Bath & North East Somerset Council

Improving People's Lives

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 Monitoring Team of Bath & North East Somerset Council with the support and agreement of the following officers and departments:

- Climate and Environment
- Energy Transformation
- Planning Policy
- Traffic Management and Network
- Transport Strategy
- Parking Services
- Public Health & Prevention
- CAZ Project Team
- Liveable Neighbourhood
- Trading Standards
- Waste and Fleet operations

This ASR has been approved by:

Head of Community and Compliance (Lynda Deane); Team Manager - Environmental Protection and Licensing (Aled Williams); Environmental Protection Manager (Michelle Tett); Head of Highways Delivery Parking and Passenger Transport (Paul Garrod); CAZ Operations Manager (Tom Baker).

This ASR has been signed off by the interim Director of Public Health & Prevention, Paul Scott.

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Executive Summary: Air Quality in Our Area

Air Quality in Bath & North East Somerset Council

Impact on health and wellbeing outcomes and the importance of prevention

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, cancer and can cause a range of health impacts, including effects on lung function, exacerbation of asthma, increases in hospital admissions and mortality.

Ella's Law, the Clean Air (Human Rights) Bill is a proposed UK law, aiming to establish the human right to breathe clean air. The bill is named in memory of 9-year-old Ella Adoo-Kissi-Debrah, the first person in the UK to have air pollution officially listed as a cause of death. The bill aims to prevent avoidable deaths and illnesses caused by polluted air and to establish a legal right to clean air.

Air quality and inequalities

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[1].

Key pollutants

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.

[1] Defra, 2023. Air Quality Strategy: framework for local authority delivery.

Table ES 1 - Description of Key Pollutants

Pollutant	Description
Nitrogen Dioxide (NO_2)	Nitrogen dioxide is a gas which is generally emitted from high-temperature combustion processes such as road transport or energy generation.
Sulphur Dioxide (SO_2)	Sulphur dioxide (SO_2) is a corrosive gas which is predominantly produced from the combustion of coal or crude oil.
Particulate Matter (PM_{10} and $PM_{2.5}$)	Particulate matter is everything in the air that is not a gas. Particles can come from natural sources such as pollen, as well as human made sources such as smoke from fires, emissions from industry and dust from tyres and brakes. PM_{10} refers to particles under 10 micrometres. Fine particulate matter or $PM_{2.5}$ are particles under 2.5 micrometres.

Overview of the area

Bath and North East Somerset (B&NES) is mainly a rural district with Bath as the major urban area, together with the small towns of Keynsham, Radstock and Midsomer Norton. The main air pollutant source within the area is from road traffic. This is exacerbated in Bath with the city being set in a valley surrounded by hills which can trap the pollution within the city.

As the source of air pollution in Bath and North East Somerset is overwhelmingly from traffic, the approach to improving air pollution is by traffic management and sustainable transport improvement measures. There is a collaboration between the four West of England authorities in transport terms through the West of England Mayoral Combined Authority and the Travel West brand, which acknowledges that commuters don't think in terms of authority boundaries.

In Bath, through traffic travels into the Air Quality Management Area (AQMA) on four main corridors:

- M4 junction 18 to A36 south;
- M4 junction 18 to A367;
- A4 west (Bristol) to A36 south; and
- A4 west to A4 east (with 7.5t weight limit).

The lack of alternative routes and a restricted number of River Avon crossing points means that the streets are often congested during peak periods, despite a very high

proportion of employed Bath residents using sustainable modes for travel to work. The 2021 census[2] indicated that only 28% of employed Bath residents drive to work, compared to 40% across the whole district. This has been supported by substantial investments in cycling and walking infrastructure. In 2021 the census also showed approximately 40% of people worked mainly from home. The census was carried out in March 2021 and the results may have been impacted by changes in working practices influenced by the COVID pandemic.

Monitoring of air quality in B&NES

In Bath and North East Somerset, three Air Quality Management Areas (AQMAs) have been declared for nitrogen dioxide (NO_2), including the major road network within Bath, and sections of the A37 in Temple Cloud and Farrington Gurney. Details of the AQMAs are given in Table 2.1 and maps of the AQMAs are in Appendix D. Details of the AQMAs can also be found on the Council's Air Quality Webpage. The Keynsham and The Saltford AQMAs were revoked in May 2024.

There is no clear evidence of a safe level of exposure to particulate matter (PM) or NO_2 below which there is no risk of adverse health effects. This means that further reduction of PM or NO_2 concentrations below air quality standards is likely to bring additional health benefits[3]. In recognition of this and the World Health Organisation (WHO) guidelines published in 2021[4], in a Cabinet Report,[5] the council referenced its ambition to creating its own reducing local target for NO_2, reinforcing the aspiration that reducing pollution should be an aim in all decision-making. By introducing a local NO_2 target it demonstrates a will to be aspirational in further protecting public health.

Bath and North East Somerset Council had 154 NO_2 monitoring sites and 3 particulate matter monitoring sites in 2025. At the end of every year, the council reviews the information which it has collected throughout the year and applies a correction factor. Corrected data is then compared to the national air quality objectives which are detailed in Appendix E.

[2] UK 2021 Census results https://www.ons.gov.uk/census/maps?lad=E06000022

[3] Public Health England. Air Quality: A Briefing for Directors of Public Health, 2017

[4] WHO global air quality guidelines: particulate matter (PM2.5 and PM10), ozone, nitrogen dioxide, sulfur dioxide and carbon monoxide, 2021

[5] Bath and North East Somerset Cabinet report E3339 – Clean Air Plan Annual Report 2021

Headlines from the 2025 continuous analysers are:

- Bath and North East Somerset Council has monitors at 3 locations in 2025, including 3 NO_2, 2 PM_{10} and 1 $PM_{2.5}$ analyser, detailed in Table A.1, Appendix A.
- NO_2 – all monitoring results were below the annual average objective of 40 µg/m^3 and there were no exceedances of the 1-hour objective (18 exceedances allowed). NO_2 concentrations decreased by 4% compared to results in 2024 at Windsor Bridge (CM3) and remained constant at the Bath A4 Roadside (CM8). This compares with an average increase in NO_2 across the AURN which was 3% between 2024 and 2025. The AURN is a national network of monitoring sites.
- PM_{10} – all monitoring results were below the annual average objective of 40 µg/m^3 and there were 18 exceedances of the 24-hour mean objective (35 exceedances allowed) at Windsor Bridge (CM3), this was due to the dust from construction and development within the vicinity and 2 exceedances at Bath A4 Roadside (CM8). The results were higher in 2025 compared with 2024 at both Windsor Bridge (CM3) and Bath A4 Roadside (CM8) by an average of 20% this is a slightly higher increase than shown in the AURN network which had an average increase of 11% across the network.
- $PM_{2.5}$ – monitoring was below the annual average objective of 20 µg/m^3. The results were similar to 2024 (note that the site had moved and is slightly closer to the road in February 2025), whereas the AURN network showed an average 14% increase across the network.

A summary of NO_2 results from diffusion tubes across B&NES:

- In 2025 Bath & North East Somerset has monitored NO_2 at 151 locations with 22 of these locations using triplicate diffusion tubes (reducing to 13 triplicates sites in April 2025). A triplicate site is where 3 diffusion tubes are located at one site, this makes the data more robust as a fault with one tube (e.g. spider's nest in a tube, water ingress etc.) will not lead to loss of monitoring data for the month.
- There was an average increase in NO_2 measured across the diffusion tube network (sites active in both years with data capture >75%) of 2% compared with 2024 monitoring data, this is a smaller increase than the average across the AURN network (3%). Monitoring results of NO_2 show an overall downward trend in concentrations between 2021-2025. However, 2025 showed a mixed picture across the network with around 66% of the sites showing an increase when compared with

2024. This is a similar when compared with the results across the AURN. There is no clear pattern to indicate a particular source causing the increase. In 2024 the concentrations saw a large decrease (9% compared to 2024) which may show this was a lower than normal year.

- It should be noted that there are several factors which can affect nitrogen dioxide concentrations. These include but are not limited to weather, local pollution sources and seasonality
- All sites were below the Government's objective of 40 µg/m^3 in 2025.
- 1-hour objective – All sites in Bath & North East Somerset are below an annual average of 60 µg/m^3 – this suggests that the 1-hour NO_2 objective is unlikely to be exceeded[6].

Summary of the monitoring using Zephyr analysers:

- Indicative monitoring was carried out at Gay St (Bath), High Street (Bathampton), West Road (Midsomer Norton), Dorset Close (Bath), Maple Grove (Bath), Winford Road (Chew Magna), Wick Road (Bishop Sutton) and colocation at Windsor Bridge (CM3) using three Zephyrs. (Full details in Appendix F)
- The monitor at Gay Street is linked with the traffic lights in Queen Square, where a high 15-minute concentration would trigger a change in the traffic light sequence to discourage traffic and lower pollution. The monitor at Gay Street had annual average NO_2 concentrations of 18 µg/m^3, PM_{10} 13 µg/m^3 and $PM_{2.5}$ 9 µg/m^3 which are below the objectives.

Actions to Improve Air Quality

Bath and North East Somerset Council has continued to deliver significant improvements in air quality through the Bath Clean Air Plan and associated transport and fleet measures. Since the launch of the Clean Air Zone (CAZ) in March 2021, average annual NO_2 concentrations within the zone have reduced by 39% compared with 2019, with reductions also found in the immediate area surrounding the zone (38%). Additionally, vehicle compliance has increased substantially since the launch of the zone, supported by a Bus

[6] Local Air Quality Management Technical Guidance LAQM.TG22. May 2025.

Retrofit Programme and Financial Assistance Scheme (FAS), the proportion of non-compliant vehicles entering the CAZ had reduced to 0.7% by the end of 2025.

Alongside the CAZ, the council has delivered a range of complementary measures to improve air quality. Enforcement and monitoring of vehicle weight restrictions, particularly over Cleveland Bridge, have been strengthened through targeted Trading Standards activity resulting in 42 cases of contravention having been reported since the reporting portal went live. Moreover, behaviour change initiatives have been further promoted, particularly within schools, through the 'Kick the Habit' anti-idling campaign and the updated primary schools Clean Air Toolkit.

Strategic planning and policy development continued throughout 2025, with the adoption of an updated Air Quality Action Plan for Bath and the Active Travel Masterplan, as well as progress towards the Movement Strategy. Additionally, the implementation of Liveable Neighbourhoods and School Streets has been central to the council's approach to reduce emissions, whilst supporting safe and healthier travel. Work has also progressed toward the future delivery of electric vehicle charging infrastructure, and the widening of Bath's e-scooter network.

Conclusions and Priorities

In 2025, monitoring at existing locations showed no exceedances of the annual average NO_2 objective. There is an overall downward trend in NO_2 concentrations between 2021 and 2025, however concentrations at some diffusion tube locations had marginally increased in 2025 when compared to 2024. There is no clear identified source causing the increasing trend at these sites. The council will continue to monitor across the district to identify if there are specific sources or changes in trend.

Bath and North East Somerset Council will continue to deliver several air quality and transport related measures during the next reporting year to continue to achieve compliance with air quality objectives. Liveable Neighbourhoods remain a central component of this approach, with four trial through-restrictions made permanent by the end of 2025, and interventions across nine additional neighbourhoods progressing towards completion by March 2027.

The council is also progressing the implementation of a district-wide Air Quality Strategy alongside ambitious air quality targets for NO_2, PM_{10} and $PM_{2.5}$. In parallel, improvements to the active travel infrastructure will continue, including delivery of the eastern section of

the Scholar's Way route from spring 2026, and the adoption of the Movement Strategy by summer 2026.

Further actions over the coming year include the delivery of School Streets, with three schemes expected to be implemented in 2026 following consultation, and to continue the development of a secondary school Clean Air Toolkit. Additionally, following more than three consecutive years of compliance with the NO_2 national objective, the council is in democratic process of revoking the Air Quality Management Area in Farrington Gurney. We continue to work with collaborative partners and Joint Air Quality Unit (JAQU) on the 'Roadmap to Success', ensuring compliance within the Clean Air Zone.

Over the course of the next year, investment in sustainable transport infrastructure will remain a priority. Construction of the first phase of the Bath City Centre Sustainable Transport Corridor commenced in March 2026, focusing on safer and more direct cycling routes through the city centre. The council is also progressing plans to expand electric vehicle charging infrastructure following the award of LEVI funding, with procurement expected in 2026/27 and initial installations from 2027/28, particularly targeting areas without off-street parking. Finally, a procurement exercise to appoint a Car Club operator is scheduled for 2026, with the aim of improving access to shared vehicles across urban and rural communities.

Delivery of these measures during 2025 has been undertaken in partnership with key stakeholders, including JAQU, West of England Mayoral Combined Authority, transport operators, electric vehicle infrastructure suppliers and local communities.

How to get Involved

As the main source of air pollution in Bath and North East Somerset is from road traffic, the council is working closely with the West of England Mayoral Combined Authority (WECA) to enable the use of alternatives to the car for those journeys and travellers for whom this is possible by: providing safer infrastructure for active modes (walking, wheeling and cycling); improving infrastructure for public transport; supporting Dott / WECA's ongoing e-scooter e-bike hire trial."

We recommend that people visit the 'Travel West' website, as this provides live data on public transport (bus checker app) for journey planning as well as route information for walkers and cyclists. The webpage is administered by the West of England Mayoral Combined Authority and also includes information on car clubs, traffic reports, electric vehicle charging infrastructure; alongside other information that simplifies travel choices.

Further information relating to the council led improvements to air quality in Bath and North East Somerset as part of the National Air Quality Plan can be found at the Clean Air Zone website.

Further information on the Liveable Neighbourhoods programme can be found on the Liveable Neighbourhoods website.

Further information on current and historic air quality data can be found at the Council's Air Quality website.

Further information on the school streets programme can be found here.

Further information on Somer Valley Links can be found here.

Further information on Bristol to Bath Strategic corridor can be found here.

Further information on the Walking, Wheeling, and Cycling Links Scheme can be found here.

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1 Local Air Quality Management

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

The LAQM process places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether 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 Bath & North East Somerset Council to improve air quality and any progress that has been made.

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

2 Actions to Improve Air Quality

2.1 Air Quality Management Areas

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

A summary of AQMAs declared by Bath & North East Somerset Council can be found in Table 2.1. The table presents a description of the 3 AQMAs that are currently designated within Bath & North East Somerset Council. Appendix D: Map(s) of Monitoring Locations and AQMAs provides maps of AQMAs and also the air quality monitoring locations in relation to the AQMAs. The air quality objectives pertinent to the current AQMA designations are as follows:

- NO_2 annual mean;
- NO_2 hourly mean.

Following the proposal to revoke Farrington Gurney AQMA in 2025, in April 2026 the council engaged with local residents and statutory consultees on the proposal. The council are in the democratic process to revoke the area during 2026.

In May 2024 we revoked The Keynsham High Street Air Quality Management Area 2010 and The Saltford Air Quality Management Area 2013.

The monitoring in the Bath AQMA has now been below 36 µg/m^3 at all sites for 3 consecutive years (when adjusted to nearest exposure), however as the trend was not clear at all sites in 2025 the council is proposing to review the AQMA at the end of 2026 to ensure that concentrations are continuing to improve across the area and remain below the 36 µg/m^3.

The monitoring in Temple Cloud AQMA has been below 36 µg/m^3 for 2 consecutive years, the council is not proposing to review the AQMA at this time. The council will continue to monitor and review the area.

The monitoring in both Bath and Temple Cloud show continued compliance with the 1-hour objective (based on diffusion tube data below 60 µg/m^3). However, we do not propose to amend the current AQMAs to remove the 1-hour objective as the actions to reduce NO_2 are applicable to both objectives.

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
The Bath London Road Air Quality Management Area – 2013	Declared 1 February 2002, amended v1 19 August 2005, amended v2 30 July 2008, amended v3 18 July 2013	NO_2 Annual Mean	The area covers the major road network in Bath, encompassing any buildings whose facades are within the area.	NO	London Road AURN 2001 - 57 µg/m^3	Walcot Parade 2 2025 – 33.6 µg/m^3	4[b]	Bath Air Quality Action Plan (2025)	Visit the AQAP for Bath London Road AQMA
The Bath London Road Air Quality Management Area – 2013	Declared 18 July 2013	NO_2 1 Hour Mean	The area covers the major road network in Bath, encompassing any buildings whose facades are within the area.	NO	Lambridge - 2012 – 62 µg/m^3 [a]	Walcot Parade 2 2025 – 33.6 µg/m^3	9[d]	Bath Air Quality Action Plan (2025)	Visit the AQAP for Bath London Road AQMA
Temple Cloud Air Quality Management Area 2018	Declared 20 August 2018	NO_2 Annual Mean	The area starts approximately 245 m north of the A37/Temple Inn Lane junction and runs along the A37 to approximately 150 m south of the A37/Eastcourt Road junction.	NO	Temple Cloud 1 2017 – 67 µg/m^3	Temple Cloud 10 2025 – 35.6 µg/m^3	3[b]	Farrington Gurney and Temple Cloud Air Quality Action Plan (April 2023)	Visit the AQAP for Temple Cloud AQMA

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
Temple Cloud Air Quality Management Area 2018	Declared 20 August 2018	NO_2 1 Hour Mean	The area starts approximately 245 m north of the A37/Temple Inn Lane junction and runs along the A37 to approximately 150 m south of the A37/Eastcourt Road junction.	NO	Temple Cloud 1 2017 – 67 µg/m^3 (a)	Temple Cloud 10 2025 – 35.6 µg/m^3	7(d)	Farrington Gurney and Temple Cloud Air Quality Action Plan (April 2023)	Visit the AQAP for Temple Cloud AQMA
Farrington Gurney Air Quality Management Area 2018	Declared 20 August 2018	NO_2 Annual Mean	The area starts approximately 165 metres north of the A37/Church Lane junction and runs south along the A37 to the Bath & North East Somerset Council boundary, and additionally extends approximately 100 m east along the A362 from the A37/A362 junction.	NO	Farrington Gurney 2 2017 - 52 µg/m^3	Farrington Gurney 2 2025 – 23.3 µg/m^3	8(c)	Farrington Gurney and Temple Cloud Air Quality Action Plan (April 2023)	Visit the AQAP for Farrington Gurney AQMA

☒ **Bath & North East Somerset Council confirm the information on UK-Air regarding their AQMA(s) is up to date.**

☒ **Bath & North East Somerset Council confirm that all current AQAPs have been submitted to Defra.**

(a) The 1 hour objective was included in the AQMAs based on diffusion tube data >60 µg/m^3

(b) This is the number of years compliance with 40 µg/m^3, as monitoring is based on diffusion tubes the AQMAs revocation will be considered when there are 3 years below 36 µg/m^3.

(c) This is the number of years compliance with 40 µg/m^3 and includes 2 years affected by the COVID pandemic, as monitoring is based on diffusion tubes the number of years below 36 µg/m^3 post COVID has been considered.

(d) Based on the number of years of diffusion tube data >60 µg/m^3

2.2 Progress and Impact of Measures to address Air Quality in Bath & North East Somerset Council

Defra's appraisal of last year's ASR (2025) concluded:

The report is well structured, detailed, and provides the information specified in the Guidance. The following comments are designed to help inform future reports:

1. B&NES has followed an integrated approach to air quality and transport, including the use of Zephyr sensors, setting a local NO_2 target of 36 µg/m³ and introducing new monitoring sites in areas such as Radstock and Keynsham. Its use of real-time data, such as at Gay Street, demonstrates a strong evidence-led response to local air quality concerns.
2. B&NES have robust QA/QC procedures, which were applied appropriately and accurately to the 2024 non-automatic monitoring data.
3. Comments from last year's ASR have been mentioned and addressed, which is welcomed.
4. All graphs are well presented and are clear to read. B&NES have also provided a detailed discussion of the trends.
5. There are references in the text such as "Error! Reference source not found" under Figure A.21 (for PM_{10} daily mean exceedances), indicating a broken or missing figure reference in the final document. This should be corrected to ensure readers can view the supporting trends.
   Council response: Noted and Corrected
6. A local bias adjustment factor has been justified and used by B&NES. The co-location study at CM8 met data capture and precision requirements and B&NES clearly compared local and national factors, which is welcomed, confirming no impact on compliance outcomes.
7. The decision to cease monitoring at Guildhall in February 2024 is attributed to "concentrations being consistently below 25 µg/m³." It would be beneficial to include a trend graph or site history in the appendices to support this decision.
   Council response: Noted and will be addressed for future decisions
8. The ASR mentions that 24 monitoring sites were removed and 19 triplicate sites reduced to single tubes in 2024 due to low concentrations. While this may be justified, further quantitative information (e.g. mean concentrations, number of years below thresholds) for site removals would strengthen transparency.
   Council response: Noted and will be addressed for future decisions
9. CAZ compliance and vehicle upgrade figures are repeated with near-identical phrasing in both the Executive Summary and main report. Reducing this duplication would improve document flow and readability.
   Council response: Noted.
10. Overall, the report provides a good insight into the work that the Council is doing and all the current and future measures to improve local air quality.

Bath & North East Somerset Council has taken forward a number of direct measures during the current reporting year of 2025 in pursuit of improving local air quality. Details of all measures completed, in progress or planned are set out in Table 2.2. 47 measures are included within Table 2.2, with the type of measure and the progress Bath & North East Somerset Council have made during the reporting year of 2025 presented. Where there have been, or continue to be, barriers restricting the implementation of the measure, these are also presented within Table 2.2.

More detail on these measures can be found in their respective Action Plans Action Plans; Clean Air Plan: Full Business Case (2020), Bath AQAP (2025), and AQAP for Temple Cloud and Farrington Gurney (2023).

