WEST OXFORDSHIRE DISTRICT COUNCIL

2025 Air Quality Annual Status Report (ASR)

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

Date: June, 2025

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Local Responsibilities and Commitment

This ASR was prepared by the Environmental Regulatory Services of West Oxfordshire District Council with the support and agreement of the following officers and departments:

- Phil Measures (Environmental Protection)
- Karen Toomer (Environmental Protection)

In addition, support was also provided by the following officers at Oxfordshire County Council:

- Kate Eveleigh (Public Health Principal)
- Melissa Nikkhah-Eshghi (Technical Lead – Air Quality and Partnerships)

This ASR has been signed off by the Director of Public Health for Oxfordshire County Council.

If you have any comments on this ASR please send them to the Air Quality Officer using the contact details provided above.

Executive Summary: Air Quality in Our Area

Air Quality in West Oxfordshire District

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. PM_{10} refers to particles under 10 micrometres. Fine particulate matter or $PM_{2.5}$ are particles under 2.5 micrometres.

During 2024, nitrogen dioxide (NO_2) continued to be the main pollutant of concern in the West Oxfordshire District. West Oxfordshire District Council has continued monitoring NO_2 across the district using diffusion tubes. The monitoring sites are representative of relevant exposure and relate to emissions from traffic.

The monitoring reported within this 2025 Annual Status Report for WODC took place during the whole of 2024. In 2024, our diffusion tube network monitored NO_2 levels at 25 locations across the district and, as with recent years, the monitoring results continue the trend of decreasing NO_2 concentrations. Consequently, the district's air quality remains very good, with 2024 being the third year in a row (post pandemic) where NO_2 concentrations were below the UK objective across the district.

The district has two Air Quality Management Areas (AQMAs), one centred on Bridge Street, Witney and one centred on Horse Fair/High Street, Chipping Norton. It is expected that both areas will have met the criteria for revocation in 2026. If this is proven to be the case, WODC will seek to revoke both AQMAs next year. Following revocation, the council will be required to produce an Air Quality Strategy covering the entire district.

Air Quality Partners

As the district's highways authority, Oxfordshire County Council (OCC) is West Oxfordshire's main air quality partner. This is predominantly due to road traffic being the main pollution source within the district. The two councils regularly work together within a planning context, regarding highways and new developments. Furthermore, OCC have been the main contributor in the review of the Air Quality Action Plan for the two AQMAs in the district, both in the capacity of the district's highway authority and from a public health perspective.

WODC are also beginning to engage with town and parish councils to support them with projects which may improve air quality, regardless of the existing pollutant concentrations.

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.

A summary of measures proposed or actioned are provided below and discussed in more detail in Section 2.2.

Witney

The actions which will have the most significant impact on air quality in Witney's AQMA will be the construction of the west facing slip roads on the Shores Green junction on the A40.

Once complete, it is expected that traffic leaving the A40 to travel northeast on the A4095 and vice versa, will leave/enter the A40 at Shores Green, instead of travelling through the AQMA. This project is discussed further in Section 2.2.

Other actions which are in place include:

- plans to improve Witney town centre, making it more attractive for active travel;
- installation of new electric vehicle charging points at Woolgate Centre; and,
- improvements to some bus services (commercial & community) serving the town.

Chipping Norton

Chipping Norton's Local Cycling and Walking Infrastructure Plan was adopted in April 2025. The plan aims to improve cycling and walking around the town, thus reducing vehicle use for local trips. As with Witney, there have been improvements to both commercial and community bus services to the town, and the town now benefits from an electric car club.

District wide

District wide measures and actions implemented or proposed during 2024 include:

- actions implemented by OCC, relating to policies in the Local Transport and Connectivity Plan, to improve active travel and public transport;
- a second review of the county's Bus Service Improvement Plan outlining its commitment to bus service improvements across the county between 2024 and 2030;
- delivering of objectives in the county's Air Quality Strategy, including school engagement;
- the continued provision of air quality information on the Oxon Air website, providing information regarding air quality in the county;
- approval of WODC's Air Quality Action Plan by the Executive in September 2024 (progress on key measures in the plan are shown in Table 2.2); and,
- the development of a tool, with associated modelling, to inform future policy decisions (jointly funded by all Oxfordshire district, city and county councils).

Conclusions and Priorities

To conclude, air quality continues to show a steady improvement across the district, with 17 of the 25 locations monitored showing concentrations of NO_2 below half of the national objective. This is positive news for those who live and work in the West Oxfordshire district, particularly those with health conditions which make them more sensitive to air pollution.

Despite the continuing downward trend, even in areas where concentrations meet with the objectives there are multiple benefits of continuing to improve air quality. Such benefits include improved population health, enhancing our natural environment and tackling climate change. Consequently, the county council, district council, town/parish councils, residents and businesses continue to have a part to play in reducing emissions and improving the quality of the air we breathe.

Over the coming years, we anticipate further improvements as a consequence of changes in the way we travel, how our roads are used and further improvements in car technology. WODC will continue to work with OCC to explore and develop highway improvements, and ensure future large developments include, or provide funding for, mitigation measures to minimise the impact of the consequential additional traffic.

Over the next year WODC's priorities will be to continue diffusion tube monitoring in accordance with Defra guidance LAQM TG(22) and continue to support OCC in improving active travel, public transport, as well as supporting infrastructure projects which will improve air quality in the district.

How to get Involved

We can all contribute to improving air quality in our district by:

- reducing how much we use petrol/diesel vehicles;
- where driving diesel/petrol cars is necessary, minimise idling your engine and use 'eco-driving' styles, which reduces fuel usage as well as emissions;
- consider car sharing – encourage your workplace to co-ordinate car sharing;
- using car clubs instead of buying a car. Even better, join an electric car club;
- using public transport;
- using alternative travel modes such as walking or cycling where possible; and,
- visiting Oxon Air

These measures not only improve air quality, but also will contribute to tackling climate change and, in the case of cycling and walking, will improve your health too!

Other ways which you can get involved include:

- participating in consultations on plans and strategies on https://letstalk.oxfordshire.gov.uk/ or https://yourvoice.westoxon.gov.uk/en-GB/;
- joining local campaign or community action groups; and,
- communicating issues or ideas to town/parish councils, district council or county council;

More information on air quality can be found on the following websites:

- Defra UK Air
- Action for Clean Air
- Oxon Air

Any queries about Air Quality should be directed to the Environmental Protection team within WODC. This team can be contacted by e mail on: customer.services@westoxon.gov.uk

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1 Local Air Quality Management

This report provides an overview of air quality in West Oxfordshire District during 2024. It fulfils the requirements of Local Air Quality Management (LAQM) as set out in Part IV of the Environment Act (1995), as amended by the Environment Act (2021), and the relevant Policy and Technical Guidance documents.

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

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

2 Actions to Improve Air Quality

2.1 Air Quality Management Areas

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

A summary of AQMAs declared by WODC can be found in Table 2.1. The table presents a description of the two AQMAs that are currently designated within West Oxfordshire District. Appendix D provides maps of AQMAs which includes the monitoring locations within these areas (Figure D.2 and Figure D.3). The air quality objectives pertinent to the current AQMA designations are as follows:

- NO_2 annual mean

Concentrations of NO_2 in both AQMAs have been below the UK objective of 40µg/m^3 for three years. The statutory technical guidance for local air quality management, LAQM.TG22, states that before an AQMA can be revoked, concentrations should be less than 90% of the objective (36µg/m^3 for NO_2) for three consecutive years. Consequently, the AQMA in Witney will remain in place for 2025 and, assuming concentrations continue to follow the current trend, this AQMA will be revoked in 2026.

Concentrations of NO_2 in the Chipping Norton AQMA have been below 36µg/m^3 for three consecutive years. Although this AQMA has met the criteria for revocation, it is proposed to revoke both AQMAs concurrently in 2026.

Table 2.1 – Declared Air Quality Management Areas

AQMA Name	Date of Declaration	Pollutants and Air Quality Objectives	One Line Description	Is air quality in the AQMA influenced by roads controlled by Highways England?	Level of Exceedance: Declaration	Level of Exceedance: Current Year	Number of Years Compliant with Air Quality Objective	Name and Date of AQAP Publication	Web Link to AQAP
Witney	Declared 01/03/2005	NO_2 Annual Mean	An area encompassing Bridge Street and part of High Street, Witney	No	48	28.4	5 (including Covid pandemic)	Witney and Chipping Norton Air Quality Action Plan 2024	https://www.westoxon.gov.uk/media/xpqflayh/witney-and-chipping-norton-air-quality-action-plan-november-2024.pdf
Chipping Norton	Declared 01/03/2005	NO_2 Annual Mean	An area of the town centre encompassing Banbury Road, Horsefair and Market Place	No	49	28.2	5 (including Covid pandemic)	Witney and Chipping Norton Air Quality Action Plan 2024	https://www.westoxon.gov.uk/media/xpqflayh/witney-and-chipping-norton-air-quality-action-plan-november-2024.pdf

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

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

2.2 Progress and Impact of Measures to address Air Quality in West Oxfordshire District

Defra's appraisal of last year's ASR concluded "*The report is well structured, detailed, and provides the information specified in the Guidance*". The appraisal provided the following suggested improvements to subsequent reports:

Comment	Action
There is a minor formatting issue present in the report. For the captions below Figures A.1 and A.2, the subscript is missing for NO_2. The Council are encouraged to update this.	This report has been checked to ensure this error has not been repeated this year.
There is a minor inconsistency between the data capture presented in Table A.4 and Table B.1. Table B.1 indicates that all monitoring locations were operational for the full calendar year (2023). Hence, in Table A.4, the Valid Data Capture for Monitoring period should be the same as the Valid Data Capture for 2023 at all monitoring locations. The Council is strongly encouraged to amend this error in future reporting years.	This report has been checked to ensure this error has not been repeated this year.

WODC has taken forward a number of direct measures during the current reporting year of 2024 in pursuit of improving local air quality. Details of all measures completed, in progress or planned are set out in Table 2.2. Eighteen measures are included within Table 2.2, with the type of measure and the progress WODC have made during the reporting year of 2024 presented. Where there have been, or continue to be, barriers restricting the implementation of the measure, these are also presented within Table 2.2.

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
1	Improvements at B4022/A40 Shores Green junction in Witney.	Traffic Management	Strategic highway improvements, Re-prioritising road space away from cars, including Access management, Selective vehicle priority, bus priority, high vehicle occupancy lane	2022 (planning application submitted)	Estimated 2026	Oxfordshire County Council and its partners	Housing and Growth Deal (HGD) funds and Section 106 developer contributions.	Fully funded	> £10 million	Implementation	Reduced traffic density	Reduction in local concentration of NO_2	Construction commenced Spring 2025 https://www.oxfordshire.gov.uk/residents/roads-and-transport/roadworks/future-transport-projects/a40-improvements/a40-access-witney	None to date
2	Local Cycling and Walking Infrastructure Plans	Promoting Travel Alternatives	Promotion of cycling	2023	2031	Oxfordshire County Council	Various including Central Government and OxLEP	Partially Funded	£1 million - £10 million	Implemented for Witney and Chipping Norton	Increase in active travel and reduction in vehicle emissions	Reduction in local concentration of NO_2	Witney & Chipping Norton LCWIP complete – implementation ongoing	The success will depend on changing attitudes and behaviours of residents and businesses.
3	Freight & Logistics Strategy 2022 - 2050	Freight and Delivery Management	Route Management Plans/ Strategic routing strategy for HGV's	2022	2040	Oxfordshire County Council	Oxfordshire County Council	Partially Funded	£1 million - £10 million	Implementation	Reduction in number of HGV travelling through Chipping Norton	Reduction in local concentration of NO_2	Strategy published. Studies underway on current HGV movements and issues. Strategy can be found at - https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-connecting-oxfordshire/FreightandLogisticsStrategy.pdf	Complexity of freight system, need for goods, amounts of goods transported, market forces, modal shift, impacts on businesses and consumers
4	Oxfordshire Local Transport and Connectivity Plan 2022 – 2050	Policy Guidance and Development Control	Other policy	2022	2040	Oxfordshire County Council	Oxfordshire County Council	Fully funded	Not known	Implementation	Reduced traffic density	Public awareness Increasing awareness within health monitoring policy	Updates on implementation found in latest Monitoring Report.	Replaced the previous Local Transport Plan 2015-2031 in 2022
5	Oxfordshire Active & Healthy Travel Strategy 2022	Promoting Travel Alternatives	Intensive active travel campaign & infrastructure	2022	2031	Oxfordshire County Council and LA	Oxfordshire County Council	Fully funded	Not known	Implementation	Reduced traffic density	Reducing car use and thus emissions. Increased cycle network	Updates on implementation found in latest Monitoring Report	Implemented to support Measure 1 above
6	Chipping Norton Local Cycling and Walking	Promoting Travel Alternatives	Promotion of cycling and walking	2025	Ongoing	Oxfordshire County Council & Chipping Norton Town Council	Various including developer contribution and central	Partially funded	£1 million - £10 million	Implementation	Reduced vehicle emissions	Increase in cycling and walking	LCWIP published and implemented	Funding and changing attitudes and behaviours with

