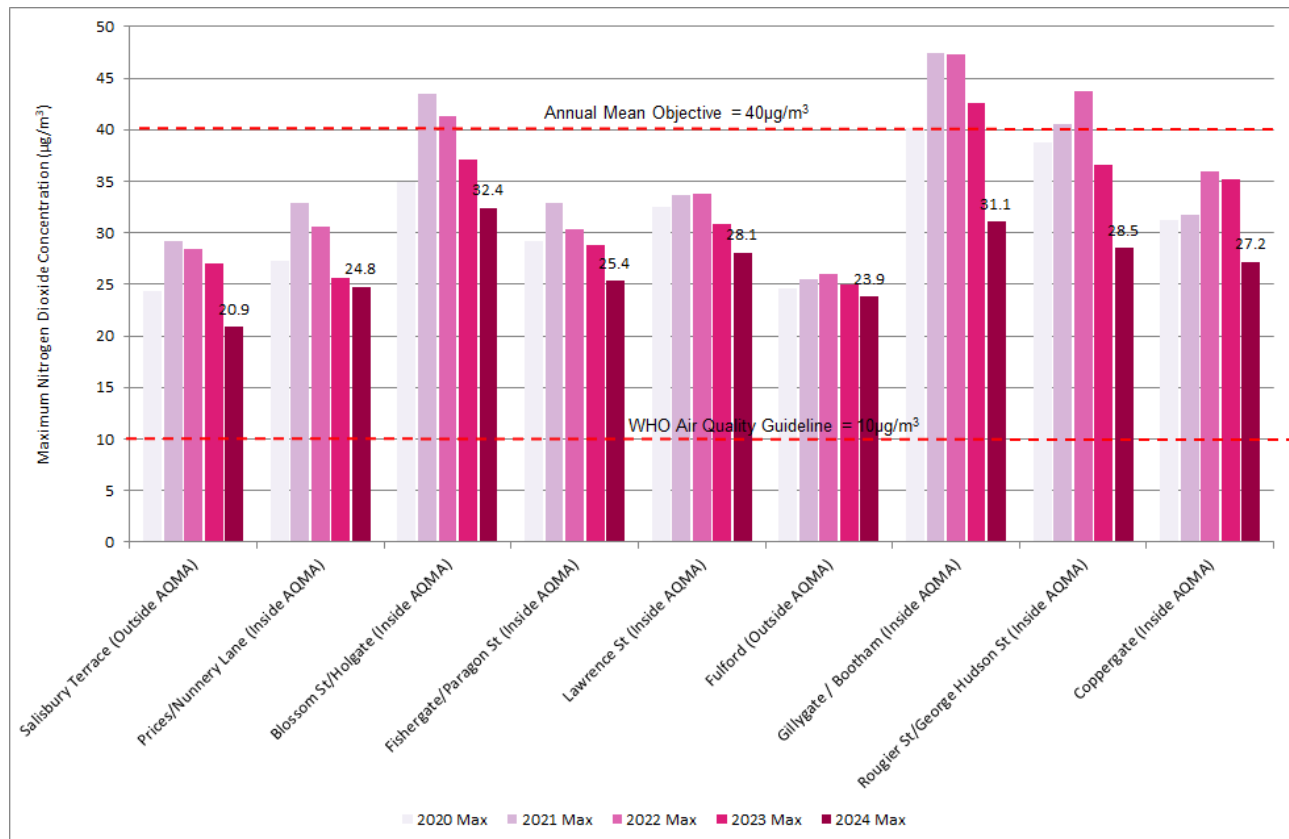


Average concentrations of NO₂ monitored in 2024 were lower than 2023 in all areas.

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

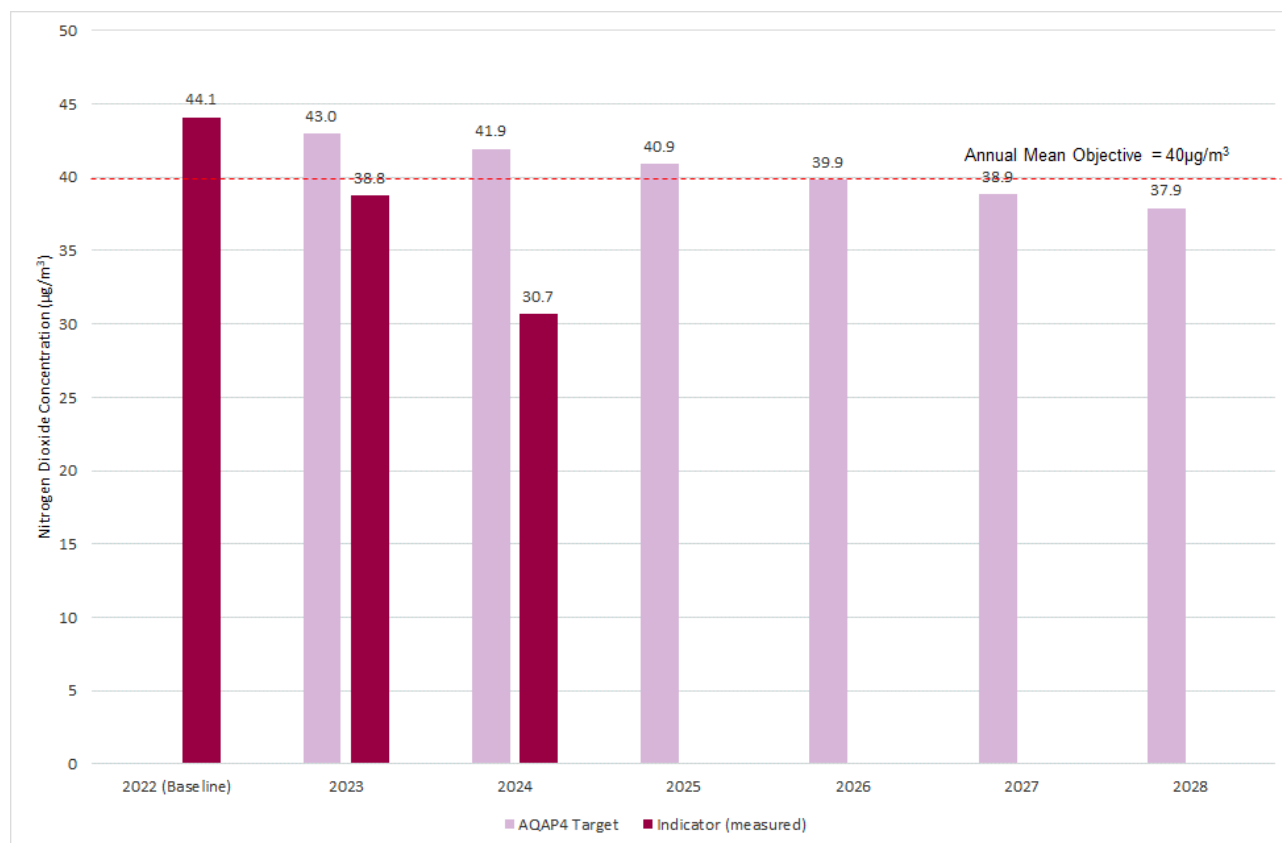
monitored (historical AQMA areas, such as Salisbury Terrace and Fulford Road, are also shown for information). This only considers monitoring at relevant locations and is therefore useful to look at the validity of existing AQMA boundaries year to year. Trends between 2020 and 2024 are shown below:



The maximum annual mean NO₂ concentration monitored at a relevant location in 2024 was 32.4µg/m³ (Diffusion tube C27 on Blossom Street, near the junction with Queen Street). Maximum concentrations of NO₂ across all areas of the AQMA in 2024 were below the annual mean NO₂ objective and decreased between 2023 and 2024. The greatest improvement was observed in the Gillygate area, where maximum concentrations of NO₂ improved by 27% between 2023 and 2024. Maximum concentrations of NO₂ monitored across all areas are the lowest recorded in 15 years of monitoring.

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

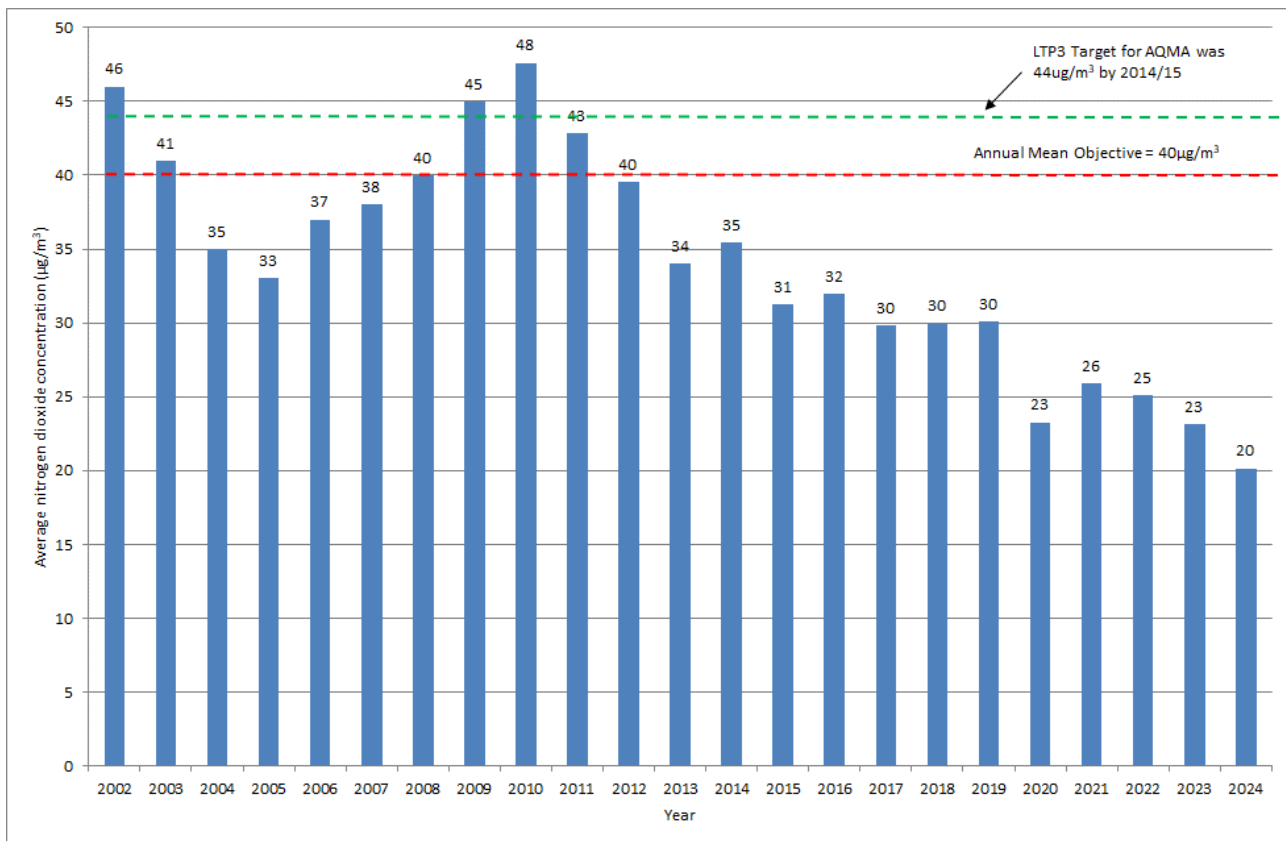
previously been at least one monitor at a point of relevant public exposure within each area that is above the annual mean objective of $40\mu\text{g}/\text{m}^3$. Indicator CAN038 considers an average of the maximum annual mean concentrations of NO_2 in these three areas (specific values for the 3 respective areas are shown in indicator CAN028 above).



As can be seen from the graph above, the AQAP4 target was met in 2024 and the indicator is well within the $40\mu\text{g}/\text{m}^3$ objective. Projections undertaken for AQAP4 suggested that it may take until 2026 for this indicator to fall below $40\mu\text{g}/\text{m}^3$. The rate of improvement observed in York between 2022 - 2024 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 Indicator

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 36 diffusion tubes located within CYC's city centre AQMA. Trends in this indicator between 2002 and 2024 are shown below:



This indicator suggests that NO_2 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 NO_2 concentrations across the city centre AQMA over the last 14 years. The figure of $20\mu\text{g}/\text{m}^3$ recorded in 2024 is the lowest recorded value since the indicator was established in 2002 and was lower than that 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) ⁽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	Portland Street - triplicate	Urban Background	460163	452468	NO ₂	NO	3.7	1.8	N	~2.75
9	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

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)
45	Clarence St	Roadside	460319	452754	NO ₂	YES	3.6	2	N	~2.75
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	Gillygate Monitoring Station - triplicate	Roadside	460149	452342	NO ₂	YES	3.4	2.3	Y	~2.75
79	Gillygate Monitoring Station - triplicate	Roadside	460149	452342	NO ₂	YES	3.4	2.3	Y	~2.75
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 Montague 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	Signpost between houses 252 & 254 on Salisbury Terrace - triplicate	Roadside	458703	452429	NO ₂	NO	0.2	1	N	~2.75
103	Signpost between houses 252 & 254	Roadside	458703	452429	NO ₂	NO	0.1	1.4	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)
	on Salisbury Terrace - triplicate									
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
109	Signpost outside 16 Rougier Street	Roadside	459924	451833	NO ₂	YES	0.2	2.5	N	~2.75
110	Signpost inbetween 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

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)
125	Osbalwick Derwenthorpe	Roadside	463194	451967	NO ₂	NO	20	1.6	N	~2.75
126	New Tube (Osbalwick 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
2a	Fishergate Monitoring station - triplicate	Roadside	460746	451034	NO ₂	YES	16.3	3.5	Y	~2.75
2b	Fishergate Monitoring station - triplicate	Roadside	460746	451034	NO ₂	YES	16.3	3.5	Y	~2.75
2c	Fishergate Monitoring station - triplicate	Roadside	460746	451034	NO ₂	YES	16.3	3.5	Y	~2.75
3a	Bootham Monitoring Station - triplicate	Urban Background	460024	452767	NO ₂	NO	39	49.6	Y	~2.75
3b	Bootham Monitoring Station - triplicate	Urban Background	460024	452767	NO ₂	NO	39	49.6	Y	~2.75
3c	Bootham Monitoring Station - triplicate	Urban Background	460024	452767	NO ₂	NO	39	49.6	Y	~2.75
95a	Fulford Monitoring Station - triplicate	Roadside	460938	449465	NO ₂	NO	19	6.5	Y	~2.75
95b	Fulford Monitoring Station - triplicate	Roadside	460938	449465	NO ₂	NO	19	6.5	Y	~2.75
95c	Fulford Monitoring Station - triplicate	Roadside	460938	449465	NO ₂	NO	19	6.5	Y	~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)
9a	Portland Street - triplicate	Urban Background	460163	452468	NO ₂	NO	3.7	1.8	N	~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	Lamp post 1 Clifton Dale - triplicate	Urban Background	459335	452931	NO ₂	NO	2.7	1.6	N	~2.75
A14	Lamp post 1 Clifton Dale - triplicate	Urban Background	459335	452931	NO ₂	NO	2.7	1.6	N	~2.75
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	17 Sailsbury Terrace - triplicate	Roadside	458713	452414	NO ₂	NO	0.2	1.3	N	~2.75
A19a	17 Sailsbury Terrace - triplicate	Roadside	458713	452414	NO ₂	NO	0.2	1.3	N	~2.75
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	224 Sailsbury Terrace - triplicate	Roadside	458760	452404	NO ₂	NO	0.2	1.1	N	~2.75
A20a	224 Sailsbury Terrace - triplicate	Roadside	458760	452404	NO ₂	NO	0.2	1.1	N	~2.75
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

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)
A29	Low Poppleton Lane	Urban Background	456939	453013	NO ₂	NO	23.6	1.1	N	~2.75
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
A56	Holgate Road	Urban Background	459470	451268	NO ₂	YES	0.2	10.2	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

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)
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
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

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)
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
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	Lamp post 60 Malton Road - triplicate	Urban Background	462565	454194	NO ₂	NO	16.9	0.6	N	~2.75
B37	Lamp post 60 Malton Road - triplicate	Urban Background	462565	454194	NO ₂	NO	16.9	0.6	N	~2.75
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

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)
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
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

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)
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 Lawrences Working Mens Club	Roadside	461227	451368	NO ₂	YES	18.8	5.6	N	~2.75
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

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)
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
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

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)
C42	300 Fulford Rd	Urban Background	460857	449748	NO ₂	NO	0.2	10	N	~2.75
C43	Lamp post 39 Fulford Rd - triplicate	Roadside	460869	449730	NO ₂	NO	8.7	0.3	N	~2.75
C43a	Lamp post 39 Fulford Rd - triplicate	Roadside	460869	449730	NO ₂	NO	8.7	0.3	N	~2.75
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 Scarcroft Road/The Mount	Roadside	459484	451141	NO ₂	YES	25.1	1.3	N	~2.75
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

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)
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
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	Roadside	460764	451185	NO ₂	YES	23.6	2.4	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)
	of India restaurant on Fawcett Street									
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
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	Roadside	459920	451834	NO ₂	YES	3	0.3	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)
	"Except for Access" sign on it.									
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
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, Aldwalk	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

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)
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
130	Outside 81 Low Mill Close	Roadside	463663	451054	NO ₂	NO	13.6	1.1	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 2024 (%) ⁽²⁾	2020	2021	2022	2023	2024
Bootham	460022	452777	Urban Background	98.8	98.8	12.9	12.7	12.6	11.8	11.5
Fishergate	460746	451038	Roadside	99.0	99.0	18.8	19.8	19.2	17.3	18.4
Holgate	459512	451282	Roadside	94.7	94.7	20.7	23.6	21.1	21.4	19.6
Nunnery Lane	460068	451199	Roadside	99.5	99.5	16.7	19.8	19.1	17.8	16.4
Gillygate	460147	452345	Roadside	97.3	97.3	23.5	25.5	27.1	25.3	19.8
Lawrence Street	461256	451340	Roadside	93.9	93.9	19.5	21.3	20.0	18.4	18.0
Heworth Green	461126	452602	Roadside	97.1	97.1	19.5	20.3	20.4	17.7	15.5
Fulford Road	460937	449464	Roadside	77.8	77.8	16.6	17.3	16.8	17.0	15.8

☒ 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 2024.

