



WEST OXFORDSHIRE
DISTRICT COUNCIL

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 Health Department of West Oxfordshire District Council with the support and agreement of the following officers and departments:

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



Kate Holburn

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. PM₁₀ refers to particles under 10 micrometres. Fine particulate matter or PM_{2.5} are particles under 2.5 micrometres.

During 2025, nitrogen dioxide (NO₂) continued to be the main pollutant of concern in the West Oxfordshire District. West Oxfordshire District Council (WODC) has continued monitoring NO₂ across the district using diffusion tubes. The monitoring sites are representative of relevant exposure and relate to road transport emissions.

The monitoring reported within this 2026 Annual Status Report for WODC took place during the whole of 2025. In 2025, our diffusion tube network monitored NO₂ levels at 25 locations across the district and, as with recent years, the monitoring results continue the general trend of decreasing NO₂ concentrations. However, 2025 did see a small rise in concentrations at locations in Witney, Chipping Norton and Eynsham. Despite these small increases, the district's air quality remains very good, with 2025 being the fourth year in a row (post pandemic) where NO₂ 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. The monitoring results for 2025 confirmed the two AQMAs now meet Defra's criteria for revocation. Consequently, WODC will seek to revoke both AQMAs later this year.

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 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.

OCC is progressing a comprehensive programme to improve air quality and create a more sustainable transport system, as set out in its Air Quality Strategy (2023) and Local Transport and Connectivity Plan (LTCP5) 2022–2050.

OCC completed a comprehensive modelling project assessing population exposure and health impacts. Findings show that the most effective interventions include eliminating

domestic wood burning, reducing industrial and agricultural emissions, and reducing road traffic. Road transport remains a major contributor, responsible for 35% of NO_x emissions countywide and up to 68% in parts of West Oxfordshire, reinforcing it as a priority area.

Transport policy remains central to improving air quality. LTCP5 sets ambitious targets to reduce car trips by 25% by 2030, achieve net-zero transport by 2040, and eliminate serious road injuries by 2050. Delivery focuses on reducing overall travel demand, lowering vehicle emissions, and prioritising walking, cycling, and public transport. Early progress includes town centre improvements in Witney, development of active travel design standards, and delivery of safety and infrastructure schemes.

Active travel programmes have achieved measurable success. Initiatives such as school-based campaigns, community cycling projects, and incentive schemes like BetterPoints have increased walking and cycling participation while reducing vehicle use and emissions. However, further sustained behaviour change is needed to achieve long-term targets.

Public transport improvements are ongoing, with investment in bus services, infrastructure, and emissions standards, alongside the introduction of integrated ticketing and plans for a more coordinated network. Major infrastructure projects, including phased improvements to the A40 corridor, are expected to reduce congestion and improve air quality, although some elements have been delayed.

Looking ahead, OCC is planning for future mobility through rail improvements (OxRail 2040), expanded EV charging infrastructure (over 1,500 chargers by 2028), and freight management strategies. Planning controls also play a key role in ensuring new developments minimise air quality impacts.

Despite strong progress, key challenges remain, including funding constraints, increased traffic from planned development, and the need to shift public behaviour away from car dependency. Overall, OCC's coordinated approach is expected to deliver compliance with air quality standards in Witney and Chipping Norton, provided momentum is maintained and barriers are addressed.

Conclusions and Priorities

To conclude, air quality continues to show a steady improvement across the district, with 18 of the 25 locations monitored showing concentrations of NO₂ 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 active travel modes such as [walking, wheeling or cycling](#) where possible; and,
- visiting [Oxon Air](#) to learn more about local air quality

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 both your mental and physical 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 2025. It fulfils the requirements of Local Air Quality Management (LAQM) as set out in Part IV of the Environment Act (1995), as amended by the Environment Act (2021), and the relevant Policy and Technical Guidance documents.

The LAQM process places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether or not the air quality objectives are likely to be achieved. Where an exceedance is considered likely the local authority must declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan (AQAP) setting out the measures it intends to put in place in order to achieve and maintain the objectives and the dates by which each measure will be carried out. This Annual Status Report (ASR) is an annual requirement showing the strategies employed by 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 (AQMA) are declared when there is an exceedance or likely exceedance of an air quality objective. After declaration, the authority should prepare an Air Quality Action Plan (AQAP) within 18 months. The AQAP should specify how air quality targets will be achieved and maintained and provide dates by which measures will be carried out.

A summary of 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 the West Oxfordshire District. Appendix D 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

Following four years of compliance in Chipping Norton, and three years of compliance in Witney, we propose to revoke both AQMAs in the next 12 months. However, due to the expected local government reorganisation, it is unlikely an Air Quality Strategy can be drawn up and implemented before these reorganisational changes come into place. Consequently, West Oxfordshire do not intend to produce such a strategy following revocation of the two 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
Witney	Declared 01/03/2005	NO ₂ Annual Mean	An area encompassing Bridge Street and part of High Street, Witney	No	48	27.4	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	23.7	6 (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 was well structured, detailed, and provides the information specified in the Guidance*". The appraisal provided the following suggested improvements to subsequent reports:

Comment	Action
The Council is encouraged to add more clearer labels to monitoring locations to enhance readability and assist in better understanding the spatial distribution of sites.	This has been applied to the maps in Appendix D.

WODC 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. Seventeen measures are included within Table 2.2, with the type of measure and the progress WODC 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 the [Witney and Chipping Norton Action Plan](#).

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

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	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	LCWIPs complete – Implementation ongoing for Witney and Chipping Norton	Increase in active travel and reduction in vehicle emissions	Reduction in local concentration of NO ₂	Witney LCWIP to be reviewed in 2026/27	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/files/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 work on improvements has commenced	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	2027	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 and is expected to be completed in 2027 - 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	2026	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	Construction due to commence in May 2026	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	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
14	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
15	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

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	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
17	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.

Oxfordshire as a Marmot Place

As air quality and its health impacts are not experienced equally with poorer communities facing disproportionate exposure and outcomes. As a [Marmot Place](#), Oxfordshire is committed to reducing these inequalities, with a particular focus on giving children the Best Start in Life. Oxfordshire County Council created a map that identified populations most vulnerable to air pollution to enable targeted interventions to address health inequalities. The middle-layer super output areas (MSOAs) deemed to be most vulnerable to air pollution are shown in Figure 2.1. The principles of a Marmot Place underpin many of the counties strategies and community projects which aim to reduce air pollution and improve the health and well being of the residents.

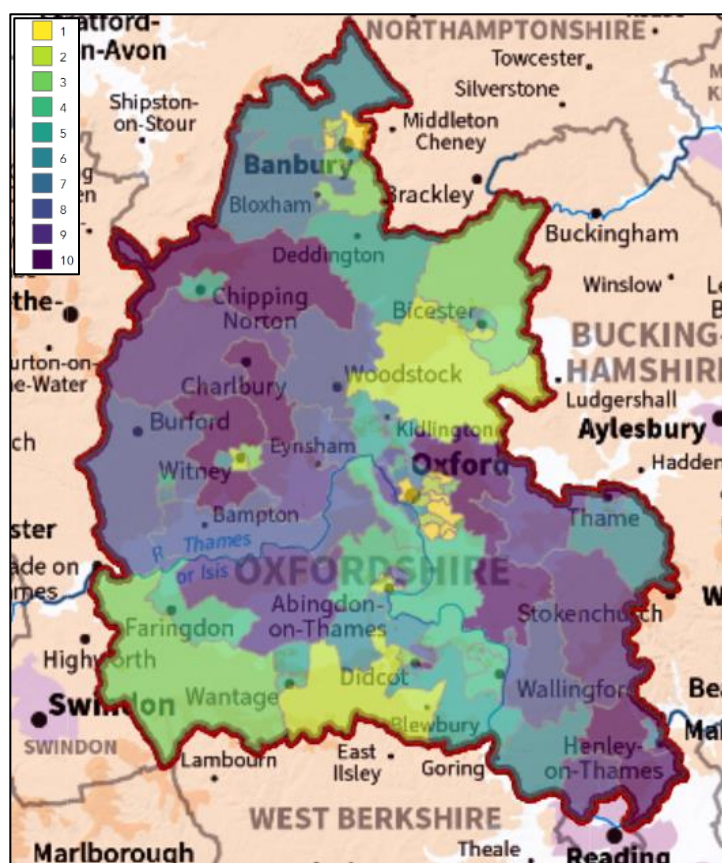


Figure 2.1 - Air Pollution Vulnerability Map. Scale: 1 - most vulnerable, 10 - least vulnerable

Oxfordshire County Council Air Quality Strategy

The [Air Quality Strategy](#) developed by Oxfordshire County Council (OCC) 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 2025 the following objectives were progressed or completed:

- OCC completed an [air quality modelling project](#) to understand population exposure to air pollution across the county and the associated impact on health. The modelling explored a range of intervention scenarios, including bus electrification, reductions in agricultural and industrial emissions, removal of domestic wood burning, reduced car usage, and changes to freight and rail systems. For West Oxfordshire, the modelling indicated that the greatest health and economic benefits would result from eliminating domestic wood burning, followed by substantial reductions in industrial and agricultural emissions. Additional benefits were identified from rail electrification, reduced road freight, fewer car trips, and bus electrification.

It should be noted, the modelling exercise required spatial averaging, resulting in lower estimated concentrations of nitrogen dioxide (NO₂). Road traffic remains a key priority, both at county and district level, as source apportionment shows road traffic contributes 35% of NO_x emissions countywide and up to 68% at certain sites in West Oxfordshire.

The outcomes of this modelling have been shared at conferences and will inform the development of local exposure reduction targets for NO₂ and PM_{2.5}. Health impact data has also been integrated into Annual Status Reports and broader strategic planning, including movement and place strategies.

- Air Quality Communication Plan: An air quality communication plan has been formed and shared with district officers.
- [Indoor Air Quality Project](#): The indoor air quality project is being expanded to increase the number of libraries hosting indoor air quality monitors from 4 to 8 weeks - Witney library is being incorporated into the scheme.

- As part of the [Sustainable School Travel Strategy](#) school engagement officers have contacted 24 schools across the district to promote active travel initiatives. This is discussed further below.

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 2024-2025](#). Projects delivered which will have impacted Witney and Chipping Norton are listed below:

- Witney High Street and Market Square improvements – funding secured and works to commence in 2026.
- The Active Travel Co-Production Group was formed, comprising of 17 stakeholders countywide. The group co-produces active travel policy. In addition, ad-hoc co-production groups are to be set up by the active travel delivery team for each major development/construction scheme.
- Creation of a comprehensive Street Design Code, expected to be delivered in April 2026. The expectation is that District and County Councils will embed the principles into planning decision making, to support LTCP policies on active travel.
- A range of bus service improvements (discussed later)
- Publication of an Active Travel Handbook for street works.

- Stewardship Strategy – developing collaboration between county council and parish councils, councillors and local volunteers to help build and maintain highway assets and, going forward, co-production in transport projects.
- Publication of a dedicated freight webpage (discussed later)
- Cabinet approval of the OxRAIL 2040 Plan for Rail, outlining the County's plans for the rail network in Oxfordshire (discussed later).
- Initial work conducted to begin the development of Movement and Place Plans (previously called Area Transport Strategies) for West Oxfordshire Uplands and Lowlands (expected 2026/27)

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

Witney LCWIP

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. 2026 will see three of the actions delivered under the [Witney High Street and Market Square public realm improvement project](#). Construction work is scheduled to start in May 2026, and will deliver measure 62 (improvements to pedestrian crossing on southern arm of the Langdale Gate/Corn Street roundabout), measure 76 (improvements to Market Square western footway, south of Marlborough Lane) and measure 100 (the Witney High Street and Market Street public realm improvement project).

Away from the town centre, as part of plans to provide a two way segregated cycle track between Witney and Hanborough Station (measures 3a, 3b & 3c), OCC are currently undertaking a feasibility study on designing the 'missing' section along the A4095, between the Common Road and Park Road junctions in North Leigh. This would remove the need for cyclists to either detour through North Leigh or cycle on the road between these two junctions.

The Witney LCWIP is scheduled to be reviewed in 2026/27.

Chipping Norton LCWIP

[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 (measure 89) includes improvements to the A44 (New Street/High Street)

junction with the A361 (West Street), discussed in last year's report. The outcome of the consultation was generally positive; however, it is understood that the County Council is still seeking funding for this project.

OCC are progressing junction improvements at London Road/Albion Street (measure 58), to install side road entry treatment to make it easier for people walking/wheeling to cross Albion Street when walking along London Road. This is still in design and likely to be constructed in 2026/2027 financial year.

Other Active Travel Projects

The [Windrush Bike Project](#) actively campaigns to improve cycling infrastructure in and around Witney and continues to run a variety of workshops, classes and training to help people of all ages and abilities to get cycling. In 2025 the Project supported 60 adults who live in the Witney asylum hotel with bike pools and learn-to-ride sessions. The bike pool has 14 bikes which have been well-used, having made a huge 1,080 journeys in just a six-month period. The Bike Library Scheme has supported over 70 people, including providing 50 library bikes to children and young people, 6 bikes to vulnerable adults and 2 trikes to enable disabled children to take part in Bikeability. This bike lending service provides lower income families for families, with the option to swap smaller bikes for larger bikes as the child grows.

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. In addition, the town is seeing increasing e-bike usage, which has prompted the Town Council to seek section 106 money for improved e-bike parking and charging.

OCC signed up to the [BetterPoints](#) App in 2025, to encourage its residents to use alternative transportation modes to the car. The app tracks activity, rewarding walking, cycling and using public transport as well as other sustainable or healthy activities. Points earned can be turned into vouchers or used to donate to a charity. In 2025, 523 people in West Oxfordshire signed up to the app, logging 244,000 activities. Of these activities, 52% used active travel and 6.5% public transport, which a combined NO₂ emission reduction of 349kg.

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.

OCC school engagement officers have contacted 24 schools in the district promoting initiatives to increase active travel to and from school, including:

- [Modeshift STARS](#) - a 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.
- The [Big Walk and Wheel](#) – an annual challenge run by the www.walkwheelcycletrust.org.uk. Schools logging the most active travel trips per head can win prizes as well as being placed on the leader board.
- Park and Stride – an OCC initiative, encouraging parents to park further away from school and walk some of the route.
- Better Points scheme (discussed above).
- [WOW – The Walk to School Challenge](#) - a pupil-led initiative where children self-report how they get to school every day using our interactive WOW Travel Tracker. Children travelling sustainably are rewarded with badges. In the autumn term of 2025 (September to December), of the 24 schools contacted by engagement officers, 7 took part in WOW week in 2025, including Witney Community Primary School. All schools reported an increase in active travel (up to 88% of journeys by active travel) and a consequential decrease in car journeys (up to 17.50% compared with the baseline). Two additional schools will be joining the initiative in 2026. The performance of participating schools is presented below:

Mode	Engagement average (%)	Active travel (%)	Walk/wheel all the way change from baseline (% points)	Park & Stride change from baseline (% points)	Driven all the way change from baseline (% points)
Charlbury Primary School	74	88	5.08	7.94	-16.53
Middle Barton Primary School	79	74	-2.65	16.64	-26.68
St John the Evangelist CoE Primary School	10	73	3.43	7.93	-7.04
St Joseph's Catholic Primary School	34	59	-1.52	5.35	-6.60
St Kenelm's Church of England School	63	75	-4.49	30.40	-27.65
Witney Community Primary School	66	74	-2.8	13.78	-7.50
Wychwood CoE Primary School	6	54	4.11	8.84	-17.46

OCC are also reviewed all schools across the county in 2025 to determine which would benefit from the School Streets Project. In West Oxfordshire two schools in Carterton were identified, Edith Moorhouse and St Josephs Primary School. An Experimental Traffic Regulation Order is planned for roads around these schools beginning in May 2026.

