Transport, Economy and Environment Overview and Scrutiny Committee

14 April 2021

Report of the Corporate Director – Business and Environmental Services

Air Quality Strategy

1. Purpose of Report

To provide an overview of the Air Quality Strategy and responses received from the draft strategy public consultation.

2. Key Background Information

2.1 The County Council as Local Transport Authority for North Yorkshire has a statutory duty to have and maintain a Local Transport Plan. The Local Transport Plan 2016-2045 was adopted by the County Council on 1 April 2016 and included a commitment to produce an air quality strategy and policy on ultra-low emission vehicles.

2.2 The Air Quality Strategy – Protecting North Yorkshire's Air Quality Strategy 2020-2045 is a countywide strategy that aims to ensure air quality in North Yorkshire is protected, and where necessary, improved. The strategy focuses on using our influence to reduce local air pollution and emissions, it therefore complements the wider climate change agenda and our aspiration to become carbon neutral as close as possible to 2030.

3. Details of the Strategy

3.1 Air pollution is a mixture of particles and gases in the air which impacts on the health of people or has other harmful environmental effects. In North Yorkshire, the district and borough councils are responsible for monitoring air quality in towns, villages and across the countryside. We have a responsibility for public health and as the highway authority for the local road network have a statutory duty to work with district and borough councils where air quality issues arise.

3.2 This strategy presents an opportunity to support work to reduce outdoor air pollution and strengthen existing partnerships with the district councils who are also the Local Planning Authorities with responsibility for planning decisions for residential, commercial and industrial developments.

3.3 The document sets our overall strategic direction in the areas where we can influence a reduction in air pollution, including setting out our approach to ultra-low emission vehicles, whilst recognising that electric vehicles are complementary to the wider sustainable transport agenda. The strategy recognises other sources of pollution, including agriculture, domestic fuel burning and industry.

3.4 To achieve the overall ambition of maintaining and achieving good air quality we have adopted four key objectives:

- Raise the profile of improving air quality in the context of North Yorkshire
- Work in partnership with borough and district councils and other organisations to protect and, where appropriate, improve air quality
- Ensure that improving or maintaining good air quality is a key consideration when planning and delivering County Council services
- Support the use of Ultra Low Emission Vehicles (ULEVs) in North Yorkshire

3.5 The strategy's objectives are supported by an action plan. Many initiatives in the action plan already form part of the work we do every day, however, where possible we will look for external funding opportunities to deliver new measures that do not put extra pressure on existing finances. A copy of the Air Quality Strategy is in Appendix A.

4. Details of the consultation and subsequent amendments to the strategy

4.1 Air Quality Strategy Consultation Report Appendix B contains the full Draft which details the comments and feedback provided by the district/borough councils and individual members of the public.

4.2 In summary 76% of respondents agree with the overall aims of the strategy. 46% of the respondents think the strategy is fairly good or very good, with 32% responding that the strategy is poor or fairly poor.

4.3 The free text comments from the respondents vary with some stating the strategy does not go far enough, but others querying the cost of the actions included in the strategy. In general respondents appear supporting of the aims to support an increase in ultra-low emission vehicles in the county, and would also support measures to reduce car use such as increasing walking, cycling (including e-bikes), and public transport usage.

4.4 No changes have been made to the overall ambition of the strategy and the four key objectives as the majority of respondents were supportive of these. Minor amendments have been made to individual sections of the strategy to reflect suggestions including referencing car sharing and e-bikes, and recognising the impact of moorland burning.

5. Next steps

5.1 The intention is to present the final strategy to BES Executive Members and Management Board before presenting the final strategy to Executive with the purpose of obtaining approval to publish the final version of the strategy on the council's website.

6. Key Implications

Local Member

All | X |

Financial - None
The strategy sets out plans to use funding currently allocated for air quality improvement from the Civil Parking Enforcement Surplus to deliver a series of initiatives to achieve the strategy objectives. There are no anticipated impacts on core NYCC funding. The strategy also highlights that, wherever possible, we will seek new external funding opportunities to further improve air quality. The strategy places NYCC in a favourable position in relation to obtaining external funding for air quality improvement measures and electric vehicle charging infrastructure. Further consideration will be given to the financial implications should NYCC decide in the future to proceed with installing electric vehicle charging infrastructure.

Human Resources - None

Legal - None
Consideration has been given to the potential for any legal implications arising from the recommendations. It is the view of officers that the recommendations have no legal implications. Further consideration will be given to the legal implications should NYCC decide in the future to proceed with installing electric vehicle charging infrastructure, or in the case that the Government makes changes to the statutory Local Air Quality Management process which impact on the County Council.

Equalities - None
Consideration has been given to the potential for any equality impacts arising from the recommendation. It is the view of officers that the Air Quality Strategy does not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010. Further consideration will be given to the equalities implications should NYCC decide in the future to proceed with installing electric vehicle charging infrastructure.

Environmental Impacts/Benefits - Positive
This strategy aims to ensure air pollution is minimised and good air quality in the county is maintained.

7. Conclusion

7.1 The strategy presents a positive opportunity to improve and maintain North Yorkshire's air quality and the document highlights some of the work the council already does in relation to air quality and how we could strengthen work and existing partnerships.

8. Recommendation

8.1 The Committee is recommended to note the summary of responses, subsequent updates to the strategy and the next steps in relation to approval of the strategy.

9. Reasons for Recommendations

9.1 The Air Quality Strategy is a county-wide strategy with the aim of ensuring that air quality in North Yorkshire is protected and, where necessary, improved to help reduce the health and environmental impacts of air pollution and ensure the county remains a special place for everyone to live, work and visit.

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24 March 2021

Appendices:
Appendix 1: Air Quality Strategy
Appendix 2: Consultation report

Appendix 1

North Yorkshire County Council

Air Quality Strategy

Protecting North Yorkshire's Air Quality 2021-2045

Contents

1.0. Executive Summary

The Air Quality Strategy is a county wide strategy with the aim of ensuring that air quality in North Yorkshire is protected and, where necessary, improved to help reduce the health and environmental impacts of air pollution and ensure the county remains a special place for everyone to live, work and visit. Air pollution is a mixture of particles and gases in the air which impacts on the health of people or has other harmful environmental effects.

In North Yorkshire, the district and borough councils are responsible for monitoring air quality in towns, villages and across the countryside. The County Council has responsibility for public health and as the highway authority for the local road network has a statutory duty to work with district and borough councils where air quality issues arise. This strategy presents an opportunity to support work to reduce outdoor air pollution and strengthen existing partnerships with the district councils who are also the Local Planning Authorities with responsibility for planning decisions for residential, commercial and industrial developments.

The document sets the overall strategic direction for North Yorkshire County Council (NYCC) in the areas where the council can influence a reduction in air pollution, including setting out the council's approach to ultra-low emission vehicles, whilst recognising that electric vehicles are complementary to the wider sustainable transport agenda. The strategy recognises other sources of pollution including agriculture, domestic fuel burning and industry.

To achieve the overall ambition of maintaining and achieving good air quality we have adopted four key objectives:

- Raise the profile of improving air quality in the context of North Yorkshire
- Work in partnership with borough and district councils and other organisations to protect and, where appropriate, improve air quality
- Ensure that improving or maintaining good air quality is a key consideration when planning and delivering County Council services
- Support the use of Ultra Low Emission Vehicles (ULEVs) in North Yorkshire

The strategy focuses on using the council's influence to reduce local air pollution and emissions, it complements the wider climate change agenda and the council's aspiration to become carbon neutral as close as possible to 2030. The Air Quality Strategy is an addition to the NYCC Local Transport Plan 2016-2045 which highlights Environment and Climate Change as a key objective, and also has links to the 2017 Plan to Deliver Economic Growth.

The strategy's objectives are supported by an action plan. Many initiatives in the action plan already form part of the work the council does every day, however, where possible the authority will look for external funding opportunities to deliver new measures that do not put extra pressure on existing finances.

2.0. Glossary

Access Fund – Department for Transport fund for projects which encourage more cycling and walking safely for example to and from work. North Yorkshire County Council received £0.974m for the successful Open North Yorkshire project between 2017-2020 and an additional £325,000 to fund a one-year extension of the project to March 2021.

Active Travel – human powered transport typically walking and cycling

Air Quality objective – the target date on which exceedances of a Standard must not exceed a specified number.

Air Quality Standard – concentrations of a pollutant recorded over a given time period, which are considered to be acceptable.

Anthropogenic particulate matter – particulate matter caused by humans

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 pollution concentrations are exceeded or are likely to exceed the relevant air quality objectives.

ASR - Air Quality Annual Status Report

Clean Air Zone (CAZ) – an area which a local authority designates in order to bring in measures to improve air quality this could include charging more polluting vehicles entering the zone

CPE – Civil Parking Enforcement is the enforcement of parking contraventions. The CPE Surplus is the money left after operational costs of parking enforcement are recovered. Air Quality improvement and sustainable travel are two measures currently funded through CPE surplus (in 2019/20 this is £100,000 annually for air quality and £100,000 for sustainable travel).

Critical Loads – limit at which natural habitats become impacted by pollution, for example levels of nitrogen deposition in parts of North Yorkshire approach or exceed critical loads

Defra – Government Department with responsibility for Environment, Food, and Rural Affairs

Department for Transport (DfT) – Government Department with responsibility for Transport

Environment Act 1995 – Part IV sets out the roles and responsibilities of local authorities including the highway authorities with regard to local air quality management

Euro VI standard (Euro 6) – the current standard for acceptable limits of exhaust emissions of new vehicles sold in the European Union. For example, changing a single diesel vehicle from Euro V to Euro VI standard reduces nitrogen dioxide emissions by 0.10g/km.

Extended range electric vehicle – powered by a battery with an internal combustion engine generator on board.

Fast Charger – charges electric vehicles to full capacity in approximately 5-9 hours. Chargers can typically cost £2000-£5000.

Hydrogen fuel cell – emerging technology using hydrogen to power vehicles

ICE – internal combustion engine – this covers the engines found in conventional petrol and diesel vehicles

LAQM - Local Air Quality Management – process through which local authorities (in North Yorkshire this is the district and borough councils) monitoring and assess local air quality and where necessary both tiers of Council (County Council and District/Borough Council) work together to try to improve air quality at localised pollution hotspots

LPA – Local Planning Authority (in North Yorkshire this is the District/Borough Councils and National Park Authority)

LTP4 – North Yorkshire's Local Transport Plan which covers the period 2016-2045 and sets out the County Council's key transport policies.

NH_3 - Ammonia – a colourless gas

NICE – National Institute for Health and Care Excellence – provides national guidance and advice to improve health and social care

NMVOCs - Non-Methane Volatile organic compounds – variety of different compounds excluding methane, emitted by various activities including combustion and solvent use

NO_2 – Nitrogen Dioxide – a pollutant gas, one of the sources is vehicle emissions

NO_2 Plan – UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations (published in 2017 by Defra)

NO_x - Nitrogen Oxides – gases, a mixture of pollutant gases composed of nitrogen and oxygen

NPPF – National Planning Policy Framework – sets out Government's planning policies for England and how they are expected to be applied (revised NPPF published in July 2018)

NYCC - North Yorkshire County Council – local transport authority (including responsibility for on-street parking) and responsibility for public health

OLEV – Government Department with responsibility for low emission vehicles

PHOF – Public Health Outcomes Framework – sets out a vision for public health

Plug-in hybrid – Also known as a PHEV (Plug-in Hybrid Electric Vehicle) – this vehicle has a battery charged from mains electricity supply for approximately 30 miles and a standard internal combustion engine for longer journeys.

PM – particulate matter is a pollutant which can be human made (e.g. from fuel burning) or natural (e.g. sea salt) which is often classified by size

PM_{10} – coarse particulate matter which consists of particles less than 10 microns (µm) in diameter

$PM_{2.5}$ – fine particulate matter which consists of particles less than 2.5 microns (µm) in diameter

Pure electric vehicle – sometimes known as a BEV (Battery Electric Vehicle) which is a vehicle relying solely on battery power. Vehicle ranges are increasing and typically 100-300 miles but vary by model.

Rapid Charger – Charges electric vehicles to near full capacity in approximately 60 minutes. Cost of rapid chargers can be around £50,000 and require a high power supply which can further increase costs.

Road to Zero – Government Strategy (published 2018) which sets out plans to reduce emissions from vehicles in the UK and expand the green infrastructure across the country

Slow Charger – sometimes known as a trickle charger this type of charger can take 14-20 hours for a full charge. Typically, slow chargers are found at domestic properties where vehicles are charged overnight. Slow charges are low cost.

SO_2 - Sulphur Dioxide – a pollutant gas

TRO – Traffic Regulation Order – These orders are used by highway authorities to place temporary, experimental or permanent restrictions on traffic for example restricting the movement of HGVs in certain areas or implementing parking restrictions.

µg/m3 – micrograms per metre cubed

ULEV – Ultra-Low emission vehicle – currently defined by the Department for Transport as a vehicle with significantly lower levels of tailpipe emissions (75 g/km) than conventional vehicles. This can refer to electric, plug-in hybrid and hydrogen fuel-cell vehicles.

WHO – World Health Organisation – international organisation that focuses on world health issues including preventing communicable diseases and researching factors that affect health

3.0. Introduction

The importance of good air quality

Air pollution is a mixture of particles and gases in the air which impacts on the health of people or has other harmful environmental effects. Research indicates that eliminating air pollution could increase the life expectancy of people in the UK by 6 months and achieve cost savings of approximately £16bn per year.

Air pollution has been linked to multiple long term health conditions, including cancer, asthma, stroke, heart disease, diabetes, obesity and changes linked to dementia[1]. The effects of air pollution can be worse in the most vulnerable, including children and the elderly. Air pollution particles can remain in the atmosphere for days or weeks and may be transported over long distances through the air, which often involves crossing geographical boundaries[2]. A 2006 study found that reducing Particulate Matter (PM) by 10µg/m3 would extend lifespan in the UK by five times more than eliminating casualties on the roads, or three times more than eliminating passive smoking[3].

The strategy enables the County Council to respond to the increasing recognition nationally of the impact of air pollution on public health and the importance of good air quality. In recent years there has been increasing public awareness of air pollution and its impact on public health, particularly following the publicity surrounding car emissions and High Court cases brought by ClientEarth[4] challenging the Government's approach to air quality. Air quality is high on the Government's agenda with air quality described as the fourth largest risk to public health in the UK (behind cancer, obesity and cardiovascular disease) and the publication of the 2018 Road to Zero Strategy and 2019 Clean Air Strategy.

Protecting North Yorkshire's air quality

Evidence suggests that strategic plans can have an important influence on air pollution[5] and the new NYCC Air Quality Strategy sets a strategic direction for protecting North Yorkshire's air quality. In North Yorkshire the district and borough councils are required to undertake assessments of air quality in their area to ensure that the UK national air quality objectives are met. Where air pollution exceeds the defined limits district councils have a duty to declare an 'Air Quality Management Area' (AQMA) and develop an Action Plan to try to improve air quality.

The County Council has responsibility for public health and is the highway authority for the local road network and as such has a statutory duty to work with district and borough councils where there are air quality issues, particularly where an AQMA is declared related to traffic pollution. This strategy presents an opportunity to strengthen the County Council's existing work and partnerships with the district councils who are also the Local Planning Authorities with responsibility for planning decisions

[1] Royal College of Physicians (2016) 'Every breath we take: the lifelong impact of air pollution' https://www.rcplondon.ac.uk/projects/outputs/every-breath-we-take-lifelong-impact-air-pollution
[2] WHO (2013) Health Effects of Particulate Matter http://www.euro.who.int/__data/assets/pdf_file/0006/189051/Health-effects-of-particulate-matter-final-Eng.pdf
[3] B Miller & F Hurley (2006) Comparing estimated risks for air pollution with risks for other health effects, Institute of Occupational Medicine, Report TM/06/01 http://www.iom-world.org/pubs/IOM_TM0601.pdf
[4] https://www.clientearth.org/government-loses-third-air-pollution-case-judge-rules-air-pollution-plans-unlawful/

[5] NICE (June 2017) Air pollution: outdoor air quality and health NG70 https://www.nice.org.uk/guidance/ng70

for residential, commercial and industrial developments. Table 1 sets out the different roles and responsibilities for the two tiers of local government.

Table 1 – Roles and Responsibilities of local government

County Council	District or Borough Council
Education	Rubbish collection
Transport (including on-street parking)	Recycling
Public health	Off-street public car parks
Fire and public safety	Council Tax collections
Social care	Housing
Libraries	Planning applications
Waste management	Environmental health including air pollution monitoring
Trading Standards	
On-street parking	

Adapted from: https://www.gov.uk/understand-how-your-council-works

The majority of North Yorkshire complies with UK and EU air pollution limits. However, there are a few locations where emissions from road traffic combined with topography, road layout, and geography result in the build-up of pollutants in these areas. These pollutants (usually nitrogen dioxide) occasionally reach unacceptable levels which breach Government air quality objectives.

The strategy will address aspects of air pollution where the County Council has influence, although it is intended to set the strategic direction for improving air quality rather than identifying specific actions for individual air quality management areas. Many of the proposed actions will also have a positive effect on climate change in terms of a reduction in emissions and air pollutants. The strategy therefore complements the wider climate change agenda, however, it is not intended to be part of the corporate carbon reduction plan. The strategy will also be used to help to lever in new investment for air quality mitigation measures by positioning the council for future funding opportunities, for example, competitive funding bids to Defra for Clean Air Funding and to the Office of Low Emission Vehicles (OLEV) for electric vehicle charging infrastructure.

We have plans to produce a new NYCC Active Travel strategy with the aim of encouraging more walking and cycling in North Yorkshire. This active travel strategy will complement the air quality strategy as we recognise that one of the ways to improve air quality is to reduce the use of vehicles, which will lead to a reduction in the levels of emissions from transport.

4.0. Aims and objectives

The Air Quality Strategy is a county wide strategy with the aim of helping to achieve the vision and ambition of NYCC's Council Plan.

The aim of the strategy is to protect and, where necessary, improve air quality in North Yorkshire to help reduce the health impacts of air pollution and ensure the county remains a special place for everyone to live, work and visit.

To achieve this ambition, we have adopted four key objectives:

- Raise the profile of improving air quality in the context of North Yorkshire
- Work in partnership with borough and district councils and other organisations to protect and, where appropriate, improve air quality
- Ensure that improving or maintaining good air quality is a key consideration when planning and delivering County Council services
- Support the use of Ultra Low Emission Vehicles (ULEVs) in North Yorkshire

The timeframe of the strategy complements the Local Transport Plan 2016-2045 (LTP4) and the strategy will be reviewed at appropriate intervals given the changing Government policy on air pollution, and emerging new technologies associated with ultra-low emission vehicles (ULEVs) and electric vehicle charging.

The Strategy outlines a number of key commitments that the County Council will focus on to achieve the above aims. Appendix B of the strategy outlines in further detail the actions that the County Council will take forward within the time frame of LTP4 to improve air quality in North Yorkshire. These actions, for example, encouraging the move to low emission travel (including walking and cycling), follow an evidence based approach and are suggested to be taken in combination to ensure the maximum positive impact on air quality as recommended by National Institute for Health and Care Excellence (NICE) guidelines[6]. The full list of actions will enable the aims of the strategy to be achieved and monitored.

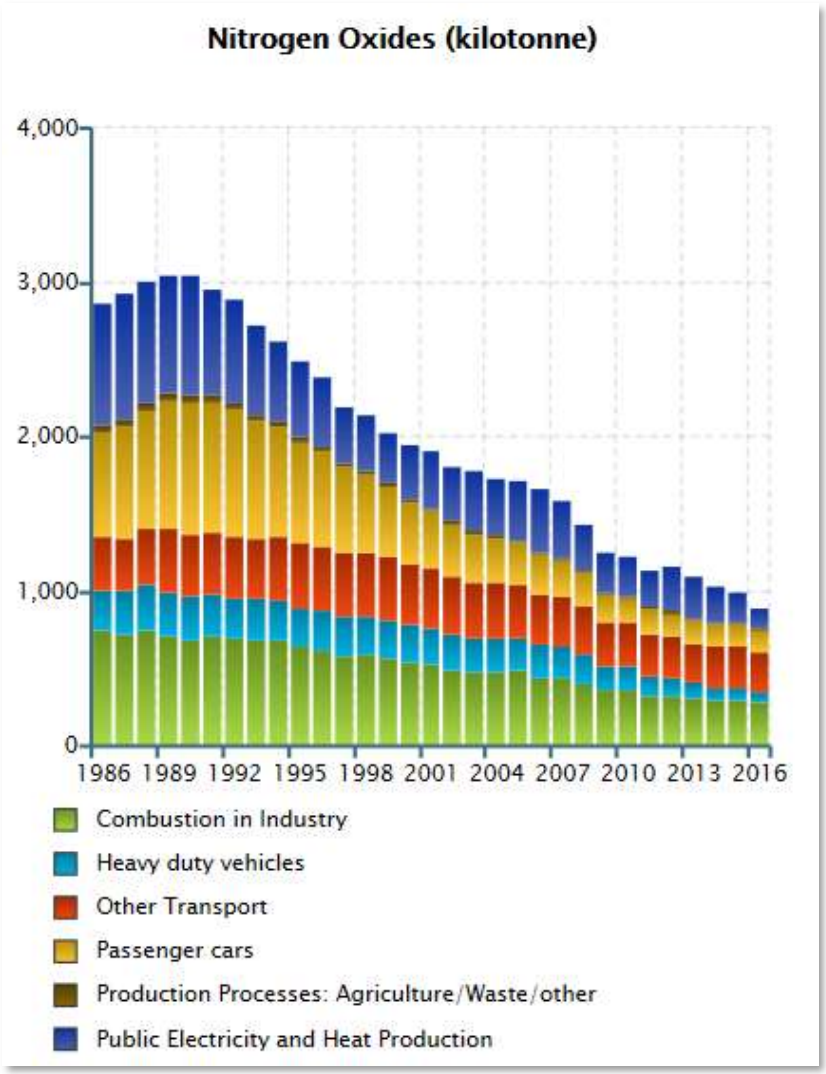
[6] NICE (February 2019) Air Pollution: outdoor air quality and health Quality Standard https://www.nice.org.uk/guidance/qs181 and NICE (June 2017) Air pollution: outdoor air quality and health NG70 https://www.nice.org.uk/guidance/ng70

5.0. Air Pollution in the UK

Research and evidence

Overall in the UK air quality has improved since the mid-twentieth century with the movement to cleaner domestic and industrial fuel combustion, removal of lead from fuel and the introduction of Clean Air Acts. Figure 1 indicates the decline in overall UK Nitrogen Oxides for various pollution sources.