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 2024 (%) ⁽²⁾	2020	2021	2022	2023	2024
5	462040	454883	Roadside	100.0	100.0	14.3	12.1	12.1	11.7	10.1
6	459777	451406	Roadside	91.7	91.7	29.1	33.9	31.1	28.3	25.2
7	460217	452421	Roadside	91.7	91.7	38.2	46.2	49.5	41.7	28.2
8	460163	452468	Urban Background	100.0	100.0	12.5	12.7	13.4	13.6	10.5
9	460163	452468	Urban Background	100.0	100.0	12.3	12.6	13.6	13.2	11.1
11	458846	450946	Urban Background	91.7	91.7	12.5	13.2	13.6	12.6	11.9
13	460176	452377	Roadside	91.7	91.7	38.0	46.5	45.5	39.8	28.5
14	460167	452347	Roadside	100.0	100.0	40.2	47.5	47.3	39.9 (estimate)	27.7
15	461105	451458	Roadside	100.0	100.0	28.7	30.7	29.5	27.8	25.7
16	460160	451152	Roadside	100.0	100.0	26.2	30.4	29.1	24.1	20.7
17	459646	451500	Roadside	100.0	100.0	25.0	26.0	27.4	22.5	26.4
18	460457	452903	Roadside	91.7	91.7	24.0	30.3	29.7	25.4	20.4
25	461721	452709	Roadside	100.0	100.0	17.1	18.8	18.0	17.6	15.3
26	460829	453524	Roadside	100.0	100.0	21.0	26.4	25.8	24.0	22.4
33	460598	453227	Roadside	91.7	91.7	20.0	22.5	21.8	19.4	15.9
35	457603	451492	Roadside	91.7	91.7	18.4	19.7	18.8	17.6	16.6
37	459522	451187	Roadside	100.0	100.0	22.6	23.2	23.1	21.0	18.4
44	460679	452326	Roadside	100.0	100.0	18.4	18.9	17.8	16.2	15.3
45	460319	452754	Roadside	91.7	91.7	25.7	28.9	29.5	25.1	18.7
47	462009	456996	Roadside	100.0	100.0	21.0	22.1	22.6	21.8	19.5
60	461017	451781	Roadside	100.0	100.0	17.2	17.2	15.0	15.3	14.5
78	460149	452342	Roadside	100.0	100.0	23.9	27.2	27.1	23.1	18.6
79	460149	452342	Roadside	100.0	100.0	24.3	26.2	26.7	24.4	19.9
80	460149	452342	Roadside	100.0	100.0	24.8	29.4	26.5	23.7	20.7

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2024 (%) ⁽²⁾	2020	2021	2022	2023	2024
83	461597	452830	Urban Background	100.0	100.0	13.8	14.9	14.6	13.8	12.8
88	463354	451972	Urban Background	91.7	91.7	9.9	9.3	10.4	9.2	8.5
90	459997	450109	Roadside	100.0	100.0	10.9	11.0	11.4	10.1	10.0
96	460978	449452	Roadside	100.0	100.0	14.4	15.2	14.8	14.2	12.6
100	456228	453312	Roadside	100.0	100.0	13.2	14.3	14.1	11.2	12.0
101	459746	455897	Roadside	100.0	100.0	23.0	24.5	22.5	22.3	20.6
102	458703	452429	Roadside	91.7	91.7	23.7	28.8	25.4	25.9	20.9
103	458703	452429	Roadside	91.7	91.7	21.7	29.1	28.5	26.3	20.3
104	458703	452429	Roadside	91.7	91.7	24.4	29.2	28.4	27.0	20.0
107	458779	452387	Roadside	91.7	91.7	14.0	15.9	15.5	14.1	12.3
108	458814	452373	Roadside	100.0	100.0	18.8	20.1	20.6	19.3	15.4
109	459924	451833	Roadside	100.0	100.0	38.8	39.3	43.7	36.6	28.5
110	459985	451727	Roadside	83.3	83.3	34.4	39.3	37.2	31.6	25.3
111	459917	451728	Roadside	100.0	100.0	19.8	20.6	17.8	19.6 (estimate)	16.9
112	459873	451684	Roadside	100.0	100.0	17.7	17.3	17.0	16.3	14.7
114	459981	451778	Roadside	100.0	100.0	29.0	33.8	34.4	30.0	22.0
116	458212	452037	Roadside	100.0	100.0	19.4	22.5	21.6	20.6	17.1
125	463194	451967	Roadside	100.0	100.0	12.0	10.6	11.5	11.3	8.3
126	463482	451896	Roadside	100.0	100.0	13.9	13.9	13.0	11.9	9.9
127	461108	452313	Roadside	100.0	100.0	17.6	18.3	20.1	16.9	16.8
128	458686	452369	Roadside	91.7	91.7	13.5	14.9	15.1	13.8	13.1
129	455968	453397	Roadside	75.0	75.0	11.2	12.7	12.4	11.2	10.0
2a	460746	451034	Roadside	100.0	100.0	17.6	18.7	17.9	16.4	17.2
2b	460746	451034	Roadside	100.0	100.0	18.1	18.4	18.1	16.9	18.1
2c	460746	451034	Roadside	91.7	91.7	18.0	18.8	18.4	17.8	17.1
3a	460024	452767	Urban Background	83.3	83.3	12.3	12.0	12.0	11.8	10.9

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 2024 (%) ⁽²⁾	2020	2021	2022	2023	2024
3b	460024	452767	Urban Background	91.7	91.7	11.6	12.5	11.7	10.8	10.5
3c	460024	452767	Urban Background	100.0	100.0	11.9	13.8	12.5	11.7	8.8
95a	460938	449465	Roadside	91.7	91.7	16.8	16.9	16.4	15.9	15.5
95b	460938	449465	Roadside	91.7	91.7	16.6	16.3	17.3	16.8	15.6
95c	460938	449465	Roadside	91.7	91.7	16.5	16.5	16.6	17.1	15.3
9a	460163	452468	Urban Background	100.0	100.0	12.4	12.6	13.3	13.3	11.2
A1	460088	452263	Roadside	100.0	100.0	36.4	43.6	44.1	42.6	31.1
A11	459341	453042	Roadside	91.7	91.7	23.6	25.8	24.8	25.6	23.3
A12	459251	453008	Roadside	100.0	100.0	20.1	22.4	22.6	22.3	19.7
A13	459335	452931	Urban Background	100.0	100.0	12.9	13.8	13.0	12.4	11.0
A14	459335	452931	Urban Background	100.0	100.0	13.0	13.6	12.4	13.3	11.9
A14a	459335	452931	Urban Background	100.0	100.0	12.3	13.5	12.8	12.9	10.8
A17	458578	452472	Roadside	100.0	100.0	21.5	24.7	23.0	22.9	18.7
A19	458713	452414	Roadside	100.0	100.0	21.7	22.7	23.6	22.5	17.1
A19a	458713	452414	Roadside	100.0	100.0	20.9	23.3	23.1	21.9	18.0
A19b	458713	452414	Roadside	100.0	100.0	21.3	22.7	22.7	21.7	18.7
A2	459917	452405	Roadside	100.0	100.0	23.8	25.7	26.1	23.7	21.5
A20	458760	452404	Roadside	100.0	100.0	23.5	27.2	25.4	26.1	18.6
A20a	458760	452404	Roadside	100.0	100.0	22.5	28.6	25.4	25.8	19.7
A20b	458760	452404	Roadside	100.0	100.0	23.7	28.9	26.6	26.3	19.6
A21	458806	452326	Urban Background	100.0	100.0	15.5	14.9	16.6	15.1	13.5
A22	458792	452242	Urban Background	100.0	100.0	14.5	15.8	16.9	16.2	15.0
A25	458706	452225	Roadside	100.0	100.0	15.0	18.0	18.2	17.5	15.5

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 2024 (%) ⁽²⁾	2020	2021	2022	2023	2024
A29	456939	453013	Urban Background	91.7	91.7	12.9	15.2	17.0	15.1	13.8
A3	459822	452492	Roadside	91.7	91.7	21.7	23.4	22.2	22.4	20.9
A30	457060	452888	Urban Background	100.0	100.0	13.3	15.8	15.1	14.8	11.9
A36	457625	452446	Urban Background	66.7	66.7	11.4 (estimate)	13.7 (estimate)	14.1 (estimate)	11.8	10.8 (estimate)
A38	457857	452334	Urban Background	100.0	100.0	11.8	12.6	13.0	12.1	11.0
A4	459699	452638	Urban Background	91.7	91.7	13.9	14.5	15.6	15.5	14.5
A40	458109	452196	Urban Background	100.0	100.0	14.0	16.3	16.1	15.3	13.2
A41	458172	452108	Roadside	100.0	100.0	15.3	18.1	16.8	15.6	14.5
A45	458384	451817	Urban Background	100.0	100.0	10.6	12.0	12.5	12.2	10.6
A50	458732	451393	Roadside	100.0	100.0	21.4	22.5	23.8	21.0	16.7
A51	458827	451348	Urban Background	100.0	100.0	15.4	17.9	18.4	16.7	13.0
A52	458945	451254	Roadside	100.0	100.0	24.6	27.9	26.6	25.3	21.7
A53	459066	451239	Roadside	100.0	100.0	23.4	28.1	27.5	24.2	20.6
A54	459254	451223	Roadside	66.7	66.7	25.1	30.9	27.9	28.5 (estimate)	26.0 (estimate)
A55	459351	451221	Roadside	100.0	100.0	24.2	28.0	26.8	24.6	19.6
A56	459470	451268	Urban Background	50.0	50.0	19.8	21.7	22.3	22.0	17.2 (estimate)
A57	459533	451280	Roadside	100.0	100.0	33.7	43.5	38.1	35.9	29.6
A6	459536	452811	Roadside	100.0	100.0	17.9	18.5	18.9	17.5	16.9
A60	458906	453276	Urban Background	91.7	91.7	9.7	10.7	11.2	10.9	10.2
A62	458806	453483	Urban Background	75.0	75.0	10.1	11.2	11.9	11.5	8.7
A64	460030	452327	Roadside	100.0	100.0	20.8	24.8	23.7	23.8	20.9

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 2024 (%) ⁽²⁾	2020	2021	2022	2023	2024
A66	458672	453685	Urban Background	83.3	83.3	10.6	12.0	12.7	11.8	9.9
A69	458375	453958	Urban Background	91.7	91.7	9.7	11.7	11.7	10.4	9.1
A7	459441	452892	Roadside	100.0	100.0	18.8	20.8	19.4	18.7	16.7
A70	458299	454070	Urban Background	100.0	100.0	11.5	13.6	13.7	13.2	11.8
A71	458121	454254	Urban Background	100.0	100.0	10.0	10.5	10.4	10.6	9.4
A74	458041	454371	Urban Background	91.7	91.7	9.7	10.8	11.5	9.8	9.4
A77	457929	454537	Urban Background	100.0	100.0	13.4	13.9	15.7	14.6	11.7
A81	457733	454805	Urban Background	83.3	83.3	12.3	12.0	12.8	12.5	11.0
A85	459364	453009	Urban Background	100.0	100.0	14.5	16.1	17.3	16.1	13.8
A88	457470	452550	Urban Background	100.0	100.0	11.4	12.9	13.5	13.0	11.3
A9	459295	453067	Roadside	100.0	100.0	22.8	25.7	25.2	23.7	17.8
A90	459238	453157	Roadside	100.0	100.0	25.6	32.7	30.3	31.7	22.8
A94	458651	452426	Roadside	100.0	100.0	20.1	23.2	18.3	19.2	24.3
A96	459038	452850	Roadside	91.7	91.7	21.5	25.7	25.0	24.1	19.6
A97	457431	452616	Roadside	100.0	100.0	14.3	16.0	16.7	14.9	13.4
A98	458666	451468	Roadside	100.0	100.0	17.0	19.4	18.5	16.8	13.2
B1	460848	452582	Roadside	91.7	91.7	18.2	15.9	15.2	15.1	13.2
B15	461294	455305	Roadside	100.0	100.0	15.1	15.5	15.2	14.4	11.6
B19	461891	455876	Roadside	91.7	91.7	16.2	15.4	15.9	15.0	11.3
B2	460924	452697	Roadside	100.0	100.0	17.9	19.4	18.7	17.3	16.7
B29	461453	452750	Roadside	91.7	91.7	15.6	15.7	14.6	14.7	12.9
B3	460952	452826	Roadside	91.7	91.7	15.9	17.7	16.8	16.0	14.3

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 2024 (%) ⁽²⁾	2020	2021	2022	2023	2024
B36	462565	454194	Urban Background	100.0	100.0	10.4	10.9	9.9	10.8	9.5
B37	462565	454194	Urban Background	75.0	75.0	9.6	9.8	10.4	10.4	9.4
B37a	462565	454194	Urban Background	83.3	83.3	10.5	10.2	10.9	10.1	8.8
B38	463757	455155	Urban Background	100.0	100.0	11.9	12.5	12.7	12.0	12.5
B41	461326	451330	Urban Background	91.7	91.7	20.0	23.7	23.2	21.8	18.3
B42	461430	451348	Urban Background	100.0	100.0	15.5	18.4	17.3	15.7	13.8
B43	461557	451343	Urban Background	91.7	91.7	14.3	15.9	15.7	14.4	12.7
B44	461643	451343	Roadside	100.0	100.0	23.1	25.3	23.6	21.5	17.8
B45	461849	451284	Roadside	91.7	91.7	18.7	22.4	21.1	18.2	17.0
B47	462019	451289	Urban Background	100.0	100.0	11.2	11.8	11.7	10.2	10.0
B48	462122	451289	Urban Background	83.3	83.3	11.8	14.5	14.5	13.7	11.4
B50	462291	451269	Roadside	91.7	91.7	15.8	17.1	17.1	15.7	13.7
B51	462384	451298	Urban Background	100.0	100.0	12.8	13.0	12.9	12.4	10.2
B56	462888	451289	Roadside	100.0	100.0	20.8	22.7	21.3	21.1	18.5
B58	462970	451300	Urban Background	91.7	91.7	12.7	12.6	13.8	13.0	11.0
B60	463234	451339	Urban Background	100.0	100.0	12.1	13.7	13.4	13.6	11.8
B63	462704	451300	Roadside	100.0	100.0	22.4	23.2	22.4	22.2	19.6
B72	461122	451374	Roadside	66.7	66.7	32.5	33.7	33.8	30.9	28.1 (estimate)
B74	461371	452708	Urban Background	100.0	100.0	13.7	13.4	14.1 (estimate)	12.5	11.6

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 2024 (%) ⁽²⁾	2020	2021	2022	2023	2024
B80	461185	452663	Urban Background	100.0	100.0	12.2	12.5	11.8	12.4	9.6
B82	460974	452563	Urban Background	100.0	100.0	17.4	17.3	19.7	17.5	14.3
B83	461285	452695	Roadside	100.0	100.0	21.1	20.7	19.1	20.5	18.5
B84	462654	451293	Urban Background	100.0	100.0	15.1	16.9	17.1	16.8	14.2
B85	461227	451368	Roadside	91.7	91.7	20.8	24.9	22.8	20.6	19.4
B86	461116	452602	Roadside	100.0	100.0	18.6	21.1	17.3	16.8	15.4
B88	462799	451291	Roadside	91.7	91.7	19.9	20.4	20.9	18.7	16.9
B90	461133	451394	Roadside	100.0	100.0	27.5	28.5	25.1	24.3	21.1
B91	461142	451365	Roadside	100.0	100.0	-	-	28.8	27.7	24.0
C12	458825	449928	Urban Background	83.3	83.3	12.1	13.1	13.0	12.3	11.6
C17	459085	450544	Urban Background	91.7	91.7	11.4	12.1	12.8	12.0	10.5
C18	459204	450772	Urban Background	100.0	100.0	17.0	16.8	16.6	21.6	15.0
C19	459271	450819	Urban Background	100.0	100.0	11.7	12.8	12.8	13.2	11.1
C2	458333	448974	Roadside	100.0	100.0	24.4	25.8	25.8	21.7	18.3
C20	459280	450923	Urban Background	100.0	100.0	14.9	14.1	16.4	16.1	12.2
C21	459410	451040	Roadside	100.0	100.0	20.6	18.7	18.4	18.1	14.3
C22	459570	451195	Urban Background	91.7	91.7	15.2	15.4	15.4	14.9	14.1
C23	459553	451252	Roadside	91.7	91.7	29.5	28.9	30.4	27.3	21.9
C26	459639	451334	Roadside	100.0	100.0	31.2	34.1	31.7	30.6	22.7
C27	459717	451433	Roadside	91.7	91.7	35.0	40.7	41.3	37.1	32.4
C28	461201	448386	Urban Background	91.7	91.7	10.8	11.1	11.3	10.4	9.5
C29	461196	448426	Roadside	100.0	100.0	19.6	20.3	20.6	20.7	17.9

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 2024 (%) ⁽²⁾	2020	2021	2022	2023	2024
C30	461185	448462	Roadside	100.0	100.0	22.7	23.7	21.5	21.7	20.3
C31	461193	448473	Urban Background	100.0	100.0	12.0	12.7	13.0	13.2	11.5
C32	461128	448823	Urban Background	83.3	83.3	15.0	15.8	17.1	17.5	15.3
C33	461085	448933	Urban Background	100.0	100.0	10.5	11.0	11.5	10.8	10.4
C34	461085	449067	Roadside	100.0	100.0	16.2	17.3	17.2	17.3	15.0
C36	461052	449146	Roadside	100.0	100.0	19.7	20.1	20.6	19.7	18.9
C37	461045	449223	Urban Background	91.7	91.7	14.2	15.7	16.1	15.1	14.1
C38	461038	449225	Roadside	100.0	100.0	17.1	18.2	18.1	18.7	15.7
C39	460974	449336	Roadside	100.0	100.0	22.9	22.8	22.2	24.9	22.1
C4	458470	449126	Urban Background	100.0	100.0	12.5	12.5	12.9	12.0	10.7
C40	460910	449628	Urban Background	100.0	100.0	12.6	12.9	13.7	13.4	13.3
C42	460857	449748	Urban Background	100.0	100.0	14.3	15.2	15.9	16.5	14.2
C43	460869	449730	Roadside	100.0	100.0	18.4	19.3	19.7	20.0	18.5
C43a	460869	449730	Roadside	91.7	91.7	19.3	20.2	20.6	20.9	19.3
C44	460869	449730	Roadside	100.0	100.0	19.6	19.7	20.6	20.1	18.6
C49	460860	450530	Urban Background	91.7	91.7	13.0	14.3	14.2	13.1	11.8
C51	460871	450727	Roadside	91.7	91.7	17.9	19.3	18.1	18.9 (estimate)	15.9
C52	460853	450781	Roadside	100.0	100.0	17.8	17.2	18.1	16.3	14.1
C53	460766	450924	Roadside	16.7	16.7	15.2 (estimate)	16.0 (estimate)	16.5 (estimate)	16.7 (estimate)	15.8
C54	460762	451069	Roadside	100.0	100.0	18.4	21.3	20.0	19.7	18.6
C56	459484	451141	Roadside	83.3	83.3	21.8	25.0	24.8	22.4	18.0
C57	458912	450111	Urban Background	100.0	100.0	14.4	14.4	15.3	14.4	12.2

