



2026 Air Quality Annual Status Report (ASR)

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

Date: June 2026

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Local Responsibilities and Commitment

This ASR was prepared by the Environmental Protection Team of Warwick District Council.

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- Lorna Hudson – Warwick District Council Head of Community Protection
- Warwickshire County Council – Public Health
- Warwickshire County Council – Transport
- Neighbouring Local Authorities –Coventry City Council and Rugby Borough Council

This ASR has been signed off by a Director of Public Health.

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Executive Summary: Air Quality in Our Area

Air Quality in Warwick District Council

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

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

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

Table ES 1 - Description of Key Pollutants

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

The main pollutants of concern in Warwick District are nitrogen dioxide (NO₂) and particulate matter (PM). These pollutants are primarily associated with road traffic – particularly on busy roads and in areas where traffic queues regularly – as well as emissions from domestic burning. The main concern is centred on housing that is near main traffic routes with high levels of queuing traffic, particularly around busy junctions and

traffic lights. All monitored locations remain compliant with national air objectives. The maximum annual mean average was recorded at the 'W13' High Street monitoring site within the Leamington Air Quality Management Area (AQMA) but remains below the objective threshold.

Actions to Improve Air Quality

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

Clean air is fundamental to the well-being of our residents and the sustainability of our local economy. A prosperous, welcoming district relies on a cleaner, healthier environment that directly benefits both our communities and local businesses.

To drive continued improvements, our local initiatives align closely with overarching national strategies and statutory frameworks:

- The [Environmental Improvement Plan](#) (EIP) sets out the strategic roadmap to drive long-term air quality improvements and meet stringent national interim and long-term targets for fine particulate matter (PM_{2.5}), the pollutant recognised as having the most significant impact on human health.
- The [Air Quality Strategy](#) outlines the clear responsibilities and powers of local authorities to work constructively towards these national targets and actively reduce local PM_{2.5} concentrations.
- The [Road to Zero strategy](#) details the national approach to phasing out tailpipe emissions from road transport. This remains a critical focal point locally, given private vehicles are the predominant mode of personal travel, and the majority of AQMA designations are heavily influenced by transport-related emissions.

Monitoring confirms that local air quality complies with national standards, with nitrogen dioxide (NO₂) levels sitting well below the legal threshold. The Council remains committed to pushing for further pollution reductions across the district.

Conclusions and Priorities

The monitoring data collected over the past reporting year demonstrates continued positive progress for air quality across the district. No exceedances of the national Air Quality Objectives were identified at any monitoring locations, within or outside of our existing AQMAs, and the data across our monitoring network shows a steady stabilisation of key air pollutants.

The Council is now seeking approval to revoke the Warwick AQMA and expects to submit the formal documentation to Defra within six months.

While monitoring results for the other AQMA within Leamington Spa are encouraging and remain below objective thresholds, this area requires a minimum of three further consecutive years of compliant data to ensure long-term stability before a formal revocation procedure is initiated. No monitoring locations outside of the current AQMAs recorded results in excess of the air quality objectives, therefore no new AQMA designations or boundary amendments are required at this time.

How to get Involved

Warwick District Council welcomes public engagement to help improve air quality across the district. There are several ways for residents, businesses, and visitors to get involved:

Contact the Environmental Protection Department

- Email: pollution@warwickdc.gov.uk
- Telephone: 01926 456741
- Web: Visit the Council's [Air Pollution webpage](#) for the latest information and reports.

Adopt Sustainable Travel Habits

Reducing private vehicle use is the most effective way to improve local air quality.

- Active Travel: Use the [Warwickshire County Council Active Travel website](#) to find walking and cycling routes.
- Car Sharing: Join the [Carshare Warwickshire programme](#) to reduce the number of single-occupancy vehicles on the road.
- Electric Vehicles (EVs): Transition to zero-emission motoring by locating charging points via the [District website](#), with further information on EVs found via the Council's [website](#).

Improve Home Energy Efficiency

Domestic heating is a significant contributor to urban emissions. Residents can access support, energy-saving tips, and potential grants through the West Midlands-based charity [Act on Energy](#).

Participate in National Events and Campaigns

Join local and national initiatives to raise awareness and take collective action:

- [Clean Air Day](#) & [Clean Air Night](#): National days of action to raise awareness of pollution sources.
- [Walk to School Week](#), [Bike Week](#) & [National Walking Month](#): Events encouraging a shift to active travel.
- [World Car Free Day](#): An international event to experience streets with fewer vehicles.

Stay Informed

For a broader view of air quality across the UK, visit the [Defra UK-Air portal](#). This site provides a five-day pollution forecast, real-time data from national monitoring networks, the Daily Air Quality Index (DAQI), and evidence-based health advice.

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1 Local Air Quality Management

This report provides an overview of air quality in Warwick District Council during 2025. It fulfils the requirements of Local Air Quality Management (LAQM) as set out in Part IV of the Environment Act (1995), as amended by the Environment Act (2021), and the relevant Policy and Technical Guidance documents.

The LAQM process places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether the air quality objectives are likely to be achieved. Where an exceedance is considered likely the local authority must declare an AQMA and prepare an Air Quality Action Plan (AQAP) setting out the measures it intends to put in place to achieve and maintain the objectives and the dates by which each measure will be carried out. This Annual Status Report (ASR) is an annual requirement showing the strategies employed by Warwick District Council to improve air quality and any progress that has been made.

The statutory air quality objectives applicable to LAQM in England are presented in [Table E.1](#).

2 Actions to Improve Air Quality

2.1 Air Quality Management Areas

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

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

- NO₂ annual mean;
- NO₂ 1-hour mean.

Following a comprehensive review of local air quality and a direction from Defra, it is proposed that the Warwick AQMA be revoked. Nitrogen dioxide (NO₂) concentrations have consistently remained below the national objective for the past six years. Revoking this AQMA will allow resources to be concentrated on improving air quality within the remaining Leamington AQMA. The revocation order is subject to Council approval, with a meeting scheduled for July 2026, prior to the final submission of documents to Defra. (See [Appendix G](#) for a detailed assessment of the current AQMAs)

Table 2.1 – Declared Air Quality Management Areas

AQMA Name	Date of Declaration	Pollutants and Air Quality Objectives	One Line Description	Is air quality in the AQMA influenced by roads controlled by Highways England?	Highest Concentration: Declaration	Highest Concentration: Current Year	Number of Years Compliant with Air Quality Objective	Name and Date of AQAP Publication	Web Link to AQAP
Leamington Spa AQMA	Dec-2004 Amended 2014	NO ₂ Annual Mean	An area of South Town, Leamington Spa, centered on High Street, Clemens Street and Bath Street.	No	52.9µg/m ³	32.5µg/m ³	3 years	Air Quality Action Plan: Warwick District Council. Published July 2025.	Visit the AQAP for Leamington Spa AQMA
Warwick AQMA	Dec-2004 Amended 2008	NO ₂ Annual and 1-Hour Mean	An area in the centre of Warwick, encompassing properties along High Street, Jury Street, Bowling Green Street, Theatre Street, Northgate, The Butts, Smith Street, Church St, and part of Saltisford, and including a number of nearby properties.	No	58.3µg/m ³	26.4µg/m ³	6 years	Air Quality Action Plan: Warwick District Council. Published July 2025.	Visit the AQAP for Warwick AQMA

☒ **Warwick District Council confirm the information on UK-Air regarding their AQMA(s) is up to date.**

☒ **Warwick District Council confirm that all current AQAPs have been submitted to Defra.**

2.2 Progress and Impact of Measures to address Air Quality in Warwick District Council

Defra's appraisal (document reference: ASR25-2663) of last year's ASR concluded that:

"The report is well structured, detailed, and provides the information specified in the Guidance."

Comments from the appraisal designed to inform future reports:

1. *"The Council have stated their intentions to revoke the Warwick AQMA, having completed a detailed assessment of the air quality within the area. Progress on the status of this is expected in next year's ASR."*

- i. Progress has been provided in section 2.1 of this year's ASR.

2. *"WDC have stated that they are in the midst of updating their AQAP which aims to be published September 2025. This is commended and clearly shows the councils dedication to maintaining good air quality within the district."*

- i. The latest AQAP was published September 2025. ([Link](#))

3. *"The Council have provided detailed trends of NO₂ concentrations within the borough over recent monitoring years which has been split by AQMAs within the borough for focused discussion of pollution levels and their effects. This is commended and this level of detail should be carried forward into future ASRs."*

- i. Noted and carried forward for this year's ASR.

4. *"WDC have provided a detailed list of measures clearly stating their progress to date and key performance indicators, which shows clear achievable ways on how good air quality is maintained in the district."*

- i. Noted, the same structure and cohesion for the measures continued in this year's ASR.

5. *“The Report appears to have some notes leftover from the original template which should be removed prior to publishing.”*

i. Noted, any original template notes have been removed from this year’s ASR.

6. *“The tables do not appear to have been formatted to show exceedances of the AQOs as concentrations over 40 µg/m³ are not displayed in bold.”*

i. Noted, any exceedances have been displayed in bold in this year’s ASR.

7. *“Table A.1 states that AURN1 only measures NO, however the report provides PM₁₀ and PM_{2.5} concentrations within subsequent tables.”*

i. Noted, all relevant pollutants measured included for all three automatic monitoring sites.

8. *“Discussion regarding the choice of bias adjustment factor appears to be lacking, a reason for why the local bias adjustment factor has been used has not been provided. For further clarity the council could compare their local factor against the national factor for comparison.”*

i. Noted and an explanation into the choice of adjustment factor is laid out in page 53 of this year’s ASR.

Warwick District Council has taken forward a number of direct measures during the current reporting year of 2025 in pursuit of improving local air quality. Details of all measures completed, in progress or planned are set out in [Table 2.2](#). 27 measures are included within [Table 2.2](#), with the type of measure and the progress Warwick District Council have made during the reporting year of 2025 presented. Where there have been, or continue to be, barriers restricting the implementation of the measure, these are also presented within [Table 2.2](#).

More detail on these measures can be found in their respective Action. Key completed measures are:

- Publication of the updated Air Quality Action Plan in partnership with WDC stakeholders.
- Works at the Ford Foundry (Myton Road/Old Warwick Road) and Queensway roundabouts completed in September 2025. This has delivered improved traffic flows, intelligent traffic signals and enhanced cycling and walking links.
- Twenty new bicycle parking spaces successfully installed at the Bread and Meat Close car park near the Warwick racecourse.
- Operational decarbonisation of the refuse collection fleet achieved through successful installation of solar mats to supplement vehicle power usage.
- The “Get the Bus with a few squid” campaign was completed and successfully resulted in a 13% increase in bus patronage.
- Solar Photovoltaic (PV) systems successfully installed and operational at Newbold Comyn, Castle Farm, St Nicholas, Jubilee House, and the Royal Spa Centre.
- Under Green Home initiatives, 34 properties have now been retrofitted with low-carbon technology.

Warwick District Council expects the following measures to be completed over the course of the next reporting year:

- Progress a statutory public consultation and formal amendment to the Smoke Control Area (SCA), with final notification to Defra expected to be concluded.
- Construction works at St Johns Junction, delivering immediate traffic flow optimisation, reducing idling times, and enhanced pedestrian safety infrastructure.
- Complete the procurement and formal appointment of a new EV charging provider, triggering the roll-out of expanded charging infrastructure across WDCs off-street public car parks.

Warwick District Council's priorities for the coming year are:

- Amending the Smoke Control Area following a public consultation.
- Launching a public awareness campaign to encourage residents on how they can help reduce local air pollution.
- Completing the revocation of the Warwick AQMA, allowing focus to shift toward maintaining compliance in the remaining Leamington AQMA to prepare it for revocation over the next three years.

Warwick District Council worked to implement these measures in partnership with the following stakeholders during 2025:

- Warwickshire County Council (WCC)
- Department for Transport (DfT)
- Leamington Society (Formerly Clean Air Warwickshire)

The principal challenge to implementation that Warwick District Council anticipates facing is limitations to funding and logistics.

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

- Decarbonisation of council buildings (Funding)
- Low Carbon in domestic and non-domestic energy (Funding)
- A452 K2L cycle route (Logistics)
- All electric bus routes (Logistics)
- Electric taxis in fleet (Logistics and Cost)

Warwick District Council anticipates that the measures stated above and in [Table 2.2](#) will continue to achieve compliance in the Leamington Spa AQMA.

Table 2.2 – Progress on Measures to Improve Air Quality

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
Priority Air Quality Actions														
1	Prioritise and implement projects as set out in the Local Cycling and Walking Infrastructure Plan	Promoting Travel Alternatives	Promotion of cycling	2023	2034	WDC WCC	WCC WDC Possible CIL contribution to some schemes	Part funded	£500k - £1m	Planning	Modal shift away from private vehicle use	Projects completed	Progress has been made in aligning infrastructure planning with sustainable transport objectives. Following the formal adoption of the Warwickshire Local Cycling and Walking infrastructure Plan (LCWIP) in 2024, a prioritised 10-year programme for walking, wheeling, and cycling schemes has been established across the county. This framework is being integrated into the emerging South Warwickshire Local Plan (SWLP), which is scheduled for adoption in 2028. The SWLP contains robust sustainable transport and accessibility policies that require new development proposals to prioritise walking, cycling, and public transport and encourage a modal shift away from private car use. Sustainable transport options must be inclusive and accessible to all users, with new developments minimising travel distances. Assessments and monitored travel plans must be provided by robust documentation that proves network are mitigated and safe access is guaranteed. Major developments must provide direct, high-frequency links to key centres and ensure segregated, barrier free routes for pedestrians and cyclists whilst accommodating vulnerable groups. These developments must also comply with the Infrastructure Delivery Plan and provide developer contributions where required to support local infrastructure objectives. 20 new bicycle parking spaces were installed at the Bread and Meat Close carpark near Warwick racecourse. Active travel schemes programmed for delivery in 2026/27 include Kenilworth to Leamington Cycle route Phase 2 (Northumberland Road to Sandy Lane), the Warwick town centre St Johns Junction scheme, Coventry Road Warwick phase 2 (Canal to Primrose Hill), Tachbrook Road cycle route improvements. Local bicycle parking spaces can be found on the WDC website https://www.warwickdc.gov.uk/info/20530/parking/1448/cycle	Implementation is dependent on external funding.
2	Increase Smoke Control Area (SCA) and ensure that all new development is in an SCA	Policy Guidance and Development control	Other policy	2025	2027	WDC	Within staffing budgets Funding from DEFRA for SCAs	Funded	£10k - £50k	Planning	Unquantifiable, likely to have more effect in raising awareness of effects of solid fuel burning	Total geographic area covered by the SCA	Consultation documents have been drafted to facilitate the amendment to the SCA. The proposal is currently awaiting Cabinet Committee approval to initiate the statutory public consultation. Post-consultation, a final recommendation will be submitted for Cabinet adoption and subsequent legal notification to Defra.	Procedure of amending a Smoke Control Order takes a minimum of 6 months due to the statutory implementation gap under the Clean Air Act.
3	Increase Public Awareness of air quality issues, including reducing exposure, focus	Public Information	Via the Internet	Ongoing	Ongoing	WCC (Public Health) WCC (Active Travel Teams)	WCC	Not funded	£10k - £50k	Implementation	Difficult to quantify as over long period and will work in	Total number of air quality campaigns, website traffic	A consistent social media presence has been established in Instagram and Facebook, with potential expansion to LinkedIn and Next door currently being explored to broaden communication outreach and target vulnerable members of the public (I.e. those with existing respiratory or cardiovascular conditions). The ongoing strategy involves delivering	Active travel website live https://www.warwickshire.gov.uk/active-travel-3 Many companies still operating a hybrid working policy for their employees,