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
	Infrastructure Plan						government bids							regard to active travel modes.
7	New Park & Ride at A40 Eynsham	Alternatives to private vehicle use	Bus based Park & Ride	2019	2024	Oxfordshire County Council and its partners	Department for Transport retained Local Growth Fund Housing Growth Deal Oxfordshire Local Enterprise Partnership S106 contributions	Fully funded	> £10 million	Implementation	Fewer vehicles travelling on A40	Usage of facility	Construction work has begun - https://www.oxfordshire.gov.uk/residents/roads-and-transport/roadworks/future-transport-projects/a40-improvements/eynsham-park-and-ride	None to date
8	A40 Highway improvement (ext of dual carriageway between Witney and Eynsham Park and Ride	Traffic Management	Strategic highway improvements, Re-prioritising road space away from cars, including Access management, Selective vehicle priority, bus priority, high vehicle occupancy lane	2022	Estimated 2024	Oxfordshire County Council and its partners	Department for Transport retained Local Growth Fund (LGF) Homes England Housing Infrastructure Fund (HIF) Oxfordshire Local Enterprise Partnership The Housing Growth Deal (HGD) various S106 developer contributions	Fully funded	>£10m	On hold	Reduced traffic density	Reduction in local concentration of NO_2	Global inflationary pressures have meant this part of the A40 improvement project has been put on hold pending securing further funding	Funding
9	Electric vehicle car club trial	Alternatives to private vehicle use	Car club	2023	2024	Oxfordshire County Council, Las and commercial car clubs	Commercial partners	Fully funded	Not known	Implemented	Reduced vehicle emissions	Reduction in local concentration of NO_2	Ongoing https://www.oxfordshire.gov.uk/residents/roads-and-transport/electric-vehicle-pilot	Success will depend on cost to the consumer and availability of vehicles and charging stations.
10	Oxfordshire Air Quality Strategy	Policy Guidance and Development Control	Other Policy	2023	2030	Oxfordshire County Council, supported by all District LAs	Oxfordshire County Council	Fully funded	<£20	Implemented	Improvement in air quality	Reduction in local concentration of NO_2 &	Ongoing https://news.oxfordshire.gov.uk/download/2cc66521	Changing attitudes and behaviours; availability of

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
												exposure to air pollution	-8108-4b7e-9143-2ef812745a6f/oxfordshirecountycouncilcleanairstrategy-onepagesummary.pdf	funding for associated projects; spatial limitations for developments.
11	Witney High Street and Market Square Public Realm scheme	Promoting Travel Alternatives	Promotion of walking	2023	2025	Oxfordshire County Council	Oxfordshire County Council	Funded	£1 million - £10 million	Planning	Encourage modal switch from cars to active and public transport	Reduction in local concentration of NO_2, and health benefits of active travel	Scheme is currently at the detailed design stage	Changing attitudes and behaviours
12	Rusty Riders Cycling Group	Promoting Travel Alternatives	Promotion of cycling	2023	2025	Chipping Norton Town Council	Chipping Norton Town Council	Funded	< £10k	Implementation	Encourage modal switch from cars to active transport	Reduction in local concentration of NO_2, and health benefits of active travel	Scheme was launched in March 2024, and continues with strong attendance	The scheme aims to support those are returning or are new to cycling
13	Installation of Moss Filter	Pollutant Capture/ Barrier	Green Infrastructure	2023	2025	Chipping Norton Town Council	TBC	Not Funded	£10k - 50k	Planning	Potential to reduce numerous air pollutants, including NO_2 and PM	Reduction in local concentration of NO_2	The town council is currently finalising the location and design, before seeking funding for the project.	Securing funding, agreement with local businesses, approvals from local highway authority
14	Witney Active Travel Scheme	Transport Planning and Infrastructure	Cycle network	2020	2021	Oxfordshire County Council and Oxfordshire Local Enterprise Partnership	Government Active Travel Fund, Oxfordshire Local Enterprise Partnership, S106 funding	Fully funded	£1 million - £10 million	Completed	Reduced vehicle emissions	Increased cycling	Complete https://www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire/active-travel/witney-active-travel-route	None to date
15	Oxfordshire Park & Charge - Electric vehicle charging points scheme	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	2020	Completed 2021	The Office for Zero Emission Vehicles and Innovate UK, and delivered by Oxfordshire County Council, SSE Enterprise, Zeta Specialist Lighting, Urban Integrated Ltd, EZ Charge and University of Oxford	The Office for Zero Emission Vehicles and Innovate UK	Fully funded	£1m - £10m	Complete	Increase in low emission vehicles	Uptake by EV users	Installation complete https://parkandchargeoxfordshire.co.uk/faqs/	None to date

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
16	Oxfordshire Air Quality Information Website	Public Information	Via the Internet	2020	2023	Oxfordshire County Council and all District LAs	DEFRA AQ Grant and LAs	Fully funded	£100-500k	Complete	Information on local air quality to impact lifestyle choice	“Hits” on website	Complete with ongoing updates and maintenance	Officer time constraints
17	Burford speed restriction	Traffic Management	Other policy	2020	2020	Oxfordshire County Council	Oxfordshire County Council	Fully funded	Not known	Complete	Reduced vehicle emissions	Reduction in local concentration of NO_2	Completed	N/a
18	20mph Transformation Programme	Traffic Management	Reduction of speed limits, 20mph zones	2022	2025	Oxfordshire County Council	Oxfordshire County Council	Fully funded	£8 million	Complete	Reduced vehicle emissions and improved traffic flow	Reduction in local concentration of NO_2	Complete for Witney & Chipping Norton	Changing attitudes and behaviours; availability of funding for associated projects; spatial limitations for developments.

More detail on these measures can be found in Witney and Chipping Norton Air Quality Action Plan, as well as other documents including:

- Oxfordshire's Local Transport and Connectivity Plan 2022-2050;
- West Oxfordshire's Local Plan 2031;
- Witney Local Cycling and Walking Infrastructure Plan 2023;
- Chipping Norton Local Cycling and Walking Infrastructure Plan; and,
- Chipping Norton Neighbourhood Plan.

Many of the measures detailed on the aforementioned plans are further supported by climate and carbon strategies and plans both at county and district level. Key completed/progressed measures briefly described below.

Witney & Chipping Norton Air Quality Action Plans

The Witney and Chipping Norton Air Quality Action Plan was approved by the WODC Cabinet in September 2024, and has now been published on the council's website. The AQAP includes long term measures including Local Travel Plans for both towns and Local Cycling and Walk Infrastructure Plans. Other measures relating to highways and freight are also in progress. Also included are more short-term measures such as campaigns to raise public awareness to air quality issues such as wood burners and idling vehicles.

Oxfordshire County Council Air Quality Strategy

Oxfordshire County Council's Air Quality Strategy was launched in 2023, and was developed with the support of the district and city council's air quality officers. The strategy has three objectives:

- Work in partnership to support the work to improve air quality undertaken by the district and city councils.
- Work with air quality partners to maintain a downward air pollution trajectory and develop population exposure targets.
- Deliver the OCC Air Quality Strategy Route Map.

During 2024 the following objectives were progressed or completed:

- Oxfordshire County Council (OCC) purchased the Air Quality Lifecourse Assessment Tool (AQLAT), from the University of Birmingham. Jointly funded by the five districts in Oxfordshire and the county council, county-wide air quality

modelling will be fed into the AQLAT tool providing health and economic benefits of reducing air pollution at a ward-level resolution. The beta version of the AQLAT indicated that the yearly health burden attributable to air pollution in Oxfordshire includes up to 20 cases of strokes, up to 40 cases of asthma, up to 5 cases of lung cancer, and up to 25 cases of heart disease. This is discussed further in Section 2.3.

- School Engagement: School engagement officers are actively engaging with schools to encourage the implementation of active travel initiatives. In West Oxfordshire, this has included two Witney schools, Wood Green School and Witney Community School.
- Air Quality Communication Plan: An air quality communication plan has been formed and shared with district officers. The plan allows co-ordination of communication of air quality information across the county.
- Additionally, OCC has hired a new Technical Lead for air quality to help deliver actions in the air quality strategy
- Sustainable School Travel Strategy was published which will support increase in active travel.

Local Transport and Connectivity Plan 2022 - 2050

OCC's Local Transport and Connectivity Plan 2022 – 2050 (LTCP5) was fully adopted in July 2022, replacing the previous plan (LTP4). Targets for the County include:

- reducing 1 in 4 car trips by 2030;
- delivering a net-zero transport network by 2040; and,
- having zero, or as close as possible, road fatalities or life-changing injuries by 2050.

The plan sets out three ways to achieve the targets:

- Reducing the need to travel.
- Reducing emissions by either encouraging improvements in vehicle fleet or reducing the number of vehicles by encouraging car clubs and car sharing.
- Making walking, cycling, public and shared transport the natural first choice.

LTCP5 also includes the preparation of area strategies for each district, focusing on specific towns, including Witney and Chipping Norton.

Progress of the LTCP is presented in the Local Transport and Connectivity Plan - Monitoring Report 2023-2024. Projects delivered which will have impacted Witney and Chipping Norton are listed below:

- Strategic Active Travel Network – approved in April 2024.
- Community Outreach Active Travel programme – launched by Active Oxfordshire.
- Sustainable School Travel Strategy – Approved in September 2024.
- Witney High Street and Market Square improvements – funding secured and works to commence in 2025.
- Vision Zero Strategy and Action Plan – adopted in April 2024.
- Road safety schemes including traffic calming at The Leys, Witney.
- Eynsham Park & Ride – funding secured to complete the construction.
- Bus Service Improvement Plan adopted in June 2024.
- HGV studies progressing in Windrush Valley.

Local Cycling and Walking Infrastructure Plans (LCWIP) and Active Travel

Work has commenced on the proposed improvements outlined in the Witney LCWIP, with funding secured for the design element for a number of the schemes. In addition, some of the schemes presented in the LCWIP will also be delivered as part of the Witney High Street and Market Square public realm improvement project, expected to commence this year.

Chipping Norton's LCWIP was approved in April 2025. The LCWIP included a list of improvements which would benefit cycling and/or walking in Chipping Norton. The improvements were then prioritised by scoring against set criteria. One of the high scoring schemes includes improvements to the A44 (New Street/High Street) junction with the A361 (West Street). In 2024 OCC appointed Pell Frischman to carry out an appraisal on the potential options for this junction. The proposed improvements included new Zebra crossings replacing existing uncontrolled crossings, widening of footpaths to improve walking in the town, as well as other measures to improve traffic safety. The outcome of the appraisal was published in an options appraisal report, available on the OCC website. A consultation into the findings of the report was subsequently undertaken. The outcome of the consultation will be used to inform the preliminary design stage.

The LCWIP will be reviewed and updated every two years.

The Rusty Riders Clinic in Chipping Norton continues to hold meetings every month, attracting 10-20 participants. The initiative was set up in collaboration with Transition Chipping Norton, to help new and returning cyclists improve proficiency, learn about bike maintenance, as well as organising social rides.

The Windrush Bike Project run a variety of workshops, classes and training in Witney to help people of all ages and abilities to get cycling. They also have a bike lending service for families who may struggle to afford to buy bikes for their children, which includes the option to swap for larger bikes as the child grows. The organisation actively campaign to improve cycling infrastructure in and around Witney.

OCC published its Sustainable School Travel Strategy in 2024, which has three key aims:

- Improving health and wellbeing for children, young people, and their families.
- Facilitating more sustainable travel choices for school and college journeys.
- Making active travel (walking, wheeling, cycling, scooting) a safe and comfortable choice for school and college journeys.

The strategy includes a prioritised action plan to promote and support sustainable travel to and from schools and colleges. Actions include cycle training, air quality monitoring, road safety education, and improving active travel infrastructure. The strategy will be reviewed annually.

OCC encourages schools and colleges to use the Modeshift STARS free online travel plan to increase levels of sustainable and active travel in young people, improving health and well-being. The accreditation scheme recognises schools and other educational establishments that have shown excellence in supporting cycling, walking and other forms of sustainable and active travel.

Freight & Logistics Strategy 2022 - 2050

The County Council's Freight & Logistics Strategy 2022 – 2050 (FLS) was developed as a supporting strategy for the LTCP5. The FLS has 40 actions to deliver 5 key principles:

- Appropriate movement
- Efficient movement
- Net-zero movement
- Safe movement
- Partnership working

A weight restriction feasibility study was completed in 2023. The study highlighted the cost, complexity and potential impacts of weight restrictions, but also highlighted that weight restrictions are only one potential solution to the issue. The outcome of the study indicated further studies on HGV movements were necessary, with the Windrush Valley being identified as a key focus area. The study on HGV movements commenced with initial data collection and stakeholder engagement which was completed in March 2024. Phase two involved the use of Automatic Number Plate Recognition cameras to provide better understanding of HGV movements in the area. The collection of this data was completed in March 2025, with analysis and options appraisal being carried out in May and June. A final decision on the outcome of this phase will be discussed in July 2025. The Oxfordshire Freight Steering Group was established to consult on the work.

Oxfordshire Air Quality Website

The new Oxfordshire Air Quality Website, was launched in September 2023. The new site, funded by the DEFRA Air Quality Grant scheme, was a collaboration between the district councils, city council and county council in Oxfordshire. The site provides: up to date (as far as practicable) air quality data, including alerts when air pollution is high; an interactive map; advice on reducing harmful emissions; advice on how to minimise exposure; a page specifically to help children understand air quality; poor air quality text alerts for those with health conditions; and many other features. Subscribers also benefit from email newsletters, providing information on topical issues such as pollen and bonfire night. The website benefits residents of Oxfordshire and those who travel into the county for work or leisure, highlighting the areas where air quality needs to be improved. During 2024, the site attracted a total of 14,568 views, the majority of which were to view air quality information.

A40 Improvement Scheme

A review of the planned improvements to the A40 corridor was completed in July 2023, in the light of global inflationary pressures. The outcome of the review was for a more phased approach, focusing on the Eynsham Park & Ride, improving access to Witney at the Shore Green Junction, dedicated bus lanes between Oxford and Eynsham Park & Ride and improvements to the shared cycle/footpath between Eynsham and Shores Green. Other improvements in the original scheme will be progressed as funding becomes available. An update on the scheme is summarised below:

- Construction of the Eynsham Park and ride commenced in the autumn of 2022. The facility itself was completed in 2024. Connection to the A40 will be delivered as part of the A40 Eynsham Park and Ride to Wolvercote project. Consequently, the park and ride will not be fully operational until 2027.
- The proposed improvements to the A40, between Eynsham Park and Ride and Wolvercote are currently in the planning process. The current estimated year of completion is 2028.
- The construction of the west facing slip roads on the Shores Green Junction commenced in early 2025 and are expected to be completed by mid 2026.
- Improvements in shared active travel paths will be carried out simultaneously with the construction of the new dedicated bus lanes and Shores Green improvements. Improvements to the remaining existing path between Witney and Eynsham will be carried out alongside the delayed scheme to dual the A40 between these two towns.