Witney Town Council have installed additional signage to encourage more people to visit the [Witney Lake and Country Park](#). Footpaths in the park also provide an alternative scenic route to walking along Witan Way.

Public Transport

Buses

2025 saw progress with the Bus Service Improvement Plan, some of the key measures actioned are summarised below:

- Ongoing funding for bus services
 - 801 – Chipping Norton to Cheltenham (Pulhams)
 - S2 – Oxford to Cheltenham (Operated by Pulhams from March 2026 as X52)
 - X9 – Chipping Norton to Witney (Pulhams)
 - S3 – Chipping Norton to Woodstock (Stagecoach)
 - 64 – Witney to Swindon (Pulhams)
- OCC have introduced enhanced emissions standards for buses operating within the county, which came into force in June 2025. Outside of Oxford City, all registered bus services (with exceptions) must conform to Euro V or NO_x as a minimum and

are required to switch off their engines when stationary at bus stops for more than one minute.

- Bus priority traffic signals have been introduced in Witney at:
 - Station Lane/Ducklington Road Junction
 - Ducklington Lane/A40 off-slip
 - Oxford Hill/Cogges Hill Road
- In addition, three further junctions have bus priority traffic signals in Carterton
- Witney currently has 8 real time information (RTI) units. One unit was installed in 2025, and all are scheduled to be upgraded to have [REACT](#) capability in 2026.
- The Bus Corridor Upgrades Project is currently investigating the potential for upgrading around 30 bus stops in Witney, initially on the S1 route (Oxford to Carterton), but is expected to be expanded beyond Witney in 2026/27.
- Innovate Oxfordshire have conducted a study into demand responsive transport, focussing on rural accessibility. The report is expected in May 2026.
- The Villager community transport was awarded £50K from the Community Transport Grant Scheme to purchase an electric bus which will serve the Chippy Shuttle Bus in Chipping Norton. Unfortunately, issues with compatibility between chargers within the town and the bus controller have meant the use of the bus is limited to 4 days a week.
- New bus maps were launched on [Oxfordshire Bus Enhanced Partnership](#) website in July 2025, including maps covering [Witney](#) and [Chipping Norton](#). There are also [interactive maps](#) allowing easy access to timetables and operator information.
- The MyBus ticket was launched in 2025 allowing travel across multiple operators with one ticket, removing the need to purchase multiple tickets if a journey involves more than one operator. The ticket can be used on all valid services across the county. More information on the ticket and valid services can be found on the [MyBus Oxfordshire ticket](#) webpage.

In October 2025 OCC Cabinet approved the development of an Enhanced Partnership Plus (EP+) approach to regulating the bus service network. An EP+ model requires a greater level of commitment and requirements compared to the current Enhanced Partnership (EP) arrangement and, may result in additional benefits such as: a more coordinated network and service planning; single point of contact for customers; and, frequency requirements for particular services.

Services which have seen improvements in 2025 include:

- 801 – Chipping Norton to Cheltenham (Pulhams). Service now serves Chipping Norton on Sundays and will operate every hour. There are also plans to begin operating this service using electric buses in 2026.
- H2 – Carterton to John Radcliff Hospital. Service now operated by Oxford Bus Company, who have increased the frequency of the service to every 30 minutes Monday – Saturday.
- 471 – Northmoor to Witney (First and Last Mile). Service has been expanded to operate on Fridays as well as Wednesdays with additional request stops.
- An increase frequency for the S2 (Cheltenham to Oxford) on Sundays, during the summer months, to aid tourism into the Cotswolds. A similar increase in Sunday service frequency is expected between June and September of 2026. This service is now operated by Pulham as service X52.

Rail

[OxRail 2040: Plan for Rail](#) sets out OCC's ambitions for future rail travel in Oxfordshire.

The vision outlined in the document puts rail travel at the centre of a fully integrated sustainable transport network, outlining improvements, initiatives and investment needed to make this vision a reality. The plan was formally adopted by OCC Cabinet in November 2025.

West Oxfordshire has one rail link, the North Cotswold Line which runs from Hereford to Oxford. As the line runs through the District, it has stations at Kingham, Shipton, Ascott-under-Wychwood, Charlbury, Finstock, Combe and Hanborough. Currently, the route between Charlbury and Wolvercote comprises a single track, which limits the number and frequency of services to and from Oxford. In addition, this section of track is thought be the main reason why this line performs poorly with regard to delays and cancellations. To improve services along this route, OxRail 2040, has identified the need for a second line to be installed in this section, along with a mobility hub at Hanborough. This work is currently earmarked for the second phase of the plan, to be carried out between 2031 and 2037.

OxRail 2040 also supports, in principle, the development of a transport solution to congestion on the A40 which, in turn, could support further housing development in the Eynsham, Witney and Carterton areas. In the Plan this is referred to as a 'mass rapid transit solution (which may include rail)' suggesting the County Council are considering other options as well as rail to alleviate congestion issues on the A40.

An alternative transportation system connecting the three towns is also supported by the new West Oxfordshire Local Plan, currently under development. WODC commissioned a further study in 2025 into the economics of rail link between Oxford and Carterton, with stops at Eynsham and Witney. The report, [Carterton-Witney-Oxford Rail Corridor Economic Appraisal](#) (June 2025), concluded that such a rail scheme presents a medium value for money option and recommended further, more detailed, investigations into the potential of such a project.

Car Free Tourism

Roughly one third of West Oxfordshire forms part of the Cotswold National Landscape. The area stretches from the northwest corner of the district, eastwards as far as the northern boundary of Long Hanborough, south as far as Burford and north beyond Great Rollright. Tourism websites [Cotswold.com](#) and [Explore the Cotswolds](#) offer advice on how to see the Cotswold National Landscape without using a car, including travelling from Oxford. The sites provide information on public transport and active travel options for exploring the area, including maps, car free tours and itineraries, as well as information on where to hire e-bikes.

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

Studies continue in partnership with Oxfordshire Freight Steering Group exploring possible interventions to reduce the impact of HGVs on West Oxfordshire's roads, with the Windrush Valley remaining a key area of study. OCC have set up a dedicated [webpage for Freight](#), which provides the following information:

- An outline of the County Council's [Freight & Logistics Strategy](#)
- Freight awareness
- HGV routing and parking, including countywide and localised maps (currently being updated) showing preferred routes and HGV parking locations

- Updates on HGV studies being conducted within the county.
- A method of reporting HGV issues to the County Council.

Oxfordshire Air Quality Website

The new [Oxfordshire Air Quality Website](#), was launched in September 2023. The 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 2025, the site attracted over 32,000 views, more than double that of the previous year, and had just under 12,000 active users.

In 2025 the OxonAir launched a new [Linkedin page](#) posting air quality news and updates from the county as well as news and information on air pollution in general. Since being set up, the page has gained 52 followers and 303 organic impressions.

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 summer 2026. Updates on the scheme can be found on the dedicated webpage [A40 Access to Witney/Shores Green Project](#).
- 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.

EV Charging & Electric Vehicles

OCC will be rolling out over 1,500 additional EV chargers across the county by 2028, supported by the city and district councils. The project, co-funded by the government's Local EV Levi (LEVI) infrastructure fund, other grants and private investment, will be focused on expanding the charging network into more rural and deprived areas (including charging hubs) and providing an opportunity for those with no off street parking to install on-street chargers. As part of the project, the city and district councils will also receive funding to install additional chargers on council owned land. In West Oxfordshire, at least 108 off-street chargers will be installed. OCC are currently offering to install the channels required for on-street chargers at a reduced cost – more information can be found on their [website](#).

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.

Chipping Norton town council's ground maintenance team have not only switched to electric vehicles, but have also switched much of their equipment, e.g. lawnmowers to electric also.

Car Clubs

Electric Vehicle Car Clubs remain operational in Witney and Chipping Norton, and have now been introduced to Hensington Road car park in Woodstock. Unfortunately, due to the numbers now using the Eynsham Car Club, this club no longer supports full electric vehicles. This car club now provides petrol hybrid vehicles for hire.

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 Strategy¹, local authorities are expected to work towards reducing emissions and/or concentrations of fine particulate matter (PM_{2.5}). There is clear evidence that PM_{2.5} (particulate matter smaller 2.5 micrometres) has a significant impact on human health, including premature mortality, allergic reactions, and cardiovascular diseases.

The 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

WODC currently does not measure particulate matter using Defra-approved methods. However, in 2025 WODC installed a particulate matter sensor Bridge Street, Witney. The sensor measured PM₁, PM_{2.5} and PM₁₀, and was supplied free of charge for 12 months under a scheme run by Airly. The sensor was not co-located, and the data was not 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. A summary of the data is presented in Appendix C.

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

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 2025. Measures to reduce vehicle emissions 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 2025 was an average of 6.3µg/m³, 0.1µg/m³ lower than that predicted for 2024 (6.4µg/m³). 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.

Trends in PM_{2.5} in the UK, at urban background and roadside sites, between 2009 and 2024 have been published by DEFRA: [Link to: Particulate matter \(PM10/PM2.5\)](#).

Headlines from the report detailing data up to 2024 include the following:

- Annual average concentration of the fine particles peaked in 2011 and have since shown a steady decline. In 2024 concentrations fell to their lowest since 2019.
- Concentrations in 2024 showed temporal changes in PM_{2.5}, with concentrations peaking during the winter and spring months.
- Peaks recorded during the springtime are thought to be due to agricultural operations across UK and continental Europe during this period.
- 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.

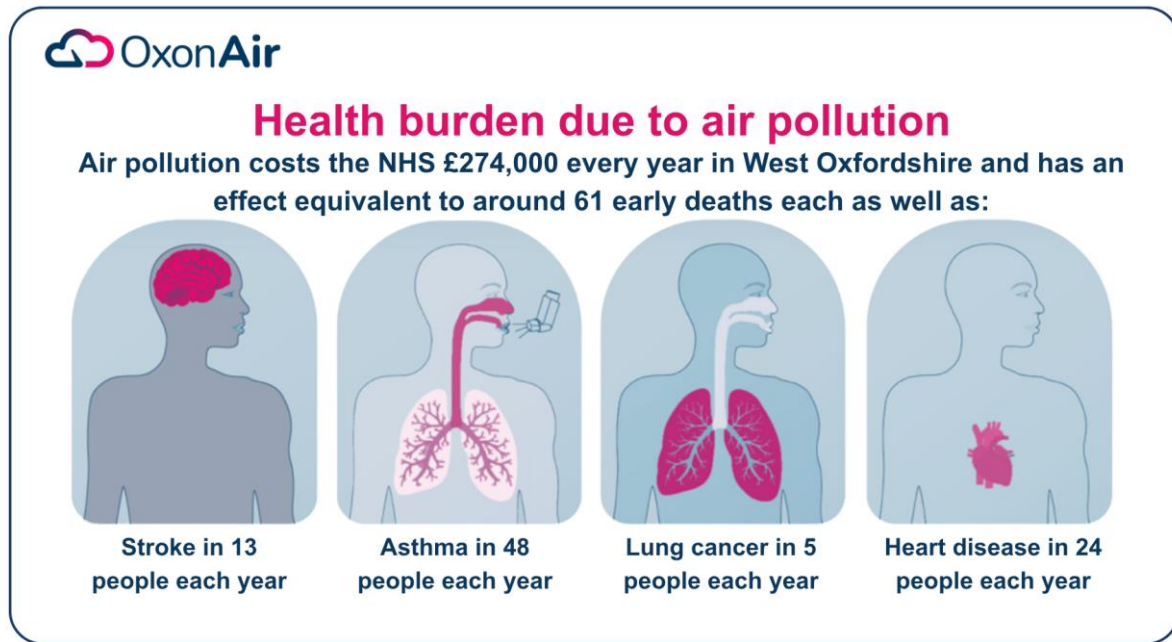
For more advice on using an open fire or stove, including what to burn and what not to burn, please visit:

- <https://www.hetas.co.uk/consumer/advice-hub/>
- [Open fires and wood-burning stoves - A practical guide](#)

Air Quality Lifecourse Assessment Tool (AQLAT)

Furthermore, in 2024 Oxfordshire County Council, together with West Oxfordshire and the other district councils in the county, purchased the Air Quality Lifecourse Assessment Tool (AQLAT) from the University of Birmingham. This tool uses the county-wide modelled air pollution concentrations to provide figures on the health and economic benefits of reducing air pollution at a lower-layer super output area (LSOA), middle-layer super output area (MSOA) and district-level resolution. Several interventions were modelled and the health and economic savings were calculated. These insights will support evidence-based decision-making and target interventions to improve air quality and public health outcomes in West Oxfordshire.

The AQLAT estimated that the annual health burden attributable to air pollution in West Oxfordshire includes up to 61 early deaths, 13 strokes, 48 cases of asthma, 5 cases of lung cancer, and 24 cases of heart disease, as shown in infographic below. The burden on the NHS was estimated to be £274,000, the productivity costs £72,000 and the social care costs £137,000.



To inform the tool, a county-wide air quality modelling project was commissioned to environmental consultancy CERC. This study estimated the PM₁₀ and PM_{2.5} levels in the district are in the present and the figures for 2035. The findings of this project are summarised in Table 2.3 below.

Table 2.3 - Predicted PM_{2.5} and PM₁₀ concentration for West Oxfordshire

West Oxfordshire District	PM ₁₀	PM _{2.5}
2023	12.83	7.43
2035	12.51	7.11

The modelled data suggests that the average concentration of PM_{2.5} across the district already meet with the Governments objective of below 10µg/m³ by 2040.

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 (2024 data) was 5.1% of the county's population which is an increase from 2023 (5%). In comparison, the average for the southeast region was also 5.1% in 2023, showing no change from 2023.

For the West Oxfordshire District, the estimated fraction of mortality attributable to particulate air pollution was 4.8% (a raise of 0.1% from 2023), compared with the regional average of 5.1%.

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

This section sets out the monitoring undertaken within 2025 by WODC 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

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 NO₂ at 25 sites during 2025. 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.