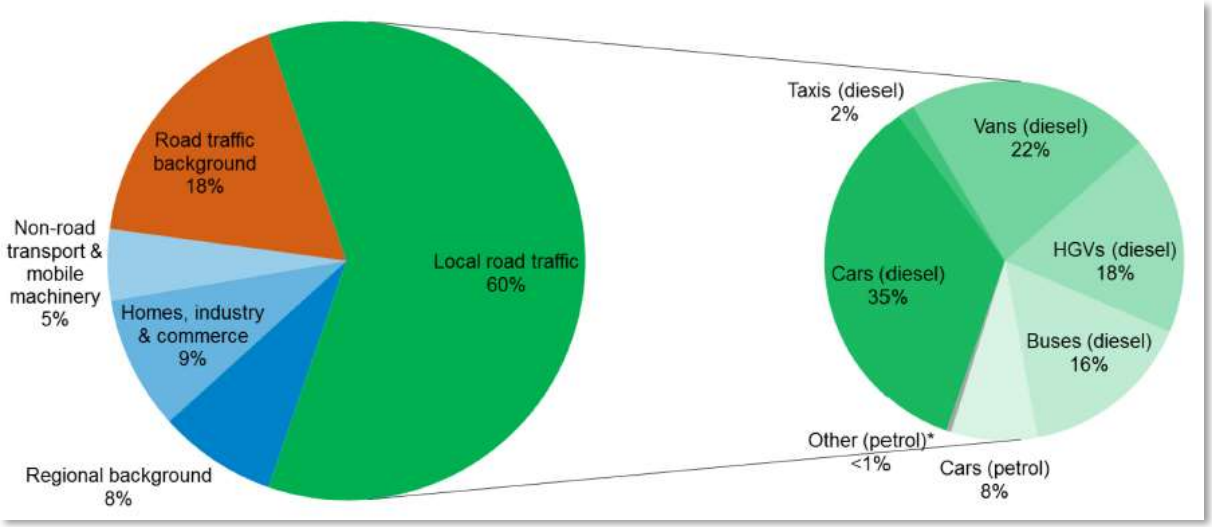
Figure 1: Overall UK Nitrogen Oxides



Source: National Atmospheric Emissions Inventory (http://naei.beis.gov.uk/overview/pollutants?pollutant_id=6)

Although substantial improvements in air quality have been made there remains concern that minimum air quality standards in specific areas are not being met, particularly the national air quality objective for nitrogen dioxide (annual mean limit of 40µg/m^3[7]). There is increasing public awareness of air quality issues and political interest in pollution particularly given the urban air pollution hotspots associated with road traffic and the resurging popularity in burning solid fuels in domestic properties. Figure 2 shows the UK National Average nitrogen oxides concentration apportioned by emission source and demonstrates the high impact of local road traffic and in particular diesel vehicles. Local Air Quality Monitoring is covered in more detail in section 7.

Figure 2: UK National Average NOx roadside concentration apportioned by source of NOx emissions 2015



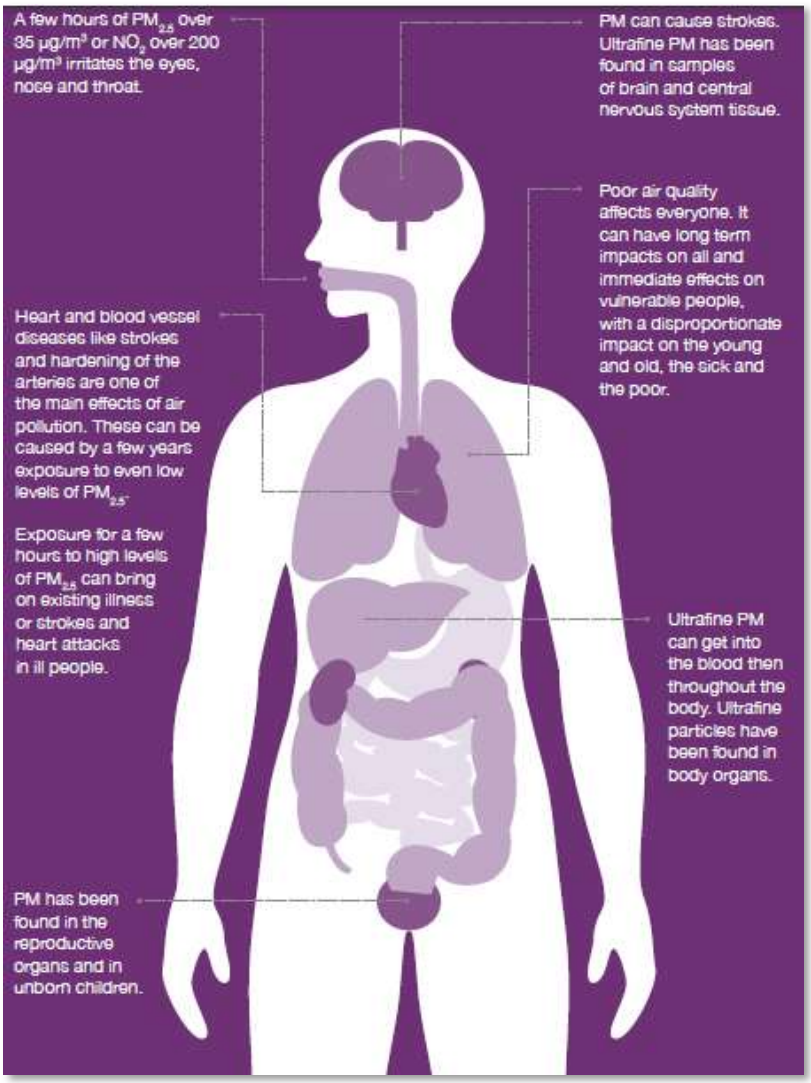
Source: National Modelling 2017[8]

Health Impacts

Despite improvements to air quality the World Health Organisation has identified air pollution as a major environmental risk to health. As well as the immediate health effects of poor air quality (which include irritation of eyes, nose and throat) the evidence also links air pollution with long term diseases such as cardiovascular and respiratory diseases, lung cancers, dementia[9] and effects on low birth weight and premature births.[10] Figure 3 shows some of the effects of pollutants on our bodies. Recent research indicates there are substantial health costs from air pollution with estimates of between 28,000 and 36,000 deaths each year occurring in the UK due to human-made air pollution.[11] There can also be short-term episodes of high air pollution levels causing acute health effects particularly in vulnerable groups such as the young and elderly. These episodes often coincide with weather patterns such as hot and sunny episodes with low wind speeds.[12] In the UK the Public Health Outcomes Framework[13] provides indicator 3.01 for population exposure to particulate matter using PM2.5.

[7] Defra (2013) 'Abatement cost guidance for valuing changes in air quality'
[8] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/632916/air-quality-plan-technical-report.pdf
[9] Carey et al. (2018) 'Are noise and air pollution related to the incidence of dementia? A cohort study in London, England' BMJ Open https://bmjopen.bmj.com/content/8/9/e022404
[10] http://www.who.int/en/news-room/fact-sheets/detail/ambient-(outdoor)-air-quality-and-health
[11] https://www.gov.uk/government/publications/improving-outdoor-air-quality-and-health-review-of-interventions
[12] Air Quality in North Yorkshire (2017) Public Health Deep Dive Report
[13] Public Health England https://fingertips.phe.org.uk/profile/public-health-outcomes-framework/data

Figure 3: Where Air Pollutants go in our bodies and what they do



Source: Defra (2017) Air Quality: A Briefing for Directors of Public Health

Impact on Natural Environment

There are close links between human health and the health of the natural environment. Some 96% of England's most sensitive wildlife habitat is at risk from excessive nitrogen deposition[14]. Despite the reductions in UK NO_x emissions in recent years, deposition has not reduced correspondingly due to atmospheric processing, and nitrogen also has cumulative effects on ecosystems.

Government Policy

Air Quality is a complex subject with many contributing factors, often which are outside local authority control. Air Quality is subject to a range of legislation and guidance and is generally overseen by Defra, although air quality objectives have been extended to involve public health departments including pollution by particulate matter.

[14] Plantlife (2017) We need to talk about nitrogen: the impact of atmospheric nitrogen deposition on the UK's wild flora and fungi. Plantlife: Salisbury

NO_2 Plan 2017

In 2017 Defra produced the UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations ('NO_2 Plan' 2017[15]) which reinforces the need for local authorities to take action to address local air quality issues. The Government's plan was produced in response to the High Court challenge of the Government's existing plan to address air pollution which was found to be inadequate. The plan focusses on high priority areas, mainly cities with the poorest air quality and has mandated those areas to investigate the implementation of Clean Air Zones. Areas neighbouring North Yorkshire, including Leeds, are developing plans for Clean Air Zones which may result in the introduction of charges for polluting vehicles entering cities.

2019 Clean Air Strategy

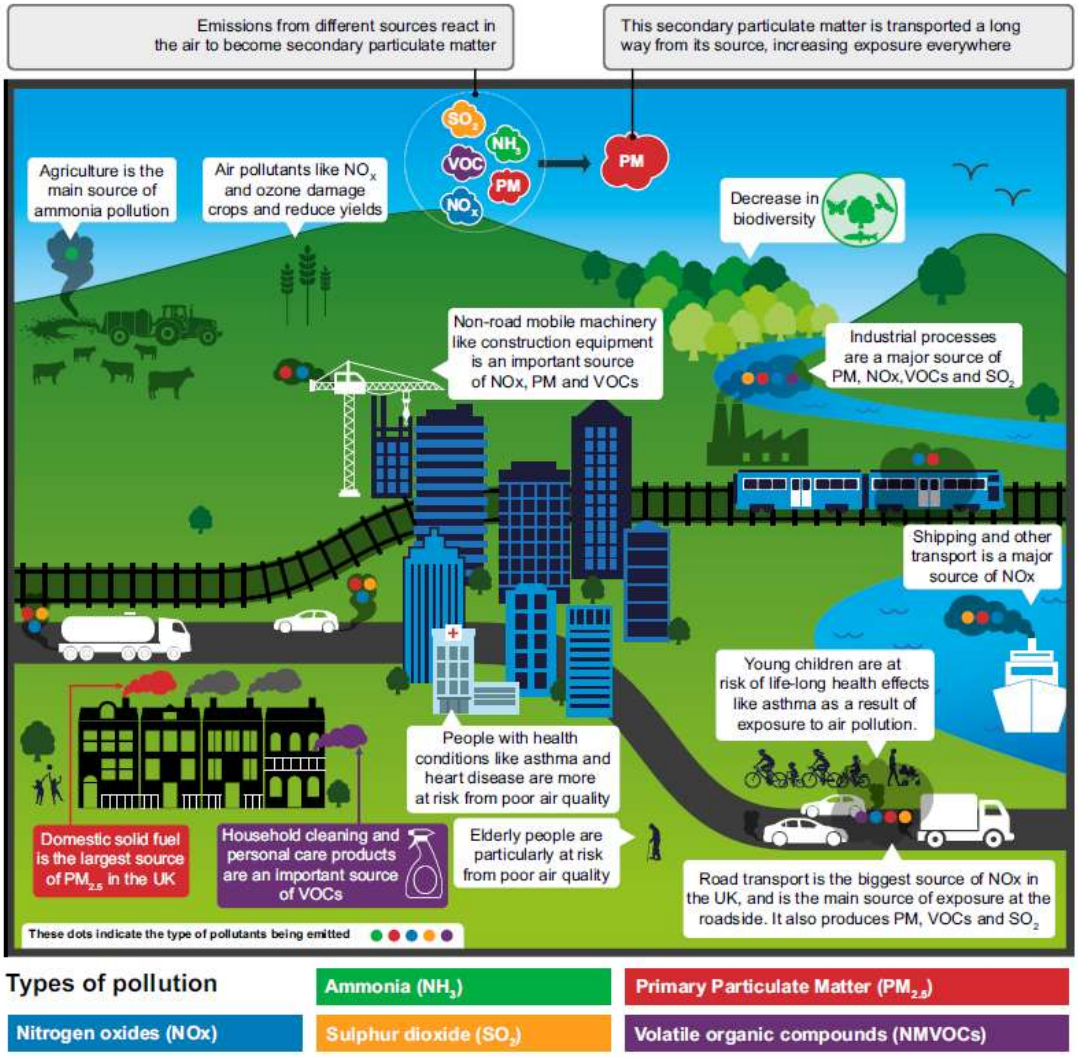
The Government published the 2019 Clean Air Strategy[16] in January 2019. The strategy sets out a commitment to minimise human exposure to harmful concentrations of pollution and represents a change in focus towards tackling smaller and more diffuse sources of air pollution (see Figure 4 for details of air pollution sources and their effects). The strategy identifies the UK national emission reduction commitments for the following air pollutants: fine particulate matter (PM2.5); ammonia (NH_3); nitrogen oxides (NOX); sulphur dioxide (SO2); non-methane volatile organic compounds (NMVOCs). The Government commits to meeting the tougher World Health Organization targets on particulate matter so that the number of people in the UK living in locations above the annual mean guideline level for $PM_{2.5}$ (10 µg/m^3) is reduced by 50% by 2025.

The strategy emphasises the need for clean growth through boosting productivity by improving air quality, using resources efficiently and making the shift to a low carbon economy. Cleaner air leads to: reduced workplace absence; the creation of an environment appealing to businesses and the public; and increased productivity as a result of better public health with the strategy highlighting that particulate matter, nitrogen dioxide and ozone were estimated to be responsible for total productivity losses of up to £2.7 billion in 2012.[17] The strategy also outlines the benefits of travel behaviour change towards increasing active travel (walking and cycling) as a means of reducing emissions from vehicles as well as improving health.

The strategy outlines plans to introduce a new Environment Bill to make smoke control legislation easier to enforce, and new Clean Air legislation which will create a simplified legislative framework that applies at the local level including updates to Local Air Quality Management and a statutory framework for Clean Air Zones. The Government has committed to establishing a new independent statutory body to hold government to account on environmental commitments (through legal proceedings if necessary) after Brexit and this body may, subject to consultation, have a role in the scrutiny of air quality policy.

[15] https://www.gov.uk/government/publications/air-quality-plan-for-nitrogen-dioxide-no2-in-uk-2017
[16] HM Government (2019) Clean Air Strategy 2019 https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/770715/clean-air-strategy-2019.pdf [Accessed 23/01/2019]
[17] Ricardo-AEA Ltd for Defra (2014) Valuing the Impacts of Air Quality on Productivity https://uk-air.defra.gov.uk/assets/documents/reports/cat19/1511251135_140610_Valuing_the_impacts_of_air_quality_on_productivity_Final_Report_3_0.pdf [Accessed 23/01/2019]

Figure 4: The Sources of Air Pollutants and their Effects



Source: Clean Air Strategy 2019[18]

NICE

The National Institute for Health and Care Excellence (NICE) has produced guidance for tackling morbidity and mortality relating to road traffic related air pollution. The report recommends implementing a number of actions which, when working in combination, can produce significant change and sets out seven key categories of actions including around planning, development management, clean air zones, reducing emissions from public sector transport services and vehicle fleets, smooth driving and speed reduction, active travel and awareness raising.[19] NICE is currently working on forthcoming guidance on indoor air quality.

[18] HM Government (2019) Clean Air Strategy 2019 https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/770715/clean-air-strategy-2019.pdf [Accessed 23/01/2019]

[19] NICE (February 2019) Air Pollution: outdoor air quality and health Quality Standard https://www.nice.org.uk/guidance/qs181 and NICE (June 2017) Air pollution: outdoor air quality and health NG70 https://www.nice.org.uk/guidance/ng70

Public Health England

Public Health England published a document in March 2019 setting out a review of interventions to improve outdoor air quality and public health[20]. The document suggests that local and national government should integrate policies and projects to achieve improvement of air quality and public health for maximum gain. The document introduces an intervention hierarchy (see Figure 5) which suggests prevention is the most important action, although there is not necessarily any need to stop or reduce activities if they can be carried out in a way that is less polluting. Prevention might include actions such as reducing demand for more polluting forms of transport and using cleaner vehicles (for example, promoting the uptake of low emission vehicles through the development of electric vehicle charging infrastructure). Mitigation measures could include displacing pollutant emissions outside hot spots and populated areas to reduce population exposure. Avoidance actions would be for people to try to take less polluted routes and reduce time spent in polluted places.

Figure 5: Air Pollution intervention hierarchy

Source: Public Health England[21]

Road to Zero and Clean Growth

In 2017 the Government produced a Clean Growth Strategy[22] which sets out the aims to shift to low carbon transport including ending the sale of new conventional petrol and diesel cars and vans by 2040 (this date was brought forward to 2035 in 2020) and developing one of the best electric vehicle charging networks in the world. This was followed up in 2018 by the Road to Zero strategy[23] which reinforces this goal and sets out more detail. The Road to Zero is the Government's strategy to work towards cleaner transport and supports the UK Industrial Strategy with its aims to build a high-growth, high-productivity, green economy.

The Road to Zero strategy aims to support the development of one of the best electric vehicle infrastructure networks in the world with several actions relating to local authorities: future proofing

[20] Public Health England (2019) Review of interventions to improve outdoor air quality and public health https://www.gov.uk/government/publications/improving-outdoor-air-quality-and-health-review-of-interventions
[21] Public Health England (2019) Review of interventions to improve outdoor air quality and public health https://www.gov.uk/government/publications/improving-outdoor-air-quality-and-health-review-of-interventions
[22] https://www.gov.uk/government/publications/clean-growth-strategy
[23] https://www.gov.uk/government/publications/reducing-emissions-from-road-transport-road-to-zero-strategy

streets – all new street lighting columns in areas with current on-street parking provision are to include charging points (where appropriately located); ensure local planning policies incorporate facilities for charging electric vehicles via the National Planning Policy Framework (NPPF); all new homes, where appropriate, should have a charge point. Recent amendments to the National Planning Policy Framework have placed air quality more firmly on the agenda with a change in focus towards development helping to improve environmental conditions such as air quality.[24]

Legislation

The Automated and Electric Vehicles Act 2018 came into force in July 2018. The Act gives Government powers to ensure that consumers can use publicly accessible charge points without need for multiple memberships, ensure the provision of electric vehicle charging infrastructure at key strategic locations such as Motorway Service Areas and to require that charge points have 'smart' capability.[25]

National Infrastructure Assessment

The National Infrastructure Commission published the first National Infrastructure Assessment in 2018. This includes a number of suggestions for Government particularly in relation to electric vehicle charging and could indicate the direction of future Government policy. The report recommends that 'government should place a requirement on local authorities to work with charge point providers to allocate 5 per cent of their parking spaces (including on-street) by 2020 and 20 per cent by 2025 which may be converted to electric vehicle charge points.' They also recommend that the government should subsidise, by 2022, the provision of rapid charge points in rural and remote areas, where the market will not deliver in the short term.[26]

The National Infrastructure Commission's analysis shows that 100 per cent uptake of electric cars and vans could increase total annual electricity demand by 26 per cent by 2050. This is a huge increase in demand on the national grid, however individually because electric engines are more efficient than petrol/diesel each car would use less energy overall and as electricity becomes increasingly low carbon emissions would reduce.[27]

[24] National Planning Policy Framework (2018) https://www.gov.uk/government/publications/national-planning-policy-framework--2
[25] http://www.legislation.gov.uk/ukpga/2018/18/pdfs/ukpga_20180018_en.pdf
[26] https://www.nic.org.uk/publications/national-infrastructure-assessment-2018/
[27] Infrastructure Commission (2018) National Infrastructure Assessment

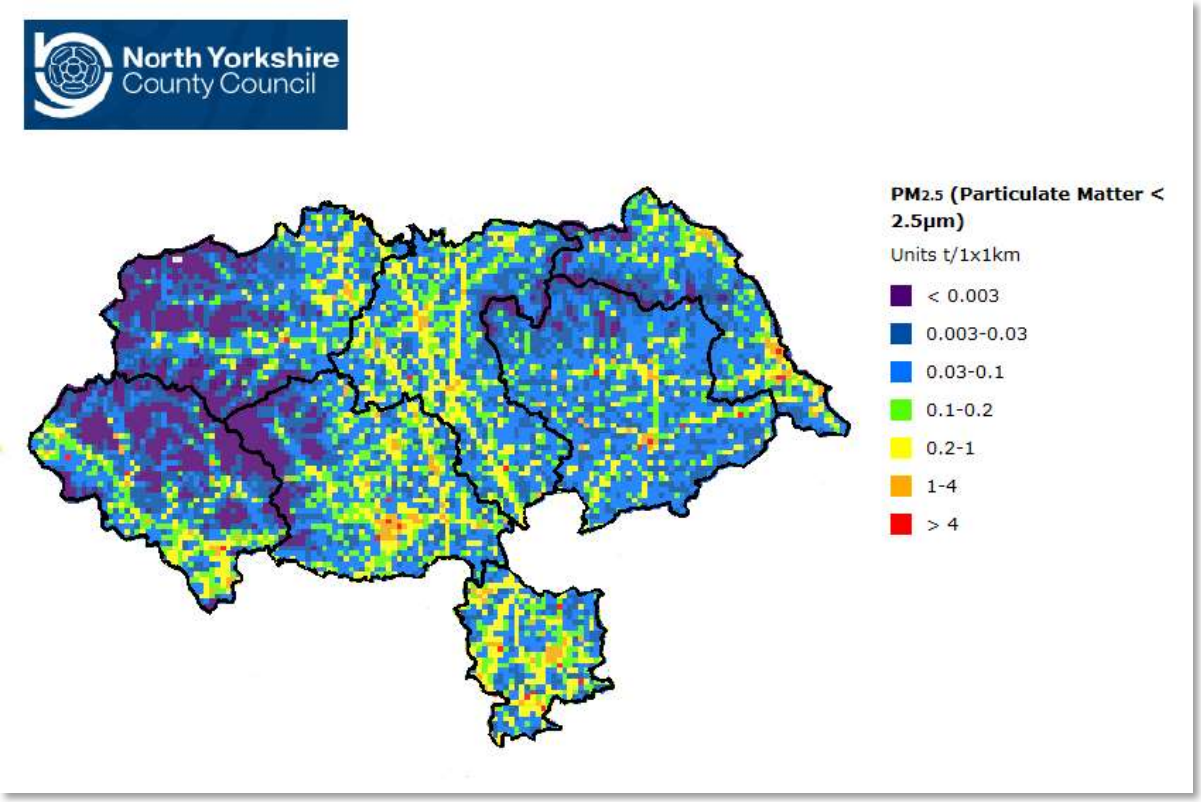
6.0. Air Quality in North Yorkshire

Current situation

In terms of human health concerns the vast majority of North Yorkshire has a good standard of air quality, particularly in remote and rural areas. There are, however, pockets of poor air quality mainly focused in towns and along the road network including at busy road junctions and locations where there is traffic congestion and buildings close to a road resulting in vehicle emissions being trapped in a 'canyon' effect.