Although there is a delay in delivering the dualling of the A40 between Witney and Eynsham, the improvements to the Shores Green Junction will deliver considerable benefits to Witney and significantly reduce the flow of traffic through the AQMA. However, the delay in the dualling scheme will also delay improvements in public transport and active travel between Witney and Eynsham.

Public Transport

OCC's second review of the county's Bus Service Improvement Plan (BSIP) was published in 2024. The plan outlines the county's ambitious plans to improve the service throughout the county, through the development of transport hubs, improving road signalling, upgrading bus stops (including Real Time Information (RTI) at key stops), upgrading the fleet, a review of fares and ticketing, and improving reliability. The plan also includes a study into a potential Demand Responsive Transport pilot, with the pilot expected to run in the 2025/2026 financial year.

Public transport improvements benefiting Witney and Chipping Norton during 2024:

- Route 15 (Witney - Southmoor - Abingdon): Frequency increased from roughly two-hourly to hourly, route extended beyond Abingdon to Oxford and renumbered to X15
- Route 19 (Witney - Bampton - Carterton): Frequency increased from roughly two-hourly to hourly

- Route S2X (Carterton - Oxford): New express route started, running Monday to Friday at peak times
- Route X9 (Witney - Charlbury - Chipping Norton): New Sunday service added to existing Monday to Saturday service
- Increase in the frequency of the 801 service from Cheltenham to Chipping Norton, which serves some of the main Cotswold towns on the A429.
- Introduction of electric buses to the 801 service.

Community transport also plays a role in both towns with two organisations serving Witney (First and Last Mile & West Oxfordshire Community Transport), and a further two organisations serving Chipping Norton (Our Bus Bartons & The Villager). These services provide transport links to areas which are not served by mainstream public transport. However, as they often depend on volunteers, the services can be limited. Examples of service improvements by community transport groups in 2024:

- First & Last Mile introduced a shopper service from Bablock Hythe to Witney on Wednesday which, due to popular demand, has led to an additional service on Fridays.
- Our Bus Bartons added two electric buses to their fleet in 2024, which has reduced their emissions by 53%.
- The Villager added an extra day to its V26 service (from Oddington in the Cotswold District to Witney, via Moreton-in-Marsh and Chipping Norton) at the end of 2023. Passenger numbers on the new day have increased steadily throughout 2024 now achieving well above 50% capacity. In addition, 2025 will see the existing diesel bus on their V3 route (Chipping Norton Shuttle) being replaced with an electric bus.

In October 2023 the Carterton-Witney-Oxford Rail Corridor Study, commissioned by OCC, was published. The study investigated the feasibility of such a project from various perspectives including demand and revenue, engineering and integration into the existing rail service. The study was triggered by a local special interest group known as the Witney Oxford Transport Group (WOTG) who developed the proposal for the railway and submitted an application to the Department for Transport (DfT) for Restore Your Railway funding. In brief, the outcome of the study was in favour of the project as an 'economic enabler', based on the predication that even with the proposed improvements to the A40, this road will still reach capacity within the next decade. Consequently, residents of Carterton, Witney and Eynsham working and learning in Oxford will need an alternative method of transportation, which the proposed railway will provide. In addition, providing a

train service to Oxford as an alternative to using the A40, will remove vehicles off the road, and will consequently have a positive impact on air pollution and climate change.

There was no significant progress with this project in 2024, however, 2025 will see further economic analysis for the route, as well as the potential inclusion of the railway in the local plan.

Electric Vehicle Charging

Both county and district councils continue to roll out EV charging infrastructure across the district. WODC installed 12 chargers in Woolgate Centre carpark in 2024, including 4 rapid chargers. This brings the total number of charging units in WODC car parks to 42, covering 74 parking bays. In 2023, OCC were awarded £3.6 million to triple its number of public electric vehicle (EV) chargers after the county's Local EV Infrastructure (LEVI) bid was approved. The programme aims to create a reliable, easy-to-use, contactless EV charging network spanning the county, giving more people the opportunity to switch to an EV, regardless of their parking situation. This is expected to include charging hubs in more rural areas within the district. The roll out of the charging points has been delayed, and consequently installation is not expected until 2026/27.

The interactive tracker map, allowing residents in Oxfordshire to suggest locations where they would like to have EV chargers or car clubs, is still available.

As with the EV charger rollout above, there has also been a delay in the launch of the cross pavement charging project. Many of the issues have now been resolved, and it is expected that residents will be able to apply for such a facility by mid-summer 2025. Residents will be notified when the application period opens.

Car Clubs

OCC launched an electric vehicle car club trial in April 2023, with West Oxfordshire locations in Witney and Eynsham. The trial, which was initially intended for 12 months, continues into 2025, and has now been extended to Chipping Norton. Usage in Witney has shown a significant increase in 2024, with usage in Eynsham remaining steady with good uptake, demonstrating there is a demand for this service.

Planning

The planning process remains a key factor in ensuring new developments do not have a significant impact on air quality. Planning applications are regularly reviewed to identify

those which may require intervention at the planning stage to prevent unacceptable emissions, either by recommending approval subject to conditions or refusal. Air quality assessments, submitted as part of a planning application, are expected to consider cumulative effects of the application site combined with other developments planned for the area, particularly where the developments are close to an AQMA. In addition, larger developments are required to complete a Health Impact Assessment, which is reviewed by OCC.

Challenges & Barriers

The principal challenges and barriers to implementation that WODC anticipates facing remain unchanged from 2023:

- Financial constraints hampering progress with highway improvements and the development of implementation plans.
- The potential for a future increase in traffic in the AQMAs, due to proposed residential developments.
- Changing attitudes and behaviours to encourage less car use and more active travel and use of public transport.

WODC anticipates that the measures stated above and in Table 2.2 will achieve compliance in both the Witney and Chipping Norton AQMA.

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[1], local authorities are expected to work towards reducing emissions and/or concentrations of fine particulate matter ($PM_{2.5}$). There is clear evidence that $PM_{2.5}$ (particulate matter smaller 2.5 micrometres) has a significant impact on human health, including premature mortality, allergic reactions, and cardiovascular diseases.

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

The Environment Act 2021 required the Secretary of State to set $PM_{2.5}$ objectives for the UK, which were laid out in The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023. The targets set within the 2023 Regulations are:

- The annual mean concentration target is that by the end of 31st December 2040 the annual mean level of $PM_{2.5}$ in ambient air must be equal to or less than 10 µg/m³
- The population exposure reduction target is that there is at least a 35% reduction in population exposure by the end of 31st December 2040, as compared with the average population exposure in the three-year period from 1st January 2016 to 31st December 2018.

To monitor progress in meeting these objectives, new monitors have been installed across the country to provide concentration data for fine particles in the air. These are predominantly in urban areas.

2.3.1 Particulate Matter in West Oxfordshire

West Oxfordshire District Council currently does not measure particulate matter using Defra approved methods. However, WODC acquired a particulate matter sensor in December 2024, which has been installed on Bridge Street, Witney. The sensor, which measures PM_1, $PM_{2.5}$ and PM_{10}, was supplied free of charge for 12 months under a scheme run by Airly. The sensor has not been co-located and the data will not be subject to verification or validation. Consequently, the data can only be used to indicate the status of these pollutants and identify any trends in concentration fluctuation. Live data from the sensor can be viewed at https://airly.org/map/en/.

The main sources of particulate matter in the district are likely to be vehicles and domestic combustion. No other significant source of $PM_{2.5}$ have been identified within the district in 2024. Measures to reduce vehicle emission will be aligned with many of the measures in Table 2.2 above, which focus on reducing private vehicle use. WODC is also taking the following measures to address $PM_{2.5}$:

- Highlighting the issues of $PM_{2.5}$ including the impacts on health and activities which generate the particles. This is already being achieved through the new Oxfordshire Air Quality Website, with future campaigns dealing with issues such as responsible use of wood burners, fire pits, garden bonfires etc.
- Seek funding to install $PM_{2.5}$ monitors within the AQMAs and other areas of West Oxfordshire.

From Defra background mapping, the calculated background concentration of $PM_{2.5}$ in West Oxfordshire in 2024 was an average of 6.4µg/m^3, 0.1µg/m^3 lower than that predicted for 2023 (6.5µg/m^3). Background concentrations are modelled from measured data generated by reference analysers and meteorological data from a specific year, and do not include local sources such as roads and chimney stacks.

In addition, air quality modelling carried out as part of the development of the Air Quality Lifecourse Assessment Tool by Cambridge Environmental Research Consultants (discussed further in Section 2.3.2), has predicted concentrations of 7.43µg/m^3 and 12.83 µg/m^3 for $PM_{2.5}$ and PM_{10} respectively for the year 2023. The modelling uses Defra background data, as well as assumptions about emissions from local sources. Although this is an average concentration across the district, it indicates it is likely West Oxfordshire already complies with the objectives outlined above.

Trends in $PM_{2.5}$ in the UK, at urban background and roadside sites, between 2009 and 2023 have been published by DEFRA: Link to: Particulate matter (PM10/PM2.5). The report has yet to be updated to reflect 2024 concentrations, however, headlines from the report detailing data up to 2023 include the following:

- Annual average concentration of the fine particles peaked in 2011 and have since shown a steady decline. In 2023 concentrations fell to their lowest since 2019.
- Concentrations in 2023 showed temporal changes in $PM_{2.5}$, with concentrations peaking during the winter and spring months.
- Peaks were also recorded in April and September during 2023, thought to be due to agricultural operations across UK and continental Europe during the spring, and the significantly warm and dry start to September.
- Residential combustion of wood and coal in stoves and open fires is a large contributor to emissions of particulate matter both in the UK, contributing factor towards elevated concentrations in winter months.

Many of the sources of $PM_{2.5}$ are often trans-boundary or out of the control of the local authority and its residents. However, residents can assist in reducing the concentrations of this pollutant in the air we breathe by minimising the combustion of solid fuels as much as possible. This means:

- only using your solid fuel appliance when you really have to keep warm, not solely for aesthetic purposes;
- making sure the wood you burn meets with the 'Ready to Burn' criteria;

- not burning treated or painted wood, household waste or wet wood; and,
- Keeping your stove/fireplace and chimney clean and well maintained.

For more advice on using an open fire or stove, including what to burn and what not to burn, please visit:

- https://www.hetas.co.uk/consumer/advice-hub/
- Open fires and wood-burning stoves - A practical guide

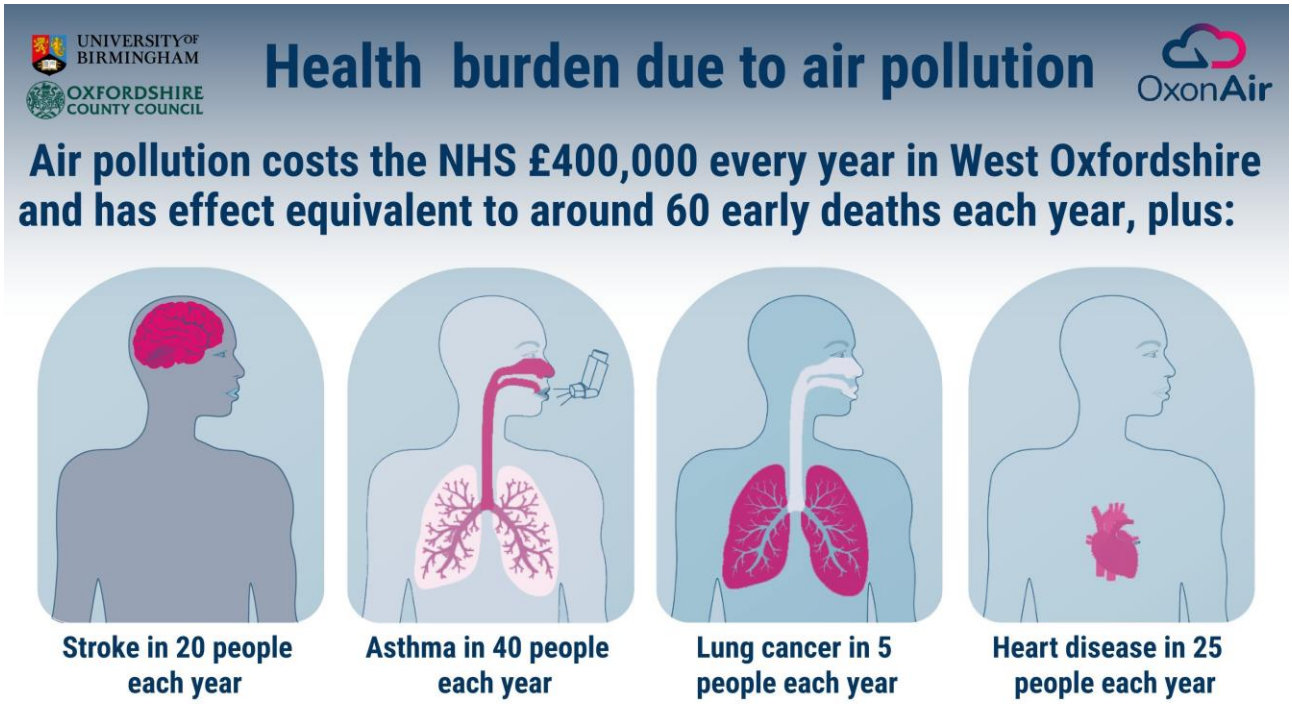
2.3.2 Public Health Outcomes Framework

UK Health Security Agency (UKHSA) and the Office for Health Improvements and Disparities (OHID) publish various information related to the health of the general public through its Public Health Profiles. The data includes the percentage of deaths attributed to particulate matter air pollution, demonstrating the importance of this particular pollutant on health.