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
	on active travel and domestic solid fuel burning					WDC (Environmental Health)					collaboration with other actions		public health campaign messages every other day and providing a weekly refresh of public health awareness content. Young person bus marketing campaign "Get the Bus with a few squid", resulted in an increase in bus patronage by 13% Useful information regularly updated on the Warwickshire public transport website https://www.warwickshire.gov.uk/public-transport	reducing the number of employees commuting to Warwick.
4	Work towards implementing Park and Ride south of Warwick and Leamington	Alternatives to private vehicle use	Bus based park & ride	Ongoing	Throughout the timescale of the AQAP	WDC WCC Developers	Developer S106 Funded	Part funded	>£10m	Planning	Difficult to quantify, but should increase bus patronage, hence reducing vehicle emissions within the AQMAs	Implementation of Park and ride	A 500-space park and ride is in planning condition on the developer of The Asps site and is progressing through the planning system. Once built regular and frequent bus services will be provided to Warwick, Leamington Spa and Gaydon Lighthorne Heath. Collaboration between WDC as planning authority, WCC as Transport Authority and Developer.	Could be the subject of a future funding bid application to contribute towards the cost of operating all electric buses should funding streams become available virtue of the Government. The scheme is subject to a reserved matters planning application which is currently being determined by WDC.
6	Ensure that planning applications with potential air quality impacts are fully assessed for their impacts, at relevant locations using appropriate methodologies including cumulative impacts where necessary and appropriate mitigation implemented	Policy Guidance and Development control	Air Quality Planning and Policy Guidance	Ongoing	Ongoing	WDC	WDC	Funded	£10k - £50k	Implementation	Difficult to quantify as over long period, but could ensure large improvements over long timescales	Planning Applications with AQ mitigation/ S106 agreements	Continued to ensure that planning applications with the potential for air quality impacts are rigorously evaluated. Air Quality assessments are requested as a standard process, with appropriate methodologies employed to assess impacts at relevant locations. A key focus remains the inclusion of Type 1, 2, & 3 mitigation measures within planning submissions. This approach ensures that developers take proactive and proportional steps to mitigate air quality impacts from the outset of the development process. Internal training has been delivered to all members of the Environmental Protection Team to establish a solid, shared knowledge base across the department, enhancing the teams collective ability to collaborate with planning colleagues and review applications efficiently. A Green and Blue Infrastructure (GBI) study has been commissioned, and the final draft is currently pending. The findings will inform a new GBI policy aimed at protecting and enhancing existing assets. Under this policy, all major developments, defined as those consisting of 10 or more dwellings, or at least 1,000sqm of non-residential space will be required to provide a formal GBI strategy.	Business as usual, but will need to keep up with any changes, for example on new requirements for PM _{2.5} in planning. Supplementary Planning Document on Air Quality still in place, which assists with this process.
7	Work with planning policy colleagues to ensure that the new South Warwickshire Local Plan fully addresses air quality issues with appropriate policies included	Policy Guidance and Development control	Other policy	Ongoing	Ongoing	WDC	WDC	Funded	<£10k	Planning	Difficult to quantify as over long period, but could ensure large improvements over long timescales	Planning policy relevant to air quality included in new Local Plan	Maintained close collaboration with planning policy colleagues to ensure that air quality remains a central consideration within the developing SWLP. Considerable progress has been made in embedding these priorities, with a dedicated section entitled 'Pollution and Environmental Quality' now established within the emerging plan. This specific policy framework ensures that all future developments are held to rigorous standards to prevent unacceptable pollution or wider environmental harm. Through the inclusion of these robust policies, development proposals are required to demonstrate clearly how mitigation measures will be implemented to prevent any negative contribution to local air quality,	

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
													ensuring that sustainable growth is balanced with the protection of public health and the environment.	
8	Implement twenty-minute neighbourhoods and active travel	Policy Guidance and Development control	Other policy	Ongoing	Ongoing	WDC (Planning)	WDC	Funded	£1m - £10m	Planning	Difficult to quantify as over long period, but could ensure large improvements over long timescales	Implementation of 20-minute neighbourhoods	The development of sustainable settlements based on the 20-minute neighbourhood principle ensures residents can meet most of their daily needs within a 20-minute return walk or cycle from their home. This concept has underpinned the settlement design analysis conducted across South Warwickshire to inform the evolution of spatial strategy options for the SWLP. Public consultation has confirmed support for the concept, particularly regarding the co-location of key infrastructure and residential areas, a priority also reflected in the Warwick Corporate Strategy. To support evidence-based planning, the TRACC accessibility mapping tool is being utilised to analyse existing development and identify gaps in the active travel network. These principles are now being formalised through the 'Well-Designed Places' framework, which mandates active travel and sustainable transport as core requirements for all new development proposals. Under these criteria, developers must demonstrate how their schemes facilitate active travel and move away from vehicle-dominated environments by prioritising walking and cycling networks that are safe, inclusive, and well-connected to adjoining areas. WCC are working with planning colleagues in District and Borough Councils to integrate these requirements into the Health Impact Assessment process. This ensures that the promotion of 20-minute neighbourhoods is a material consideration both within the emerging SWLP and during the individual planning application process to secure long-term air quality improvements.	Timescales likely to be relatively long at the scale which may be effective.
9	Decarbonising Council Buildings – Heat Decarbonisation Plan. Ensure all electricity used by WDC is from renewable sources	Promoting Low Emission Plant	Shift to installations using low emission fuels for stationary and mobile sources	Ongoing	2029	WDC	Small internal budget, relying mainly on external funding	Part funded	£1m - £10m	Implementation	3251.14 tCO2e per year (for total decarbonisation from climate change action programme)	Carbon reductions from Council Buildings	Significant decarbonisation works were carried out, focusing on solar photovoltaic (PV) systems. These interventions are designed to reduce the Council's operational carbon footprint and transition away from fossil fuel dependent energy sources. Key sites include Newbold Comyn, Castle Farm, St Nicholas, Jubilee House, Royal Spa Centre. Further feasibility assessments are currently being undertaken for potential future solar and energy efficiency projects at Althorpe Enterprise Hub and Spencer Yard.	Public Sector Decarbonisation Scheme (PSDS) is based on funding per tonne of carbon saved and doesn't cover whole retrofit. Lots of historic Council buildings which are difficult and expensive to improve fabric of building. Replacement of gas with electric heating also difficult to fund.
10	Decarbonising Council Travel (ensure Council fleet is electric, incentivise active travel and personal vehicle switch to EV)	Promoting Low Emission Transport	Other	Ongoing	2027	WDC	Small internal budget, relying mainly on external funding	Part funded	£500k - £1m	Implementation	252.8 tCO2e per year	No. of staff participating within Sustainable Travel Initiative Business mileage travelled by staff in diesel or petrol vehicles – shown as a percentage	Currently, the fleet includes 13 electric vehicles, which are utilised across various departments including Lifelines, Housing, Planning, and Neighbourhood Services. This represents a high proportion of the total fleet available to the Council. With over 85% of vehicles being electric, alongside a remaining 2 internal combustion engine vehicles. To support the long-term sustainability of the electric fleet and address current limitations in charging accessibility, a comprehensive review regarding the implementation of an internal charging hub at St Peters car park will be undertaken. This hub is intended to provide reliable, centralised charging capacity for Council operations, ensuring that the	No chargers at Council buildings as leased buildings, which makes charging more complicated. Each team has own vehicles rather than overall fleet strategy.

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
												from 2019 baseline Business miles travelled using the Council's Electric Fleet Vehicles	fleet can continue to operate efficiently while supporting the Council's broader objectives for carbon reduction and improved local air quality. Progress on this infrastructure remains dependant on securing appropriate funding to facilitate the necessary installation and connection works.	
11	Low carbon South Warwickshire – On Road Transport actions (promoting active travel, driving shorter distances, supporting increase in EV, reducing freight emissions)	Vehicle Fleet Efficiency	Other	Ongoing	Ongoing	WDC	Local Electric Vehicle Infrastructure (LEVI) fund	Part funded	£500k - £1m	Implementation	3,192,000 tCO ₂ e by 2030	Cycle Parking: Total number of spaces publicly available Number of EV charge points on WDC owned land/assets Average number of visits per charge point	Active promotion of electric vehicles on the 'Drive Electric' WCC website https://www.warwickshire.gov.uk/driveelectric which provides guidance for residents and businesses. Operational decarbonisation of the refuse collection fleet has installed solar mats to supplement vehicle power usage. Work is underway to appoint a new EV charging provider for off-street public car parks, while WCC are progressing on-street charging infrastructure. Active travel work programme engagement with Jaguar Land Rover (Ryton), Warwick Hospital and Ricardo based in Warwick District.	Trailer, the solar technology company have since dissolved so no further work such as improved battery care or a vehicle tracking system is infeasible.
12	Low carbon South Warwickshire – Domestic Energy (retrofit Council houses, supporting private house improvements, ensuring all new builds are net zero)	Promoting Low Emission Plant	Other policy	Ongoing	2030	WDC	Warm Homes Local Grant (WHLG) Social Housing Decarbonisation Fund (SHDF)	Part funded	£1m - £10m	Implementation	1,213,000 tCO ₂ e by 2030	Number of properties retrofitted	Advised by SWLP policy, Net Zero DPD, SPD. Future Homes Standard regulations, which amends the Building Regulations 2010 coming into force early 2027, meaning new domestic and non-domestic buildings are built with low carbon heating and high levels of energy efficiency. This will be adopted by the Warwick District Council, but targets will go beyond the national objectives. I.e. achieving net zero, or where possible net negative energy use, strictly ≤20 kWh/m ² /year space heat demand, ≤35 kWh/m ² /year Energy Use Intensity (EUI), onsite renewable electricity generation capacity equal to 60% of ground floor area divided by 4.5, No new developments to be connected to the gas grid or fossil fuel usage other than safety critical backup power systems. Compliance of these targets requires post-completion updates and assured performance methods. Promotion of grants being conducted through targeted letters, leaflets and social media campaigns focusing on eligible postcodes. The scheme is currently in its second year and is scheduled to continue until 202. 34 properties were retrofitted with decarbonisation technology. Contract with charity 'Act on Energy' who support on the Green Homes Grant scheme by handling applications and assist with customer engagement.	Main barrier likely to be funding.
13	Low carbon South Warwickshire – Non-Domestic Energy (work with partners and businesses to	Promoting Low Emission Plant	Other policy	2024	2030	WDC	External funding	Not funded	£1m - £10m	Planning	796,000 tCO ₂ e by 2030 (for total decarbonisation from climate change action programme	Carbon reductions from Council Buildings	Guided by the same legislation and policies set for Domestic buildings, new buildings will have the following energy performance targets: ≤15 kWh/m ² /year space heat demand in schools and light industrial, and total EUI set at ≤52 kWh/m ² /year for schools and ≤35 kWh/m ² /year for light industrial. Onsite renewable electricity generation must equal the buildings total energy use. No fossil fuel usage unless for safety critical	Main barrier likely to be funding.

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	improve energy efficiency and reduce gas use)												backup power. Compliance of these targets requires post-completion updates and assured performance methods.	
14	Emscote Rd Sustainable Transport Corridor Scheme	Promoting Travel Alternatives	Promotion of cycling	Ongoing (Phased approach)	Ongoing	WCC (Transport)	WCC CIL S106 Government funding	Part funded	>£10m	Planning / Implementation	Has potential for large pollutant reductions (emissions/ concentrations) if fully delivered	Delivery of full scheme	Work is progressing on the Emscote Road corridor multi-modal scheme which will provide improved sustainable transport options and better traffic flow at key junctions. The overall project will be delivered in phases. Construction of the first phase of the project which involves improving the junction of Rugby Road, Emscote Road and Warwick Road, is programmed for delivery in 2026 following completion of the Warwick town centre St Johns junction scheme. Engagement is planned for 2026 on proposals for the section between St Johns junction and St Nicholas Park. WCC granted £2,185,626 in 2025 from government funding to support local authorities for the development and/or construction of inclusive walking, wheeling and cycling schemes.	Funding is potential barrier. Scheme within LCWIP. Future phases not fully funded. £6.645m allocated from WCC capital investment fund
15	Europa Way Corridor Improvements	Traffic Management	Strategic highway improvements, Re-prioritising Road space away from cars, including Access management, Selective vehicle priority, bus priority, high vehicle occupancy lane	Ongoing	Ongoing	WCC (Transport)	WCC (Transport) S106 and S278 funds Allocated £3.6 million from Local Growth Fund	Part funded	£1m - £10m	Implementation	Has potential for large pollutant reductions (emissions/ concentrations) if fully delivered	Delivery of full scheme	The A452 Europa Way corridor programme consists of a series of highways and sustainable transport improvement schemes. WDC Local Plan has identified that approximately 4,500 homes will be built in the corridor by 2029. Works at the Ford Foundry (Myton Road/Old Warwick Road) and Queensway roundabouts were completed in September 2025 and provided improved traffic flows, better control of traffic through the installation of intelligent traffic signals and enhanced cycling and walking links.	
16	Warwick Town Centre Improvements	Traffic Management	Strategic highway improvements, Re-prioritising Road space away from cars, including Access management, Selective vehicle priority, bus priority, high vehicle occupancy lane	Ongoing	2027	WCC (Transport)	WCC (Transport) Welcome Back Fund from HM Government via the European Regional Development Fund (ERDF)	Funded	£1m - £10m	Implementation	Has potential for large pollutant reductions (emissions/ concentrations) if fully delivered	Delivery of full scheme	Traffic management proposals include introducing one-way routing on The Butts and High Street / Jury Street to improve vehicle flow and reallocate road space. Gateway improvements at Westgate, Eastgate and St Johns junctions will enhance the historic environment while providing better pedestrian and cycle infrastructure, such as wider pavements and new crossing points. Completed schemes at Priory Road and Northgate, and a 20mph town centre speed limit introduced. The St John's Junction Scheme remains under construction, with a target completion date of Spring 2026. Work to progress the wider scheme for Warwick town centre is ongoing.	Funding secured for Warwick town centre scheme, including road space reallocation to improve pedestrian and cycle facilities
17	A452 Kenilworth to Leamington Spa cycle route (K2L)	Promoting Travel Alternatives	Promotion of cycling	Ongoing	2027	WCC (Transport)	In 2019 WCC allocated £4.75m towards the scheme	Funded	£1m - £10m	Implementation	Potential for pollutant reductions within AQMAs	Delivery of full scheme	Five-kilometre cycle track being developed between Kenilworth and Leamington Spa which will help people to make a range of journeys by bicycle on the Leamington – Kenilworth – Coventry corridor. Project	Complicated as new bridge involved. Also land purchase required.

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													delivery in phases, Phase 1 (Leamington Town Centre to Northumberland Road) completed 2023. Phase 2 (Northumberland Road to Sandy Lane) programmed for delivery in 2026/27. Future phases to follow.	
18	A429 Coventry Road cycle route	Promoting Travel Alternatives	Promotion of cycling	2024	2027	WCC (Transport)	The government's Getting Building Fund delivered through the Coventry and Warwickshire Local Enterprise Partnership, and the Cycle Rail Routes to Stations Fund, administered by Sustrans	Funded	£500k - £1m	Implementation	Potential for pollutant reductions due to modal shift	Delivery of full scheme	Phase 1 between St Johns and Grand Union Canal completed 2024/25. Phase 2 between canal and Primrose Hill programmed for delivery during 2026/27.	
19	Bath Street Improvement Scheme, Leamington Spa	Traffic Management	Strategic highway improvements, Re-prioritising Road space away from cars, including Access management, Selective vehicle priority, bus priority, high vehicle occupancy lane	2024	2027	WCC (Transport)	CIL S106 & S278	Part funded	£1m - £10m	Planning	Has potential for large pollutant reductions (emissions/ concentrations) if fully delivered	Delivery of full scheme	A scheme to address air quality issues in the Bath Street, Leamington is being developed and is at concept design stage. WCC and WDC are working on proposals for a multi-modal transport improvement scheme in the Bath Street area. The Leamington Transformation Board has led work that has developed The Parade Masterplan which includes proposals to remove most of the vehicular traffic from the Parade.	
20	Develop and implement a Freight Strategy which seeks, amongst other aims, to minimise the negative impacts from goods movements on air quality. Measures may include better routing of vehicles to avoid congestion, zero	Freight and Delivery Management	Delivery and Service plans	2024	2027	WCC WDC	WCC	Funded	£10k - £50k	Planning	Reduce the levels of logistic and freight emissions	Adoption of freight strategy	Currently freight policy within LTP4. Last mile deliveries and freight routing are key issues, which will require engagement with partners including National Highways (as much of freight on motorway network in Warwickshire). The new strategy is under development, with the background report complete, and the drafting phase now underway.	

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	emission fuels, last mile delivery hubs													
21	Work with WCC to implement Bus Infrastructure Improvements across the WDC area	Transport Planning and Infrastructure	Bus route improvements	Ongoing	Throughout the timescale of the AQAP	WCC	WCC WDC Developer funded DfT	Part funded	£1m - £10m	Planning	Difficult to quantify, but should increase bus patronage, hence reducing vehicle emissions within the AQMAs and more widely	Implementation of Improvements	£5.9m capital funding has been allocated by DfT for Bus Service Improvement Plan measures across Warwickshire. Quality bus corridors, with Leamington-Kenilworth-Coventry boundary forming the first corridor. As well as a wider rollout of Real Time Passenger Information at key bus stops, alongside QR codes at all bus stops, ensuring passengers have access to live bus information. 'Your Bus Journey' survey carried out in 2025 showed a 93% passenger satisfaction rating through partner Stagecoach Midlands. The two main bus stops located on Lakin Road, which provide public transport access for hospital staff, patients and visitors will be reviewed to improve shelter size and overall passenger capacity.	Feasibility work has been undertaken to upgrade bus infrastructure along key corridors as part of a wider Quality Bus Corridor (QBC) initiative
22	Work with WCC and bus operators to implement electric buses on routes within WDC	Vehicle Fleet Efficiency	Promoting Low Emission Public Transport	Ongoing	2027	DfT TfWM WMCA WCC	Stagecoach Midlands DfT (ZEBRA2) WDC	Funded	>£10m	Implementation	Will make positive improvement within AQMAs as zero emission. Potential reduction in emissions of increasing buses to 100% electric are included in Table 6.1 at locations in Warwick and Leamington Spa	Bus Connectivity Assessments required every 12 months	Service 11 to Leamington been in operation since January 2023, which directly impacts the Leamington AQMA. X17 (Warwick - Coventry), X18 (Stratford - Coventry) and U1 (University of Warwick - Warwick gates) will be coming online once power connections to the Warwick depot are made. Further funding awarded through DfT's ZEBRA project will see an electric fleet introduced on services 1 (Warwick - South Farm) and 67 (Leamington - Sydenham).	The all-electric buses will be powered by charging infrastructure installed at National Express Coventry's depot in Coventry and Stagecoach Midlands' depot in Leamington respectively. Awaiting power connectivity at Leamington depot.
23	Work with WCC on specific actions within the LTP Warwick Area Strategy	Policy Guidance and Development control	Other policy	2025	Throughout the timescale of the AQAP	WCC WDC	WCC	Funded	£10k - £50k	Implementation	Unknown until specific actions are agreed on in Area Strategy	Successful identification and delivery of infrastructure projects	Work to identify key local transport issues has taken place for each of the five District and borough Council areas. The development of individual Area Strategies will address these key issues together with a more holistic look at how transport can benefit each area, including an exploration of the links between transport, air quality and public health, and other wider community benefits. https://www.warwickshire.gov.uk/localtransportplan	Will require further engagement between WCC and District and borough colleagues and additional internal WCC governance approval prior to adoption.
24	Undertake Strategic Parking Review of Town Centres including an aim to encourage alternatives to private vehicles	Traffic Management	Emission based parking or permit charges	2024	2027	WDC External consultants	WDC	Funded	£10k - £50k	Planning	Unknown until Strategy agreed, but potential reductions from encouraging shift to EVs and encouraging Park and Ride/ active travel	Production of the Strategic Parking Review	Any new parking Strategy should utilise car parks for encouraging low emission vehicles such as EVs. All the major car parks have EV charging infrastructure. The external surface section of Covent Garden car park reopened, providing 89 regular spaces and 8 disabled bays. Redevelopment work on the multi-storey section remains ongoing.	WDC only deal with off street parking, on street parking under WCC remit. Need better understanding of current parking motivation etc, to encourage people to park further out and walk in. Railway Station carparks not within WDC remit but will factor them into strategy.