Three tubes were relocated in 2025:

- NAS12 was relocated to Market Street, Charlbury. Charlbury has not had any air quality monitoring since 2016. The town can experience traffic flow issues due to narrow roads and parked cars and, consequently, monitoring was carried out to ensure there are no air quality issues.
- NAS13 was relocated to Shipton Road, Woodstock. This location is near The Marlborough Church of England School and was chosen to ensure school traffic was not creating air quality issues.
- NAS25A was relocated to Burford Road, Carterton. This location was chosen following concerns from residents regarding congestion on Burford Road on the approach to the Burford Road/Alvescot Road/Black Bourton Road/Brize Norton Road junction.

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.2 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.

2025 has seen a change in the recent trend of decreasing NO₂ concentrations, with 11 of the 25 locations seeing an increase the concentration of this pollutant. The highest increase was seen on Hanborough Road, Eynsham (NAS41). This location saw NO₂ concentrations raise by 2.1µg/m³ to 12.4 µg/m³, which is still well below the UK objective of 40µg/m³. Increases in NO₂ concentrations were also seen in both AQMAs. In Witney three locations, NAS3, NAS5 and NAS6, had higher NO₂ concentrations compared to 2024. The maximum increase in the concentration of NO₂ was 1.3µg/m³, seen at NAS5 and NAS6. In Chipping Norton, NO₂ concentrations increased in two locations, the triplicate site (NAS45, NAS46 and NAS47) and NAS21. The highest increase was at the triplicate site, which saw an average increase in NO₂ concentration of 1.1µg/m³. However, despite these increases, the concentrations within the AQMA remain comfortably below the UK objective.

Trends in NO₂ concentrations are presented in Appendix A, Figures A.1 – A.3. Figure A.1 and Figure A.2 presents trends in the Witney AQMA and Chipping Norton AQMA between 2016 and 2025. Figure A.3 compares trends in the annual average adjusted NO₂ concentrations at select locations across the district, again between 2016 and 2025.

Although the results from 2025 are generally positive and indicate an overall 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 2025 no annual means greater than $60\mu\text{g}/\text{m}^3$ 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	435852	210301	NO ₂	Witney AQMA	0.1	1.6	No	2.3
NAS2	10 Bridge Street, Witney	Roadside	435815	210237	NO ₂	Witney AQMA	0.6	2.5	No	2.6
NAS3	20 Bridge Street, Witney	Roadside	435843	210274	NO ₂	Witney AQMA	0.2	2.2	No	2.3
NAS4	9 Mill Street, Witney	Roadside	435670	210198	NO ₂	No	1.0	1.4	No	2.7
NAS5	4A West End, Witney	Roadside	435913	210365	NO ₂	Witney AQMA	0.1	1.2	No	2.3
NAS6	Woodgreen Hill, Witney	Roadside	435954	210362	NO ₂	Witney AQMA	0.1	3.1	No	2.3
NAS7	Newland, Witney	Roadside	435928	210341	NO ₂	Witney AQMA	1.0	2.7	No	2.3
NAS9	A40 j/w Southleigh Turn	Roadside	440087	210429	NO ₂	No	>50	3.3	No	2.2
NAS10	Park Street, Bladon	Roadside	444791	214681	NO ₂	No	0.1	3.0	No	2.6
NAS11A	Main Road Long Hanborough	Roadside	441825	214156	NO ₂	No	12.5	2.5	No	2.2
NAS12	Market Street, Charlbury	Kerbside	435729	219486	NO ₂	No	0.0	3.4	No	2.5
NAS13	Shipton Road, Woodstock	Urban Background	445391	216834	NO ₂	No	11.9	3.3	No	2.3
NAS14B	42 Oxford Street, Woodstock	Urban Centre	444574	216801	NO ₂	No	0.1	3.5	No	2.5
NAS15	Woodstock, Rosamund Drive	Urban Background	444176	217338	NO ₂	No	6.8	1.8	No	2.3
NAS16	Withers Way, Chipping Norton	Urban Background	431203	226872	NO ₂	No	4.5	1.9	No	2.4

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)
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	431443	227285	NO ₂	Chipping Norton AQMA	0.1	5.1	No	2.7
NAS22	Horsefair (opp No.7), Chipping Norton	Roadside	431424	227281	NO ₂	Chipping Norton AQMA	0.1	1.0	No	2.3
NAS23	Lower High Street, Burford	Roadside	425185	212435	NO ₂	No	0.7	2.0	No	2.3
NAS24	High Street, Burford	Urban Centre	425153	212178	NO ₂	No	1.0	1.2	No	2.2
NAS25A	12c Burford Road, Carterton	Urban Background	428056	206951	NO ₂	No	9.2	4.8	No	2.1
NAS40	Witney Road, Eynsham	Suburban	442720	209922	NO ₂	No	6.0	1.3	No	2.5
NAS41	Hanborough Road, Eynsham.	Suburban	443666	210015	NO ₂	No	28.0	2.0	No	2.3
NAS44	83 Oxford Hill, Witney	Suburban	436759	209830	NO ₂	No	5.0	1.7	No	2.3
NAS45, NAS46, NAS47	23 High St Chipping Norton	Urban Centre	431404	227205	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 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
NAS1	435852	210301	Roadside	100.0	100.0	37.6	36.1	31.6	28.4	27.4
NAS2	435815	210237	Roadside	91.8	91.8	31.8	30.5	27.1	22.5	20.3
NAS3	435843	210274	Roadside	100.0	100.0	35.1	32.6	29.3	25.1	25.6
NAS4	435670	210198	Roadside	91.8	91.8	26.9	26.5	21.8	20.3	19.4
NAS5	435913	210365	Roadside	82.7	82.7	28.4	29.7	24.2	22.4	23.7
NAS6	435954	210362	Roadside	91.8	91.8	29.9	27.9	25.6	21.8	24.4
NAS7	435928	210341	Roadside	82.1	82.1	28.0	26.3	24.4	21.5	20.7
NAS9	440087	210429	Roadside	100.0	100.0	17.0	15.7	12.8	12.3	12.0
NAS10	444791	214681	Roadside	100.0	100.0	21.2	21.0	18.7	15.4	15.0
NAS11A	441825	214156	Roadside	90.9	90.9	-	-	-	12.8	11.3
NAS12	435729	219486	Kerbside	92.3	92.3	-	-	-	-	9.1
NAS13	445391	216834	Urban Background	100.0	100.0	-	-	-	-	8.1
NAS14B	444574	216801	Urban Centre	100.0	100.0	10.7	14.2	12.9	11.6	12.4
NAS15	444176	217338	Urban Background	100.0	100.0	7.0	8.2	6.5	6.0	6.3
NAS16	431203	226872	Urban Background	92.3	92.3	6.7	6.4	5.4	5.0	5.2
NAS17	431300	226960	Roadside	90.9	90.9	18.9	18.5	15.3	16.2	14.3

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
NAS21	431443	227285	Roadside	100.0	100.0	16.5	15.6	13.3	13.1	13.8
NAS22	431424	227281	Roadside	100.0	100.0	38.2	34.3	32.2	28.2	23.7
NAS23	425185	212435	Roadside	100.0	100.0	21.4	21.0	19.3	17.7	17.0
NAS24	425153	212178	Urban Centre	82.7	82.7	16.9	16.9	15.6	13.3	14.5
NAS25A	428056	206951	Urban Background	92.3	92.3	-	-	-	-	9.6
NAS40	442720	209922	Suburban	100.0	100.0	16.3	15.1	11.7	10.1	10.6
NAS41	443666	210015	Suburban	100.0	100.0	14.4	14.6	12.6	10.3	12.4
NAS44	436759	209830	Suburban	100.0	100.0	18.1	15.9	14.7	13.4	14.1
NAS45, NAS46, NAS47	431404	227205	Urban Centre	100.0	100.0	24.7	21.4	19.6	16.9	18.2

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

☒ Diffusion tube data has been bias adjusted.

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

Notes:

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

Exceedances of the NO₂ annual mean objective of $40\mu\text{g}/\text{m}^3$ are shown in **bold**.

NO₂ annual means exceeding $60\mu\text{g}/\text{m}^3$, indicating a potential exceedance of the NO₂ 1-hour mean objective are shown in **bold and underlined**.

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

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

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

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

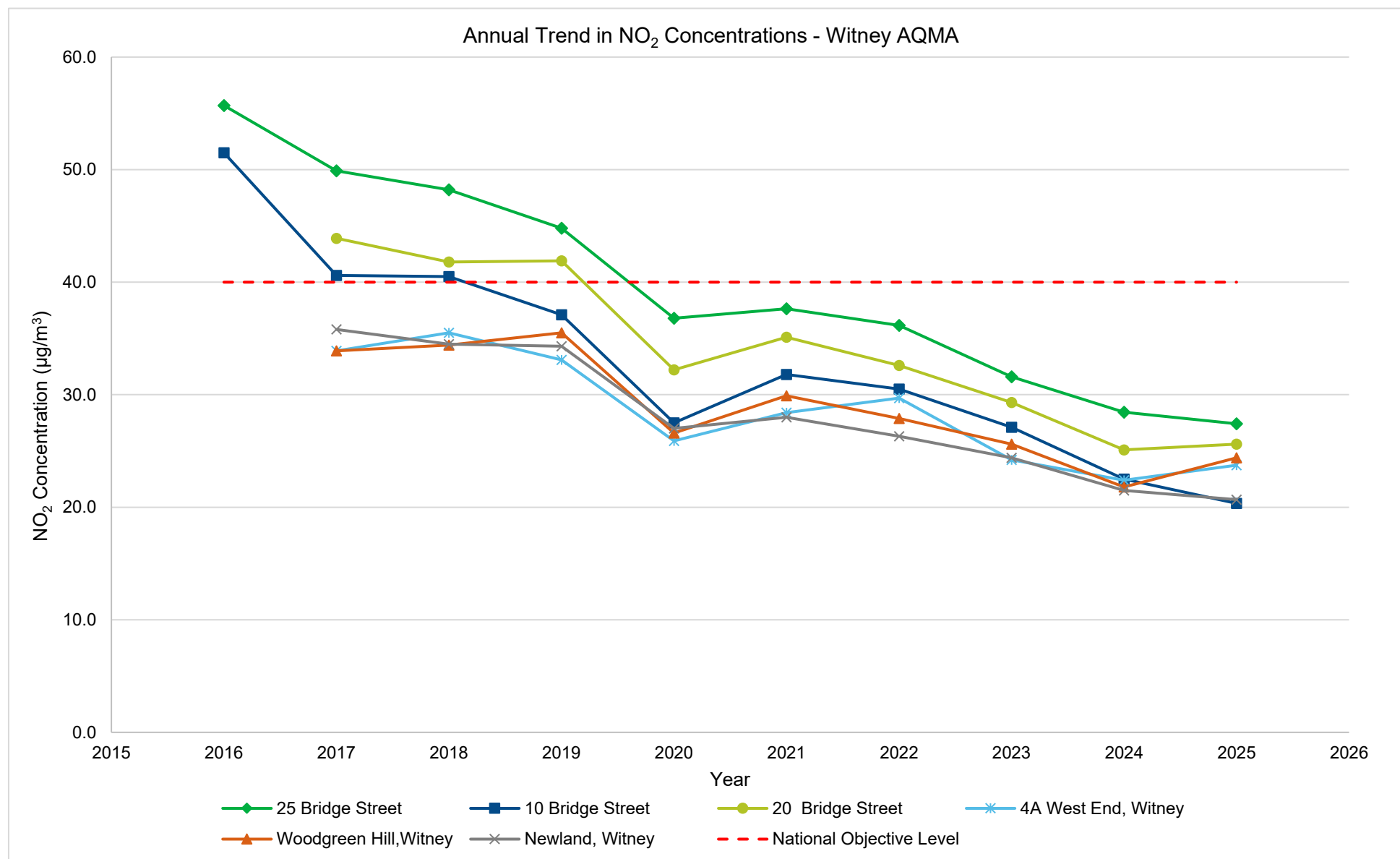


Figure A.1 - Annual trend in NO₂ concentrations in the Witney AQMA 2016 - 2025

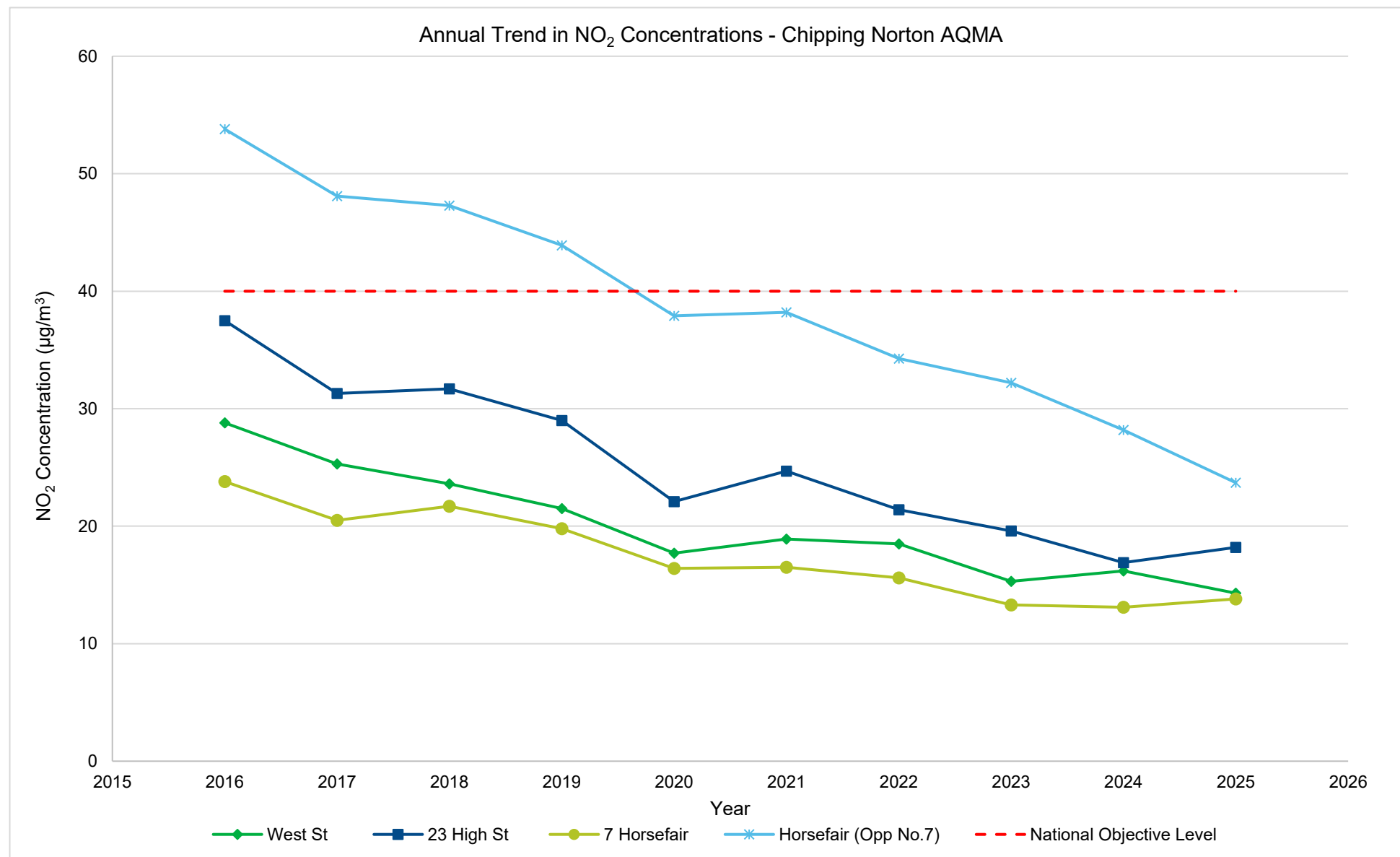


Figure A.2 - Annual trend in NO₂ concentrations in the Chipping Norton AQMA 2016 - 2025