Key completed measures are:

Bath Clean Air Plan

- The Clean Air Zone launched within Bath on 15 March 2021. Average 2025 annual nitrogen dioxide (NO_2) concentrations within the CAZ are 39% lower than the 2019 baseline, representing a reduction of 12.8 µg/m^3. There has also been a reduction of 38%, or 10.3 µg/m^3, in the area immediately surrounding the CAZ.
- Additionally, NO_2 concentrations have continued to decrease when compared to 2024. Concentrations within the CAZ have decreased a further 2% when compared to 2024, with reductions also being seen in the CAZ_Boundary (3%).
- The percentage of chargeable non-compliant vehicles (as percentage of total traffic) entering the zone each week reduced from 6% in the launch week, to an average of 0.7% by the end of 2025.
- The council's FAS introduced as part of the Clean Air Fund, has enabled 949 vehicles to be upgraded by the end of 2025 when the scheme closed. This includes 110 taxis, 22 coaches, 783 LGVs and 32 HGVs.
- Compliance percentages rose between launch week and the end of 2025 from 63% to 92% for Vans/LGVs; 67% to 99% for Taxi/PHVs; 73% to 99% for buses (a result of the CAZ Bus Retrofit Programme); and from 93% to 98% for HGVs.

Other measures

- A webform was successfully launched in 2022 to report allegations of breaches of vehicle weight restrictions, particularly within the CAZ. Trading Standards have carried out proactive monitoring of the roads carrying weight restrictions, and to date 42 cases of weight restriction contravention have been reported.

- Following on from local trials, the 'Kick the Habit' campaign was developed and launched in 2022 to raise awareness of anti-idling within local communities[7]. Throughout 2025, the council have had 93 contacts with schools, 47 contacts with businesses and 16 contacts with GP surgeries to raise awareness on the impacts of idling.
- The council continues to build upon the Journey to Net Zero (JNZ) with several measures being progressed throughout 2025. The Movement Strategy, a strategy that aims to set out a long-term plan to transform how people move across the city, has been consulted on, with the report due to be published in summer 2026. Progress has also been made on the Active Travel Masterplan, with route prioritisation work feeding into the regional Local Cycling and Walking Infrastructure Plan.
- The council adopted the updated Air Quality Action Plan for Bath in April 2025, the actions within this are progressing as planned.
- The council pledged to change 25% of its light duty fleet to ultra-low emission vehicles (ULEVs) by 2021. At the end of 2025, 49% of the light duty fleet was electric with many further vehicles on order. For example, six electric refuse collection vehicles are on order and expected in Autumn 2026, the council's first electric LGVs.
- The Clean Air Schools Toolkit was updated in 2025 and promoted to all infant, primary and junior schools via email within the authority area. It has also been shared via the HUB School Travel Plan Resource page.
- Within Temple Cloud a Vehicle Activated Sign (VAS) was successfully installed in April 2022, using height sensors to alert vehicles of HGVs oncoming in the middle of the road. This aims to reduce emissions on the A37 by reducing stop-starting, particularly by larger vehicles. Data from this VAS, including speed and vehicle counts, continues to be reviewed into 2025.

Bath & North East Somerset Council expects the following measures to be completed over the course of the next reporting year:

[7] B&NES – Report Engine Idling on the Public Highway.

- Liveable Neighbourhoods (LN) are an important part of the council's plan to tackle the Climate and Ecological Emergency. At the end of 2025, four trial trough-traffic restrictions had been made permanent. Interventions in nine LN areas are now being progressed for completion prior to March 2027.
- Implementation of an Air Quality Strategy and ambitious local air quality targets, ensuring effective co-ordination and collaboration with internal and external stakeholders.
- In 2025, three schools expressed an interest in having a school street and met the minimum criteria. A Traffic Regulation Order (TRO) consultation took place in early 2026 for two of these schools, with the third to follow shortly after. All three school streets should be implemented in 2026.
- Revocation of the Farrington Gurney Air Quality Management Area following more than 3 years of measured concentrations below objective levels.
- The development of a Secondary Schools Clean Air Toolkit.
- Scholars' Way aims to connect educational establishments and residential areas across the south of the city and make walking, wheeling and cycling an alternative mode of transport. The western section of the project was complete in 2025, with work commencing on the eastern section in Spring of 2026.
- Publication and adoption of the Movement Strategy by Summer 2026.

Bath & North East Somerset Council's priorities for the coming year are:

- We continue to work with collaborative partners and Joint Air Quality Unit (JAQU) on the 'Roadmap to Success', ensuring compliance with nitrogen dioxide concentrations within the Clean Air Zone.
- Continue to provide mobile automatic air quality monitoring to respond to monitoring requests following purchase of Zephyr electro-chemical automatic monitor.
- Revocation of the Farrington Gurney Air Quality Management Area following more than 3 years of measured concentrations below objective levels.
- Implementation of an Air Quality Strategy and supporting ambitious local air quality targets.
- Following receipt of Local Electric Vehicle Infrastructure (LEVI) funding, the tender is scheduled to go live in 2026/2027, with an operator to be appointed in 2027. The first charge point installations are expected in 2027/2028, primarily in communities without access to off-street parking.

- Following approval of the Full Business Case for phase 1 of the Bath City Centre Sustainable Transport Corridor, construction is due to begin in March 2026. This first phase focuses on better, safe and more direct routes for cyclists through the city centre, connecting to existing cycle routes. We are also expecting construction to begin or continue on a number of sustainable travel infrastructure projects: Somer Valley Links, Bristol Bath Corridor, Bath Walking Wheeling Cycling Links.
- As part of the Bath and North East Somerset Car Club, a procurement exercise to appoint an operator is scheduled to take place in 2026. The Car Club will seek to establish vehicles at key city centre locations, rural areas, and newly designated travel hubs to ensure convenient access for all communities.
- An 18-tonne weight restriction on Cleveland Bridge remains in place into 2026. Passive bearings are due to be installed in 2026/2027 as a failsafe measure following recommendations from structural engineers.

Bath & North East Somerset Council worked to implement these measures in partnership with the following stakeholders during 2025:

- Joint Air Quality Unit
- West of England Mayoral Combined Authority
- Bus operators
- Electric Vehicle Charging Infrastructure Suppliers
- E-cargo bike operators; and
- Local communities.

The principal challenges and barriers to implementation that Bath & North East Somerset Council anticipates facing are:

- National and international factors affecting economic vibrancy and supply chains that impact the ability of fleet operators and individuals to upgrade their vehicles or use alternative travel options.
- Major suppliers exiting the UK EV charging market.

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

- The installation of Electric Vehicle Infrastructure (EVI) under the Go Ultra Low West (GULW) project has been delayed due to issues currently being explored on the Revive Network.

Bath & North East Somerset Council anticipates that the measures stated above and in Table 2.2 will achieve compliance in the Farrington Gurney, Bath, and Temple Cloud 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														
BATH CAP 2	Bath Charging Clean Air Zone	Traffic Management	Emission based road user charging	2021	2021	Bath and North East Somerset Council	Joint Air Quality Unit CAZ Implementation Fund	Fully funded	£1m-£10m	Implementation	4 µg/m^3 (at key locations)	Measured annual average concentrations of NO_2. Number of monitoring sites (PCM and LAQM with façade adjustments) measuring above 40 µg/m^3.	Came into operation 15th March 2021. B&NES passed the State 3 Assessment outlined by JAQU in 2022, defining the CAZ as having maintained success. NO_2 concentrations continue to remain below 40 µg/m^3.	
BATH 20	Journey To Net Zero	Transport Planning and Infrastructure	Other	2020	2030	WECA and Bath and North East Somerset Council	WECA & DfT	Fully funded.	tbc	Implementation	tbc	tbc	The Council continues to build upon the JNZ, with a key focus in 2025 being the development of the Movement Strategy. The strategy aims to set out a long-term plan to transform how people move around the city by prioritising sustainable travel and addressing key transport challenges. The main report is due to be updated and adopted by summer 2026. Progress is also being made on the Active Travel Masterplan, where route prioritisation is being undertaken.	.
TC10	The use of Vehicle Activated Signs (VAS) to help smooth traffic flows and reduce emissions.	Traffic Management	Other	2022	2022	B&NES Highways	Capital Funding	Fully Funded	£10k - £50k	*Completed*	This action would focus on preventing a deterioration in the quality of the air locally	HGV crossing in the tight section. (Causes stop-start)	Vehicle Activated Signs were installed in April 2022. In 2024 Southbound traffic AADT 5918, 85th% 26.2mph; Northbound traffic AADT 6164, 85th% 29.5mph In 2025 Southbound traffic AADT 5960, 85th% 25.9mph; Northbound traffic AADT 6681, 85th% 29.3mph	This measure will help avoid HGV crossing in the tight section of the A37, the main cause of traffic in that section and the higher concentration of NO_2.
BATH CAP 1	*Reduced residents parking permit charges for ULEVs*	*Promoting Low Emission Transport*	*Other*	*2021*	*2022*	*Bath and North East Somerset Council*	*JAQU CAZ Early Measures Fund.*	*Fully funded*	*£50-£100k*	*Completed*	*Not known*	*Number of permits for ULEVS as %age of total*	*As planned, this trial scheme ended in March 2022. Overall uptake was low, with 43 permits issued within the 2021/2022 financial year.*	*Uptake and affordability of ULEVs.*
BATH CAP 3	*Retrofitting buses*	*Vehicle Fleet Efficiency*	*Vehicle Retrofitting programmes*	*2020*	*2022*	*Bath and North East Somerset Council; bus operators and Energy Saving Trust*	*Joint Air Quality Unit CAZ Clean Air Fund*	*Fully funded*	*£1m-£10m*	*Completed*	*Tbc*	*Overall NO_2 emissions reduction*	*Completed in June 2022, with all 88 vehicles successfully retrofitted.*	
BATH CAP 4	*Financial Assistance Scheme*	*Vehicle Fleet Efficiency*	*Other*	*2020*	*2021*	*Bath and North East Somerset Council*	*Joint Air Quality Unit CAZ Clean Air Fund*	*Partially funded.*	*£1m-£10m*	*Completed*	*Tbc*	*Measured annual average concentrations of NO_2. Number of vehicles registered for the scheme. Number of vehicles fitted with telematics. Number of vehicles upgraded.*	*947 vehicles upgraded by the end of December 2023 (22 buses/coaches, 2 minibuses, 32 HGVs, 781 LGVs and 110 taxis/PHVs). This scheme is now complete with all funding allocated.*	*Economic conditions and business solvency. Private vehicle and campervans difficult to replace and often low number of journeys in zone to justify change.*

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BATH CAP 5	*E-cargo bike distribution measure. Previously known as: 'Support and facilities for alternative delivery and servicing options for businesses'*	*Freight and Delivery Management*	*Delivery and Service Plans*	*2021*	*2022*	*Bath and North East Somerset Council*	*Joint Air Quality Unit CAZ Clean Air Fund*	*Fully funded.*	*£500k-£1m*	*Aborted*	*Tbc*	*Number of deliveries made by e-cargo bikes – new journeys and those formerly by other couriers or methods.*	*Scheme was aborted due to low uptake rates; the courier delivery market remains competitive and evolving. Other E-cargo projects are planned locally and are to be delivered by WECA.*	*Delivery and Service Plans aborted and replaced with only/last mile.*
BATH CAP 6	*Sustainable Travel and Transport Team*	*Promoting Low Emission Transport / Promoting Travel Alternatives*	*Other*	*2020*	*2025*	*Bath and North East Somerset Council*	*Joint Air Quality Unit CAZ Clean Air Fund*	*Fully funded.*	*£500k-£1m*	*Completed*	*Tbc*	*Number of vehicle operators advised. KPI for Bath CAP 4*	*Approximately 2000 people spoken to by the end of December 2022, with an additional 100 online questionnaires completed for the second phase of the Financial Assistance Scheme (FAS). The FAS has now closed with all funding allocated.*	*Difficult to measure impact. Not as important as Bath CAP 4.*
BATH CAP 7	Weight restriction enforcement	Traffic Management	Other	2021	2025	Bath and North East Somerset Council	Joint Air Quality Unit CAZ Clean Air Fund	Fully funded.	£10-£50k	Implementation	Tbc	Number of vehicles exceeding weight limit before and after.	A webform to report allegations of breaches of vehicle weight restrictions was launched in 2022. Officers within Trading Standards are responding to complaints and carrying out proactive monitoring of roads carrying weight restriction limits. To date, 42 cases of weight restriction contravention have been reported since the reporting portal went live. Additionally, since the introduction of ANPR cameras on Cleveland Bridge in 2022, 12,648 notices of non-compliance have automatically been sent.	Some delay due to emerging moving traffic offences legislation.
BATH CAP 8	Anti-idling education and enforcement.	Traffic Management	Anti-idling enforcement.	2021	2025	Bath and North East Somerset Council	Joint Air Quality Unit CAZ Clean Air Fund	Fully funded.	£10-£50k	Implementation	Not known	Number of signs erected.	Following on from some local trials, the 'Kick the Habit' campaign was developed and launched in 2022. To continue to discourage idling in 2025, 22 signs were erected across the authority to encourage drivers to turn off their engines. Additionally, 93 contacts were made with schools and 47 contacts with businesses to continue to raise awareness around the impacts of idling engines.	Difficult to measure impact. Engine and vehicle technology increasingly automatically switches engines off. Practically difficult to enforce and an educative approach is favoured
BATH CAP 9	Queen Square Urban Traffic Management Control	Traffic Management	UTC	2021	-	Bath and North East Somerset Council	Joint Air Quality Unit CAZ Clean Air Fund	Fully funded.	£500k - £1m	Implementation	4 µg/m^3	Gay St NO_2	The UTMC at Gay Street was reinstated following the full reopening of Cleveland Bridge in October 2022. Throughout 2025, concentrations of NO_2 did not exceed the objective.	Part and full closure of Cleveland Bridge has impacted the operation.

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BATH 2	Cleveland Bridge area restrictions. (Originally: Cleveland Bridge area restrictions feasibility study [& Low Emission Zone Feasibility Study])	Traffic Management	Strategic highway improvements, congestion management and traffic reduction.	2011 and new weight restrictions 2020	2022	Local Authority Traffic Management and Network	Department for Transport	Partially funded.	£1m - £10m	Implementation	n/a	Measured NO_2 levels.	Cleveland Bridge repairs started in June 2021, with the condition of the bridge being much worse than previously identified. Traffic signal shuttle working with width restriction remained in place until October 2022. The bridge fully reopened in October 2022 subject to an 18-tonne weight restriction. This remains in place into 2026. Passive bearings are due to be installed in 2026/2027 as a failsafe measure following recommendations from structural engineers. Planning will take place for a long-term solution to the structural issues.	
BATH 7	Electric Vehicle Charging Infrastructure (EVI)	Promoting Low Emission Transport	EV charging	2014	2027	West of England Combined Authority, Office for Zero Emission Vehicles (OZEV), Revive Network, LEVI tender winning CPO.	Local Sustainable Transport Fund, Access Fund, OZEV GULW, ULEV Taxi Infrastructure and WECA Green Recovery Fund, DfT Local Electric Vehicle Infrastructure (LEVI) fund.	Fully funded	£1m - £10m	Implementation	Not known	Number of charging devices per 100k population (DfT metric), number of charge points, number of EVs registered, number of charger events, number of Revive network users	Delivery of the proposed 13 EV charge points in BaNES has been delayed due to issues currently being explored on the Revive Network. Officers across the region are reviewing these issues with the aim of improving the network's long-term self-sustainability. Delivery of the infrastructure if expected to recommence in 2026/2027. The tender for the LEVI charge point operator is now scheduled to go live in 2026/2027, with an operator to be appointed in 2027.	GULW project delayed by rapid charger global supply chain problems. This problem has been exacerbated by some major suppliers exiting the UK EV charging market.
BATH 10	Review Council and Emergency Service Vehicle Fleet	Vehicle Fleet Efficiency	Fleet efficiency and recognition schemes	2016	2021	Bath and North East Somerset Council	OZEV Go Ultra Low West Scheme	n/a	n/a	Implementation/ completed	Not known	Euro engine standard survey	Review undertaken by Energy Saving Trust for successful GULW Bid. The council pledged to change 25% of light duty fleet to ULEVs by 2021. At the end of 2025,49% of the light duty fleet are electric. However, additional fully electric vehicles are on order, including 6 refuse collection vehicles, 1 7.2T box van and 4 3.5T tippers that will be added to the council fleet.	MoU signed by emergency services as a roadmap for meeting Euro 6 compliance for all but cars by 2021. Council fleet also compliant.
BATH 16	B&NES Corporate Travel Plan	Vehicle Fleet Efficiency	Fleet efficiency and recognition schemes	2015	2020	Bath and North East Somerset Council	Council budget	Fully funded.	n/a	Implementation	Not known	Business mileage. Modal shift (e.g., number of employees transferred from private car to bike, walking or public transport bus)	There continues to be a strong reduction in business miles in 2025/2026 when compared to the baseline. There was a slight uptake of 3% when compared to 2024/2025, however, this is expected as the Council continues to meet increased demand for services and combine business miles with blended working. The Council's car pool fleet of 12 cars became fully electric/hybrid in June 2025 to deliver lower emissions, with 91,173 miles transferred from grey fleet.	1 car is ringfenced for the Peasedown communities HUB.
BATH 17	Clean Air Schools Kit	Promoting Travel Alternatives	School Travel Plans / Other	2019	2025 (anticipated lifecycle)	Local Authority and Primary Schools	B&NES budget	Fully funded.	n/a	Implementation/ completed	Not known	School uptake numbers.	Launched in 2019 and being used by several schools, the toolkit was updated in 2025. The toolkit has been made available to all schools across B&NES and has been further promoted through the school's newsletter on a regular basis and Hub website, so it is easier to navigate.	Despite low immediate effect, a necessary component part of a suite of measures to nudge long term change.

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BATH 19	Future Transport Zone new technology trials (MaaS & e-scooters)	Transport Planning and Infrastructure	Other	2020	2023	WECA; DfT Bath and North East Somerset Council; and VOI	WECA & DfT	Partially funded	£1m - £10m	Implementation	Not known	Mobility as a Service & e-scooter technology uptake numbers	Originally a 12-month e-scooter trial launched in October 2020, including 50 e-scooters that could be picked up from various locations across Bath. Trial is now extended to include e-bikes and e-cargo bikes as well. With 4200 riders in 2025 and 237,960 total trips, expansion is planned further in Bath, Keynsham, Somer Valley and Whitchurch.	Experimental. Short-trip replacement only. Safety concerns and difficulty enforcing against use on pedestrian only footways. The use of privately-owned e-scooters on public land remains illegal.
BATH 23	Liveable Neighbourhoods	Traffic Management	Re-prioritising road space away from cars	2020	tbc	West of England Mayoral Combined Authority (MCA) and Bath and North East Somerset Council	CRSTS and Bath and North East Somerset Council (Transport Improvement Programme & Council Capital Programme)	Fully funded	£1m - £10m	Planning/ implementation	tbc	Active travel count on road space and vehicular ATC and/or ANPR data	In 2021, B&NES prioritised the development of 15 Liveable Neighbourhoods (LNs). 3 trial through-traffic restrictions were introduced in November 2022 and made permanent in 2024. Following an approval of an FBC, 4 more trial through-traffic restrictions were introduced in 2024, 1 of which has now been made permanent. Interventions in 9 LNs areas are being progressed for completion prior to March 2027.	Possible improvements in residential streets with potential displacement on main routes, although data so far is not showing any detrimental impacts.
BATH 26	Supplementary Planning Document	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	2024	2026	Bath and North East Somerset Council	B&NES budget	Not funded	<10k	Planning	tbc	tbc	Development of the SPD is on hold whilst other air quality projects are being progressed. Work surrounding a technical document will begin in 2026/2027.	SPDs are being phased out as of 2026 and replaced with technical documents in line with planning policy.
BATH 27	Bath City Centre Sustainable Transport Corridor	Traffic Management	Strategic highway improvements, re-prioritising road space away from cars, including Access management, Selective vehicle priority, bus priority, high vehicle occupancy lane	2023	2030	West of England Mayoral Combined Authority (MCA) and Bath and North East Somerset Council	CRSTS and Bath and North East Somerset Council (Transport Improvement Programme & Council Capital Programme)	Fully funded.	£1m - £10m	Planning/ Implementation	tbc	tbc	This project is split into 3 phases. The Full Business Case for phase 1 has been approved, and construction began in March 2026. The Full Business Case for the second phase is being prepared, aiming for delivery in summer 2026. Phase 3 is a feasibility study which is due to be developed by March 2027.	
BATH 28	Scholar's Way Active Travel Route	Transport Planning and Infrastructure	Other	2024	2026	Bath and North East Somerset Council	CAZ reinvestment reserve/CRSTS	Fully funded.	£1m - £10m	Planning/ Implementation	tbc	tbc	Scholars Way West was completed in 2025, providing a cycling route together with a walking route between Claverton Down, Combe Down and Odd Down. Construction on the Scholars Way East commences in Spring of 2026.	
BATH 29	School Streets	Traffic Management	Other	2024	2026	Bath and North East Somerset Council	CAZ reinvestment reserve	Fully funded	£100k-£500k	Planning	tbc	tbc	Three schools expressed an interest in having a school street and met the minimum criteria, with TRO consultation underway for two of these schools. The third school street is accessible by privately owned lanes to the east and west. Co-design has been completed by local landowners and residents of the school street, and a proposed design will proceed to TRO consultation shortly. All 3 school streets should be implemented in 2026.	Traffic monitoring underway and will be repeated after installation. Schools offered support with further modeshift and road safety messaging in addition to support from school travel planning officer to improve/expand offers to encourage modeshift.
BATH 30	Smoke Control Area Review	Promoting Low Emission Plant	Other policy	2025	2026	Bath and North East Somerset Council	B&NES budget	Not funded	<10k	Planning	tbc	tbc	Service requests and complaints surrounding the Smoke Control Area are continuously being reviewed. A full Smoke Control Area Review is scheduled for 2026/2027.	