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
25	Increase EV Infrastructure (on road and off road) across WDC	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	Ongoing	2035	WDC WCC	OZEV/ LEVI Private & Internal Investment	Part funded	>£10m	Implementation	Reduces engine combustion vehicles on the road	Numbers of EV charge points	WCC is building on the roll out of its electric vehicle charging programme to deliver on and off-street public charging across the county. Delivery will be phased over multiple years and will include a focus on areas where residents do not have access to off-street parking. This will include trialling and where feasible rolling out cross-pavement charging solutions. Five of WDCs off-street carparks have electric vehicle charging infrastructure.	Feasibility study undertaken up to 2035, but not enough power to cover numbers of chargers required.
26	Increase car club provision across WDC	Alternatives to private vehicle use	Car Clubs	2025	Ongoing	WDC WCC	Developer Contributions Private and Internal Investment	Not funded	Unknown	Planning	Reduce private vehicle numbers	Total number of car club vehicles and active members	A 2024 CoMoUK viability report regarding car share expansion has been shared with WCC for review. Promotion of Enterprise Car Club and Liftshare.com remains active, while the prevalence of hybrid working continues to reduce commuter traffic into Warwick District.	
27	Investigate feasibility of increasing proportion of electric taxis in the fleet, through incentivising vehicle upgrades through licensing process	Promoting Low Emission Transport	Taxi emission incentives	2025	2029	WDC	WDC Grant funding	Not funded	Unknown	Planning	Cleaner taxis on the road	Proportion of compliant taxis in the fleet	A revised taxi and private hire policy that will address emission standards is scheduled for presentation to the Licensing and Regulatory Committee in September. Current enforcement measures ensure that all WDC taxis undergo bi-annual MOT inspections to verify roadworthiness and compliance with DVSA emission standards. A new 'Taxi Times' newsletter is being utilised to communicate the importance of anti-idling to the trade. This is complemented by enforcement officers actively engaging drivers who are idling unnecessarily whilst stationary.	Licensing has no control over Ubers or out of county vehicles. Electric vehicles are limited by lack of charging infrastructure, estimated cost of £82 million to install electric charging for hackney carriages.
28	Schools' education campaign to promote anti-idling initiatives	Public Information	Other	2026	Ongoing	WDC	WDC S106 contributions	Not funded	<£10k	Planning	Discourage engine idling habits	Total number of schools engaged, and number of students/parents reached	The community group formerly known as Clean Air Warwickshire, now merged with the Leamington Society, is collaborating with WDC on anti-idling initiatives. A WDC feasibility study is required to investigate the most effective campaign strategies, such as the use of posters and face-to-face educational sessions. The WCC Safe and Active Schools programme utilises newsletters and a range of digital and physical educational materials to promote anti-idling awareness	It is not feasible to enforce anti-idling penalties given we are not currently empowered to act under the relevant guidelines. Under the Road Traffic (Vehicle Emissions) (Fixed Penalty) (England) Regulations 2002, approval for enforcement is linked to having an air quality management area (AQMA); we are hoping to revoke both within the next few years

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

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

While the Council's existing AQAP and AQMAs primarily target NO₂ reduction, as the pollutant responsible for the AQMA declarations, many of the established measures deliver significant co-benefits for PM_{2.5}. Within the district, road transport represents a major shared source of both NO₂ and PM_{2.5} emissions, with brake and tyre wear contributing to the latter. Consequently, strategic interventions designed to reduce NO₂ via active travel promotion and modal shift inherently mitigate PM_{2.5} by decreasing overall vehicle mileage. Alongside transport initiatives, the Council continues to regulate combustion emissions from industrial processes and domestic appliances through the enforcement of statutory controls and environmental permitting frameworks.

PM_{2.5} is monitored at two Automatic Urban and Rural Network (AURN) sites within Warwick District; Leamington Spa Hamilton Terrace (UKA00265) and Leamington Spa Rugby Road (UKA00564), referred to as AURN1 and AURN2 respectively. Monitored concentrations at both AURN1 and AURN2 have generally remained consistent across the last five-year period.

To supplement the measures presented in [Table 2.2](#), WDC has implemented PM monitoring using three Airly sensor sites within the Leamington AQMA. This enhanced monitoring allows for a more accurate assessment of PM₁₀ and PM_{2.5} concentrations, facilitating the development of targeted interventions if necessary. Full details of these monitoring sites, alongside their respective average Daily Air Quality Index (DAQI), are outlined in [Table 2.3](#). The DAQI serves as a critical indicator of local air pollution levels, providing actionable recommendations and health guidance, further information is available at <https://www.gov.uk/government/publications/health-effects-of-air-pollution>.

Table 2.3 – Airly Particulate Matter Sensor Information for 2025

Sensor Id	Sensor name	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	DAQI
7570	Bath Street	432011	265231	2
13095	High Street (1)	431950	265211	1
14491/ 15634	High Street (2)	432060	265233	n/a

Data from the newly installed Airly particulate matter sensors indicates low short-term air pollution across the Leamington AQMA. Both operational sites recorded DAQI values within the 'Low' pollution banding in (indices 1-3), with the peak average recorded at Bath Street (7570) at a DAQI of 2. Sensor 14491 (High Street) experienced a technical fault during 2025, resulting in an incomplete dataset; this sensor has since been replaced to ensure full data capture in the future, the new sensor ID is now 15634.



Colour image of the DAQI scale

The Public Health Outcomes Framework (PHOF) [data tool](#), published by Office for Health Improvement and disparities (OHID), quantifies the mortality burden of PM_{2.5} within England at a local authority scale. The latest available data indicates that across Warwick District, the estimated fraction of annual all-cause adult mortality attributable to long-term exposure to particulate air pollution (measured as fine particulate matter in those aged 30 and older) is 5.2%. This is lower than the regional average for the West Midlands (5.3%) as well as the national average for England as a whole (5.3%).

Warwick District Council is taking the following measures to address PM_{2.5}:

- Domestic burning awareness: Increasing public awareness regarding the direct impacts of wood-burning stoves and open fires on local PM_{2.5} concentrations. This includes establishing a dedicated online resource presence and engaging directly with local fuel retailers and schools.

- Development management and planning: Ensuring all planning applications with the potential to adversely affect air quality undergo robust assessment. This process requires the use of appropriate, industry-standard methodologies to evaluate cumulative impacts at sensitive receptors and guarantees that effective mitigation measures are secured and implemented.
- Review of Smoke Control Areas: Domestic burning is a significant national contributor to particulate matter emissions. While a number of SCAs exist within Warwick District, the underpinning legacy orders predate the modern configuration of the Council. Consequently, these historic boundaries do not accurately reflect current urban development or target the areas where smoke control measures are most critically required.

To address this, the Council is currently undertaking a comprehensive review of its SCAs with a view to updating and consolidating these orders. Amending the existing framework and introducing an expanded approach will ensure regulatory consistency, simplify public compliance and enhance the Councils enforcement capabilities to mitigate local PM_{2.5} emissions. Further information is available at: https://www.warwickdc.gov.uk/info/20505/air_pollution/602/smoke_and_smoke_control_areas

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

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

3.1 Summary of Monitoring Undertaken

3.1.1 Automatic Monitoring Sites

Warwick District Council undertook automatic (continuous) monitoring at one site during 2025. [Table A.1](#) in [Appendix A](#) shows the details of the automatic monitoring sites. Additionally, there are two AURN within the district. [Table A.3](#) presents automatic monitoring results for Warwick District Council, with automatic monitoring results also available through the [UK-Air website](#). All automatic monitoring data carried out in the district is also available on request from [WeCare4Air](#).

Local authorities do not have to report annually on the following pollutants: 1,3 butadiene, benzene, carbon monoxide and lead, unless local circumstances indicate there is a problem.

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

3.1.2 Non-Automatic Monitoring Sites

Warwick District Council undertook non-automatic (i.e. passive) monitoring of NO₂ at 68 sites during 2025. [Table A.2](#) in [Appendix A](#) presents the details of the non-automatic sites.

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

3.2 Individual Pollutants

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

3.2.1 Nitrogen Dioxide (NO₂)

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

For diffusion tubes, the full 2025 dataset of monthly mean values is provided in [Appendix B](#). Note that the concentration data presented in Table B.1 includes distance corrected values, only where relevant.

[Table A.5](#) in [Appendix A](#) compares the ratified continuous monitored NO₂ hourly mean concentrations for the past five years with the air quality objective of 200µg/m³, not to be exceeded more than 18 times per year.

In 2025, all monitoring sites, both automatic and passive, have recorded an annual mean concentration below the objective of 40µg/m³. All the sites have recorded a bias-adjusted mean concentration below 10% of the annual mean air quality objective for NO₂ (≤36µg/m³).

No diffusion tube monitoring locations required distance correction, as all sites either reported an annual mean NO₂ concentration below 10% of the annual mean air quality objective for NO₂ in accordance with LAQM TG (22), or is already located at a site of relevant exposure.

Warwick District Council aims to revoke one of the two remaining AQMAs this year, namely the Warwick AQMA. For the last six years (2020-2025), there has been no exceedances of NO₂ concentrations reported within this AQMA, with the last exceedance recorded in 2019 at the W43 monitoring site. The revocation on an AQMA should be considered when there has been three consecutive years of compliance 10% below the

relevant objective at the point of exposure (e.g. an annual mean of $36\mu\text{g}/\text{m}^3$). The Warwick AQMA has been compliant with this 10% margin for six consecutive years. The Leamington Spa AQMA has remained compliant with air quality standards of an annual mean of $<40\mu\text{g}/\text{m}^3$ for three consecutive years; the last recorded exceedance was in 2022 at the W13 monitoring site. When factoring in the requirement for three consecutive years below the 10% margin before consideration of a revocation of an AQMA, 2024 was the first year of compliance with this.

Regarding the 1-hour mean NO_2 UK Air Quality Strategy (AQS) objective, there should be no more than 18 hourly NO_2 concentrations greater than $200\mu\text{g}/\text{m}^3$. All three of the automatic monitoring stations within Warwick District – AURN1 ‘Hamilton Terrace’ in Leamington Spa, AURN2 ‘Rugby Road’ in Leamington Spa, and CM1 ‘Jury Street/Pageant House’ in Warwick – recorded no exceedances of $200\mu\text{g}/\text{m}^3$.

3.2.2 Particulate Matter (PM_{10})

[Table A.6](#) in [Appendix A](#): Monitoring Results compares the ratified and adjusted monitored PM_{10} annual mean concentrations for the past five years with the air quality objective of $40\mu\text{g}/\text{m}^3$.

[Table A.7](#) in [Appendix A](#) compares the ratified continuous monitored PM_{10} 24-hour mean concentrations for the past five years with the air quality objective of $50\mu\text{g}/\text{m}^3$, not to be exceeded more than 35 times per year.

Monitoring of PM_{10} is completed at two AURN sites in the district; see [Table A.1](#) for details. In 2025 there have been no reported exceedances of the annual mean PM_{10} AQS objective of $40\mu\text{g}/\text{m}^3$ at either of the automatic monitoring sites. AURN1 observed concentrations of $13.1\mu\text{g}/\text{m}^3$, and AURN2 reported an average concentration of $11.7\mu\text{g}/\text{m}^3$.

The five-year dataset indicates that PM_{10} levels are well-managed and remain at low risk of statutory exceedances. The minor increase observed in 2025 is considered a negligible fluctuation and does not constitute a breach of the national air quality objectives.

Regarding the 24-hour mean PM_{10} AQS objective, which permits no more than 35 exceedances of $50\mu\text{g}/\text{m}^3$ per annum, both AURN sites recorded only a single exceedance of this limit, occurring simultaneously on 10th March 2025 and was driven by widespread regional pollution exacerbated by transboundary emissions from continental Europe.

Although these sites are located outside of any current AQMA, AURN1 is situated within 500 metres of an existing boundary. Nevertheless, the district remains compliant with all statutory air quality objectives.

3.2.3 Particulate Matter (PM_{2.5})

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

Monitoring of PM_{2.5} is completed at two AURN sites in the district; see [Table A.1](#) for details. In 2025, there have been no reported exceedances of the annual mean PM_{2.5} AQS objective of 20 µg/m³ at either of the automatic monitoring sites. AURN1 observed concentrations of 8.5µg/m³, with AURN2 reporting a yearly average of 7.7µg/m³.

Recent monitoring shows that annual mean PM_{2.5} concentrations continue to remain low and stable, fluctuating well below the national objective limits. While a minor year-on-year increase was observed in 2025 across the AURN sites, concentrations remain below 9 µg/m³, representing an excellent standard of air quality with negligible risks of exceeding statutory thresholds.

Appendix A: Monitoring Results

Table A.1 – Details of Automatic Monitoring Sites

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA?	Which AQMA? ⁽¹⁾	Monitoring Technique	Distance to Relevant Exposure (m) ^(1,2)	Distance to kerb of nearest road (m) ⁽¹⁾	Inlet Height (m)
AURN 1	Hamilton Terrace, Leamington Spa	Urban Background	431943	265730	NO ₂ , PM ₁₀ , PM _{2.5} , O ₃ , C ₆ H ₆	No	N/A	Chemiluminescence, Ultra-violet fluorescence (UVF), Optical light scattering	9.0	50.0	4.0
AURN 2	Rugby Road, Leamington Spa	Roadside	431271	266404	NO ₂ , PM ₁₀ , PM _{2.5}	No	N/A	Chemiluminescence, FDMS	23.0	8.0	3.5
CM1	Jury St/Pageant House, Warwick	Roadside	428263	264877	NO ₂	Yes	Warwick AQMA	Chemiluminescence	13.0	2.8	2.4

Notes:

(1) N/A if not applicable

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

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

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
W1	Bath Street	Kerbside	431978	265280	NO ₂	Yes - Leamington Spa AQMA	3.4	0.7	No	2.7
W2	High Street	Kerbside	432075	265234	NO ₂	Yes - Leamington Spa AQMA	0.0	2.2	No	2.7
W5	Hampton Street (3)	Kerbside	427615	264563	NO ₂	No	2.4	2.0	No	1.5
W6, W7, W8	Hamilton Terrace (3)	Urban Background	431943	265730	NO ₂	No	9.0	n/a	Yes	3.1
W10	Farley Street	Roadside	432560	265254	NO ₂	No	11.0	0.1	No	2.9
W11	Clemens Street	Roadside	432051	265060	NO ₂	Yes - Leamington Spa AQMA	2.0	3.2	No	2.9
W12	Spencer Street	Roadside	431866	265371	NO ₂	Yes - Leamington Spa AQMA	2.9	5.0	No	2.8
W13	Wise Street	Roadside	431900	265189	NO ₂	Yes - Leamington Spa AQMA	0.0	1.0	No	2.7
W14	Tachbrook Road	Roadside	431862	265169	NO ₂	Yes - Leamington Spa AQMA	2.9	5.2	No	2.8
W15	Old Warwick Road	Roadside	431849	265193	NO ₂	Yes - Leamington Spa AQMA	2.4	2.0	No	2.5

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
W16	Parade, Victoria Terrace	Roadside	431951	265397	NO ₂	Yes - Leamington Spa AQMA	6.3	7.5	No	2.8
W17	Coventry Road, Woodville Court	Kerbside	428704	265236	NO ₂	No	12.7	1.0	No	1.5
W18	Coventry Road, Coach House Mews	Roadside	428735	265362	NO ₂	No	2.3	1.5	No	1.5
W19	West Street, Torrys	Roadside	427937	264586	NO ₂	No	6.1	3.2	No	1.5
W23	Moorlands Avenue	Roadside	429078	271207	NO ₂	No	8.8	4.2	No	1.5
W24	Waverley Road	Roadside	428974	271402	NO ₂	No	4.7	2.8	No	4.5
W25	New Street (1)	Roadside	428707	272556	NO ₂	No	0.0	0.4	No	1.5
W26	New Street (2)	Roadside	428733	272578	NO ₂	No	0.0	1.7	No	1.5
W27	New Street (3)	Kerbside	428750	272612	NO ₂	No	8.8	1.1	No	4.5
W28	Fieldgate Lane	Roadside	428652	272524	NO ₂	No	0.0	0.7	No	4.5
W30	The Square	Roadside	428714	271769	NO ₂	No	0.0	3.4	No	4.5
W31	Barrow Road	Kerbside	428816	271618	NO ₂	No	2.1	1.4	No	4.5