The Public Health Deep Dive report on Air Quality in North Yorkshire (June 2017) reported that mortality attributable to anthropogenic particulate matter (PM2.5) in North Yorkshire is below that of smoking and obesity, but roughly comparable to alcohol related mortality and higher than excess winter deaths, suicide and communicable diseases. In 2018 particulate matter air pollution was responsible for the equivalent of 260 deaths (3.9% of deaths) in adults aged 30+ in North Yorkshire. This equates to a total of 3,120 years of life lost as a result of PM2.5[28].

Figure 6: North Yorkshire - Total Emissions (All Sectors) for Particulate Matter PM2.5



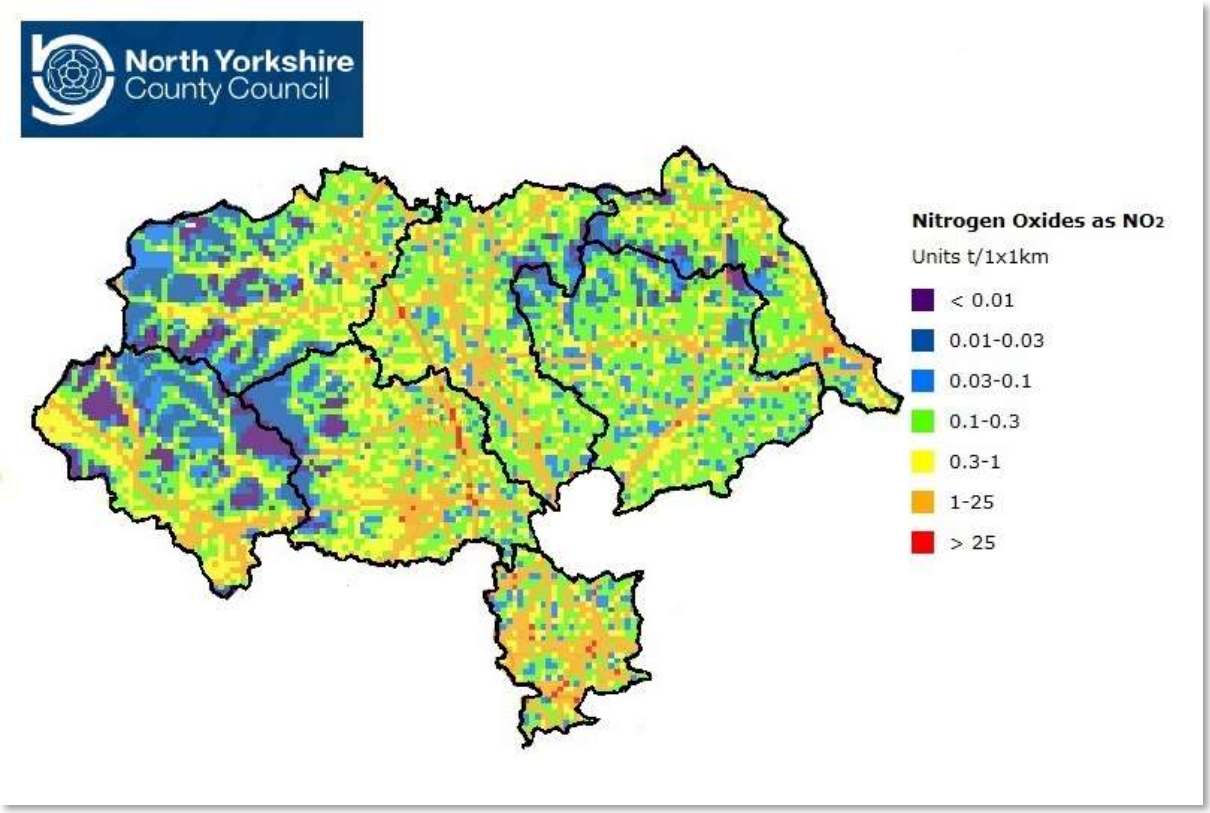
Source: National Atmospheric Emissions Inventory http://naei.beis.gov.uk/data/gis-mapping

Background levels of air pollutants across North Yorkshire comply with EU objectives, although levels are higher in Selby district than the rest of the County, in part due to industries and motorways within the district and also due to its proximity to other sources of pollution from outside the county including from the West Yorkshire conurbation and Humberside. Figures 6 and 7 indicate the locations in North

[28] Data from https://fingertips.phe.org.uk/ method from COMEAP (2014)

Yorkshire with higher levels of PM2.5 and Nitrogen Dioxide, pollution hotspots are clearly visible along main roads and in built up areas.

Figure 7: North Yorkshire - Total Emissions (All Sectors) for Nitrogen Dioxide (2015)



Source: National Atmospheric Emissions Inventory http://naei.beis.gov.uk/data/gis-mapping

Impacts of air pollution on North Yorkshire's natural environment

Reactive nitrogen produced by traffic emissions, fossil fuel combustion and intensive agriculture also have profound impacts on natural habitats, including those which make North Yorkshire special and distinctive. North Yorkshire has designated biodiversity sites that are at risk from air quality issues. Key features of North Yorkshire's natural environment such as moorland and blanket bog, flower-rich meadows and ancient woodlands are susceptible to changes in air quality as are economically important wild species which depend on them such as Heather and Red Grouse. The burning of moorland itself is an activity licenced by Natural England[29] and advice on the safe burning of heather or grass states that it should not create smoke likely to damage health or cause a nuisance.

Historically, acid deposition and industrial pollution have had profound effects on the habitats of North Yorkshire. This applies even in the remote uplands because of their location downwind of major conurbations, industrial centres and power stations. The sandstone plateaux of the North York Moors continued to be impacted by acidification (from airborne sulphate pollution) long after this problem had abated in most of the UK[30]. As a result, surface waters on the Moors were described in 2005 as "among the most acidified in the UK." Recovery is likely to be constrained by pollutant sulphur stored

[29] https://www.gov.uk/guidance/heather-and-grass-burning-apply-for-a-licence
[30] Evans, C., Norris, D. & Rowe, E. (2005) A regional water and soil quality survey of the North York Moors. Report to DEFRA. Centre for Ecology & Hydrology. CEH Contract No: C02661.

in catchment peats[31] although there are suggestions of at least localised amelioration during the past few years.[32]

Over most of the County, levels of atmospheric nitrogen deposition approach or exceed the 'critical loads' at which natural habitats are impacted and this is true even for remote upland areas (see table 2).

Table 2 – Critical Loads for Nitrogen and current deposition rates at North Yorkshire locations[33]

Habitat	Critical Load for Nitrogen deposition (kg N/ha/ year)	Current deposition Northallerton	Current deposition Scarborough	Current deposition Selby	Current deposition Skipton	Current deposition Hawes
Raised/blanket bogs	5-10	26.6	16.8	22.54	25.9	28
Poor fens & valley mires	10-15	26.6	16.8	22.54	25.9	28
Broadleaved woodland	10-20	26.6	16.8	22.54	25.9	28
Heather moorland/heath	10-20	26.6	16.8	22.54	25.9	28
Limestone grassland	15-25	26.6	16.8	22.54	25.9	28
Lowland meadows	20-30	26.6	16.8	22.54	25.9	28
Upland meadows	10-20	26.6	16.8	22.54	25.9	28
Rich fen	15-30	26.6	16.8	22.54	25.9	28

Source: www.apis.ac.uk

When aerial pollutant loads are elevated effects on ecosystems can be multiple. Nitrogen pollution increases the growth of the most competitive plants having the effect of homogenising habitats and reducing local distinctiveness. Given the importance of North Yorkshire's varied landscapes to the County's economy, this has implications which extend well beyond nature conservation.

Peat lands and wet grasslands provide a crucial role in terms of climate change as carbon sinks therefore it is important to protect these environments. Elevated nitrogen and/or ammonia levels can cause physiological damage to plants such as increased susceptibility to frost damage and fungal pathogens. In some cases, this can cause significant environmental changes impacting on hydrology, peat formation and carbon storage as well as vegetation structure. Another example of the effects of elevated levels of NOx is that this may stress trees located near roads and make them more susceptible to pests and pathogens, including invasive non-native species.

Policy background

The Air Quality Strategy will support the County Council's existing policies and strategies, particularly the Local Transport Plan 2016-2045. It will help achieve the vision and ambitions of the Council Plan

[31] Battarbee, R.W. et al (2015) Air pollutant contamination and acidification of surface waters in the North York Moors, UK: Multi-proxy evidence from the sediments of a moorland pool. *The Holocene*, **25**(1): 226-237

[32] Jones, S. & Mayhew, P.J. (2017) A comparison of upland stream invertebrates in moorland and coniferous woodland in North York Moors National Park, UK. *Inland Waters*, **7**:181-191.

[33] Deposition rates based on www.apis.ac.uk, accessed 19th September 2018

by supporting the objective of developing economically, socially and environmentally sustainable local communities, and ensuring healthy lives of people living in North Yorkshire. The Council Plan vision for North Yorkshire is: ***We want North Yorkshire to be a thriving county which adapts to a changing world and remains a special place for everyone to live, work and visit.***

Local Transport Plan

The Local Transport Plan 2016-2045 (LTP4) is recognised as one of eight agreed NYCC cross-cutting strategies. The importance of good air quality is recognised throughout LTP4 and in more detail within Objective 2d Environment and Climate Change and Part 3n Air Quality and Noise. Part 3n outlines the role of the County Council in working with district councils on local air quality management and also highlights the importance of balancing the reduction of emissions from transport with the need to travel. LTP4 sets a commitment to review and update the County Council's transport related air quality policy and to develop a policy on ultra-low emission vehicles and the provision of suitable infrastructure.

Public Health & Children and Young People

Recognising the health impacts of poor air quality in North Yorkshire there is a role for NYCC as the lead authority on public health to work with partners to improve the quality of the local environment which is identified as important in the Joint Health and Wellbeing Strategy 2015-2020 and ensure that good air quality contributes to longer life expectancies and healthy lives including for older people.

The North Yorkshire Seasonal Health Strategy 2020-2025, which considers the effects of both cold weather and heat waves on health, recognises that air pollution can occur more frequently in hot weather and can therefore make respiratory symptoms worse. There are also links between reducing air pollution and the ongoing work to promote active travel as part of Public Health's work on physical activity and tackling obesity, as seen in the Healthy Weight, Healthy Lives Strategy[34].

It is important to consider the impact of air pollution on young people in North Yorkshire to ensure that children have a healthy start to life as identified as a priority in the Children and Young People's Plan - Young and Yorkshire 2. This includes ensuring that there are fewer pockets of poor air quality in North Yorkshire which could contribute to health inequalities for those children living or being educated in or near areas with air pollution.

Economic Growth

The Air Quality Strategy will support other key documents, for example the York, North Yorkshire, East Riding and Hull Spatial Framework and various enablers highlighted in the 2017 Plan to Deliver Economic Growth[35] including Enabler 1 – create high quality places; Enabler 2 - deliver a modern integrated transport network; Enabler 6 – Enhancing the environment and developing tourism and the green economy; and Enabler 4 - keep the workforce healthy and happy in terms of both mental and physical health. The strategy supports clean economic growth and development and also has regard to the local plans developed by North Yorkshire's local planning authorities.

[34] https://www.nypartnerships.org.uk/healthyweight

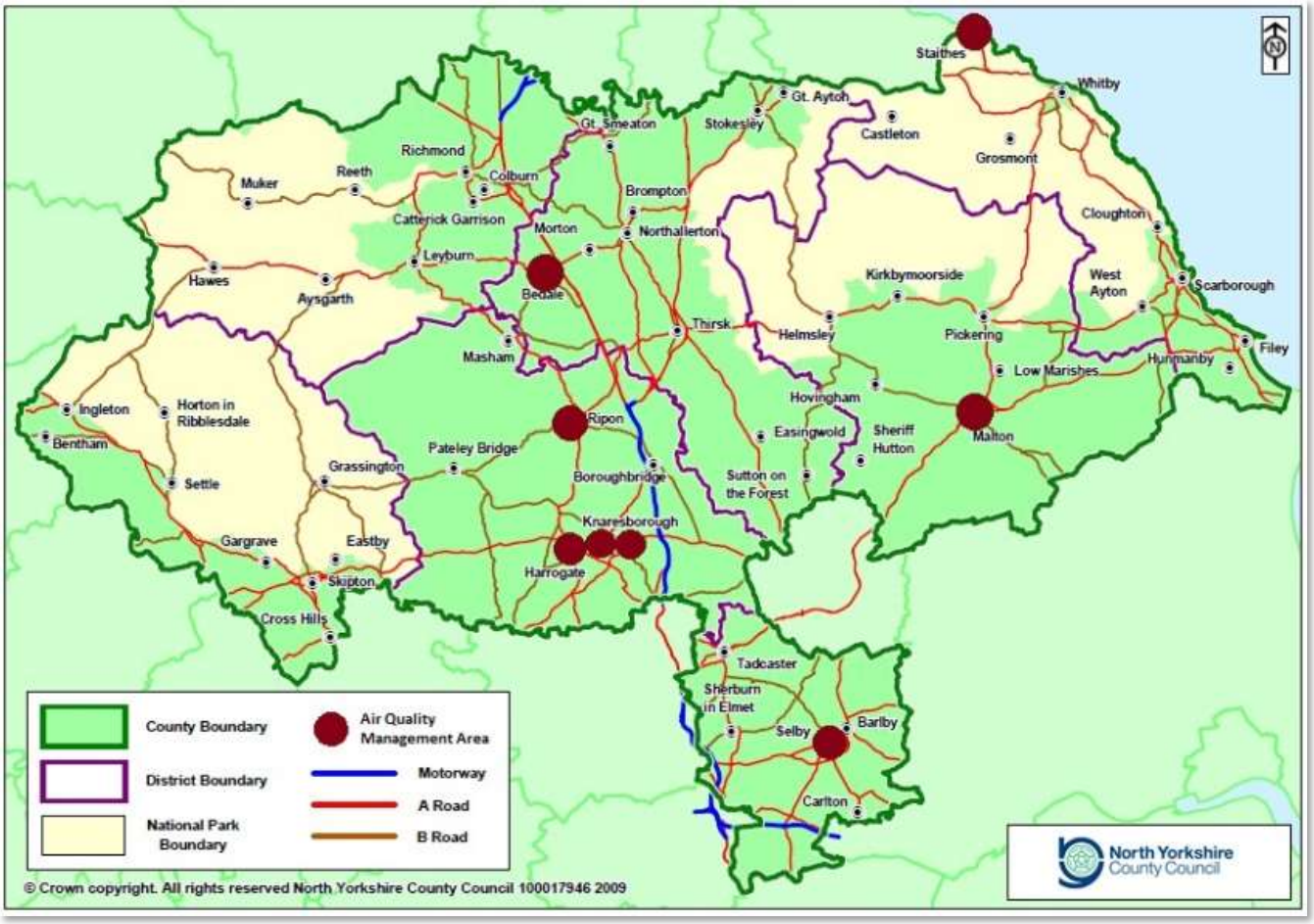
[35] North Yorkshire County Council (2017) Plan to Deliver Economic Growth [Accessed 22 November 2018] https://www.northyorks.gov.uk/sites/default/files/fileroot/About%20the%20council/Strategies,%20plans%20and%20policies/A%20Plan%20for%20Economic%20Growth%202017.pdf

7.0. Local Air Quality Monitoring

North Yorkshire Local Air Quality

District councils are required to undertake assessments of air quality in their area to ensure that the national air quality objectives will be met in the UK. Where air pollution exceeds the defined limits district councils are required to declare an 'Air Quality Management Area' and develop an Action Plan to try to improve air quality.

Figure 8: Air Quality Management Areas in North Yorkshire



There are currently eight declared Air Quality Management Areas in North Yorkshire which breach or are likely to breach the annual mean air quality objectives (see Figure 8). Seven of these sites are primarily due to transport related emissions (nitrogen dioxide) and one site in Staithes is the result of fuel burning from domestic heating (sulphur dioxide and particulate matter PM_{10}). The number of AQMAs has increased in recent years - in 2015 there were 4 AQMAs, and in 2016 and 2017 a further 4 new sites were declared. This is partly due to increased monitoring of sites with poorer air quality. Further details and maps of each AQMA are included in Appendix A.

Where a district council is preparing an Action Plan the Environment Act 1995 (Part IV, Section 86(3)) sets out the county council obligation to submit actions related to their functions (including public health, highway and transportation) to try to improve air quality. Measures may include reducing

emissions from vehicle fleets and public sector transport services, reducing congestion and increasing active travel (walking and cycling). Actions relating to supporting and increasing the levels of active travel could include enhancing neighbourhood walkability, improving connectivity and safe sustainable infrastructure for everyone, promoting active travel and prioritising road safety. Measures are most effective when used in conjunction with actions also being undertaken by the local planning authority including proactively managing air quality through the planning process and seeking to reduce emissions from taxis. Local authorities are also expected to work towards reducing emissions of particulate matter ($PM_{2.5}$), for example looking at emissions from their own fleet.

Clean Air Zones

The 'NO_2 Plan' 2017 legally requires an additional 23 local authorities on top of the original 5 (including Leeds) to develop Clean Air Zones (CAZs). North Yorkshire is not one of the local authorities included in this list and it is not anticipated that the area will be mandated to implement a CAZ in future as the levels of pollution are generally low. However, as areas neighbouring North Yorkshire are implementing Clean Air Zones soon it is recommended that NYCC monitors the situation including for any potential knock on effects on the County, for example the displacement of more polluting vehicles into North Yorkshire.

County Council's Statutory Duty in relation to Local Air Quality Management

As indicated above the Environment Act 1995 (Part IV) sets out local authority (including county council) obligations in relation to local air quality management. County councils are expected to proactively engage with the relevant district council as soon as an air quality issue is identified. It is expected that all departments across two-tier authorities should work together to identify suitable measures to address air quality including local transport, highways, land-use planning, environmental health and public health. Active and early engagement are expected to ensure that the necessary information is shared in good time and to avoid unnecessary costs or securing agreements too late in the process.

Lower and upper tier councils are expected to work together to develop Air Quality Action Plans and ensure that all necessary measures to address air pollution in their local area are included. The county council is a statutory consultee to Annual Status Reports and Action Plans (their development and subsequent revisions). The county council may make recommendations to the district council in relation to any review and assessment of air quality or development or amendment of Action Plans in the local authority area.

The County Council already works together with district and borough councils to improve air quality at identified sites and this strategy will help to formalise this approach and strengthen the case for future interventions to improve air quality including bidding for external funding opportunities.

8.0. Other sources of air pollution

The Government's 2019 Clean Air Strategy recognises smaller and more diffuse sources of air pollution e.g. small industrial sites, open fires in homes, spreading manure on farms, non-road mobile machinery. This section considers where North Yorkshire County Council may have a role or influence on these forms of pollution.

Transport

The main transport related air pollution issues in North Yorkshire are at the seven Air Quality Management Areas where nitrogen dioxide levels are higher than the permitted annual mean objective. The County Council already undertakes work to improve air quality including through partnership work with district/borough councils as outlined in section 9. There are several areas where the County Council is already taking steps towards making a positive impact on transport related air quality including: making sure air quality is a consideration in the design of highway schemes (maintenance and improvement); greening NYCC's fleet with the latest emissions standards; working with schools to implement active travel plans for journeys to and from school and for trips/visits during the school day.

In the home

Whilst Central Government has a major role in working with consumer groups and industry to improve awareness of NMVOC (Non-methane volatile organic compounds) building up in the home North Yorkshire County Council could help to raise awareness when promoting national Clean Air Day and ensure the public are aware of the importance of effective ventilation to reduce exposure from NMVOC and reducing sulphur dioxide emissions from solid fuel burning. To reduce air pollution from solid fuel burning the Government announced a phasing out of coal and wet (or unseasoned) wood for domestic heating with a ban on use by 2023.