For Oxfordshire as a whole, the estimated Fraction of Mortality attributable to particulate air pollution (2023 data) was 5% of the county's population which is a decrease from 2022 (6%). In comparison, the average for the southeast region was 5.1% in 2023, a decrease of 0.6% compared with 2022.

For the West Oxfordshire District, the estimated fraction of mortality attributable to particulate air pollution was 4.7% (a fall of 0.9% from 2022), compared with the regional average of 5.1%.

The infographic below illustrates the average number of deaths in West Oxfordshire which are attributed to air pollution, including particulate matter, and the corresponding cost to the NHS.



The figures were calculated using the beta version of the Air Quality Lifecourse Assessment Tool (AQLAT), using 2022 background air quality data from Defra. The fully developed software will utilise modelled air pollutant concentration data for the district to provide a more accurate picture of how the districts health is impacted by air pollution down to ward level. The AQLAT was purchased from the University of Birmingham and jointly funded from the five districts in Oxfordshire and the county council.

During 2023/24, the percentage of physically active adults[2] in West Oxfordshire fell by 2.9%, making West Oxfordshire the least active in the county. This is possibly a consequence of the rural nature of the district and the resultant reliance on vehicles for transportation.

Further information on mortality and particulate matter in Oxfordshire is provided by the County's Joint Strategic Needs Assessment on the Oxfordshire Data Hub, including a bitesize factsheet on air quality.

[2] Based on the number of respondents aged 19 and over, with valid responses to questions on physical activity, doing at least 150 moderate intensity equivalent (MIE) minutes physical activity per week in bouts of 10 minutes or more in the previous 28 days expressed as a percentage of the total number of respondents aged 19 and over.

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

This section sets out the monitoring undertaken within 2024 by WODC and how it compares with the relevant air quality objectives. In addition, monitoring results are presented for a five-year period between 2020 and 2024 to allow monitoring trends to be identified and discussed.

3.1 Summary of Monitoring Undertaken

3.1.1 Automatic Monitoring Sites

WODC has no automatic (continuous) monitoring sites within its area.

3.1.2 Non-Automatic Monitoring Sites

WODC undertook non-automatic (i.e. passive) monitoring of NO_2 at 25 sites during 2024. Table A.1 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 (NO_2)

Table A.2 in Appendix A compares the ratified and adjusted monitored NO_2 annual mean concentrations for the past five years with the air quality objective of 40µg/m^3. Note that the concentration data presented represents the concentration at the location of the monitoring site, following the application of bias adjustment and annualisation, as required (i.e. the values are exclusive of any consideration to fall-off with distance adjustment).

For diffusion tubes, the full 2024 dataset of monthly mean values is provided in Appendix B. Note that the concentration data presented in Table B.1 includes distance corrected values, only where relevant.

Overall NO_2 concentrations have fallen across the district in comparison with 2023 data, with the greatest fall seen in Bridge Street, Witney. Only one location showed an increase in concentrations, which was West Street, Chipping Norton. However, the increase was small (0.8µg/m^3), and unlikely to be a cause for concern.

Trends in NO_2 concentrations are presented in Appendix A, Figures A.1 – A.3. Figure A.1 and Figure A.2 compares monthly NO_2 concentrations (raw, unadjusted data) in both of the District's AQMAs between 2019 and 2023. Figure A.3 compares annual average adjusted NO_2 concentrations at five locations across the district.

Although the results from 2024 are positive and indicate a general improvement in the air quality within both Witney's and Chipping Norton's AQMAs, we are mindful that both towns will see large housing developments constructed in the coming years. Air quality assessments submitted as part of the planning process will be reviewed to ensure the developments will not significantly impact air quality in these areas once they are fully occupied.

It is also noted that during 2023 no annual means greater than 60µg/m^3 were measured, which indicates that an exceedance of the 1-hour mean objective was unlikely at any of the locations.

Appendix A: Monitoring Results

Table A.1 – 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)
NAS1	25 Bridge Street, Witney	Roadside	435872	210318	NO_2	Witney AQMA	0.1	1.6	No	2.3
NAS2	10 Bridge Street, Witney	Roadside	435821	210243	NO_2	Witney AQMA	0.6	2.5	No	2.6
NAS3	20 Bridge Street, Witney	Roadside	435849	210280	NO_2	Witney AQMA	0.2	2.2	No	2.3
NAS4	9 Mill Street, Witney	Roadside	435682	210195	NO_2		1.0	1.4	No	2.7
NAS5	4A West End, Witney	Roadside	435911	210380	NO_2	Witney AQMA	0.1	1.2	No	2.3
NAS6	Woodgreen Hill,Witney	Roadside	435955	210362	NO_2	Witney AQMA	0.1	3.1	No	2.3
NAS7	Newland, Witney	Roadside	435946	210326	NO_2	Witney AQMA	1.0	2.7	No	2.3
NAS9	A40 j/w Southleigh Turn	Roadside	440082	210435	NO_2		>50	3.3	No	2.2
NAS10	Park Street, Bladon	Roadside	444783	214667	NO_2		0.1	3.0	No	2.7
NAS11A	Main Road Long Hanborough (New 01/01/2024)	Roadside	441825	214156	NO_2		12.5	2.5	No	2.5

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
NAS12	Grove Rd, Bladon	Roadside	444873	214977	NO_2		8.2	2.1	No	2.3
NAS13	3 Hensington Road, Woodstock (New from 1/1/19)	Urban Background	444667	216727	NO_2		0.0	2.3	No	2.7
NAS14B	42 Oxford Street, Woodstock (new 06/01/2022)	Urban Centre	444576	216800	NO_2		0.1	3.5	No	2.5
NAS15	Woodstock, Rosamund Drive	Urban Background	444182	217345	NO_2		6.8	1.8	No	2.3
NAS16	Withers Way, Chipping Norton	Urban Background	431203	226866	NO_2		4.5	1.9	No	2.4
NAS17	West St , Chipping Norton	Roadside	431300	226960	NO_2	Chipping Norton AQMA	0.3	1.8	No	2.7
NAS21	7 Horsefair, Chipping Norton	Roadside	431453	227316	NO_2	Chipping Norton AQMA	0.1	5.1	No	2.7
NAS22	Horsefair (opp No.7), Chipping Norton	Roadside	431436	227326	NO_2	Chipping Norton AQMA	0.1	1.0	No	2.4
NAS23	Lower High Street, Burford	Roadside	425179	212443	NO_2		0.7	2.0	No	2.3
NAS24	High Street (Near Barclays Bank),Burford	Urban Centre	425153	212178	NO_2		1.0	1.2	No	2.2
NAS25A	Black Bourton Road, Carterton (new 06/01/2022)	Urban Background	428153	206588	NO_2		7.4	2.6	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)
NAS40	Witney Road,Eynsham (New 1/5/19)	Suburban	442728	209942	NO_2		6.0	1.3	No	2.4
NAS41	Hanborough Road, Eynsham. (New 1/5/19)	Suburban	443664	210024	NO_2		28.0	2.0	No	2.3
NAS44	83 Oxford Hill, Witney (New from 06/01/21)	Suburban	436759	209830	NO_2		5.0	1.7	No	2.3
NAS45, NAS46, NAS47	23 High St Chipping Norton (new 06/05/2021)	Urban Centre	431414	227217	NO_2	Chipping Norton AQMA	3.0	2.4	No	2.3

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.2 – Annual Mean NO_2 Monitoring Results: Non-Automatic Monitoring (µg/m^3)

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2024 (%) (2)	2020	2021	2022	2023	2024
NAS1	435872	210318	Roadside	100.0	100.0	36.8	37.6	36.1	31.6	28.4
NAS2	435821	210243	Roadside	100.0	100.0	27.5	31.8	30.5	27.1	22.5
NAS3	435849	210280	Roadside	100.0	100.0	32.2	35.1	32.6	29.3	25.1
NAS4	435682	210195	Roadside	90.3	90.3	26.2	26.9	26.5	21.8	20.3
NAS5	435911	210380	Roadside	100.0	100.0	25.9	28.4	29.7	24.2	22.4
NAS6	435955	210362	Roadside	100.0	100.0	26.6	29.9	27.9	25.6	21.8
NAS7	435946	210326	Roadside	100.0	100.0	27.0	28.0	26.3	24.4	21.5
NAS9	440082	210435	Roadside	100.0	100.0	14.9	17.0	15.7	12.8	12.3
NAS10	444783	214667	Roadside	100.0	100.0	19.7	21.2	21.0	18.7	15.4
NAS11A	441825	214156	Roadside	90.3	90.3	-	-	-	-	12.8
NAS12	444873	214977	Roadside	100.0	100.0	12.3	13.2	12.3	11.2	10.5
NAS13	444667	216727	Urban Background	100.0	100.0	19.2	16.0	14.6	14.0	13.7

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2024 (%) (2)	2020	2021	2022	2023	2024
NAS14B	444576	216800	Urban Centre	90.3	90.3	-	-	14.2	12.9	11.6
NAS15	444182	217345	Urban Background	100.0	100.0	9.1	7.0	8.2	6.5	6.0
NAS16	431203	226866	Urban Background	100.0	100.0	7.0	6.7	6.4	5.4	5.0
NAS17	431300	226960	Roadside	75.0	75.0	17.7	18.9	18.5	15.3	16.2
NAS21	431453	227316	Roadside	100.0	100.0	16.4	16.5	15.6	13.3	13.1
NAS22	431436	227326	Roadside	100.0	100.0	37.8	38.2	34.3	32.2	28.2
NAS23	425179	212443	Roadside	90.3	90.3	21.3	21.4	21.0	19.3	17.7
NAS24	425153	212178	Urban Centre	90.6	90.6	16.5	16.9	16.9	15.6	13.3
NAS25A	428153	206588	Urban Background	90.3	90.3	-	-	12.8	10.5	8.8
NAS40	442728	209942	Suburban	100.0	100.0	14.6	16.3	15.1	11.7	10.1
NAS41	443664	210024	Suburban	90.6	90.6	14.1	14.4	14.6	12.6	10.3
NAS44	436759	209830	Suburban	100.0	100.0	-	18.1	15.9	14.7	13.4
NAS45, NAS46, NAS47	431414	227217	Urban Centre	100.0	100.0	-	24.7	21.4	19.6	16.9

☒ **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 µg/m^3.

Exceedances of the NO_2 annual mean objective of 40µg/m^3 are shown in **bold**.

NO_2 annual means exceeding 60µg/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%).