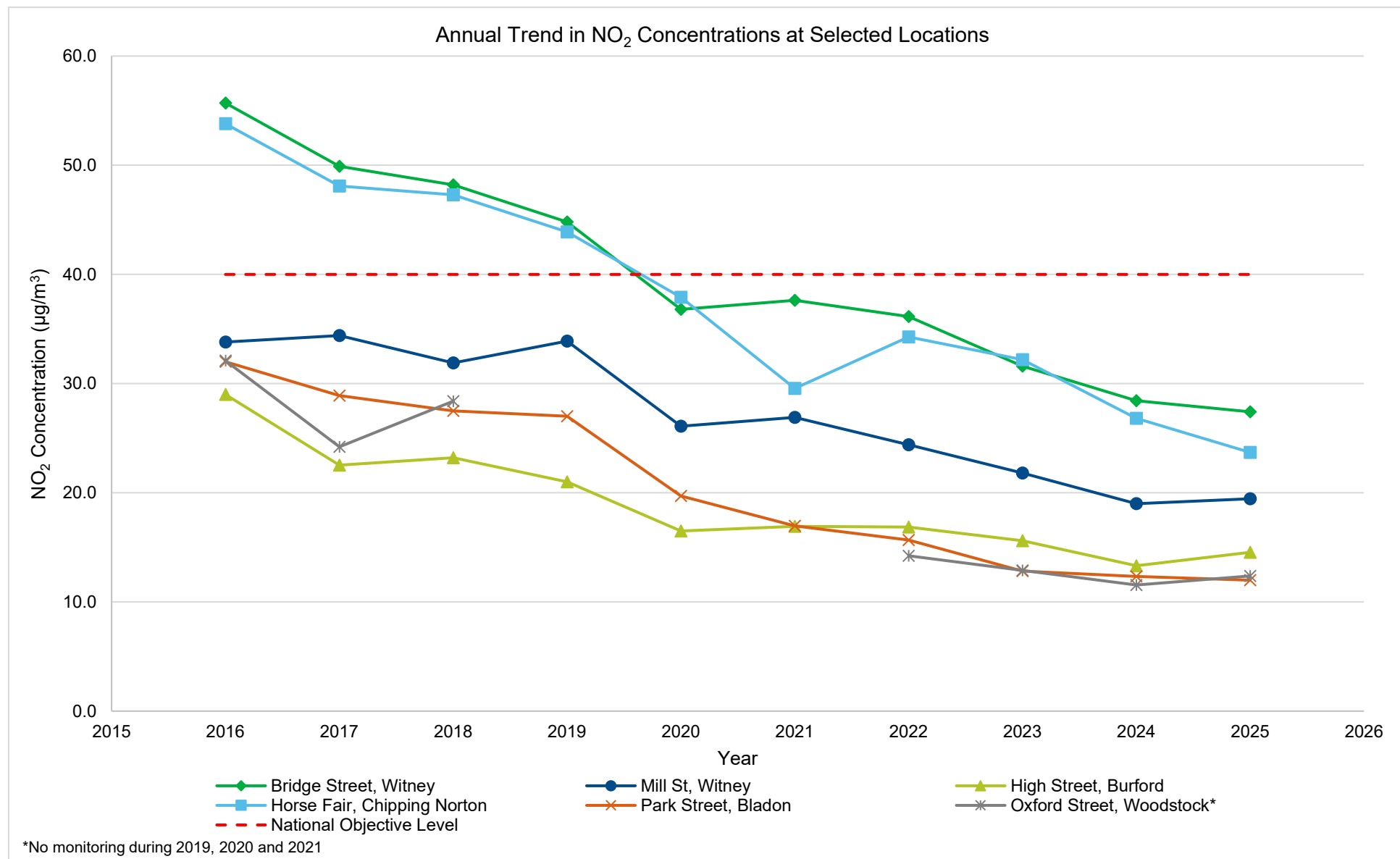


Figure A.3 - Annual trend in NO₂ concentrations across the district 2016 - 2025

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 (0.78)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
NAS1	435852	210301	31.2	43.4	40.8	38.0	32.8	34.3	30.5	36.1	33.5	29.0	33.5	38.7	35.2	27.4		
NAS2	435815	210237	14.1	40.5	22.9	39.8	22.1	25.7	20.3	27.1	25.3	Missing	31.3	17.8	26.1	20.3		
NAS3	435843	210274	41.8	33.3	37.5	45.6	21.1	29.0	23.4	30.4	29.8	31.5	36.3	34.2	32.8	25.6		
NAS4	435670	210198	32.4	29.4	25.4	28.0	14.9	23.7	18.0	20.4	22.1	Missing	30.7	29.2	24.9	19.4		
NAS5	435913	210365	35.8	37.6	37.5	38.4	23.8	24.6	21.3	23.9	Missing	Missing	32.1	29.4	30.4	23.7		
NAS6	435954	210362	37.5	36.4	37.8	39.3	26.9	25.2	22.0	29.1	26.6	Outlier	29.7	33.4	31.3	24.4		
NAS7	435928	210341	29.9	31.2	28.4	26.5	21.6	30.3	17.8	23.6	27.7	Missing	28.1	Missing	26.5	20.7		
NAS9	440087	210429	20.0	16.8	21.9	19.5	12.9	11.3	13.4	12.6	12.0	15.4	17.4	11.3	15.4	12.0		
NAS10	444791	214681	26.1	29.2	24.4	21.6	14.7	16.8	14.2	15.8	17.6	20.3	12.3	17.1	19.2	15.0		
NAS11 A	441825	214156	13.1	19.4	19.9	18.3	12.1	12.7	11.4	11.8	Missing	16.9	9.1	14.4	14.5	11.3		
NAS12	435729	219486	15.3	17.7	17.4	Missing	8.9	8.2	8.2	8.1	8.2	10.6	14.4	11.5	11.7	9.1		
NAS13	445391	216834	10.2	15.7	13.3	12.1	6.3	12.2	6.1	6.6	9.3	10.4	11.9	11.0	10.4	8.1		
NAS14 B	444574	216801	19.1	22.1	19.5	18.7	12.4	11.5	9.8	14.1	12.1	15.1	18.3	17.6	15.9	12.4		
NAS15	444176	217338	12.5	9.7	11.4	9.5	3.8	5.4	5.0	4.8	6.9	7.8	9.5	10.4	8.1	6.3		
NAS16	431203	226872	9.2	Outlier	9.8	10.0	4.6	4.6	4.3	4.2	6.1	7.0	6.7	6.3	6.6	5.2		
NAS17	431300	226960	12.7	22.1	25.3	22.1	15.5	18.1	19.2	18.8	Missing	16.8	21.9	8.8	18.3	14.3		
NAS21	431443	227285	21.9	25.0	23.5	22.8	14.4	12.5	11.5	14.0	14.6	16.3	18.1	18.0	17.7	13.8		
NAS22	431424	227281	23.3	33.1	27.9	30.4	30.2	32.2	30.0	30.0	31.9	24.4	37.6	33.6	30.4	23.7		
NAS23	425185	212435	16.3	25.5	21.1	21.5	20.4	25.2	25.2	22.8	22.9	20.6	21.6	18.9	21.8	17.0		
NAS24	425153	212178	24.5	Missing	22.9	22.1	Missing	13.4	13.7	16.9	15.9	16.9	20.5	19.7	18.7	14.5		
NAS25 A	428056	206951	18.0	12.2	Missing	13.6	6.9	11.4	9.4	9.0	11.5	12.1	16.8	14.1	12.3	9.6		
NAS40	442720	209922	19.3	18.4	18.6	17.4	11.2	10.2	8.6	10.1	11.2	13.7	14.6	10.2	13.6	10.6		
NAS41	443666	210015	20.8	16.7	22.7	19.6	13.8	13.3	11.8	13.2	13.7	13.3	16.7	14.9	15.9	12.4		
NAS44	436759	209830	25.1	24.3	21.7	19.6	12.8	16.4	14.9	15.7	15.4	14.1	20.0	16.9	18.1	14.1		
NAS45	431404	227205	30.3	30.2	32.8	32.9	20.4	18.2	15.3	21.2	23.4	17.9	23.4	21.1	-	-		Triplicate Site with NAS45, NAS46 and NAS47 - Annual data provided for NAS47 only
NAS46	431404	227205	15.6	30.3	34.4	32.1	22.5	16.8	15.5	20.8	22.2	21.9	24.2	19.8	-	-		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	431404	227205	31.4	33.3	30.4	31.9	20.6	16.7	12.8	20.3	21.4	19.1	20.1	17.7	23.3	18.2		Triplicate Site with NAS45, NAS46 and NAS47 - Annual data provided for NAS47 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.
- ☒ National bias adjustment factor used.
- ☒ Where applicable, data has been distance corrected for relevant exposure in the final column.
- ☒ West Oxfordshire 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 West Oxfordshire District During 2025

WODC has not identified any additional sources relating to air quality within the reporting year of 2025.

West Oxfordshire is likely to see a significant increase in housing over the next 10 years. Carterton and Brize Norton are likely to see the bulk of these developments, with the possible addition of nearly 7,000 houses around the town and village. Witney and Chipping Norton will also see new developments, with a potential increase of nearly 4,000 houses around Witney and over 1,000 around Chipping Norton. As discussed in Section 2.2, all planning applications for large developments will continue to be reviewed to ensure they do not significantly impact air quality in the surrounding areas.

Additional Air Quality Works Undertaken by West Oxfordshire District Council During 2025

WODC has not completed any additional works within the reporting year of 2025

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 NO₂ Proficiency Scheme, which assesses the analytical performance of laboratories analysing NO₂ diffusion tubes. In 2025, four rounds of proficiency testing were carried out, round 68 between January and February, round 69 between April and June, round 71 between July and September and round 72 between October and December. Socotec laboratories scored 100% in round 69 and 71, and 87.5% in round 68 and 72. Although, the laboratory has not performed as well as in previous years, the results of the analysis are in keeping with previous results, and consequently we are confident the analytical results accurately reflect NO₂ concentrations

in 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 dictates 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 2025.

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 2026 ASR have been corrected for bias using an adjustment factor. Bias represents the overall tendency of the diffusion tubes to under or over-read relative to the reference chemiluminescence analyser. LAQM.TG22 provides guidance with regard to the application of a bias adjustment factor to correct diffusion tube monitoring. Triplicate co-location studies can be used to determine a local bias factor based on the comparison of diffusion tube results with data taken from NO_x/NO₂ continuous analysers. Alternatively, the national database of diffusion tube co-location surveys provides bias factors for the relevant laboratory and preparation method.

WODC do not have a reference analyser within the district, and therefore colocation studies cannot be conducted. Consequently, WODC have applied a national bias adjustment factor of 0.78 to the 2025 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
2025	National	03/26	0.78
2024	National	04/25	0.78
2023	National	03/24	0.77
2022	National	03/23	0.76
2021	National	03/22	0.78

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

National Diffusion Tube Bias Adjustment Factor Spreadsheet					Spreadsheet Version Number: 03/26					
Follow the steps below in the correct order to show the results of relevant co-location studies								This spreadsheet will be updated at the end of June 2026 LAQM Helpdesk Website		
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.										
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:		Step 2:	Step 3:	Step 4:						
Select the Laboratory that Analyses Your Tubes from the Drop-Down List		Select a Preparation Method from the Drop-Down List	Select a Year from the Drop-Down List	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 ² shown in blue at the foot of the final column.						
If a laboratory is not shown, we have no data for this laboratory.		If a preparation method is not shown, we have no data for this method at this laboratory.	If a year is not shown, we have no data ²	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	Year ²	Site Type	Local Authority	Length of Study (months)	Diffusion Tube Mean Conc. (Dm) (µg/m ³)	Automatic Monitor Mean Conc. (Cm) (µg/m ³)	Bias (B)	Tube Precision	Bias Adjustment Factor (A) (Cm/Dm)
	To undo your selection, choose (All) from the pop-up list	To undo your selection, choose (All)								
SOCOTEC Didcot	50% TEA in acetone	2025	UB	Gravesham Borough Council	12	21	19	8.2%	G	0.92
SOCOTEC Didcot	50% TEA in acetone	2025	KS	Marylebone Road Intercomparison	12	48	31	52.1%	G	0.66
SOCOTEC Didcot	50% TEA in acetone	2025	UB	North East Lincolnshire Council	12	13	11	22.9%	G	0.81
SOCOTEC Didcot	50% TEA in acetone	2025	R	North East Lincolnshire Council	12	41	30	37.6%	G	0.73
SOCOTEC Didcot	50% TEA in acetone	2025	R	North East Lincolnshire Council	12	24	19	22.5%	G	0.82
SOCOTEC Didcot	50% TEA in acetone	2025	UI	North Lincolnshire Council	12	15	12	21.9%	G	0.82
SOCOTEC Didcot	50% TEA in acetone	2025	UB	Derry City And Strabane District Council	12	12	8	40.1%	G	0.71
SOCOTEC Didcot	50% TEA in acetone	2025	R	Wrexham County Borough Council	12	16	14	9.2%	G	0.92
SOCOTEC Didcot	50% TEA in acetone	2025	R	Horsham District Council	11	19	16	21.3%	G	0.82
SOCOTEC Didcot	50% TEA in acetone	2025	R	Horsham District Council	10	20	16	26.3%	G	0.79
SOCOTEC Didcot	50% TEA in acetone	2025	R	Ipswich Borough Council	12	35	26	36.4%	G	0.73
SOCOTEC Didcot	50% TEA in acetone	2025	R	Leeds City Council	10	36	28	27.7%	G	0.78
SOCOTEC Didcot	50% TEA in acetone	2025	KS	Leeds City Council	12	27	20	35.4%	G	0.74
SOCOTEC Didcot	50% TEA in acetone	2025	R	Leeds City Council	12	36	26	37.4%	G	0.73
SOCOTEC Didcot	50% TEA in acetone	2025	R	Leeds City Council	11	23	18	26.9%	G	0.79
SOCOTEC Didcot	50% TEA in acetone	2025	UC	Leeds City Council	12	24	19	28.0%	G	0.78
SOCOTEC Didcot	50% TEA in acetone	2025	UB	Southend-on-sea City Council	11	16	12	28.5%	G	0.78
SOCOTEC Didcot	50% TEA in acetone	2025	Overall Factor ² (17 studies)					Use	0.78	

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.