Farming

Ammonia (NH_3) is a pollutant that mainly (88%)[36] comes from the agricultural sector and the gas reacts in the atmosphere to produce particulate matter. Emissions can be reduced through improvements to fertiliser use and storage. The Environment Agency publish national guidance on ammonia and the government have provided a national code of good agricultural practice (COGAP) to reduce ammonia emissions. The 2019 Clean Air Strategy proposes to require and support farmers to invest in farm infrastructure and equipment to reduce emissions. The critical load (level at which natural habitats are impacted) for ammonia deposition in semi-natural habitats is 1-3 $\mu g/m^3$. Ammonia concentrations are within this level for most of the County but exceeded in parts of the agricultural lowlands. As a rural county North Yorkshire has a significant farming industry, and ammonia is likely to have a more concentrated effect close to emission sources such as poultry farms.

[36] HM Government (2019) Clean Air Strategy 2019 https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/770715/clean-air-strategy-2019.pdf [Accessed 23/01/2019]

Industry

Industrial processes are regulated by the Environment Agency (for powers stations and chemical plants) and by district councils (at smaller sites such as printing works, car resprayers). The recent power station closures in Selby (Ferrybridge and Eggborough) will result in a decrease of particulate emissions in the Selby District Council area[37]. The County Council is not responsible for directly regulating industrial processes, but should ensure that any activities mitigate the effects of air pollution by adopting high emissions standards and pursuing greener sources of energy where possible. In NYCC's role as planning authority for minerals and waste developments (including quarries, oil and gas sites, and landfill and recycling) and in relation to planning applications for our own land and buildings there is a need to consider the impact of new development on air quality.

[37] Selby District Council (2017) Air Quality Annual Status Report

9.0. Ultra-Low Emission Vehicles

9.1. Overview

The Government has demonstrated its commitment to increase Ultra Low Emission Vehicles (ULEVs) through the pledge to end the sale of all new conventional petrol and diesel cars and hybrids by 2035. ULEVs are defined as vehicles with pure electric engines, plug-in hybrid engines or cars with CO2 emissions below 75g/km at the tailpipe. The Government's new Road to Zero Strategy adopts a 'technology neutral approach' recognising there is a need to support new infrastructure for hydrogen fuel cell vehicles (as well as electric vehicles) although hydrogen technology is at a much earlier stage of development.

The Government's rationale for increasing zero emission at tail-pipe vehicles is to help promote green manufacturing and jobs, and reduce emissions from road transport. One of the major benefits in terms of road transport is that the conversion from conventional diesel and petrol engines to electric leads to reduced emissions of nitrogen dioxide from exhausts and consequently improvements in local air quality. However, it should be noted that electric vehicles still emit particulate emissions from braking and tyre friction on the road. They are also vehicles which contribute to road congestion and journey time delays that impact on the local economy. Therefore, where journeys permit people should still be encouraged to leave their cars at home and travel actively by walking/ cycling (including e-bikes) or via public transport or car sharing for the benefit of their health and the environment.

9.2. Government incentives

To support the increase in ULEVs the Government has introduced a number of incentives and enforcement measures including increasing vehicle tax for new non-electric cars, providing more funding for electric charging infrastructure, and working with the car industry to promote electric vehicles including through the Go Ultra Low initiative.[38] An Automated and Electric Vehicles Bill has been passed in Parliament which will lead to an increase in electric charge points at UK motorway services and large petrol retailers[39].

[38] https://www.goultralow.com/

[39] https://www.gov.uk/government/news/boost-for-electric-and-driverless-car-industry-as-government-drives-forward-green-transport-revolution

The Government currently provides grants for consumers to buy new ULEVs[40] and there are also a number of schemes and grants administered by the Office for Low Emission Vehicles (OLEV)[41] to support the installation of electric vehicle charging infrastructure:

- **Electric Vehicle Homecharge Scheme** – grant funding up to 75% towards the cost of installing electric vehicle charge points at domestic properties across the UK;
- **Workplace Charging Scheme** - voucher-based scheme that provides support towards the up-front costs of the purchase and installation of electric vehicle charge points for eligible businesses, charities and public sector organisations;
- **On-street Residential Charge Point Scheme** - The on-street Residential Charge Point Scheme (ORCS) provides funding for local authorities towards the cost of installing on-street charge points for plug in electric vehicles in residential areas with no access to off-street parking.

9.3. Ultra-Low Emission Vehicle technology

Electric Vehicles

There are several types of electric powered vehicles:

- Pure electric - powered solely by a battery charged from mains electricity with a single charge. The range varies by vehicle model (currently c.100-300 miles) and is increasing as battery technology improves.
- Plug-in hybrid - a vehicle with a battery charged from mains electricity for short trips of around 30 miles and a standard petrol or diesel engine for longer journeys.
- Extended range electric vehicles – powered by a battery with an internal combustion engine (ICE) generator on board. The vehicle is always powered by the electric motor and has a battery range which is extended by the generator, powered by the ICE.

The range of an electric vehicle is dependent on a number of factors including weather, topography, and driving style. The use of lights, heaters/air conditioning and windscreen wipers will all affect the number of miles that can be travelled on a single charge. Urban driving is more suitable for electric vehicles as there is more energy recovery from braking. Aggressive driving and steady speed driving such as on motorways can be detrimental to battery life which can result in as little as 60% of the reported range of the vehicle being achieved.

[40] https://www.gov.uk/plug-in-car-van-grants

[41] https://www.gov.uk/government/collections/government-grants-for-low-emission-vehicles

Electric Vehicle charging options

The majority of current electric vehicle owners choose to recharge their vehicles at their home location overnight and do not make use of public charge points. Research shows that most of the journeys made using electric vehicles are for relatively short distances within the range of a single charge of the vehicle. Table 3 outlines the main vehicle charging options, although it should be noted that this is subject to change as the charging and battery technology is rapidly updating.[42]

Table 3 – Electric Vehicle Charging Equipment

Type	Charge time	Details	Cost of Equipment	Annual maintenance costs
Rapid charging (43kW to 50kW)	Around 80% charge in 60 minutes	Supply either alternating current (AC) or direct current (DC) from a charging unit. Usually higher turnover locations e.g. service station. Charge points have a high power demand and larger units typically require planning permission.	£20,000-£50,000	£1000-£5000
Fast charging (7kW to 22kW)	Full charge 5-9 hours	Many commercial and public on-street charges use this technology - all AC.	£1,700-£5000	£400-£900
Slow charging (3kW)	Full charge 14-20 hours	Typically found at domestic properties where vehicles are charged overnight. Can be retro-fitted into street lighting columns. Slow chargers may be inappropriate for some vehicle types due to progression in technology and battery size.	£250-£1000	Low

The cost of installing a charge point varies greatly depending on the type and rating of the charger and also the ability to connect to a close and suitable power supply. There will also be additional costs associated with site investigation, ducting/cabling, protection to the charge point, possible changes to Traffic Regulation Orders, and changes to traffic signs and road markings.

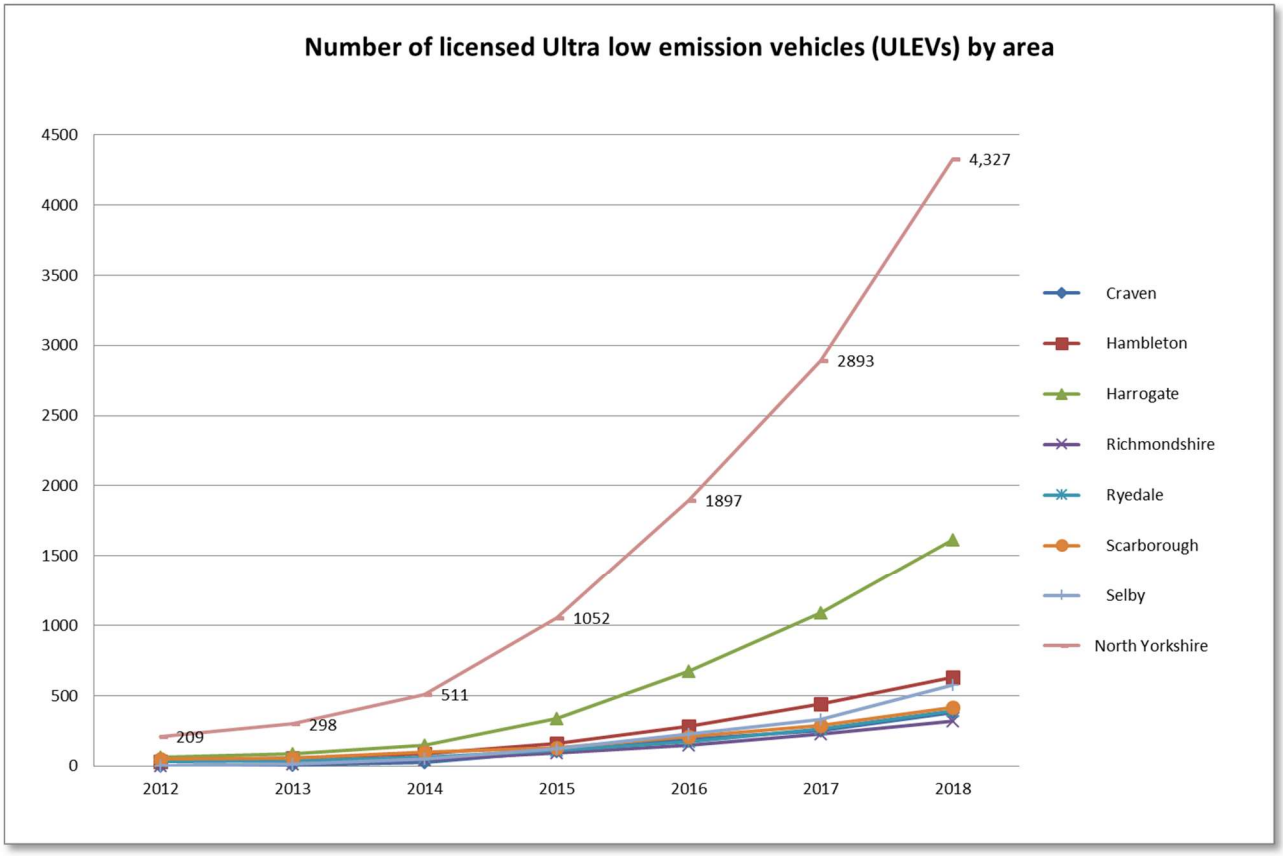
It is estimated to take approximately 4 years to pay back the cost of installation for a charge point costing £4000 that is used for a minimum of one charge per day for 2-3 hours at an average cost of £5 for the charge (this equates to £2.5 to cover electricity costs at 13p/kwh and the remainder covering the installation and operational/maintenance costs).

[42] Source: UKEVSE - UK Electric Vehicle Supply Equipment Association http://ukevse.org.uk/charge-points-chargers/

9.4. North Yorkshire and Ultra Low Emission Vehicles

The uptake of ULEVs in North Yorkshire has been increasing in recent years, although the percentage of total licensed cars is 1.3%. Figure 9 indicates the number of licensed ULEVs by district, with Harrogate borough showing a significantly higher number of new ULEVs. Harrogate Borough Council introduced an Ultra-Low Emission Vehicle Strategy[43] in 2019 in response to this local need and recognising the need to improve air quality in the local area.

Figure 9: Number of licensed Ultra Low Emission Vehicles (ULEVs) by district/borough



Source: Department for Transport table VEH0132[44] NB: Department for Transport uses the term 'ultra-low emission vehicles' to refer to vehicles with significantly lower levels of tailpipe emissions than conventional vehicles. The term currently refers to electric, plug-in hybrid and hydrogen fuel-cell vehicles. For the purposes of this indicator, all vehicles with fully electric power, and cars and vans with tail-pipe emissions below 75 g/km of CO2 have been included.

[43] Harrogate Borough Council Ultra-Low Emission Strategy 2019-2024
[44] Department for Transport Statistics (2019) https://www.gov.uk/government/statistical-data-sets/all-vehicles-veh01#ultra-low-emissions-vehicles

Compared to the rest of England the distribution of charge points in Yorkshire & the Humber is fairly sparse and lower than other regions (see Table 4). Across the UK the majority of publicly available charging points are sited either in public off-street car parks, private facilities with public access such as supermarkets or motorway service areas, car dealerships or isolated independent outlets. The majority of provision made by local authorities is within public off-street car parks.

Table 4 – Profile of charging connectors in England

Region	Number of charging points	Percentage of charge points in England	Number of charge points per 10,000 people in population[45]
Greater London	6270	31.97%	7.0
North East	1049	5.35%	3.9
South East	3177	16.20%	3.5
South West	1874	9.55%	3.3
East Midlands	1287	6.56%	2.7
East of England	1608	8.20%	2.6
North West	1774	9.04%	2.4
West Midlands	1370	6.98%	2.3
Yorkshire and The Humber	1206	6.15%	2.2
Total	19615	100%	3.5

Data sourced from https://www.zap-map.com/ in July 2019 and Office of National Statistics

[45] Office for National Statistics 2018 mid-year Population estimate
https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/populationestimatesforukenglandandwalesscotlandandnorthernireland

In North Yorkshire there are approximately 48 electric car charging sites with the majority located within Harrogate Borough see Table 5[46]. Many of these locations are not open to the general public as they are located at car dealerships, hotels or holiday cottages where they would be expected to be solely for the use of customers. Based on these figures there is scope to increase the number of on and off-street charge points within North Yorkshire.

Table 5 - Electric Vehicle Charging sites in North Yorkshire

District	Number of charge point sites
Craven	5
Hambleton	5
Harrogate	16
Richmondshire	4
Ryedale	10
Scarborough	7
Selby	1
Total	48

Data sourced from https://www.zap-map.com/ in July 2019

THE COUNTY COUNCIL IS THE HIGHWAY AUTHORITY FOR NORTH YORKSHIRE AND HAS RESPONSIBILITY FOR ON-STREET PARKING WITH THE RESPONSIBILITY FOR OFF STREET CAR PARKS GENERALLY FALLING TO THE LOCAL DISTRICT COUNCIL OR NATIONAL PARK AUTHORITY.

[46] Data sourced from https://www.zap-map.com/ in July 2019

9.5. Supporting the use of Ultra Low Emission Vehicles (ULEVs) in North Yorkshire

There are many factors that could influence the uptake of ULEVs including the affluence of the population, levels of second car ownership and commuting distance. For example, electric vehicle ownership may be higher where there is a high dependence on the private car for commuting, there is off-street parking available to allow home charging, and a second vehicle with traditional internal combustion engine is available for longer journeys. As electric vehicles become more affordable, and the second hand market increases, they will become a vehicle option for the majority and provide benefits in terms of reduced fuel costs, particularly for those reliant on their private car in rural areas.

There is a need to recognise the challenges facing North Yorkshire in providing appropriate new charging infrastructure. There are more remote rural parts of the county where range anxiety is a significant and understandable issue when considering the uptake of electric vehicles in the county. The business case for providing charge points in the more rural parts of the county is not as strong, because demand from EV vehicle owners is generally lower and there can be issues with connections to both an energy source and mobile networks which significantly increase the cost of providing new infrastructure. Despite these challenges the County Council is committed to supporting the use of ultra-low emission vehicles in North Yorkshire through the Air Quality Strategy objectives and action plan, recognising the importance of transport infrastructure for the local economy, including the tourism economy.

Given the importance of decarbonising transport and the government's policy in this area the council:

- Supports an increase in the proportion of ULEVs on North Yorkshire's road network, whilst recognising that ULEVs still contribute to traffic congestion and particulate matter pollution through braking and tyre wear.
- Supports the development of EV charging infrastructure, especially in areas of the county where charge points are deemed less profitable, such as more remote rural areas.
- Will investigate opportunities to pilot on-street EV charging infrastructure across the county

Whilst the county council supports an increase in proportion of ULEVs, the county council would encourage, where shorter journeys allow, travel via more sustainable modes such as by public transport, walking or cycling (including e-bikes).

They are also vehicles which contribute to road congestion and journey time delays that impact on the local economy. Therefore, where journeys permit people should still be encouraged to leave their cars at home and travel actively (walking/cycling) or via public transport or car sharing for the benefit of their health and the environment.

As there are differing responsibilities between county council and local planning authorities in relation to on and off street parking etc. it is important to ensure that there is ongoing dialogue between all authorities in the county to ensure consistency, particularly around EV charge point infrastructure, charging mechanisms and the costs charged for parking EVs on and off-street.

10.0. Delivering the Air Quality Strategy

10.1. Overview

This section summarises work already being delivered or planned for delivery to help the County Council achieve the aim of protecting and, where necessary, improving air quality in North Yorkshire. Appendix B of the strategy outlines in more detail the actions and initiatives that will be taken forward within the time frame of LTP4 to improve air quality in the county. These actions support the strategy objectives and are also considered achievable and realistic in the context of ongoing pressure on local government resources and funding.

The actions, for example, encouraging the move to low emission travel (including walking and cycling), follow an evidence based approach and are planned to be taken in combination to ensure the maximum positive impact on air quality as recommended by National Institute for Health and Care Excellence (NICE) guidelines[47]. Appendix B also lists the intended outcomes of each action and how this will be monitored. Several of the actions are highlighted in the key commitments section 12.7.

Many of the proposed actions could have a positive effect on climate change in terms of a reduction in emissions and air pollutants. It is therefore recognised that some actions may complement the council's response to climate change in terms of our wider influence on reducing emissions, although it should be noted that the air quality action plan is not intended to represent the council's corporate carbon reduction plan which is currently in development.

10.2. Funding

Some of the actions in Appendix B will be achieved through existing resources and funding where they already form part of day to day County Council service delivery. This includes consideration of air quality impacts as an integral part of new transport schemes. However, recognising the continued pressure on local government funding we will seek to, where ever possible, identify new external funding opportunities, for example government grants for ultra-low emission vehicles, to deliver any new initiatives without impacting on core NYCC funding. For other actions the County Council could use funding allocated for air quality improvement which at the present time is funded from the Civil Parking Enforcement Surplus (currently £100,000 annually). Considering the use of this existing funding source will ensure that our core funding for highway maintenance is not impacted.

The table in Appendix B identifies where additional funding sources would be required to deliver a specific action. Some of the actions refer to the 'Open North Yorkshire' project which is grant funded by the Department for Transport's Access Fund which aims to encourage more walking and cycling for health, environmental and economic benefits. We currently have DfT Access funding up to March 2021, however if suitable alternative funding cannot be identified for future years, it may not be feasible for the project to continue beyond 2021 which would likely have implications on the travel behaviour elements planned to support the air quality strategy.

[47] NICE (June 2017) Air pollution: outdoor air quality and health NG70 https://www.nice.org.uk/guidance/ng70

10.3. Raise the profile of improving air quality in the context of North Yorkshire

The North Yorkshire Director of Public Health's 2017 annual report recognises that local authorities have a major role to play in air quality with progress being recognised by designing and implementing the right policies and interventions as well as raising awareness of the issue. The transfer of additional responsibilities for public health to local government in 2013 has presented a major opportunity for Directors of Public Health and Councillors to take action to enhance leadership on air quality.

This strategy plays a part in raising the profile of air quality in a North Yorkshire context and setting out a series of actions to help raise awareness (see Appendix B Table 1). These actions include improving the understanding of the health impacts of air quality in a North Yorkshire context, as well as more direct public information campaigns including coordinated promotion of the national Clean Air Day (Figure 10) and promoting the positive health impacts of active travel for both air quality and physical health. The strategy will support the NYCC 2017 Plan to Deliver Economic Growth with Enabler 4 emphasising the importance of healthy workplaces, as well as public health strategies and projects. One of these public health led projects is the School Zone Project which aims to create healthy food and physical activity environments both within the school and the wider environment and considers options to encourage active travel to school and reduce air pollution around schools. This is an important aim given the recognised impact of air pollution on children's respiratory health and the increasing body of evidence on the negative impact of air pollution on their developing brains[48]. By aiming to reduce the number of cars near to schools, particularly at the start and end of the school day, through increasing levels of walking and cycling to/from school and also working with parents, staff and carers to reduce idling of cars near to schools this should lead to a reduction in vehicular air pollution at the school gates (including nitrogen dioxide and carbon dioxide emissions).

Figure 10: National Clean Air Day

Source: https://www.cleanairday.org.uk/Default.aspx

[48] Unicef (2017) Danger in the air: How air pollution can affect brain development in young children. https://www.unicef.org/sites/default/files/press-releases/glo-media-Danger_in_the_Air.pdf [Accessed 22/1/2019]

10.4. Work in partnership with borough and district councils and other organisations

Partnership working with the North Yorkshire borough and district councils is key to tackling air pollution hotspots in the county (see Appendix B Table 2 for details of actions). This is recognised in government documents including the Public Health England 2019 report.[49] We already work with District/Borough Council Environmental Health Teams to support local air quality action planning and it is recommended this continues. There is also an opportunity to better promote air quality and sustainable transport through our input to Local Plans and Management Plans (including through Infrastructure Delivery Plans and developer contribution policies such as the Community Infrastructure Levy) ensuring there is a holistic approach incorporating public health, transport and planning.

The County Council is committed to facilitating a County-wide air quality officer group to share ideas and best practice including working with the districts/boroughs to align planning responses to developers on electric vehicle charging infrastructure, ULEV parking provision and air quality measures in North Yorkshire, considering the application of low emission planning guidance in a North Yorkshire context. We will also look to build on existing partnerships with Public Health England, Clinical Commissioning Groups and the NHS to help protect North Yorkshire's air quality and the general population from the effects of air pollution.