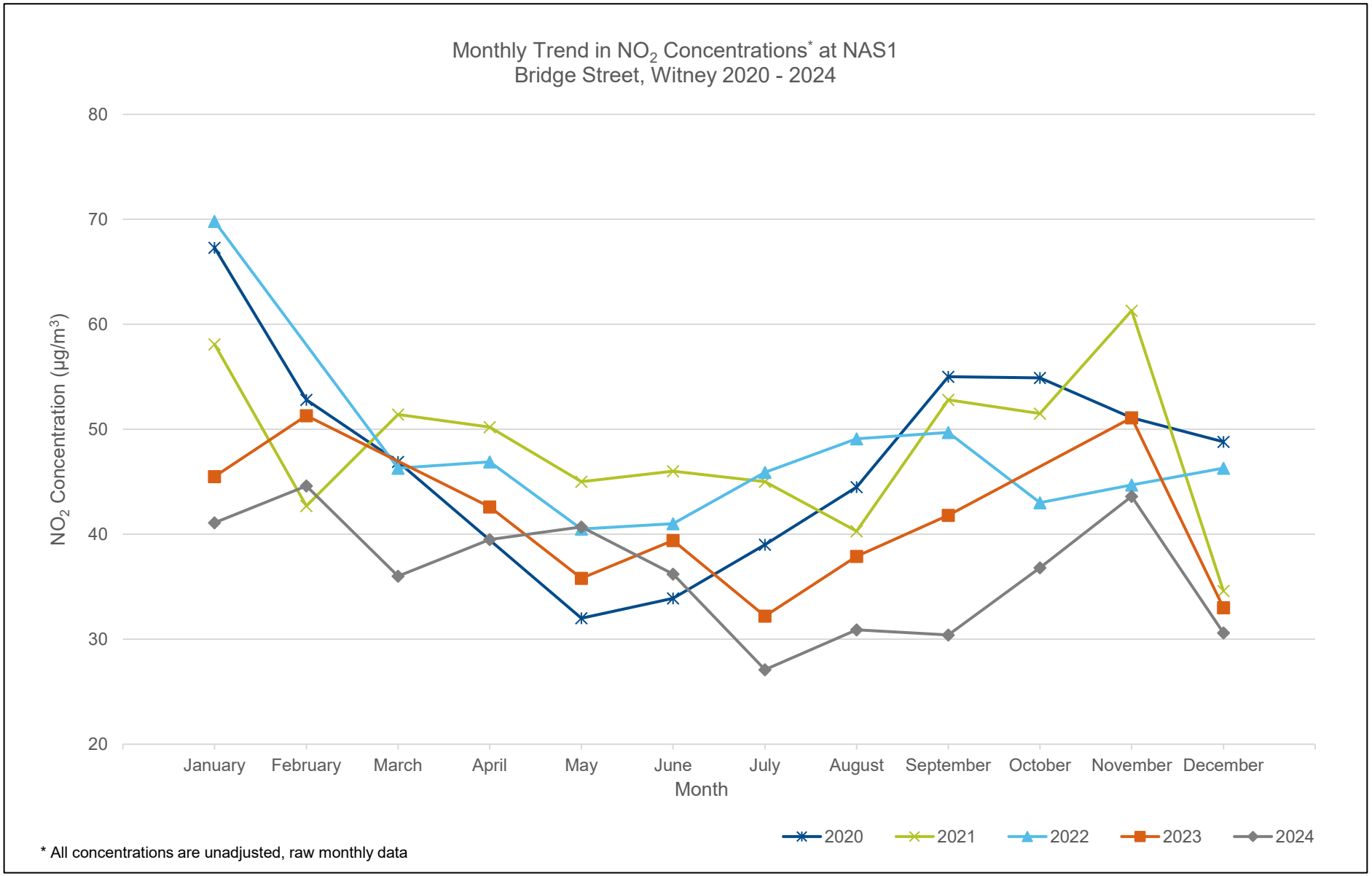


Figure A.1 - Monthly trend in NO_2 concentrations at NAS1 from 2020 to 2024

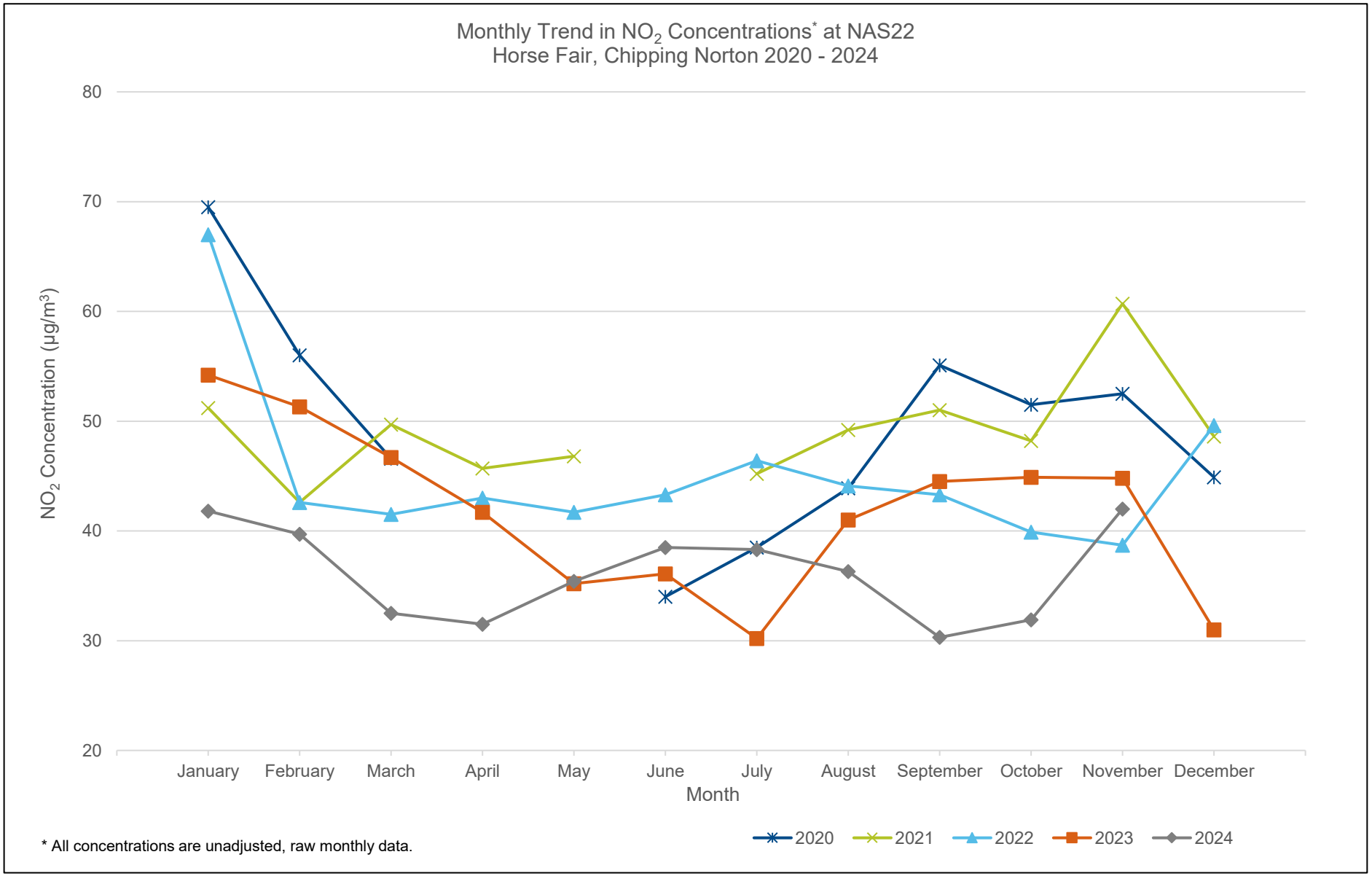


Figure A.2 - Monthly trend in NO_2 concentrations at NAS22 from 2020 to 2024

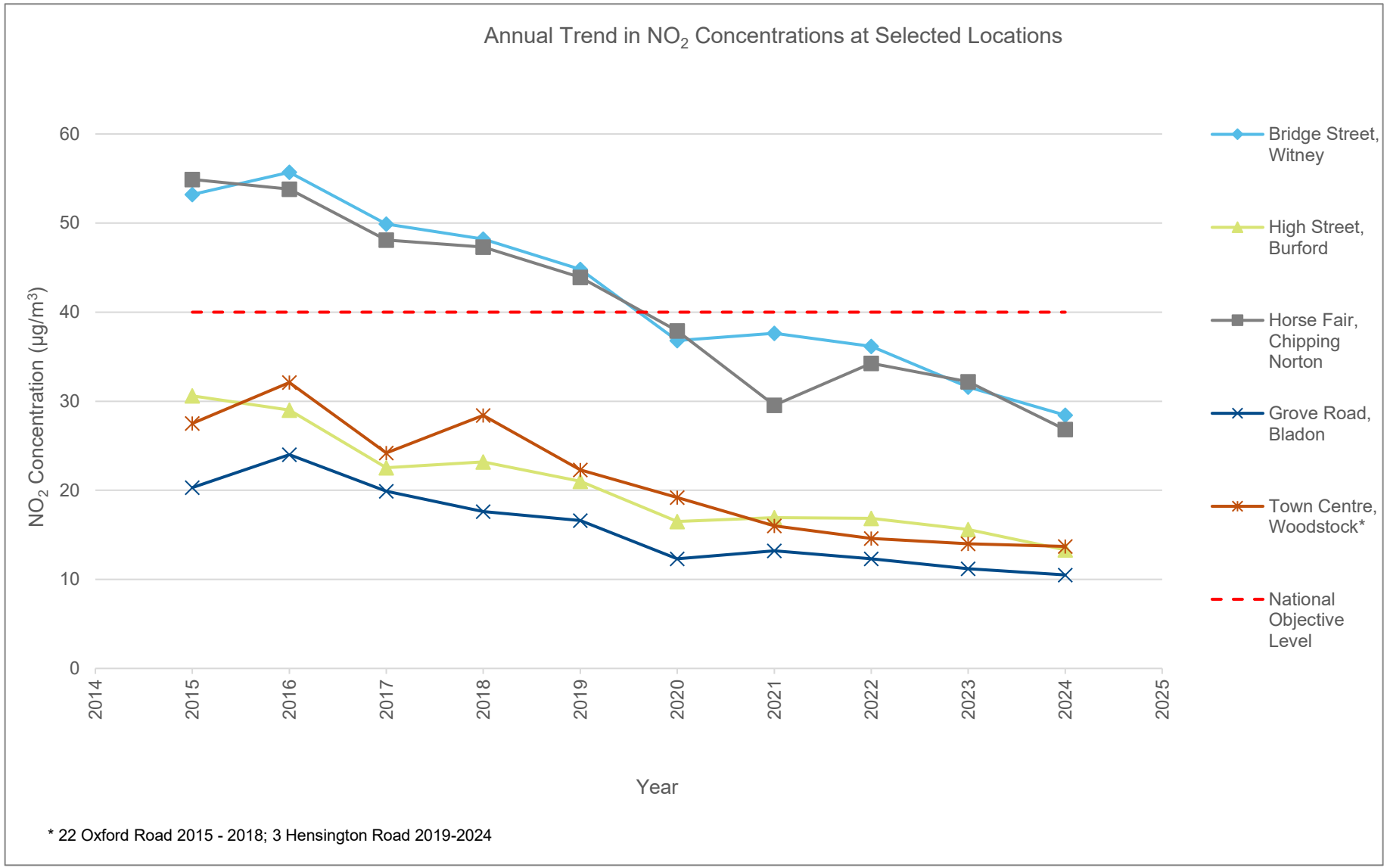


Figure A.3 - Annual Trend in NO_2 Concentrations at selected locations across the district

Appendix B: Full Monthly Diffusion Tube Results for 2024

Table B.1 – NO_2 2024 Diffusion Tube Results (µg/m^3)

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 (0.78)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
NAS1	435872	210318	41.1	44.6	36.0	39.5	40.7	36.2	27.1	30.9	30.4	36.8	43.6	30.6	36.5	28.4	-	
NAS2	435821	210243	32.6	33.7	26.8	28.3	28.0	21.8	26.8	16.8	27.8	39.1	37.3	27.9	28.9	22.5	-	
NAS3	435849	210280	34.2	42.6	41.0	32.4	32.7	27.2	32.9	24.6	29.6	36.9	37.4	15.4	32.2	25.1	-	
NAS4	435682	210195	29.4	35.0	27.1	22.0	23.7	19.4	22.8	19.7	21.0	31.6	34.7	Outlier	26.0	20.3	-	
NAS5	435911	210380	30.9	35.0	30.1	27.9	29.4	22.9	21.4	19.2	30.6	31.9	35.8	29.8	28.7	22.4	-	
NAS6	435955	210362	31.2	33.9	30.4	23.9	27.8	23.9	27.9	24.6	31.7	32.9	33.9	12.8	27.9	21.8	-	
NAS7	435946	210326	31.1	39.9	33.4	28.5	25.9	25.5	26.6	23.8	22.7	27.6	28.5	17.5	27.6	21.5	-	
NAS9	440082	210435	18.0	15.7	14.2	12.9	15.5	14.9	12.9	15.8	16.6	18.3	18.9	16.2	15.8	12.3	-	
NAS10	444783	214667	18.8	25.3	18.3	18.3	18.6	15.6	20.2	16.8	19.8	23.3	23.9	18.0	19.7	15.4	-	
NAS11A	441825	214156	16.7	20.5	15.6	15.4	16.1	11.8	13.2	12.1	12.9	19.4	26.9	Outlier	16.4	12.8	-	
NAS12	444873	214977	18.7	18.3	13.3	12.0	12.1	9.8	11.0	10.5	14.8	15.8	19.2	5.6	13.4	10.5	-	
NAS13	444667	216727	20.7	17.7	13.9	15.9	18.0	18.0	16.8	15.6	18.0	18.3	21.5	16.8	17.6	13.7	-	
NAS14B	444576	216800	18.6	17.0	12.8	13.2	missing	10.8	13.8	10.2	15.3	16.0	22.8	12.4	14.8	11.6	-	
NAS15	444182	217345	10.6	10.7	7.5	6.2	6.4	4.2	5.7	5.8	7.1	7.6	14.0	6.6	7.7	6.0	-	
NAS16	431203	226866	4.5	9.9	5.0	9.0	5.6	4.0	3.7	4.5	7.2	8.0	10.9	4.6	6.4	5.0	-	
NAS17	431300	226960	21.9	24.1	18.3	17.4	23.0	missing	19.1	missing	20.7	16.5	25.6	Outlier	20.7	16.2	-	
NAS21	431453	227316	19.7	21.8	18.6	15.6	17.3	12.2	15.4	12.7	16.3	18.3	19.7	14.4	16.8	13.1	-	
NAS22	431436	227326	41.8	39.7	32.5	31.5	35.4	38.5	38.3	36.3	30.3	31.9	42.0	Outlier	36.2	28.2	-	
NAS23	425179	212443	20.3	30.2	23.6	23.4	22.6	20.2	19.8	22.5	20.9	17.0	29.5	Outlier	22.7	17.7	-	
NAS24	425153	212178	20.6	missing	19.8	16.3	18.9	13.2	15.6	13.8	17.2	20.5	18.5	13.4	17.1	13.3	-	
NAS25A	428153	206588	14.7	14.6	11.8	11.2	missing	8.9	9.1	8.3	12.3	13.9	14.8	4.6	11.3	8.8	-	
NAS40	442728	209942	16.0	15.5	11.8	12.2	13.2	10.8	8.4	8.9	12.1	17.7	17.5	11.6	13.0	10.1	-	
NAS41	443664	210024	14.7	missing	12.9	11.5	15.9	11.3	13.3	11.5	16.6	16.0	14.3	6.9	13.2	10.3	-	
NAS44	436759	209830	18.1	19.3	16.0	14.6	17.1	13.9	15.9	12.8	16.0	21.0	25.2	16.6	17.2	13.4	-	
NAS45	431414	227217	17.3	26.1	23.5	18.5	24.8	16.3	20.1	17.6	22.7	26.4	30.6	Outlier	-	-	-	Triplicate Site with NAS45, NAS46 and NAS47 - Annual data provided for NAS47 only
NAS46	431414	227217	27.4	23.2	23.3	21.5	25.2	15.9	20.3	18.8	21.9	28.0	27.6	19.7	-	-	-	Triplicate Site with NAS45, NAS46 and NAS47 - Annual data provided for NAS47 only

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 (0.78)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
NAS47	431414	227217	25.1	25.4	25.0	14.4	24.3	16.6	20.0	15.8	24.0	25.5	23.8	10.2	21.7	16.9	-	Triplicate Site with NAS45, NAS46 and NAS47 - Annual data provided for NAS47 only

☒ **All erroneous data has been removed from the NO_2 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.**

☒ **WODC confirm that all 2024 diffusion tube data has been uploaded to the Diffusion Tube Data Entry System**.

Notes:

Exceedances of the NO_2 annual mean objective of 40µg/m^3 are shown in **bold**.

NO_2 annual means exceeding 60µg/m^3, indicating a potential exceedance of the NO_2 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 West Oxfordshire District During 2024

WODC has not identified any new sources relating to air quality within the reporting year of 2024.