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BATH 31	Council corporate renewables and decarbonisation	Promoting Low Emission Plant	Shift to installations using low emission fuels for stationary and mobile sources	2024	2030	Bath and North East Somerset Council	tbc	tbc	tbc	Implementation	tbc	tbc	1.67MW installed of a potential rooftop capacity of c.2.5MW and 2 care homes removed gas boilers and replaced with Air Source Heat Pumps – reduces local NOx emissions. Same template to be followed for council corporate buildings.	Council corporate renewables and decarbonisation including installation of rooftop solar and heat pumps to enable reduction in carbon dioxide emissions and NOx emissions locally
BATH 32	Domestic and business retrofitting projects	Promoting Low Emission Plant	Shift to installations using low emission fuels for stationary and mobile sources	2024	2030	Bath and North East Somerset Council and MCA	tbc	tbc	tbc	Implementation	tbc	No of properties with solar panels or heat pumps or new insulation	950 heat pump have been installed in BaNES since 2009 (888 ASHP, 62 Ground/Water source), as of March 2026. There are 6,036 solar PV installations, 475 battery storage installations (Source: MCS). According to Parity data, 24,815 properties have been retrofitted with wall insulation in BaNES as of February 2026.	Domestic and business retrofitting projects relating to increasing uptake of rooftop solar; heat pump installation and energy efficiency measures
BATH 33	Awareness raising commercial vans	Promoting travel alternatives	other	2025	2030	Bath and North East Somerset Council	tbc	Not funded	tbc	Planning	Not known	tbc	This item has been on hold whilst other air quality projects are being progressed. Work surrounding this piece will be taken forward in 2026/2027.	
BATH 34	Clean Air Schools Kit – secondary schools	Promoting Travel Alternatives	Other	2019	2025 (anticipated lifecycle)	Local Authority and Secondary Schools	B&NES budget	Not funded	<10k	Planning	Not known	School uptake numbers.	At the beginning of 2026, a Secondary Schools Clean Air Toolkit had been drafted. This will be implemented in 2026.	
BATH 35	A4 Bristol to Bath Sustainable Transport corridor (Previously known as Bristol to Bath Bus corridor)	Traffic Management	Strategic highway improvements, re-prioritising road space away from cars, including Access management, Selective vehicle priority, bus priority, high vehicle occupancy lane	2023	2030	West of England Mayoral Combined Authority (MCA) and Bath and North East Somerset Council	CRSTS and Bath and North East Somerset Council (Transport Improvement Programme & Council Capital Programme)	Fully funded	tbc	Planning	N/A	tbc	The Bristol to Bath Bus Corridor remains at detailed design stage. During 2025, work progressed on the detailed design of corridor interventions to re-prioritise road space away from private vehicles and improve bus priority and high-occupancy travel. We expect construction to begin during 2026-27.	
BATH 36	Bath Sustainable Walking and Cycling Links	Traffic Management	Strategic highway improvements, Re-prioritising Road space away from cars, including Access management, Selective vehicle priority, bus priority, high vehicle occupancy lane	2026	2026	MCA B&NES	CRSTS	Fully funded.	tbc	Planning	N/A	tbc	The Bath Walking, Wheeling and Cycling Links is being delivered in four phases. Construction of the Kennet & Avon Canal route is planned start in the Summer of 2026. The business case for the Weston to City Centre route is being submitted in late summer 2026. The business cases for the remaining two phases are in development.	Timeframes of CRSTS – must be delivered by March 2027
BATH 37	Bath Quays Links	Traffic Management	Strategic highway improvements, re-prioritising road space away from cars, including Access management, Selective vehicle priority, bus priority, high vehicle occupancy lane	2026	2026	MCA B&NES	CRSTS	Fully funded.	tbc	Planning	N/A	tbc	Bath Quays Links is an initiative designed to help make walking, wheeling and cycling easier. Its focus is the walking and cycling bridge across the River Avon which opened in 2022.	Timeframes of CRSTS – must be delivered by March 2027

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BATH 38	Bath Car Club	Alternatives to private vehicle use	Car Clubs	2026	2026	B&NES	tbc	tbc	tbc	Planning	N/A	tbc	BaNES Car Club will provide temporary access to vehicles when needed, at a reasonable price. As part of its rollout, the Car Club will gradually introduce a fully electric fleet in line with our wider EV charging point programme. A procurement exercise to appoint a Car Club operator is scheduled to take place in 2026.	
TC1	*Determine feasibility of vehicle width restriction through Temple Cloud*	*Traffic Management*	*Other*	*2027*	*Not known*	*B&NES Highways*	*Not funded*	*Not funded*	*£50k-£100k*	*Completed/aborted*	*18 µg/m^3 at worst case receptor if the study recommends that we go forward with the width restriction*	*Reduction in nitrogen dioxide concentrations*	*Officer advice is that we could undertake further assessment including obtaining origin and destination data across a wide area and complete further modelling across a wider area. However, since a width restriction is unlikely to be feasible this not being pursued further.*	*Legal advice suggests that a width restriction without support from neighbouring authorities and other statutory consultees would be problematic. The A37 is part of the national Primary Route Network and therefore a width restriction is unlikely to be deliverable.*
TC2	*Undertake significant 'cutting back' of the high hedge/vegetation on the eastern side of the narrow section to allow more effective use of the existing carriageway by HGVs.*	*Traffic Management*	*Other*	*2020*	*2021*	*B&NES Public Protection*	*B&NES Public Protection*	*Fully funded*	*<£10k*	*Completed*	*3 µg/m^3 at worst case receptor*	*Reduction in nitrogen dioxide concentrations*	*Hedges and some Ash trees have been cut back just before the line of the road. Some cut back had been done previously for safety reasons.*	*Some of the residents were initially against it, from fear of the garden wall being struck by larger vehicles and by the walls falling apart after the removal of vegetation. But with assistance of our specialists, we managed to reverse fears.*
TC 3	*New public footpath bypass*	*Promoting Travel Alternatives*	*Promotion of walking*	*2022*	*2026*	*B&NES Highways, Public Rights of Way*	*Been identified for 2021 Capital Program*	*Fully funded*	*£10k-£100k*	*Aborted*	*No reduction in concentration in Nitrogen Dioxide, however there would be an exposure reduction for residents.*	*Public footpath link built*	*Change of location of footpath has currently been aborted.*	*Issues with landowner were not overcome.*
TC 4	*Advice and information for residents*	*Public Information*	*Via the Internet, via other mechanisms*	*2022*	*2028*	*B&NES Public Protection*	*Local Authority (Public Health)*	*Fully funded*	*<£10k*	*Completed*	*No reduction in concentration in Nitrogen Dioxide, however there would be an exposure reduction for residents.*	*Number of hits on website, number of people engaged with*	*Throughout 2022, work commenced on collating advice and distributing a leaflet to residents in areas of higher air pollution. The leaflets were delivered by hand which allowed opportunistic conversations positively framed around what actions could realistically be taken to reduce exposure to poorer air quality. These measures included keeping road facing windows closed and maintaining protective vegetation near the road to act as a protective barrier.*	*Limited resources and lowering of nitrogen dioxide concentrations resulted in it being a low priority.*
TC 5	*School travel plan (Modeshift STARS)*	*Promoting Travel Alternatives*	*School Travel Plans*	*2020*	*2028*	*B&NES Sustainable Travel*	*Local Authority (Active Travel)*	*Fully funded*	*<£10k*	*Completed*	*No reduction in concentrations in Nitrogen Dioxide, however there would be an exposure reduction for residents*	*Hand's up data*	*School is signed up for Modeshift STARS*	*Despite low immediate effect, a necessary component part of a suite of measures to nudge long term change.*

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TC 6	Clean Air Schools Toolkit	Public Information	Other (Education)	2020	2028	B&NES Public Health	Local Authority (Public Health)	Fully funded	<£10k	Implementation/ Completed	No reduction in concentrations, exposure reduction, but would also deliver emission reduction through anti idling scheme etc.	School uptake numbers	Launched in 2019 and being used by several schools, the toolkit was updated in 2025. The toolkit has been made available to all schools across B&NES and has been further promoted through the school's newsletter on a regular basis and Hub website, so it is easier to navigate.	Despite low immediate effect, a necessary component part of a suite of measures to nudge long term change.
TC 7	Influence planning decisions for any development within 200 metres of an AQMA boundary	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	2022	2028	B&NES Planning, Public Protection	Local Authority (Planning, Public Protection)	Fully funded	<£10k	Implementation	No reduction in concentration in Nitrogen Dioxide, however there would be an exposure reduction for residents.	Number of decisions consulted on	On going.	
TC 8	*Targeted information campaign for the most vulnerable groups*	*Public Information*	*Via other mechanisms*	*2022*	*2028*	*B&NES Public Health*	*Local Authority (Public Health)*	*Fully funded*	*<£10k*	*Completed*	*No reduction in concentration in Nitrogen Dioxide, however there would be an exposure reduction for residents.*	*Uptake of information by organisations and individuals*	*A bespoke 0-5 years information leaflet was made available to GP's, pharmacies, health visitors, with some information leaflets being delivered to care homes and local businesses. Patient waiting room screen slide set with primary care staff training slides.*	
TC 9	Investigate the potential technology and its feasibility in air pollution cleaning	Technology	Other		n/a	B&NES Public Protection	Local Authority (Public Protection)	n/a	<£10k	Planning	Further research required	Reduction in concentration of nitrogen dioxide	Currently on hold due to concentrations of NO_2 being below the objective, and continuously declining.	Further work needs to be undertaken to establish what technology exists and whether it would be suitable for this setting.
FG 1	*Advice and information for residents*	*Public Information*	*Via the Internet, via other mechanisms*	*2022*	*2028*	*B&NES Public Protection*	*Local Authority (Public Health)*	*Fully funded*	*<£10k*	*Completed*	*No reduction in concentration in Nitrogen Dioxide, however there would be an exposure reduction for residents.*	*Number of hits on website, number of people engaged with*	*Throughout 2022, work commenced on collating advice and distributing a leaflet to residents in areas of higher air pollution. The leaflets were delivered by hand which allowed opportunistic conversations positively framed around what actions could realistically be taken to reduce exposure to poorer air quality. These measures included keeping road facing windows closed and maintaining protective vegetation near the road to act as a protective barrier.*	*Limited resources and lowering of nitrogen dioxide concentrations resulted in it being a low priority.*
FG 2	*School travel plan (Modeshift STARS)*	*Promoting Travel Alternatives*	*School Travel Plans*	*2022*	*2028*	*B&NES Sustainable Travel*	*Local Authority (Active Travel)*	*Fully funded*	*<£10k*	*Completed.*	*No reduction in concentrations in Nitrogen Dioxide, however there would be an exposure reduction for residents*	*Hand's up data*	*School is signed up for Modeshift STARS.*	*Despite low immediate effect, a necessary component part of a suite of measures to nudge long term change.*
FG 3	Clean Air Schools Toolkit	Public Information	Other (Education)	2022	2028	B&NES Public Health	Local Authority (Public Health)	Fully funded	<£10k	Implementation/ Completed	No reduction in concentrations, exposure reduction, but would also deliver emission reduction through anti idling scheme etc.	School uptake numbers	Launched in 2019 and being used by several schools, the toolkit was updated in 2025. The toolkit has been made available to all schools across B&NES and has been further promoted through the school's newsletter on a regular basis and Hub website, so it is easier to navigate.	Despite low immediate effect, a necessary component part of a suite of measures to nudge long term change.
FG 4	Influence planning decisions for any development within 200 metres of an AQMA boundary	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	2022	2028	B&NES Planning, Public Protection	Local Authority (Planning, Public Protection)	Fully funded	<£10k	Implementation	No reduction in concentration in Nitrogen Dioxide, however there would be an exposure reduction for residents.	Number of decisions consulted on	On going applications consulted on including the development of the Somer Valley Enterprise Zone (SVEZ).	

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
FG 5	*Targeted information campaign for the most vulnerable groups*	*Public Information*	*Via other mechanisms*	*2022*	*2028*	*B&NES Public Health*	*Local Authority (Public Health)*	*Fully funded*	*<£10k*	*Completed*	*No reduction in concentration in Nitrogen Dioxide, however there would be an exposure reduction for residents.*	*Uptake of information by organisations and individuals*	*A bespoke 0-5 years information leaflet was made available to GP's, pharmacies, health visitors, with some information leaflets being delivered to care homes and local businesses. Patient waiting room screen slide set with primary care staff training slides.*	
FG 6	*If necessary: Construction of an additional lane on the A37 southbound approach to the A37/A362 signals utilising the existing verge and possibly the existing footway or hatchway if required.*	*Traffic Management*	*Strategic highway improvements*	*Review, if necessary, upon annual completion of Annual Status Report*	*n/a*	*B&NES*	*n/a*	*n/a*	*£1 million - £10 million*	*Aborted*	*Reductions in concentrations predicted of up to 8.4 µg/m^3*		*Concentration of NO_2 currently under 40 µg/m^3 so it is not needed*	*Currently it is not necessary.*
FG 7	*Tree planting along the right-hand side of the A362 approaching the A37*	*Transport Planning and Infrastructure*	*other*	*2022*	*2022*	*B&NES Neighbourhood Environmental Services*	*Trees for Climate funding*	*Fully funded*	*<£10k*	*Completed*	*No reduction in concentration in Nitrogen Dioxide, however there would be an exposure reduction for residents.*	*Number of trees planted, reduction of noise and PM*	*Trees have been planted in January 2022*	

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

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

The Office for Health Improvement & Disparities (OHID) 'Public Health Outcomes Framework' indicator 'D01 Fraction of mortality attributable to particulate air pollution[9] (particulates under 2.5 micrometres in diameter as opposed to nitrogen dioxide)' for Bath & North East Somerset Council in 2024 (the most recent year available) is 4.6%. This is similar to the values across the South West region of 4.3% and 5.3% nationally.

In 2015 Bath & North East Somerset Council started to monitor $PM_{2.5}$ at Chelsea House, London Road, Bath (CM4), this a roadside site set 15 m back from the road. In February 2025, the $PM_{2.5}$ monitoring was moved to the Bath A4 Roadside (CM8) location. Monitoring from this location shows concentrations of $PM_{2.5}$ remaining constant over the last 3 years. Due to its small size $PM_{2.5}$ can travel large distances in the air. 40-50% of $PM_{2.5}$ levels can be from sources outside the local authority boundary (LAQM.TG22)[10].

Bath & North East Somerset Council has in place a Clean Air Plan which introduced a Clean Air Zone in 2021 to tackle the worst polluting vehicles. Although designed to tackle nitrogen dioxide, these measures will also address $PM_{2.5}$ including BATH CAP 2 (Charging Clean Air Zone), BATH CAP 3 (Retrofitting Buses) and BATH CAP 8 (anti-idling).

Within Bath and North East Somerset, the city of Bath is a Smoke Control Area. Details of this area can be found at Bath & North East Somerset Council Smoke Control Website. Within this area the council works to ensure that only authorised fuels or appliances are used.

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

[9] OHID Health Outcomes Framework

[10] Local Air Quality Management - Technical Guidance (TG22), August 2022

Under the Environment Act 2021, the council has introduced new enforcement provisions that apply to buildings that emit smoke from a chimney within Bath's Smoke Control Area, meaning it is illegal to burn smoky fuels in an open fireplace or in a non-approved wood burning or multi-fuel stove. These new enforcement provisions have introduced a fine of £175 for a first offence, escalating to £300 for each subsequent offence. More information can be found on at Bath & North East Somerset Council Indoor Fires and Wood Burning Website.

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

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

3.1 Summary of Monitoring Undertaken

3.1.1 Automatic Monitoring Sites

Bath & North East Somerset Council undertook automatic (continuous) monitoring at 3 sites during 2025, including 3 NO_2, 2 PM_{10} and 1 $PM_{2.5}$ analysers. Table A.1 in Appendix A shows the details of the automatic monitoring sites.

$PM_{2.5}$ was moved from Chelsea House to Bath A4 Roadside in February 2025 and NO_2 monitoring ceased at the Chelsea House site at the end of March 2025. This decision was made due to various maintenance issues at the original site. When first installed it was planned to merge the sites as they were located close together (see Figure D.1 in Appendix D). However, as the Bath A4 Roadside did not have baseline information during 2019 for assessing the impact of the CAZ, both sites remained operational until 2025.

The UK Air Quality webpage presents automatic monitoring results for Bath & North East Somerset Council automatic sites, with automatic monitoring results also available through the UK-Air website (Bath A4 Roadside (CM8)).

Local authorities do not have to report annually on the following pollutants: 1,3 butadiene, benzene, carbon monoxide and lead, unless local circumstances indicate there is a problem. Whilst we are fully compliant with the national air quality objective with respect to benzene, Bath & North East Somerset Council hosts a benzene sampling system which is part of the national non-automatic hydrocarbon network located at the Bath A4 Roadside (CM8) site. Results from this site are available at UK-AIR Non Automatic Hydrocarbon Website listed as Bath A4 Roadside and details are also given in Appendix F.

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

3.1.2 Non-Automatic Monitoring Sites

Bath & North East Somerset Council undertook non-automatic (i.e. passive) monitoring of NO_2 at 151 sites during 2025. Table A.2 in Appendix A presents the details of the non-automatic sites.

12 new sites were introduced in 2025, and a previously ceased site was reinstated. These were for Liveable Neighbourhood projects. The new monitoring sites were:

- Liveable Neighbourhoods
    - DT192 – Bath – Fairfield Road (reinstated)
    - DT325 – Bath – Sutton Street
    - DT326 – Bath – Entry Hill
    - DT327 – Bath – Entry Hill Drive
    - DT328 – Bath – Lyme Gardens
    - DT329 – Bath – Lyme Road
    - DT330 – Bath – Charmouth Road
    - DT331 – Bath – Solsbury Way
    - DT332 – Bath – Snow Hill
    - DT333 – Bath – Bennett Lane
    - DT334 – Bath – Camden Road 4
    - DT335 – Bath – Wellsway 2

In 2025 12 sites were removed from the network and a further 9 sites were reduced to single tubes from triplicates as concentrations were consistently well below the objective, Table C.1 in Appendix C gives details of the monitoring sites and reasons for stopping monitoring.

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.

An interactive map showing diffusion tube locations and monitoring trends is available at Bath & North East Somerset Council – Nitrogen dioxide Monitoring Data.

3.1.3 Low Cost Monitoring Sites

During 2025 Bath & North East Somerset also carried out monitoring using 3 Zephyr sensors (Appendix C).

- Gay Street (Bath)
- High Street (Bathampton)
- Gay Street (Bath) – colocation with permanent Zephyr
- Lower Bristol Road (Bath) – colocation with continuous analyser
- Dorset Close (Bath)

- Maple Grove (Bath)
- West Road (Midsomer Norton)
- Winford Road (Chew Magna)
- Wick Road (Bishop Sutton)

These samplers are indicative and monitor NO_2 using electrochemical sensors, and PM_{10} and $PM_{2.5}$ using optical particle count sensors giving real-time results every 15 minutes.

During 2025 the council also monitored PM_{10} and $PM_{2.5}$ using an Airly sensor (optical particle count) giving real-time results every hour at 2 locations.

- Church Lane (Farrington Gurney)
- High Street (Freshford)

Results are shown in Appendix C.

3.2 Individual Pollutants

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

3.2.1 Nitrogen Dioxide (NO_2)

Table A.3 and Table A.4 in Appendix A compare the ratified and adjusted monitored NO_2 annual mean concentrations for the past five years with the air quality objective of 40 µg/m^3. Note that the concentration data presented represents the concentration at the location of the monitoring site, following the application of bias adjustment and annualisation, as required (i.e. the values are exclusive of any consideration to fall-off with distance adjustment).

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

Table A.5 in Appendix A compares the ratified continuous monitored NO_2 hourly mean concentrations for the past five years with the air quality objective of 200 µg/m^3, not to be exceeded more than 18 times per year.

Automatic Monitoring Data

The trend data shows that 2025 was not a peak year for NO_2, with monitoring results similar when compared with 2024 at all sites (Table A.3 and Figure A.1, Appendix A). All continuous analyser monitoring results were below the annual average objective of 40 µg/m^3 and there were no exceedances of the 1-hour objective (18 exceedances allowed).

NO_2 concentrations decreased by 4% compared to results in 2024 at Windsor Bridge and remained constant at the Bath A4 Roadside. This compares with an average increase in NO_2 across the National AURN which was 3%. As Chelsea House only had a 24% data capture it has not been annualised and therefore it cannot be directly compared to previous years.

Diffusion Tube Monitoring Data

The trends in diffusion tube monitoring since 2021 are shown in Table A.4 and Figure A.2-A.20 in Appendix A. Monitoring results of NO_2 show an overall downward trend in concentrations between 2021-2025. However, 2025 showed a mixed picture across the network with around 66% of the sites showing an increase when compared with 2024. This is a similar when compared with the results across the AURN. There is no clear pattern to indicate a particular source causing the increase. In 2024 the concentrations saw a large decrease (9% compared to 2024) which may show this was a lower than normal year.