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 2024 (%) ⁽²⁾	2020	2021	2022	2023	2024
C58	460926	449429	Roadside	100.0	100.0	24.6	25.4	26.0	25.0	23.9
C59	458735	449713	Roadside	100.0	100.0	22.3	23.3	25.0	21.7	17.6
C62	459579	451251	Roadside	91.7	91.7	20.1	20.8	21.3	19.1	16.6
C63	458790	449740	Roadside	100.0	100.0	13.3	13.8	12.0	12.1	10.7
C7	458611	449477	Roadside	91.7	91.7	14.9	15.4	13.1	13.3	12.1
D10	460443	451927	Urban Background	91.7	91.7	11.3	12.5	13.3	12.6	12.4
D12	460567	451740	Roadside	91.7	91.7	15.7	14.3	14.2	12.9	11.1
D13	460271	451358	Roadside	100.0	100.0	20.4	17.6	18.4	16.7	13.3
D14	461077	451354	Roadside	100.0	100.0	28.2	30.8	28.0	28.4	25.9
D16	460708	451231	Roadside	100.0	100.0	29.2	32.9	30.4	28.8	25.4
D17	460575	451616	Roadside	91.7	91.7	23.7	28.5	30.9	24.7	20.4
D18	460395	451502	Roadside	75.0	75.0	23.1	24.2	22.7	20.4	18.2
D19	460038	451626	Roadside	100.0	100.0	34.8	40.5	38.2	32.4	23.8
D20	460323	451685	Roadside	100.0	100.0	30.1	33.4	36.6	31.2	21.3
D22	460035	452010	Roadside	83.3	83.3	27.2	32.3	30.7	28.9 (estimate)	21.4
D24	459805	451543	Roadside	100.0	100.0	18.9	20.5	19.6	18.0	18.0
D25	459693	451750	Roadside	100.0	100.0	29.0	33.0	34.7	31.9	28.6
D26	460671	451400	Roadside	91.7	91.7	20.2	25.1	23.6	20.7	17.2
D27	460734	451563	Roadside	100.0	100.0	19.5	20.8	19.0	15.9	13.2
D28	460764	451185	Roadside	91.7	91.7	25.0	27.4	26.1	23.5	24.1
D30	460834	451252	Roadside	91.7	91.7	18.6	20.4	18.4	18.0	15.9
D31	461002	451229	Roadside	91.7	91.7	20.6	24.4	22.9	22.2	20.3
D32	460258	451208	Roadside	91.7	91.7	26.4	29.1	27.9	25.0	22.7
D33	460075	451174	Roadside	100.0	100.0	20.7	24.4	24.4	24.4	21.0
D35	460134	451170	Roadside	75.0	75.0	27.2	32.8	30.6	25.7	24.8
D36	460135	450884	Roadside	100.0	100.0	22.8	25.2	24.9	22.8	20.7
D37	460157	450988	Roadside	91.7	91.7	18.7	22.6	20.9	19.7	20.7

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2024 (%) ⁽²⁾	2020	2021	2022	2023	2024
D38	460088	450929	Roadside	83.3	83.3	16.8	18.2	16.6	15.8	15.5
D39	460185	451055	Roadside	91.7	91.7	20.4	23.5	23.8	20.7	19.8
D4	460560	452300	Roadside	91.7	91.7	19.2	22.2	21.1	19.6	18.4
D40	460069	451196	Roadside	100.0	100.0	18.9	21.7	19.2	17.4	17.2
D41	460286	452487	Roadside	100.0	100.0	27.9	30.8	31.9	30.8	25.5
D43	459920	451834	Roadside	91.7	91.7	34.2	36.9	39.3	30.7	25.3
D45	460673	451869	Roadside	100.0	100.0	17.7	18.7	17.9	16.1	14.9
D47	460682	452187	Roadside	83.3	83.3	20.8	19.3	18.0	18.7	16.3
D48	460103	452180	Roadside	100.0	100.0	28.0	35.1	35.4 (estimate)	30.4	21.7
D49	460656	451269	Roadside	100.0	100.0	24.4	30.0	29.8	25.7	24.2
D50	460371	451682	Roadside	83.3	83.3	27.2	29.1	29.4	27.0	20.7
D51	459640	451722	Roadside	91.7	91.7	34.4	35.9	41.4	40.4	35.5
D52	460887	451140	Roadside	91.7	91.7	17.4	19.3	19.4	13.9	14.4
D53	460115	451146	Roadside	91.7	91.7	19.6	21.9	19.8	17.8	16.7
D54	460146	451116	Roadside	91.7	91.7	18.5	20.6	19.3	18.1	16.4
D55	460087	452065	Roadside	91.7	91.7	33.5	44.9	39.2	37.1	24.5
D6	460570	452177	Urban Background	100.0	100.0	13.5	16.2	14.8	13.3	11.8
D8	460553	451843	Roadside	100.0	100.0	28.4	32.2	33.0	30.4	20.1
D9	460483	452357	Roadside	100.0	100.0	25.3	27.7	31.0	28.4	24.2
D56	460400	451685	Roadside	100.0	100.0	31.2	31.8	35.9	35.1	27.2
D57	460416	451708	Roadside	91.7	91.7	25.0	26.1	24.9	22.7	16.9
D58	460435	451732	Roadside	91.7	91.7	26.1	29.5	31.2	29.5	22.2
D59	460087	452156	Roadside	100.0	100.0	35.4	43.2	44.7	37.5	25.0
D60	460294	451883	Roadside	91.7	91.7	15.6	14.2	15.7	14.4	13.5
130	463663	451054	Roadside	75.0	75.0	10.5	10.1	10.5 (estimate)	9.8 (estimate)	7.1
115	459962	451771	Roadside	100.0	100.0	48.8	44.7	50.9	45.0	28.0

☒ 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 NO_2 annual mean objective of $40\mu\text{g}/\text{m}^3$ are shown in **bold**.

NO_2 annual means exceeding $60\mu\text{g}/\text{m}^3$, indicating a potential exceedance of the NO_2 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

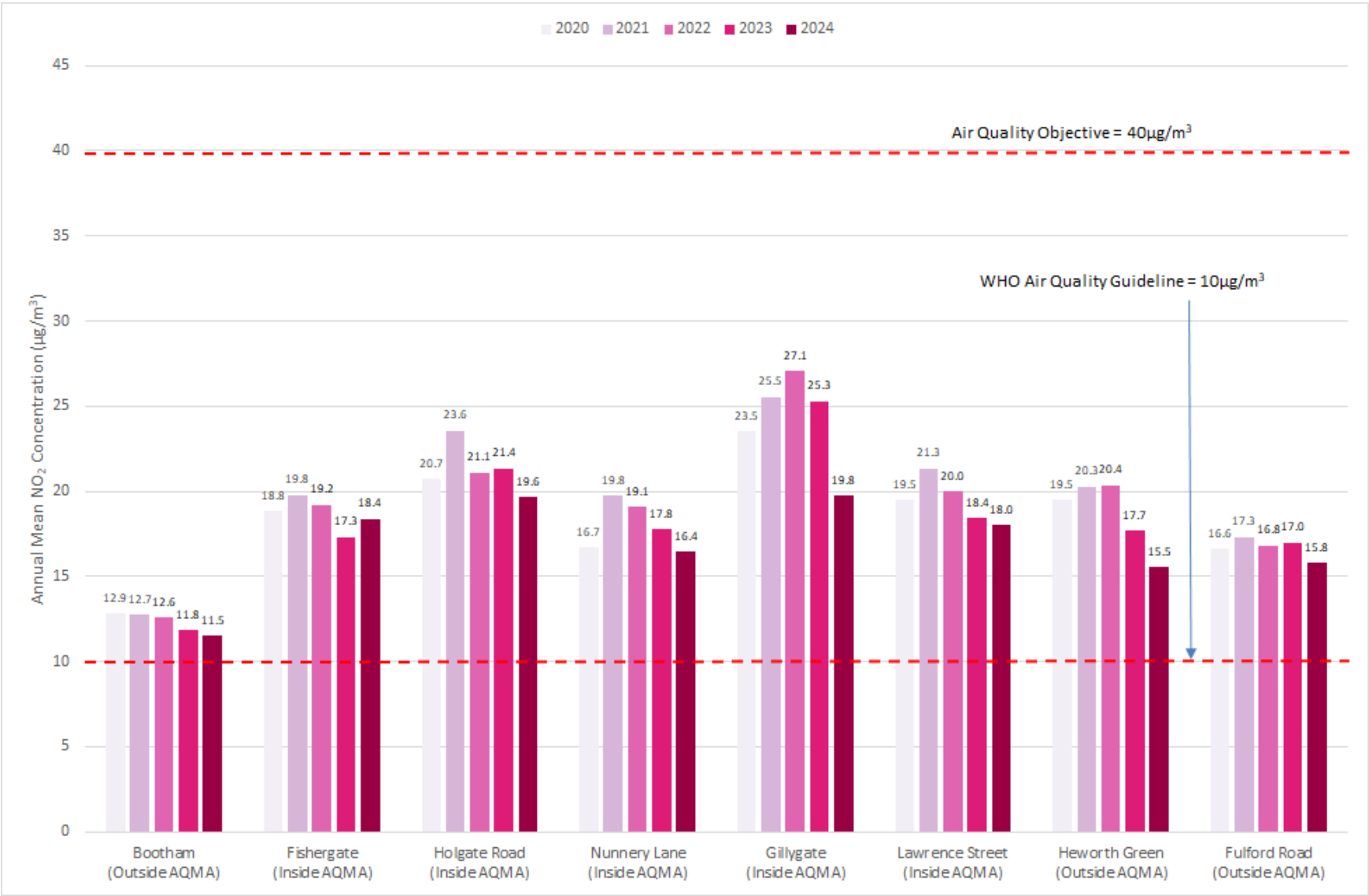


Table A.5 – 1-Hour Mean NO₂ Monitoring Results, Number of 1-Hour Means > 200µg/m³

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2024 (%) ⁽²⁾	2020	2021	2022	2023	2024
Bootham	460022	452777	Urban Background	98.8	98.8	0	0	0	0	0
Fishergate	460746	451038	Roadside	99.0	99.0	0	0	0	0	0
Holgate	459512	451282	Roadside	94.7	94.7	0	0	0	0	0
Nunnery Lane	460068	451199	Roadside	99.5	99.5	0	0	0	0	0
Gillygate	460147	452345	Roadside	97.3	97.3	0	0	0	0	0
Lawrence Street	461256	451340	Roadside	93.9	93.9	0	0	0	0	0
Heworth Green	461126	452602	Roadside	97.1	97.1	0	0	0	0	0
Fulford Road	460937	449464	Roadside	77.8	77.8	0	0	0	0	0 (65.9)

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

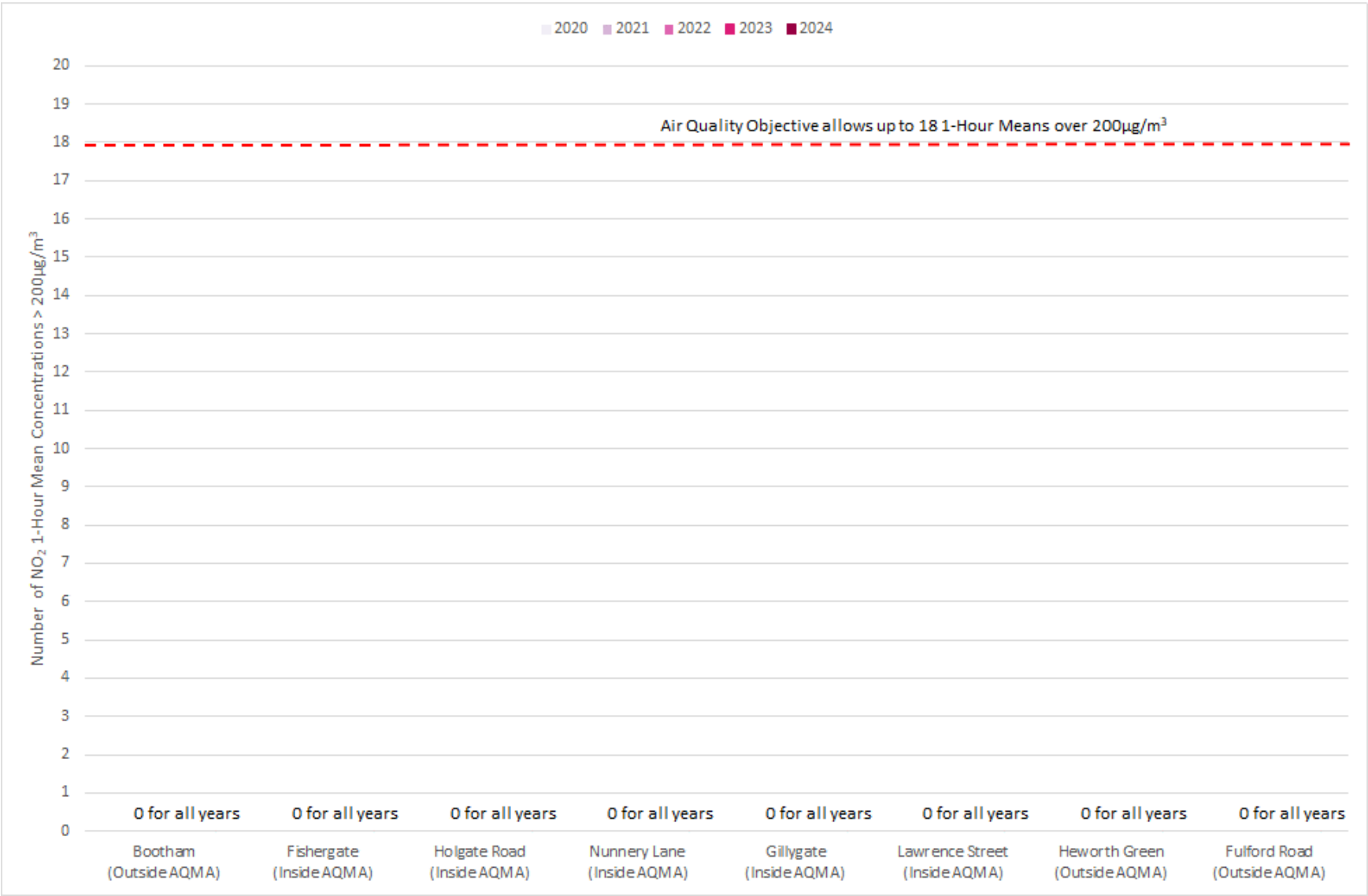


Table A.6 – Annual Mean PM₁₀ Monitoring Results (µg/m³)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2024 (%) ⁽²⁾	2020	2021	2022	2023	2024
Bootham	460022	452777	Urban Background	94.8	94.8	15.2	13.4	15.2	11.6	12.6
Fishergate	460746	451038	Roadside	95.4	95.4	19.2	15.8	16.8	13.7	15.4
Plantation Drive	457428	452620	Roadside	89.5	89.5	15.8	16.0	16.3	15.4	17.8

☒ **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 2024 (%) ⁽²⁾	2020	2021	2022	2023	2024
Bootham	460022	452777	Urban Background	94.8	94.8	2	0	3	0	0
Fishergate	460746	451038	Roadside	95.4	95.4	1	0	6	0	2
Plantation Drive	457428	452620	Roadside	89.5	89.5	1	0	0	0	1