No diffusion tube NO₂ monitoring locations within the West Oxfordshire district required distance correction during 2025.

Summary of Low Cost Air Quality Sensor Monitoring

Table C.2 – 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? ⁽¹⁾	Distance to Relevant Exposure (m) ^(1,2)	Distance to kerb of nearest road (m) ⁽¹⁾	Inlet Height (m)
4904	High Street	Roadside	435767	210177	PM _{2.5} & PM ₁₀	Airly Pure	Yes	Witney	0.5	2.25	1.75

Table C.3 – Monthly Air Quality Sensor Monitoring Results

Site ID	Pollutant	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean Data
4904	PM ₁₀	-	30.57*	27.77	22.31	15.78	14.43	12.37*	14.87*	12.20	15.72*	15.25	18.02	18.12
4904	PM _{2.5}	-	20.38*	18.98	14.38	8.46	6.96	5.13*	7.43*	4.72	8.06*	7.62	9.98	10.19

*Months with incomplete data sets: February – 93% data capture; July - 26% data capture; August – 81% data capture; and, October - 81% data capture.

Co-location studies with Airly sensors and reference analysers have shown the sensors to measure pollutants at concentrations higher than compared to the more accurate reference analysers. With this in mind, it is likely the annual PM_{2.5} concentration at this location in Witney is likely to be already compliant with the UK objectives for PM_{2.5} discussed in Section 2.3. The results are presented in Figure C.1 and the location of the sensor is shown in Figure D.11.