It should be noted that there are several factors which can affect nitrogen dioxide concentrations. These include but are not limited to weather, local pollution sources and seasonality

No monitoring sites were at or above 60 µg/m^3, indicating the 1-hour objective has not been exceeded. There are currently no plans to amend the AQMA to remove the 1-hour objective from the Bath AQMA or Temple Cloud AQMA.

Bath

Monitoring continued at 123 sites in Bath (Figure D.2-D.4 in Appendix D). The results from monitoring sites in Bath show that in 2025 the annual average objective was not exceeded in Bath (Figure A.2-A.15 in Appendix A).

There were no sites in Bath having levels which are between 36-40 µg/m^3.

This represents 3 years where all sites have been below 36 µg/m^3 across the city when adjusted to façade. However, as the trends in NO_2 in Bath were mixed in 2025, the council proposes to continue to monitor for a further year before revoking the AQMA to ensure that concentrations continue to decrease across the city.

Bathampton

Monitoring continued along Bathampton High Street and on A36 in Bathampton (Figure D.5 in Appendix D). The results from 2025 show that levels in Bathampton were below 40 µg/m^3 (Figure A.16 in Appendix A). Monitoring in 2025 showed an increase compared to 2024, but with concentrations remaining below the 2023 levels. Monitoring will continue in Bathampton as part of the Clean Air Plan.

Batheaston

Monitoring continued along London Road West in Batheaston and on the Toll Bridge linking Batheaston with Bathampton (Figure D.5 in Appendix D). The results from 2025 show that levels at all locations were below 40 µg/m^3 (Figure A.16 in Appendix A). Concentrations in 2025 were higher than in 2024 but remain below the concentrations in 2023. Monitoring will continue in Batheaston as part of the Clean Air Plan.

Farrington Gurney

In 2025 monitoring continued at 3 key locations in Farrington Gurney (Figure D.6 in Appendix D). The results in 2025 remained below the objective of 40 µg/m^3 with concentrations decreasing (Figure A.17 in Appendix A).

Following the proposal to revoke Farrington Gurney AQMA in 2025, in April 2026 the council engaged with local residents and statutory consultees on the proposal. The council are in the democratic process to revoke the area during 2026.

Monitoring is continuing in Farrington Gurney.

Keynsham

In 2025 monitoring continued at 6 locations in Keynsham (Figure D.7 in Appendix D). A further 2 additional sites was added for a short period to obtain baseline data prior to possible development.

Monitoring results of NO_2 show an overall downward trend in concentrations between 2021-2025. However, 2025 showed a mixed picture in Keynsham with 5 sites showing an

increase when compared with 2024. In 2025 the results show that all the monitoring locations remain below the objective of 40 µg/m^3.(Figure A.18 in Appendix A).

Old Mills

Monitoring in Old Mills was carried out 1 location close to a proposed development (Figure D.6 in Appendix D). The results from 2025 show that levels were below 40 µg/m^3 with concentrations increasing compared to 2024 but with concentrations remaining below the 2023 levels (Figure A.17 in Appendix A).

Radstock

Monitoring was carried out in Radstock at 1 location (Figure D.8 in Appendix D). The results from 2025 showed the concentration remained below 40 µg/m^3 with concentrations decreasing (Figure A.17 in Appendix A).

Monitoring continues in Radstock at one key location.

Saltford

In 2025 monitoring was carried out at 2 locations within Saltford (Figure D.9 in Appendix D). The results from 2025 show that levels at both locations were below 40 µg/m^3 with concentrations decreasing at DT077, however site DT075 increased but with concentrations remaining below the 2023 levels (Figure A.19 in Appendix A).

Monitoring will continue at 2 sites in Saltford.

Temple Cloud

In 2025 monitoring continued at 6 locations within Temple Cloud (Figure D.10 in Appendix D). The 2025 results show that concentrations were slightly higher (<0.5 µg/m^3) at 3 sites, whilst 3 sites decreased (concentrations remaining below the 2023 levels) (Figure A.20 in Appendix A). All sites were below 40 µg/m^3 and there were also no sites with concentrations which are between 36-40 µg/m^3.

In 2025 all sites were below 60 µg/m^3, this indicates the 1-hour objective was not exceeded.

Monitoring continues in Temple Cloud.

Whitchurch

In 2025 monitoring was carried out at 4 locations in Whitchurch (Figure D.11 in Appendix D). The results from 2025 show that levels at all locations were below 40 µg/m^3 with decreasing concentrations (Figure A.19 in Appendix A).

Monitoring will continue at 4 sites in Whitchurch.

3.2.2 Particulate Matter (PM_{10})

Table A.6 in Appendix A: Monitoring Results compares the ratified and adjusted monitored PM_{10} annual mean concentrations for the past five years with the air quality objective of 40 µg/m^3.

Table A.7 in Appendix A compares the ratified continuous monitored PM_{10} daily mean concentrations for the past five years with the air quality objective of 50 µg/m^3, not to be exceeded more than 35 times per year.

Monitoring for PM_{10} has been carried out at 2 sites during 2024 using BAM1020 analysers (one heated (CM8) and one unheated (CM3)). The data has been corrected to Gravimetric equivalent by dividing by 1.035 (heated) or multiplying by 0.833 (unheated) and annualised where appropriate. QA/QC procedures are described in Appendix C.

Windsor Bridge (CM3) is located at a busy junction on A36/A3604 close to the residential properties and Bath A4 Roadside enclosure (CM8) is located on London Road.

The results show that the annual average objective was not exceeded during 2025 and the number of exceedances of the 24-hour objective (50 µg/m^3) were below 35 at all sites.

The results were higher in 2025 compared with 2024 at both Windsor Bridge and Bath A4 Roadside by an average of 20%. This is a slightly higher increase than shown in the AURN network, which had an average increase of 11% across the network (Figure A.21-A.21 and Tables A.6-A.7). Concentrations at Windsor Bridge (CM3) remain higher than previous years due to a number of large construction sites near to the analyser and is unlikely to cause on-going high concentrations once the development is complete.

3.2.3 Particulate Matter ($PM_{2.5}$)

Table A.8 in Appendix A presents the ratified and adjusted monitored $PM_{2.5}$ annual mean concentrations for the past five years.

$PM_{2.5}$ monitoring was moved from Chelsea House (CM4) to Bath A4 Roadside (CM8) in February 2025, making the analyser 11.5m closer to the road. The results show similar concentrations of $PM_{2.5}$ at CM8 compared to previous years at CM4, with the annual average concentration below the air quality objective of 20 $\mu g/m^3$ (Figure A.22 in Appendix A). The results show that there were 0 days with moderate (24-hour average concentrations >35 $\mu g/m^3$) levels of $PM_{2.5}$ in Bath & North East Somerset.

Appendix A: Monitoring Results

Table A.1 – Details of Automatic Monitoring Sites

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA?	Which AQMA? (1)	Monitoring Technique	Distance to Relevant Exposure (m) (1,2)	Distance to kerb of nearest road (m) (1)	Inlet Height (m)
CM3	Windsor Bridge	Roadside	373593	164861	NO_2, PM_{10}	Yes	Bath	Chemiluminescent BAM1020	2.0	4.0	2.0
CM4	Chelsea House	Roadside	375419	165853	NO_2, $PM_{2.5}$	Yes	Bath	Chemiluminescent BAM1020 (smart heated)	0.0	15.0	2.0
CM8	Bath A4 Roadside	Roadside	375394	165824	NO_2, PM_{10}	Yes	Bath	Chemiluminescent BAM1020 (smart heated)	3.5	3.5	1.9

Notes:

(1) N/A if not applicable

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

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

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DT003	Bath - Broad St	Roadside	374992	165173	NO2	Yes (Bath)	1.7	1.3	No	2.5
DT004	Bath - George St	Kerbside	374899	165159	NO2	Yes (Bath)	3.0	1.0	No	2.2
DT005	Bath - Gay St - Top	Roadside	374797	165161	NO2	Yes (Bath)	3.0	1.0	No	2.6

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) [1]	Distance to kerb of nearest road (m) [2]	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DT008	Bath - Windsor Bridge	Roadside	373518	165124	NO2	Yes (Bath)	0.0	3.5	No	2.3
DT009	Bath - Upper Bristol Rd	Roadside	373993	165174	NO2	Yes (Bath)	5.0	1.0	No	2.5
DT014	Bath - Bathwick St	Roadside	375602	165365	NO2	Yes (Bath)	1.0	1.0	No	2.5
DT015	Bath - Beckford Rd	Roadside	375733	165414	NO2	Yes (Bath)	7.0	1.0	No	2.6
DT016	Bath - Warminster Rd	Roadside	376063	165492	NO2	Yes (Bath)	18.0	4.0	No	2.5
DT017a	Bath - Widcombe School	Roadside	375634	164406	NO2	Yes (Bath)	5.0	1.0	No	2.5
DT018	Bath - Widcombe High St	Roadside	375414	164216	NO2	Yes (Bath)	0.0	5.0	No	2.6
DT020a, DT020b, DT020c	Bath - Wells Rd	Roadside	374760	164310	NO2	Yes (Bath)	0.0	1.5	No	2.3
DT021	Bath - Wells Rd /Upper Oldfield Park	Roadside	374454	164202	NO2	Yes (Bath)	3.0	1.0	No	2.4
DT023	Bath - Alexandra Park	Urban Background	375105	163991	NO2	No	n/a	n/a	No	2.7
DT026	Bath - Upper Wellsway	Roadside	373576	161908	NO2	No	0.0	3.0	No	2.4
DT034	Bath - Newbridge Rd	Roadside	373092	165106	NO2	Yes (Bath)	5.0	1.0	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)
DT037a	Bath - Charlotte St	Roadside	374622	164994	NO2	Yes (Bath)	3.0	1.0	No	2.5
DT039	Bath - Manvers St	Roadside	375247	164591	NO2	Yes (Bath)	3.0	2.0	No	2.6
DT042	Bath - Dorchester St	Kerbside	375230	164383	NO2	Yes (Bath)	1.5	1.0	No	2.5
DT043	Bath - St. James Parade	Kerbside	375053	164426	NO2	Yes (Bath)	2.6	0.9	No	2.4
DT045	Bath - James St West	Roadside	374697	164763	NO2	Yes (Bath)	0.0	5.0	No	2.7
DT052, DT053, DT054	Bath - Walcot Terrace	Roadside	375462	165843	NO2	Yes (Bath)	0.0	3.0	No	2.5
DT055	Bath - Lambridge	Roadside	376451	166502	NO2	Yes (Bath)	-1.5	2.6	No	2.0
DT060	Bath - Victoria Buildings	Roadside	374039	164760	NO2	Yes (Bath)	3.7	0.5	No	2.5
DT062	Bath - Argyle Terrace	Roadside	373211	164743	NO2	Yes (Bath)	4.0	3.0	No	2.6
DT084	Bath - Bear Flat	Roadside	374604	163806	NO2	No	5.7	1.9	No	2.3
DT085	Bath - RUH – North	Roadside	373073	165983	NO2	No	7.0	1.5	No	2.3
DT087	Bath - Oak Street	Roadside	374702	164414	NO2	Yes (Bath)	0.0	2.7	No	2.3

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)
DT090a, DT090b, DT090c	Bath - Anglo Terrace	Roadside	375288	165758	NO2	Yes (Bath)	2.5	1.6	No	2.3
DT142	Bath - Prior Park Road	Kerbside	375513	164194	NO2	No	0.3	0.8	No	2.6
DT143	Bath - Rackfield Place	Roadside	372644	164738	NO2	No	0.3	3.6	No	2.5
DT145	Bath - Lansdown Road	Kerbside	374930	165550	NO2	Yes (Bath)	2.5	0.7	No	2.5
DT147	Bath - Terrace Walk	Roadside	375195	164735	NO2	No	0.3	1.7	No	2.5
DT148a, DT148b, DT148c	Bath - Julian Road	Roadside	374573	165523	NO2	No	0.4	2.2	No	2.4
DT149	Bath - Camden 3	Kerbside	375038	165838	NO2	No	2.0	0.4	No	2.5
DT150	Bath - Brougham Hayes	Roadside	373955	164590	NO2	No	1.9	1.3	No	2.6
DT151	Bath - Widcombe Hill	Kerbside	375598	164190	NO2	No	3.9	0.8	No	2.6
DT152	Bath - Bathwick Hill	Roadside	375800	164912	NO2	No	2.0	1.0	No	2.5
DT153	Bath - North Road	Roadside	376069	165356	NO2	No	3.0	1.9	No	2.3
DT154	Bath - Bradford Road	Roadside	375529	162389	NO2	No	0.4	2.2	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)
DT155	Bath - Newbridge Hill 2	Roadside	372696	165488	NO2	No	7.0	1.8	No	2.5
DT156	Bath - Corn Street	Roadside	374827	164531	NO2	No	2.4	2.6	No	2.2
DT157	Bath - Charles Street	Roadside	374664	164815	NO2	No	1.5	3.2	No	2.3
DT158	Bath - Paragon 2	Roadside	375051	165350	NO2	Yes (Bath)	5.4	1.1	No	2.5
DT160	Bath - North Parade Road	Roadside	375284	164694	NO2	No	6.3	1.3	No	2.6
DT167	Bath - Weston High Street	Roadside	372587	166629	NO2	No	0.4	1.0	No	2.3
DT168	Bath - Englishcombe Lane	Roadside	373207	163339	NO2	No	3.4	1.6	No	2.5
DT171	Bath - Frome Road/Upper Bloomfield	Roadside	373706	162411	NO2	No	0.4	4.2	No	1.2
DT172a, DT172b, DT172c	Bath - London Road 2	Roadside	375374	165813	NO2	Yes (Bath)	0.6	3.6	No	2.5
DT173	Bath - Upper Bristol Road 2	Roadside	374362	165016	NO2	Yes (Bath)	0.6	2.2	No	2.4
DT179a	Bath - Upper Bristol Road 3	Roadside	373299	165093	NO2	Yes (Bath)	0.0	1.5	No	2.1
DT180a	Bath - Wells Road 2	Roadside	374537	163968	NO2	No	0.7	1.7	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)
DT181	Bath - Wellsway	Roadside	374618	163494	NO2	No	15.0	1.2	No	2.6
DT182a, DT182b, DT182c	Bath - Gay Street - Lower	Roadside	374796	165123	NO2	Yes (Bath)	3.7	1.1	No	2.5
DT183	Bath - Chapel Row	Roadside	374712	164913	NO2	No	0.0	2.1	No	2.4
DT185	Bath - Greenway Lane	Kerbside	374712	163417	NO2	No	0.5	0.7	No	2.6
DT188	Bath - Moorland Road	Roadside	373696	164343	NO2	No	0.5	3.4	No	2.5
DT189	Bath - Old Newbridge Hill	Roadside	372251	165686	NO2	No	10.0	2.1	No	2.6
DT190	Bath - Church Street	Kerbside	375814	164027	NO2	No	0.0	0.9	No	2.3
DT192	Bath - Fairfield Road	Roadside	375505	166428	NO2	No	3.6	1.3	No	2.5
DT197	Bath - Rush Hill	Roadside	372703	162983	NO2	No	5.5	2.0	No	2.4
DT198a, DT198b, DT198c	Bath - Walcot Parade	Kerbside	375240	165739	NO2	Yes (Bath)	0.4	1.0	No	2.5
DT200	Bath - Millmead Road	Roadside	373375	164307	NO2	No	3.4	1.6	No	2.5
DT201	Bath - The Hollow	Roadside	373003	164250	NO2	No	1.3	2.4	No	2.5

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) [1]	Distance to kerb of nearest road (m) [2]	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DT206a	Bath - Park Lane	Roadside	373742	165305	NO2	No	0.5	1.8	No	2.6
DT207	Bath - Darlington Street	Roadside	375630	165132	NO2	No	4.0	1.1	No	2.6
DT210	Bath - Red Lion Roundabout	Roadside	373895	162254	NO2	No	0.4	1.5	No	2.4
DT211	Bath - St John's Road	Roadside	375218	165290	NO2	No	0.0	2.0	No	2.5
DT213a	Bath - Marlborough Lane	Roadside	374262	165127	NO2	No	6.0	3.0	No	2.6
DT214a	Bath - Marlborough Buildings	Roadside	374354	165448	NO2	No	2.6	1.0	No	2.4
DT215a	Bath - Queen Parade Place	Roadside	374758	165096	NO2	No	0.3	2.6	No	2.6
DT217a	Bath - Cavendish Road	Roadside	374335	165990	NO2	No	1.2	1.0	No	2.3
DT218	Bath - Weston Road	Roadside	373668	165697	NO2	No	3.0	1.4	No	2.5
DT219	Bath - Morford Street	Roadside	374872	165570	NO2	No	0.0	1.5	No	2.5
DT221	Bath - Gay Street - façade	Roadside	374793	165119	NO2	No	0.2	4.4	No	2.2
DT222a, DT222b, DT222c	Bath - Anglo Terrace façade	Roadside	375322	165778	NO2	Yes (Bath)	0.5	1.8	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)
DT223a, DT223b, DT223c	Bath - Canton Place	Roadside	375322	165759	NO2	Yes (Bath)	2.4	4.0	No	2.3
DT224a, DT224b, DT224c	Bath - Walcot Parade 2	Roadside	375207	165726	NO2	Yes (Bath)	0.4	1.1	No	1.9
DT225a, DT225b, DT225c	Bath - Cleveland Terrace	Kerbside	375203	165708	NO2	Yes (Bath)	2.8	0.7	No	2.5
DT226a, DT226b, DT226c	Bath - AURN	Roadside	375394	165824	NO2	Yes (Bath)	3.5	3.5	Yes	1.9
DT227a	Bath - Wells Road 3	Kerbside	374580	163979	NO2	No	1.1	0.4	No	2.2
DT228a	Bath - Lower Bristol Road 2	Roadside	374002	164754	NO2	Yes (Bath)	1.4	3.0	No	2.3
DT229a, DT229b, DT229c	Bath - Lower Bristol Road 3	Kerbside	373936	164779	NO2	Yes (Bath)	10.8	0.2	No	2.5
DT230a, DT230b, DT230c	Bath - Upper Bristol Road 4	Roadside	373439	165098	NO2	Yes (Bath)	3.7	1.2	No	2.4
DT231a	Bath - Upper Bristol Road 5	Kerbside	373480	165125	NO2	Yes (Bath)	4.7	0.3	No	2.4
DT232a	Bath - Lansdown Road 3	Kerbside	374942	165391	NO2	Yes (Bath)	4.3	0.6	No	2.5
DT233a	Bath - Lansdown Road 4	Kerbside	374956	165359	NO2	Yes (Bath)	6.7	0.9	No	2.6

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DT234a, DT234b, DT234c	Bath - Gay Street 2	Kerbside	374806	165084	NO2	No	2.2	0.5	No	2.6
DT235a, DT235b, DT235c	Bath - Wells Road 4	Roadside	374694	164288	NO2	Yes (Bath)	6.0	1.3	No	2.5
DT236a	Bath - Pulteney Terrace	Roadside	375668	164493	NO2	Yes (Bath)	4.7	1.6	No	2.5
DT237	Bath - Broad Street 2	Roadside	375000	165179	NO2	Yes (Bath)	0.5	1.5	No	2.5
DT238a, DT238b, DT238c	Bath - Broad Street 3	Roadside	375008	164117	NO2	Yes (Bath)	0.2	2.1	No	2.5
DT239a, DT239b, DT239c	Bath - Broad Street 4	Kerbside	375008	165145	NO2	Yes (Bath)	1.9	0.4	No	2.4
DT240a	Bath - Bathwick Street 2	Roadside	375489	165450	NO2	Yes (Bath)	2.6	1.7	No	2.5
DT241a	Bath - Bathwick Street 3	Roadside	375520	165446	NO2	Yes (Bath)	2.0	1.8	No	2.5
DT243a	Bath - Sydney Place	Roadside	375625	165312	NO2	No	7.8	1.1	No	2.3
DT244	Bath - Whiteway	Roadside	372494	163165	NO2	No	3.0	1.5	No	2.3
DT246a	Bath - Dorchester Street 2	Roadside	375186	164372	NO2	Yes (Bath)	23.0	4.9	No	2.3
DT247a	Bath - Monmouth Place 2	Roadside	374627	164924	NO2	No	0.3	1.1	No	2.6