Additional Air Quality Works Undertaken by West Oxfordshire District Council During 2024

WODC has not completed any additional works within the reporting year of 2024.

QA/QC of Diffusion Tube Monitoring

WODC employ Socotec Didcot to carry out the analysis on the diffusion tubes distributed around the district. Diffusion tubes are prepared with 50% TEA in acetone.

Socotec laboratories participate in the AIR NO_2 Proficiency Scheme, which assesses the analytical performance of laboratories analysing NO_2 diffusion tubes. In 2024, four rounds of proficiency testing were carried out, round 62 between January and February, round 63 between April and June, round 65 between July and August and round 66 between September and October. During each round, Socotec laboratories scored 100%, which provides confidence in the diffusion tube analysis for the district. The full results from 2015 onwards can be found at https://laqm.defra.gov.uk/air-quality/air-quality-assessment/qa-qc-framework/.

DEFRA dictate the dates when the diffusion tubes are exchanged, and the local authority are expected to adhere to these dates +/- 2 days. All tubes were exchanged within the acceptable timeframe throughout 2024.

Diffusion Tube Annualisation

All diffusion tube monitoring locations recorded data capture of >75% and therefore annualisation was not required.

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

WODC have applied a national bias adjustment factor of 0.78 to the 2024 monitoring data. A summary of bias adjustment factors used by WODC over the past five years is presented in Table C.1.

Table C.1 – Bias Adjustment Factor

Monitoring Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2024	National	04/25	0.78
2023	National	03/24	0.77
2022	National	03/23	0.76
2021	National	03/22	0.78
2020	National	03/21	0.77

A copy of the National Diffusion Tube Bias Adjustment Factor Spreadsheet is provided below.

National Diffusion Tube Bias Adjustment Factor Spreadsheet — Spreadsheet Version Number: 06/25

Follow the steps below **in the correct order** to show the results of **relevant** co-location studies
Data only apply to tubes exposed monthly and are not suitable for correcting individual short-term monitoring periods
Whenever presenting adjusted data, you should state the adjustment factor used and the version of the spreadsheet
This spreadsheet will be updated every few months: the factors may therefore be subject to change. This should not discourage their immediate use.

This spreadsheet will be updated at the end of September 2025

LAQM Helpdesk Website

The LAQM Helpdesk is operated on behalf of Defra and the Devolved Administrations by Bureau Veritas, in conjunction with contract partners AECOM and the National Physical Laboratory.

Spreadsheet maintained by the National Physical Laboratory. Original compiled by Air Quality Consultants Ltd.

Step 1: Select the Laboratory that Analyses Your Tubes from the Drop-Down List. If a laboratory is not shown, we have no data for this laboratory.

Step 2: Select a Preparation Method from the Drop-Down List. If a preparation method is not shown, we have no data for this method at this laboratory.

Step 3: Select a Year from the Drop-Down List. If a year is not shown, we have no data[2]

Step 4: **Where there is only one study for a chosen combination, you should use the adjustment factor shown with caution. Where there is more than one study, use the overall factor[3] shown in blue at the foot of the final column.**

If you have your own co-location study then see footnote[4]. If uncertain what to do then contact the Local Air Quality Management Helpdesk at LAQMHelpdesk@bureauveritas.com or 0800 0327953

Analysed By[1]	Method (To add your selection, choose (All) from the pop-up list)	Year[5] (To add your selection, choose (All) from the pop-up list)	Site Type	Local Authority	Length of Study (months)	Diffusion Tube Mean Conc. (Dm) (µg/m³)	Automatic Monitor Mean Conc. (Cm) (µg/m³)	Bias (B)	Tube Precision[6]	Bias Adjustment Factor (A) (Cm/Dm)
SOCOTEC Didcot	50% TEA in acetone	2024	R	Cambridge City Council	11	20	15	31.0%	G	**0.76**
SOCOTEC Didcot	50% TEA in acetone	2024	R	Cardiff Council / Shared Regulatory Services	3	35	31	14.2%	G	**0.88**
SOCOTEC Didcot	50% TEA in acetone	2024	R	Ipswich Borough Council	3	24	20	21.0%	G	**0.83**
SOCOTEC Didcot	50% TEA in acetone	2024	R	Ipswich Borough Council	11	36	26	37.3%	G	**0.73**
SOCOTEC Didcot	50% TEA in acetone	2024	UB	City Of York Council	11	13	11	16.0%	P	**0.86**
SOCOTEC Didcot	50% TEA in acetone	2024	R	City Of York Council	11	22	18	22.3%	G	**0.81**
SOCOTEC Didcot	50% TEA in acetone	2024	R	City Of York Council	11	26	20	31.0%	G	**0.76**
SOCOTEC Didcot	50% TEA in acetone	2024	R	East Suffolk Council	3	26	20	32.8%	G	**0.75**
SOCOTEC Didcot	50% TEA in acetone	2024	KS	Marylebone Road Intercomparison	10	47	36	30.5%	G	**0.77**
SOCOTEC Didcot	50% TEA in acetone	2024	UB	Hull City Council	10	21	16	25.4%	P	**0.80**
SOCOTEC Didcot	50% TEA in acetone	2024	R	Hull City Council	3	27	20	35.3%	G	**0.74**
SOCOTEC Didcot	50% TEA in acetone	2024	R	Waverley Borough Council	10	21	18	13.7%	G	**0.88**
SOCOTEC Didcot	50% TEA in acetone	2024	R	Waverley Borough Council	11	22	16	32.3%	G	**0.76**
SOCOTEC Didcot	50% TEA in acetone	2024	R	Wrexham County Borough Council	10	15	13	17.0%	G	**0.85**
SOCOTEC Didcot	50% TEA in acetone	2024	UB	Gravesham Borough Council	11	21	19	9.7%	P	**0.91**
SOCOTEC Didcot	50% TEA in acetone	2024	R	Slough Borough Council	11	35	24	43.5%	G	**0.70**
SOCOTEC Didcot	50% TEA in acetone	2024	R	Slough Borough Council	11	26	20	32.6%	G	**0.75**
SOCOTEC Didcot	50% TEA in acetone	2024	R	Slough Borough Council	11	23	17	34.0%	G	**0.75**
SOCOTEC Didcot	50% TEA in acetone	2024	R	Slough Borough Council	10	31	23	33.4%	G	**0.75**
SOCOTEC Didcot	50% TEA in acetone	2024	R	Slough Borough Council	11	30	23	33.7%	G	**0.75**
SOCOTEC Didcot	50% TEA in acetone	2024	R	Thanet Distric Council	10	19	15	24.3%	G	**0.80**
SOCOTEC Didcot	50% TEA in acetone	2024	UB	Wirral Council	3	14	12	19.9%	G	**0.83**
SOCOTEC Didcot	50% TEA in acetone	2024	R	Derry City And Strabane District Council	11	28	32	-11.8%	G	**1.13**
SOCOTEC Didcot	50% TEA in acetone	2024	UB	Derry City And Strabane District Council	11	11	7	58.1%	G	**0.63**
SOCOTEC Didcot	50% TEA in acetone	2024	R	Horsham District Council	11	22	17	31.1%	G	**0.76**
SOCOTEC Didcot	50% TEA in Acetone	2024	R	Leeds City Council	10	36	28	32.5%	G	**0.75**
SOCOTEC Didcot	50% TEA in Acetone	2024	KS	Leeds City Council	11	29	20	42.7%	G	**0.70**
SOCOTEC Didcot	50% TEA in Acetone	2024	R	Leeds City Council	11	24	18	36.4%	G	**0.73**
SOCOTEC Didcot	50% TEA in Acetone	2024	UC	Leeds City Council	10	25	19	31.2%	G	**0.76**
SOCOTEC Didcot	50% TEA in Acetone	2024	R	Huntingdonshire District Council	10	28	23	21.1%	G	**0.83**
SOCOTEC Didcot	50% TEA in Acetone	2024	R	North East Lincolnshire Council	11	39	21	84.1%	G	**0.54**
SOCOTEC Didcot	50% TEA in Acetone	2024	UB	North East Lincolnshire Council	10	12	10	20.0%	G	**0.83**
SOCOTEC Didcot	50% TEA in Acetone	2024	R	North East Lincolnshire Council	11	21	18	15.7%	G	**0.86**
SOCOTEC Didcot	50% TEA in Acetone	2024	UI	North Lincolnshire Council	11	13	11	17.3%	P	**0.85**
SOCOTEC Didcot	50% TEA in Acetone	2024	R	Horsham District Council	10	20	16	26.6%	G	**0.79**
SOCOTEC Didcot	50% TEA in Acetone	2024	R	Horsham District Council	11	21	16	27.0%	G	**0.79**
SOCOTEC Didcot	50% TEA in Acetone	2024	R	Vale Of White Horse District Council	11	19	13	44.3%	G	**0.69**
SOCOTEC Didcot	50% TEA in acetone	2024		**Overall Factor[3] (37 studies)**				Use		**0.78**

NO_2 Fall-off with Distance from the Road

Wherever possible, monitoring locations are representative of exposure. However, where this is not possible, the NO_2 concentration at the nearest location relevant for exposure has been estimated using the Diffusion Tube Data Processing Tool/NO_2 fall-off with distance calculator available on the LAQM Support website.

No diffusion tube NO_2 monitoring locations within WODC required distance correction during 2024.