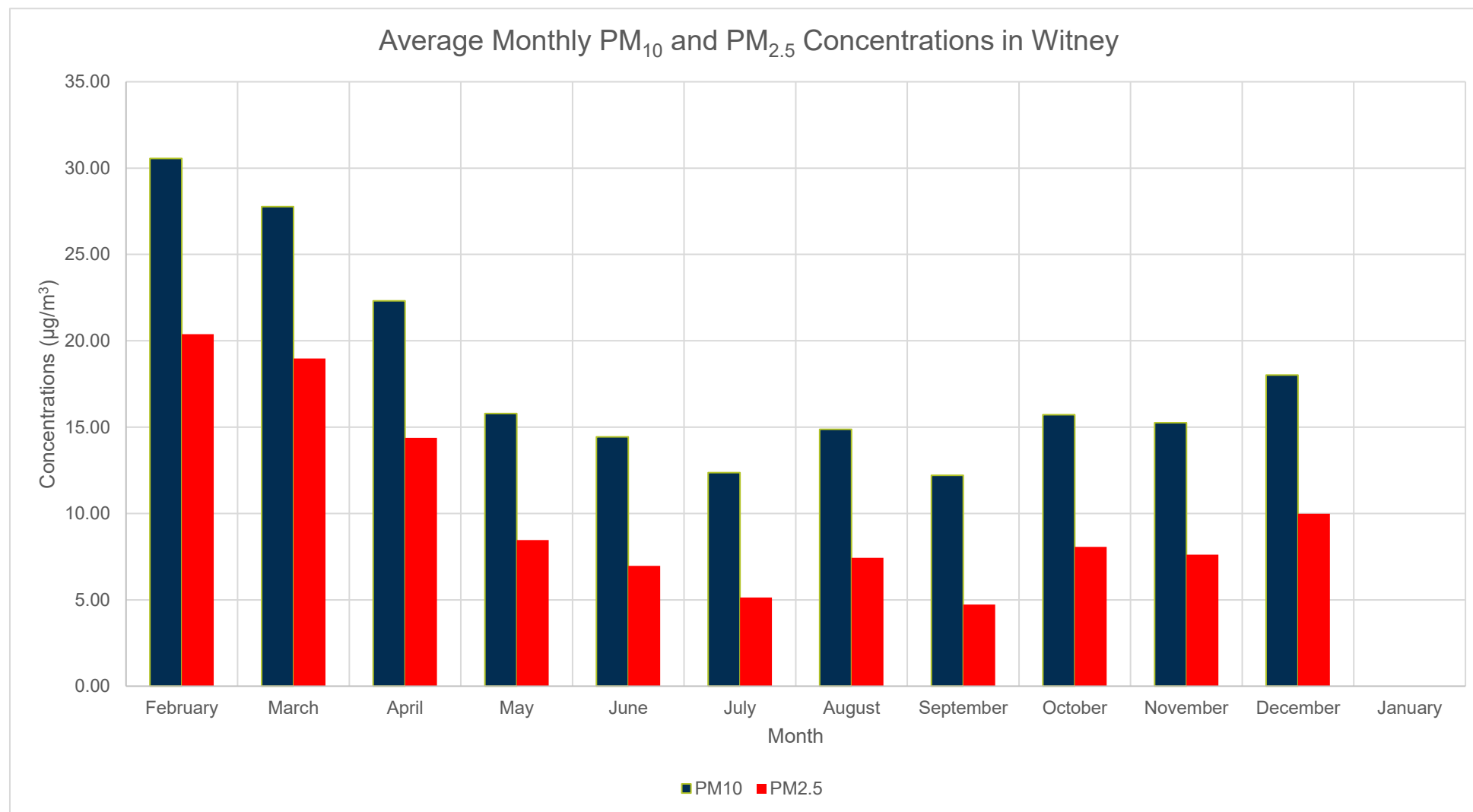


Figure C.1 - Monthly concentrations of particulate matter in Witney

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

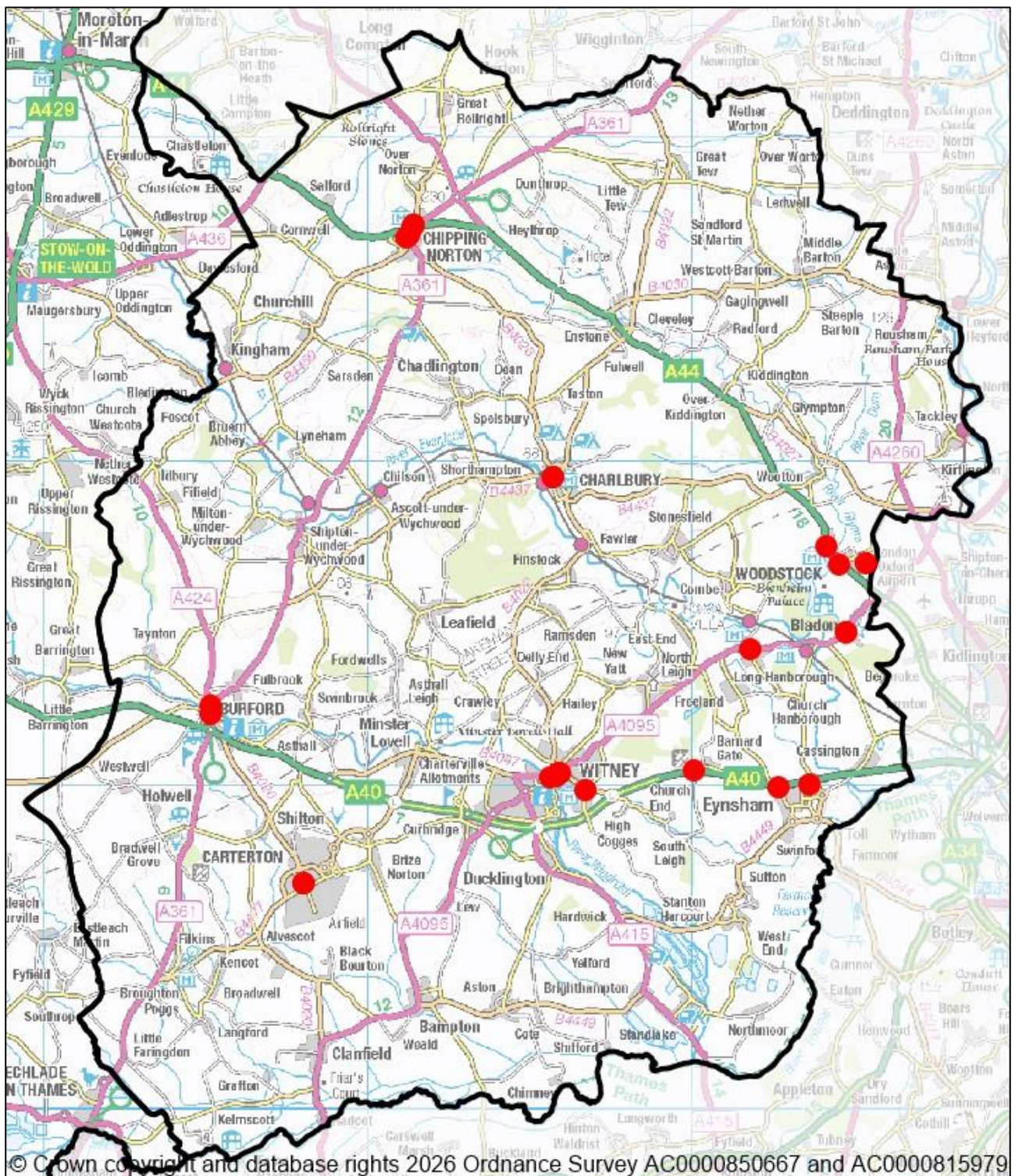


Figure D.1 - Distribution of NO₂ Monitoring Locations Across the District

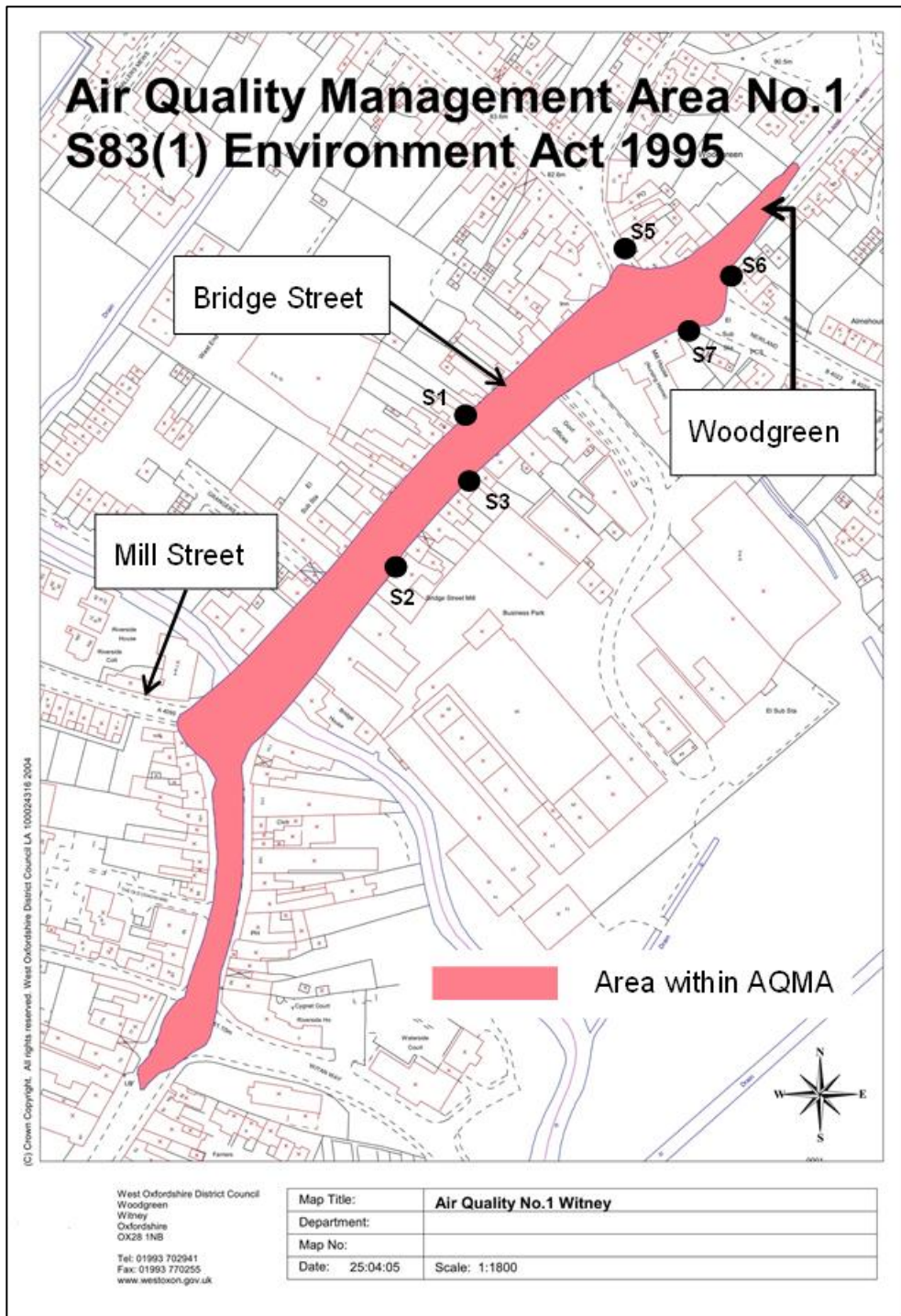


Figure D.2 – Map of Witney AQMA with Diffusion Tube Monitoring Locations

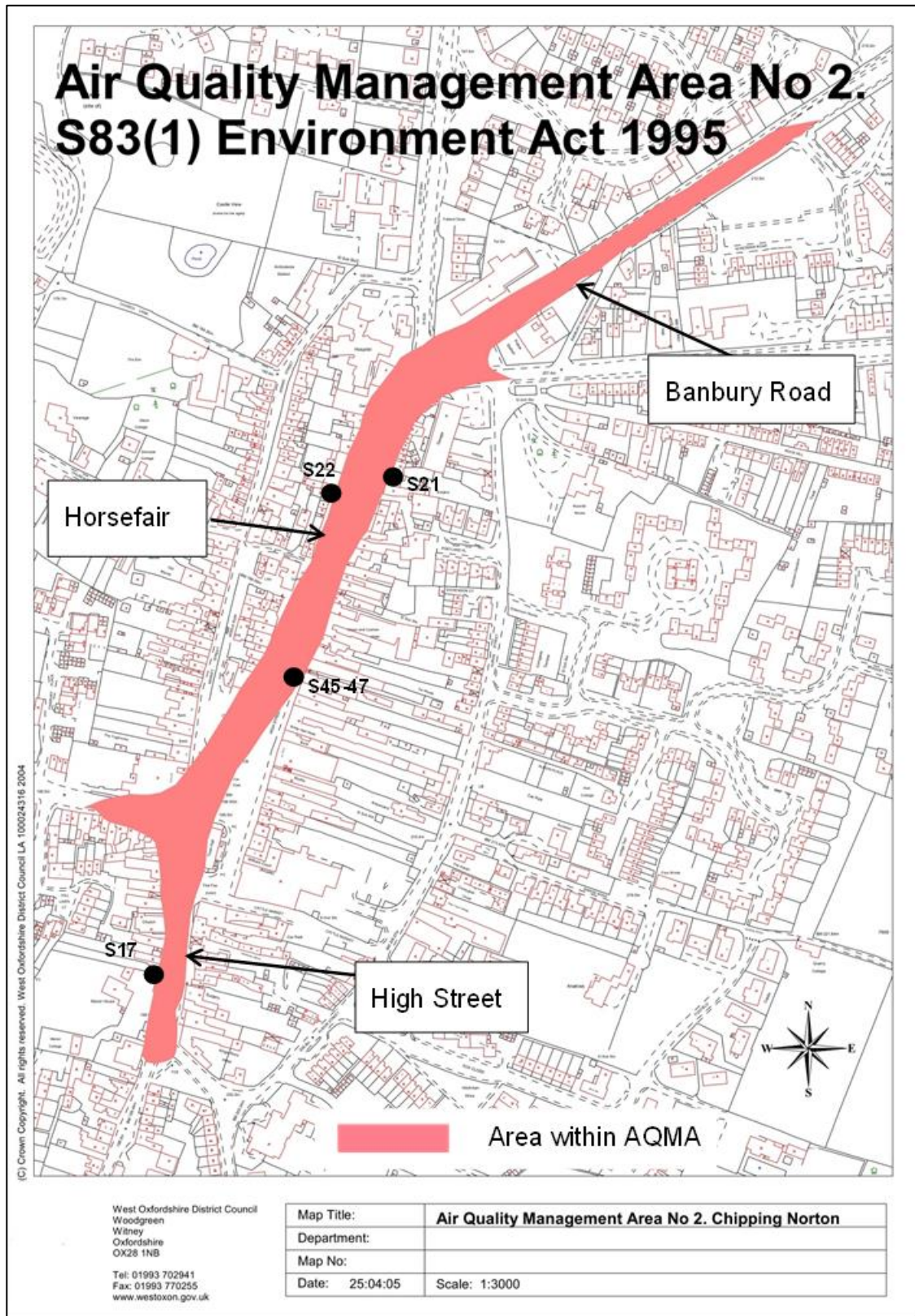


Figure D.3 – Map of Chipping Norton AQMA with Diffusion Tube Monitoring Locations

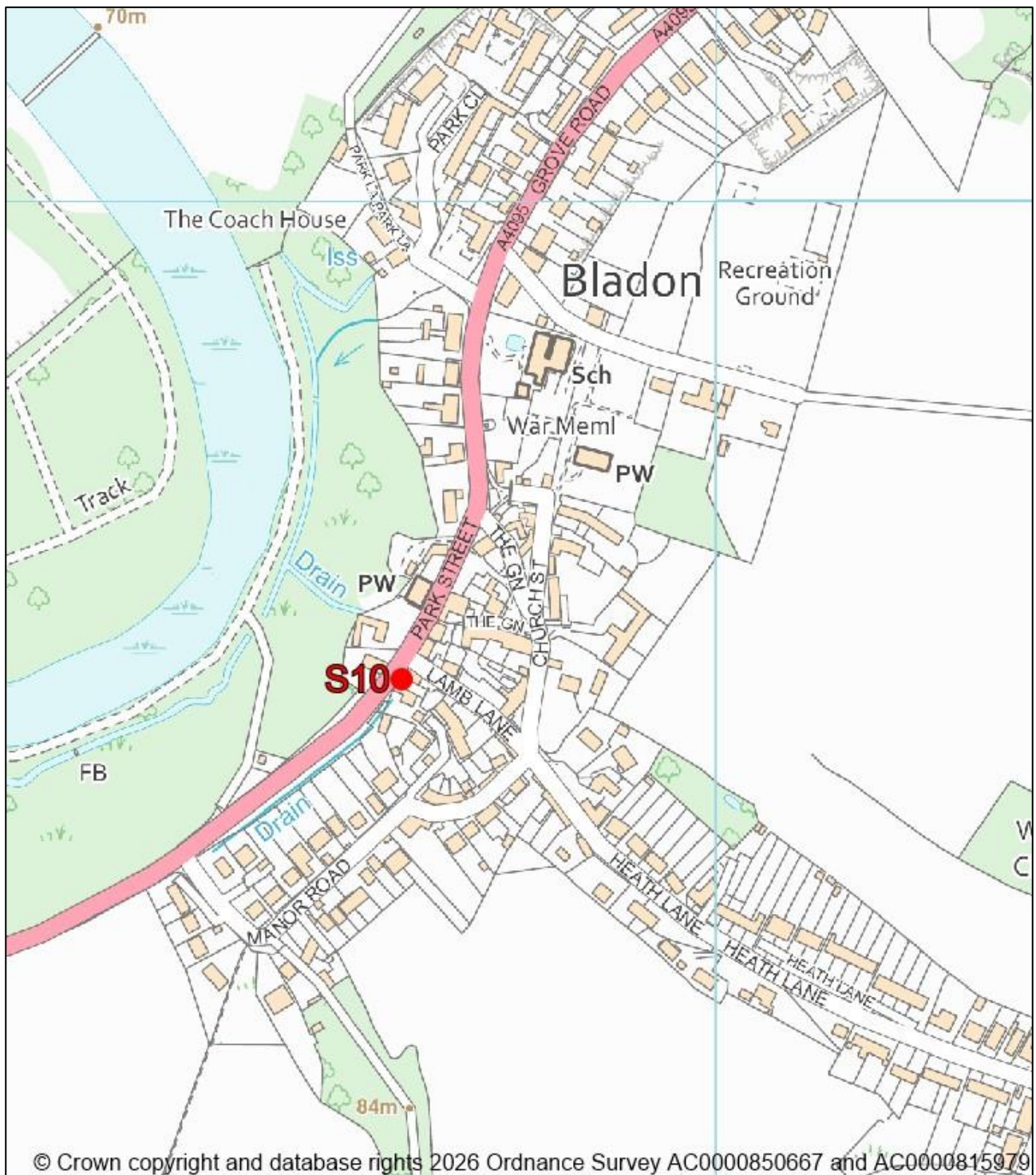


Figure D.4 - Bladon Monitoring Locations

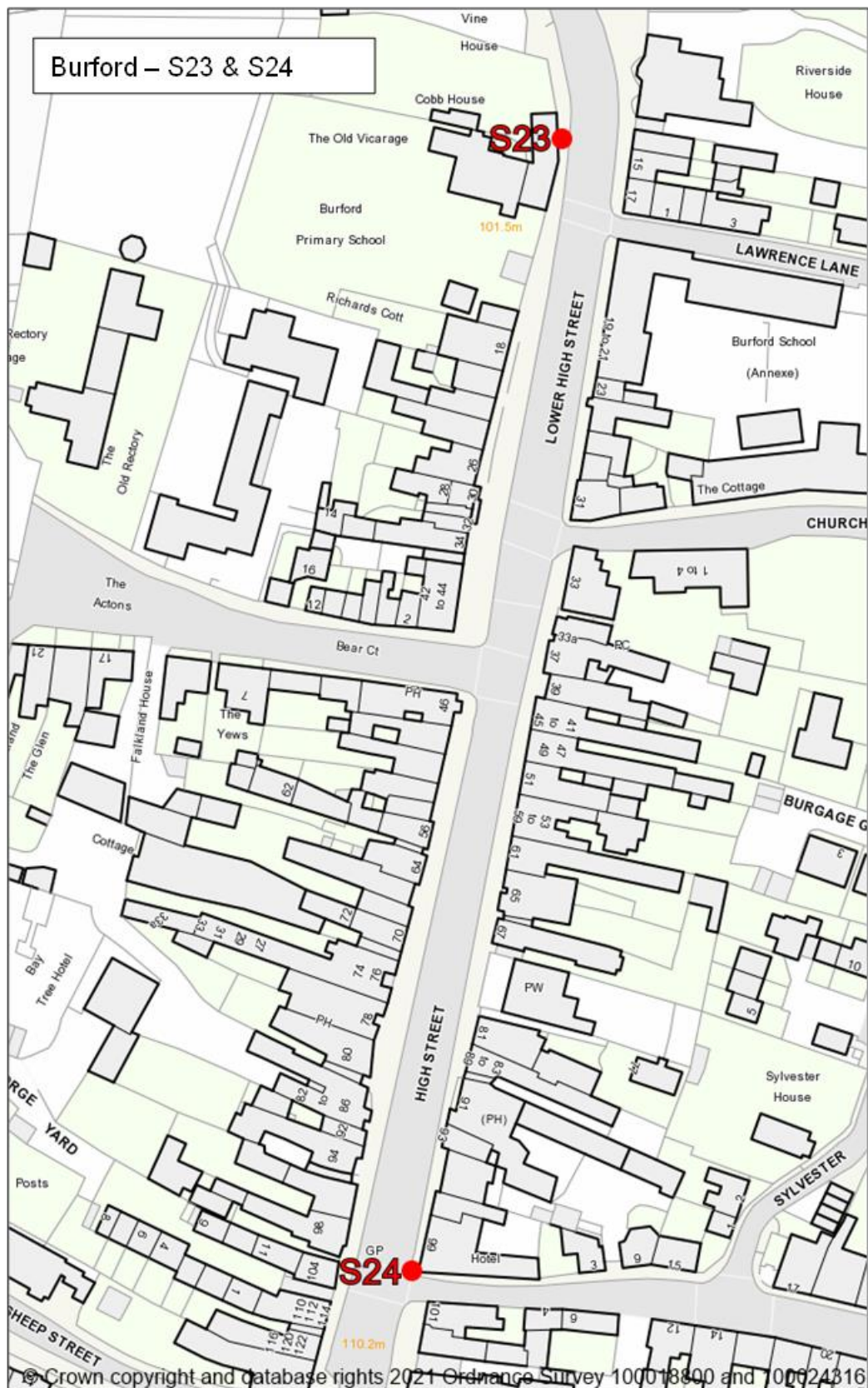


Figure D.5 - Burford Monitoring Locations (NAS23 & NAS24)

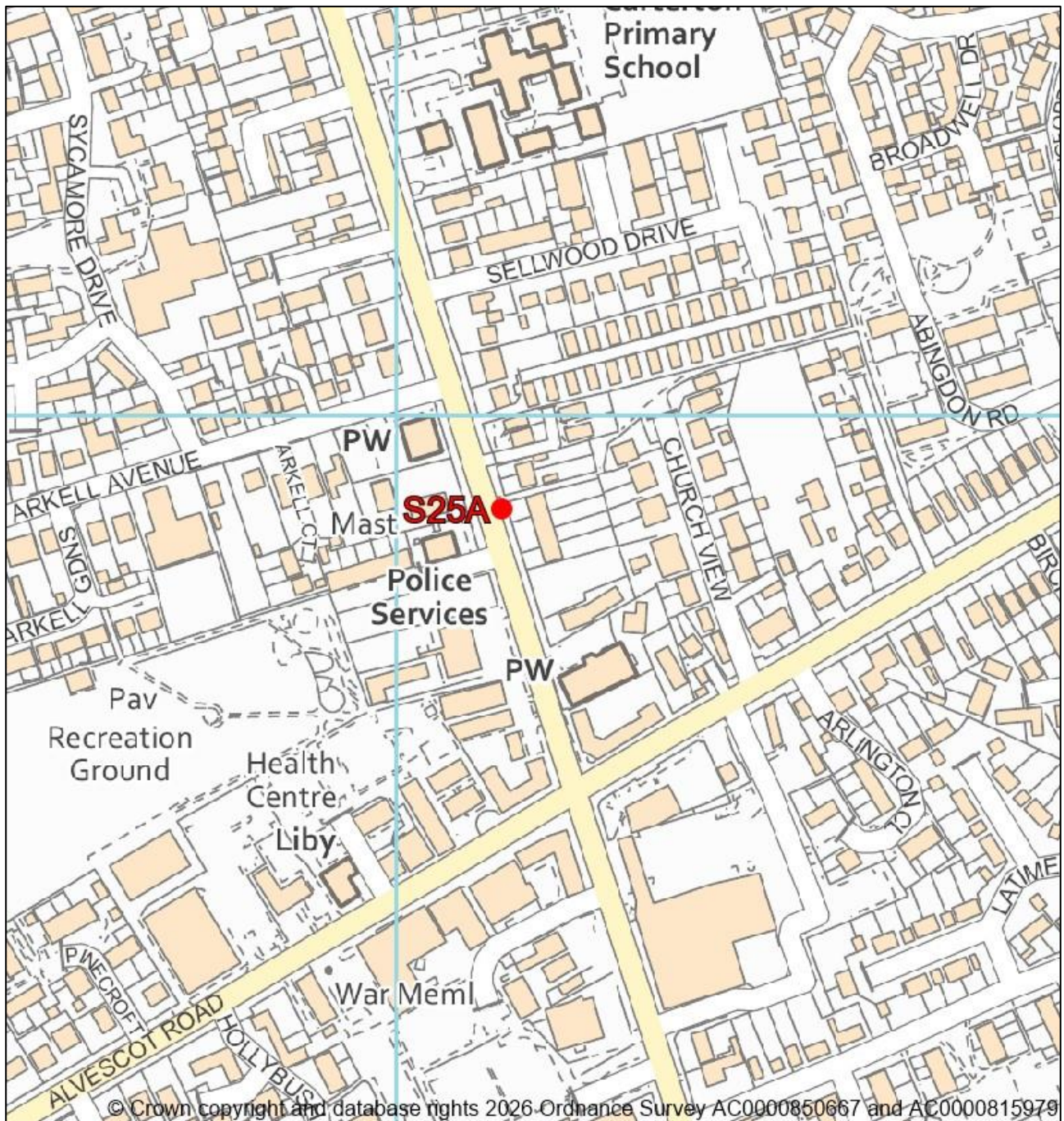


Figure D.6 - Carterton Monitoring Location (NAS25A)