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) [1]	Distance to kerb of nearest road (m) [2]	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DT248a, DT248b, DT248c	Bath - Chapel Row 2	Roadside	374711	164931	NO2	Yes (Bath)	0.4	1.6	No	2.4
DT300	Bath - Penn Hill Road	Roadside	372663	166274	NO2	No	7.5	1.7	No	2.5
DT301	Bath - Southlands	Roadside	372612	166457	NO2	No	4.7	4.2	No	2.4
DT302	Bath - Anchor Road	Roadside	372851	166390	NO2	No	7.6	1.9	No	2.6
DT303	Bath - Prior Park Road 2	Kerbside	375819	163764	NO2	Yes (Bath)	0.4	0.5	No	2.2
DT304	Bath - Walcot Parade 4	Roadside	375202	165724	NO2	Yes (Bath)	0.8	1.6	No	2.0
DT305	Bath - Wells Road 5	Kerbside	374790	164309	NO2	No	2.1	3.2	No	2.7
DT312	Bath - Sydney Place 2	Roadside	375721	165169	NO2	No	8.3	1.2	No	2.5
DT313	Bath - Sham Castle Lane	Roadside	375943	165107	NO2	No	12.0	1.6	No	2.6
DT314	Bath - Catharine Place	Kerbside	374653	165402	NO2	No	4.3	0.5	No	2.5
DT315	Bath - Sion Hill	Roadside	374148	166052	NO2	No	0.5	1.6	No	2.4
DT320	Bath - Cleveland Walk	Roadside	376209	164852	NO2	No	20.0	1.3	No	2.4
DT321	Bath - Sion Road	Roadside	374164	166160	NO2	No	47.0	1.6	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)
DT322	Bath - Winifred's Lane	Roadside	374327	166115	NO2	No	7.8	1.1	No	2.4
DT325	Bath - Sutton Street	Roadside	375596	165234	NO2	No	1.8	0.6	No	2.2
DT326	Bath - Entry Hill	Roadside	374652	163061	NO2	No	2.3	2.4	No	2.2
DT327	Bath - Entry Hill Drive	Roadside	374712	162981	NO2	No	13.5	1.0	No	2.3
DT328	Bath - Lyme Gardens	Roadside	372486	165283	NO2	No	0.2	3.6	No	2.0
DT329	Bath - Lyme Road	Roadside	372566	165275	NO2	No	0.2	3.6	No	2.1
DT330	Bath - Charmouth Road	Roadside	372605	165216	NO2	No	2.8	3.5	No	2.2
DT331	Bath - Solsbury Way	Roadside	375145	166458	NO2	No	3.8	3.5	No	2.3
DT332	Bath - Snow Hill	Roadside	375502	166109	NO2	No	6.8	2.7	No	2.3
DT333	Bath - Bennett Lane	Roadside	375361	166076	NO2	No	2.6	1.1	No	2.2
DT334	Bath - Camden 4	Roadside	375154	165980	NO2	No	0.8	2.5	No	2.3
DT335	Bath - Wellsway 2	Roadside	374606	163144	NO2	No	4.0	4.7	No	2.2
DT091	Bathampton High Street	Roadside	377683	166408	NO2	No	0.0	1.1	No	2.3

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)
DT166	Bathampton, A36	Roadside	377543	165924	NO2	No	23.0	1.2	No	2.5
DT058	Batheaston – London Road West A	Roadside	377643	167365	NO2	No	0.0	1.0	No	2.6
DT191	Batheaston - Mill Lane	Roadside	377339	167065	NO2	No	4.0	1.0	No	2.0
DT134	Farrington Gurney 2	Roadside	362891	155485	NO2	Yes (Farrington Gurney)	0.0	4.5	No	2.6
DT136	Farrington Gurney 3	Roadside	362884	155790	NO2	Yes (Farrington Gurney)	0.0	1.2	No	2.2
DT138	Farrington Gurney 5	Roadside	362983	155459	NO2	Yes (Farrington Gurney)	3.0	1.9	No	2.5
DT033	Keynsham	Urban Background	364803	168237	NO2	No	8.0	1.0	No	2.7
DT065	Keynsham - Charlton Rd A	Roadside	365399	168701	NO2	No	3.0	1.0	No	2.4
DT066	Keynsham – High Street A	Roadside	365360	168815	NO2	No	1.0	1.0	No	2.6
DT067	Keynsham - Somerfield	Roadside	365457	168496	NO2	No	2.0	1.0	No	2.3
DT141	Keynsham A4	Roadside	366921	168096	NO2	No	13.0	1.4	No	2.1
DT323	Keynsham - Hicks Gate A4	Roadside	363916	169773	NO2	No	n/a	2.1	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)
DT324	Keynsham - Hicks Gate A4174	Roadside	364196	169818	NO2	No	n/a	2.1	No	2.4
DT296	Old Mills	Roadside	364748	155000	NO2	No	0.0	1.8	No	2.3
DT295	Radstock - Bath New Road	Roadside	368825	155080	NO2	No	0.7	2.3	No	2.0
DT075	Saltford - The Crown	Roadside	368375	166988	NO2	No	0.0	3.0	No	2.4
DT077	Saltford - Bath Road	Roadside	368778	166687	NO2	No	0.0	2.0	No	2.3
DT096a, DT096b, DT096c	Temple Cloud 1	Roadside	362219	157923	NO2	Yes (Temple Cloud)	0.0	1.5	No	2.5
DT108a	Temple Cloud 2	Roadside	362179	158055	NO2	Yes (Temple Cloud)	6.2	1.3	No	2.6
DT109a	Temple Cloud 3	Roadside	362344	157658	NO2	Yes (Temple Cloud)	2.0	1.7	No	2.6
DT252a	Temple Cloud 9	Roadside	362195	158007	NO2	Yes (Temple Cloud)	0.0	1.1	No	2.4
DT253a, DT253b, DT253c	Temple Cloud 10	Roadside	362243	157846	NO2	Yes (Temple Cloud)	-2.1	3.6	No	2.3
DT255a	Temple Cloud 12	Roadside	362284	157741	NO2	Yes (Temple Cloud)	0.0	1.2	No	2.3
DT032	Whitchurch	Roadside	361242	167652	NO2	No	2.7	2.1	No	2.3

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)
DT098	Whitchurch 2	Roadside	361276	167555	NO2	No	0.0	1.3	No	2.4
DT100	Whitchurch 4	Roadside	361326	167606	NO2	No	6.0	1.6	No	2.5
DT101	Whitchurch 5	Roadside	361235	167824	NO2	No	4.0	1.6	No	2.5

Notes:

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

(2) N/A if not applicable.

Table A.3 – Annual Mean NO_2 Monitoring Results: Automatic Monitoring (µg/m^3)

Site ID	Site Name	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
CM3	Windsor Bridge	373593	164861	Roadside	96.7	96.7	22.7	20.5	18.8	18.3	17.5
CM4	Chelsea House	375419	165853	Roadside	98.4	24.3	17.7	17.5	17.0	14.1	19.1*
CM8	Bath A4 Roadside	375394	165824	Roadside	97.1	97.1	26.9	24.9	24.0	20.2	20.2

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

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

Notes:

The annual mean concentrations are presented as µg/m^3.

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

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

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

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

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

* Data capture is lower than 25%, data has not been annualised. Data represents January to March which tend to have higher concentrations and not representing the annual average.

Table A.4 – Annual Mean NO_2 Monitoring Results: Non-Automatic Monitoring (µg/m^3)

Diffusion Tube ID	Site Name	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
DT003	Bath - Broad St	374992	165173	Roadside	100.0	100.0	28.8	27.6	25.7	21.7	21.0
DT004	Bath - George St	374899	165159	Kerbside	100.0	100.0	22.2	22.6	19.8	16.3	17.8
DT005	Bath - Gay St - Top	374797	165161	Roadside	100.0	100.0	23.0	20.8	18.0	15.9	15.5
DT008	Bath - Windsor Bridge	373518	165124	Roadside	82.7	82.7	22.5	19.7	19.0	17.1	17.5
DT009	Bath - Upper Bristol Rd	373993	165174	Roadside	100.0	100.0	24.3	23.4	21.2	17.8	18.8
DT014	Bath - Bathwick St	375602	165365	Roadside	100.0	100.0	19.7	19.5	19.8	18.4	19.0
DT015	Bath - Beckford Rd	375733	165414	Roadside	100.0	100.0	19.7	17.8	17.8	16.2	17.2
DT016	Bath - Warminster Rd	376063	165492	Roadside	90.4	90.4	21.8	20.1	18.3	14.4	14.2
DT017a	Bath - Widcombe School	375634	164406	Roadside	92.3	92.3	20.3	19.3	18.4	17.0	17.4
DT018	Bath - Widcombe High St	375414	164216	Roadside	100.0	100.0	17.4	16.6	14.8	15.3	16.2
DT020a, DT020b, DT020c	Bath - Wells Rd	374760	164310	Roadside	100.0	100.0	**42.6**	38.5	34.9	32.3	31.0
DT021	Bath - Wells Rd /Upper Oldfield Park	374454	164202	Roadside	100.0	100.0	27.6	26.7	22.3	19.9	21.6
DT023	Bath - Alexandra Park	375105	163991	Urban Background	92.3	92.3	8.5	8.2	7.0	6.3	6.5

Diffusion Tube ID	Site Name	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
DT026	Bath - Upper Wellsway	373576	161908	Roadside	92.3	92.3	22.5	21.7	18.4	16.9	18.8
DT034	Bath - Newbridge Rd	373092	165106	Roadside	100.0	100.0	21.6	20.6	19.6	17.7	20.2
DT037a	Bath - Charlotte St	374622	164994	Roadside	92.3	92.3	24.3	22.0	19.3	17.7	17.3
DT039	Bath - Manvers St	375247	164591	Roadside	100.0	100.0	25.0	23.1	21.8	20.2	20.8
DT042	Bath - Dorchester St	375230	164383	Kerbside	100.0	100.0	**40.5**	34.9	32.7	30.3	28.9
DT043	Bath - St. James Parade	375053	164426	Kerbside	100.0	100.0	34.5	30.2	29.6	27.4	29.1
DT045	Bath - James St West	374697	164763	Roadside	100.0	100.0	24.0	22.4	19.9	18.1	17.9
DT052, DT053, DT054	Bath - Walcot Terrace	375462	165843	Roadside	100.0	100.0	25.3	24.0	23.1	20.6	20.9
DT055	Bath - Lambridge	376451	166502	Roadside	100.0	100.0	27.9	25.8	25.4	22.8	23.4
DT060	Bath - Victoria Buildings	374039	164760	Roadside	100.0	100.0	40.0	33.4	29.9	25.3	25.8
DT062	Bath - Argyle Terrace	373211	164743	Roadside	100.0	100.0	33.5	29.5	26.6	22.3	23.2
DT084	Bath - Bear Flat	374604	163806	Roadside	100.0	100.0	23.5	23.4	20.6	18.9	18.0
DT085	Bath - RUH – North	373073	165983	Roadside	92.3	92.3	22.2	19.7	19.4	18.4	18.6
DT087	Bath - Oak Street	374702	164414	Roadside	80.8	80.8	21.5	21.1	18.8	18.0	19.3

Diffusion Tube ID	Site Name	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
DT090a, DT090b, DT090c	Bath - Anglo Terrace	375288	165758	Roadside	100.0	100.0	33.2	32.7	29.9	26.5	28.0
DT142	Bath - Prior Park Road	375513	164194	Kerbside	100.0	100.0	23.3	22.5	21.7	21.3	23.8
DT143	Bath - Rackfield Place	372644	164738	Roadside	82.7	82.7	21.4	21.0	19.2	17.8	19.1
DT145	Bath - Lansdown Road	374930	165550	Kerbside	90.4	90.4	20.1	19.3	17.8	15.7	16.4
DT147	Bath - Terrace Walk	375195	164735	Roadside	92.3	92.3	19.8	18.2	17.9	15.6	16.3
DT148a, DT148b, DT148c	Bath - Julian Road	374573	165523	Roadside	90.4	90.4	19.6	18.9	17.4	17.2	17.5
DT149	Bath - Camden 3	375038	165838	Kerbside	100.0	100.0	19.0	17.5	15.4	15.3	14.6
DT150	Bath - Brougham Hayes	373955	164590	Roadside	100.0	100.0	22.2	21.1	20.0	18.7	19.4
DT151	Bath - Widcombe Hill	375598	164190	Kerbside	100.0	100.0	19.2	17.3	15.7	14.3	14.0
DT152	Bath - Bathwick Hill	375800	164912	Roadside	84.6	84.6	18.3	16.5	15.9	14.1	14.1
DT153	Bath - North Road	376069	165356	Roadside	90.4	90.4	12.9	13.3	12.1	11.2	12.5
DT154	Bath - Bradford Road	375529	162389	Roadside	100.0	100.0	21.0	20.8	18.4	16.9	18.5
DT155	Bath - Newbridge Hill 2	372696	165488	Roadside	100.0	100.0	12.4	12.8	10.5	9.9	10.3
DT156	Bath - Corn Street	374827	164531	Roadside	92.3	92.3	21.8	18.4	18.2	16.0	17.0

Diffusion Tube ID	Site Name	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
DT157	Bath - Charles Street	374664	164815	Roadside	90.4	90.4	22.4	22.3	18.9	16.8	18.5
DT158	Bath - Paragon 2	375051	165350	Roadside	100.0	100.0	24.5	22.1	19.6	16.5	18.4
DT160	Bath - North Parade Road	375284	164694	Roadside	92.3	92.3	23.1	23.4	22.8	21.3	25.1
DT167	Bath - Weston High Street	372587	166629	Roadside	100.0	100.0	18.4	16.5	15.9	13.2	14.9
DT168	Bath - Englishcombe Lane	373207	163339	Roadside	92.3	92.3	10.9	10.9	9.2	9.4	9.6
DT171	Bath - Frome Road/Upper Bloomfield	373706	162411	Roadside	100.0	100.0	23.2	20.8	17.9	16.5	17.0
DT172a, DT172b, DT172c	Bath - London Road 2	375374	165813	Roadside	92.3	92.3	31.1	29.6	27.6	23.7	25.0
DT173	Bath - Upper Bristol Road 2	374362	165016	Roadside	84.6	84.6	25.7	25.4	23.6	21.1	21.6
DT179a	Bath - Upper Bristol Road 3	373299	165093	Roadside	100.0	100.0	26.9	23.9	22.1	21.5	22.2
DT180a	Bath - Wells Road 2	374537	163968	Roadside	100.0	100.0	30.3	27.6	24.6	23.1	22.9
DT181	Bath - Wellsway	374618	163494	Roadside	100.0	100.0	25.0	24.8	22.1	18.9	19.9
DT182a, DT182b, DT182c	Bath - Gay Street - Lower	374796	165123	Roadside	100.0	100.0	32.9	31.1	27.1	22.9	22.8
DT183	Bath - Chapel Row	374712	164913	Roadside	90.4	90.4	25.7	24.1	20.6	18.3	19.9

Diffusion Tube ID	Site Name	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
DT185	Bath - Greenway Lane	374712	163417	Kerbside	75.0	75.0	10.9	11.4	9.7	9.0	7.7
DT188	Bath - Moorland Road	373696	164343	Roadside	100.0	100.0	16.7	16.5	15.1	13.3	15.4
DT189	Bath - Old Newbridge Hill	372251	165686	Roadside	92.3	92.3	25.2	23.0	19.9	17.8	17.7
DT190	Bath - Church Street	375814	164027	Kerbside	92.3	92.3	10.6	9.5	8.1	7.3	7.5
DT192	Bath - Fairfield Road	375505	166428	Roadside	100.0	30.8	12.3	11.8	10.6	10.4	8.8
DT197	Bath - Rush Hill	372703	162983	Roadside	100.0	100.0	19.5	18.1	16.3	14.2	15.1
DT198a, DT198b, DT198c	Bath - Walcot Parade	375240	165739	Kerbside	100.0	100.0	37.8	35.9	34.1	29.7	27.7
DT200	Bath - Millmead Road	373375	164307	Roadside	90.4	90.4	13.0	12.2	10.8	9.9	10.7
DT201	Bath - The Hollow	373003	164250	Roadside	75.0	75.0	20.5	18.9	16.2	15.6	17.4
DT206a	Bath - Park Lane	373742	165305	Roadside	90.4	90.4	24.1	23.2	21.3	19.4	17.9
DT207	Bath - Darlington Street	375630	165132	Roadside	92.3	92.3	26.7	25.3	25.2	22.0	22.0
DT210	Bath - Red Lion Roundabout	373895	162254	Roadside	100.0	100.0	28.2	26.8	23.6	21.5	21.1
DT211	Bath - St John's Road	375218	165290	Roadside	100.0	100.0	14.0	13.1	12.7	11.0	12.1
DT213a	Bath - Marlborough Lane	374262	165127	Roadside	92.3	92.3	18.2	17.7	14.2	12.4	13.8

Diffusion Tube ID	Site Name	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
DT214a	Bath - Marlborough Buildings	374354	165448	Roadside	84.6	84.6	16.1	15.2	13.2	11.2	12.2
DT215a	Bath - Queen Parade Place	374758	165096	Roadside	90.4	90.4	15.3	14.7	13.0	11.4	12.6
DT217a	Bath - Cavendish Road	374335	165990	Roadside	100.0	100.0	13.6	12.9	11.3	10.0	8.4
DT218	Bath - Weston Road	373668	165697	Roadside	92.3	92.3	15.1	14.8	13.7	12.2	11.8
DT219	Bath - Morford Street	374872	165570	Roadside	100.0	100.0	17.7	17.6	15.7	14.0	15.3
DT221	Bath - Gay Street - façade	374793	165119	Roadside	100.0	100.0	27.7	27.5	23.1	20.4	20.4
DT222a, DT222b, DT222c	Bath - Anglo Terrace façade	375322	165778	Roadside	100.0	100.0	38.1	36.6	33.5	29.9	30.4
DT223a, DT223b, DT223c	Bath - Canton Place	375322	165759	Roadside	100.0	100.0	25.6	25.6	24.2	21.4	22.8
DT224a, DT224b, DT224c	Bath - Walcot Parade 2	375207	165726	Roadside	100.0	100.0	**43.1**	39.7	37.7	32.9	33.6
DT225a, DT225b, DT225c	Bath - Cleveland Terrace	375203	165708	Kerbside	100.0	100.0	32.2	28.7	27.6	23.7	24.4
DT226a, DT226b, DT226c	Bath - AURN	375394	165824	Roadside	100.0	100.0	26.9	24.9	23.6	20.3	20.4
DT227a	Bath - Wells Road 3	374580	163979	Kerbside	100.0	100.0	32.4	30.1	27.8	24.5	23.5
DT228a	Bath - Lower Bristol Road 2	374002	164754	Roadside	100.0	100.0	24.7	22.2	20.1	16.1	17.4

Diffusion Tube ID	Site Name	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
DT229a, DT229b, DT229c	Bath - Lower Bristol Road 3	373936	164779	Kerbside	100.0	100.0	30.1	25.5	23.5	21.2	19.6
DT230a, DT230b, DT230c	Bath - Upper Bristol Road 4	373439	165098	Roadside	92.3	92.3	35.2	31.9	29.3	25.7	27.4
DT231a	Bath - Upper Bristol Road 5	373480	165125	Kerbside	42.3	42.3	32.1	29.4	26.5	24.0	27.1
DT232a	Bath - Lansdown Road 3	374942	165391	Kerbside	92.3	92.3	23.2	22.3	20.9	18.6	18.8
DT233a	Bath - Lansdown Road 4	374956	165359	Kerbside	100.0	100.0	22.9	22.4	20.3	17.9	18.7
DT234a, DT234b, DT234c	Bath - Gay Street 2	374806	165084	Kerbside	100.0	100.0	36.0	33.2	28.2	22.9	22.1
DT235a, DT235b, DT235c	Bath - Wells Road 4	374694	164288	Roadside	100.0	100.0	35.1	31.0	30.4	26.3	27.0
DT236a	Bath - Pulteney Terrace	375668	164493	Roadside	100.0	100.0	21.0	19.9	18.6	17.6	17.0
DT237	Bath - Broad Street 2	375000	165179	Roadside	100.0	100.0	30.8	29.2	28.0	21.5	23.0
DT238a, DT238b, DT238c	Bath - Broad Street 3	375008	164117	Roadside	100.0	100.0	28.6	26.5	26.5	18.3	17.9
DT239a, DT239b, DT239c	Bath - Broad Street 4	375008	165145	Kerbside	84.6	84.6	31.8	29.3	28.9	24.4	24.4
DT240a	Bath - Bathwick Street 2	375489	165450	Roadside	100.0	100.0	18.1	19.5	16.8	15.2	15.6

Diffusion Tube ID	Site Name	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
DT241a	Bath - Bathwick Street 3	375520	165446	Roadside	100.0	100.0	15.0	14.9	13.6	12.9	13.7
DT243a	Bath - Sydney Place	375625	165312	Roadside	100.0	100.0	20.9	19.3	19.7	17.8	18.0
DT244	Bath - Whiteway	372494	163165	Roadside	100.0	100.0	16.9	15.9	13.4	12.2	13.7
DT246a	Bath - Dorchester Street 2	375186	164372	Roadside	100.0	100.0	31.1	29.7	30.0	27.6	28.3
DT247a	Bath - Monmouth Place 2	374627	164924	Roadside	100.0	100.0	26.1	23.0	21.5	19.9	19.5
DT248a, DT248b, DT248c	Bath - Chapel Row 2	374711	164931	Roadside	100.0	100.0	36.6	34.5	28.4	24.8	24.1
DT300	Bath - Penn Hill Road	372663	166274	Roadside	100.0	100.0	-	13.8	12.0	10.6	10.8
DT301	Bath - Southlands	372612	166457	Roadside	100.0	100.0	-	9.5	7.7	6.7	7.9
DT302	Bath - Anchor Road	372851	166390	Roadside	100.0	100.0	-	21.3	19.2	18.0	16.5
DT303	Bath - Prior Park Road 2	375819	163764	Kerbside	92.3	92.3	-	13.9	11.9	11.6	12.0
DT304	Bath - Walcot Parade 4	375202	165724	Roadside	92.3	92.3	-	**40.4**	36.4	31.7	29.9
DT305	Bath - Wells Road 5	374790	164309	Kerbside	92.3	92.3	-	38.0	33.1	30.2	29.8
DT312	Bath - Sydney Place 2	375721	165169	Roadside	100.0	100.0	-	-	16.2	13.0	13.6
DT313	Bath - Sham Castle Lane	375943	165107	Roadside	100.0	100.0	-	-	9.3	8.5	7.6