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

Figure D.1 - Distribution of NO_2 Monitoring Locations Across the District

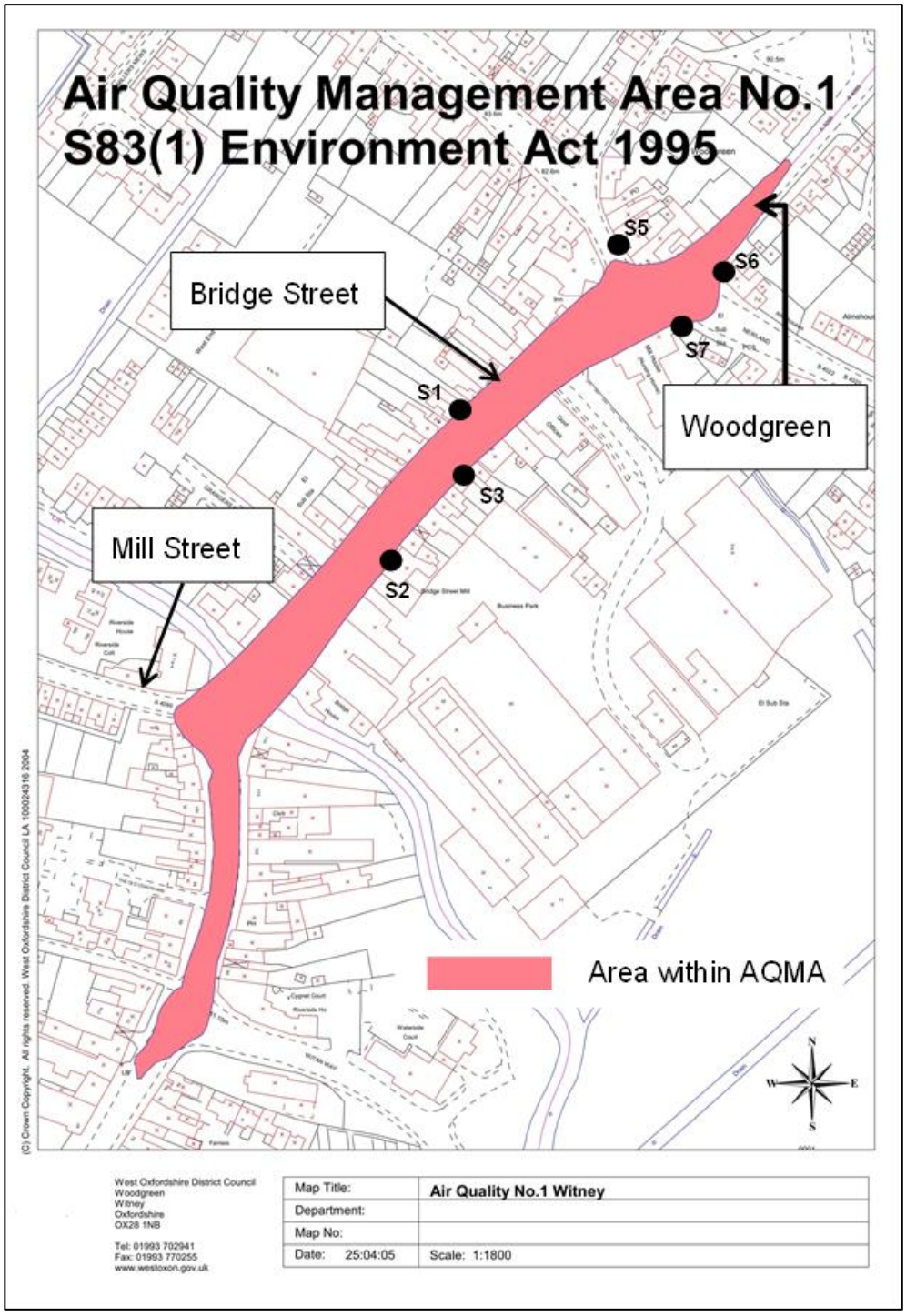


Figure D.2 – Map of Witney AQMA with Diffusion Tube Monitoring Locations

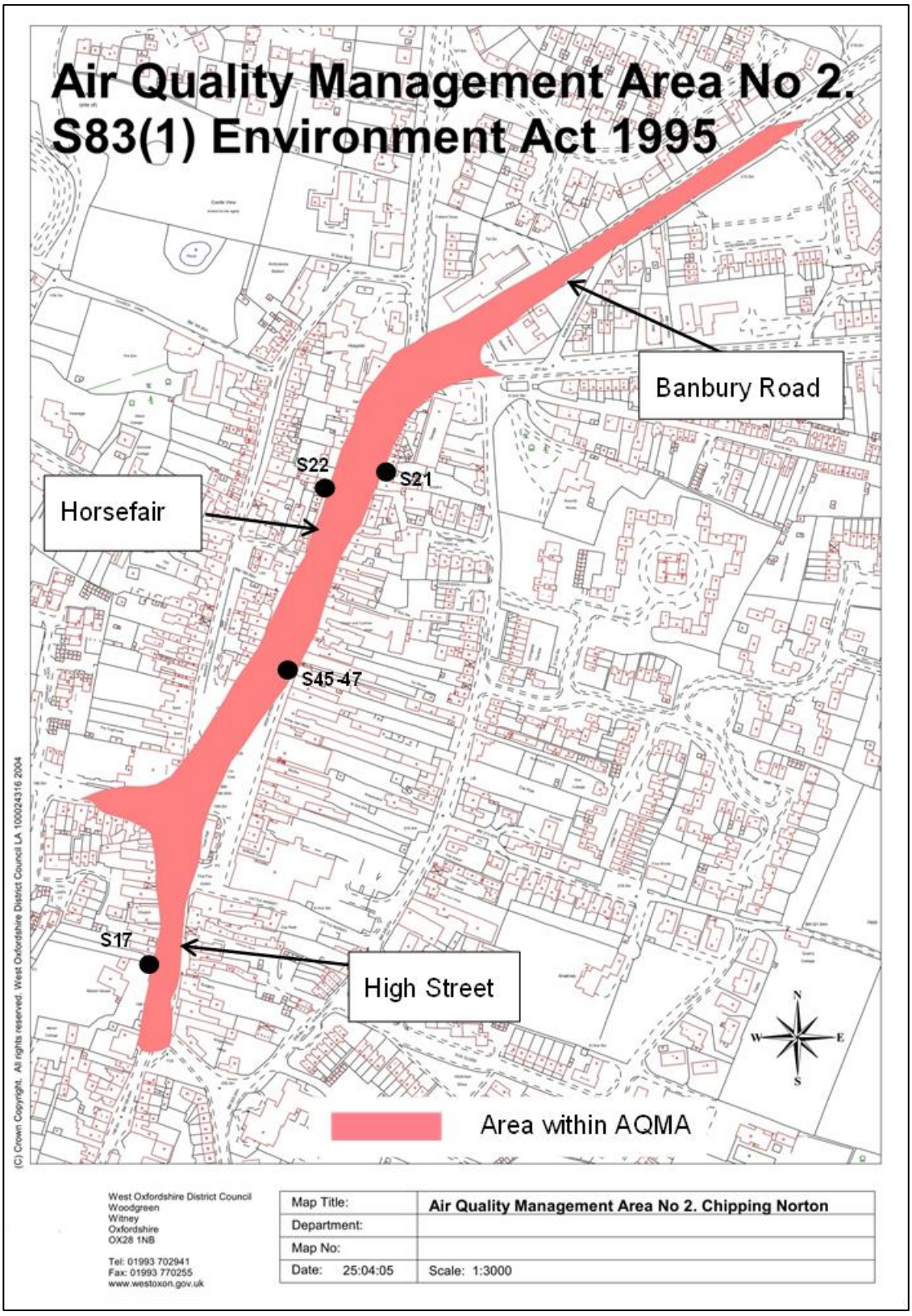


Figure D.3 – Map of Chipping Norton AQMA with Diffusion Tube Monitoring Locations