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
W32	Warwick Road	Roadside	428906	271497	NO ₂	No	0.0	1.3	No	1.5
W33, W34, W35	Pageant House (3)	Roadside	428263	264877	NO ₂	Yes - Warwick AQMA	13.0	2.8	Yes	1.5
W36	Jury Street	Roadside	428391	264966	NO ₂	Yes - Warwick AQMA	10.0	2.1	No	1.5
W37	High Street	Roadside	428132	264799	NO ₂	Yes - Warwick AQMA	0.0	2.9	No	1.5
W38	West Street, Torrys	Kerbside	427959	264624	NO ₂	No	4.5	0.6	No	1.5
W39	Crompton Street	Roadside	427910	264541	NO ₂	No	0.0	4.1	No	1.5
W40	Bowling Green Street	Kerbside	427992	264695	NO ₂	Yes - Warwick AQMA	0.0	0.9	No	1.5
W41	Friars Street	Roadside	427905	264682	NO ₂	No	1.8	1.0	No	1.5
W42	Theatre Street	Roadside	427938	264947	NO ₂	Yes - Warwick AQMA	0.0	2.3	No	4.5
W43	Saltisford Northgate	Roadside	428026	265158	NO ₂	Yes - Warwick AQMA	0.0	1.5	No	2.5
W44	West Rock	Roadside	427930	265200	NO ₂	Yes - Warwick AQMA	3.6	2.3	No	2.6

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
W45	Albert Street	Roadside	427867	265275	NO ₂	Yes - Warwick AQMA	0.0	2.7	No	2.5
W46	The Butts	Roadside	428240	265088	NO ₂	Yes - Warwick AQMA	1.9	1.6	No	2.5
W48	Smith Street	Roadside	428522	265039	NO ₂	Yes - Warwick AQMA	0.0	2.0	No	3.0
W50	St Nicholas Church Street (1)	Urban Background	428600	264983	NO ₂	Yes - Warwick AQMA	0.0	1.7	No	2.6
W51	St Marys Churchyard	Kerbside	428270	264982	NO ₂	No	7.8	N/A	No	2.7
W52	Coventry Road, Crown Hotel	Roadside	428710	265165	NO ₂	No	17.5	1.0	No	2.5
W53	Coventry Road, St Johns (1)	Roadside	428715	265202	NO ₂	No	1.2	1.8	No	2.4
W54	Coventry Road, St Johns (2)	Roadside	428715	265285	NO ₂	No	0.0	1.9	No	2.4
W55	Coventry Road, St Johns (3)	Roadside	428710	265341	NO ₂	No	3.3	1.2	No	2.5
W56	St Johns	Roadside	428619	265113	NO ₂	No	0.0	1.1	No	2.5
W57	Coten End	Roadside	428748	265166	NO ₂	No	0.0	3.0	No	2.5
W59	Charles Street	Roadside	429501	265494	NO ₂	No	1.5	2.0	No	2.6

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
W60	Bridge Street	Roadside	430015	265718	NO ₂	No	6.7	2.4	No	2.6
W62	St Nicholas Church Street (2)	Roadside	428608	265042	NO ₂	Yes - Warwick AQMA	0.0	2.1	No	3.0
W67	Castle Hill	Roadside	428477	264939	NO ₂	No	1.2	3.2	No	2.5
W69	Castle Hill (2)	Roadside	428513	264921	NO ₂	No	1.5	2.1	No	2.5
W70	Mill Street	Roadside	428554	264870	NO ₂	No	9.8	3.1	No	2.4
W71	Banbury Road	Roadside	428599	264857	NO ₂	No	20.4	2.1	No	2.5
W72	Dale Street	Roadside	431464	265903	NO ₂	No	2.9	3.1	No	2.5
W74	Warwick Street	Roadside	431753	266091	NO ₂	No	2.5	1.2	No	2.5
W75	Christchurch Gardens	Kerbside	431714	266269	NO ₂	No	2.6	0.7	No	2.6
W76	Lillington Avenue	Kerbside	431720	266739	NO ₂	No	2.5	0.8	No	2.5
W77	Clarendon Street	Roadside	432067	266283	NO ₂	No	2.5	1.7	No	2.5
W78	Newbold Terrace	Roadside	432339	265865	NO ₂	No	2.5	1.4	No	2.5
W79	Radford Road	Roadside	432850	265340	NO ₂	No	2.5	1.6	No	2.5

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
W80	Leamington Spa Station	Roadside	431710	265223	NO ₂	No	2.5	1.7	No	2.5
W81	Tachbrook Road	Roadside	431840	265090	NO ₂	No	2.5	3.1	No	2.5
W82	Warwick Prep School	Roadside	428854	264601	NO ₂	No	2.5	2.1	No	2.5
W83, W84, W85	Bath Street/High Street	Roadside	432016	265228	NO ₂	Yes - Leamington Spa AQMA	3.3	2.2	No	2.5

Notes:

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

(2) N/A if not applicable.

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

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
AURN 1	431943	265730	Urban Background	99.3	99.3	15	15.7	13.7	12.7	13
AURN 2	431271	266404	Roadside	98.3	98.3	12.1	13.3	12.7	11	11.8
CM1	428263	264877	Roadside	98.9	98.9	33.83	31.3	25.19	17.8	22.7

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

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

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

Notes:

The annual mean concentrations are presented as µg/m³.

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

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

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

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

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

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

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
W1	431978	265280	Kerbside	80.8	80.8	30.5	35.4	28.6	28.7	30.2
W2	432075	265234	Kerbside	100.0	100.0	29.8	33.1	28.1	23.6	25.3
W5	427615	264563	Kerbside	92.3	92.3	20.7	22.8	19.6	16.0	18.7
W6, W7, W8	431943	265730	Urban Background	100.0	100.0	13.1	14.6	12.5	10.9	12.3
W10	432560	265254	Roadside	100.0	100.0	17.2	19.7	16.5	13.1	14.9
W11	432051	265060	Roadside	100.0	100.0	18.0	20.8	15.9	13.8	16.2
W12	431866	265371	Roadside	100.0	100.0	23.8	28.0	24.6	21.4	24.0
W13	431900	265189	Roadside	100.0	100.0	37.2	42.5	36.8	30.9	32.5
W14	431862	265169	Roadside	100.0	100.0	30.2	35.4	30.0	26.7	25.9
W15	431849	265193	Roadside	100.0	100.0	33.1	37.4	32.6	27.8	29.4
W16	431951	265397	Roadside	92.3	92.3	21.4	24.1	20.0	16.4	17.4
W17	428704	265236	Kerbside	40.4	40.4	18.3	22.4	18.3	14.8	17.4

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
W18	428735	265362	Roadside	100.0	100.0	17.3	20.7	17.0	13.8	16.1
W19	427937	264586	Roadside	100.0	100.0	24.4	26.1	21.0	17.3	18.5
W23	429078	271207	Roadside	40.4	40.4	19.7	22.6	18.7	14.9	15.3
W24	428974	271402	Roadside	100.0	100.0	19.2	21.7	18.3	14.2	16.4
W25	428707	272556	Roadside	90.4	90.4	21.7	23.8	21.4	16.0	18.8
W26	428733	272578	Roadside	92.3	92.3	16.4	18.0	17.2	12.7	14.9
W27	428750	272612	Kerbside	32.7	32.7	14.3	14.8	13.0	10.2	12.9
W28	428652	272524	Roadside	100.0	100.0	23.8	25.3	22.5	17.1	19.6
W30	428714	271769	Roadside	100.0	100.0	15.3	18.4	14.8	12.3	13.7
W31	428816	271618	Kerbside	100.0	100.0	20.0	24.7	20.8	16.6	18.2
W32	428906	271497	Roadside	100.0	100.0	21.6	24.6	21.6	17.3	18.9
W33, W34, W35	428263	264877	Roadside	100.0	100.0	26.7	31.5	28.8	22.0	24.5
W36	428391	264966	Roadside	100.0	100.0	28.0	30.9	26.8	22.3	27.5

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
W37	428132	264799	Roadside	100.0	100.0	25.9	28.7	25.3	20.2	21.6
W38	427959	264624	Kerbside	100.0	100.0	20.1	26.1	22.4	18.8	20.5
W39	427910	264541	Roadside	100.0	100.0	19.7	21.5	18.4	15.3	16.4
W40	427992	264695	Kerbside	92.3	92.3	26.4	30.0	26.3	21.6	23.0
W41	427905	264682	Roadside	100.0	100.0	16.2	19.1	16.0	13.0	14.6
W42	427938	264947	Roadside	82.7	82.7	21.1	22.2	19.4	15.5	20.8
W43	428026	265158	Roadside	100.0	100.0	31.0	33.1	29.4	23.8	26.4
W44	427930	265200	Roadside	100.0	100.0	19.9	23.5	19.9	16.1	18.0
W45	427867	265275	Roadside	100.0	100.0	19.3	21.9	18.6	15.3	17.4
W46	428240	265088	Roadside	92.3	92.3	23.6	26.5	24.6	18.3	20.6
W48	428522	265039	Roadside	92.3	92.3	23.2	26.1	23.4	18.6	20.8
W50	428600	264983	Urban Background	90.4	90.4	19.0	23.4	18.9	15.5	17.6
W51	428270	264982	Kerbside	100.0	100.0	11.4	13.4	11.3	9.3	10.9

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
W52	428710	265165	Roadside	90.4	90.4	31.6	35.8	31.3	25.1	28.4
W53	428715	265202	Roadside	100.0	100.0	27.6	32.5	27.1	21.5	25.0
W54	428715	265285	Roadside	57.7	57.7	21.8	25.2	21.7	17.9	20.8
W55	428710	265341	Roadside	100.0	100.0	18.6	22.4	18.5	15.4	17.2
W56	428619	265113	Roadside	100.0	100.0	15.2	16.9	15.2	12.5	14.6
W57	428748	265166	Roadside	100.0	100.0	20.2	24.4	20.3	16.8	19.0
W59	429501	265494	Roadside	100.0	100.0	25.1	29.6	24.7	21.0	23.0
W60	430015	265718	Roadside	100.0	100.0	20.7	23.9	20.9	18.5	18.9
W62	428608	265042	Roadside	100.0	100.0	30.2	34.4	29.3	24.5	26.1
W67	428477	264939	Roadside	100.0	100.0	32.0	37.1	31.9	24.8	29.4
W69	428513	264921	Roadside	100.0	100.0	28.0	30.6	25.8	21.1	18.3
W70	428554	264870	Roadside	100.0	100.0	20.9	22.3	21.2	16.3	17.7
W71	428599	264857	Roadside	100.0	100.0	24.1	29.0	25.7	20.2	22.2

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
W72	431464	265903	Roadside	100.0	100.0	23.2	26.1	19.6	18.4	19.9
W74	431753	266091	Roadside	100.0	100.0			29.1	23.9	27.6
W75	431714	266269	Kerbside	90.4	90.4			21.2	18.4	20.7
W76	431720	266739	Kerbside	90.4	90.4			20.9	14.2	17.2
W77	432067	266283	Roadside	100.0	100.0			19.9	18.3	21.0
W78	432339	265865	Roadside	92.3	92.3			22.6	18.3	19.0
W79	432850	265340	Roadside	100.0	100.0			23.1	19.3	20.9
W80	431710	265223	Roadside	100.0	100.0			25.2	22.6	24.0
W81	431840	265090	Roadside	75.0	75.0			16.2	14.4	15.8
W82	428854	264601	Roadside	90.4	90.4			20.0	16.4	18.6
W83, W84, W85	432016	265228	Roadside	100	59.6					27.9

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

☒ Diffusion tube data has been bias adjusted.

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

Notes:

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

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

NO_2 annual means exceeding $60\mu\text{g}/\text{m}^3$, indicating a potential exceedance of the NO_2 1-hour mean objective are shown in **bold and underlined**.

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

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

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

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

Figure A.1 – Trends in Annual Mean NO₂ Concentrations: Leamington Spa AQMA

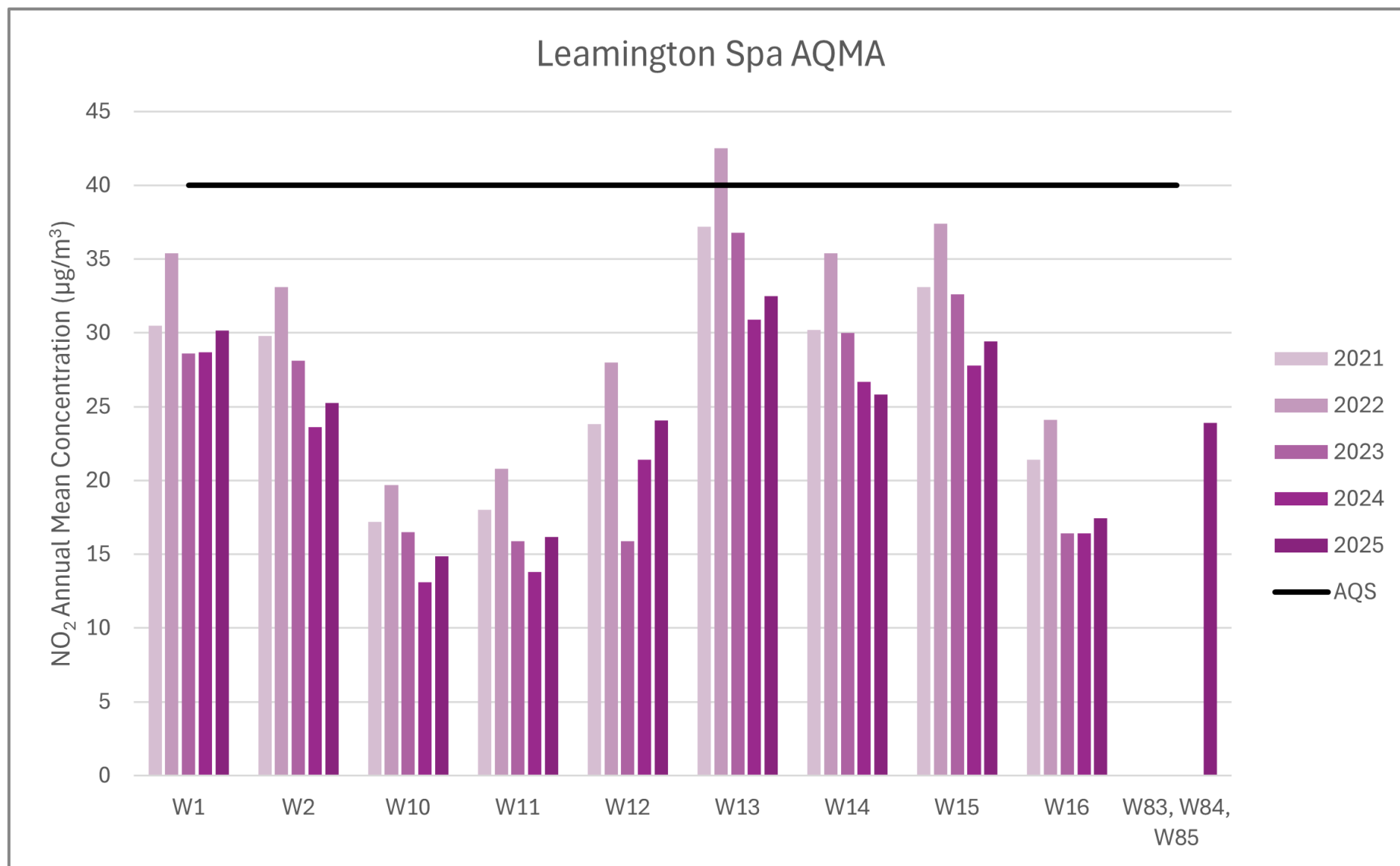


Figure A.2 – Trends in Annual Mean NO₂ Concentrations: Outside Leamington Spa AQMA