Diffusion Tube ID	Site Name	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
DT314	Bath - Catharine Place	374653	165402	Kerbside	100.0	100.0	-	-	11.1	9.5	10.1
DT315	Bath - Sion Hill	374148	166052	Roadside	100.0	100.0	-	-	7.4	7.2	7.9
DT320	Bath - Cleveland Walk	376209	164852	Roadside	100.0	100.0	-	-	-	5.8	6.9
DT321	Bath - Sion Road	374164	166160	Roadside	84.6	84.6	-	-	-	6.0	7.2
DT322	Bath - Winifred's Lane	374327	166115	Roadside	100.0	100.0	-	-	-	10.9	6.5
DT325	Bath - Sutton Street	375596	165234	Roadside	100.0	100.0	-	-	-	-	14.7
DT326	Bath - Entry Hill	374652	163061	Roadside	90.4	90.4	-	-	-	-	8.2
DT327	Bath - Entry Hill Drive	374712	162981	Roadside	100.0	100.0	-	-	-	-	11.0
DT328	Bath - Lyme Gardens	372486	165283	Roadside	92.3	92.3	-	-	-	-	10.4
DT329	Bath - Lyme Road	372566	165275	Roadside	100.0	100.0	-	-	-	-	9.3
DT330	Bath - Charmouth Road	372605	165216	Roadside	100.0	100.0	-	-	-	-	10.0
DT331	Bath - Solsbury Way	375145	166458	Roadside	30.8	30.8	-	-	-	-	6.4
DT332	Bath - Snow Hill	375502	166109	Roadside	30.8	30.8	-	-	-	-	8.8
DT333	Bath - Bennett Lane	375361	166076	Roadside	30.8	30.8	-	-	-	-	8.9

Diffusion Tube ID	Site Name	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
DT334	Bath - Camden 4	375154	165980	Roadside	30.8	30.8	-	-	-	-	11.8
DT335	Bath - Wellsway 2	374606	163144	Roadside	34.6	34.6	-	-	-	-	18.4
DT091	Bathampton High Street	377683	166408	Roadside	84.6	84.6	18.4	18.1	15.9	13.0	14.7
DT166	Bathampton, A36	377543	165924	Roadside	92.3	92.3	18.8	17.2	16.1	12.8	13.3
DT058	Batheaston – London Road West A	377643	167365	Roadside	80.8	80.8	20.9	16.2	16.2	13.9	16.1
DT191	Batheaston - Mill Lane	377339	167065	Roadside	100.0	100.0	15.3	15.1	13.0	10.7	11.4
DT134	Farrington Gurney 2	362891	155485	Roadside	100.0	100.0	32.1	29.7	25.1	24.1	23.3
DT136	Farrington Gurney 3	362884	155790	Roadside	100.0	100.0	29.2	27.6	24.0	22.1	22.1
DT138	Farrington Gurney 5	362983	155459	Roadside	100.0	100.0	28.4	26.6	23.2	22.5	22.2
DT033	Keynsham	364803	168237	Urban Background	100.0	100.0	9.6	8.8	7.9	7.2	7.8
DT065	Keynsham - Charlton Rd A	365399	168701	Roadside	100.0	100.0	22.5	20.5	17.5	17.2	17.9
DT066	Keynsham – High Street A	365360	168815	Roadside	90.4	90.4	27.5	26.4	22.4	23.2	26.4
DT067	Keynsham - Somerfield	365457	168496	Roadside	82.7	82.7	24.6	22.5	20.0	19.9	21.4
DT141	Keynsham A4	366921	168096	Roadside	92.3	92.3	25.2	24.2	20.7	19.6	20.4

Diffusion Tube ID	Site Name	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
DT323	Keynsham - Hicks Gate A4	363916	169773	Roadside	25.0	25.0	-	-	-	13.9	12.6
DT324	Keynsham - Hicks Gate A4174	364196	169818	Roadside	25.0	25.0	-	-	-	23.5	17.4
DT296	Old Mills	364748	155000	Roadside	92.3	92.3	-	21.5	18.7	17.5	18.2
DT295	Radstock - Bath New Road	368825	155080	Roadside	100.0	100.0	-	**40.2**	36.7	35.4	33.7
DT075	Saltford - The Crown	368375	166988	Roadside	100.0	100.0	23.0	21.4	20.0	17.6	18.9
DT077	Saltford - Bath Road	368778	166687	Roadside	92.3	92.3	19.3	18.7	17.1	16.2	15.8
DT096a, DT096b, DT096c	Temple Cloud 1	362219	157923	Roadside	100.0	100.0	**44.2**	**41.6**	39.0	35.4	35.7
DT108a	Temple Cloud 2	362179	158055	Roadside	100.0	100.0	30.3	28.6	27.1	24.4	24.8
DT109a	Temple Cloud 3	362344	157658	Roadside	100.0	100.0	29.4	25.4	24.7	22.0	22.3
DT252a	Temple Cloud 9	362195	158007	Roadside	90.4	90.4	34.0	32.6	30.1	28.7	28.4
DT253a, DT253b, DT253c	Temple Cloud 10	362243	157846	Roadside	100.0	100.0	39.4	35.1	34.0	29.8	29.7
DT255a	Temple Cloud 12	362284	157741	Roadside	100.0	100.0	37.5	35.5	34.6	31.5	30.6
DT032	Whitchurch	361242	167652	Roadside	100.0	100.0	28.1	27.4	24.4	22.3	20.0
DT098	Whitchurch 2	361276	167555	Roadside	100.0	100.0	23.7	22.4	19.6	17.0	16.9

Diffusion Tube ID	Site Name	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
DT100	Whitchurch 4	361326	167606	Roadside	100.0	100.0	21.3	19.7	16.6	15.2	14.6
DT101	Whitchurch 5	361235	167824	Roadside	100.0	100.0	30.4	28.9	26.5	22.2	21.5

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

☒ **Diffusion tube data has been bias adjusted.**

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

Notes:

The annual mean concentrations are presented as µg/m^3.

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

NO_2 annual means exceeding 60 µg/m^3, indicating a potential exceedance of the NO_2 1-hour mean objective are shown in **bold and underlined**.

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

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

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

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

Figure A.1 – Trends in Annual Mean NO_2 Concentrations Measured at the Automatic Monitoring Sites

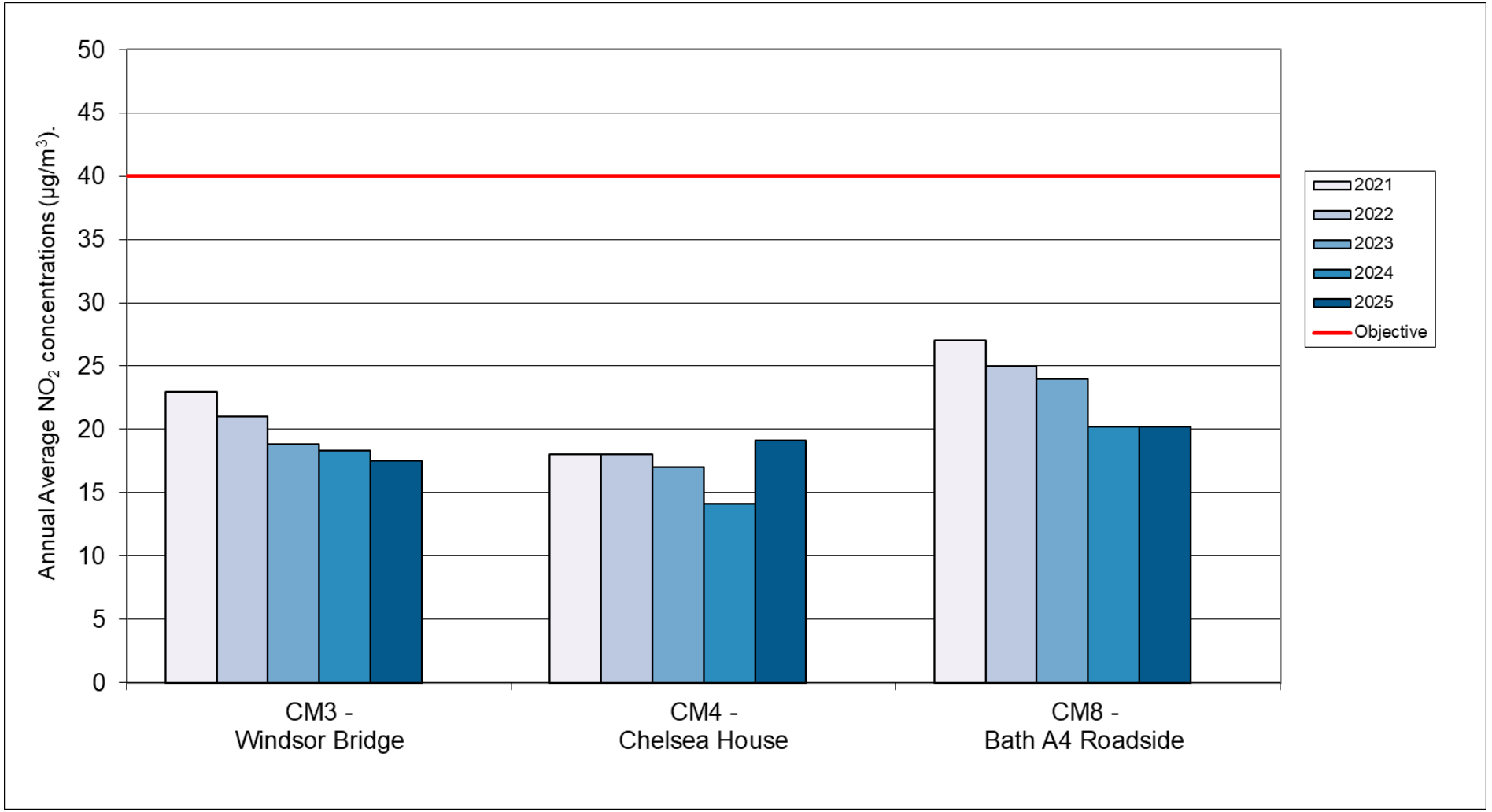
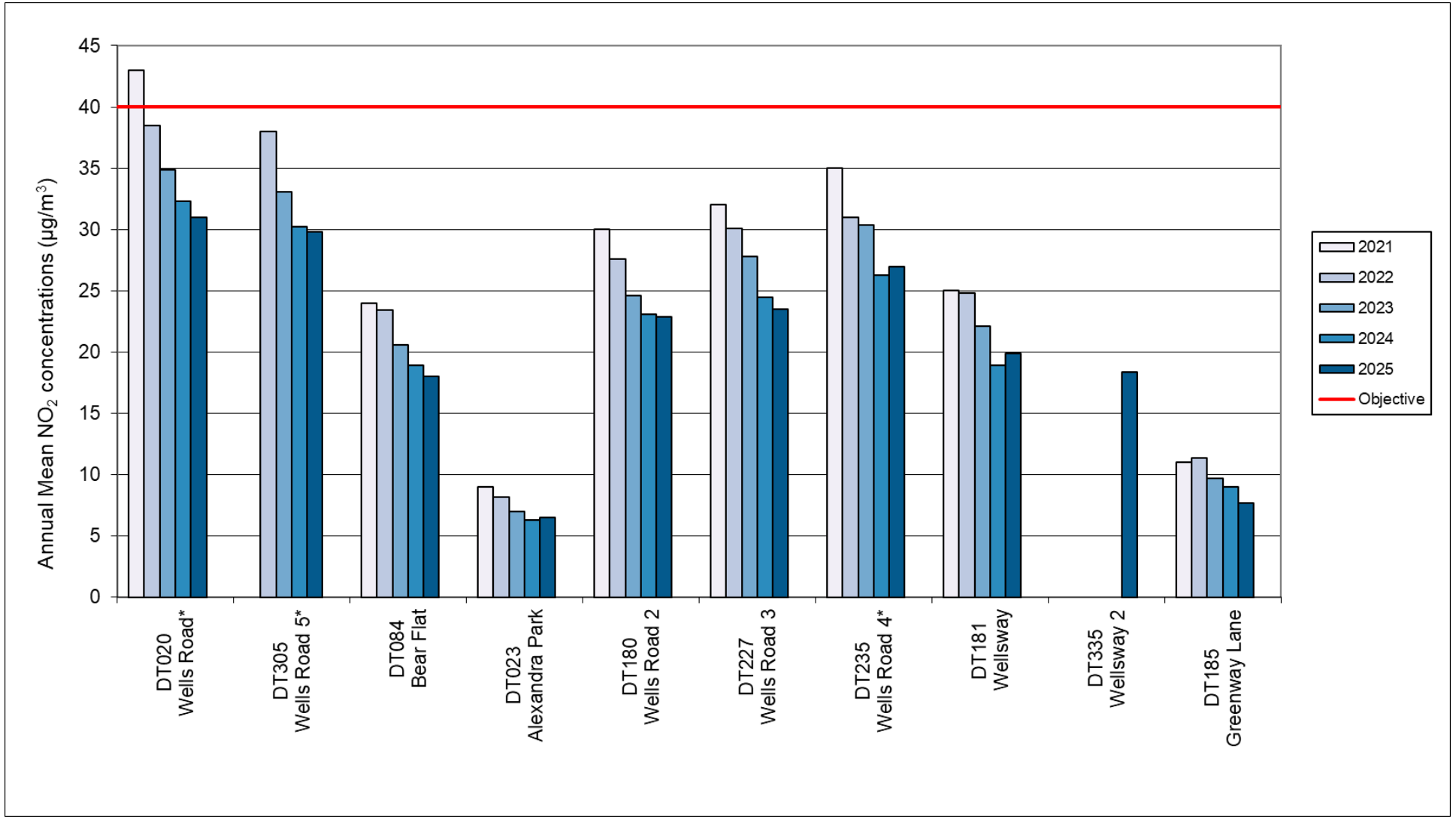
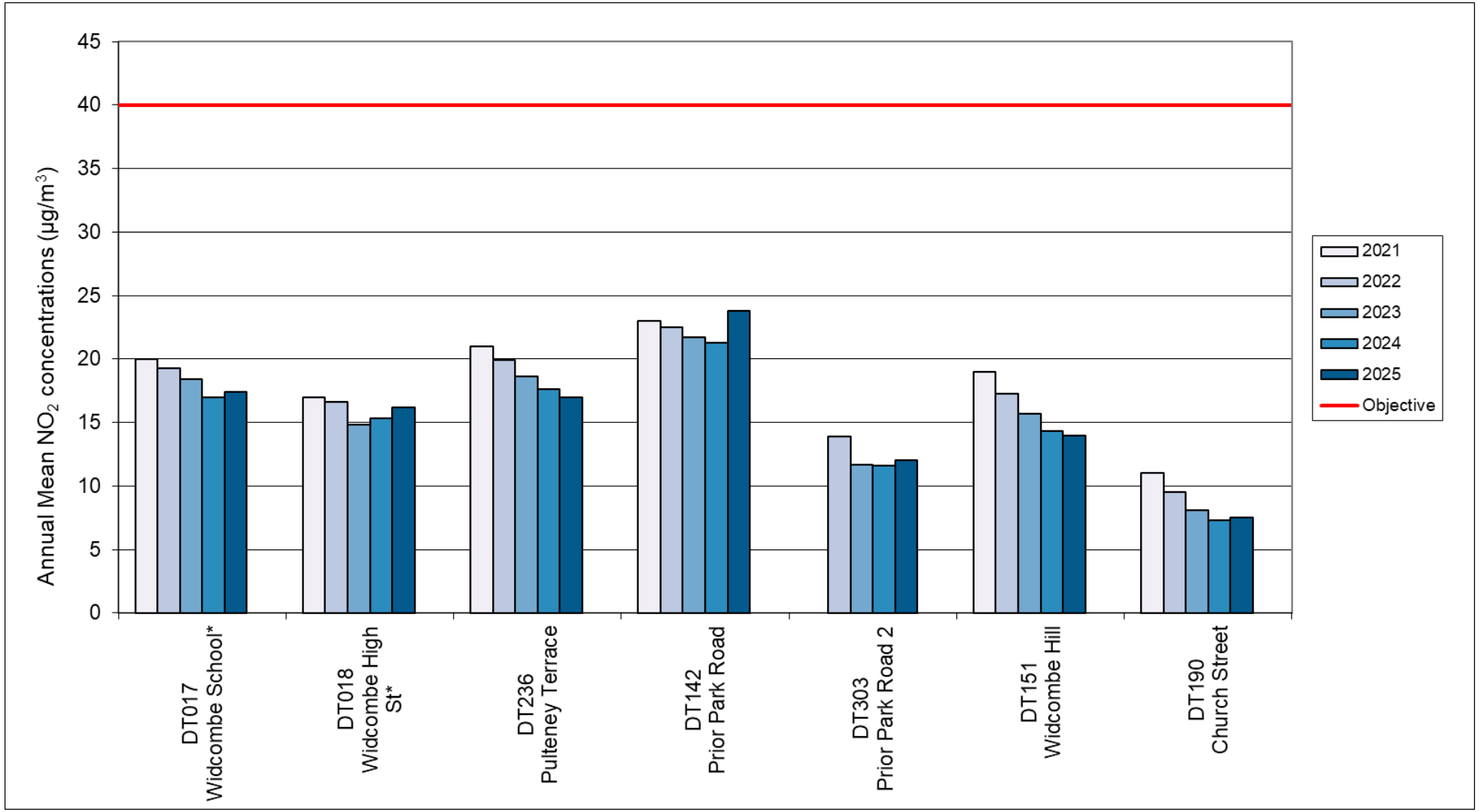


Figure A.2 – Trends in Annual Mean NO_2 Concentrations Measured at Diffusion Tube Monitoring Sites – Bath, Widcombe & Lyncombe (1)



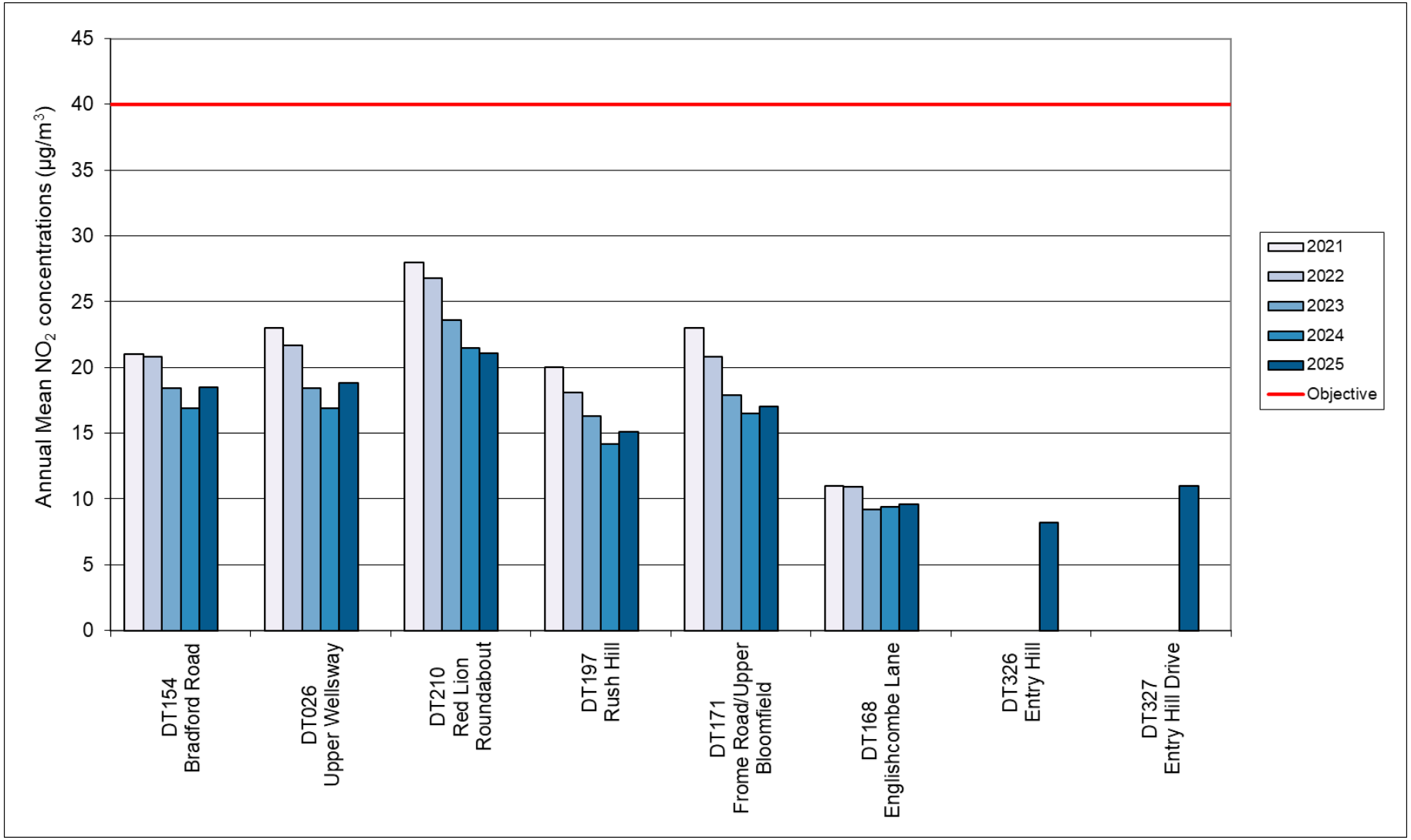
Note: * indicates that sites are within the Bath AQMA.