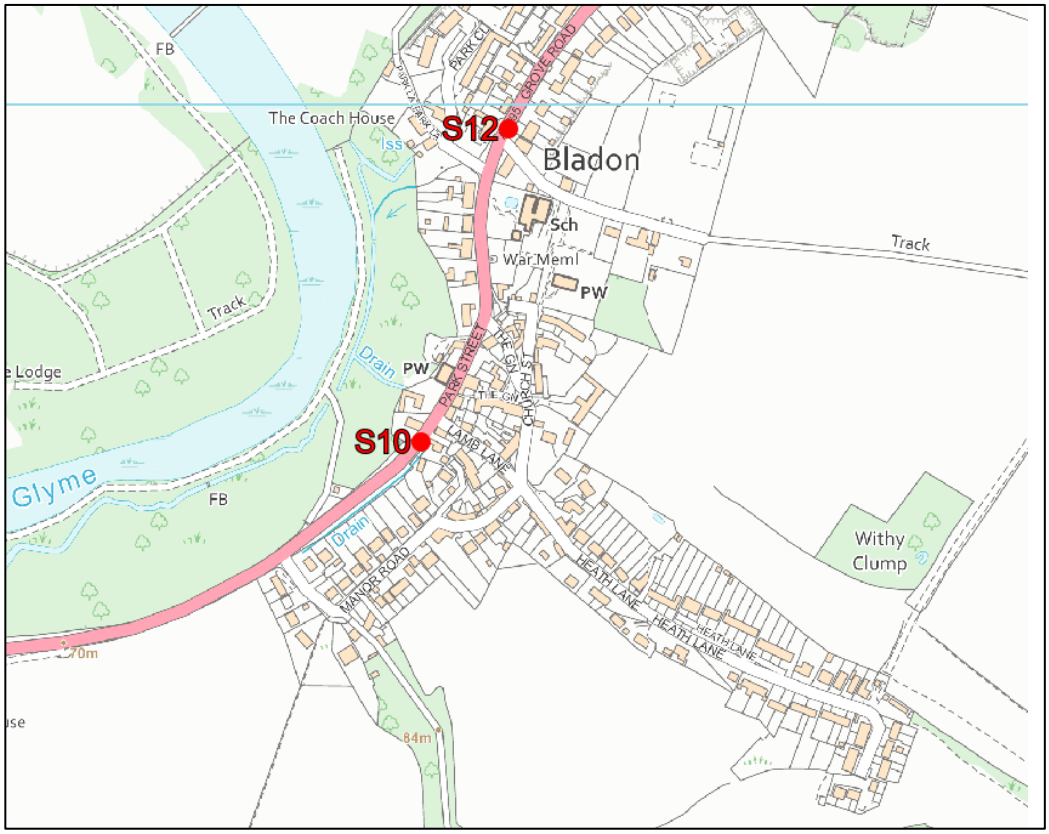


Figure D.4 - Bladon Monitoring Locations

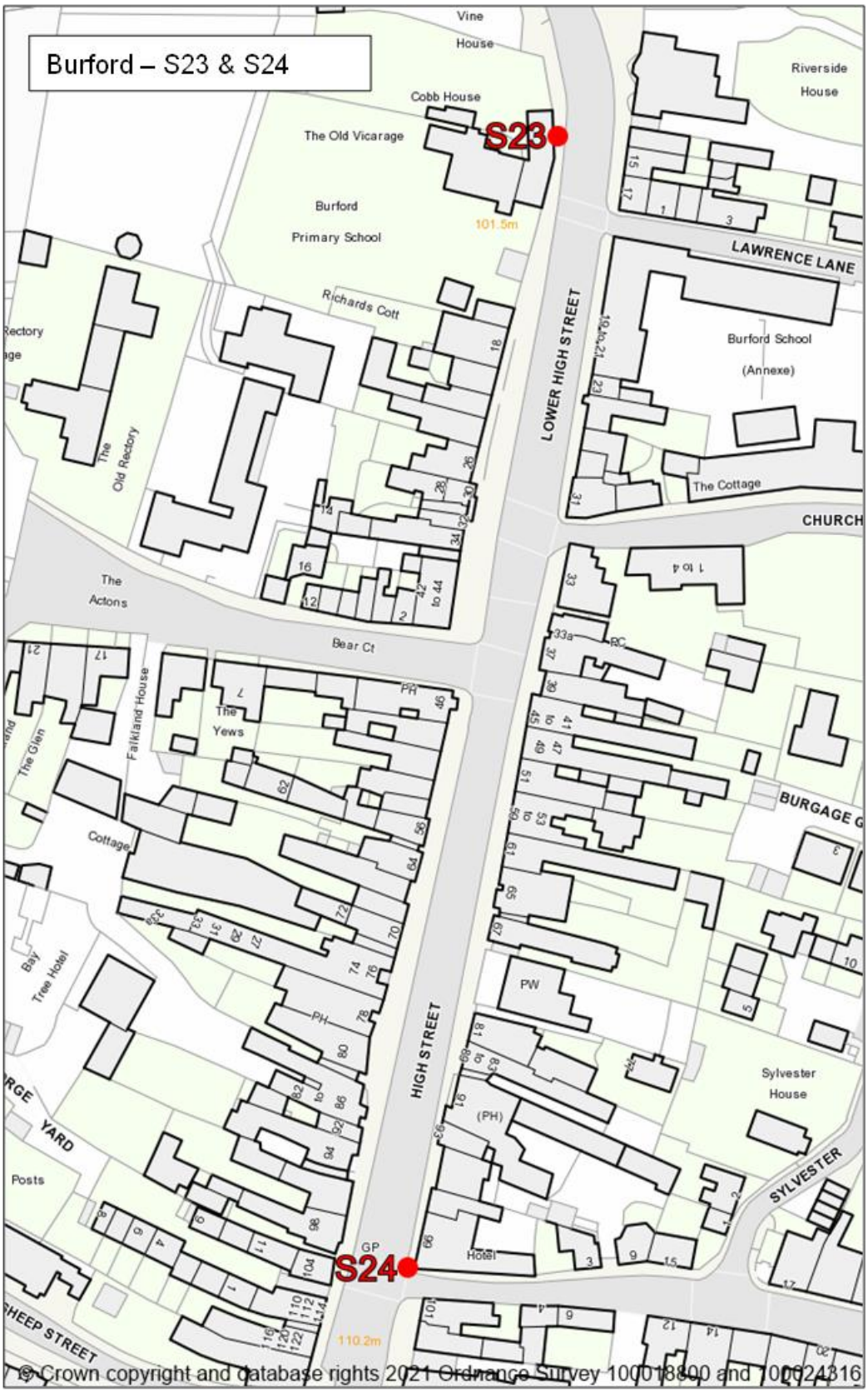


Figure D.5 - Burford Monitoring Locations

Figure D.6 - Carterton Monitoring Location

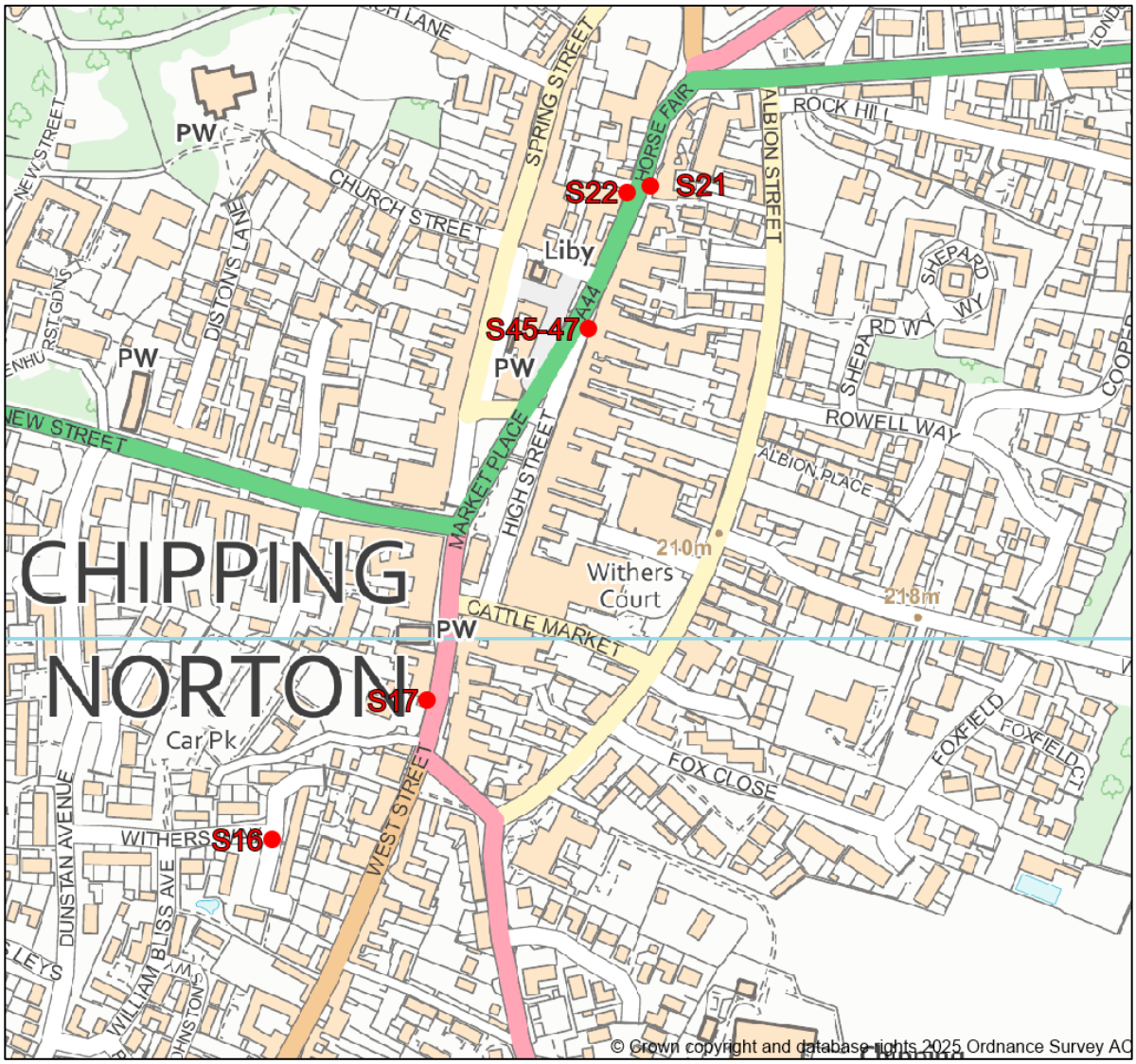


Figure D.7 - Chipping Norton Monitoring Locations

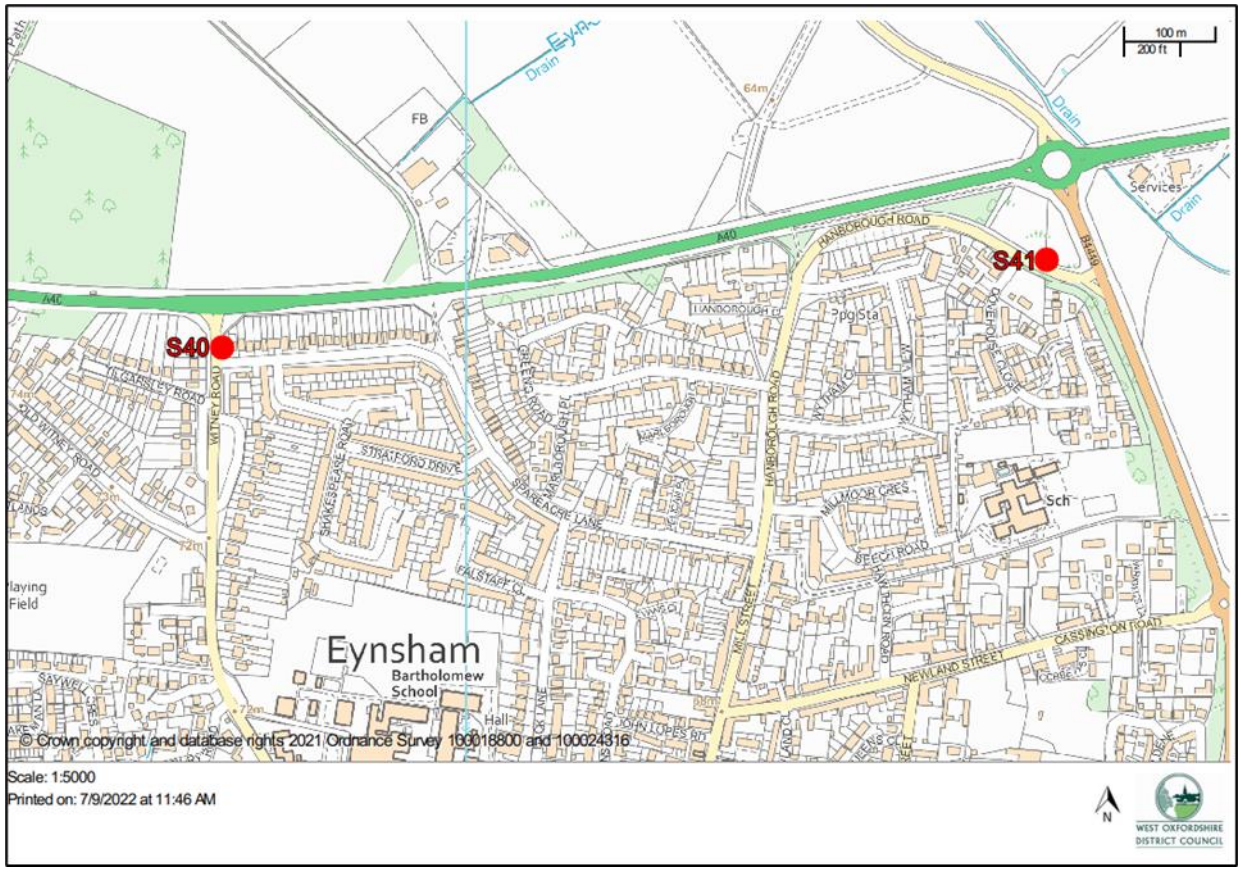


Figure D.8 - Eynsham Monitoring Locations

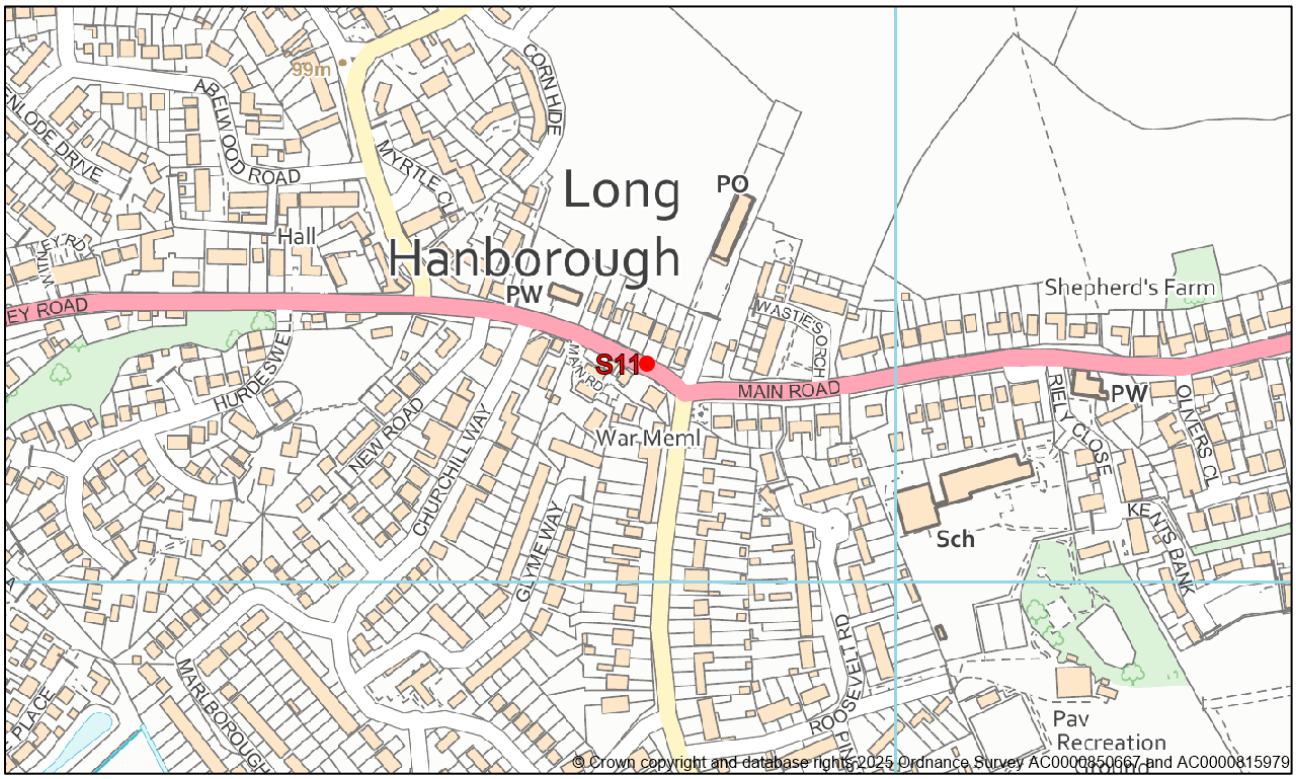


Figure D.9 - Long Hanborough Monitoring Location

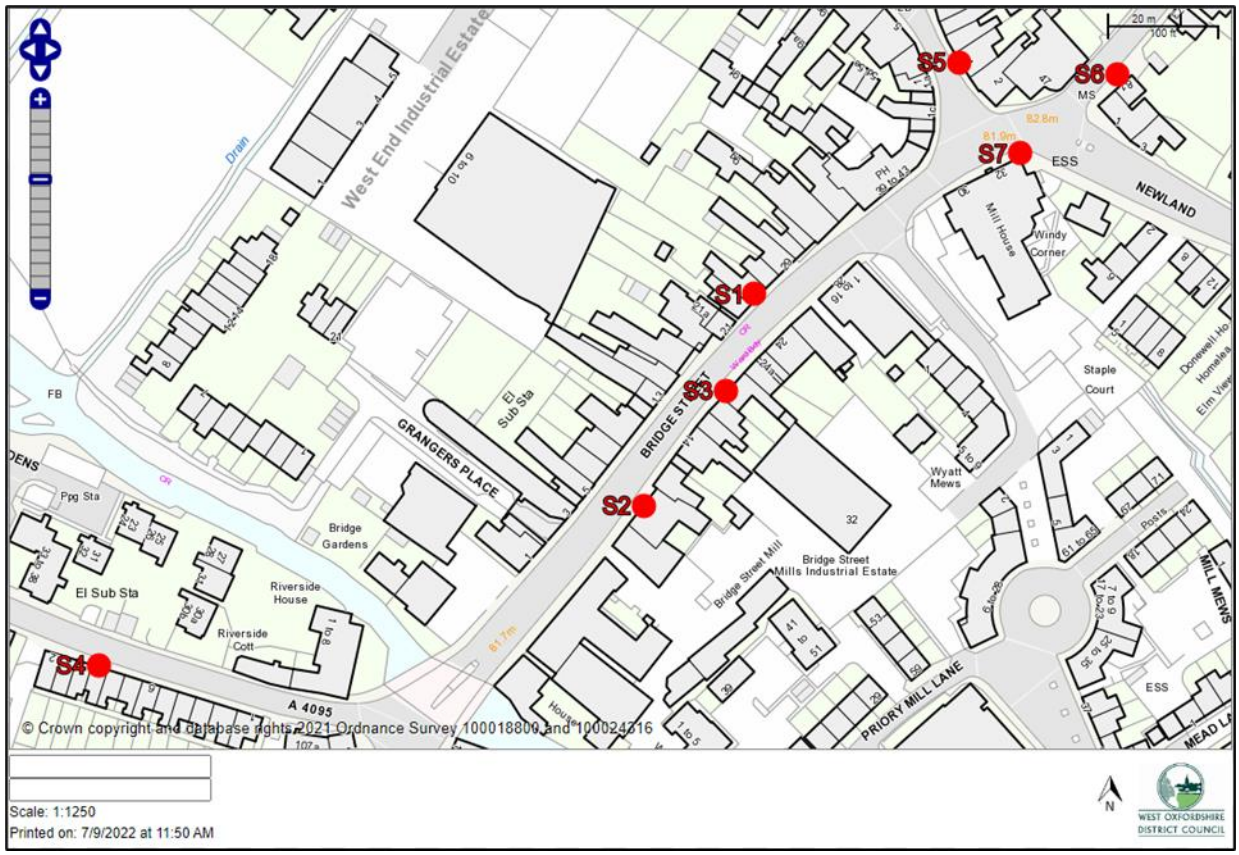


Figure D.10 - Witney Monitoring Locations (including AQMA)

Figure D.11 - A40 East of Witney Monitoring Location

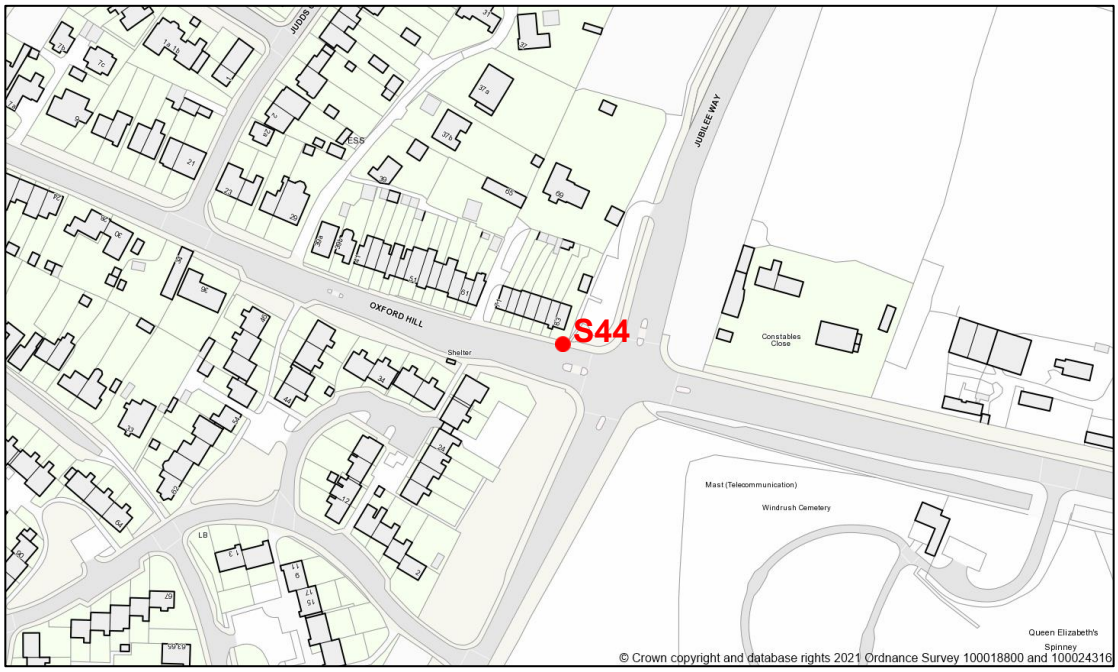


Figure D.12 - East of Witney Monitoring Location (near Proposed EWSDA)

Figure D.13 - Woodstock Monitoring Locations

Appendix E: Summary of Air Quality Objectives in England

Table E.1 – Air Quality Objectives in England[3]

Pollutant	Air Quality Objective: Concentration	Air Quality Objective: Measured as
Nitrogen Dioxide (NO_2)	200µg/m^3 not to be exceeded more than 18 times a year	1-hour mean
Nitrogen Dioxide (NO_2)	40µg/m^3	Annual mean
Particulate Matter (PM_{10})	50µg/m^3, not to be exceeded more than 35 times a year	24-hour mean
Particulate Matter (PM_{10})	40µg/m^3	Annual mean
Sulphur Dioxide (SO_2)	350µg/m^3, not to be exceeded more than 24 times a year	1-hour mean
Sulphur Dioxide (SO_2)	125µg/m^3, not to be exceeded more than 3 times a year	24-hour mean
Sulphur Dioxide (SO_2)	266µg/m^3, not to be exceeded more than 35 times a year	15-minute mean

[3] The units are in microgrammes of pollutant per cubic metre of air (µg/m^3).

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.