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

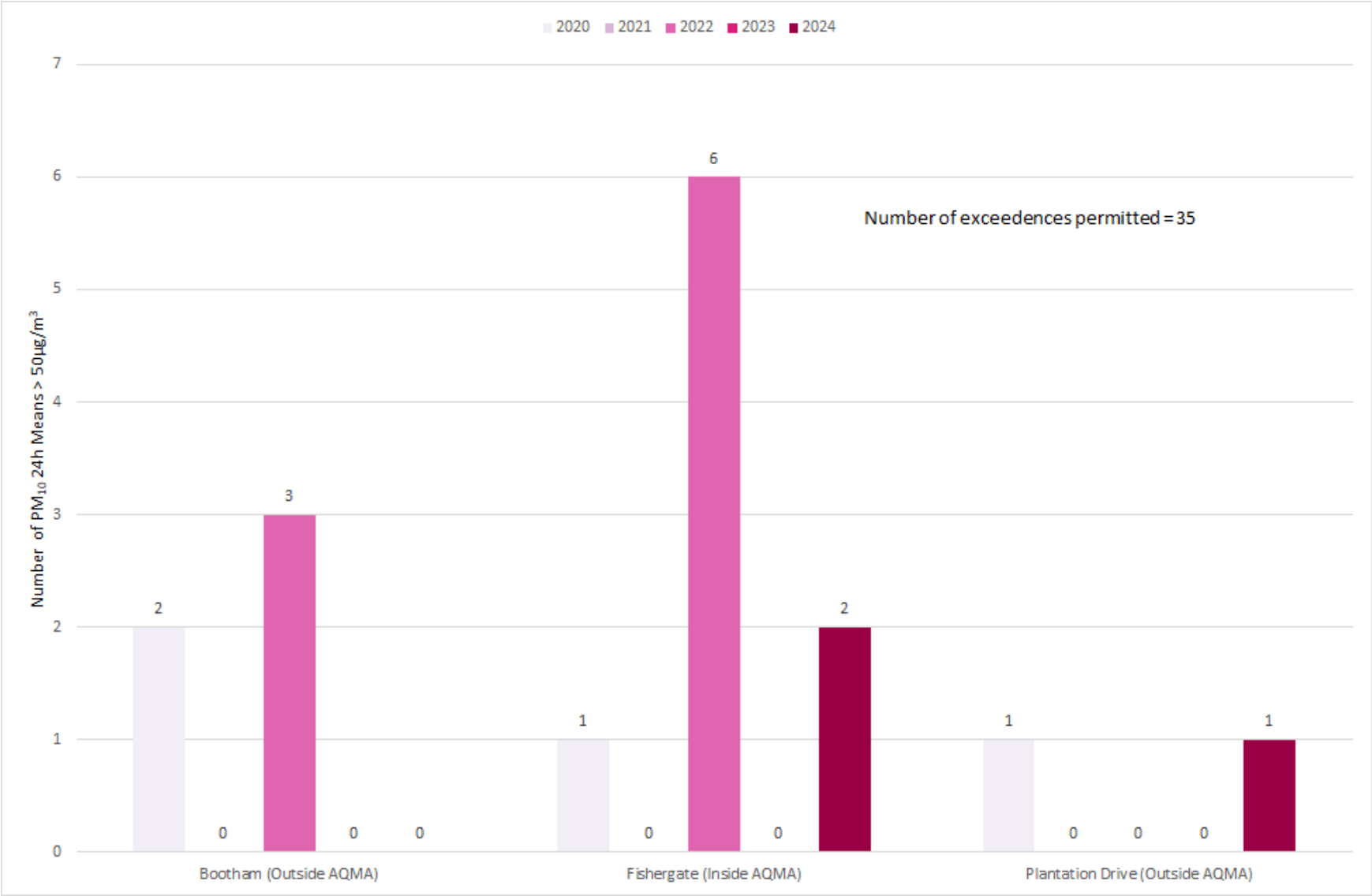


Table A.8 – Annual Mean PM_{2.5} Monitoring Results (µg/m³)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2024 (%) ⁽²⁾	2020	2021	2022	2023	2024
Bootham	460022	452777	Urban Background	96.5	96.5	8.6	8.4	8.2	7.4	7.7
Fishergate	460746	451038	Roadside	90.3	90.3	7.6	7.9	8.8	8.0	7.5
Gillygate	460147	452345	Roadside	86.0	86.0	7.1	6.1	7.2	7.2	9.0
Holgate Road	459512	451282	Roadside	37.2	37.2	-	-	-	7.8	7.6

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

Notes:

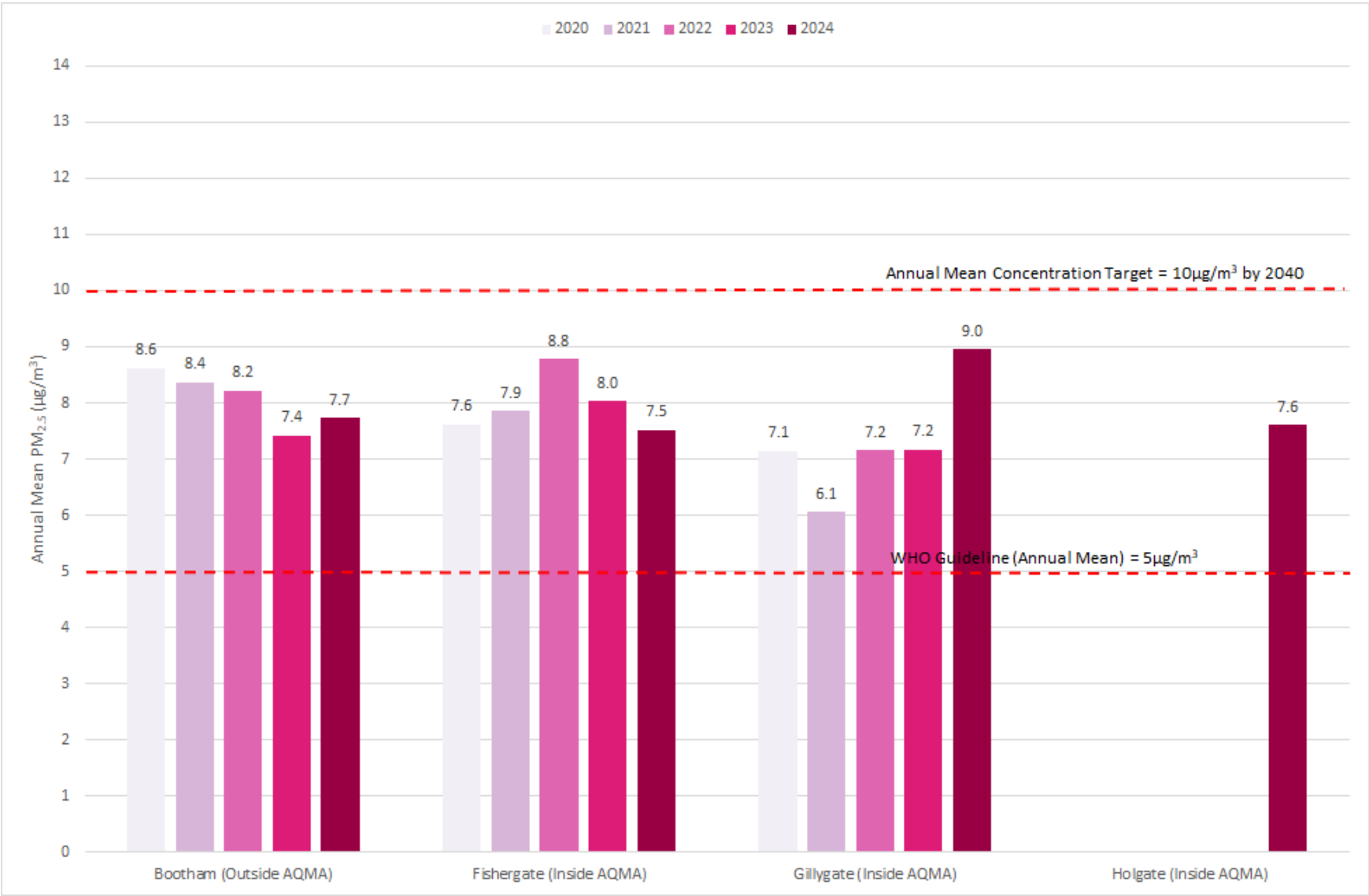
The annual mean concentrations are presented as µg/m³.

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 2024

Table B.1 – NO₂ 2024 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 (0.8)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
5	462040	454883	16.5	14.5	14.0	9.6	10.3	10.7	10.3	10.2	9.6	16.6	21.3	8.1	12.6	10.1	-	
6	459777	451406	44.8	34.9	29.0	34.9	30.2	27.3	30.3		34.4	30.3	38.8	12.1	31.5	25.2	-	
7	460217	452421	43.1	42.3	37.6	33.2	36.7		31.8	28.5	34.9	35.9	35.5	27.9	35.2	28.2	-	
8	460163	452468	19.7	22.1	15.0	12.3	11.9	10.1	9.3	10.7	9.9	18.8	13.2	4.9	13.2	10.5	-	Part of triplicate set - see bottom of table for triplicate average
9	460163	452468	19.0	22.7	15.5	10.8	11.5	8.8	9.3	10.4	8.7	18	19.7	12.7	13.9	11.1	-	Part of triplicate set - see bottom of table for triplicate average
11	458846	450946	19.3	18.4	19.5	12.2	13.6	10.0	11.4	10.4		16.9	16	15.7	14.9	11.9	-	
13	460176	452377		41.1	36.0	30.3	33.6	33.4	32.6	31.5	36.5	40.3	41.6	34.4	35.6	28.5	-	
14	460167	452347	44.3	33.9	46.8	32.8	38.3	31.1	33.8	34.1	33.4	42.6	31.8	13.2	34.7	27.7	-	
15	461105	451458	43.8	38.9	40.5	30.1	31.6	23.6	27.6	28.0	24.8	38.1	32.4	25.7	32.1	25.7	-	
16	460160	451152	39.8	36.7	22.7	24.1	26.4	23.1	23.6	24.4	30.3	15.8	23.8	19.7	25.9	20.7	-	
17	459646	451500	23.4	32.0	30.3	29.8	36.5	35.4	38.6	31.7	29.7	37.3	46.7	24.2	33.0	26.4	-	
18	460457	452903	33.7	34.7	25.0	23.3		21.8	21.2	22.4	11.9	28.7	31.9	25.6	25.5	20.4	-	
25	461721	452709	28.6	25.9	19.6	13.7	18.1	16.1	17.1	14.7	13.7	19.4	28.3	14	19.1	15.3	-	
26	460829	453524	35.2	40.6	29.0	25.0	25.4	28.0	25.2	25.1	21.8	22.8	32.9	25.1	28.0	22.4	-	
33	460598	453227	26.8	28.1	21.8	17.6	17.3	14.9	16.5		14.4	21.1	27.3	12.6	19.9	15.9	-	
35	457603	451492	23.1	29.6	21.6	15.7	19.1	17.4		15.9	17.0	20.5	27.5	20.3	20.7	16.6	-	
37	459522	451187	29.5	31.8	32.2	21.5	22.6	18.6	21.3	16.9	27.2	22.6	11.7	20.8	23.1	18.4	-	
44	460679	452326	22.3	28.9	21.9	20.5	19.6	15.5	15.6	16.6	17.4	21.8	25.2	4.6	19.2	15.3	-	
45	460319	452754	32.3	33.6	21.0	19.9	18.4	19.1	19.7	18.7	18.2	26.2	29.8		23.4	18.7	-	
47	462009	456996	30.2	28.6	28.5	22.8	21.8	20.5	21.1	21.8	15.9	28.5	29.1	23.2	24.3	19.5	-	
60	461017	451781	18.3	25.0	20.0	14.7	15.7	13.2	13.5	13.9	14.9	21.8	26.9	18.9	18.1	14.5	-	
78	460149	452342	30.2	32.3	26.2	24.8	24.6	21.0	22.1	19.6	19.1	26.9	9.6	22.9	23.3	18.6	-	Part of triplicate set - see bottom of table for triplicate average
79	460149	452342	33.3	34.4	29.4	23.5	25.4	20.3	21.1	19.5	24.3	26.9	29.7	10.8	24.9	19.9	-	Part of triplicate set - see bottom of table for triplicate average
80	460149	452342	32.6	35.0	24.6	23.6	25.0	21.3	21.3	20.4	24.3	30.6	30.3	22.2	25.9	20.7	-	Part of triplicate set - see bottom of table for triplicate average
83	461597	452830	22.5	22.3	15.2	11.8	14.0	14.0	13.1	11.1	12.8	18.3	22.7	14.8	16.1	12.8	-	
88	463354	451972	14.7	15.5	11.4	7.8	8.0	6.0	6.5		4.3	13.3	17.2	12.7	10.7	8.5	-	
90	459997	450109	16.8	15.0	12.1	9.0	10.8	8.3	10.9	8.9	12.0	14.2	17.7	14.8	12.5	10.0	-	
96	460978	449452	22.0	19.5	18.6	13.7	13.0	12.1	11.9	11.9	10.5	18.9	22.5	13.9	15.7	12.6	-	
100	456228	453312	17.4	21.2	17.2	10.9	13.7	10.2	12.3	13.3	9.0	19.8	21	13.9	15.0	12.0	-	
101	459746	455897	33.3	27.2	26.2	20.3	26.8	24.9	26.7	26.3	19.0	31.1	31.4	16	25.8	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 (0.8)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
102	458703	452429	37.1	35.6	31.2	23.5	24.6	17.4	19.7	17.1	21.9	25.9	33.3		26.1	20.9	-	Part of triplicate set - see bottom of table for triplicate average
103	458703	452429	38.5	37.2	30.4	21.1	22.7	17.3	18.3	17.1	11.3	32.5	33		25.4	20.3	-	Part of triplicate set - see bottom of table for triplicate average
104	458703	452429	37.4	36.8	31.2	22.9	23.2	16.3	19.5	17.6	9.9	29.9	30.7		25.0	20.0	-	Part of triplicate set - see bottom of table for triplicate average
107	458779	452387	21.8	20.6	19.4	11.6		10.3	12.2	11.6	8.9	20.8	23.8	8.4	15.4	12.3	-	
108	458814	452373	28.7	28.3	21.8	15.1	15.4	13.2	15.5	15.9	11.9	23.3	27.4	13.9	19.2	15.4	-	
109	459924	451833	45.8	47.4	39.7	29.2	33.1	26.0	31.0	30.7	28.8	37.3	38.6	39.7	35.6	28.5	-	
110	459985	451727		46.4	37.2	29.0	28.9	31.5	29.4	28.1	24.5	35.9	25.1		31.6	25.3	-	
111	459917	451728	30.8	30.4	21.9	19.1	18.0	17.0	14.8	15.7	18.4	23.7	26.6	17.6	21.2	16.9	-	
112	459873	451684	23.4	26.6	18.6	15.9	16.1	16.2	15.8	14.0	14.0	22.8	26.9	9.7	18.3	14.7	-	
114	459981	451778	34.6	33.6	30.2	24.3	27.1	23.5	22.7	17.2	18.7	29.7	36.5	32.6	27.6	22.0	-	
115	459962	451771	54.5	56.3	48.7	27.8	26.4	29.8	27.4	28.4	22.0	32.4	33.3	32.4	35.0	28.0	-	
116	458212	452037	26.9	30.7	21.4	13.4	20.8	18.9	20.9	16.2	16.5	25.6	31.9	13.5	21.4	17.1	-	
125	463194	451967	16.5	18.4	11.2	8.7	8.4	7.1	6.0	8.7	4.8	13.9	8.3	12.8	10.4	8.3	-	
126	463482	451896	18.6	21.1	12.6	11.5	9.8	7.3	7.5	8.3	6.1	14.7	19.8	11.4	12.4	9.9	-	
127	461108	452313	28.7	31.7	22.9	17.2	16.8	18.5	16.8	17.6	13.2	22.8	29.2	17.2	21.1	16.8	-	
128	458686	452369	21.2	19.7	19.5	12.4	14.3	9.5	12.5		7.7	22.3	24.2	16.7	16.4	13.1	-	
129	455968	453397		18.3			10.6	8.5	10.3	11.4	6.5	16.5	18.3	12.1	12.5	10.0	-	
130	463663	451054	12.7			8.1		5.8	6.1	7.2	6.0	13	17.1	3.4	8.8	7.1	-	
2a	460746	451034	22.8	29.1	19.9	18.7	20.7	16.3	16.5	15.5	19.0	24.9	31.8	23.3	21.5	17.2	-	Part of triplicate set - see bottom of table for triplicate average
2b	460746	451034	28.3	28.8	23.1	18.2	20.7	16.4	16.5	14.6	23.5	27.6	31.7	21.7	22.6	18.1	-	Part of triplicate set - see bottom of table for triplicate average
2c	460746	451034	28.1	30.7	23.7	15.4	22.6	15.9	16.8	15.9	22.1	27.6		16.6	21.4	17.1	-	Part of triplicate set - see bottom of table for triplicate average
3a	460024	452767	21.6	20.3	11.7	9.9	9.4	9.0		10.6	8.5	12	23.3		13.6	10.9	-	Part of triplicate set - see bottom of table for triplicate average
3b	460024	452767	16.3	21.4	14.3	10.5	10.1	9.0		8.7	5.3	17.3	23.7	8.1	13.2	10.5	-	Part of triplicate set - see bottom of table for triplicate average
3c	460024	452767	14.5	19.1	13.5	9.8	9.5	9.3	8.6	11.7	6.4	16.7	8	5.3	11.0	8.8	-	Part of triplicate set - see bottom of table for triplicate average
95a	460938	449465	21.5	24.4	18.1	17.3	16.7	16.7	15.0	15.7	18.0	22	28.1		19.4	15.5	-	Part of triplicate set - see bottom of table for triplicate average
95b	460938	449465	22.6	20.9	16.3	17.7	17.6	17.5	16.5		17.2	21	28.6	18.3	19.5	15.6	-	Part of triplicate set - see bottom of table for triplicate average
95c	460938	449465	24.2	22.8	18.3	18.7	17.1	17.4	14.4	14.7	14.9	21.5	26.3		19.1	15.3	-	Part of triplicate set - see bottom of table for triplicate average