There is some scope to mitigate the effects of atmospheric pollution on sensitive habitats. Developing economic uses for plant biomass from nitrogen-sensitive habitats could be one way as this ensures that nitrogen taken up by plant growth is removed. A simple example of this would be cropping hay from species-rich road verges for use as feedstock for anaerobic digestion, as this is currently being investigated via the North Yorkshire & York Local Nature Partnership. Whilst the impact of farming on air pollution is generally monitored at a national level, it is important for local support for farmers to access advice and information on environmental issues. The Grow Yorkshire collaborative partnership which is enabled by the Local Enterprise Partnership is one way that the farming community can access this information.

10.5. Ensure that improving or maintaining good air quality is a key consideration with planning and delivering County Council services

North Yorkshire County Council will aim to lead by example in relation to air quality in the County Council's operations and services (see Appendix B Table 3 for details of actions). Where ever possible and where there is a clear business case the County Council will choose less polluting options with a lower negative impact on air quality. This includes ensuring that NYCC's fleet are using the latest emissions standards and, where appropriate explore new technologies including electric vehicles. This could also include exploring the potential for using e-bikes in localised services. Where NYCC is

[49] Public Health England (2019) Review of interventions to improve outdoor air quality and public health https://www.gov.uk/government/publications/improving-outdoor-air-quality-and-health-review-of-interventions

contracting services, for example school transport, we will seek lower emissions from the vehicles used whilst recognising that the tendering specifications need to be realistic as to what can be achieved in a North Yorkshire context. Actions also consider situations where active travel (walking and cycling) could be facilitated or promoted.

10.6. Supporting the use of Ultra Low Emission Vehicles (ULEVs) in North Yorkshire

As outlined in section 9.5 the council:

- Supports an increase in the proportion of ULEVs on North Yorkshire's road network, whilst recognising that ULEVs still contribute to traffic congestion and particulate matter pollution through braking and tyre wear.
- Supports the development of EV charging infrastructure, especially in areas of the county where charge points are deemed less profitable, such as more remote rural areas.
- Will investigate opportunities to pilot on-street EV charging infrastructure across the county.

NYCC is committed to investigate options for increasing the availability of electric vehicle charging points in North Yorkshire (see Appendix B Table 4). NYCC will consider whether there is a business case for providing publicly accessible charge points for on-street parking and at other appropriate locations owned and managed by the County Council, for example park and ride sites and workplaces.

We recognise there may be some obstacles to overcome in terms of finding suitable on-street charging locations, estimating future demand for charge points, having an adequate energy supply and not contributing to street clutter. There is also very limited County Council funding available to fund charge point installations and the ongoing maintenance and management costs. It is unlikely that this position will change therefore wherever possible we will look to provide charge points either at no cost to the council (for example encouraging private sector provision at nearby off-street locations), at lower cost through partnership with other organisations such as rail operators, or by applying for grant funding available from the Office for Low Emission Vehicles (OLEV) to help with the installation of electric vehicle charging infrastructure.

Despite the difficulties estimating the county-wide future demand for EV charging (particularly in terms of potential on-street residential parking locations for charge points, as parts of the county are experiencing significantly slower uptake of ULEVs compared to others) NYCC are recording the number and location of enquiries from the public about EV charging. To date the numbers of queries about charge points for on-street parking have been relatively few, however this is expected to increase and we will continue to record enquiries and requests for charge points, as well as consider other opportunities to develop a better understanding of demand from residents and visitors to the county.

As indicated in section 11 North Yorkshire is a two tier local authority area. NYCC is the highway authority for the whole of North Yorkshire and as such has responsibility for *on-street* car parking. As indicated above the responsibility for *off-street* car parks generally lies with the local district council or National Park Authority; therefore, it would be under the control of the seven district councils and/or two National Park Authorities to provide charging facilities at these locations. Given the number of local authorities in the area there is some complexity in developing a coordinated network

of charge points across North Yorkshire both in terms of ensuring that there is an appropriate level of provision across the county as well as a consistent approach to the infrastructure provided and how it is used including the charges for parking and electricity.

We are aware that many districts are currently considering their own provision of charge points and/or have their own ultra-low emission vehicle strategies. We will therefore undertake to coordinate and work with all the Local Planning Authorities (district councils and National Park Authorities) in the provision of suitable electric charging infrastructure at car parks and new developments to ensure there is a comprehensive network for the county. This includes developing guidance for use by planning authorities on EV charge points in new developments and parking standards and protocols for EV directional signage.

Whilst taxi licensing is a district council function we recognise that there is a need to support future demand from taxis for EV charging. We will therefore work with district and borough partners to support consistent taxi licensing standards and work together to identify locations which might be appropriate to install charge points for use by taxi operators. The County Council will also work with bus operators to consider routes potentially suitable for electric bus fleets and continue to search for external grant funding opportunities for electric buses and charging infrastructure.

The research and development of electric vehicle technology and associated charging infrastructure is still relatively new and emerging, with advances in battery technology expected to increase the typical range of vehicles and new wireless charging points being developed (including locating charging infrastructure below the road surface) which could prove more suitable for charging on the public highway. There are also other technologies such as hydrogen fuel cells which are even newer to the market and the County Council will monitor these and other technology developments.

10.7. Key commitments

A summary of some of the key commitments and timescales included in the strategy is below:

Timescale	Commitment
Annual	Air Quality and EV charge point meeting with districts/boroughs/national park authorities to discuss a coordinated approach – meetings annually or as required.
2020	Improved information provision on the NYCC website in relation to electric vehicle charging
2020/21	Investigate business case for provision of EV charge points on-street and at park and ride sites
2021	Seek to identify funding for the continuation (beyond March 2021) of the travel awareness work started as part of the Department for Transport Access Fund Open North Yorkshire project. This could include looking at the potential for funding from the current CPE surplus allocation for sustainable travel, grant funding opportunities, or developer funding. The Open North Yorkshire project includes engagement with developers, businesses and schools to increase active travel (thereby reducing trips made by car and emissions).
2021	90% of NYCC Fleet to be Euro VI standard. Changing a single diesel vehicle from Euro V to Euro VI standard reduces nitrogen dioxide emissions by 0.10g/km.
2023	Explore the potential to provide a network of Electric Vehicle chargers at NYCC properties across North Yorkshire for use by employees and visitors
2025	100% of NYCC Fleet to be Euro VI standard. Changing a single diesel vehicle from Euro V to Euro VI standard reduces nitrogen dioxide emissions by 0.10g/km.
2025	100% of School Transport vehicles of 16 passenger seats and fewer to meet Euro VI standard
2021	Investigate the feasibility of implementing the active travel and anti-idling elements of the School Zone Public Health Project
2030	Consider the continuation of the current £100,000 annual funding allocation of Civil Parking Enforcement Surplus for Air Quality. Also consider the potential for increasing the allocation.
2035	100% of School Transport vehicles of 17 passenger seats and over to be Euro VI standard (a realistic target at the current time, based on existing technology and vehicle availability)
Annual	Coordinated NYCC promotion of National Clean Air Day (June)

11.0. Monitoring the Air Quality Strategy

Achieving our ambition and objectives

The Air Quality Strategy sets out the overall vision and approach to maintaining and improving North Yorkshire's air quality and the four objectives:

- Raise the profile of improving air quality in the context of North Yorkshire
- Work in partnership with borough and district councils and other organisations to protect and, where appropriate, improve air quality
- Ensure that improving or maintaining good air quality is a key consideration when planning and delivering County Council services
- Support the use of Ultra Low Emission Vehicles (ULEVs) in North Yorkshire

The objectives are to be achieved through a series of actions which are summarised in Appendix B to this strategy. Some of these actions encompass existing areas of work and others, particularly the actions for ULEVs will require identification of external funding to achieve.

The action plan tables outline the method and data to be used to monitor outcomes. Some of the actions will provide a direct and measurable benefit to air quality, for example the action to change 100% of the NYCC Fleet to Euro VI standard would lead to a quantifiable change in emissions as changing a single diesel vehicle from Euro V to Euro VI standard reduces nitrogen dioxide emissions by 0.10g/km. The outcomes of other actions will be harder to quantify in terms of the impact on emissions, for example, travel behaviour change towards less polluting modes of transport such as walking and cycling; better information provision on ultra-low emission vehicles on the County Council's website. However, as indicated previously, the combination of the actions and initiatives is expected to have a positive impact on air quality in North Yorkshire.

The timeframe of the strategy complements the Local Transport Plan 2016-2045 (LTP4) therefore it is necessary to review the strategy content at appropriate intervals and at least every 5 years to ensure it remains relevant in the context of Government policy and legislation as well as and emerging new technologies associated with ultra-low emission vehicles (ULEVs) and electric vehicle charging.

APPENDICES

Appendix A

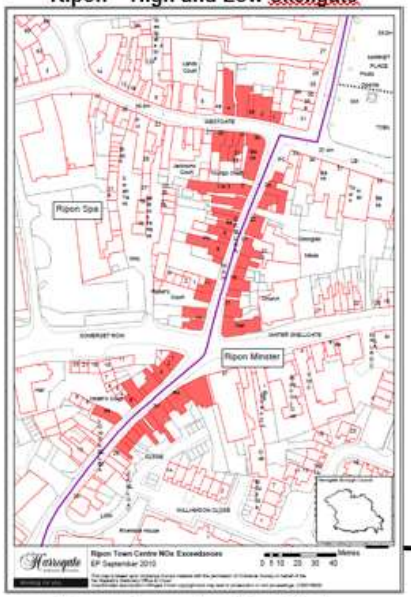
Air Quality Management Areas in North Yorkshire (Source: https://uk-air.defra.gov.uk/aqma/)

District	AQMA Location	Description	Date Declared	Pollutants	Source of Pollutant
Craven	None declared				
Hambleton	Bedale	The AQMA covers an area at the junction of Bridge Street and Market Place in Bedale. Junction is narrow and at the top of a hill and is surrounded by two storey buildings on either side of the road. Traffic often queues at the junction whilst waiting to turn onto the B6285 or B6268. The buildings surrounding the AQMA are predominantly commercial however there is a residential dwelling in the White Bear Hotel located at the junction (the nearest sensitive receptor).	01/11/2017	Nitrogen Dioxide (NO2)	Road transport
Harrogate	Bond End, Knares.	The roads and properties around the junction of the High Street and Bond End, Knaresborough	26/11/2010	NO2	Road transport
	Ripon	The roads and properties along Low Skellgate, High Skellgate and the junction with Westgate	26/11/2010	NO2	Road transport
	York Place, Knares.	Properties on York Place, Knaresborough between Gracious Street and Iles Lane.	04/10/2017	NO2	Road transport
	Woodlands Corner, Harrogate	First floor residential flat above a Public House, at a junction/cross road.	04/10/2017	NO2	Road transport
Richmondshire	None declared				
Ryedale	Malton	Centre of Malton encompassing properties along the B1248 (Castlegate and Yorkersgate, between Sheepfoot Hill and Market Street), and the B1257 (Wheelgate and Old Maltongate, between Finkle Street and 20m east of the junction with East Mount). Also part of Church Hill.	14/12/2009	NO2	Road transport
Scarborough	Staithes	The majority of the village of Staithes (Sulphur dioxide SO2 Particulate Matter PM10)	01/08/2004	SO2 & PM10	Domestic Heating
Selby	Selby - New Street	The designated area incorporates 1 to 21 New Street odd number inclusive,16 to 30 New Street even numbers inclusive, 50 Ousegate, 1 to 5 The Crescent inclusive, Park House, The Crescent and Thornden Buildings, New Street.	29/02/2016	NO2	Road transport

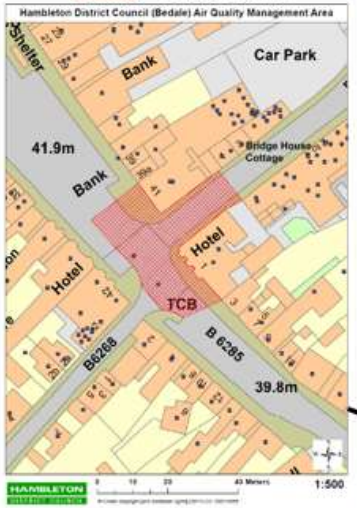
Detailed Location Maps of Air Quality Management Areas in North Yorkshire

Maps sourced from AQMA information on District/Borough Council websites

Ripon – High and Low Skellgate

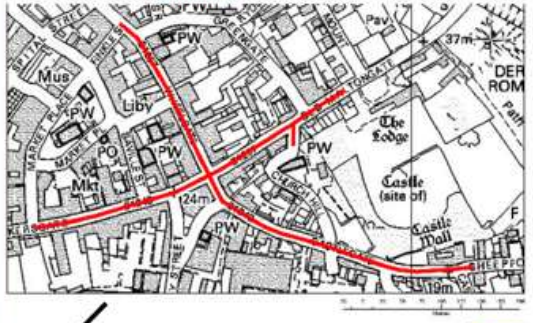


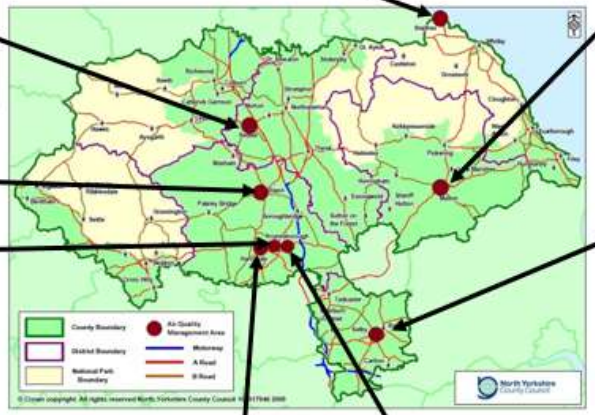
Bedale – Bridge Street



Staithes

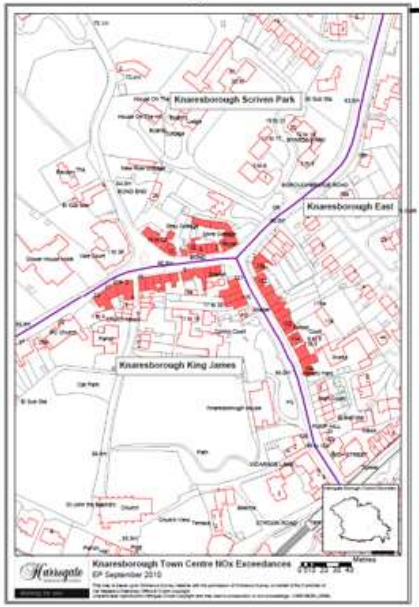
Malton – Butcher Corner





Selby – New Street

Knaresborough – Bond End



Harrogate – Woodlands Junction

Knaresborough – York Place

Appendix B

Table 1 - Action Plan – Objective 1 - Raise the profile of improving air quality in the context of North Yorkshire

Ref	Summary of Action	Detailed Description	Timeframe	Outcomes	Monitoring
1a	Coordinated promotion of Clean Air Day	Coordinated promotion of Clean Air Day to highlight the benefits to North Yorkshire residents of good air quality and changes to travel behaviour.	Annual	Increased public awareness of Air Quality and the changes that individuals can make to improve air quality.	Annual NHT Survey data Media analysis.
1b	Improve understanding of the air pollution health impacts	Improve understanding of the health impacts of poor air quality particularly for children, older people and at risk groups in a North Yorkshire context and using available data.	2021	Develop strong evidence base to focus air quality improvement action.	Evidence base for target areas PHE – Public Health Profiles
1c	Increase awareness of air quality in North Yorkshire context	Consider including a reference to air quality, for example an air quality case study, in a future Director of Public Health Annual Report.	2021-2045	Increased public awareness of Air Quality and the changes that individuals can make to improve air quality.	Annual NHT Survey data DPH report
1d	Promote the positive health impacts of active travel relating to air quality	Promote links between active travel and improved air quality including through: continued promotion of Walk to School week; Public Health's School Zone project; consider continued promotion of active travel in the workplace	2021-2045	Increased awareness of the changes that individuals can make to improve air quality	Young and Yorkshire survey School Zone project outcomes Annual NHT Survey data
1e	Horizon scanning for changes in government air quality policy and best practice	Continue to monitor for best practice examples of authorities in the UK or abroad addressing air quality issues including with new technology, and respond to government consultations where appropriate to ensure issues relevant to North Yorkshire are raised	Ongoing	NYCC remains well informed on air quality policy and best practice	Responses to government consultations
1f	Develop air quality education information packs for schools	Work with partners to develop education resources to link to Clean Great Britain Week and Walk to School week and ensure relevant areas of the curriculum are considered. This links to development of Healthy Schools Award, and Public Health School Zone Project (the elements of anti-idling and active travel to schools).	2025	Increase awareness among young people of air pollution and the changes that individuals can make to improve air quality.	Annual NHT Survey data Production of new resource and use by schools

Table 2 - Action Plan – Objective 2 - Work in partnership with other organisations

Ref	Summary of Action	Detailed Description	Timeframe	Outcomes	Monitoring
2a	Facilitate county-wide air quality officer working group	Facilitate a North Yorkshire air quality officer working group (meeting once/twice a year as required) comprising air quality and public health leads from NYCC and borough/district councils to share information and local best practice on transport (including ULEVs), public health and local air quality management	Ongoing 2021-2045	Annual meeting and ongoing partnership working	Meetings organised
2b	Participation in regional air quality group	Attendance where appropriate at regional Yorkshire and Lincolnshire Pollution Advisory Group (Air Quality) meetings and events.	Ongoing 2021-2045	Share best practice with NY districts and authorities in neighbouring areas	Attendance at meetings
2c	Collaborate with district/borough councils on air quality reports	Cooperate with district/borough councils in production of air quality monitoring reports and action plans, for example, consider support with traffic data.	Ongoing 2021-2045	NYCC input to statutory annual local air quality monitoring reports, air quality action plans	Annual air quality update reports / action plans updated
2d	Identify and implement measures to improve air quality at Air Quality Management Areas (AQMA)	Work with the borough/district council for each designated AQMA to develop suitable measures to reduce air pollution from road traffic sources including but not limited to: Behaviour change/smarter choices, traffic management, physical infrastructure, new signage. Measures to be identified for future implementation as and when funding becomes available.	Ongoing 2021-2045	Improved air quality at Air Quality Management Areas	Local Air Quality Monitoring by district/borough council
2e	Develop and maintain partnerships with other key organisations	Work with other key organisations where there is a specific air quality issue and/or respond consultations on changes to policy and legislation, or lobby for change where appropriate e.g. Defra, DfT, Transport for the North, Highways England, Network Rail, Bus operators	Ongoing 2021-2045	More effective partnership working to improve air quality	Consultation responses submitted
2f	Identify external funding opportunities	Identify external funding opportunities to help deliver actions to improve air quality. Work with partners on	Ongoing 2021-2045	More funding for air quality improvements, particularly at AQMAs	Award of external funding

Ref	Summary of Action	Detailed Description	Timeframe	Outcomes	Monitoring
		bids for funding for measures to improve air quality e.g. Defra air quality grants etc.			Bids submitted/ supported
2g	Build on existing partnerships with health organisations	We will look to build on existing partnerships with Public Health England, Clinical Commissioning Groups (for example, may link to CCG Asthma Plans) and the NHS to consider the health impacts of air pollution and how to mitigate these impacts.	Ongoing 2021-2045	More effective partnerships Increased evidence on the public health effects of air pollution	Engagement with partner organisations
2h	Work with the Local Enterprise Partnership to support clean growth and low carbon initiatives	We will work with the Local Enterprise Partnership to support the local energy strategy and initiatives relating to reduction of air pollution including the Circular Yorkshire campaign and the Grow Yorkshire collaboration which signposts farmers to environmental advice and information	Ongoing 2021-2045	More effective partnerships lead to reduction in air pollution – implementation of low carbon initiatives such as ULEV charge point provision	Project implementation. Air Quality records - District/borough council annual air quality update reports / action plans
2i	Work with the Local Nature Partnership	Work with the Local Nature Partnership to support projects to improve air quality for example- investigation of: cropping hay from species-rich road verges for use as feedstock for anaerobic digestion; options for tree planting in urban areas (e.g. birch) to trap particulates from the air	Ongoing 2021-2045	Mitigate impact of air pollution on the natural environment	Forthcoming Natural Capital study
2j	Engage with the public on air quality issues	We will build on the strategy consultation, which demonstrated a clear enthusiasm for more engagement, updates and consultation as well as providing some useful additional information. We will aim to engage with younger people who were poorly represented in the initial consultation but we know are interested in environmental issues.	Ongoing 2021-2045	Feedback from public used to shape action plans	Consultation responses submitted

Table 3 - Action Plan – Objective 3 - Ensure that improving or maintaining good air quality is a consideration when planning and delivering County Council services

Ref	Summary of Action	Detailed Description	Timeframe	Outcomes	Monitoring
3a	Energy efficient NYCC buildings with good indoor air quality	We will ensure that NYCC buildings are energy efficient and meet all building compliance concerning indoor air quality.	2023	Reduce energy consumption and reduce energy costs. Target: Reduce energy consumption by 15% by 2022/23 (on 2017/18 baseline)	Annual monitoring of energy consumption against target
3b	Investigate implementation of projects to generate electricity using solar PV	Review the potential for renewable energy options (solar array) on council property	2021	Potential for 'green' energy generation to reduce reliance on fossil fuel generated electricity and associated air quality impacts	Completion of review
3c	Greening the County Council's business travel including fleet (consider latest emissions standards or ULEVs)	Pool cars - ensure maximum take up and usage On renewal of contracts seek to replace NYCC fleet with the highest emissions standards possible whilst also taking into consideration best value and safety standards *NB: A review of fleet emissions and costs associated with introducing low emission vehicles is under consideration as part of the corporate carbon reduction plan.*	2021 / 2025	Lower emissions from NYCC fleet - changing a single diesel vehicle from Euro V to Euro VI standard reduces nitrogen dioxide emissions by 0.10g/km. By 2021 - 90% of NYCC Fleet to be Euro VI standard By 2025 - 100% of NYCC Fleet to be Euro VI standard	Fleet and business travel emissions
3d	Commissioning and contracts - sustainable / Green Procurement measures	Consider higher emissions standards for transport when contracting services across the council whilst also taking into account best value and safety standards. Where appropriate revise tendering specifications to ensure less	2025 / 2035	Lower emissions from supplier fleets - changing a single diesel vehicle from Euro V to Euro VI standard reduces NO_2 emissions by 0.10g/km.	Contracts / service indicators