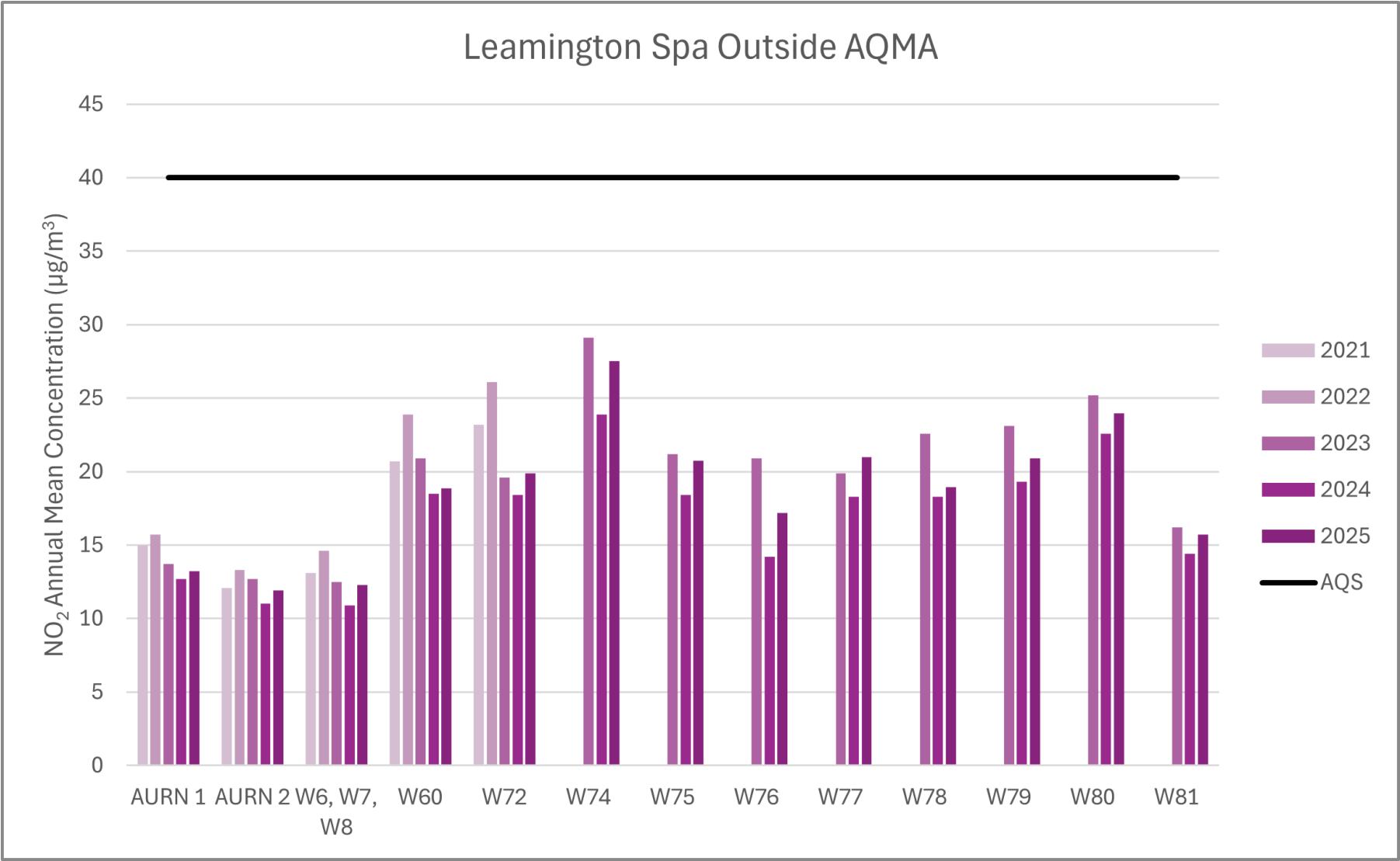


Figure A.3 – Trends in Annual Mean NO₂ Concentrations: Warwick AQMA

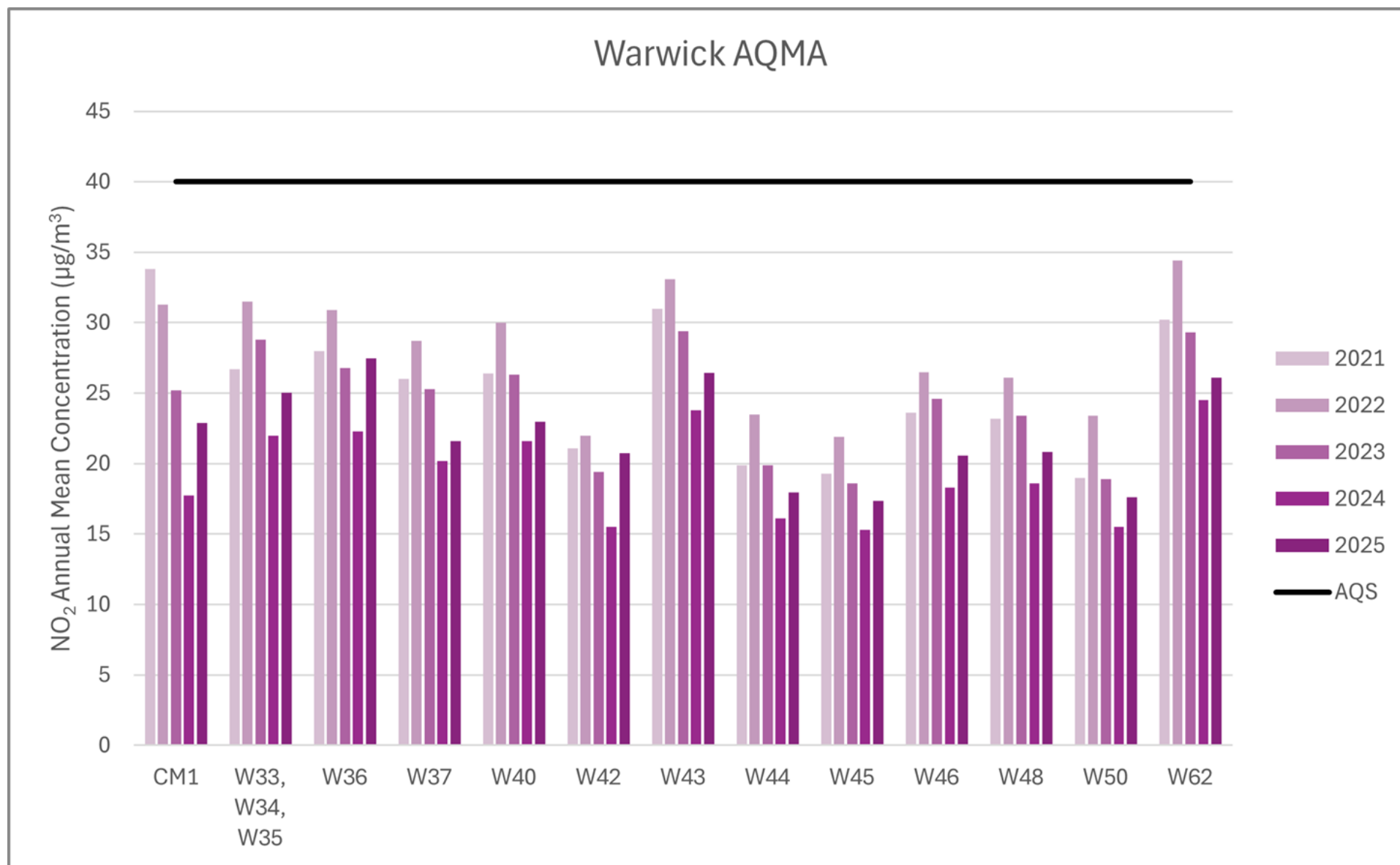


Figure A.4 – Trends in Annual Mean NO₂ Concentrations: Outside Warwick AQMA

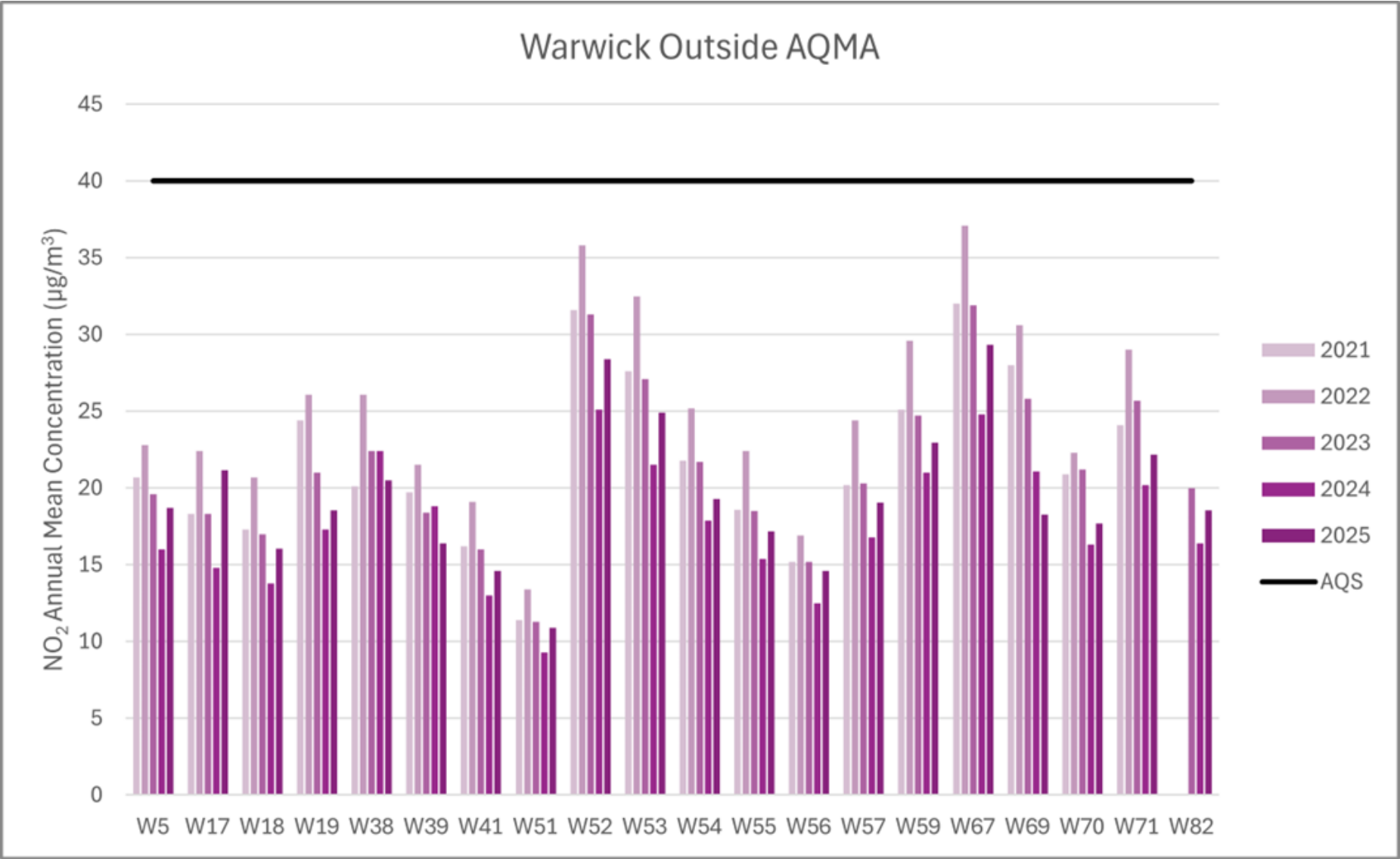


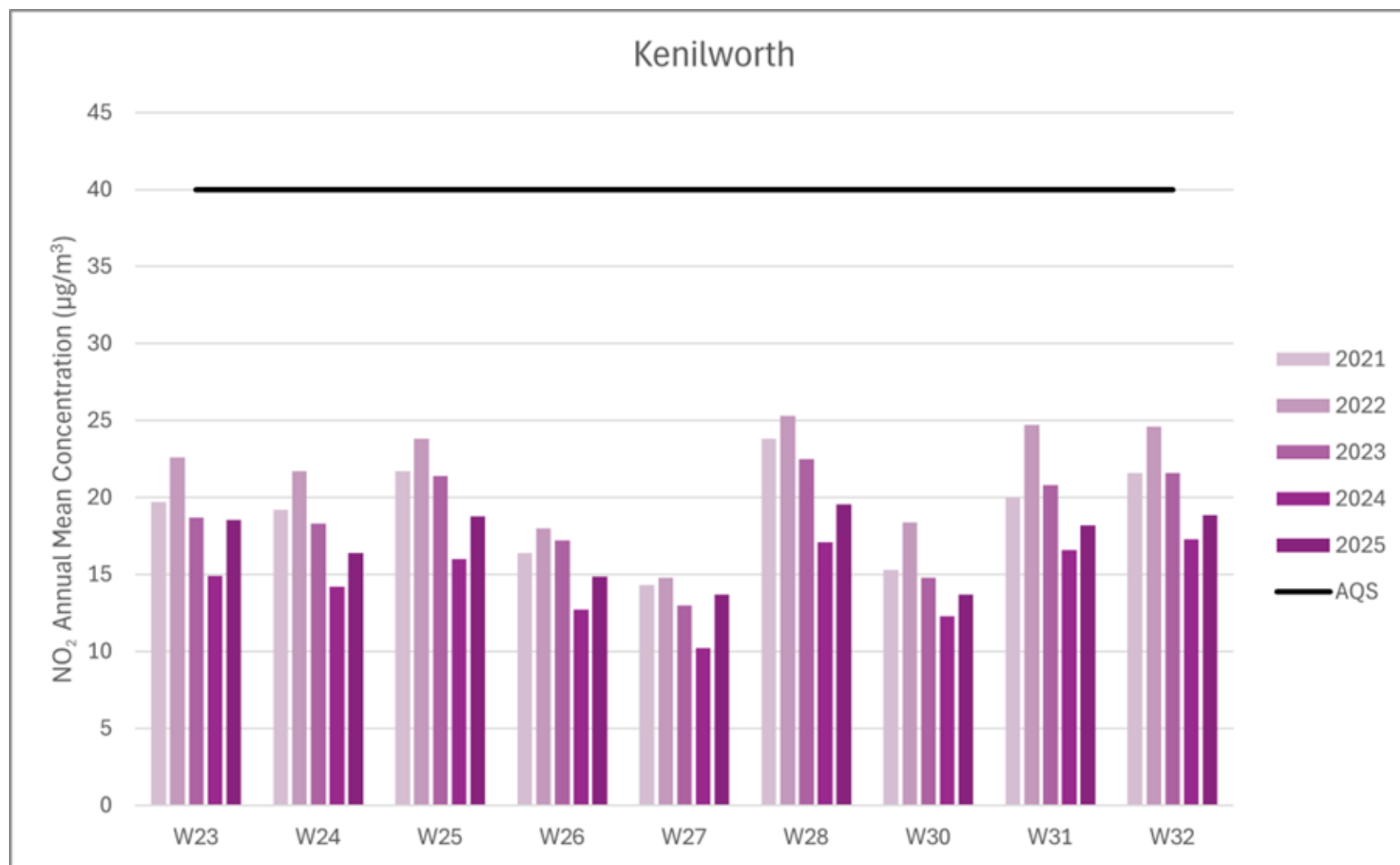
Figure A.5 – Trends in Annual Mean NO₂ Concentrations: Kenilworth

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

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
AURN 1	431943	265730	Urban Background	99.3	99.3	0	0	13.69 (0)	0	0
AURN 2	431271	266404	Roadside	98.3	98.3	0	0	12.61 (0)	0	0
CM1	428263	264877	Roadside	98.9	98.9	0	0	0	0	0

Notes:

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

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

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

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

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

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

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
AURN 1	431943	265730	Urban Background	79.1	79.1	11.2	12.8	10.9	10.6	13.1
AURN 2	431271	266404	Roadside	98.9	98.9	10.3	11.3	10.3	10.1	11.6

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

Notes:

The annual mean concentrations are presented as µg/m³.