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 (0.8)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
9a	460163	452468	18.5	22.9	16.0	9.9	11.5	9.4	9.9	10.7	8.3	18	18.7	14.2	14.0	11.2	-	Part of triplicate set - see bottom of table for triplicate average
A1	460088	452263	38.3	50.3	41.1	41.9	42.6	24.3	39.2	36.4	38.0	36	40.7	37.6	38.9	31.1	-	
A11	459341	453042	39.8		30.4	28.7	27.1	27.6	26.0	25.2	23.4	33.5	37.2	21	29.1	23.3	-	
A12	459251	453008	34.5	29.5	24.9	21.4	23.1	20.4	21.5	22.8	21.3	21.4	30	24.3	24.6	19.7	-	
A13	459335	452931	18.4	22.6	14.4	11.9	11.8	9.0	10.2	8.9	10.8	18.8	15.3	12.8	13.7	11.0	-	Part of triplicate set - see bottom of table for triplicate average
A14	459335	452931	21.0	22.0	14.4	12.5	12.2	8.6	10.3	10.3	9.5	16.8	23.7	16.7	14.8	11.9	-	Part of triplicate set - see bottom of table for triplicate average
A14a	459335	452931	20.1	23.4	12.9	12.9	14.1	8.7	10.6	12.1	9.4	7.3	19.6	10.2	13.4	10.8	-	Part of triplicate set - see bottom of table for triplicate average
A17	458578	452472	19.3	36.5	29.0	18.8	22.1	15.7	20.4	18.7	18.3	27.6	29.9	23.6	23.3	18.7	-	
A19	458713	452414	29.5	31.4	25.9	16.0	19.3	16.1	18.6	13.4	13.5	24.9	29.2	18.8	21.4	17.1	-	Part of triplicate set - see bottom of table for triplicate average
A19a	458713	452414	32.9	32.3	26.1	19.4	19.5	17.2	17.6	18.0	12.8	27.1	28.5	18.7	22.5	18.0	-	Part of triplicate set - see bottom of table for triplicate average
A19b	458713	452414	34.6	34.0	26.7	19.8	21.3	17.1	17.7	17.4	13.5	28.4	28.7	21.9	23.4	18.7	-	Part of triplicate set - see bottom of table for triplicate average
A2	459917	452405	29.5	37.2	27.5	20.7	23.9	27.3	25.8	22.7	14.6	31.6	34.1	28.3	26.9	21.5	-	
A20	458760	452404	38.5	30.6	28.5	20.4	23.8	16.7	18.3	15.6	21.3	26.3	28.7	11	23.3	18.6	-	Part of triplicate set - see bottom of table for triplicate average
A20a	458760	452404	35.5	31.2	25.3	21.7	23.4	17.0	18.6	15.1	20.0	29.3	33.1	24.8	24.6	19.7	-	Part of triplicate set - see bottom of table for triplicate average
A20b	458760	452404	39.6	33.0	26.7	21.1	23.8	16.8	18.4	16.6	16.3	28.2	31	23.1	24.6	19.6	-	Part of triplicate set - see bottom of table for triplicate average
A21	458806	452326	23.5	17.2	20.2	13.2	15.0	12.7	13.4	15.4	7.7	26.5	23.5	13.9	16.9	13.5	-	
A22	458792	452242	24.8	24.4	21.8	15.9	16.6	15.1	15.8	17.8	10.5	23.9	26.1	12.4	18.8	15.0	-	
A25	458706	452225	25.8	21.1	22.1	16.9	19.9	14.9	15.9	12.0	14.4	27.5	27.8	14.3	19.4	15.5	-	
A29	456939	453013	19.9	25.7	19.7	14.4	15.8	12.6	12.7	12.3		20.5	21.8	14.3	17.2	13.8	-	
A3	459822	452492	32.2	32.9	20.0	22.7	25.6	21.4	23.4	22.4	19.2	33.6	34.2		26.1	20.9	-	
A30	457060	452888	22.2	20.2	17.7	12.9	16.3	9.1	12.2	8.6	3.8	18.9	22.7	13.7	14.9	11.9	-	
A36	457625	452446	17.7	19.9				8.3	10.7	9.9	9.7	19	17.4		14.1	10.8	-	Annualised value
A38	457857	452334	20.9	20.9	15.5	11.6	12.6	9.4	10.1	9.2	9.3	16.7	14.5	13.7	13.7	11.0	-	
A4	459699	452638	23.7	25.3	16.3	12.9	13.5	13.2	14.6	17.9		21.9	22.6	16.9	18.1	14.5	-	
A40	458109	452196	20.5	22.2	20.4	13.2	17.9	11.5	13.1	12.6	9.0	22.2	22.2	13	16.5	13.2	-	
A41	458172	452108	24.2	23.2	20.8	15.2	19.4	11.9	13.7	10.2	14.6	22.1	24.3	18.3	18.2	14.5	-	
A45	458384	451817	18.5	19.5	13.8	10.1	11.6	7.8	8.8	8.9	8.9	19.1	20.5	12.2	13.3	10.6	-	
A50	458732	451393	29.5	28.8	19.9	17.7	19.7	17.3	18.1	16.9	19.2	22.7	18.4	22.9	20.9	16.7	-	
A51	458827	451348	21.4	28.8	11.3	13.3	13.8	15.1	13.0	13.7	12.5	23.7	21.6	6.8	16.3	13.0	-	
A52	458945	451254	36.6	37.4	33.1	23.5	23.7	20.2	19.8	22.3	8.4	32.9	37.4	29.7	27.1	21.7	-	

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 (0.8)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
A53	459066	451239	30.1	36.6	28.2	23.1	21.0	22.2	21.8	23.8	18.6	29.4	33.2	21.6	25.8	20.6	-	
A54	459254	451223			27.3	24.1	27.9	32.0	26.7	24.4	30.1		36.9		28.7	26.0	-	Annualised value
A55	459351	451221	32.1	36.0	25.8	22.5	19.9	20.9	21.9	19.5	20.7	29.3	31.8	14.1	24.5	19.6	-	
A56	459470	451268	31.0	27.6	21.7	19.4		15.6	17.7						22.2	17.2	-	Annualised value
A57	459533	451280	38.6	40.4	40.5	34.3	37.5	30.8	33.4	25.2	42.0	41.6	46	33.5	37.0	29.6	-	
A6	459536	452811	29.2	30.4	17.8	15.6	14.8	19.0	17.3	20.5	13.1	26.2	30.5	19.5	21.2	16.9	-	
A60	458906	453276	17.3	18.1	13.2	10.1	12.0	8.4		7.5	9.5	14.1	18.5	11.9	12.8	10.2	-	
A62	458806	453483			11.9		9.0	8.4	9.7	10.4	5.6	14.6	20	8.8	10.9	8.7	-	
A64	460030	452327	34.0	31.5	28.1	27.0	28.1	20.6	23.4	19.5	27.9	30	23.2	20.5	26.2	20.9	-	
A66	458672	453685		19.2	15.3	9.1	9.9	8.9	9.4	9.4	6.9	15.8	19.4		12.3	9.9	-	
A69	458375	453958	18.1	13.0	14.2	8.0	10.4	5.9	9.3	8.8	6.4		18.4	12.5	11.4	9.1	-	
A7	459441	452892	27.1	30.1	23.5	19.2	17.2	19.4	18.2	19.2	12.7	27.2	21.6	15.4	20.9	16.7	-	
A70	458299	454070	19.9	19.7	14.2	12.0	10.9	11.3	10.4	11.0	9.9	18.4	21.2	17.8	14.7	11.8	-	
A71	458121	454254	16.5	18.2	11.8	8.4	8.9	7.2	8.0	9.1	6.1	15.5	17.2	13.6	11.7	9.4	-	
A74	458041	454371	16.3	18.4	11.2	7.7	9.4		7.9	9.5	5.6	12.5	18.7	11.6	11.7	9.4	-	
A77	457929	454537	15.7	21.3	13.6	11.8	11.7	9.7	12.7	11.8	8.9	17.6	23.8	16.4	14.6	11.7	-	
A81	457733	454805	19.6	19.2		10.8	9.8		11.0	10.2	8.5	16.2	22	10.6	13.8	11.0	-	
A85	459364	453009	23.9	23.1	17.2	12.7	14.5	15.2	15.9	14.0	6.8	20.9	24.8	17.6	17.2	13.8	-	
A88	457470	452550	18.8	22.8	16.5	11.2	12.7	9.8	10.0	9.3	8.5	16.1	20	13.6	14.1	11.3	-	
A9	459295	453067	8.1	33.0	25.2	17.7	24.3	21.2	20.4	19.0	20.4	23.8	30.9	22.4	22.2	17.8	-	
A90	459238	453157	39.5	35.2	27.8	27.5	24.5	24.4	24.8	26.8	20.1	29.5	32.7	29.3	28.5	22.8	-	
A94	458651	452426	45.0	35.2	29.8	22.5	29.7	18.1	26.8	17.8	28.2	37.9	42	31.3	30.4	24.3	-	
A96	459038	452850	30.7	27.2	25.6	22.8	22.8		17.8	19.4	23.6	27.2	33.1	19	24.5	19.6	-	
A97	457431	452616	22.2	20.9	18.3	11.8	14.9	10.4	12.1	12.3	11.2	22.3	25.2	19.3	16.7	13.4	-	
A98	458666	451468	2.1	27.9	20.6	15.9	16.0	13.8	14.8	14.1	11.8	23.5	16.9	20.2	16.5	13.2	-	
B1	460848	452582		25.8	17.1	15.1	14.0	10.5	14.0	13.8	9.6	20.9	23.4	17.7	16.5	13.2	-	
B15	461294	455305	20.5	17.7	14.3	12.2	11.9	12.4	11.6	12.4	8.7	16.6	21.8	14.1	14.5	11.6	-	
B19	461891	455876		22.1	15.1	13.8	12.9	11.7	12.3	11.8	10.2	9.1	20.8	15.7	14.1	11.3	-	
B2	460924	452697	28.5	28.6	21.7	15.7	17.9	14.7	13.5	14.3	14.5	25.1	32.1	24.5	20.9	16.7	-	
B29	461453	452750	22.2	23.2	15.9	12.7	13.3		10.1	13.5	10.0	19.7	24.5	12.1	16.1	12.9	-	
B3	460952	452826	24.7	26.8	22.4	13.2	16.6	12.9	14.7	14.1	13.9		27.5	10.1	17.9	14.3	-	
B36	462565	454194	17.5	17.9	11.7	9.8	9.0	8.8	8.6	8.4	4.9	12	16.5	17.4	11.9	9.5	-	Part of triplicate set - see bottom of table for triplicate average
B37	462565	454194	16.5	14.0	10.2		9.8		8.4	7.3	6.6		18	15	11.8	9.4	-	Part of triplicate set - see bottom of table for triplicate average
B37a	462565	454194		17.8	10.3	9.4	9.6	8.4	8.7	9.7	6.9	13.4	16.3		11.1	8.8	-	Part of triplicate set - see bottom of table for triplicate average
B38	463757	455155	17.3	19.8	15.7	12.9	11.7	9.1	10.4	9.0	10.3	36.6	18.2	15.8	15.6	12.5	-	
B41	461326	451330		33.4	23.8	21.3	21.1	20.9	19.0	18.8	16.0	25.1	29	23.3	22.9	18.3	-	
B42	461430	451348	23.9	23.7	17.3	16.0	16.7	13.5	12.8	11.7	16.6	19.2	22	13.4	17.2	13.8	-	
B43	461557	451343	19.2	19.8	16.5	13.9	16.7	11.4	12.0	9.2		19.3	20.2	16.8	15.9	12.7	-	
B44	461643	451343	24.9	27.9	24.2	21.4	22.9	19.5	18.5	17.6	20.5	24	24.4	21.8	22.3	17.8	-	
B45	461849	451284	30.0	28.8	22.4	19.7	19.7	16.6	18.5	14.9	16.5	21	25.6		21.2	17.0	-	

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 (0.8)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
B47	462019	451289	16.0	18.9	10.8	9.6	10.1	9.2	8.4	9.3	6.0	15.6	21.1	14.6	12.5	10.0	-	
B48	462122	451289		21.2	14.2	12.5	13.5	11.1	10.4	10.5	9.0	18.4	21.8		14.3	11.4	-	
B50	462291	451269	20.2	24.1	20.1	15.4	15.1	12.4	13.2	12.2	10.7	20.5	24.4		17.1	13.7	-	
B51	462384	451298	16.9	15.4	13.7	10.0	10.7	8.9	9.5	10.7	5.3	17	21.6	12.9	12.7	10.2	-	
B56	462888	451289	29.2	26.3	23.3	27.1	21.8	19.8	19.5	15.3	19.0	25.4	32.2	18.1	23.1	18.5	-	
B58	462970	451300	19.5	20.1	12.0	14.3		10.3	11.0	10.1	10.1	17.9	19.7	5.8	13.7	11.0	-	
B60	463234	451339	19.4	25.4	14.7	10.6	10.8	10.8	10.9	11.1	6.0	17.8	23.2	16.5	14.8	11.8	-	
B63	462704	451300	30.3	31.3	26.2	25.3	21.8	21.3	23.3	19.3	15.3	26.5	29.8	23.3	24.5	19.6	-	
B72	461122	451374		53.2	37.0	33.0		34.8		33.6		39.7	42	20.2	36.7	28.1	-	Annualised value
B74	461371	452708	19.4	22.6	15.0	11.7	13.9	12.5	10.5	11.7	10.5	18.1	21.2	7.1	14.5	11.6	-	
B80	461185	452663	17.9	18.1	12.9	10.7	10.7	10.0	10.6	11.8	8.1	16.3	13.2	4.4	12.1	9.6	-	
B82	460974	452563	16.9	26.7	17.3	13.7	16.3	17.0	17.5	15.6	10.1	19.7	26.3	17.5	17.9	14.3	-	
B83	461285	452695	26.8	34.7	23.5	20.2	21.5	17.5	18.7	17.6	17.2	24.4	32.3	23.5	23.2	18.5	-	
B84	462654	451293	20.8	26.4	19.8	16.9	16.6	15.5	14.3	15.5	9.2	21.9	19.6	16.6	17.8	14.2	-	
B85	461227	451368	32.7	33.1	26.0	22.9	25.0	18.0	21.3		18.8	26.8	28.1	13.7	24.2	19.4	-	
B86	461116	452602	26.4	27.9	18.9	15.7	14.7	14.0	16.1	15.0	13.0	20.9	28.4	20.3	19.3	15.4	-	
B88	462799	451291		34.8	22.2	21.2	19.0	15.7	17.1	13.9	16.1	23.9	27.1	22	21.2	16.9	-	
B91	461142	451365	36.9	41.9	32.1	28.0	26.7	29.1	28.6	29.0	22.1	22.8	37	26.3	30.0	24.0	-	
B90	461133	451394	36.1	31.4	25.7	27.3	27.5	22.8	21.7	21.0	27.6	26.6	32.6	16	26.4	21.1	-	
C12	458825	449928	19.1	21.0	14.9	12.2	11.7		8.8	10.0	9.8	16.3	21.2		14.5	11.6	-	
C17	459085	450544	19.2	18.4	11.8	10.7	11.5	9.5		6.3	8.7	15.3	20.2	13.1	13.2	10.5	-	
C18	459204	450772	24.7	25.7	16.5	16.1	16.0	14.6	15.1	14.6	14.8	23.1	25	18.6	18.7	15.0	-	
C19	459271	450819	20.8	19.0	10.6	12.0	12.5	11.2	11.8	10.5	13.1	16.7	17.5	10.2	13.8	11.1	-	
C2	458333	448974	30.9	32.9	23.9	20.3	21.7	22.5	22.6	19.9	20.1	19.1	23.1	17.8	22.9	18.3	-	
C20	459280	450923	21.7	22.0	16.0	13.8	15.7	12.5	14.5	12.7	14.0	14.4	13.7	12.1	15.3	12.2	-	
C21	459410	451040	28.3	7.7	15.6	20.0	18.3	17.8	16.3	15.1	18.9	21.9	19.3	15.6	17.9	14.3	-	
C22	459570	451195	25.3	18.3	13.9	16.1	15.9	13.1	13.6	13.5		17.5	26.5	20.3	17.6	14.1	-	
C23	459553	451252		31.6	24.6	28.8	28.9	26.5	25.1	21.4	30.2	30.5	37.9	15.3	27.3	21.9	-	
C26	459639	451334	40.3	38.4	31.7	27.8	29.1	25.7	26.1	24.7	28.2	29.7	29.2	9.7	28.4	22.7	-	
C27	459717	451433	45.8	50.0	37.9	39.1	40.8	38.7	36.0	31.9		40.7	44.8	40	40.5	32.4	-	
C28	461201	448386	14.3	17.9	12.1	9.5	11.1	8.3	7.0	10.2	8.6	12.5	19.1		11.9	9.5	-	
C29	461196	448426	22.1	28.0	24.1	19.3	18.4	16.0	19.0	20.8	18.4	30	30	21.9	22.3	17.9	-	
C30	461185	448462	25.5	35.1	28.2	23.2	26.0	22.4	21.9	19.6	22.7	24.7	35.7	19	25.3	20.3	-	
C31	461193	448473	19.1	17.9	16.1	12.2	12.4	12.4	13.4	14.3	8.1	19.1	22.9	5.2	14.4	11.5	-	
C32	461128	448823	25.6	23.0	19.6	18.2	16.6		13.7	13.6	15.6		30	15.5	19.1	15.3	-	
C33	461085	448933	16.1	18.6	14.7	10.7	12.2	8.5	7.9	9.2	8.0	16.9	18.5	15.2	13.0	10.4	-	
C34	461085	449067	22.2	24.1	25.9	16.5	18.6	12.6	15.0	10.3	20.7	22.3	20.1	16.2	18.7	15.0	-	
C36	461052	449146	28.2	28.1	23.9	21.9	19.7	20.7	18.7	20.4	18.4	27.6	30	25.9	23.6	18.9	-	
C37	461045	449223	19.6	24.6	19.5	15.8	16.1	12.2	11.5	12.4	12.8	22.8	27		17.7	14.1	-	
C38	461038	449225	24.0	28.7	25.0	18.0	18.3	14.2	14.3	11.6	15.1	19.9	28.6	17.9	19.6	15.7	-	
C39	460974	449336	36.3	38.2	25.0	21.3	24.0	22.3	22.6	18.4	23.2	34.2	38.3	27.1	27.6	22.1	-	
C4	458470	449126	19.0	17.6	12.8	11.3	11.3	10.0	9.5	10.3	10.1	14.2	19.8	15.1	13.4	10.7	-	
C40	460910	449628	21.3	22.8	17.7	12.7	14.6	13.3	13.6	13.6	12.5	21.4	24.2	11.1	16.6	13.3	-	
C42	460857	449748	23.9	25.2	17.5	16.5	14.8	17.0	11.2	14.5	13.3	15.9	24	19.9	17.8	14.2	-	