Ref	Summary of Action	Detailed Description	Timeframe	Outcomes	Monitoring
		polluting fleets, for example setting higher emissions standards for school transport. *NB: A review of fleet emissions and costs associated with introducing low emission vehicles is under consideration as part of the corporate carbon reduction plan.*		Current school transport targets are: By 2025 100% of vehicles of 16 passenger seats or fewer to be Euro VI standard. By 2035 100% of vehicles of 17 passenger seats and over to be Euro VI standard. (realistic targets based on existing technology and vehicle availability)	
3e	Timely information sharing with district/borough councils	Improve information sharing between district/borough councils about highway works that may impact on air quality in the long or short term to enable accurate air quality monitoring.	Ongoing 2021-2045	Improved communication	Input to annual air quality update reports / action plans updated
3f	Consider air quality in NYCC projects	Increase awareness of potential impact of schemes including new highway schemes on air quality *NB: The introduction of a new climate change impact assessment (including air pollution) is being planned as part of the corporate work on climate change and will be used to support council decision making*	Ongoing 2021-2045	Air Quality is a consideration in all new schemes - as far as possible new schemes should not worsen the situation and where possible improve air quality	Monitor the number of AQMAs declared in NY
3g	Strengthen corporate travel planning guidance	Staff travel survey completed in 2018 which is feeding into new NYCC Corporate Travel Plan. Travel planning can encourage changes in travel behaviour	2023	More staff travelling to work sustainably - active travel or public transport. Use of technology and flexible working locations to reduce travel	Monitor impact of Corporate Travel Plan, potentially a follow up staff survey
3h	Seek to extend Access Fund project	Seek to identify funding (external grant funding or developer funding etc.) for the continuation of the Sustainable Travel Officer Post beyond March 2021 to continue the travel awareness work of the Open North Yorkshire Department for Transport funded Access Fund project.	2021	More effective travel plans as part of new developments and more active travel to/from school and businesses reduces car trips and therefore pollution from vehicle emissions	Increased engagement with businesses and schools. Behaviour change –

Ref	Summary of Action	Detailed Description	Timeframe	Outcomes	Monitoring
					increase in walking/cycling
3i	Identify external funding opportunities	Identify sources of funding to deliver transport improvements targeted at local air quality management areas and areas where local air quality is poor and close to being designated an air quality management area	2021	Secure additional funding to deliver improvement projects	Bids submitted / Successful funding bids
3j	Consider the continued allocation of the Civil Parking Enforcement (CPE) Surplus for Air Quality measures	Consider the continuation of the £100,000 annual funding allocation of CPE Surplus for Air Quality and also consider the potential for increasing the allocation	2045	More funding for air quality improvements and potentially for EV charge points on the public highway as the electric vehicles market matures	Level of CPE surplus funding for air quality
3k	Work to improve air quality around educational settings	Consider measures to mitigate the impact of vehicle emissions on children for example no idling signs outside schools; encourage active travel to schools by restricting parking close to a school and encouraging 'Park and Stride' (subject to equalities impact assessment). Potential to consider role of community groups in supporting this work.	Ongoing 2021-2045	Open North Yorkshire (DfT Access Fund) and Public Health School Zone Projects both work with schools – case study schools could be used to demonstrate how to increase walking/cycling and reduce traffic emissions near schools.	School travel surveys Young and Yorkshire report
3l	Identify opportunities to work with public transport operators to introduce low emission vehicles	Where appropriate work with bus operators on bids for government funding to support new low emission buses and to encourage take up of new technology	Ongoing 2021-2045	Reduced emissions from buses	Liaison with bus companies about their vehicles and air quality monitoring data

Ref	Summary of Action	Detailed Description	Timeframe	Outcomes	Monitoring
3m	Keep timings at signalised junctions near to AQMAs under review	Where appropriate keep signal timings at junctions which could impact on AQMAs (or potential AQMAs) under review to ensure they are operating as efficiently as possible to minimise queuing	Ongoing	Reduce impact of queuing traffic on air quality	AQMA air quality monitoring data
3n	Develop new NYCC Active Travel Strategy	Active Travel Strategy to be developed to complement NYCC Air Quality Strategy and set out how walking and cycling will be supported in North Yorkshire.	2021/22	Increased walking and cycling with the aim of reducing traffic pollution	Adoption of new Active Travel Strategy

Table 4 - Action Plan – Objective 4 - Support the use of Ultra Low Emission Vehicles (ULEVs) in North Yorkshire

Ref	Summary of Action	Detailed Description	Timeframe	Outcomes	Monitoring
4a	Investigate provision of electric vehicle charging points at NYCC properties	Explore the potential to provide a network of chargers at workplaces and other council property (such as extra care facilities) across the county to support employee uptake of ULEVs and use of electric pool cars on longer journeys.	2023	A number of dedicated charge points	New charge points installed Charge point usage data
4b	Investigate a trial of on-street electric vehicle charge points and at P&R sites	Investigate external funding opportunities (including OLEV) to support a trial of on-street electric charging infrastructure in suitable locations in addition to potential for park and ride sites which are off-street but NYCC managed (subject to business case and energy supply requirements).	2021 and ongoing	Trial of approx. 7 new EV charge point locations	New charge points installed Charge point usage data

Ref	Summary of Action	Detailed Description	Timeframe	Outcomes	Monitoring
4c	Coordinate North Yorkshire's EV charge point provision with local planning authorities	Ensure a coordinated and consistent approach with district councils, national parks, and neighbouring authorities with regards to new charging infrastructure by mapping current provision and identifying gaps in the network, including to support the visitor economy. This may include working with other authorities to deliver EV infrastructure in public off-street car parks and new developments	Ongoing 2021-2045	Communication with other local authorities about EV charge points Potential for joint funding bids with other authorities	Monitor the number of charge points in the county
4d	Updated Electric Vehicle information on NYCC website	Improved information provision on the NYCC website in relation to electric vehicle charging on the highway and links to government grants.	2021	Updated website to cover frequent queries	Website updated
4e	Maintain a database of EV enquiries	Record details of requests to the County Council for EV charge points	Ongoing 2021-2045	Monitor locations for current and potential future EV charge point demand	Database updated and locations identified
4f	Consider policy guidance for electric vehicles	Potential to develop guidance for use by planning authorities on EV charge points in new developments and parking standards and protocol for EV directional signage.	2021/22	New guidance to support new EV charge point provision	Guidance produced
4g	Consider the introduction of ULEVs when fleet contracts up for renewal	Links to Action 3c. Continue to look at the business case for introducing ULEVs to the NYCC fleet taking into consideration financial cost and whether they are fit for purpose	Ongoing 2021-2045	Increase in number of EVs in NYCC fleet, reduced emissions	Number of EV within fleet and mileage Emissions reduction
4h	Working with bus operators to introduce ULEV buses where appropriate	Where appropriate working with bus operators to identify routes potentially suitable for electric buses and consider grant funding opportunities for low emission buses	Ongoing 2021-2045	Reduced emissions from buses	Number of ULEV buses in operation and mileage.

Ref	Summary of Action	Detailed Description	Timeframe	Outcomes	Monitoring
4i	Working with third parties, including the rail industry, to introduce EV charge points at car parks.	Working with third parties to encourage provision of more EV charge points in publicly accessible car parks across North Yorkshire.	Ongoing 2021-2045	Increase in EVCPs in off-street car parks	Number of new charge points installed and monitor usage.
4j	Maintain awareness of emerging low emission vehicle technologies	Ensure that NYCC has appropriate levels of awareness of emerging technologies both in terms of electric vehicle charging e.g. wireless charging etc. and alternative ultra-low emission vehicles e.g. hydrogen powered vehicles which may be more suitable for rural areas.	Ongoing 2021-2045	Horizon scanning – awareness of new technology in rural context	Updates to Air Quality Strategy when required

Appendix 2

North Yorkshire County Council

Air Quality Strategy

Protecting North Yorkshire's Air Quality 2021-2045

Report on Consultation Responses

CONTENTS

1 Introduction

1.1 Introduction to Air Quality Strategy

The County Council as Local Transport Authority for North Yorkshire has a statutory duty to have and maintain a Local Transport Plan. The Local Transport Plan 2016-2045 was adopted by the County Council on 1 April 2016 and included a commitment to produce an air quality strategy and policy on ultra-low emission vehicles.

The Air Quality Strategy is intended as a county-wide, cross-directorate strategy which incorporates specific, measurable and achievable actions across NYCC service areas with the aim of protecting and where necessary improving air quality.

1.3 Outline of Air Quality Strategy consultation

Phases 1 and 2 of the consultation were internally focused with Directorate leadership teams, Management Board and Members given an opportunity to view and provide comments on the draft strategy.

This report highlights the results of Phases 3, 4 and 4B of the consultation which were focused on external stakeholders and the public.

Phase 3 sought comments from the local planning authorities and AONBs on the draft strategy. It was important to seek feedback from district/borough councils at an early stage as they have the statutory responsibility under Local Air Quality Management to monitor and measure air quality levels in their local authority area.

Phase 4 was the public consultation phase and enabled the public and external stakeholders to view and comment on the draft strategy via an online survey.

The remainder of this report provides an overview of the consultation responses submitted by local stakeholders and individuals.

2 Phase 3 – District/Borough and Local Planning Authority consultation

2.1 Stakeholders

Phase 3 of the consultation was undertaken via email correspondence to each of the 7 district/borough councils, the 2 national park authorities and the AONB officers. Comments were invited between December 2019 and February 2020.

2.2 Responses

In total there were 6 responses received from:

- Yorkshire Dales National Park Authority
- Richmondshire District Council
- Selby District Council
- Harrogate Borough Council
- Howardian Hills AONB
- Ryedale District Council

A summary of the responses is provided in Appendix B.

In general, the comments were supportive of the strategy and welcomed the council's intention to continue partnership working on local air quality management and discussions about coordination of EV charging between local authorities across the county.

The majority of comments focused on minor editorial points. Some of the more detailed comments recommended updates to the ULEV section including improved clarity on the council's plans for EV charging – this section was subsequently updated. There were a couple of suggestions that the targets for reducing emissions from buses/coaches (for example home to school transport) were not ambitious enough. However, it is not considered appropriate to amend these targets at the current time as they are considered a realistic ambition given current bus/coach availability in the locality.

Appropriate updates to the strategy were made in response to comments received during Phase 3 of the consultation to ensure the draft strategy was ready for wider consultation with the public and external stakeholders.

3 Phase 4 consultation

3.1 Survey content and stakeholders

Phase 4 of the draft Air Quality Strategy consultation comprised an online survey which was publicised via social media and press release, and also sent to key stakeholders including the Local Nature Partnership and Public Health England. The survey asked respondents for their views on the proposed objectives and the draft strategy in general. A copy of the survey questions is available in Appendix A. The consultation originally ran from February to March 2020.

3.2 Phase 4B

The consultation period with the public was extended after a request from a member of the public who said they had not had time to respond due to the start of the Coronavirus pandemic.

A number of the additional responses received in the extended period were from members of the Green Party (Thirsk-Malton); the group had not originally been aware of the survey and had missed the completion date, but were keen for their input and comments to be taken into consideration. Due to the nature of the group, their feedback was very useful, and as such it was worthwhile extending the consultation period.

3.3 Responses

There were 62 respondents to the Phase 4 consultation, 4% of these were from organisations (3 organisations – Whitby Town Council, CPRE North Yorkshire, Green Party (Thirsk-Malton)) and the remainder from individuals.

The majority of respondents (54%) live in the Harrogate district with 20% from Ryedale, 13% in Scarborough. There were 4 responses from Hambleton (9%), 1 from Richmondshire (2%), 1 from Selby (2%) and none from Craven.

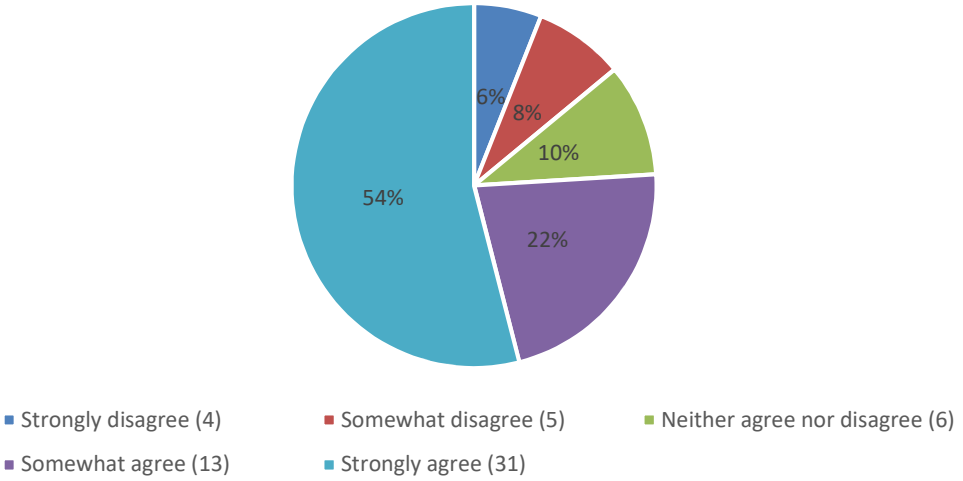
The highest number of responses was received from the 40-49 (31%), 50-65 (27%) and 65-74 (21%) age brackets with only 13% coming from the ages of 16-39 and only 3% over the age of 75. The age range of responses are from 40-75 which highlights a lack of engagement from young people, it is likely that this is because the survey was issued on-line where it is difficult to engage young people and future projects may benefit from being directly targeted to younger people to capture this age demographic.

A summary of responses to the questions is provided below. Appendix B provides a summary of free text responses, which includes responses from the Green Party from number 52-59.

- **To what extent do you agree or disagree with our overall ambition?**

The majority of respondents (54%) strongly agree with the overall ambition with only 6% of respondents strongly disagreeing with the ambition.

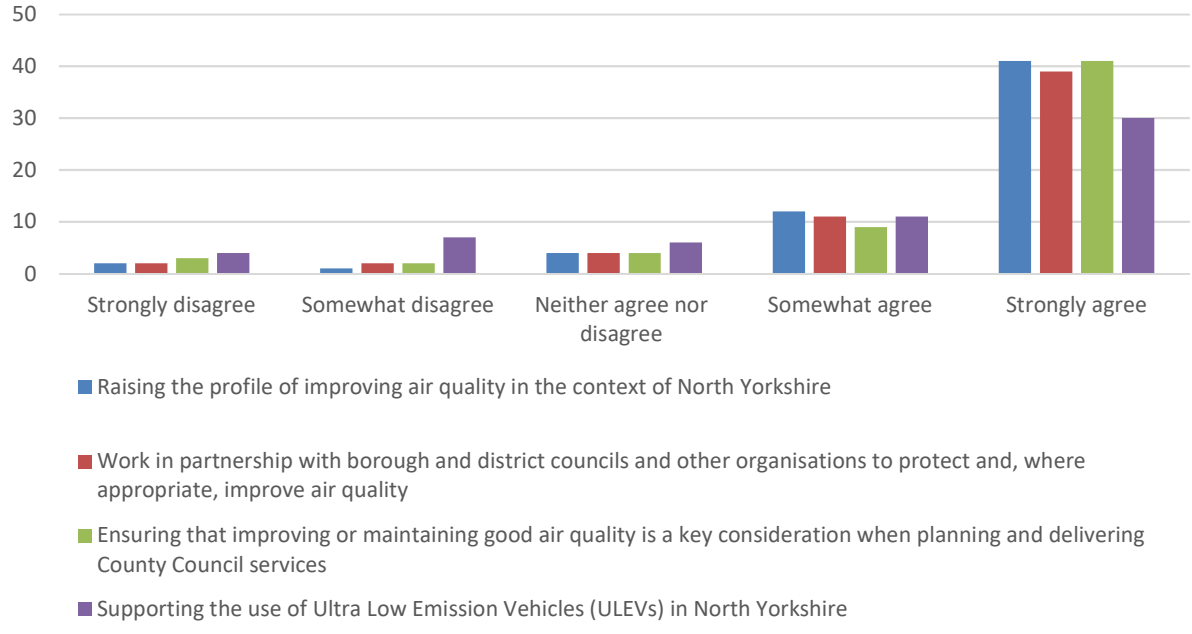
Figure 1 - Responses to the overall ambition of the Strategy



- **Four key objectives – to what extent do you agree or disagree with these objectives.**

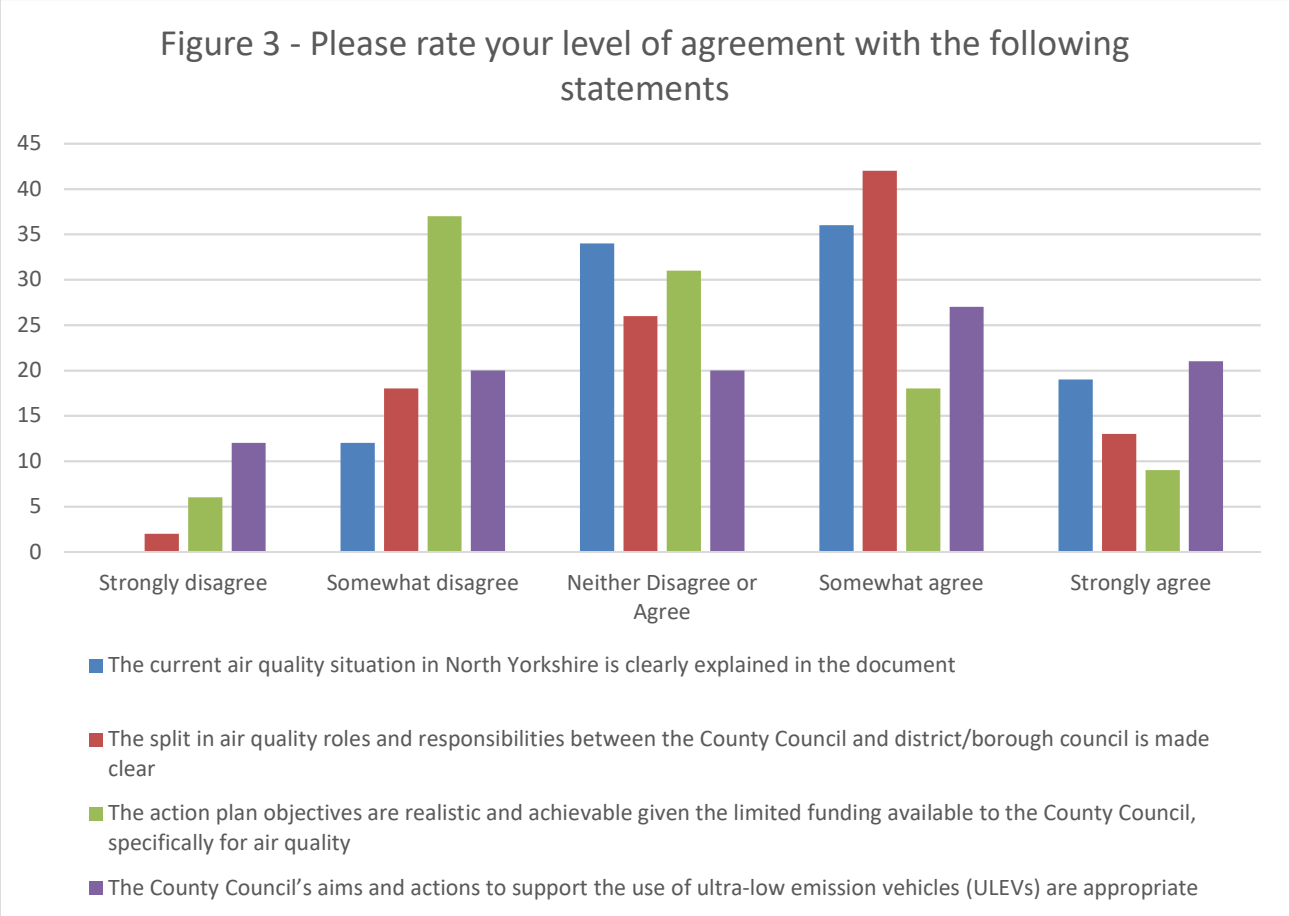
There was a similar response to the four key objectives with the majority of respondents agreeing with the 4 key objectives.

Figure 2 - Respondents views on the suitability of the four key objectives



- **Please rate your level of agreement with the following statements**

This question prompted varied answers with some statements not having a clear consensus. There appears to be general agreement that the split in roles and responsibilities has been made clear, and that the current air quality situation as explained in the strategy is also relatively clear. The responses on ULEVs were evenly split between the categories which suggests there is no clear consensus in terms of how the Council should proceed with supporting ULEVs. The responses to the statement on funding suggests that the actions may not be realistic and achievable based on the funding available. The free text responses suggest this could be for a variety of reasons, including the actions not being ambitious enough, or not achievable given the availability of funding.



Do you have any further comments on our vision and objectives?
Is there anything missing from our draft strategy?
Have you any other thoughts on the draft strategy?

The comments from respondents on the free text sections varied with some stating that the strategy does not go far enough, for example suggesting more could be done to increase charge points in the county and that the council should be advocating for zero emission rather than low emission vehicles, and others suggesting it might be difficult to implement the action plan in such a large and varied county.