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

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

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

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

Figure A.6 – Trends in Annual Mean PM₁₀ Concentrations

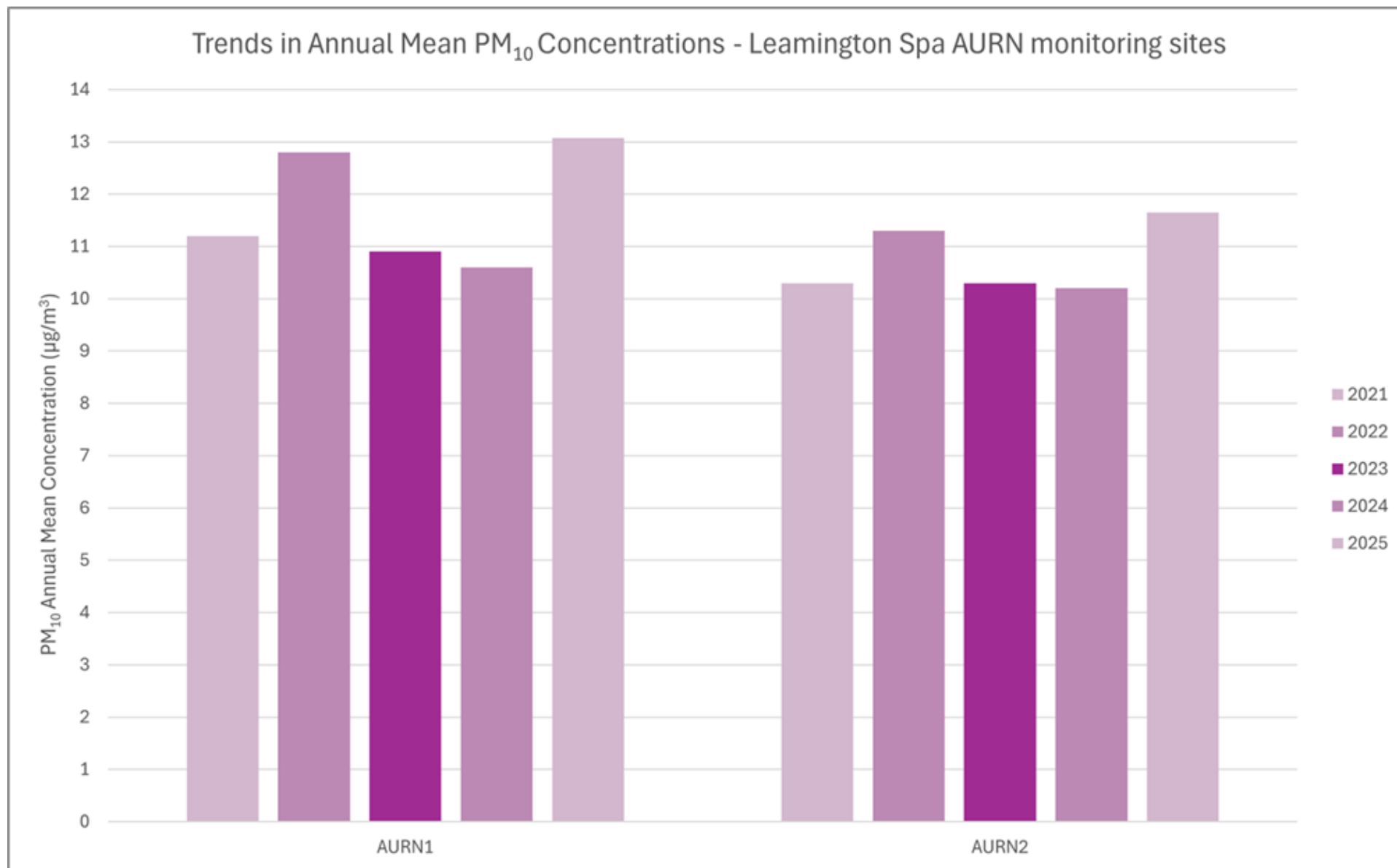


Table A.7 – 24-Hour Mean PM₁₀ Monitoring Results, Number of PM₁₀ 24-Hour Means > 50µg/m³

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
AURN 1	431943	265730	Urban Background	79.1	79.1	0	0	0	1	1 (25)
AURN 2	431271	266404	Roadside	98.9	98.9	0	0	0	1	1

Notes:

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

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

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

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

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

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

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
AURN 1	431943	265730	Urban Background	79.1	79.1	7.4	7.6	6.7	6.7	8.5
AURN 2	431271	266404	Roadside	98.9	98.9	6.7	7.3	6.5	6.5	7.7

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

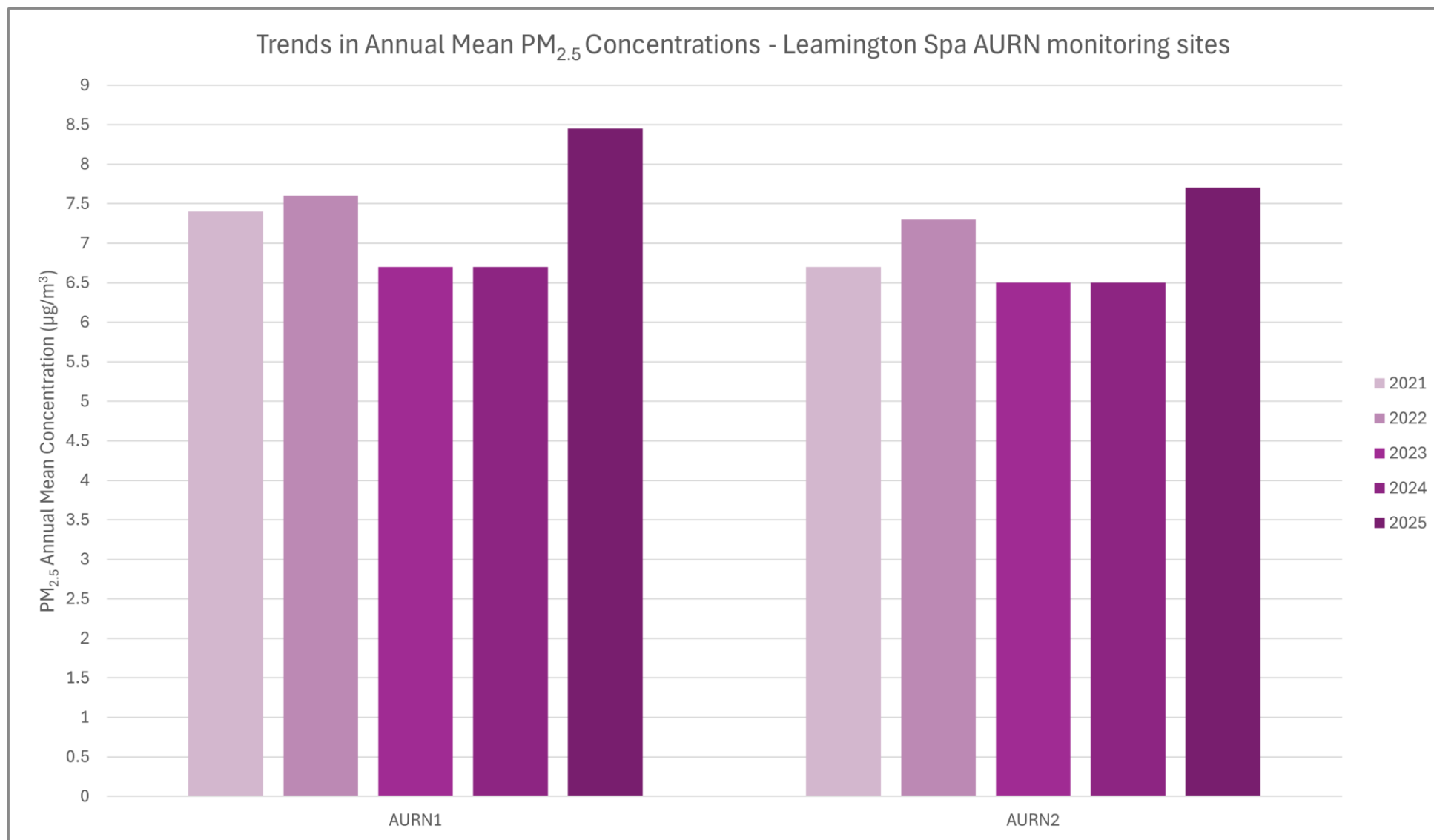
Notes:

The annual mean concentrations are presented as µg/m³.

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

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

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

Figure A.7 – Trends in Annual Mean PM_{2.5} Concentrations

Appendix B: Full Monthly Diffusion Tube Results for 2025

Table B.1 – NO₂ 2025 Diffusion Tube Results (µg/m³)

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.85)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
W1	431978	265280	48.3	38.1	35.8	27.0	I/S	32.8	I/S	32.6	31.4	35.4	42.4	30.7	35.5	30.2		
W2	432075	265234	40.8	35.3	32.2	26.5	24.6	26.6	26.8	26.4	27.7	33.3	33.7	22.3	29.7	25.3	-	
W5	427615	264563	28.1	36.1	26.2	20.8	17.7	I/S	16.0	17.5	19.6	20.4	19.8	19.7	22.0	18.7	-	
W6	431943	265730	23.7	20.1	16.3	13.0	8.8	8.1	9.2	9.6	12.0	15.0	18.4	18.2	-	-	-	Triplicate Site with W6, W7 and W8 - Annual data provided for W8 only
W7	431943	265730	23.7	19.4	17.9	12.4	9.5	8.3	9.2	9.5	12.5	14.6	19.2	17.9	-	-	-	Triplicate Site with W6, W7 and W8 - Annual data provided for W8 only
W8	431943	265730	25.4	19.4	16.9	10.8	8.7	8.4	9.1	10.7	12.4	13.9	18.5	17.8	14.4	12.3	-	Triplicate Site with W6, W7 and W8 - Annual data provided for W8 only
W10	432560	265254	26.6	23.0	20.9	16.4	13.1	13.6	10.9	13.3	15.2	17.8	20.4	19.0	17.5	14.9	-	
W11	432051	265060	24.2	23.5	24.9	19.2	14.9	11.3	15.2	16.4	19.1	18.3	21.8	19.2	19.0	16.2	-	
W12	431866	265371	40.4	35.3	32.0	29.5	22.4	25.8	19.1	22.7	25.3	28.0	30.4	28.2	28.3	24.0	-	
W13	431900	265189	49.3	46.5	44.7	40.3	33.9	39.4	29.7	31.0	31.9	35.4	41.2	34.7	38.2	32.5	-	
W14	431862	265169	37.7	32.1	34.9	28.6	30.4	33.9	30.4	25.1	23.3	30.4	31.1	27.3	30.4	25.9	-	
W15	431849	265193	43.2	40.3	40.2	34.4	30.9	36.0	27.2	29.9	29.4	33.6	36.4	33.7	34.6	29.4	-	
W16	431951	265397	31.0	9.6	25.5	18.7	18.1	18.4	18.8	19.8	I/S	22.2	23.8	19.2	20.5	17.4	-	
W17	428704	265236	27.5	27.3	29.8	22.0	17.7	I/S	I/S	N/A	N/A	N/A	N/A	N/A	24.9	17.4	-	
W18	428735	265362	25.0	23.6	24.6	20.7	16.0	12.7	13.0	16.0	17.1	18.4	20.9	18.7	18.9	16.1	-	
W19	427937	264586	28.6	26.0	25.9	19.8	17.6	17.7	18.8	18.6	19.0	22.5	22.8	23.8	21.8	18.5	-	
W23	429078	271207	29.2	24.0	23.1	19.8	13.1	I/S	I/S	N/A	N/A	N/A	N/A	N/A	21.8	15.3	-	
W24	428974	271402	25.8	24.6	23.1	20.9	15.2	13.5	14.4	14.8	17.0	18.7	22.7	20.3	19.3	16.4	-	

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.85)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
W25	428707	272556	31.1	28.5	24.0	37.0	17.3	10.8	16.0	15.8	16.5	I/S	25.2	21.2	22.1	18.8		
W26	428733	272578	26.1	21.7	19.2	21.7	12.3	I/S	11.5	12.9	12.9	16.8	20.1	17.6	17.5	14.9	-	
W27	428750	272612	I/S	18.1	17.0	19.4	10.0	I/S	I/S	N/A	N/A	N/A	N/A	N/A	16.1	12.9	-	
W28	428652	272524	30.4	30.8	26.1	35.8	20.3	13.3	13.4	19.3	16.9	21.5	27.2	21.2	23.0	19.6	-	
W30	428714	271769	23.2	20.4	18.4	17.4	11.0	11.3	11.5	13.1	14.9	15.6	19.1	17.2	16.1	13.7	-	
W31	428816	271618	30.0	26.1	24.1	22.9	15.6	17.3	17.0	17.6	19.3	20.7	24.6	21.6	21.4	18.2	-	
W32	428906	271497	29.3	25.8	29.0	28.8	21.2	16.1	16.6	17.0	19.0	21.2	20.6	21.7	22.2	18.9	-	
W33	428263	264877	35.9	35.3	34.5	33.8	I/S	19.1	18.4	I/S	27.2	28.0	31.5	30.8	-	-	-	Triplicate Site with W33, W34 and W35 - Annual data provided for W35 only
W34	428263	264877	38.6	35.6	32.4	34.7	24.5	24.7	< 0.8	27.9	27.3	29.3	31.9	30.3	-	-	-	Triplicate Site with W33, W34 and W35 - Annual data provided for W35 only
W35	428263	264877	35.6	34.6	30.8	32.7	23.0	23.7	17.9	27.4	27.3	27.3	30.7	25.9	28.8	24.5	-	Triplicate Site with W33, W34 and W35 - Annual data provided for W35 only
W36	428391	264966	42.2	39.3	38.1	35.1	24.4	28.1	21.5	29.7	30.3	31.6	36.4	31.4	32.3	27.5	-	
W37	428132	264799	32.3	30.3	32.0	27.1	23.7	18.8	21.6	21.2	22.7	24.3	27.1	23.4	25.4	21.6	-	
W38	427959	264624	28.0	29.0	30.6	23.1	25.0	19.0	18.7	22.2	22.2	23.7	24.3	23.0	24.1	20.5	-	
W39	427910	264541	26.5	24.3	24.5	17.8	16.9	13.6	16.8	16.4	17.0	18.3	21.1	18.1	19.3	16.4	-	
W40	427992	264695	35.8	31.0	29.2	I/S	21.8	25.2	20.5	27.3	24.8	26.9	28.0	26.5	27.0	23.0	-	
W41	427905	264682	24.2	22.7	22.8	18.3	13.6	10.8	11.5	13.7	15.6	17.2	17.8	17.8	17.2	14.6	-	
W42	427938	264947	32.3	32.0	30.4	I/S	I/S	16.5	18.0	20.9	22.1	23.5	25.5	22.8	24.4	20.8	-	
W43	428026	265158	33.8	36.2	41.7	38.4	29.5	25.4	25.9	27.9	28.4	28.3	31.9	25.5	31.1	26.4	-	
W44	427930	265200	28.0	27.1	28.2	22.0	16.1	16.7	17.6	18.5	19.7	20.7	17.9	20.8	21.1	18.0	-	
W45	427867	265275	26.2	26.6	27.8	24.2	15.5	13.8	14.4	16.5	19.0	20.1	19.9	21.0	20.4	17.4	-	
W46	428240	265088	32.4	I/S	32.2	24.8	22.3	17.5	20.0	21.8	22.4	24.1	24.9	23.3	24.2	20.6	-	

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.85)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
W48	428522	265039	35.3	30.6	27.7	21.4	18.4	I/S	16.2	21.2	19.9	21.6	29.1	27.6	24.5	20.8		
W50	428600	264983	27.6	26.6	26.5	21.7	19.3	14.1	13.4	17.4	17.4	19.7	23.9	I/S	20.7	17.6	-	
W51	428270	264982	18.5	16.9	16.9	13.5	9.5	7.3	8.6	10.3	11.3	12.2	14.0	14.0	12.8	10.9	-	
W52	428710	265165	37.0	37.1	44.3	35.7	34.6	27.3	26.9	30.7	28.9	I/S	34.2	31.0	33.4	28.4	-	
W53	428715	265202	35.6	32.8	38.2	33.9	29.1	23.3	21.2	28.8	25.8	24.2	32.8	26.4	29.3	25.0	-	
W54	428715	265285	30.2	I/S	30.2	24.7	20.9	16.6	16.1	20.1	I/S	I/S	I/S	I/S	22.7	20.8	-	
W55	428710	265341	24.0	22.2	25.1	19.4	18.5	14.9	15.5	18.0	20.1	20.5	23.6	20.4	20.2	17.2	-	
W56	428619	265113	22.6	20.7	21.6	17.2	15.1	10.3	11.9	14.2	15.4	16.7	21.0	19.5	17.2	14.6	-	
W57	428748	265166	24.2	28.2	29.2	24.4	21.6	18.4	16.7	20.2	19.6	21.9	23.4	20.4	22.4	19.0	-	
W59	429501	265494	35.1	31.2	30.7	26.1	23.7	23.8	18.1	24.0	26.8	27.9	30.7	25.9	27.0	23.0	-	
W60	430015	265718	26.2	26.9	27.4	24.4	22.6	15.1	18.3	19.9	19.5	21.4	22.8	21.5	22.2	18.9	-	
W62	428608	265042	37.8	36.9	39.7	28.5	29.5	25.0	25.2	26.5	26.1	30.4	33.0	30.0	30.7	26.1	-	
W67	428477	264939	36.9	42.9	45.0	38.9	33.0	24.8	24.9	31.9	31.2	31.1	37.1	36.2	34.5	29.4	-	
W69	428513	264921	28.4	26.7	26.6	21.3	18.5	15.7	14.7	18.0	18.7	20.7	24.9	23.5	21.5	18.3	-	
W70	428554	264870	24.3	26.4	29.7	22.4	21.9	13.7	17.5	17.7	17.3	19.2	22.2	17.6	20.8	17.7	-	
W71	428599	264857	27.2	30.9	33.4	26.5	28.0	22.1	23.1	25.4	22.0	24.1	26.5	23.5	26.1	22.2	-	
W72	431464	265903	33.5	29.3	27.5	21.1	18.6	17.9	19.9	19.2	20.3	24.2	26.3	23.1	23.4	19.9	-	
W74	431753	266091	42.1	37.1	37.0	30.4	27.9	24.6	29.7	27.9	29.6	32.5	38.2	31.9	32.4	27.6	-	
W75	431714	266269	37.3	29.4	27.8	20.7	16.2	18.0	14.2	21.4	25.8	25.1	32.0	I/S	24.4	20.7	-	
W76	431720	266739	28.9	24.7	23.5	22.2	14.1	14.6	13.6	16.5	18.0	20.3	25.3	I/S	20.2	17.2	-	
W77	432067	266283	37.1	29.7	30.0	23.3	18.3	17.2	17.3	17.0	24.2	25.2	29.7	26.8	24.7	21.0	-	

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.85)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
W78	432339	265865	32.4	26.2	I/S	17.3	15.8	18.9	17.6	19.3	22.4	21.5	30.1	23.7	22.3	19.0		
W79	432850	265340	32.5	29.2	32.0	26.1	21.4	19.8	19.5	20.4	22.2	23.9	23.6	24.6	24.6	20.9	-	
W80	431710	265223	35.1	37.9	35.3	26.9	26.2	23.8	21.8	23.9	26.6	25.6	32.1	23.6	28.2	24.0	-	
W81	431840	265090	27.8	25.1	25.3	19.3	18.7	10.5	9.7	15.0	15.5	I/S	I/S	I/S	18.5	15.8	-	
W82	428854	264601	30.8	25.3	26.5	17.2	18.5	18.8	19.5	18.4	20.8	20.2	23.8	< 0.7	21.8	18.6	-	
W83	432016	265228	N/A	N/A	N/A	N/A	N/A	27.4	26.6	28.4	28.5	29.7	27.4	26.2	-	-	-	Triplicate Site with W83, W84 and W85 - Annual data provided for W85 only
W84	432016	265228	N/A	N/A	N/A	N/A	N/A	27.0	26.1	28.0	28.3	29.4	31.0	25.9	-	-	-	Triplicate Site with W83, W84 and W85 - Annual data provided for W85 only
W85	432016	265228	N/A	N/A	N/A	N/A	N/A	24.6	27.9	28.7	28.5	30.3	32.8	28.0	28.1	27.9	-	Triplicate Site with W83, W84 and W85 - Annual data provided for W85 only

☒ All erroneous data has been removed from the NO₂ diffusion tube dataset presented in Table B.1.