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 (0.8)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
C43	460869	449730	27.5	31.3	24.3	20.2	19.2	20.8	20.9	19.9	21.9	13.4	33.7	24.5	23.1	18.5	-	Part of triplicate set - see bottom of table for triplicate average
C43a	460869	449730	31.9	30.3	23.4	19.6	18.6		19.0	17.9	20.3	28	33	23.3	24.1	19.3	-	Part of triplicate set - see bottom of table for triplicate average
C44	460869	449730	31.6	16.5	26.0	22.0	21.7	20.8	17.0	16.2	20.1	27.3	32.7	27.4	23.3	18.6	-	Part of triplicate set - see bottom of table for triplicate average
C49	460860	450530		22.5	17.5	13.2	14.3	8.2	10.2	8.1	13.5	18.4	20.8	15.1	14.7	11.8	-	
C51	460871	450727		28.1	25.0	16.7	16.1	13.2	15.4	14.9	24.3	25.4	28.8	10.3	19.8	15.9	-	
C52	460853	450781	26.0	25.6	21.4	13.2	13.3	12.9	13.4	12.6	13.1	24.4	30.9	4.3	17.6	14.1	-	
C53	460766	450924			16.1								23.5		19.8	15.8	-	
C54	460762	451069	30.2	33.2	22.0	19.4	23.6	16.8	19.0	16.4	26.9	27.9	33.3	10.5	23.3	18.6	-	
C56	459484	451141		33.6	25.3	22.9	22.0	19.2	20.1	16.9		19.2	33.6	12.8	22.6	18.0	-	
C57	458912	450111	21.3	22.5	16.7	13.2	14.1	11.8	13.2	13.1	10.4	19.9	23.5	3.7	15.3	12.2	-	
C58	460926	449429	37.0	39.2	27.6	22.4	25.9	29.5	26.4	25.2	24.7	30.6	39.2	30.2	29.8	23.9	-	
C59	458735	449713	29.4	28.4	22.9	19.0	21.2	18.8	19.6	18.6	16.2	26.7	29.3	13.7	22.0	17.6	-	
C62	459579	451251		28.2	19.7	17.3	20.7	18.3	16.0	17.4	21.3	20.9	28.8	20.1	20.8	16.6	-	
C63	458790	449740	20.2	20.3	12.6	12.9	12.1	10.8	9.3	11.1	11.9	14.4	10.6	13.8	13.3	10.7	-	
C7	458611	449477	20.0	20.6	14.4	12.2	13.6	10.6	10.6	11.2	10.8	19.1	22.8		15.1	12.1	-	
D10	460443	451927	19.5	19.3	14.4	10.8	12.0	10.2	11.9		8.8	19.2	24	20.7	15.5	12.4	-	
D12	460567	451740	9.9	21.0	14.0	9.3	11.9		10.5	9.8	9.8	16.2	22.1	18.6	13.9	11.1	-	
D13	460271	451358	24.4	9.8	18.4	15.7	14.4	13.4	13.7	12.0	13.6	22.8	25.4	15.2	16.6	13.3	-	
D14	461077	451354	34.8	38.0	37.0	27.3	34.4	28.7	28.9	28.5	29.9	38.9	30.1	32.1	32.4	25.9	-	
D16	460708	451231	40.8	34.0	36.6	26.3	36.0	25.4	27.1	22.4	38.8	39	38	16.1	31.7	25.4	-	
D17	460575	451616	36.0	37.3	29.0	22.2		21.5	20.6	20.5	17.4	28.4	22.5	25.1	25.5	20.4	-	
D18	460395	451502	35.2			19.5	19.0	16.2	16.4	15.8		24.9	33.9	23.9	22.8	18.2	-	
D19	460038	451626	36.9	41.6	34.8	28.0	29.1	25.8	24.8	24.5	27.6	35.1	18.4	30.8	29.8	23.8	-	
D20	460323	451685	40.5	16.7	36.0	21.1	27.7	23.3	23.6	22.3	23.9	28.7	35.2	20.8	26.7	21.3	-	
D22	460035	452010		31.0	29.3	22.4	26.3	24.8	22.9	22.0	25.2	31.5	31.5		26.7	21.4	-	
D24	459805	451543	28.1	28.5	20.5	22.1	17.7	19.2	19.9	18.6	19.3	22.4	30	24.4	22.6	18.0	-	
D25	459693	451750	42.8	46.3	30.0	34.0	35.1	36.0	32.2	32.0	34.9	35.4	40.9	28.7	35.7	28.6	-	
D26	460671	451400	31.4	31.0	24.0	16.5	19.4	16.3		17.5	17.7	26.1	26	10.9	21.5	17.2	-	
D27	460734	451563	20.3	25.1	17.3	13.4	16.0	13.1	10.7	9.4	10.7	20.5	24.2	16.9	16.5	13.2	-	
D28	460764	451185	34.8	39.3	30.0	26.1		29.2	27.9	25.2	26.8	29.8	31.8	31	30.2	24.1	-	
D30	460834	451252	27.2	28.1	22.2	17.9		16.2	16.3	13.2	19.1	20.3	21.6	16	19.8	15.9	-	
D31	461002	451229		32.4	30.3	18.9	24.6	19.7	22.0	20.3	24.8	32.2	32.5	21.6	25.4	20.3	-	
D32	460258	451208	34.3	28.3	29.1	30.1	28.8	24.3		19.7	30.3	30.9	32.8	23.9	28.4	22.7	-	
D33	460075	451174	28.6	33.1	26.1	22.1	24.2	20.5	22.1	17.8	24.7	30.1	38.4	27.9	26.3	21.0	-	
D35	460134	451170	35.8	32.9	27.9	30.4			29.6	21.1	32.6	36	32.5		31.0	24.8	-	
D36	460135	450884	30.1	31.3	17.8	27.8	24.4	20.6	23.5	22.0	26.3	28.9	25.8	31.4	25.8	20.7	-	
D37	460157	450988	31.2	31.5	28.8	25.2	25.6	17.6	19.1		18.8	27.7	33.5	25.3	25.8	20.7	-	
D38	460088	450929	29.5		19.9	14.9	17.6	13.6	14.2	12.4	21.4	21.4	28.4		19.3	15.5	-	
D39	460185	451055	34.3	32.7	24.5	24.4	23.0	19.6	20.2	20.1	22.8		32.5	18.3	24.8	19.8	-	
D4	460560	452300	30.4	32.7	19.5	20.7	19.8	18.3	17.6	17.5	17.7	26.3	32.2		23.0	18.4	-	

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 (0.8)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
D40	460069	451196	29.7	27.0	23.7	18.9	22.1	13.9	17.0	14.0	24.7	23	22.7	21	21.5	17.2	-	
D41	460286	452487	37.7	35.8	33.0	32.1	32.4	31.1	32.6	29.5	25.5	31.9	39	21.6	31.9	25.5	-	
D43	459920	451834	40.5	42.2	35.4	26.2	31.1	27.5	27.2	24.4	26.8	31.2	35.9		31.7	25.3	-	
D45	460673	451869	27.2	23.1	13.4	16.3	16.3	14.2	16.1	15.4	17.9	22.7	21.9	18.9	18.6	14.9	-	
D47	460682	452187		28.5	24.3	14.1	21.2	16.5	13.0	16.0	16.5	26.3	27.4		20.4	16.3	-	
D48	460103	452180	36.0	32.7	29.4	20.8	28.1	19.1	21.5	23.2	27.3	30.2	30.2	27.3	27.2	21.7	-	
D49	460656	451269	39.4	46.2	35.8	24.7	31.6	25.2	27.0	26.3	26.8	36.5	36.2	7.2	30.2	24.2	-	
D50	460371	451682	35.7	31.6	27.5		26.1	19.1	21.7	21.1	21.0	30.5	23.9		25.8	20.7	-	
D51	459640	451722	46.4	57.6	49.0	54.7	51.1	53.8	38.9	50.7		51.1	10.3	24.7	44.4	35.5	-	
D52	460887	451140	22.5	24.5	19.2	15.6		14.2	13.6	14.4	16.5	19.1	19.8	18	17.9	14.4	-	
D53	460115	451146		25.9	22.4	22.9	26.0	16.2	18.1	13.4	15.9	21.6	26.5	21.4	20.9	16.7	-	
D54	460146	451116		24.8	22.2	20.7	23.4	16.1	17.5	12.1	23.7	20.4	25.9	18.6	20.5	16.4	-	
D55	460087	452065	35.2	38.1	31.4	28.7	31.5	27.3		24.0	36.4	34.5	32.6	16.9	30.6	24.5	-	
D56	460400	451685	39.2	48.8	37.5	40.8	31.9	28.2	25.5	23.7	30.7	35.8	38	28.5	34.1	27.2	-	
D57	460416	451708		31.9	22.8	20.1	18.0	20.3	18.8	21.8	18.1	26.5	28.1	5.6	21.1	16.9	-	
D58	460435	451732	30.3	36.9	26.5	21.9	22.9	21.1	23.5		23.4	31.7	41.2	25.9	27.8	22.2	-	
D59	460087	452156	43.1	42.0	31.1	27.9	25.5	29.5	29.9	25.7	25.4	33.3	31.5	30.4	31.3	25.0	-	
D6	460570	452177	15.6	21.1	15.3	12.5	12.4	10.9	9.5	12.4	10.1	16.3	22.6	17.7	14.7	11.8	-	
D60	460294	451883	22.6	25.4	16.9	11.9	13.6	14.3	10.1	12.6	10.9		27.7	19.7	16.9	13.5	-	
D8	460553	451843	38.8	30.9	27.0	25.0	27.0	22.3	24.1	16.6	29.5	30.7	21.9	7.2	25.1	20.1	-	
D9	460483	452357	16.7	37.0	34.9	27.8	38.2	26.8	29.5	27.0	33.2	36.5	33.6	22.3	30.3	24.2	-	
8, 9, 9a	460163	452468	19.1	22.6	15.5	11.0	11.6	9.4	9.5	10.6	9.0	18.3	17.2	10.6	13.7	11.0	-	Triplicate Average for sites 8, 9 and 9a (Portland Street)
A13, A14, A14a	459335	452931	19.8	22.7	13.9	12.4	12.7	8.8	10.4	10.4	9.9	14.3	19.5	13.2	14.0	11.2	-	Triplicate Average for sites A13, A14 and A14a (Clifton Dale)
78, 79, 80	460149	452342	32.0	33.9	26.7	24.0	25.0	20.9	21.5	19.8	22.6	28.1	23.2	18.6	24.7	19.8	-	Triplicate Average for sites 78, 79 and 80 (Gillygate)
102, 103, 104	458703	452429	37.7	36.5	30.9	22.5	23.5	17.0	19.2	17.3	14.4	29.4	32.3		25.5	20.4	-	Triplicate Average for sites 102, 103 and 104 (Salisbury Terrace)
2a, 2b, 2c	460746	451034	26.4	29.5	22.2	17.4	21.3	16.2	16.6	15.3	21.5	26.7	31.8	20.5	22.1	17.7	-	Triplicate Average for sites 2a, 2b and 2c (Fishergate)
3a, 3b, 3c	460024	452767	17.5	20.3	13.2	10.1	9.7	9.1	8.6	10.3	6.7	15.3	18.3	6.7	12.1	9.7	-	Triplicate Average for sites 3a, 3b and 3c (Bootham)
95a, 95b, 95c	460938	449465	22.8	22.7	17.6	17.9	17.1	17.2	15.3	15.2	16.7	21.5	27.7	18.3	19.2	15.3	-	Triplicate Average for sites 95a, 95b and 95c (Fulford)
A19, A19a, A19b	458713	452414	32.3	32.6	26.2	18.4	20.0	16.8	18.0	16.3	13.3	26.8	28.8	19.8	22.4	18.0	-	Triplicate Average for sites A19, A19a and A19b (Salisbury Terrace)
A20, A20a, A20b	458760	452404	37.9	31.6	26.8	21.1	23.7	16.8	18.4	15.8	19.2	27.9	30.9	19.6	24.1	19.3	-	Triplicate Average for sites A20, A20a and A20b (Salisbury Terrace)
B36, B37, B37a	462565	454194	17.0	16.6	10.7	9.6	9.5	8.6	8.6	8.5	6.1	12.7	16.9	16.2	11.7	9.4	-	Triplicate Average for sites B36, B37 and B37a (Malton Road)
C43, C43a, C44	460869	449730	30.3	26.0	24.6	20.6	19.8	20.8	19.0	18.0	20.8	22.9	33.1	25.1	23.4	18.7	-	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 2024 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 2024

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.

The table below provides an overview of planning applications (including discharge of condition applications) that have been considered in relation to air quality by CYC's Public Protection team during 2024. A formal air quality impact assessment has been requested for some of these applications.

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

Comments on all planning applications processed by CYC are available by searching the planning reference number at [Search Planning Applications received by City of York Council](#). The table below excludes pre-application advice provided by CYC.

Planning Reference	Description
AOD/23/00351	Condition 11 (EV Charging) of 22/00918/FUL. Haxby Hall, York Road, Haxby, York
24/00129/FULM	Erection of 114no. dwellings with access, open space, landscaping and sustainable drainage. Land To The South Of Sim Balk Lane, York
AOD/24/00049	Condition 14 (EV Charging) of 22/01315/FULM. 11 The Village, Wigginton York, YO32 2PL
23/00160/OUTM	Outline application with all matters reserved except for access for circa 800 dwellings, provision of open space including cemetery expansion, primary school, sports and recreational facilities, flood storage measures, landscaping and associated infrastructure (revised description). Land To

Planning Reference	Description
	The South Of Rose Cottage Farm And The Lodge, Moor Lane, Haxby, York
AOD/24/00118	Condition 6 (EV Charging) of 22/00707/FULM. York Manor Care Home, Bluebeck Drive, York, YO30 5RA
24/00851/FUL	Provision of an additional car parking area located to the south of the existing temporary car park on Bootham Park Court (retrospective). York District Hospital, Wigginton Road, York, YO31 8HE
24/00898/FUL	Installation of electric vehicle (EV) charging points with canopy and associated sub-station and LV enclosures, and single storey extension to fuel sales building. Morrisons Petrol Filling Station, Foss Islands Road, York, YO31 7UL
24/01077/FULM	Demolition of existing car showroom (sui generis) and erection of a purpose-built student accommodation (sui generis) with associated hard and soft landscaping and cycle and car parking. Turnbull Mazda 17 - 27 Layerthorpe, York, YO31 7UZ
24/01273/ERC	Change of use from Commercial, Business and Service (use class E) to 3no. Dwellinghouses (use class C3) under The Town and Country Planning (General Permitted Development) Order 2015 (as amended) - Schedule 2, Part 3, Class MA. G.M.B General Union, 75 Gillygate, York YO31 7EA
AOD/24/00256	Condition 19 (EV Charging) of 21/00305/OUTM. Huntington South Moor New Lane, Huntington, York
24/01617/ERC	Change of use from Commercial, Business and Service (use class E) to 2no. Flats (use class C3). G M B General Union, 75 Gillygate, York, YO31 7EA
24/01378/LBC	Internal and external alterations to facilitate change of use of offices (use class E) to purpose-built student accommodation, including extensions, rooflight, air vents and associated external works. 5 Main Street, Heslington, York, YO10 5EA

Planning Reference	Description
AOD/24/00282	Condition 13 (EV charging) of 22/00801/FUL. Beverley Court, Shipton Road, Clifton, York
AOD/24/00336	Condition 5 (EV charging) of 19/02193/LIC3. 1A Carey Street, York, YO10 4DN
24/01382/FULM	Residential development comprising of 64no. dwellings (Use Class C3) with new access off North Lane, landscaping, open space and associated infrastructure. Greengales, 11A North Lane, Wheldrake, York YO19 6AY
24/01918/FULM	Change of use of offices (use class E) to 32no. bed purpose-built student accommodation, installation of solar panels and mechanical plant to roof, and rooflights to front, rear and side roof slopes with associated cycle parking. Rougier House, 5 Rougier Street, York
24/01982/EIASN	Screening opinion in respect of proposed mixed-use development comprising purpose-built student accommodation (c 1450 beds) (sui generis use), co-living accommodation (circa 175 beds) (sui generis use) and commercial use (c 500sqm) (use class e); public open space and landscaping, following demolition of existing retail buildings. Sainsbury's, Foss Bank, York, YO31 7JB
24/02021/FULM	Erection of hotel comprising 140no. rooms including external terraces with associated car parking and vehicular drop off area, landscaping and highways works to existing access following demolition of existing building. Northern House, 1 - 9 Rougier Street, York
24/01946/FUL	Construction of a data centre facility and associated plant and enclosure. Better York Leisure Centre, Kathryn Avenue, Huntington, York, YO32 9AF
AOD/24/00370	Condition 21 (EV charging) of 21/01605/FULM. Mecca Bingo, 68 Fishergate, York

Additional Air Quality Works Undertaken by City of York Council During 2024

Additional work carried out in 2024 to support the development of AQAP measures includes:

- **Electric Vehicle (EV) Charging Infrastructure** – CYC progressed two workshops with the Energy Saving's Trust (EST) in 2024 as part of the development of our updated Public Charging Strategy, due in 2025. These sessions included a review of current options for on-street charging, for residents in terraced streets without off-street parking provision.
- **Smoke Control Areas** – we undertook further research in CYC's historical Smoke Control Orders, collating the required evidence base, and consulted with CYC Legal Services about potential expansion of CYC Smoke Control Area to cover the whole of CYC's administrative area. CYC's [Executive Member for Environment and Climate Emergency](#) approved a public consultation on this issue in March 2025.
- **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 2024 to consider specific air quality improvement measures on Gillygate in response to continued exceedances of health-based standards. The Gillygate gating trial (as discussed elsewhere in this Annual Status Report) was an initiative that resulted from the work of this group. A full evaluation will follow the trial, which commenced in January 2025 and will run for 12 months.
- **Fourth Air Quality Action Plan (AQAP4)** - We consulted on our 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.

QA/QC of Diffusion Tube Monitoring

Diffusion tubes used by CYC in 2024 were supplied and analysed by SOCOTEC (Didcot), Unit 12 Moorbrook, Southmead Industrial Park, Didcot, Oxfordshire, OX11 7HP. The preparation method used for the diffusion tubes was 50% TEA in Acetone.

Diffusion tube monitoring was completed in line with the 2024 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 2024 period, the percentage of results submitted by SOCOTEC that were deemed to be satisfactory was 100% for all rounds reported at the time of writing (rounds AR062 [Jan – Feb 2024] and AR063 [Apr – June 2024]). 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 2024. Of these sites, 40 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 40 background diffusion tube locations. Use these two figures to calculate the period mean to annual mean ratio for each of the 40 background diffusion tube sites.

- **Step 3** – Calculate the average ratio across the 40 background monitoring sites (i.e. $n = 40$)
- **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.