More detailed suggestions were to increase public transport, walking and cycling (including E-bikes), reduce car travel, particularly car travel to school and work and promoting car sharing and also suggestions that the impact of moorland burning and domestic heating as a source of pollutants should be considered in more detail.

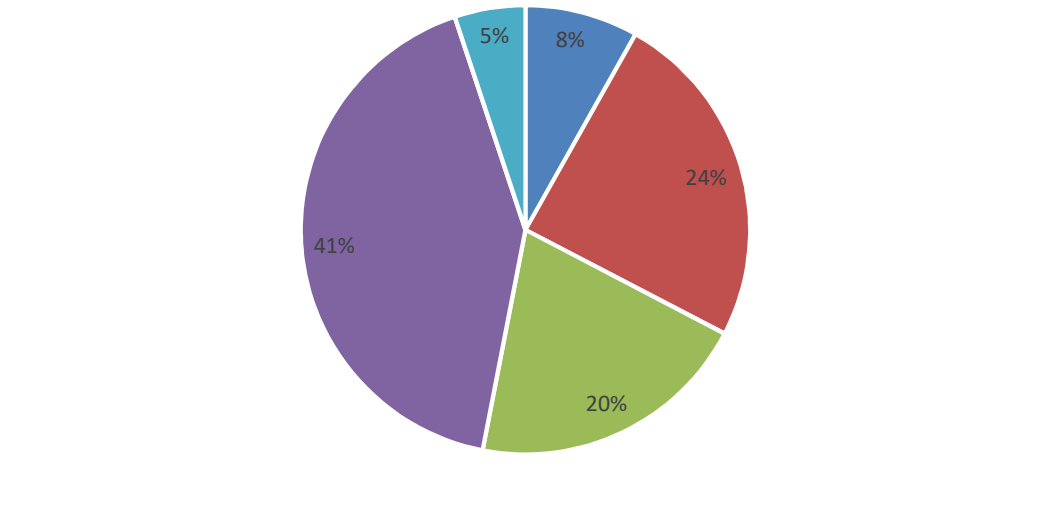
Several comments related to air quality monitoring at specific locations and therefore these have been passed to the relevant district council environmental health team.

The individual comments are detailed in Appendix B.

What is your overall opinion of the draft strategy?

46% of respondents think the strategy is fairly good or very good. 32% responded that the strategy is very poor or fairly poor.

Figure 4 - What is your overall opinion of the draft strategy?



Appendix A - Phase 4 online survey

North Yorkshire County Council

Protecting North Yorkshire's Air Quality 2020-2045
Draft Air Quality Strategy

The North Yorkshire County Council (NYCC) Local Transport Plan 2016-2045 sets out a commitment to produce a new air quality strategy which considers the county council's role in outdoor air quality.

The draft Air Quality Strategy aims to make sure that the air quality in the county is protected and, where necessary, improved to help reduce the health and environmental impacts of air pollution.

In North Yorkshire the district and borough councils are responsible for monitoring air quality, and we have a statutory duty to work with them where air quality issues arise.

The document sets the overall strategic direction for NYCC in the areas where the council can influence a reduction in air pollution (for example transport), including setting out the council's approach to ultra-low emission vehicles, while recognising that electric vehicles are complementary to the wider sustainable transport agenda.

The draft air quality strategy focuses on using the council's influence to reduce local air pollution and emissions, so it complements NYCC work on the climate change agenda but is not intended to be a corporate carbon reduction plan.

North Yorkshire County Council

Vision and Objectives

The draft Air Quality Strategy is a countywide strategy which aims to help achieve the vision and ambition of North Yorkshire County Council's Council Plan.

The draft strategy enables the County Council to respond to the increasing recognition nationally of the impact of air pollution on public health and the importance of good air quality.

The aim of the draft strategy is to protect and, where necessary, improve air quality in North Yorkshire to help reduce the health impacts of air pollution and ensure the county remains a special place for everyone to live, work and visit.

To what what extent to do you agree or disagree with our overall ambition?

Strongly Disagree	Somewhat Disagree	Neither Agree nor Disagree	Somewhat Agree	Strongly Agree
◯	◯	◯	◯	◯

The draft strategy focuses on four key objectives:

- Raising the profile of improving air quality in the context of North Yorkshire
- Work in partnership with borough and district councils and other organisations to protect and, where appropriate, improve air quality
- Ensuring that improving or maintaining good air quality is a key consideration when planning and delivering County Council services
- Supporting the use of Ultra Low Emission Vehicles (ULEVs) in North Yorkshire

Considering these statements, to what extent do you agree or disagree with these objectives?

	Strongly Disagree	Somewhat Disagree	Neither Agree nor Disagree	Somewhat Agree	Strongly Agree
Raise the profile of improving air quality in the context of North Yorkshire	◯	◯	◯	◯	◯
Work in partnership with borough and district councils and other appropriate organisations to protect air quality and address location specific air quality issues	◯	◯	◯	◯	◯
Ensure that improving or maintaining good air quality is a key consideration when planning and delivering County Council services	◯	◯	◯	◯	◯
Support the use of Ultra Low Emission Vehicles (ULEVs) in North Yorkshire	◯	◯	◯	◯	◯

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North Yorkshire County Council

Do you have any further comments on our vision and objectives?

3000

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North Yorkshire County Council

The Draft Strategy

Please rate your level of agreement with the following statements:

	Strongly Disagree	Somewhat Disagree	Neither Disagree or Agree	Somewhat Agree	Strongly Agree
The current air quality situation in North Yorkshire is clearly explained in the document	○	○	○	○	○
The split in air quality roles and responsibilities between the County Council and district/borough councils is made clear	○	○	○	○	○
The action plan objectives are realistic and achievable given the limited funding available to the County Council, specifically for air quality	○	○	○	○	○
The County Council's aims and actions to support the use of ultra-low emission vehicles (ULEVs) are appropriate	○	○	○	○	○

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North Yorkshire County Council

Is there anything missing from our draft strategy?

3000

What is your overall opinion of the draft strategy?

Very Poor	Fairly Poor	Neither Poor nor Good	Fairly Good	Very Good
○	○	○	○	○

Have you any other thoughts on the draft strategy?

3000

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North Yorkshire County Council

About You

We want to make sure we are getting views from across the county and from a variety of people.
Your answers to the following questions will help us make sure that everyone's views are considered.
The information you provide is anonymous and will be kept confidential.

Are you responding on behalf of:

- ◯ Yourself
- ◯ An organisation or group

If you are a North Yorkshire resident please tell us which district you live in?

- ◯ Craven
- ◯ Hambleton
- ◯ Harrogate
- ◯ Richmondshire
- ◯ Ryedale
- ◯ Scarborough
- ◯ Selby

Which age category are you in?

- ◯ 16-19
- ◯ 20-29
- ◯ 30-39
- ◯ 40-49
- ◯ 50-64
- ◯ 65-74
- ◯ 75-84
- ◯ 85+
- ◯ Prefer not to say

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North Yorkshire County Council

Thank you for taking the time to complete this survey.

Please be aware that we may pass on any feedback or suggestions that are relevant to district/borough councils duties and responsibilities to the appropriate local authority.

Your comments will help to inform the final strategy, which we intend to take to a meeting of the County Council's Executive later in 2020.

Please press **SUBMIT** to send your response.

← Back | ↺ Reset | Submit ✔

3.4 Summary of comments

APPENDIX B - Phase 3, 4 and 4B summary of consultation responses

No	Location	Respondent	Summary of comment	Response
		Yorkshire Dales National Park Authority	It doesn't appear that there is any significant issue for the NP in terms of 'air quality', it's generally very good. We note the strategy highlights the detrimental impact of transport emissions (and some from agriculture too) are having on our habitats. The table on page 18 illustrates this. We'd be keen to be involved in any developments on electric charge points but other than that we're not looking for a major engagement in the strategy.	We will keep the National Park Authority informed of any EV charge point developments.
		Richmondshire DC	Minor wording amendments suggested • Are the strategy objectives appropriate? These seem fine. • Is there anything additional that Richmondshire District Council is doing that should be considered as part of the strategy? No • Are there any specific groups or organisations that you suggest NYCC should consult with in the wider stakeholder consultation phase? In terms of other groups to consult with I would suggest that Northern Powergrid are included	Updated wording.
		Selby DC	Planning Policy and Environmental Health teams commented on various points including links between Local Plan, aims and aspirations of Local Cycling and Walking Implementation Plans. Local air quality Management is moving towards reducing exposure as far as possible. Links between Selby DC's air quality action planning work and the strategy.	All comments noted. Various updates made.
		Harrogate Borough Council	Request for ULEV section to be strengthened and updates made to technical information. Suggested groups to consult on the strategy. Requested clarity on the council's position in relation to free parking for EVs.	All comments noted and sections of the strategy updated. We will be carrying out some work to consider free EV parking in Harrogate as part of a wider review.
		Howardian Hills AONB	Nothing specific to add from an AONB perspective. Noted that the AONB has worked with primary schools on sustainability and home to school journeys – supports the AQ strategy objectives and actions. Suggestion that unambitious target to reduce emissions from larger buses/coaches.	All comments noted and minor amendments to working made. Targets for buses are considered a realistic ambition at the current time given vehicle

				availability in the locality.
		Ryedale District Council	No comments from EV point of view.	Comments noted.
1	Scarborough	Individual	Significant improvements to public transport - it seems so obvious that this will help reduce car use. A step change in public transport to help reduce car use	Noted. NYCC's general approach to this is set out in LTP4.
2	Hambleton	Individual		
3	Harrogate	Individual	The fuelling of new vehicle strategy is not thought through properly. dont see where the funding comes from except the council tax payer again Too many hidden costs/no costings Waste of time and money	Funding for air quality measures comes in part from Civil Parking Enforcement Surplus. Further details of funding constraints are included in LTP4
4	Harrogate	Individual	It is also worth considering reducing air pollution due to central heating. One step towards this would be to lower the temperature at which schools, hospitals and offices are kept. These places are often heated to an unnecessarily high temperature which is unhealthy for those in them and can cause infections to spread rapidly. Even a small change in temperature could improve things all round. How does North Yorkshire County Council propose to successfully become "carbon neutral"? There is no straightforward way to remove carbon dioxide from the atmosphere, thereby counterbalancing emissions. Low emissions vehicles are part of the solution. However, the manufacturing process including mining of batteries is environmentally unfriendly and uses finite resources. Also, the electricity used to replace fossil fuels must be produced in a sustainable way in order to have the desired effect. If electric vehicles and electric central heating are the future norms, then many electric mains within North Yorkshire will have to be upgraded.	Noted. The NYCC corporate carbon reduction plan is in development.
5	Harrogate	Individual	You will need a lot of charging points. That said, we are all supposed to be reducing our electricity usage, how is this going to help!!!!! Not sure this has been thought out properly. It all comes down to funding. I'm sure that will get cut. In order for cleaner air, we need sustainable public transport in rural areas. We have thousands of homes being built in our rural countryside, but, we need much better transport systems.	Noted.
6	Harrogate	Individual		

7	Harrogate	Individual	This would need infrastructure investment for ultra-low carbon vehicles in rural areas. I'd like to see better public transport to help take cars off the road, especially around Harrogate. Also, keep an eye on Allerton Waste Recovery Park for emissions, I hear they keep breaching the levels!	Noted. The strategy aims to support the increase in EV charge points in NY including rural parts of the county.
8	Harrogate	Individual		
9	Harrogate	Individual		
10	Harrogate	Individual	Living in Harrogate near St Aidan's and St John Fisher schools, the air quality is appalling and in the most part seems to be caused by traffic pollution from parents dropping children off in the mornings and collecting them at the end of the school day. Due to the selective nature of these schools (on faith) most students travel in a car to get to and from them. Could they take a much larger proportion of their intake from the surrounding community? Children from the area have to be transported to other schools further away, often by car because their closest school isn't an option due to faith. The school buses are also a considerable issue, with most visibly giving out fumes, again those children are travelling from areas such as Wetherby because of the faith schools. As a family of pedestrians and cyclists we feel that this level of pollution is completely unnecessary and are concerned for our health and that in particular of our young children.	Noted. The Council's Access Fund project is working to support active travel to and from schools in Harrogate and Knaresborough.
11	Ryedale	Individual	The city of York and its ring roads suffer from horrendous traffic congestion causing poor air quality, due to abysmal road planning. Rather than EVs get the present traffic moving. Lots of yellow boxes at roundabouts and junctions with cameras and heavy fines so gridlock does not occur. People block junctions through frustration. Dual lanes through roundabouts with merge areas on the far side. Stipulated turn Right or Left lanes waste your carriageway area and slow traffic and don't help anyone. You're jumping on bandwagons and getting ahead of yourselves. Sort the problems you have with simple solutions first. Loads. A meeting with the public or just me would help.	City of York not within North Yorkshire County Council.

12	Ryedale	Individual	good maintenance of older vehicles needs to be encouraged so that they last longer and do not have to be replaced by newer vehicles, the construction of which adds greatly to emissions. consideration to the global emissions created from the mining, refining, etc of materials needed for the battery packs of electric powered vehicles, which if the electric to charge them is not generated by renewable sources simply moves emissions to another area. Research into hydrogen fuel cell powered vehicles needs accelerating, but the generation of the hydrogen will need to be by renewable sources. Don't be led by the government which has not necessarily thought things through to a sensible conclusion. the council should concentrate on the statuary services they provide, as well as those deemed necessary by the residents of NY and not blindly follow ill thought out government policies.	Noted.
13	Ryedale	Individual	Ban Fracking completely, the massive increase in both private and commercial involved in the fracking process will obviously contribute hugely to a massive increase in toxic exhaust emissions around all the villages in North Yorkshire, not just for a few days, but years ahead	Noted.
14	Ryedale	Individual	Consider policy changes to discourage the use of high polluting 4x4 SUVs. Phasing out of fossil fuel vehicles & encouraging more use of electric vehicles. Investment in e-chargers for example? Grants to encourage public transport to switch to electric vehicles? Greater focus of phasing our fossil fuel use needed.	The strategy aims to support the increase in EV charge points in NY including rural parts of the county. These suggestions are relevant for Central Government policy.
15	Did not state	Individual	North Yorkshire is probably the most difficult county in England to drive an EV in due to the tiny number of charging points available for the public to use. The county council urgently needs to increase this number to facilitate EV users both residents and visitors. Currently many EV owners will not drive into the county in their EV as they can't recharge, instead they will take their ICE vehicle or if regular visitors will not consider switching to an EV at all as they are so difficult to recharge. Seems to be very little action to be taken any time soon. EV charging provision is so far behind the rest of the country already and plans to improve it seem very far off in the future and not significant enough.	The strategy aims to support the increase in EV charge points in NY including rural parts of the county.
16	Hambleton	Individual	Active action must be taken against vehicles that currently break the emissions laws. Too many smoky vehicles on the road. Encourage businesses to adopt Zero Emission Vehicles. North Yorkshire should look at current planning applications that encourage Fuel Vehicles such as petrol stations in areas where there are already ample. It should be ZERO Emission Vehicles. Ultra low gives too much ambiguity in the type of vehicle. UK Gov has already communicated the ban on fuel vehicles, including hybrids, by 2030. If you support the sub 75g per KM this still means a	Noted.

			vehicle will produce 1.5kg of co2 for a return journey between Thirsk & Northallerton! Too generic, lots of "fill" not enough action. This is more a foundation document to support a strategy than an actual strategy...	
17	Hambleton	Individual	The overall aim should not just to be protect, and improve air quality where needed, but should be to 'enhance' or improve air quality in general (i.e. go above and beyond) - akin to being 'carbon negative' rather than neutral. General considerations for the reduction of pollutants from sources outside of the council's immediate control, like reducing road travel by residents through improving access to public transport or prioritising walking and cycling over the car in road developments. I appreciate the effort that the council is going to, however, it seems they are doing close to the bare minimum of what would be expected, rather than taking an opportunity to be leaders or trailblazers and genuinely support and protect the environment (and residents).	Noted.
18	Hambleton	Individual		
19	Did not state	Individual	I was surprised that there was no discussion related to moorland burning as a source of pollutants. I don't think that the document accurately summarises all of the significant contributory factors to atmospheric pollution in North Yorkshire. As mentioned, moorland burning impacts	Noted. Update to refer to moorland burning.
20	Ryedale	Individual	Malton I note has air quality monitoring at Butcher corner and on road passing through that location and changes in heavy vehicle permissions crossing the railway crossing and changing the junction with Church street in Norton I assume has improved air quality in that area. However has this just transferred air quality issues onto Church Street and in particular St Nicholas Street in Norton and should these not be monitored also?	Noted and passed onto relevant district council.
21	Scarborough	Individual	Funding for the installation of charge points in estates where no off road parking needs to be considerable. Specific timetable not evident.	Noted.
22	Harrogate	Individual	Mileage and routes to travel to places concerns Me with regards to this Every little helps but you cannot blanket cover everywhere with the same objectives given the size of the county and it's diverse areas. Should be one body to cover all	Noted.
23	Richmondshire	Individual	Re ULEVs: plug-in hybrids (PHEVs) are a stop-gap measure only. It would be better for the Council to recognise this and to advocate for the early adoption of pure electric vehicles. 1. Taxi licences for new ICE vehicles should require them to have and use stop–start. Far too many drivers idle their diesel engines at taxi-ranks. 2. Pollution should be monitored not only on regularly used highways but also at Council-sanctioned events. For example, the Meet Fair in Richmond allows a dozen fairground ride operators to run huge, dirty generators for twelve hours at a time in an enclosed area among large crowds of children. That can't be right. They should be required to plug into the mains. 3. I hope that Pottergate in Richmond is monitored as a possible AQMA. At times it is quite poisonous. 1) Re braking (misspelt "breaking" several times in the paper): electric vehicles actually produce far less brake pad particulate matter than ICE vehicles,	Noted. Taxi Licences are a district council responsibility. Concerns regarding Pottergate passed to the relevant district council.

			because they hardly ever use their brakes, being overwhelmingly dependent on regenerative deceleration. 2) "The action plan objectives are realistic and achievable given the limited funding available." No. The Council(s) have been backward in implementing change, as shown by the Zap-Map figures, and should work harder to catch up, even if that challenges the budget. For example: 2.1) It is suggested on p34 that "to date the numbers of queries about charge points for on-street parking have been relatively few". That could be because the response to queries has been lackadaisical. At least eight years ago, government offered councils a 75% grant toward roadside fast chargers; I offered to pay the 25% balance for a charger on Maison Dieu in Richmond; the offer was rejected because "it might set a precedent..." 2.2) It is proposed (10.6) that NYCC "consider" (by 2023) "whether there is a business case for providing publicly accessible charge points for on-street parking and at other appropriate locations owned and managed by the County Council." That is unambitious. Just do it! 3. I'm glad cycling is supported, and would like to see more cycle lanes where appropriate. However, I would also like to see consideration given to the huge increase in recreational cycling, which clogs roads around North Yorkshire and wastes fuel as drivers hang back in queues and then blast past. Let's see less support for the Tour de Yorkshire, and more for non-Lycraed commuter cyclists.	
24	Ryedale	Individual	How will you enable electric vehicle charge points in rural areas? The problems of rural areas with no public transport	Noted. The strategy aims to support the increase in EV charge points in NY including rural parts of the county.
25	Selby	Individual	We agree in principle, but care must be taken to protect vulnerable people, jobs and those on low incomes, as usually as far as I can see this is not usually taken into consideration when trying to tick boxes, so government and councils start patting themselves in the back. In the end of people can't get to work then they can't pay the taxes needed for these schemes. When it comes to using solid fuel heating, what provision is being made to assist households where this is the main source of heating, there are many such households in North Yorkshire. Many of the occupants elderly and it vulnerable	Noted.
26	Did not state	Individual	2020-2040 seems a very long time period for one strategy. There will hopefully be big developments taking place soon. You have a target of all Euro 6 minibuses for example by 2035 - all new diesel vehicles will be banned from 2035, surely you can be more ambitious. Also, where are the links to climate action?	Noted. This timescale fits the LTP4. The separate corporate carbon reduction plan is an emerging piece of work linked to the climate action.
27	Did not state	Individual	Ceasing moor burns. On several days in January the skies from Danby to Whitby were black with smoke from numerous fires. Low emission vehicles are currently unrealistic for most people. Promoting public transport is key to reducing air pollution. No mention of air pollution from burning on the Moors. In a National Park this is completely unacceptable for both residents and visitors	Noted. Update strategy to refer to moorland burning.

			alike. Those seeking fresh air, exercise, and those with lung problems, are unable to visit during these times due to the constant smoke. This impacts the tourist industry in winter.	
28	Ryedale	Individual	An immediate priority should be the banning of burning the moors, the amount of toxicity released into the air has to be illegal.	Noted. Update strategy to refer to moorland burning.
29	Did not state	Individual	Good vision, overall objectives and strategy not very ambitious. Overall the strategy is good, and it covers all basic requirements to cover air quality management, but it is not very ambitious or explore ways to benefit smaller towns and villages.	Noted.
30	Scarborough	Individual	ULEVs are only part of the solution, as a lot of the harmful particle from vehicles actually come from wear of brakes and tyres. So solutions also include a reduction in the number of vehicle journeys, and driver education to drive more gently which will reduce wear and also fuel consumption. Reduce the number of journeys. Improve public transport. But I suppose this is in the transport plan. I am surprised at the air quality areas. I thought parts of Scarborough, especially on Falsgrave Road and near the railway station, would have poor air quality. Has it been tested here recently? and if so, in what month? it will be much worse in July/August due to all the tourist traffic.	Noted. Comments passed to the relevant district council.
31	Scarborough	Individual	New Transpennine trains belch diesel smoke in Scarborough station polluting the air public breath! Train engine pollution from new Transpennine engines. Building more houses will create more traffic. We need more electric car charging points.	Noted.
32	Harrogate	Individual	Sounds very ambitious but necessary Did not see anything about car sharing being promoted. Or specific to dropping off and picking up children from school, other than with regard to electrification of buses	Noted, references to car sharing included.
33	Harrogate	Individual	We all want cleaner air but not at the expense of loss of petrol and diesel vehicles. No one wants to ride around on bikes it isnt practical. Focus instead on planting trees and protecting our green spaces.AS before stop penalising car drivers - you will just destroy the economy. Focus on maintaining green spaces and stop cutting down trees and start planting more trees Planting trees and maintaining green spaces and planting	Noted.
34	Harrogate	Individual	None	
35	Harrogate	Individual	There has to be an alternative to cars particularly around travel to school and work. If public transport is expensive and if cycle routes are inadequate or dangerous then promotion of non-car travel is doomed. There should be a general cultural move against car travel. For example, cars habitually parked on pavements. Dis-incentives for SUVs. Fines for idling especially outside schools - no idling zones perhaps. Car free days. Planned alternative travel to cars and culturally de-carring towns.	Noted. The forthcoming active travel strategy will explore alternatives to cars such as walking and cycling in more detail.
36	Harrogate	Individual	None	