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

☒ Local bias adjustment factor used.

☐ National bias adjustment factor used.

☒ Where applicable, data has been distance corrected for relevant exposure in the final column.

☒ Warwick District Council confirm that all 2025 diffusion tube data has been uploaded to the Diffusion Tube Data Entry System.

Notes:

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

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

See Appendix C for details on bias adjustment and annualisation.

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

New or Changed Sources Identified Within Warwick District Council During 2025

Warwick District Council has not identified any new sources relating to air quality within the reporting year of 2025.

Additional Air Quality Works Undertaken by Warwick District Council During 2025

Warwick District Council has not completed any additional works within the reporting year of 2025.

QA/QC of Diffusion Tube Monitoring

Diffusion tubes used throughout 2025 were supplied and analysed by Staffordshire Scientific Service (SSS), using the 20% Triethanolamine (TEA) in water preparation method.

Staffordshire Scientific Services participates in the AIR-PT scheme, an independent analytical proficiency-testing programme operated by LGC Standards and supported by the Health and Safety Laboratory (HSL). The laboratory's performance in this scheme is also assessed by the National Physical Laboratory (NPL), alongside data from the monthly NPL Field Intercomparison Exercise.

For the 2025 reporting period (rounds AR068 to AR072), SSS achieved 100% satisfactory performance, defined as a z-score of ≤ 2 . Furthermore, the precision of the NO₂ diffusion tubes supplied by SSS was classified as 'Good' for all observations during 2025, reflecting consistent laboratory preparation and analysis standards.

Monitoring was completed in adherence to the 2025 Diffusion Tube Monitoring Calendar, with two minor exceptions:

- June 2025: Due to staff availability, tubes were changed on 03/06/2025, one day earlier than the scheduled date (04/06/2025).
- November 2025: Due to staff availability, the changeover was split, with 53% of tubes replaced on 05/11/2025 and the remaining 47% of tubes replaced on 06/11/2025.

These minor deviations did not impact the data quality, and exposure durations remained within the acceptable range for valid data capture.

Diffusion Tube Annualisation

Annualisation was required for seven diffusion tube monitoring sites during 2025, where data capture rates fell below 75% but remained above the 25% threshold. In accordance with the methodology set out in LAQM.TG22, these results were processed using the Diffusion Tube Data Processing Tool (DTDPT) to calculate the representative annual mean concentrations.

Table C.1 provides full details of the sites requiring annualisation, the specific calculation methodology employed, and the annualisation factors applied to ensure the robustness of the reported data.

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

Site ID	Annualisation Factor Hamilton Terrace AURN	Annualisation Factor Rugby Road AURN	Annualisation Factor Jury Street	Annualisation Factor Coventry Allesley	Average Annualisation Factor	Raw Data Annual Mean	Annualised Annual Mean
W17	0.8399	0.8165	0.8239	0.8169	0.8243	24.9	20.5
W23	0.8399	0.8165	0.8239	0.8169	0.8243	21.8	18.0
W27	1.0072	0.9238	0.8840	0.9393	0.9386	16.1	15.1
W54	1.1241	1.1063	0.9945	1.0925	1.0793	22.7	24.5
W83, W84, W85	1.1475	1.1762	1.1642	1.1801	1.1670	28.1	32.8

Diffusion Tube Bias Adjustment Factors

The diffusion tube data presented within the 2025 ASR have been corrected for bias using an adjustment factor. Bias represents the overall tendency of the diffusion tubes to under or over-read relative to the reference chemiluminescence analyser. LAQM.TG22 provides

guidance regarding the application of a bias adjustment factor to correct diffusion tube monitoring. Triplicate co-location studies can be used to determine a local bias factor based on the comparison of diffusion tube results with data taken from NO_x/NO₂ continuous analysers. Alternatively, the national database of diffusion tube co-location surveys provides bias factors for the relevant laboratory and preparation method.

Warwick District Council have applied a local bias adjustment factor of 0.85 to the 2025 monitoring data. A summary of bias adjustment factors used by Warwick District Council over the past five years is presented in [Table C.2](#).

Local co-location studies are considered more representative of the specific environmental conditions, laboratory preparation methods, and exposure durations experienced by the Council's monitoring network. By using a local factor, we reduce the uncertainty associated with the reliance on national database averages, which may be influenced by varied site types and analytical differences.

The local bias adjustment factor of 0.85 has been derived from two separate co-location studies undertaken during the 2025 reporting period. These studies were conducted at the following locations:

- Hamilton Terrace AURN
- Jury Street AURN

Full details regarding the precision and accuracy of these co-location studies are provided in [Table C.3](#).

Table C.2 – Bias Adjustment Factor

Monitoring Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2025	Local	-	0.85
2024	Local	-	0.77
2023	Local	-	0.88
2022	Local	-	0.98
2021	National	03/22	0.86

Table C.3 – Local Bias Adjustment Calculation

	Local Bias Adjustment Input 1	Local Bias Adjustment Input 2	Local Bias Adjustment Input 3	Local Bias Adjustment Input 4	Local Bias Adjustment Input 5
Periods used to calculate bias	12	12	-	-	-
Bias Factor A	0.92 (0.86 – 0.98)	0.79 (0.75 – 0.84)	-	-	-
Bias Factor B	9% (2% - 17%)	26% (19% - 34%)	-	-	-
Diffusion Tube Mean ($\mu\text{g}/\text{m}^3$)	14.4	28.8	-	-	-
Mean CV (Precision)	3.6%	4.2%	-	-	-
Automatic Mean ($\mu\text{g}/\text{m}^3$)	13.2	22.9	-	-	-
Data Capture	100%	100%	-	-	-
Adjusted Tube Mean ($\mu\text{g}/\text{m}^3$)	13 (12 – 14)	23 (22 – 24)	-	-	-

Notes:

A combined local bias adjustment factor of 0.85 has been used to bias adjust the 2025 diffusion tube results.

NO₂ Fall-off with Distance from the Road

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

No diffusion tube NO₂ monitoring locations within Warwick District Council required distance correction during 2025.

QA/QC of Automatic Monitoring

The automatic monitoring network within the Warwick District Council area operates under a rigorous Quality Assurance/Quality Control (QA/QC) framework to ensure that all data presented in this ASR is accurate, reliable, and fully ratified.

The management of the monitoring network is split between national AURN standards and local site management. AURN1 Hamiton Terrace and AURN2 Rugby Road form part of

the national AURN network. Data management and QA/QC procedures are undertaken by 'Ricardo-Energy and Environment' in accordance with national AURN standards.

Servicing for AURN1 is carried out by 'WeCare4Air', whereas servicing for AURN2 is arranged by 'Bureau Veritas and Defra, with onsite provision by 'Enviro Technology Services'.

Management of non-AURN Site CM1 Jury Street/Pageant House, is carried out by 'WeCare4Air'. Who are responsible for the complete data management and servicing and call-out contract for this site.

All automatic monitoring sites undergo routine calibration checks, typically on a semi-annual basis, with formal audits and servicing also performed at semi-annual intervals to ensure the integrity of the measurements.

All data presented within this ASR has been fully ratified. The ratification process involves checking for instrument drift, identifying and removing anomalous data, and applying final correction factors to ensure the dataset meets the statutory requirements.

PM₁₀ and PM_{2.5} Monitoring Adjustment

The type of PM₁₀ and PM_{2.5} monitor(s) utilised within Warwick District Council do not require the application of a correction factor.

Automatic Monitoring Annualisation

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

NO₂ Fall-off with Distance from the Road

Wherever possible, monitoring locations are representative of exposure. However, where this is not possible, the NO₂ concentration at the nearest location relevant for exposure has been estimated using the NO₂ fall-off with distance calculator available on the LAQM Support website. Where appropriate, automatic annual mean NO₂ concentrations corrected for distance are presented in [Table A.3](#).

No automatic NO₂ monitoring locations within Warwick District required distance correction during 2025.

Summary of Low Cost Air Quality Sensor Monitoring

Table C.4 – Details of low cost sensor sites

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	Sensor Type	In AQMA?	Which AQMA?	Distance to Relevant Exposure (m)	Distance to kerb of nearest road (m)	Inlet Height (m)
7570	Bath street	Roadside	432011	265231	PM _{2.5} , PM ₁₀ , NO ₂	Airly Aura	Yes	Leamington Spa	3.3	2.2	3.6
13095	High Street (1)	Roadside	431950	265211	PM _{2.5} , PM ₁₀ , NO ₂	Airly Aura	Yes	Leamington Spa	0.8	2.3	3.6

Table C.5 – Average Monthly Air Quality Sensor PM_{2.5} Monitoring Results (µg/m³)

Site ID	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean Data
7570	15	19	21	15	11	9	10	9	6	10	8	9	11.9
13095	8	9	10	7	4	3	3	3	2	4	3	4	5.1

Table C.6 – Average Monthly Air Quality Sensor PM₁₀ Monitoring Results (µg/m³)

Site ID	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean Data
7570	26	33	36	24	17	15	15	15	10	17	13	15	19.9
13095	16	18	18	12	8	6	6	6	5	8	7	9	10.1

Table C.7 – Average Monthly Air Quality Sensor NO₂ Monitoring Results (µg/m³)

Site ID	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean Data
7570	15	11	13	9	11	37	40	27	13	13	14	13	18.6
13095	21	17	19	18	16	20	21	18	16	17	19	18	18.5