Figure A.3 – Trends in Annual Mean NO_2 Concentrations Measured at Diffusion Tube Monitoring Sites – Bath, Widcombe & Lyncombe (2)



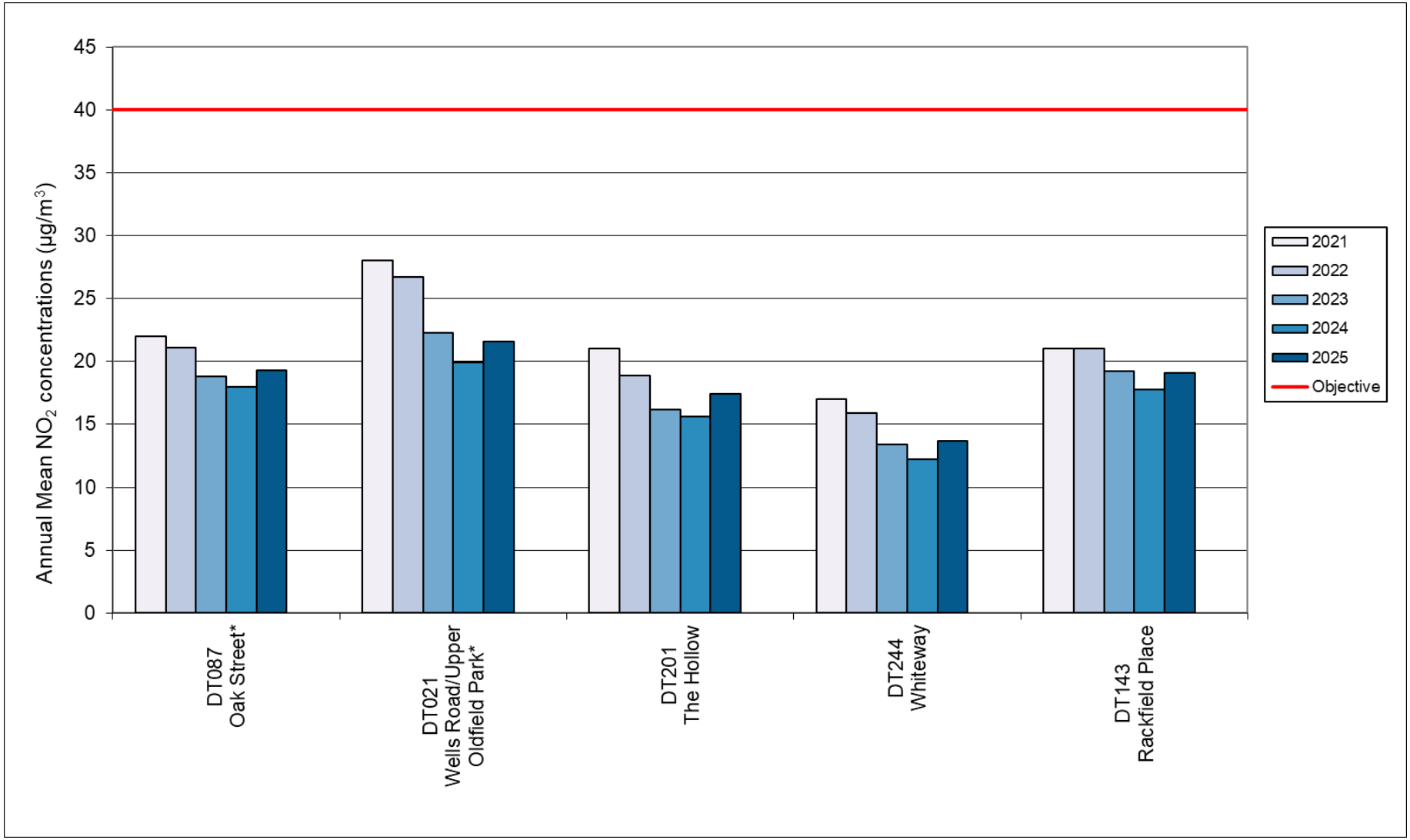
Note: * indicates that sites are within the Bath AQMA.

Figure A.4 – Trends in Annual Mean NO_2 Concentrations Measured at Diffusion Tube Monitoring Sites – Bath, Combe Down, Odd Down, Moorlands and Widcombe & Lyncombe



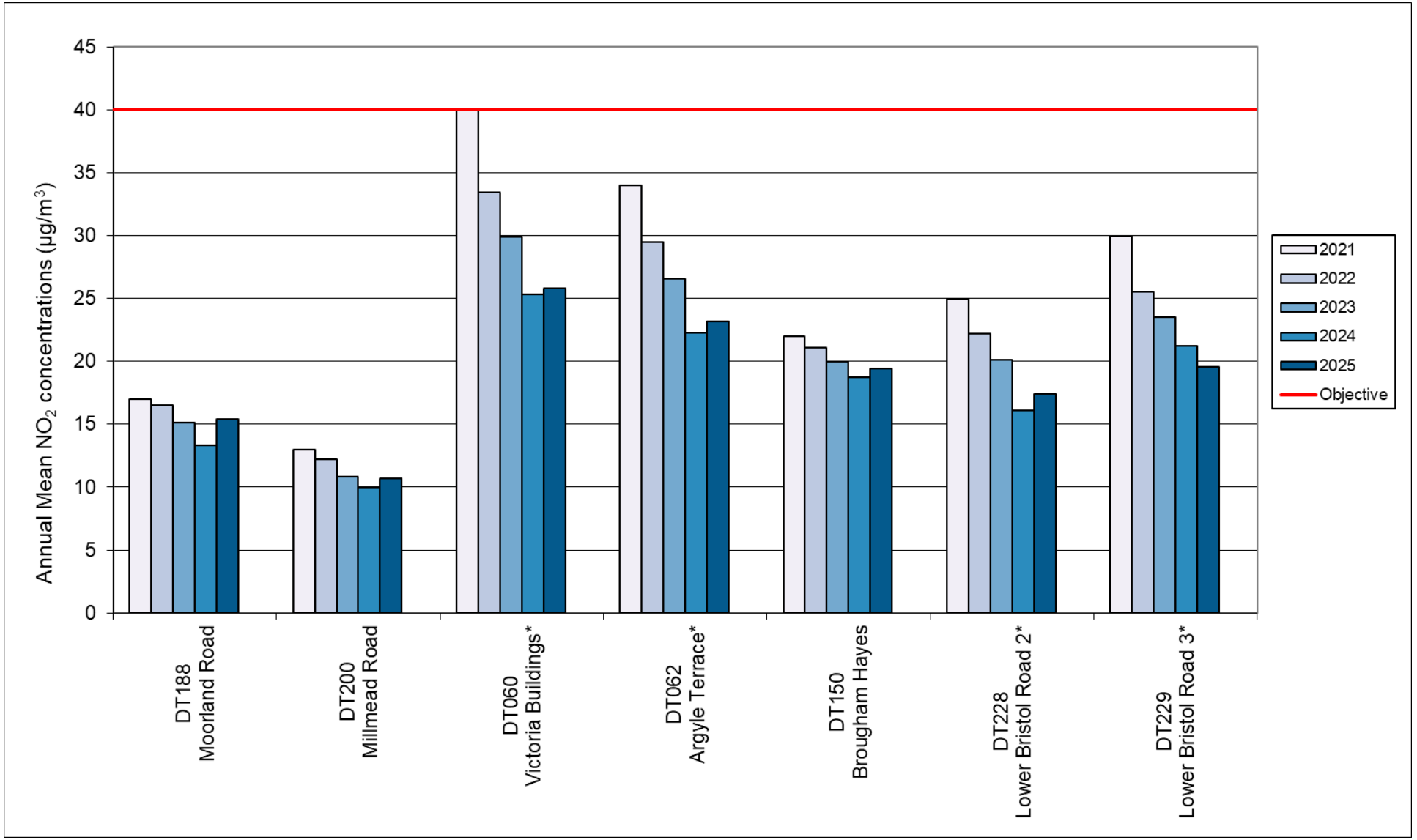
Note: No sites are within an AQMA.

Figure A.5 – Trends in Annual Mean NO_2 Concentrations Measured at Diffusion Tube Monitoring Sites – Bath, Oldfield Park, Southdown and Twerton & Whiteway



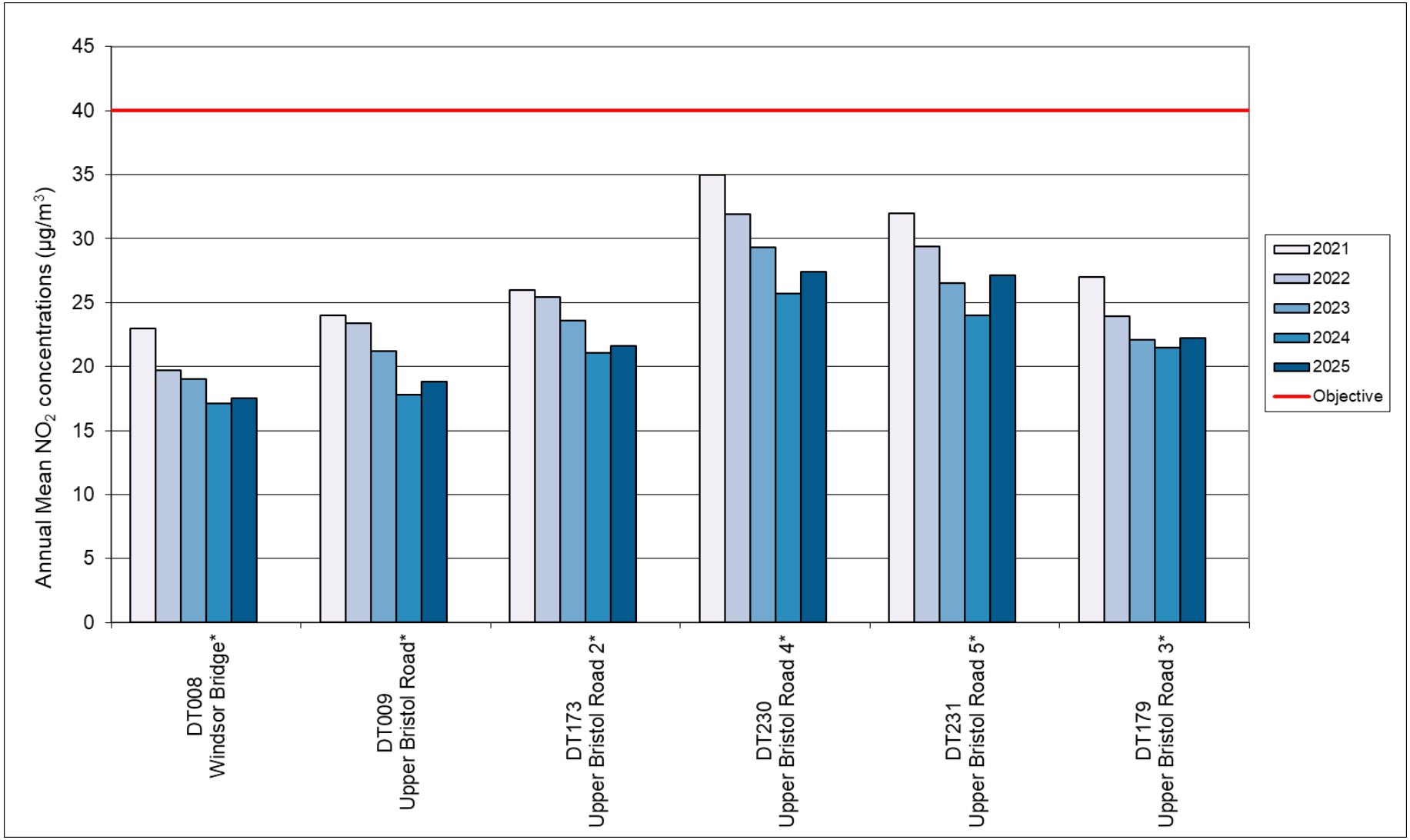
Note: * indicates that sites are within the Bath AQMA.

Figure A.6 – Trends in Annual Mean NO_2 Concentrations Measured at Diffusion Tube Monitoring Sites – Bath, Westmoreland



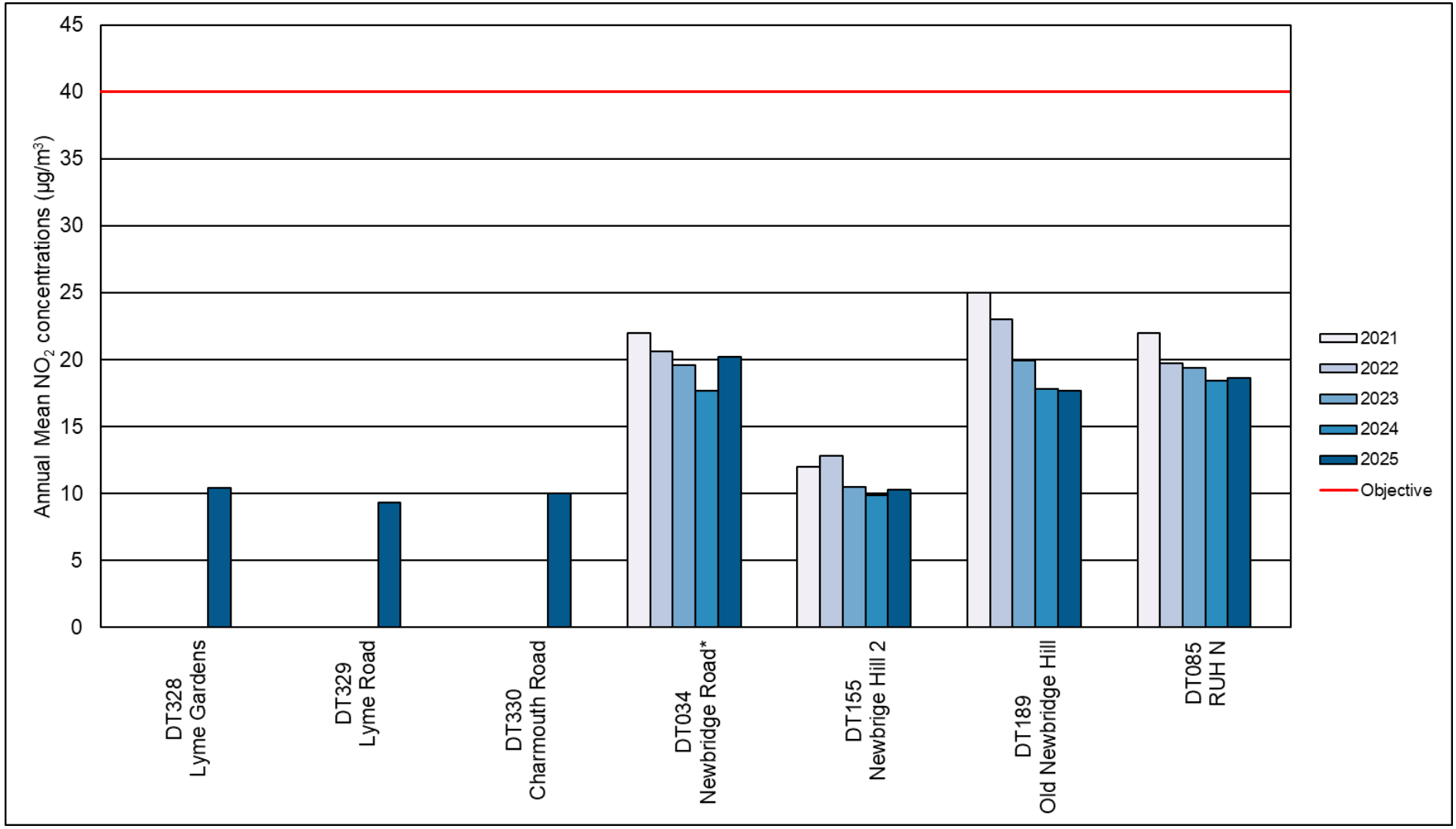
Note: * indicates that sites are within the Bath AQMA.

Figure A.7 – Trends in Annual Mean NO_2 Concentrations Measured at Diffusion Tube Monitoring Sites – Bath, Newbridge and Kingsmead



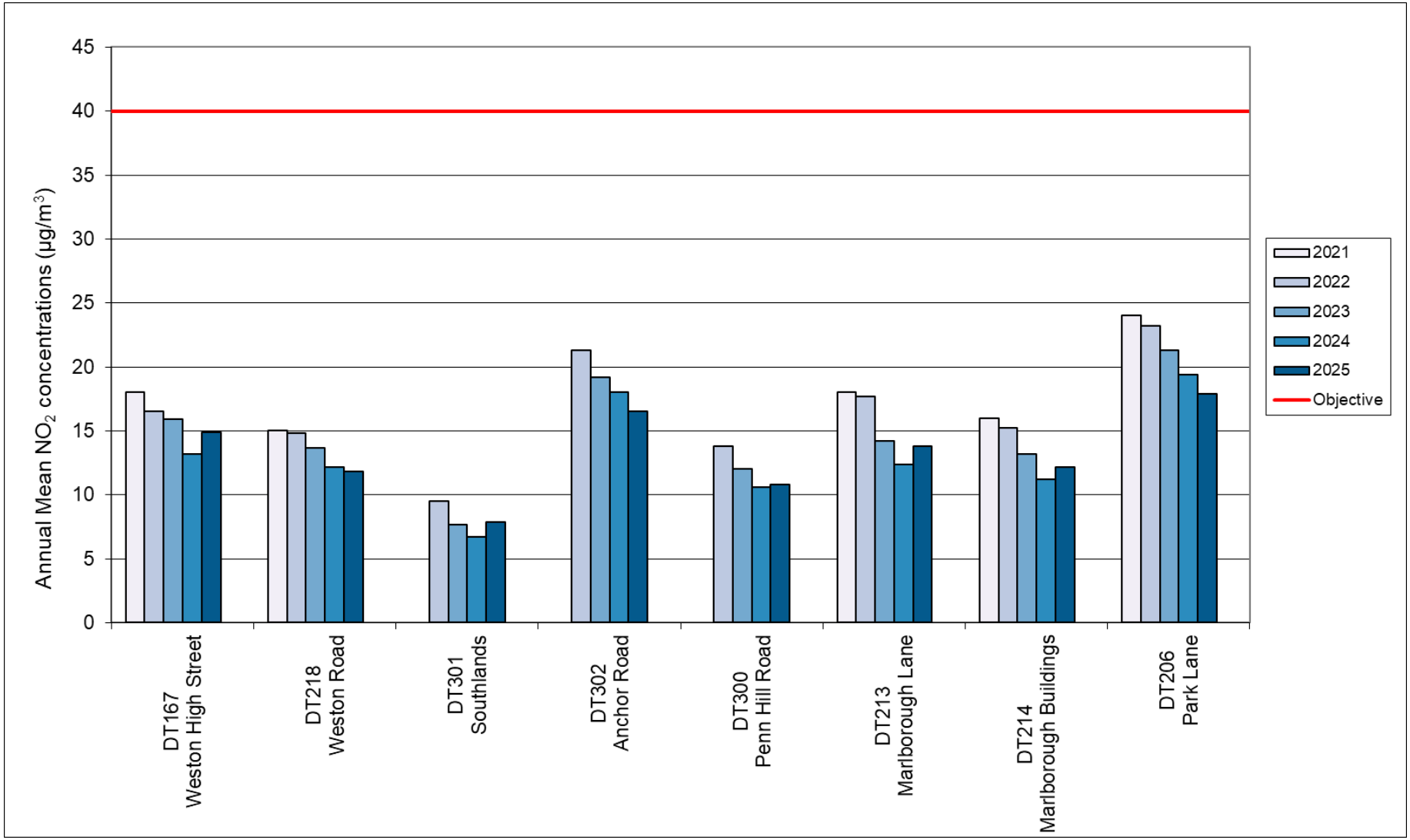
Note: * indicates that sites are within the Bath AQMA.

Figure A.8 – Trends in Annual Mean NO_2 Concentrations Measured at Diffusion Tube Monitoring Sites – Bath, Newbridge



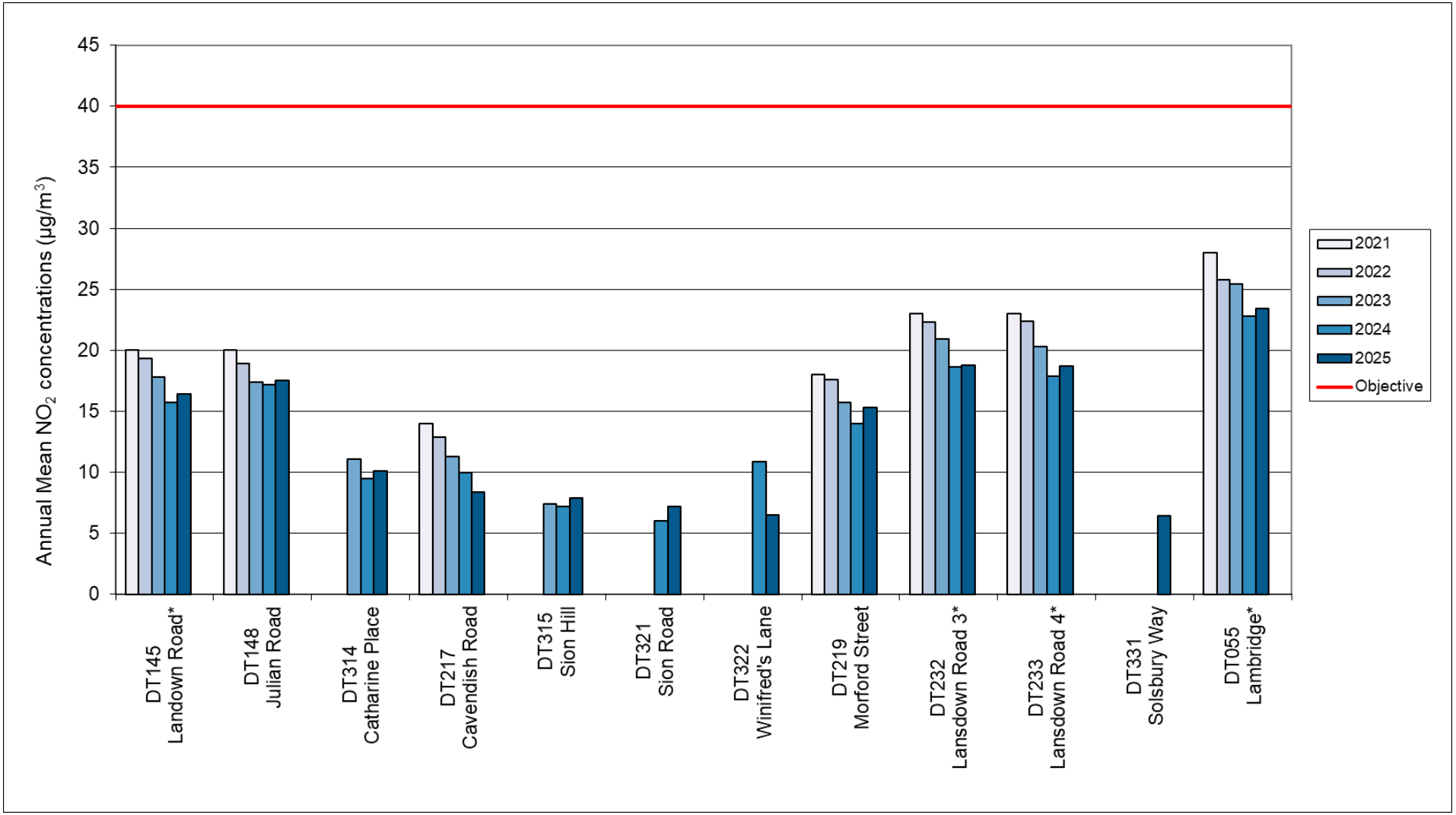
Note: * indicates that sites are within the Bath AQMA.