37	Harrogate	Individual	I feel overall focus should be to discourage unnecessary car journeys as much as possible and make alternative transport the norm instead of increasing the convenience of car ownership	Noted.
38	Harrogate	Individual	None	
39	Harrogate	Individual	Your expecting people to be able to buy electric cars instead of diesel when they do not have the same range capabilities as diesel vehicles. Your building more homes, unnecessarily, therefore increasing the car footfall and there's been no mention of if everyone has to drive an electric car then who pays for the charging points in old houses....	Noted.
40	Harrogate	Individual	The Air Quality Strategy seems to focus on ULEVs but fails to recognise the new technological emergence of E-bikes for shorter journeys and commutes in urban areas of Harrogate and Scarborough. The promotion of these e-bikes for certain small commutes has the ability to change peoples carbon output in especially polluted urban areas. Support for other modes of transport not only ULEV's (e-bikes). Also driver attitudes, many a time while walking you can smell the fumes from vehicles accelerating needlessly up a hill only to meet them waiting pointlessly at lights, awareness of saving fuel and money by driving appropriately - e.g. Knaresborough bank where people routinely race up the hill then wait at traffic lights. Electric cars seem to be seen as a silver bullet, for much of the rural county the technology is still not there especially for villagers and farmers that require long range and/or 4x4. More needs to be stated about making best use of the existing vehicles and technology that people own and can afford; (e.g. turning air con off, pumping tyres up, regular servicing, walking or cycling for short journeys). Also recent Defra announcement on household fires, promotion of smokeless anthracite or dry wood, North Yorkshire is a rural county and many people depend on oil, coal, wood all are major polluters if not used properly - more about keeping these sources of heat efficient and clean.	Noted – include reference to E-bikes in strategy as alternative option to cars.
41	Harrogate	Individual	I'm all for cleaner air in our lovely town of Harrogate and in the whole area of North Yorkshire. So stop outside fires of all kinds. I have paid to have MVHR (mechanical ventilation and heat recovery) in my new house and can tell when people are polluting the air with smoke as the smell comes in through my vent. Make sure that people do not burn coal or logs.	Noted.
42	Harrogate	Individual	Not to take so long to action decisions. Take ALL problem area seriously, especially in major area. Past history of the County Council is poor. Lack of confidence. Should let local councils deal with projects who have better knowledge etc. Take away from county level, give better funding to local councils. You don't listen. Roadshows.	Noted.
43	Harrogate	Individual	very unambitious. No mention of reengineering roads to remove congestion No mention of reducing the duration of works on roads with temporary lights causing pollution. Many works should be blitzed and finished in days not weeks or months as currently. There is no mention of working with private sector business to reduce pollutants. No mention of reducing bus services - every night I see at least three busses either running empty or with just 1 passenger. This is crazy. If these services were cut other services could be made cheaper to attract more use. Electric cars	Noted. NYCC does not have the powers to regulate industrial polluters.

			are crazy, the cost and practicality of installing recharging points is not good, hydrogen is the future. How are industrial polluters going to be reduced?	
44	Harrogate	Individual	Visions and objectives without actions are a waste of time and money! The provision for cycling is pretty awful despite the enthusiasm for events such as the TDF in 2014 nothing has changed for cyclists since then. Even as a pedestrian I am second class citizen to the motor vehicle masters. I wait for ages - up to 5 minutes to cross Skipton Road at pedestrian crossings, in the end giving up and risking life and limb to cross the road in order that I can arrive at work on time. Why ? People should be primary ! If you really want to see the end of congestion with its associated health risks then you (NYCC) need to do more than create visions and objectives, you need to carry them through and promptly. As an example, last week the snow brought Harrogate to a standstill due to poorly gritted main roads. As a cyclist not only were all the cycle paths impassable due lumpy ice but so were the MAIN ROADS incl Skipton Rd ! ULEV's are unaffordable to many unless you include bicycles in that class. Even then actions don't follow the rhetoric. Please don't waste any more money on 'strategies' as I am currently spending half of my salary on bills which include Council Tax.	Noted. The forthcoming active travel strategy will explore alternatives to cars such as walking and cycling in more detail.

45	Harrogate	Individual	In answering the two Sections I am aware that it is only a statement of intent. My worry is that by not knowing the nitty gritty of the what and the how I may be signing an overall YES to something I would not necessarily approve of. If you do not get sufficient "Yes" do you replan? If you do get enough "Aye" are we to be given further, adequate, prompt, more explanatory details so we have an early opportunity to comment further on whatever is proposed? is the County Council members going to lead the way by using only ULEV vehicles themselves? Are the Councils vehicles for refuse disposal going to be included. Is this really an adequate consultation? Or is it all going to be settled behind "Huis Clos" and become a fait-accompli? Where cn a rate payer peruse the fully documented Draft Strategy? Iy is a pity that the use of high powered and fast cars cannot be limited in and around the town's main access roads N.S E W. and that the 30mph ru e is not enforced . Will there be more cameras installed to "catch" and there for discourage "boy racers" young and old in their cars from tearing down and round the town streets of the main rectangle of roads where all the shopping facilities are, and also uphill out of the town centre taking little notice of the changing traffic lights. I have lived in this Town for 43 years and the limited attention of drivers to the Highway Code, such as road signs, markings on the road, right of way at roundabouts. is minimal. Blame them for the problem of the air pollution, near misses, fatal and non fatal crashes. Speed Bumps are just a challenge not the answer. A Yes or a No is expected BUT since we have no details,or explicit information available, no deadlines, no hint of what is really involved, no idea of what disruption we will have to face AND no idea as to the funds available. I would say definitely there is a massive amount missing. It is obvious some changes are needed on the roads BUT the danger for the town is not just air pollution it is the road surfaces, the numerous potholes that are then patched with a dollop of tarmac which comes out the next time a huge vehicle passes over it. Just look at the road between St. George's and Prince of Wales' roundabout,; the drain holes which have sunk, the middle lane which is pitted with threats to smaller cars' axles.	Noted. Comments relevant for Highways Operations - Area Team.

46	Scarborough	Individual	more traffic wardens. penalise idling. Pedestrianise Whitby Pier Rd as it's notice says! close th3 swing bridge during holiday periods. last question unclear. I think we should go further. please stopn strimming mowing and leaf blowing and rewild grassy areas. redeploy said workers into traffic control	Noted.
47	Scarborough	Whitby Town Council	Mindful of the effect on the supply infrastructure and national grid. As a rural county, the council should support regenerative farming. Strong consideration should be given to hydrogen technology and research into other alternative technologies. Popular holiday resorts such as Whitby should consider extra park and ride facilities to encourage vehicles to stay out of town centres and extend the season and the parking hours to reflect visitor numbers.	Noted.
48	Ryedale	Individual	Need a more specific objective to promote and support research into and implementation of methods of improving air quality. The document seems unduly focused on NOx with limited consideration of other pollutants. There is limited consideration of the impact of domestic heating systems other than solid fuel. There is a focus on EuroV vs. Euro VI vehicles, however both are considerably cleaner than Euro IV vehicles which are still common and create a disproportionate quantity of harmful emissions. It is astonishing that the strategy fails to mention the impact of heather burning on the moors. This activity creates significant amounts of particulate pollution and the smoke can cover an area of over 100 sq km for days on end over the winter season. Apart from the pollution aspect and associated impact on vulnerable people, it is a nuisance for residents and causes reduced visibility endangering road users. Although it may have ecological benefits, the negative impacts cannot be ignored and should be considered alongside possible alternatives, making use of and building on existing research.	Noted. NOx is the primary pollutant in the declared AQMAs in North Yorkshire therefore of immediate concern, particularly given its links to transport. Update strategy to refer to moorland burning.
49	Did not state	Individual	there is limited information regarding domestic heating. The strategy also fails to take into account the air pollution produced by the heather burning on the moors. A practice that has a significant effect in the amount of particulate pollution - the smoke can cover an area of well over 100sq km for days on end over the winter season. Apart from this pollution there is also the impact vulnerable people with breathing problems, reduced visibility for road users and on wild life.the energy for the vehicles will need to come from a renewable energy source and have no pollution or little pollution in the making of it. If NYCC is going to treat this as an achievable target and encourage it's residents to engage then alternative sources of energy need to be available where needed which will have a huge cost. the negative impact cannot be ignored and should be considered alongside possible alternatives - making use of and building on existing research.	Noted. Update strategy to refer to moorland burning.

50	Harrogate	Individual	I agree with your aims, but your report is vague and toothless. 'The aim of the strategy is to protect and, where necessary, improve air quality in North Yorkshire to help reduce the health impacts of air pollution and ensure the county remains a special place for everyone to live, work and visit.' Where are the concrete measures? Where are the KPI's to monitor how successful your air strategy is? What criteria are you going to use to judge if your strategy is successful? This document looks like a simple box ticking exercise rather than an attempt to really think how NYCC can improve air quality. Where is the commitment to allocate Highway resources to tackle existing AQMAs? Where is the commitment to ensure new projects or improvements to exacerbate air quality issues across North Yorkshire? Overall I cannot disagree with the intention of the report, but with so much missing it feels pretty disappointing and hollow.	Noted. Plans to monitor each of the actions listed in the tables and developing KPIs. Commitment to direct a proportion of the CPE surplus to air quality issues, whilst recognising the pressures of the highways budget. Details of funding constraints are included in LTP4.
51	Did not state	CPRE	No, CPRENY are very supportive of the draft strategy, particularly the need to consider improved air quality in determining planning applications and -the need to increase the viability and capabilities of ULEVs and associated infrastructure = particularly in the rural more remote parts of the county.	Noted.
52	Harrogate	Individual	Transport is the main issue with air quality. Everyone can see that from the map. This should be the main focus NYCC should act as a coordinator to not only prevent development that will make things worse, but also promote development that will improve things. Especially through roads and planning. Housing development needs consideration. Hedges and green spaces preserved, not dug up and replaced; that loses biodiversity. Walking and cycling routes established from these new houses to schools and shops. High quality insulation means less need for heating, which reduces the use of gas heating and wood burners. Trains. I recognise that the line belongs to Northern Rail, but there's nothing to prevent us putting our own trains on the line. School transport: the policy of no catchment areas for school in Harrogate has its merits but the downside is that parents are transporting their children across town in their own cars twice a day. You see the difference in traffic in the holidays. A system of school buses that pick children up locally and take them to their school using electric minibuses would save parents time, reduce congestion and pollution. Safe walking and cycling routes, away from the main routes are essential if children are to get to school independently	
53	Harrogate	Individual (Green Party)	The strategy needs to state how the council will engage and consult with everyone locally for reviews and updates on progress. Any development in NYCC should work to minimise air pollution of any kind – and work with citizen-based decision making processes (the modern way is through citizen juries) All air quality strategies should be written with clear targets to reduce carbon emissions (the link between air quality and carbon emissions is clear) Clean air zones would make a big difference to the lives of people in communities. As a member of Green Party I feel very strongly that the precautionary principle should be used in all	

			development planning. Alternative modes of transport – this needs much clearer commitments. A stronger emphasis on promoting active modes of transport – cycling and walking is needed. Commitments should be stronger and measurable. Eg Implement 20 mph zones in urban areas by end 2021. Ban cars around school pick up- drop off times by end 2021. Actively work with cycle action groups to devise long-term plans for one way streets and safe cycle lane networks by end 2020. Expand bus networks to include students who live within the current limit to cut down on private car use. Improve the road-worthiness of school buses to reduce emissions. Air quality monitoring – an increase in the number of monitoring stations is needed – every school should have a monitoring station next to it. School bus electrification – improving the quality of school transport should not take until 2025. All school transport should be electric. The description of electric vehicle charging and costs is incorrect and needs urgent updating. Replacing current cars with evs should only be considered as part of a transition to a plan with public transport and active transport at its heart. NYCC needs a clear strategy for reducing the burning of domestic solid fuel. Burning heather on grouse moors is an important source of fossil fuel emissions and air pollution in NYCC. This method of managing land should be outlawed. Relief road – the research that shows that the building of roads increases vehicle transport through an area should be cited and the possible building of a relief road removed from the plan. Railway electrification should be given as a further way to improve air quality. Pollution from HGVs – poorly maintained HGVs contribute considerably to poor air quality. NYCC should be looking at ways of reducing the amount of heavy goods movement through the area – other than by train – and electric vehicles should be used in urban areas. (Transition Towns aim for local production and consumption – a good model for reducing road movements). Renewable energy – with Drax power station within the Selby area producing large amounts of air pollution, aiming to increase the amount of renewable energy production within the county would also improve air quality	
54	Harrogate	Individual	The clean air survey is somewhat optimistic as the dates/targets are aimed at 2020 2045 ???? if we carry on as we are the chances of human activity of any type is now coming under serious doubt the planet is warming at an alarming rate and the contaminated atmosphere caused by humans and the ignorance and failure to accept the catastrophic consequences by politicians the world over has brought the tipping point a reality in my lifetime and I am 64.	

55	Harrogate	Individual	It would be a more ambitious aim to continually strive to improve air quality and acknowledge that any pollution is still pollution and has impacts. The strategy could specify how the council will engage and consult with the wider community for reviews and updates on progress. Reduce Carbon emissions: The document is not intended to replace the council's carbon reduction plan, but air quality and carbon emissions have the same sources and should be identified as an objective – this would then also include air quality related to industry, HGVs etc. Establish and publish targets: some key ways progress will be measured there are not sufficient targets or commitments. Electric vehicles: The public will not switch to electric vehicle use until the network of charge points is available, reliable and cost-effective. Details such as positioning charge points could be determined (to ensure no obstruction of pavements/pedestrian areas). Replacing motor cars with electric cars is not a complete solution, and should only be considered as part of a transition to a full transport plan with focus on public transport and active transport. Pollution from HGVs: There is no mention of pollution from HGVs which contribute a significant amount. This document could go further to discuss policies they will lobby the Government on in order to provide a region wide solution and contribute to the national improvement in air quality. For example, introduce a commitment to reduce traffic on motorways and the electrification of motorways, with electric delivery vehicles delivering within urban areas. Clean air zones: There is no plan to implement clear air zones within North Yorkshire. Instead of embracing the implementation of clean air zones that would keep our communities safe, the document reflects a 'wait and see' strategy.	
56	Ryedale	Green Party - Thirsk and Malton	Air quality strategy should be closely related to reduction in CO2 emissions as pollutants often have the same source. The strategy document is too unspecific in relation to its commitments to alternative modes of transport. Electric Vehicles need 'fast' charge points in long term car parks. Need to have a policy to reduce ALL burning of fossil fuels and waste materials such as vehicle tyres and plastic from hay bags – so prevalent in the countryside and on farms and currently unregulated. NYCC needs to lobby Government re electrification of railways and shifts to hydrogen fuel cells. Urban areas need electric or hydrogen delivery vehicles. Heather burning is both polluting and gives of high CO2 emissions and continues to be carried out with no policing of the practice. Agricultural emissions should be considered now and something done about it asap as it is emitting large amounts of methane into the atmosphere which is 86 x worse than CO2 over 20 years. The large Incinerator should be independently checked for emissions without notice especially for dioxins as so much single use plastic is still being generated and burnt. The strategy should also consider the contribution of community renewable energy production and it's networking within rural and urban areas. Burning heather for grouse shooting. The ecological impact has wider reaching negative effects on the economy than stopping grouse shooting would. Relief roads (added pollution from these) have not been considered and the option to improve public transport would negate the need for these. Railway electrification is not mentioned and	

			should be. Pollution from HGVs and how this affects populated areas should be looked at. What strategy is there for removing these from populated areas?. Renewable energy is not a big enough focus, we need to look at what we should be expecting businesses to do and how the council will help them make a switch. Also looking at council buildings utilising renewable energy sources on ALL buildings. Individual costs to the people of the area, it should be noted that areas of the highest pollution can also be the poorest. How are these communities going to be helped? How are we going to help poorer areas and people with limited income make a switch to ULEV is public transport going to be affordable. Public awareness needs to make sure all areas benefit equally, not just some, also looking at more rural areas.	
57	Harrogate	Individual	The document does not specify how the council will engage and consult with the wider community for reviews and updates on progress. I would like to see a commitment to ongoing public engagement and consultation (perhaps through citizen's juries) formally included in the vision. There is a welcome suggestion that Local Authorities consider poor air quality in their planning, but this could be much stronger by making it a binding requirement, rather than a suggestion. Furthermore, although the document is not intended to replace the council's carbon reduction plan, air quality and carbon emissions are intrinsically coupled. The air quality strategy should devised with legislated carbon emission reduction targets as a defining aspect of the plan. The section on clear air zones is unambitious. Instead of embracing the implementation of clean air zones that would keep our communities safe, the document reflects a 'wait and see' strategy that is frankly inadequate. The document alludes to an interest in supporting alternative modes of transport (walking, cycling and more public transport), but there are no specific commitments except those relating to the use of EVs. The Committee on Climate Change published a report on strategies for meeting our legislated commitment to reduce fossil fuel emissions (https://www.theccc.org.uk/publication/reducing-uk-emissions-2020-progress-report-to-parliament/) and funding alternative modes of transport is one of five key strategies that need to be implemented nation-wide in the coming months. A stronger emphasis on and commitment to promoting other modes of travel is needed. The only 'commitments' to active travel are 'seek to identify funding in 2021 for continuation of travel awareness work to increase active travel' and 'investigate the feasibility of implementing active travel and anti-idling elements of school zone public health project'. The targets for school busses are weak (removing busses that fail emissions tests in 5 years time, rather than requiring them all to be electric). The description of electric vehicle charging and associated costs are incorrect. Slow Charging as described is no longer an option on a charge point. This is the rate you would get with a regular three pin plug extension lead. It's not recommended for regular use but costs only the price of the electricity. Rapid chargers are very expensive and are most useful for extending range, so should	

			not be promoted for installation in supermarkets and motorways. Instead, in the very near-term, many more “fast” charge points should be installed in long-term car parks, and at tourist destinations to limit the air quality effects from tourism transport. The public will not switch to electric vehicle use until the network of charge points is available, reliable and cost-effective. .	
58	Harrogate	Individual	HBC has a ONE unsophisticated ‘monthly’ monitor adjacent Methodists church A59, the monitor gives an average over a month and gives no indication of ‘gasses’ at peak times ie school in/ out times. Monitor is not installed correctly as it is installed at anti vandal 3 m above road level not 1 m! HBC claim all A 59 Harrogate schools approached re air pollution ‘has no concerns’ NYCC runs Grove rd special school A59! Harrogate ,MUST show concern re air quality at this point. No one seems to care! A 59 with THREE schools being gassed.	
59	Harrogate	Individual	Work in partnership with borough and district councils and other appropriate organisations to protect air quality and address location specific air quality issues, we seek to reduce NOx by 40% by 2025 and PM 2.5 & PM 10 by 35% by 2025 in Air Quality Management Areas. I have answered agree to the last objective only because there is a sufficient number of electric vehicles on the market now that have a range of >80miles such that only electric vehicles should be supported. Hybrid and plug-in vehicles still emit tail pipe emissions and are not compatible with the aim of moving to a zero carbon economy by 2030 and only EVs maximise the potential for reducing pollutants from vehicles. Both the vision and objective lack ambition. Given that NYCC is seeking to become carbon neutral by 2030 this strategy lacks the same objective to significantly reduce air pollution (for arguments sake an >80%reduction) within the next 10 years. A significant omission is the lack of specific targets to reduce pollutants by targets by given dates as per the suggestion above. Efforts to reduce greenhouse gases go very much in hand with reducing air pollution, so much of the councils work in that area will assist with reducing air pollution if NYCC is serious about achieving its carbon neutral objective. Its impossible for NYCC to track its progress and effectiveness of the strategy on reducing air pollution unless it sets targets for reducing pollutants by given dates. If the council’s intention is not to measure pollutants against set targets, then the strategy is frankly pointless. For example if NOx emissions reduce by 5% between now and 2030 how does NYCC deem if this is deemed a success or not? The answer is it can’t make a determination because it has no benchmarks to measure against. There are some scientific errors relating to some sections please refer to question 13 below. As outlined above the objectives are actually more lose aims which provide no commitment to aim to achieve any targets, and no means by which to measure success since they are do not follow the SMART format that is standard practice for strategy documents.	

			Disagree because its concerning that within section 10.7 NYCC is focused on continued procurement of ICE vehicles until at least 2025 thus prolonging the production of air pollution and greenhouse gas emissions from its fleet far longer than is necessary, given there are a wide range of fully Electric Vehicles already available and by 2025 there will be likely be 100+ models available. Procurement of ICE vehicles is contrary to the aims set out at the beginning of the strategy to reduce air pollution from the councils operations.	