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

Figure D.1 – Map of Non-Automatic Monitoring Site for the Leamington Spa AQMA

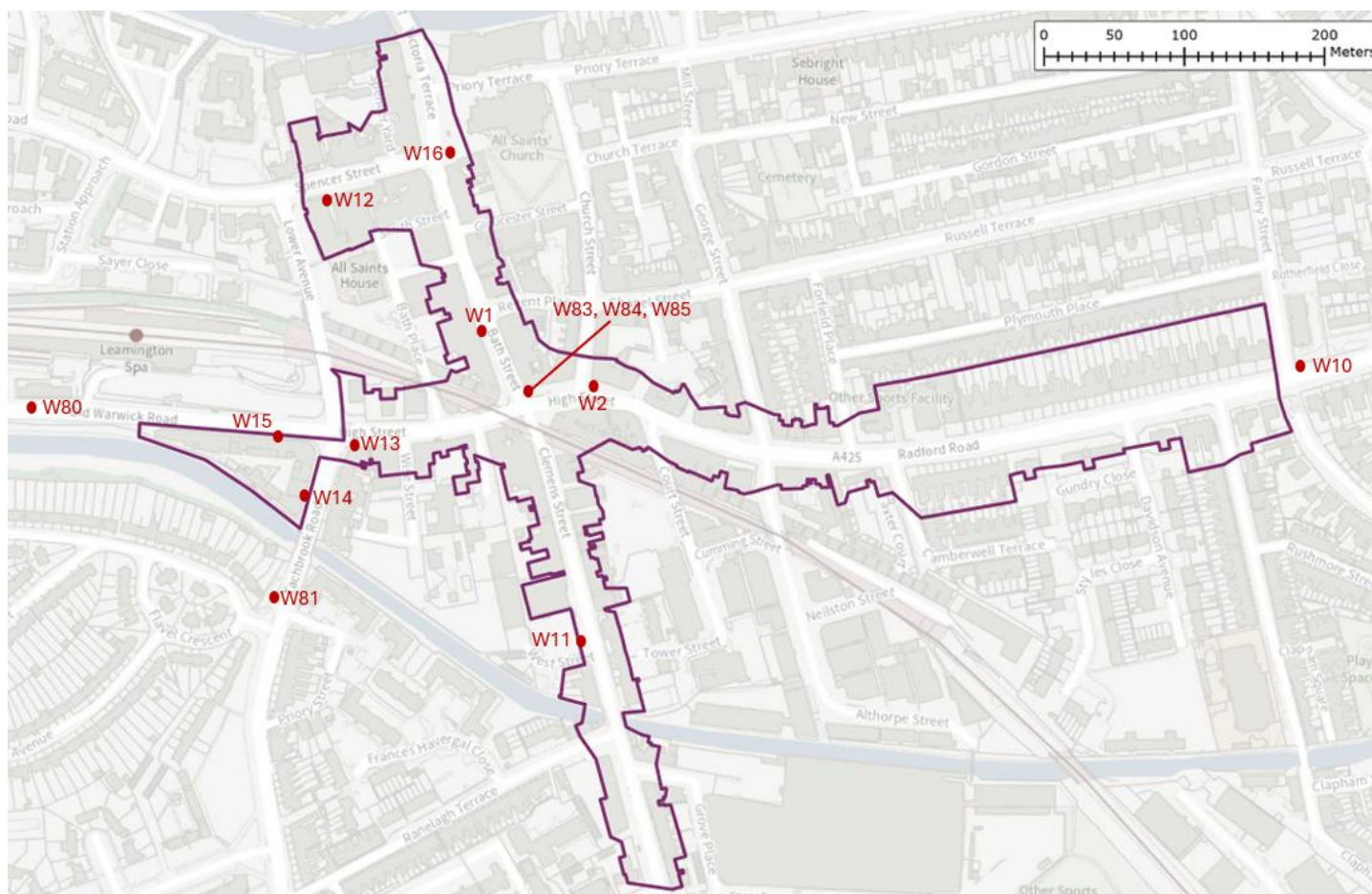


Figure D.2 – Map of Non-Automatic Monitoring Site for the Warwick AQMA

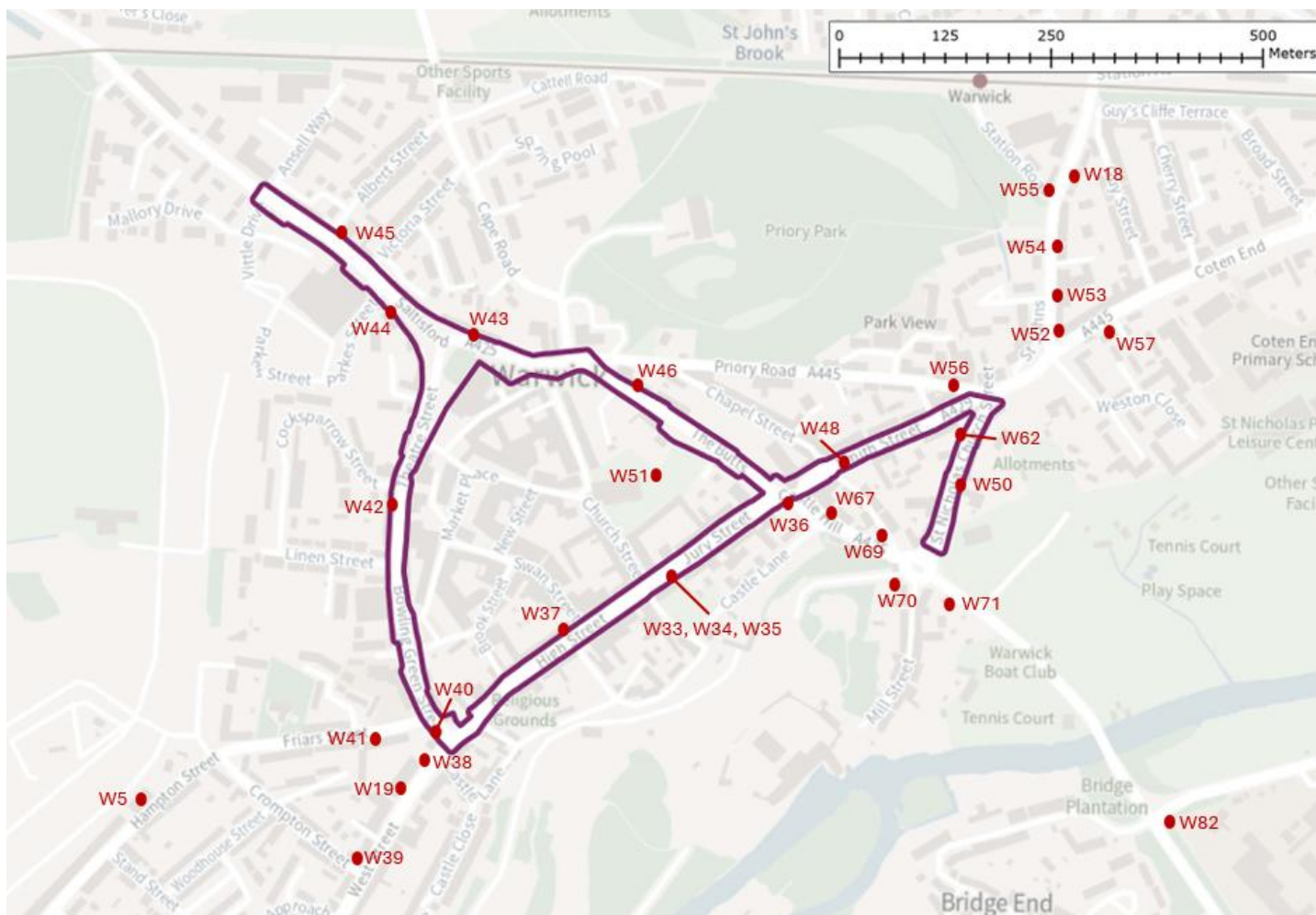
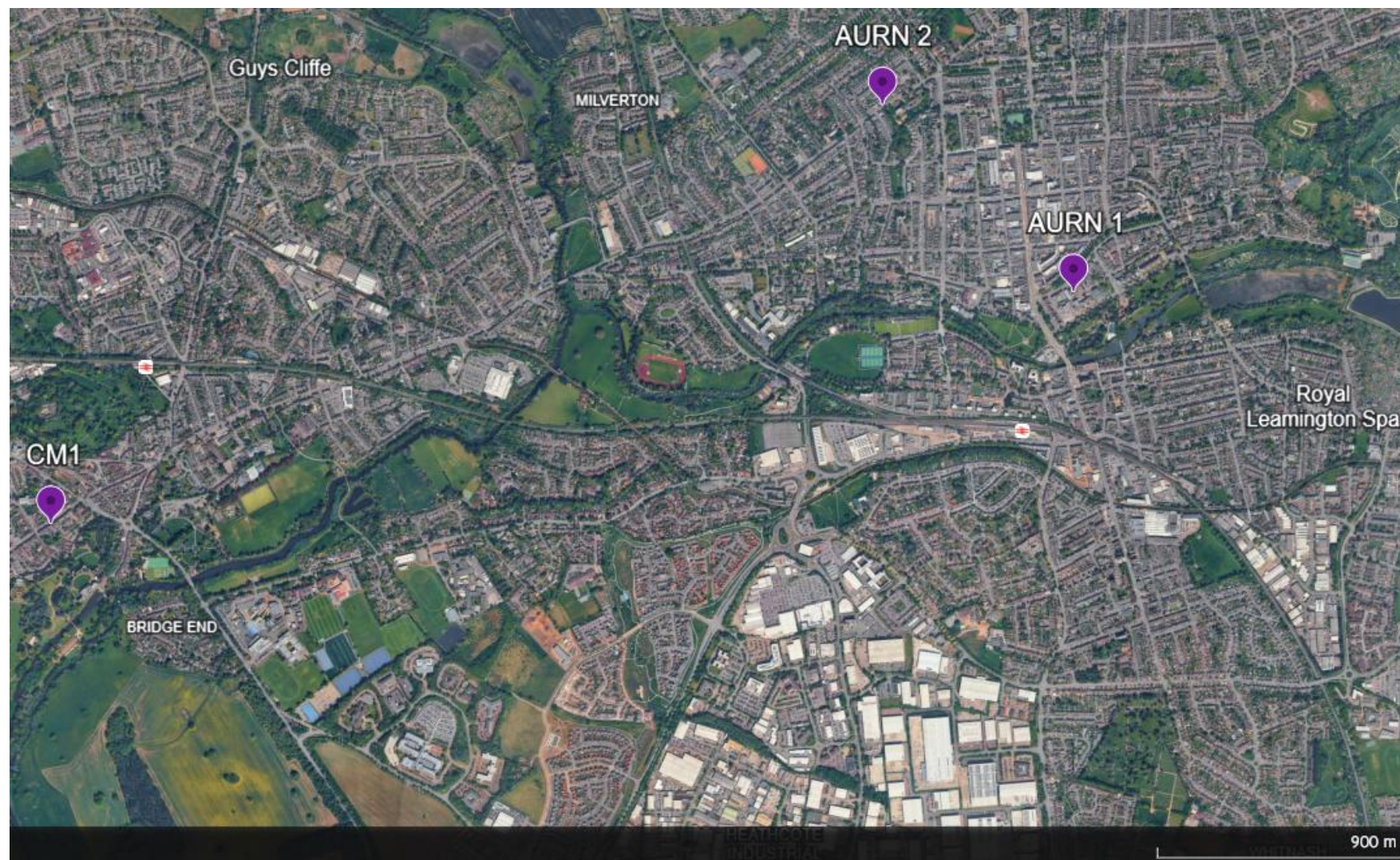


Figure D.3 – Map of Automatic Monitoring Sites within Warwick District



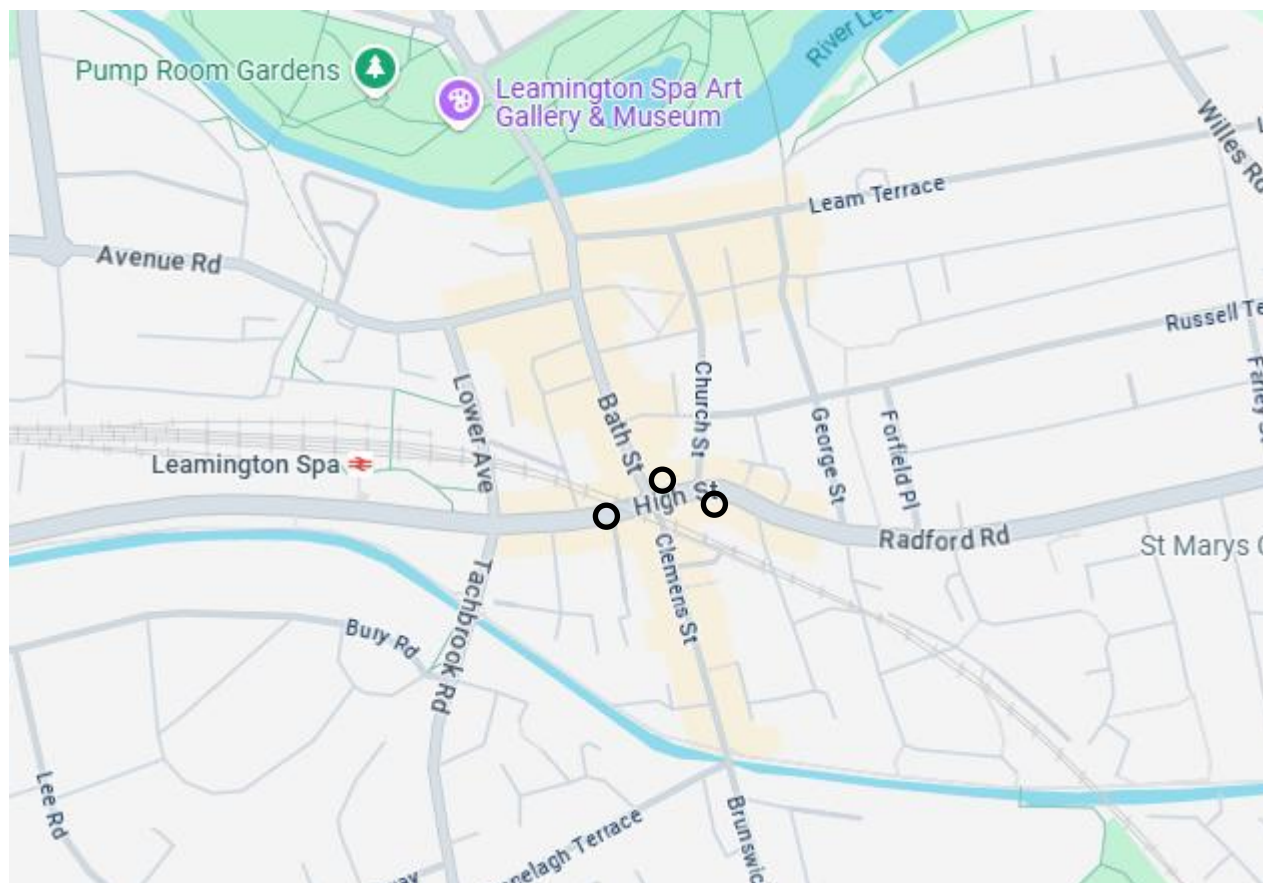
Appendix E: Summary of Air Quality Objectives in England

Table E.1 – Air Quality Objectives in England¹

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

¹ The units are in microgrammes of pollutant per cubic metre of air (µg/m³).

Appendix F: Location of the real-time Airly air quality sensors in Leamington Spa



Appendix G: Detailed assessment of the Air Quality Management Areas (AQMAs) declared by Warwick District Council

Revocation of an AQMA

The revocation of an AQMA should be considered following three consecutive years of compliance with the relevant objective as evidenced through monitoring. The Air Quality Standards Regulations (2010) require that the annual mean concentration of NO₂ must not exceed 40µg/m³. Where NO₂ monitoring is completed using diffusion tubes, to account for the inherent uncertainty associated with the monitoring method, it is recommended that revocation of an AQMA should be considered following three consecutive years of annual mean NO₂ concentrations being lower than 36µg/m³ (i.e. within 10% of the annual mean NO₂ objective). There should not be any declared AQMAs for which compliance with the relevant objective has been achieved for a consecutive five-year period.

Warwick AQMA

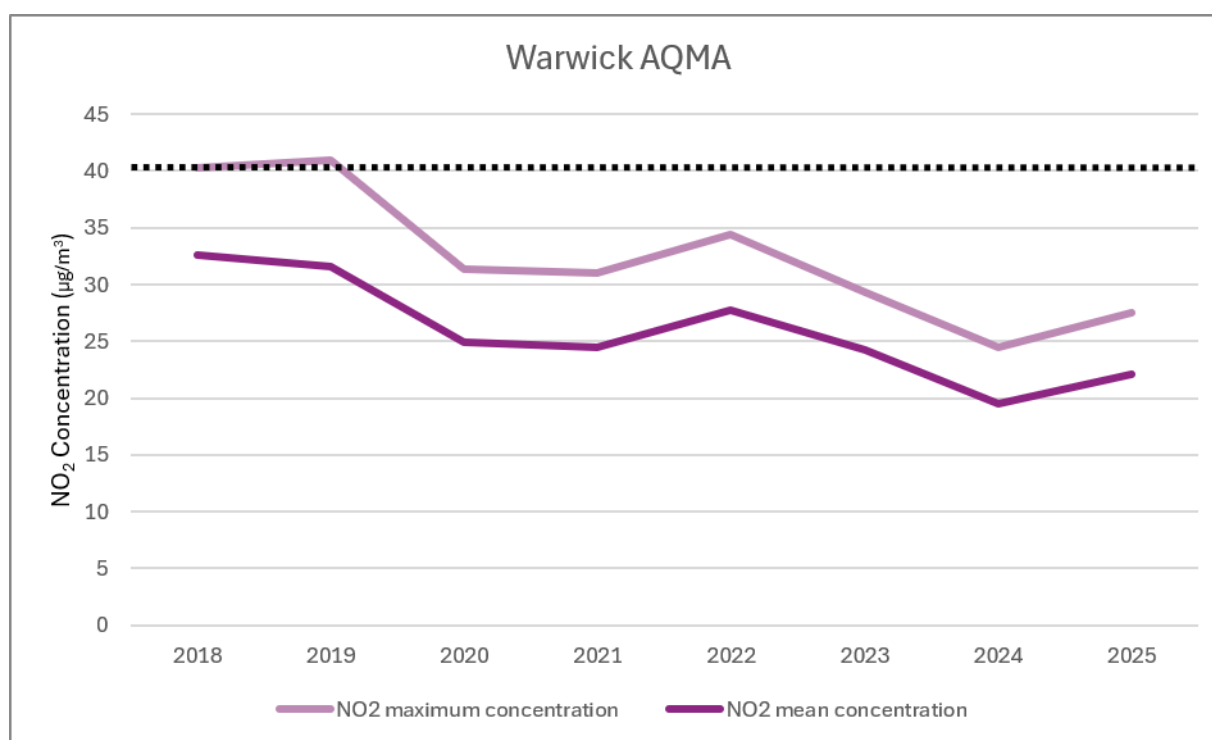
The Warwick AQMA was initially designated based on the NO₂ annual mean objective and has received additional designation based on the NO₂ 1-hour mean.

Table G.1 Bias adjusted and annualised maximum and mean NO₂ concentrations (µg/m³) measured by diffusion tubes in the Warwick AQMA

	2018	2019	2020	2021	2022	2023	2024	2025
Maximum concentration	40.3	40.9	31.4	31	34.4	29.3	24.5	27.5
Mean annual concentration	32.6	31.6	24.9	24.5	27.7	24.2	19.5	22

This AQMA has maintained compliance with air quality objectives for a consecutive period of 5 years inclusive of 2025. Considering the positive trend exhibited, it is advisable to revoke this AQMA to focus efforts on the other remaining AQMA.

Figure G.1 – Trends in NO₂ Annual Mean and Maximum Concentrations within the Warwick AQMA (2018 – 2025)



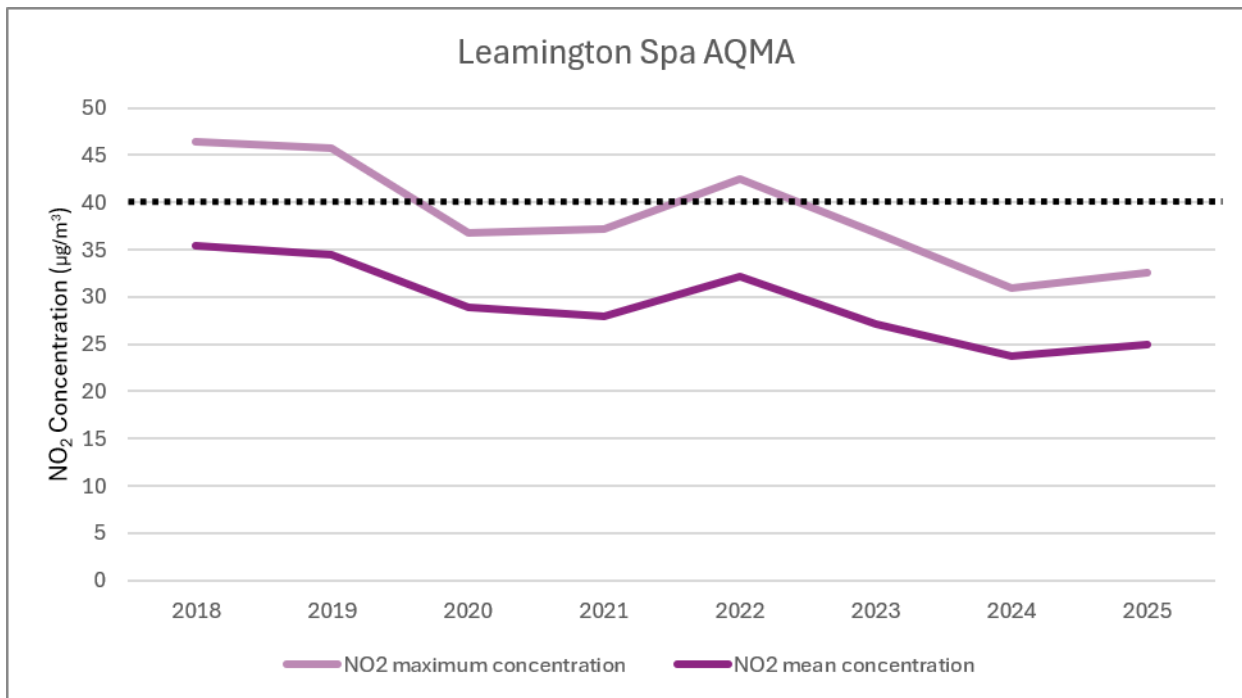
Leamington Spa AQMA

The Leamington Spa AQMA has traditionally not been compliant with air quality standards, with a number of exceedances since the AQMA has been declared. However, the AQMA has maintained compliance below the annual target of 40µg/m³ for a third consecutive year in 2025. It is not expected that revocation of this AQMA is considered at this time due to recent non-compliances in 2022. Vigilance and remedial actions should continue until compliance is consistently maintained.

Table G.2 Bias-adjusted and annualised maximum and mean NO₂ concentrations (µg/m³) measured by diffusion tubes in the Leamington Spa AQMA

	2018	2019	2020	2021	2022	2023	2024	2025
Maximum concentration	46.4	45.8	36.8	37.2	42.5	36.8	30.9	32.5
Mean annual concentration	34.3	33.4	27.9	26.8	30.7	25.7	22.5	25

Figure G.2 – Trends in NO₂ Annual Mean and Maximum Concentrations within the Leamington Spa AQMA (2018 –



Conclusion

Revocation of the Warwick AQMA should be undertaken due to the consistent meeting of air quality standards over the previous 6 years. At this time, work should be focused on the Leamington Spa AQMA to achieve consistent compliance as recent years indicate a trend of general decline.

Glossary of Terms

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

References

- Local Air Quality Management Technical Guidance LAQM.TG22. August 2022. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.
- Local Air Quality Management Policy Guidance LAQM.PG22. August 2022. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.
- Chemical hazards and poisons report: Issue 28. June 2022. Published by UK Health Security Agency
- Air Quality Strategy – Framework for Local Authority Delivery. August 2023. Published by Defra.