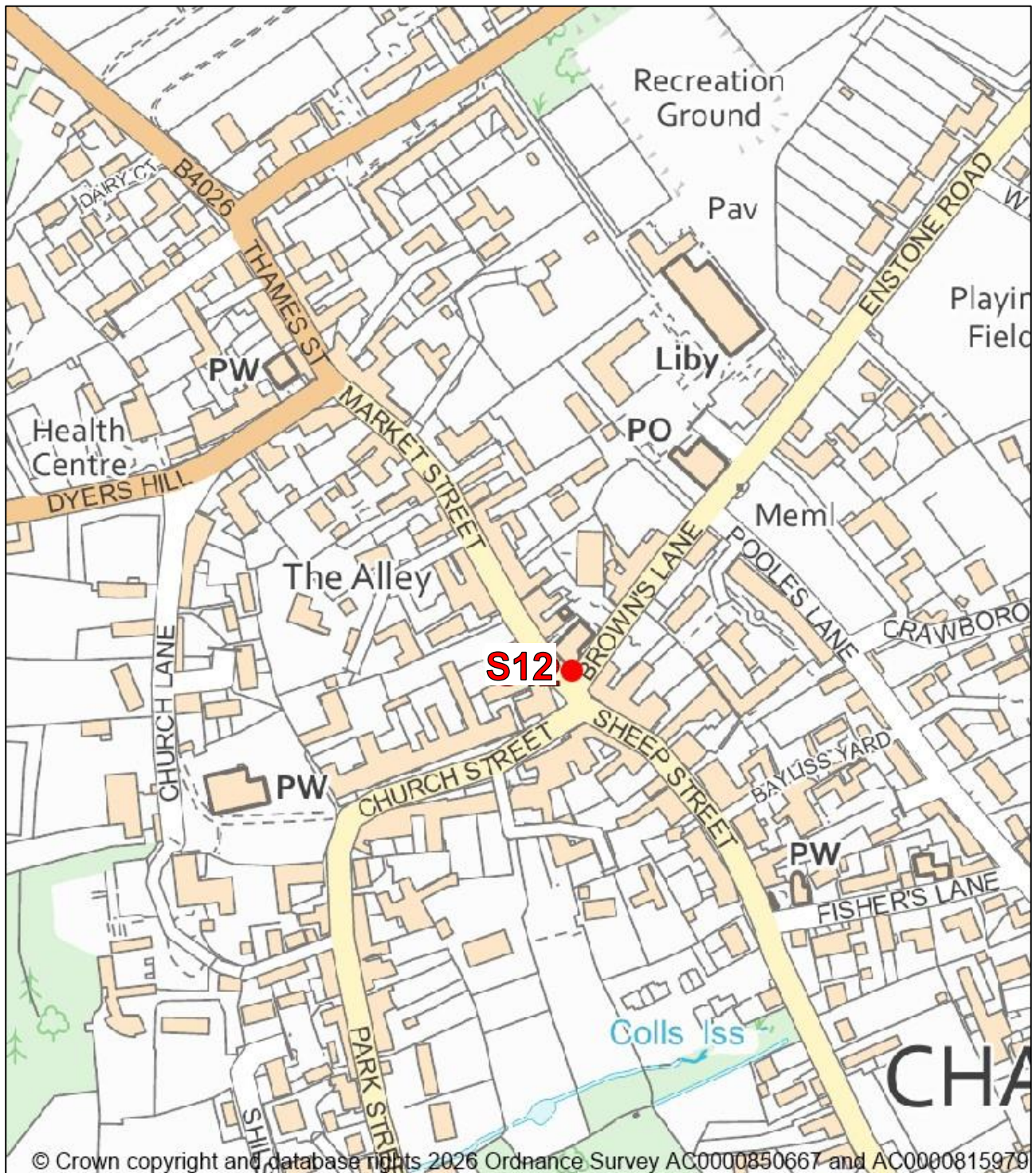


Figure D.7 - Carterton Monitoring Location (NAS12)

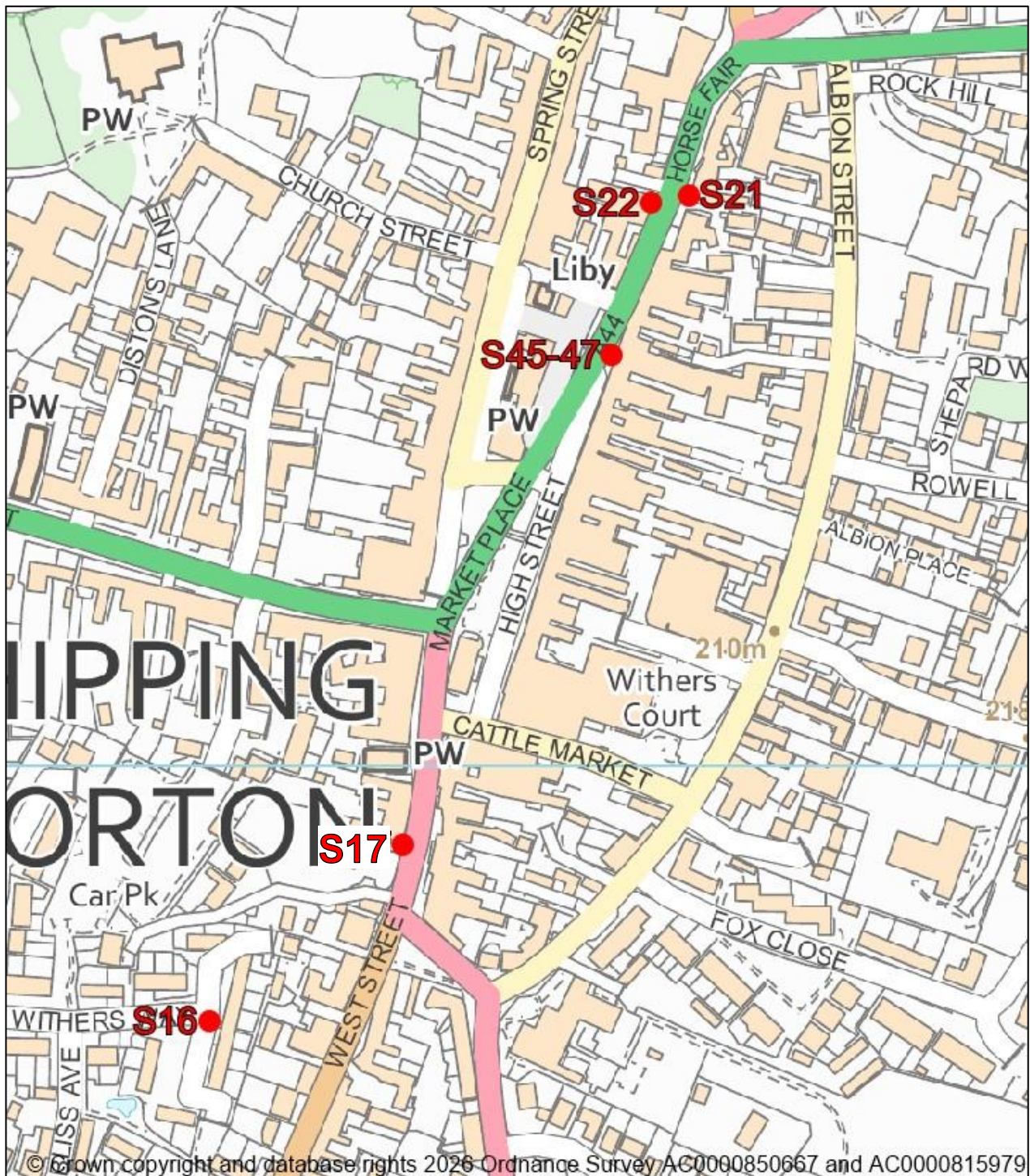


Figure D.8 - Chipping Norton Monitoring Locations (NAS16, NAS17, NAS21, NAS22, NAS45, NAS46 & NAS47)

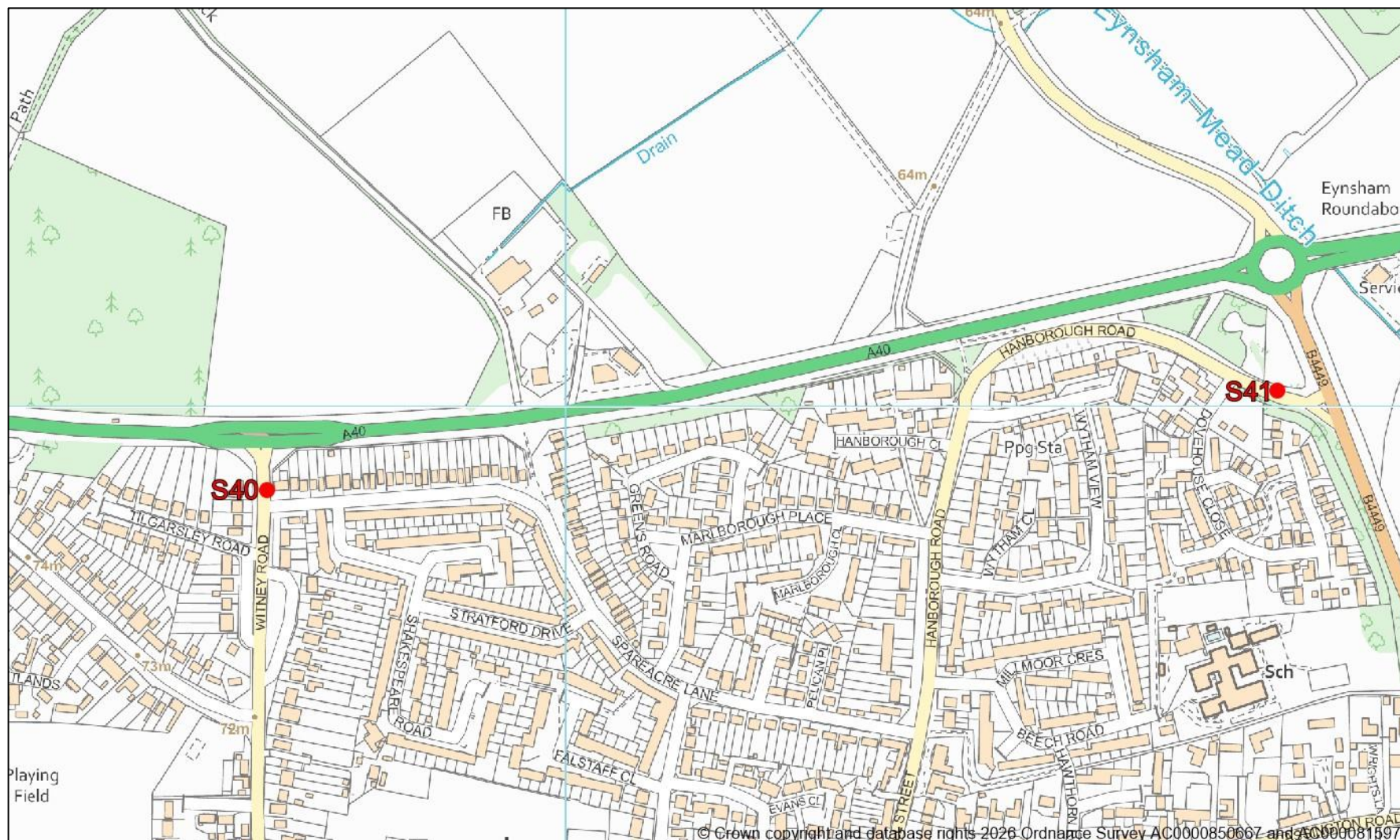


Figure D.9 - Eynsham Monitoring Locations (NAS40 & NAS41)

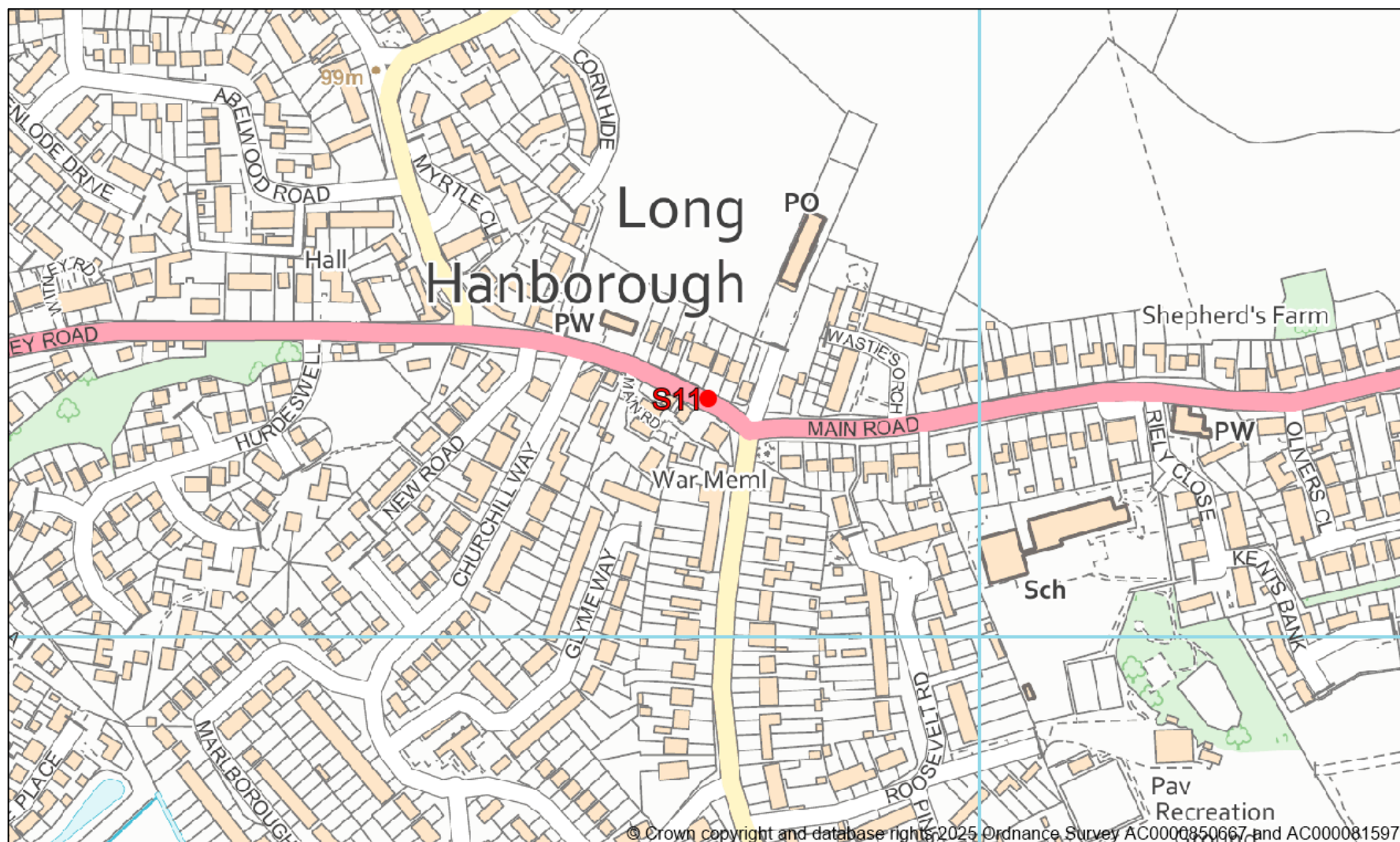


Figure D.10 - Long Hanborough Monitoring Location (NAS11)