Four diffusion tube sites required annualisation, namely A36, A54, A56 and B72. Site C53 had only two months of data available and therefore was not suitable for annualisation as data capture was only 16.7%. 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 ($\mu\text{g}/\text{m}^3$)
A36	0.956	14.1	13.5	10.8
A54	1.135	28.7	32.6	26.0
A56	0.972	22.2	21.5	17.2
B72	0.956	36.7	35.1	28.1

Diffusion Tube Bias Adjustment Factors

The diffusion tube data presented within the 2024 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 regarding the application of a bias adjustment factor to correct diffusion tube monitoring. Triplicate co-location studies can be used to determine a local bias factor based on the comparison of diffusion tube results with data taken from NO_x/NO_2 continuous analysers. Alternatively, the national database of diffusion tube co-location surveys provides bias factors for the relevant laboratory and preparation method.

City of York Council have applied a local bias adjustment factor of 0.80 to the 2024 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.

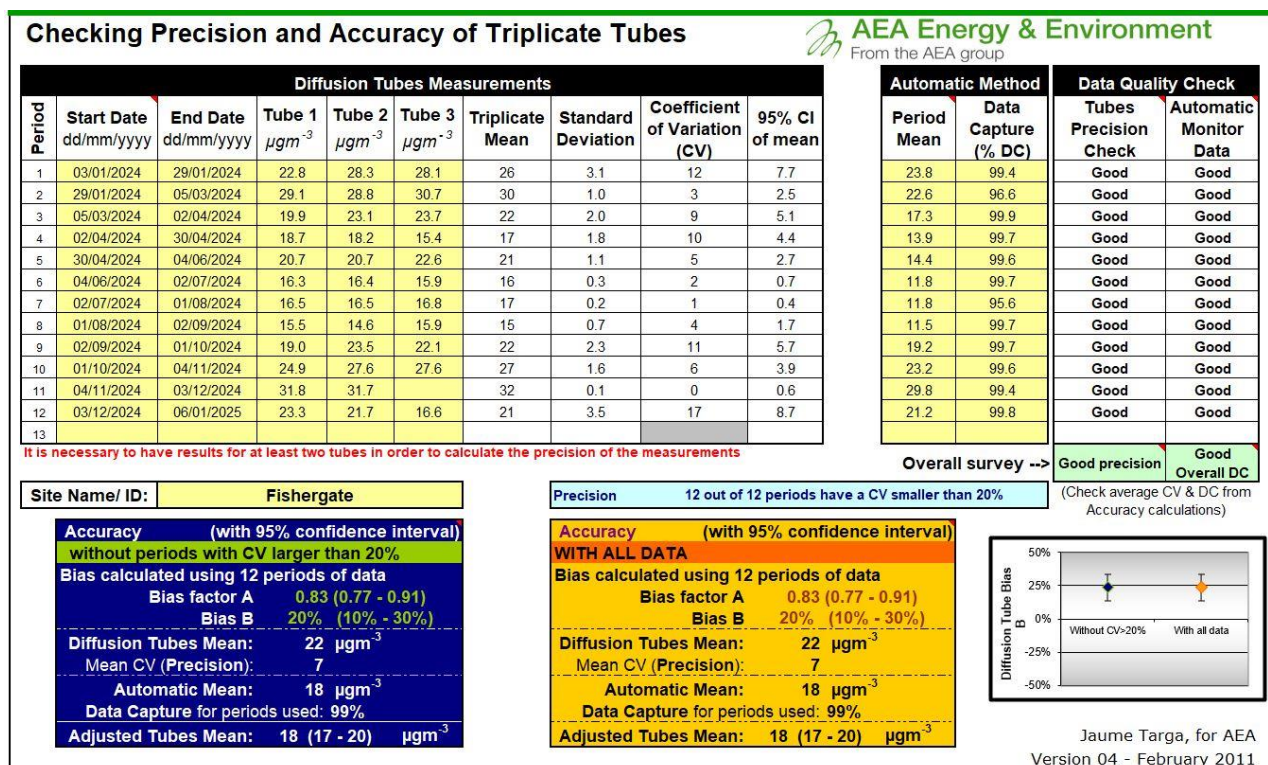
AEA's [Precision and Accuracy spreadsheet](#) has been used to consider co-location studies at 3 York roadside locations (Fishergate, Gillygate and Fulford Road) and one York urban-background location (Bootham). Whilst in previous years, separate local bias adjustment factors have been calculated for diffusion tubes located at roadside and urban background locations respectively, due to the similarity of these factors over the last 3 years (within approximately 1%) a single combined factor of has been used for the 2024 data. This is also the approach used when local authorities rely on a national bias adjustment factor.

Data capture and tube precision for 2024 was shown to be 'good' at all 3 roadside sites but precision was 'poor' at the Bootham urban background site. The resultant combined/average bias factor across the 4 sites (following methodology in TG22 para 7.222) was 0.80. Use of a single local bias factor based on 4 local colocation studies has to some extent mitigated the impact of the poor precision observed Bootham. It should be noted that had the Bootham site bias factor been excluded and only the three roadside sites been used in the calculation, the resultant combined/average bias factor using 3 sites would also have been 0.8. A factor of 0.8 has been used to correct diffusion tube results in 2024. The methodology used to derive the combined factor was:

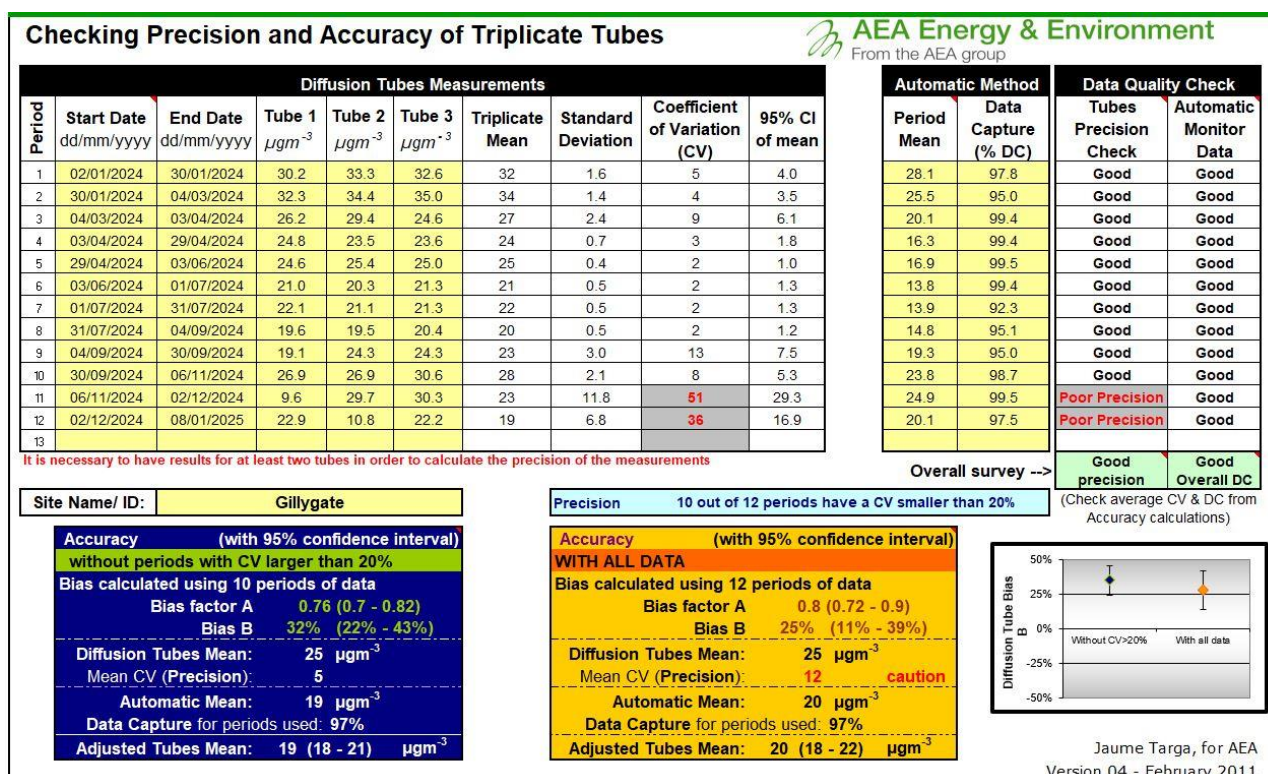
- **Step 1** - Average of Bias Factor B's = $(20+32+22+23)/4 = 24.25$
- **Step 2** - Express as a factor = 0.2425
- **Step 3** - Add 1 to this value = $0.2425 + 1 = 1.2425$
- **Step 4** - Take the inverse to give the bias adjustment factor = $1/1.2425 = 0.80$

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

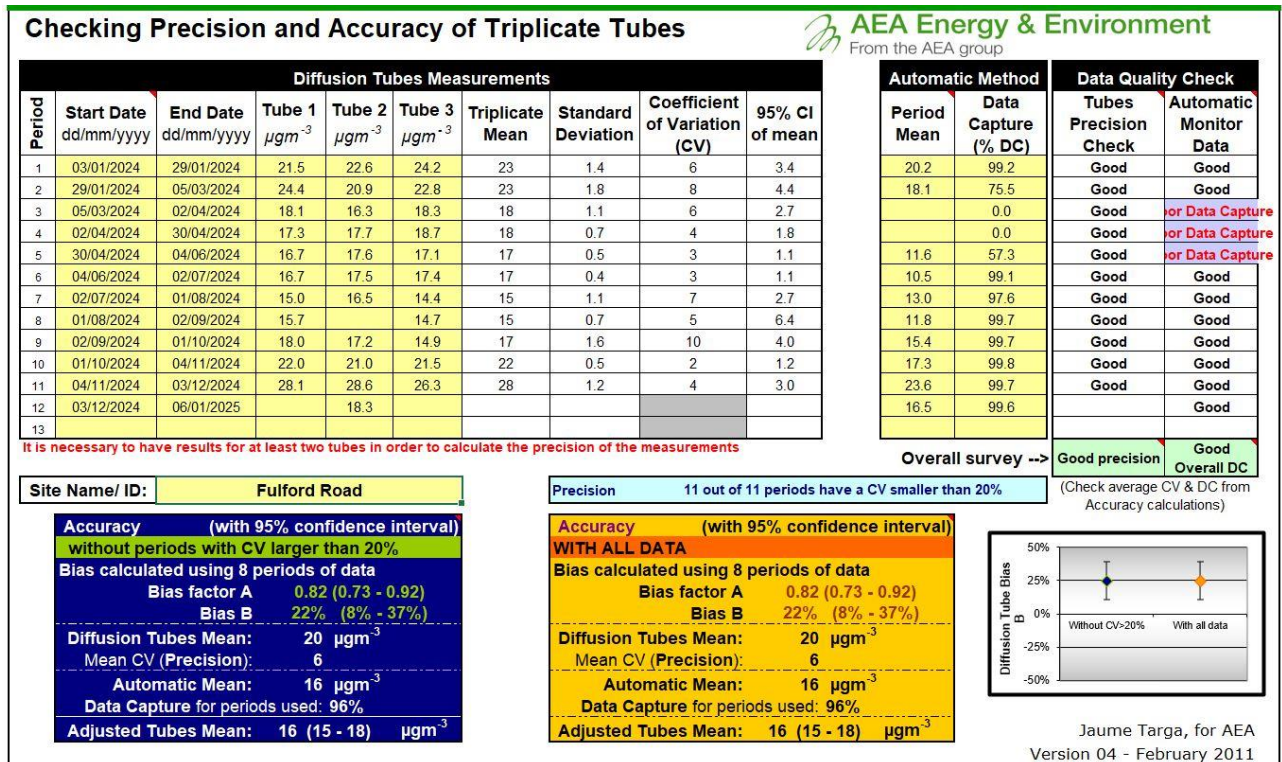
Colocation at Fishergate



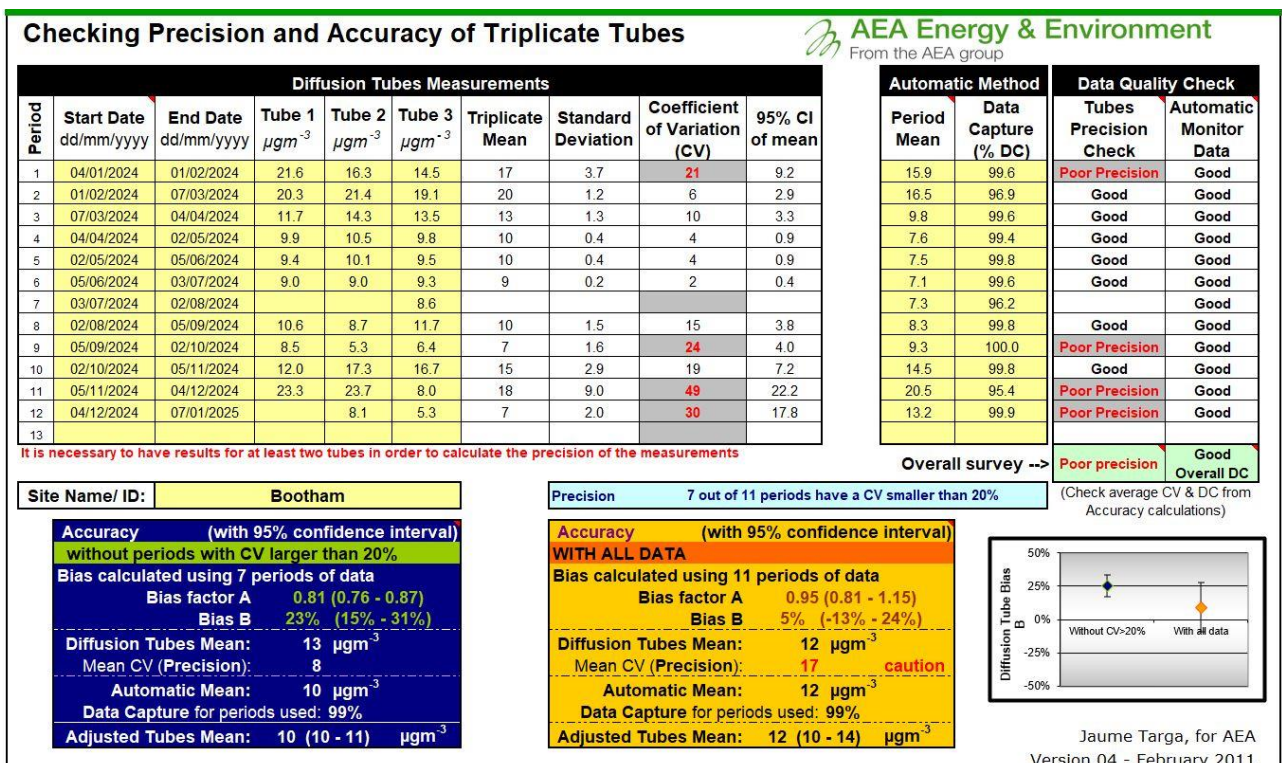
Colocation at Gillygate



Colocation at Fulford Road



Colocation at Bootham



Comparison with national bias adjustment factor

The overall 2024 bias correction factor from the national diffusion tube bias adjustment factor spreadsheet (version 03/25) for SOCOTEC Didcot [preparation method 50% TEA in acetone] from 33 studies was 0.80 (*note: this was updated to 0.78 in version 04/25 of the spreadsheet*). This is the suggested figure to use for all site types in the absence of any local colocation data. Historically, locally derived bias correction factors have always been used for the correction of CYC's diffusion tube data; although in 2024 this would not have significantly affected the results as the locally derived bias correction factor was comparable to the national figure. The local bias factor for 2024 is also very similar to the local bias factors calculated in previous years and reported in historical Annual Status Reports, shown in Table C.2.

Table C.2 – Bias Adjustment Factor

Monitoring Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
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
2020	Local	-	Background tubes 0.68 Roadside tubes 0.74

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	7	12	10	8
Bias Factor A	0.81 (0.76 - 0.87)	0.83 (0.77 - 0.91)	0.76 (0.70 - 0.82)	0.82 (0.73 - 0.92)
Bias Factor B	23% (15% - 31%)	20% (10% - 30%)	32% (22% - 43%)	22% (8% - 37%)
Diffusion Tube Mean ($\mu\text{g}/\text{m}^3$)	13	22	25	20

	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)
Mean CV (Precision)	8	7	5	6
Automatic Mean ($\mu\text{g}/\text{m}^3$)	10	18	19	16
Data Capture	99%	99%	97%	96%
Adjusted Tube Mean ($\mu\text{g}/\text{m}^3$)	10 (10 – 11)	18 (17 – 20)	19 (18 – 21)	16 (15 – 18)

Notes:

A combined local bias adjustment factor of 0.80 has been used to bias adjust the 2024 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 can be 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 2024.

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 2025 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, including all data used for annualisation of Holgate Road PM_{2.5}.