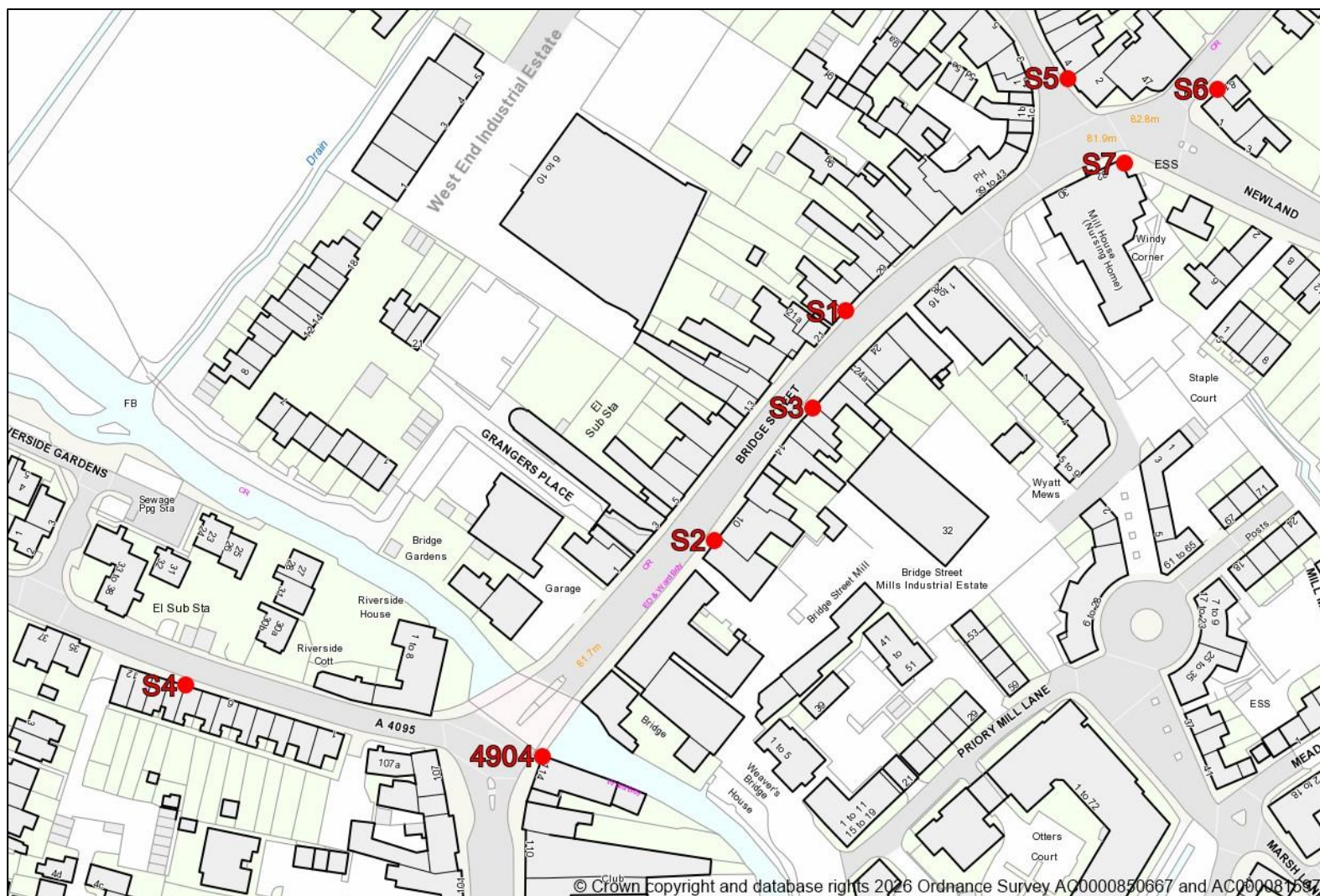


Figure D.11- Witney Town Centre Monitoring Locations (NAS1, NAS2, NAS3, NAS4, NAS5, NAS6, NAS7 and 4904 (Airly Sensor))

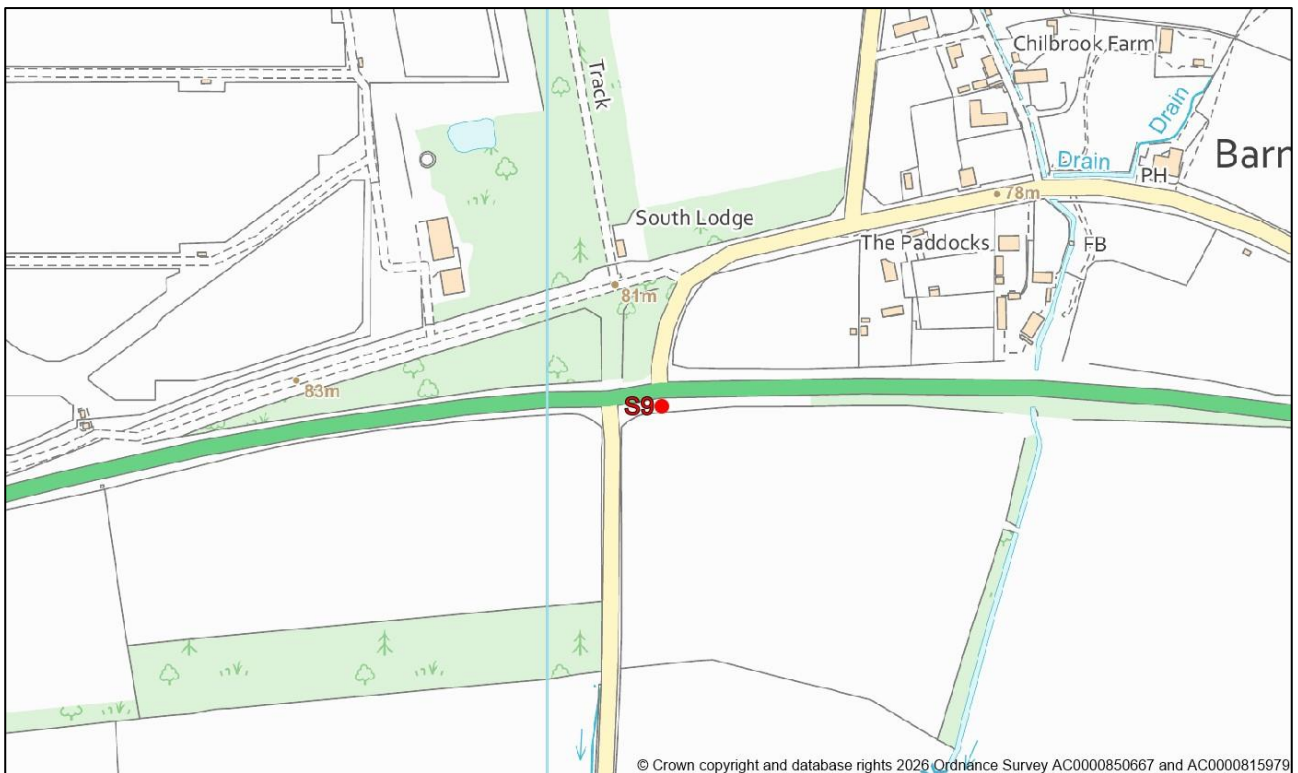


Figure D.12 - A40 East of Witney Monitoring Location (NAS9)



Figure D.13 - East of Witney Monitoring Location (NAS44)

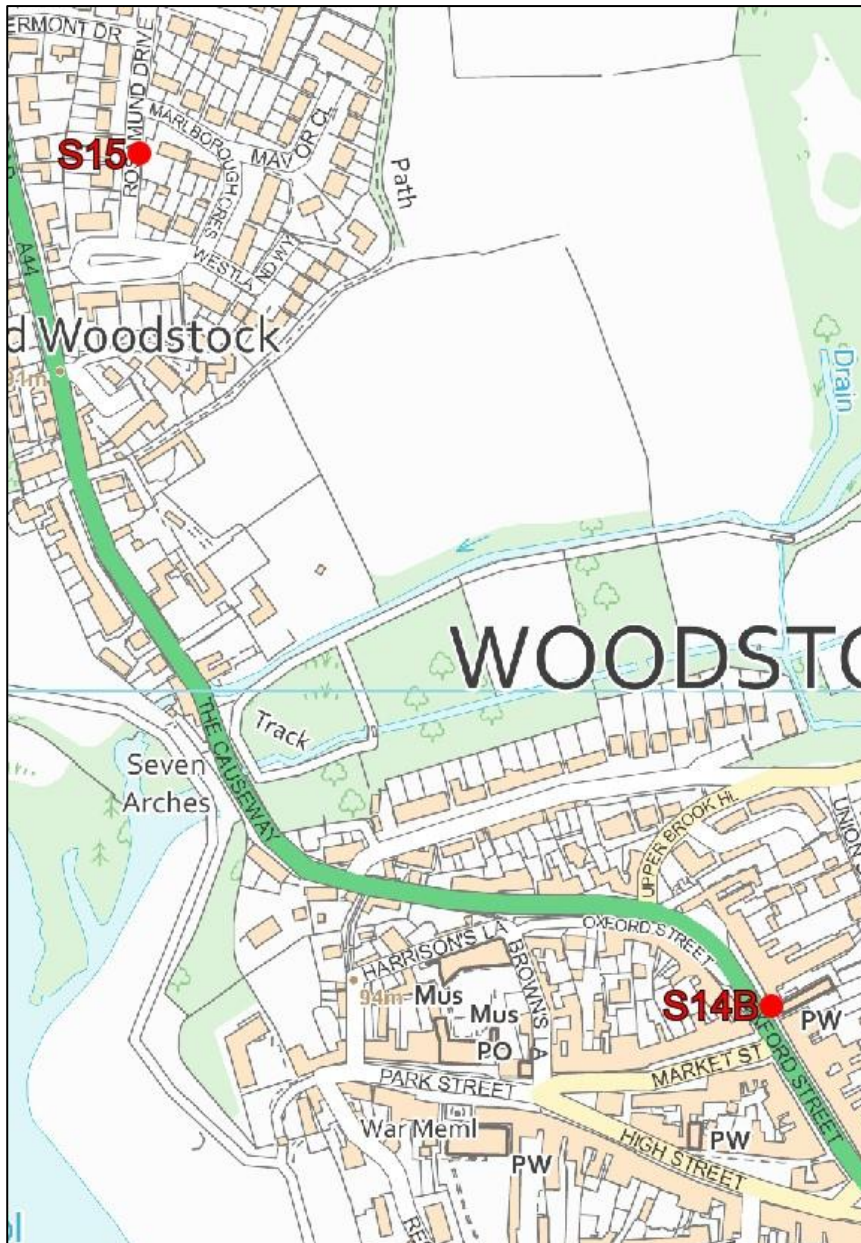


Figure D.15 (left) - Woodstock West Monitoring Locations (NAS14B & NAS15)

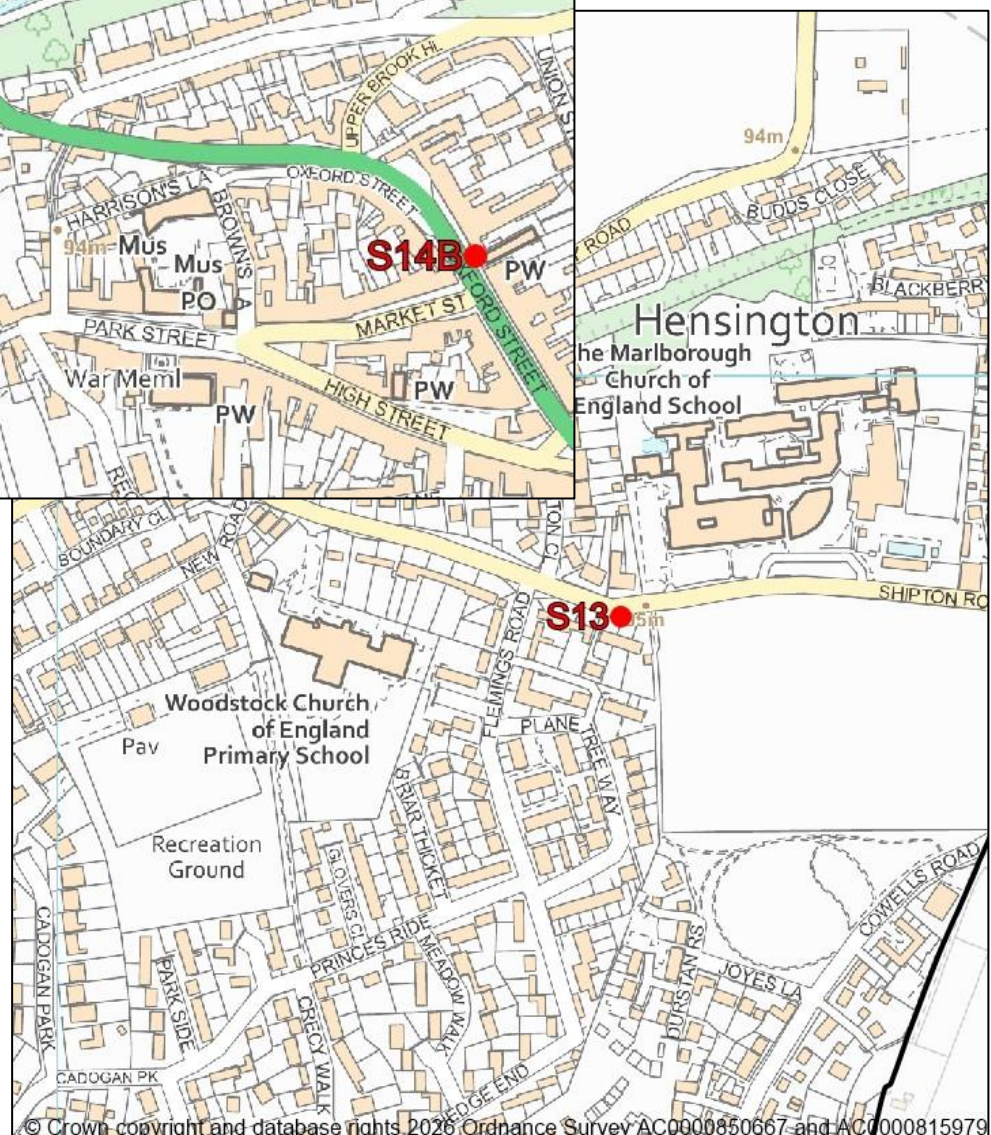


Figure D.14 (right) - Woodstock East Monitoring Locations (NAS13)

Appendix E: Summary of Air Quality Objectives in England

Table E.1 – Air Quality Objectives in England²

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

² The units are in microgrammes of pollutant per cubic metre of air (µg/m³).

Glossary of Terms

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
ASR	Annual Status Report
Defra	Department for Environment, Food and Rural Affairs
DMRB	Design Manual for Roads and Bridges – Air quality screening tool produced by National Highways
LAQM	Local Air Quality Management
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxides
OCC	Oxfordshire County Council
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
WODC	West Oxfordshire District Council

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.