PM₁₀ and PM_{2.5} Monitoring Adjustment

For Plantation Drive TEOM (PM₁₀) data in 2024 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 2024 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

Table C.4 – Automatic PM_{2.5} Annualisation Summary (concentrations presented in µg/m³)

Background Site	Annual Data Capture (%)	Annual Mean (A _m)	Holgate Road	
			Period Mean (P _m)	Ratio (A _m / P _m)
York Bootham (AURN)	96.5	7.7	8.4	0.917
High Muffles (AURN)	96.8	4.7	5.0	0.927
Leeds Centre (AURN)	94.4	7.7	8.6	0.891
Average (R _a)			0.911	
Raw Data Annual Mean (M)			8.4	
Annualised Annual Mean (M x R _a)			7.6	

NO₂ Fall-off with Distance from the Road

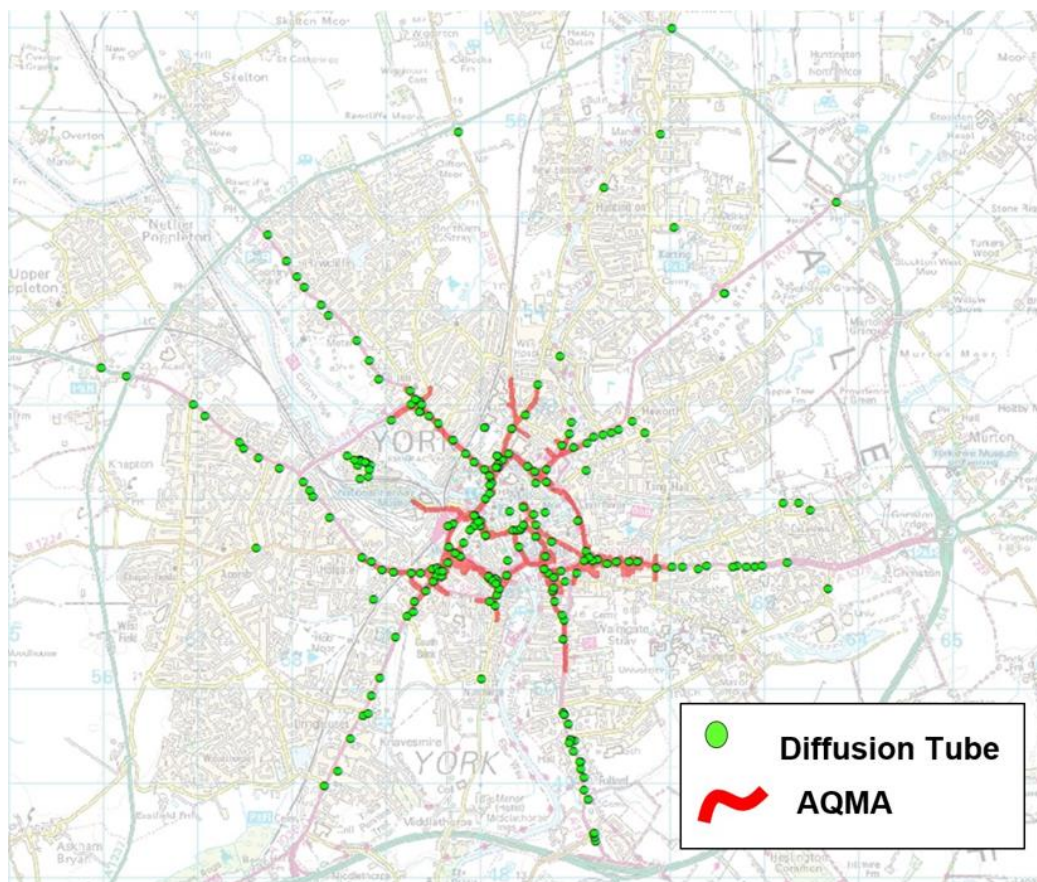
Wherever possible, monitoring locations are representative of exposure. However, where this is not possible, the NO₂ concentration at the nearest location relevant for exposure has been estimated using the NO₂ fall-off with distance calculator available on the LAQM

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 2024.

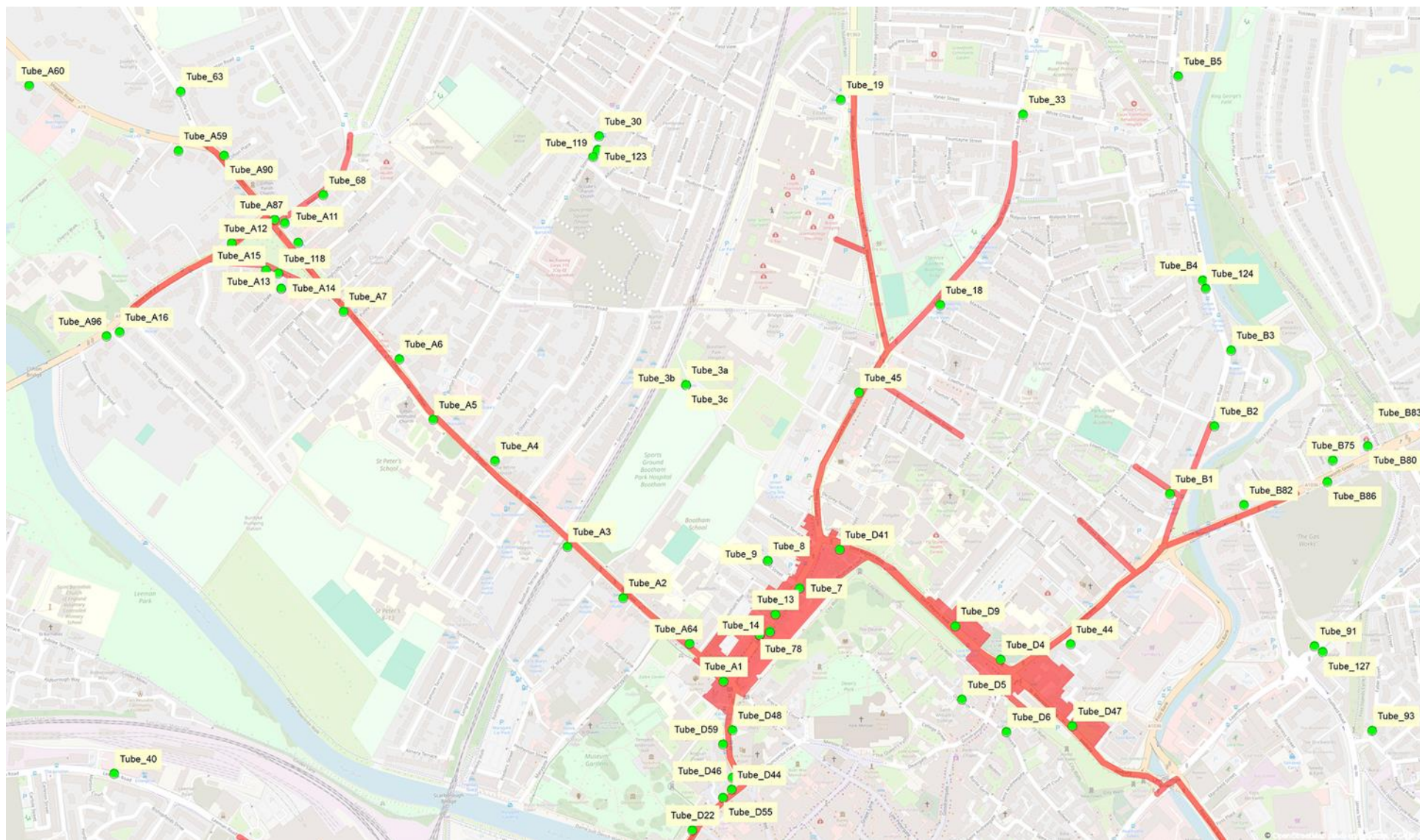
Appendix D: Map(s) of Monitoring Locations and AQMAs

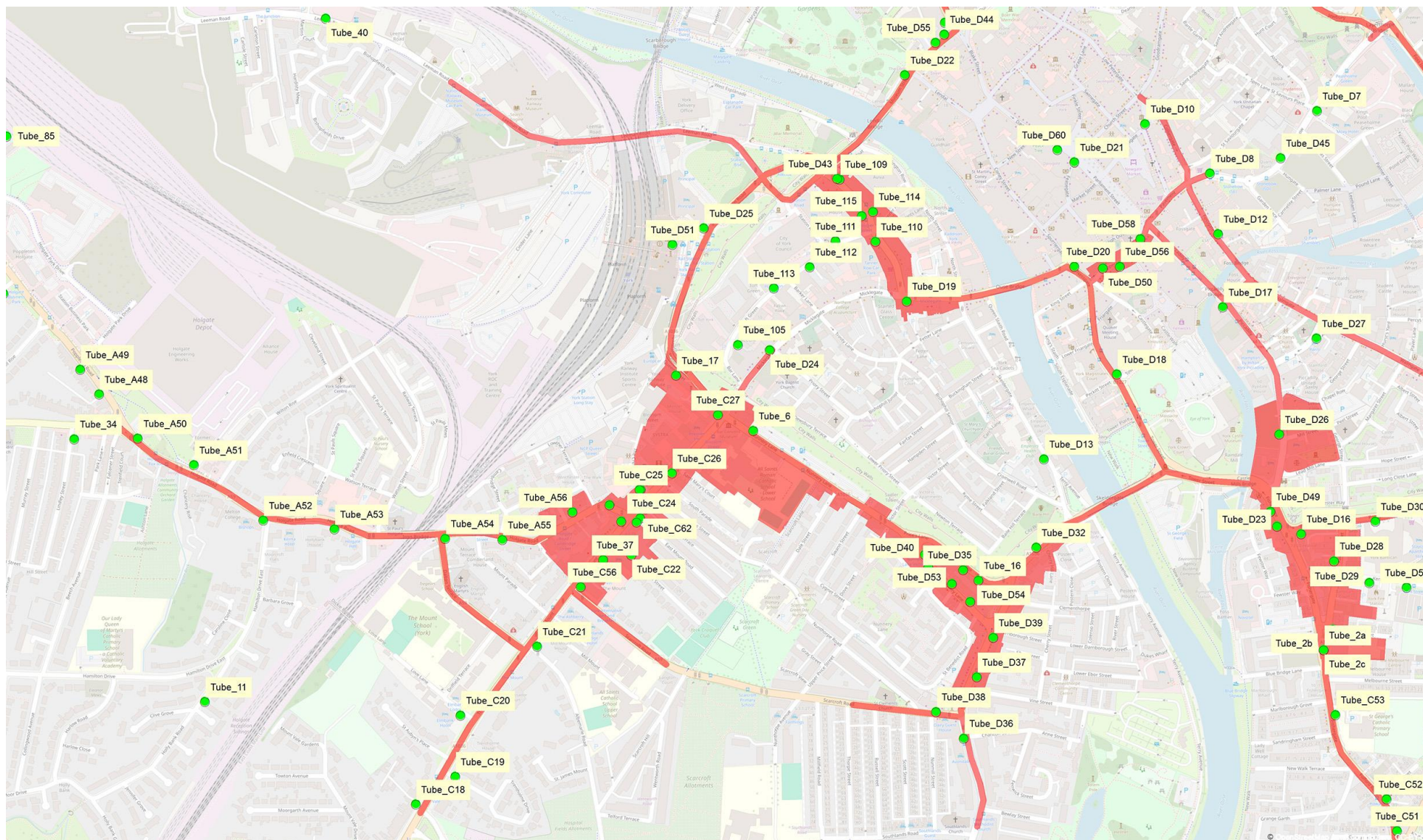
Figure D.1 – Map of Non-Automatic Monitoring Site

Due to the number of tubes operated by City of York Council, an interactive diffusion tube map showing tube reference numbers has been made available online to accompany the 2025 ASR. [View interactive diffusion tube map here](#). 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:







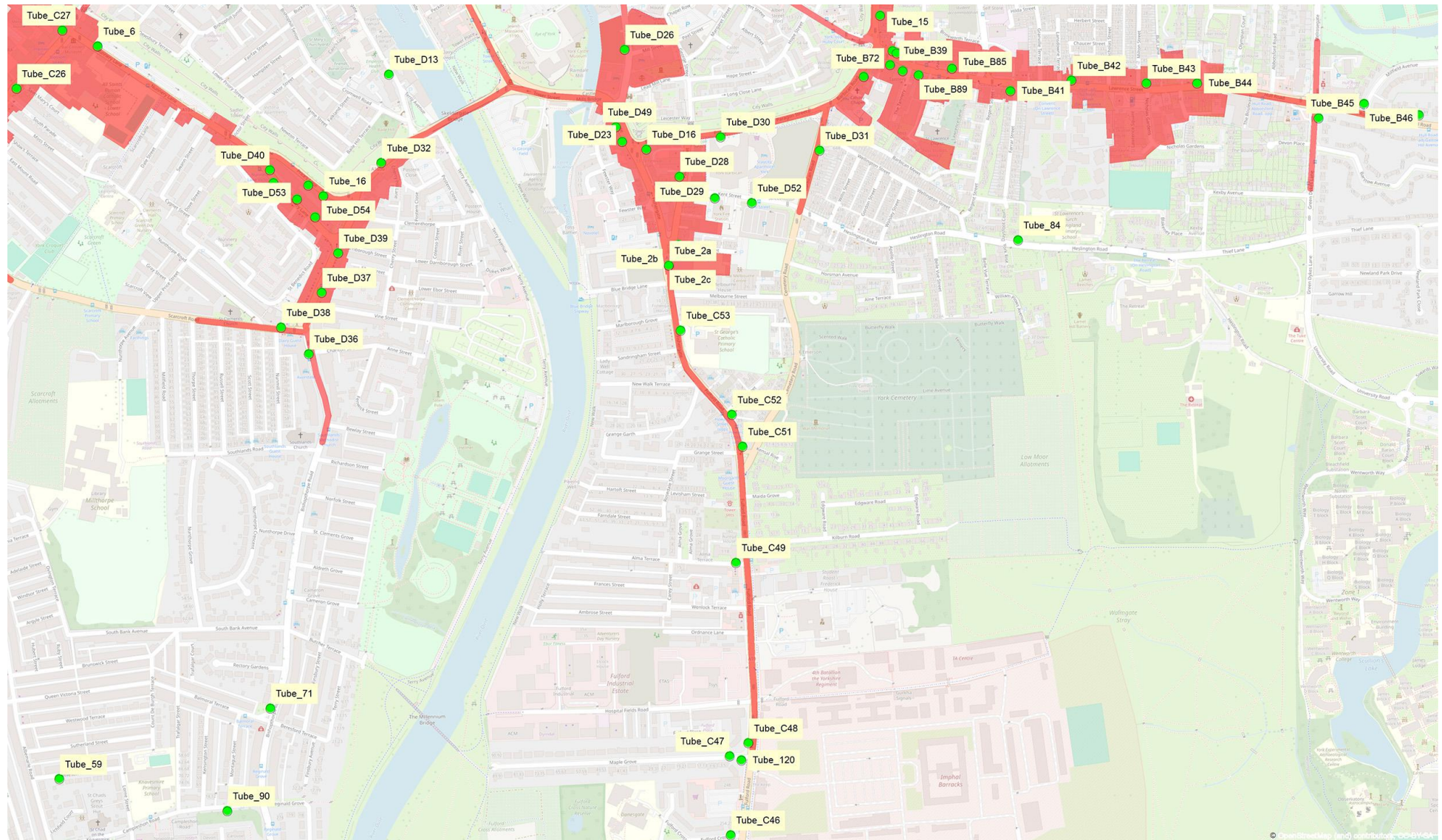
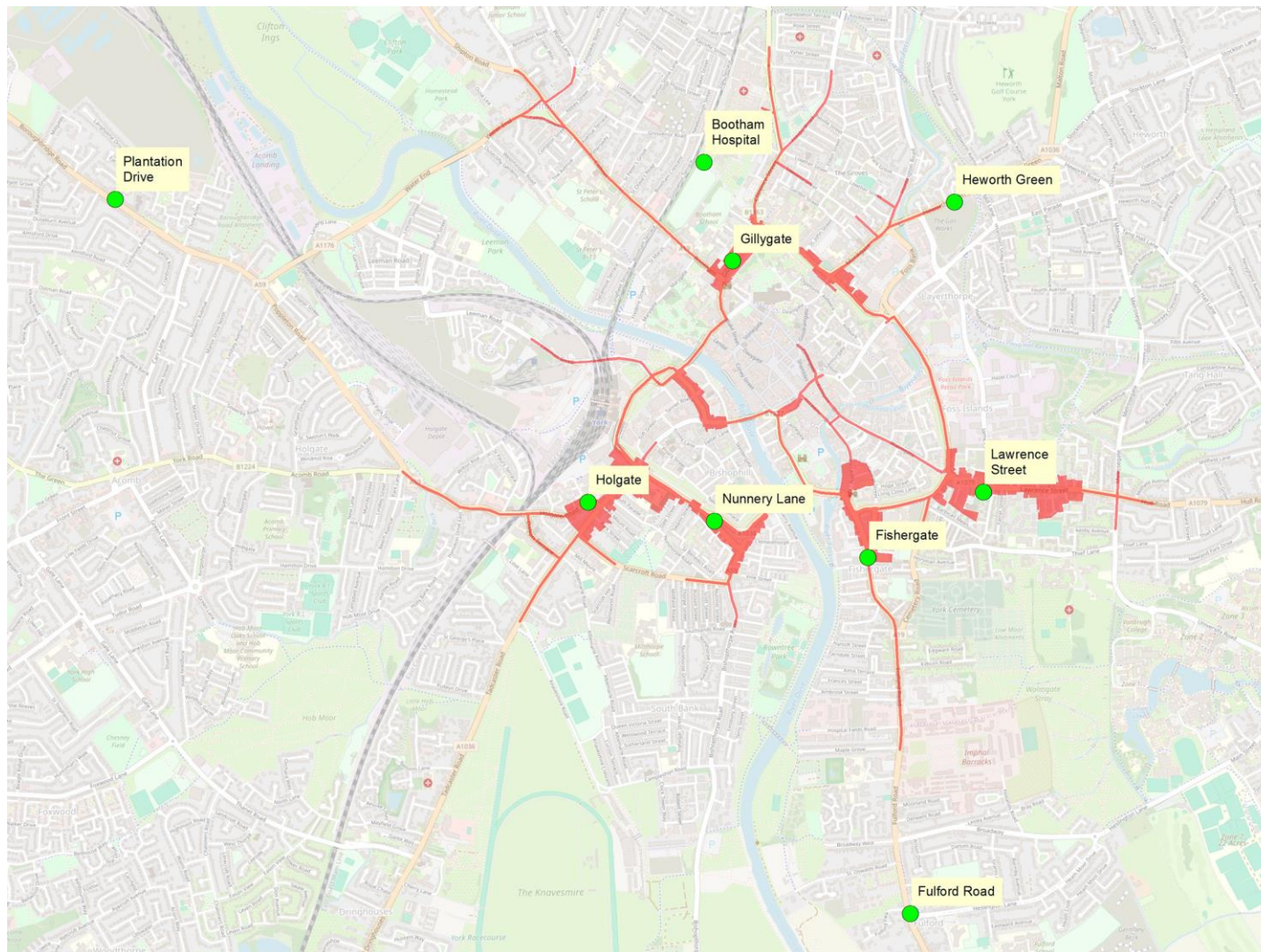


Figure D.2 - Map of Automatic Monitoring Sites in relation to AQMA

Air Quality Management Area (AQMA) shown in red. Precise locations of automatic monitors are shown online at the [Air Quality England website](https://www.airqualityengland.co.uk/).



Appendix E: Summary of Air Quality Objectives in England

Table E.1 – Air Quality Objectives in England²

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

² 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.
- City of York Council's previous LAQM Review and Assessment reports can be found on [City of York Council's website](#).