Figure A.9 – Trends in Annual Mean NO_2 Concentrations Measured at Diffusion Tube Monitoring Sites – Bath, Weston, Newbridge and Kingsmead



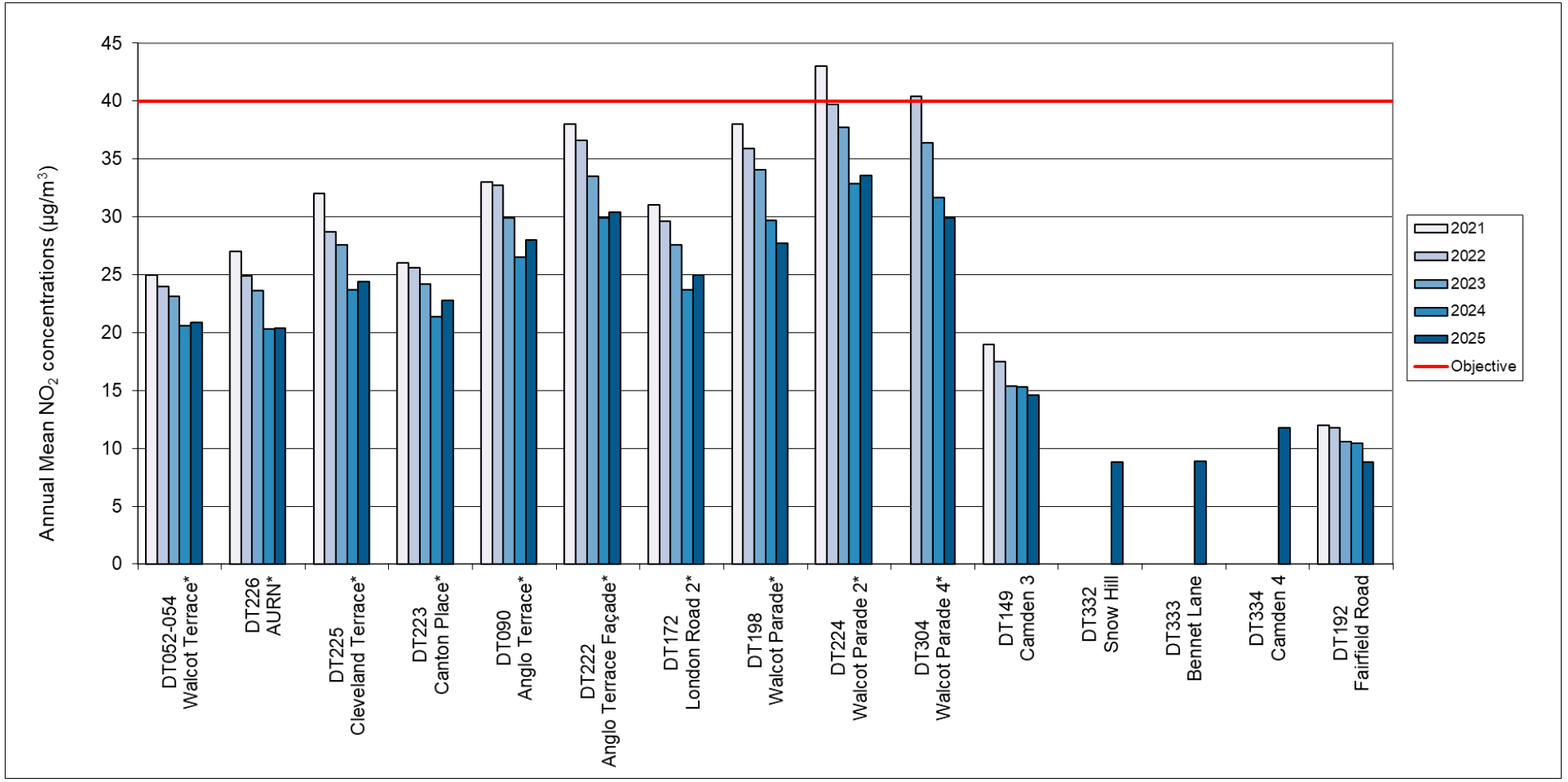
Note: No sites are within an AQMA.

Figure A.10 – Trends in Annual Mean NO_2 Concentrations Measured at Diffusion Tube Monitoring Sites – Bath, Lansdown, Walcot and Lambridge



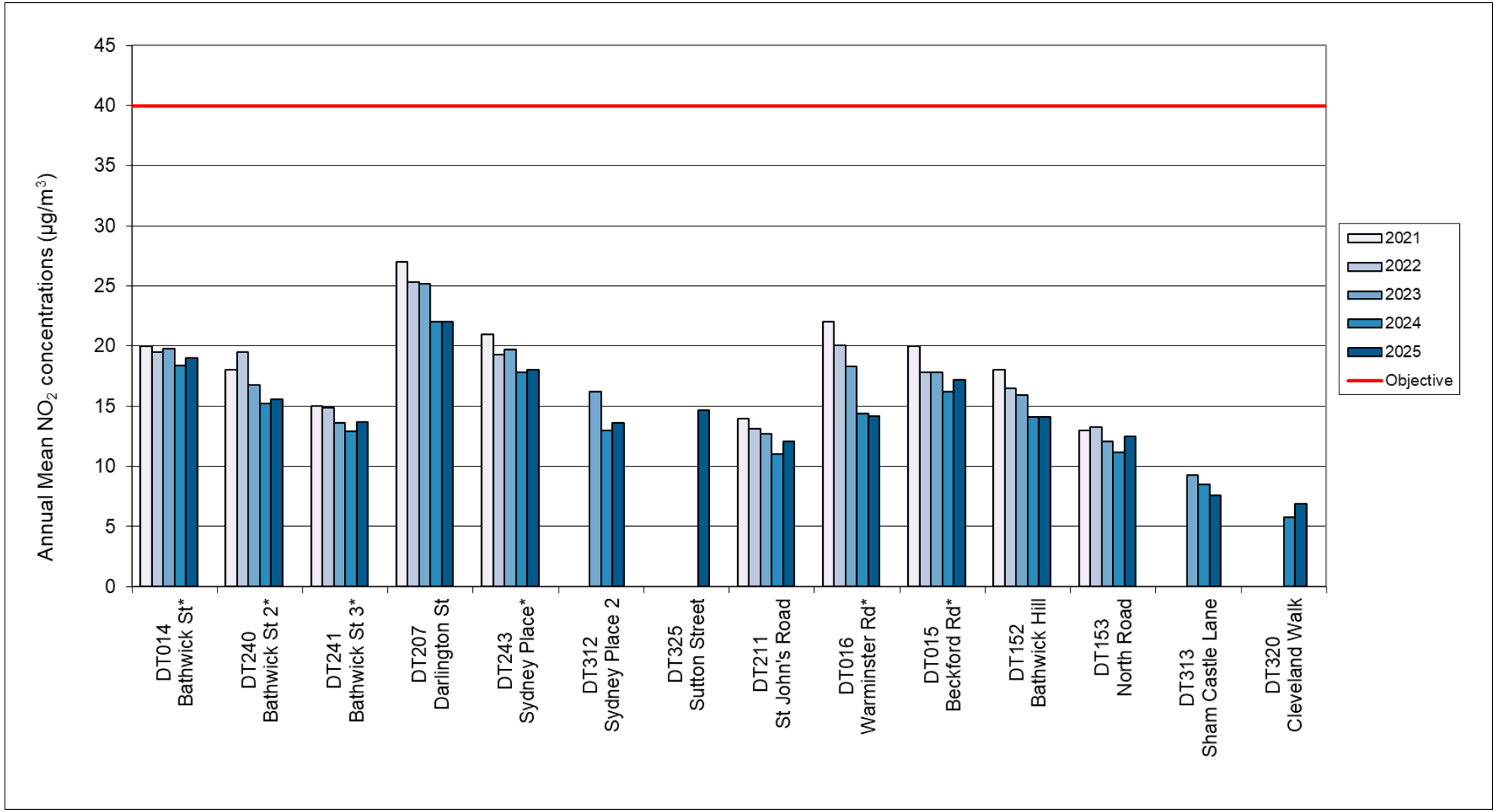
Note: * indicates that sites are within the Bath AQMA.

Figure A.11 – Trends in Annual Mean NO_2 Concentrations Measured at Diffusion Tube Monitoring Sites – Bath, Walcot



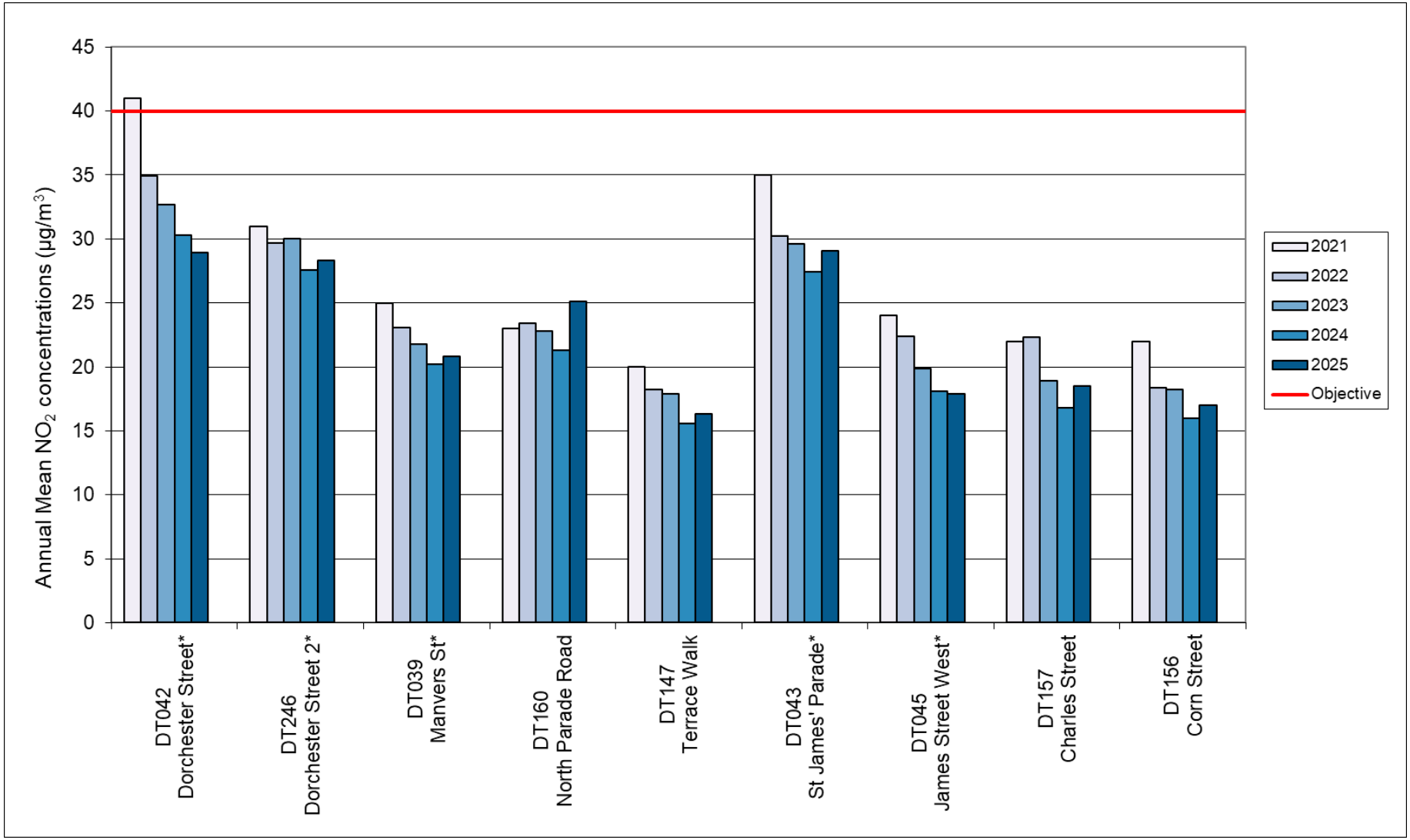
Note: * indicates that sites are within the Bath AQMA.

Figure A.12 – Trends in Annual Mean NO_2 Concentrations Measured at Diffusion Tube Monitoring Sites – Bath, Bathwick



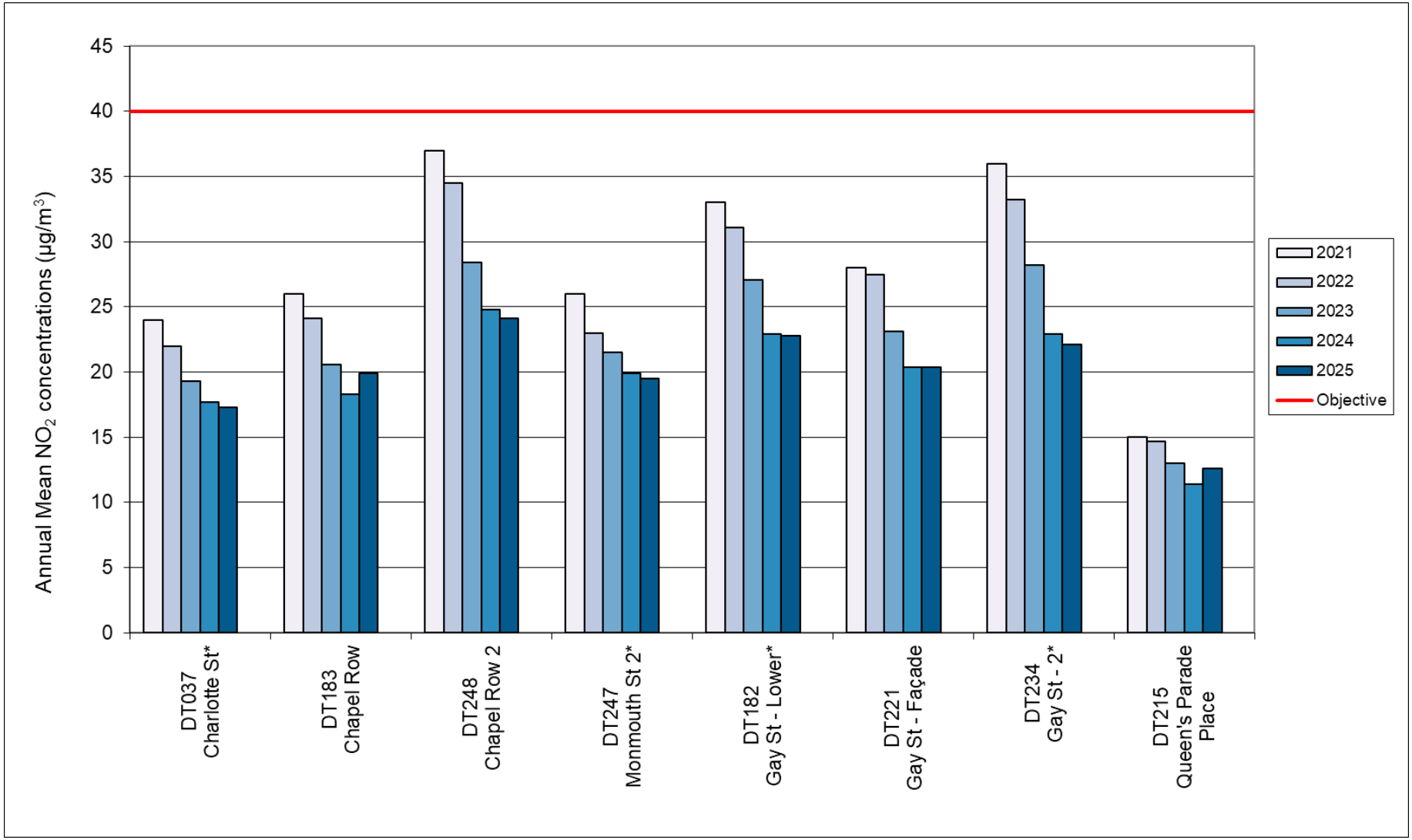
Note: * indicates that sites are within the Bath AQMA.

Figure A.13 – Trends in Annual Mean NO_2 Concentrations Measured at Diffusion Tube Monitoring Sites – Bath, Kingsmead (South)



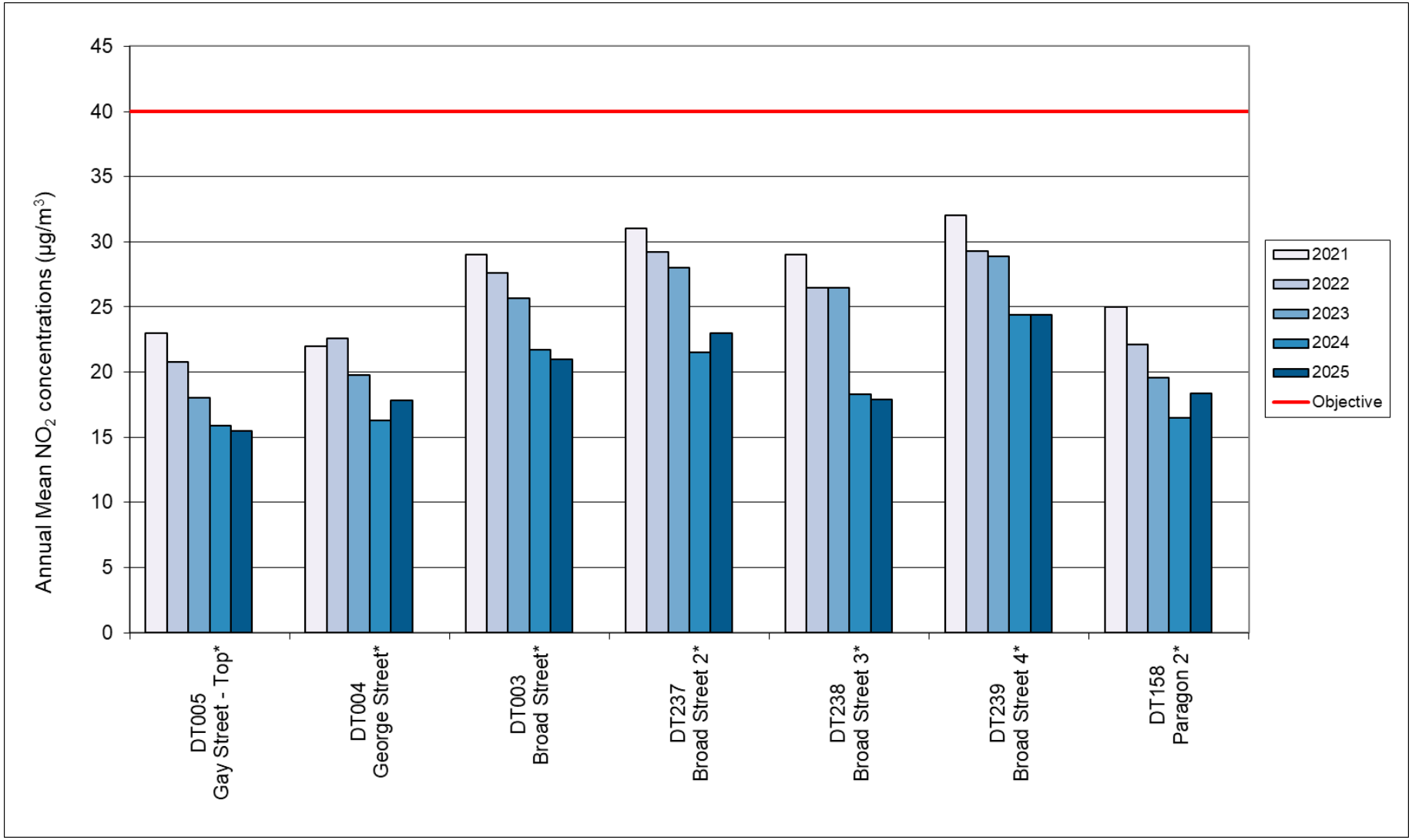
Note: * indicates that sites are within the Bath AQMA.

Figure A.14 – Trends in Annual Mean NO_2 Concentrations Measured at Diffusion Tube Monitoring Sites – Bath, Kingsmead (North West)



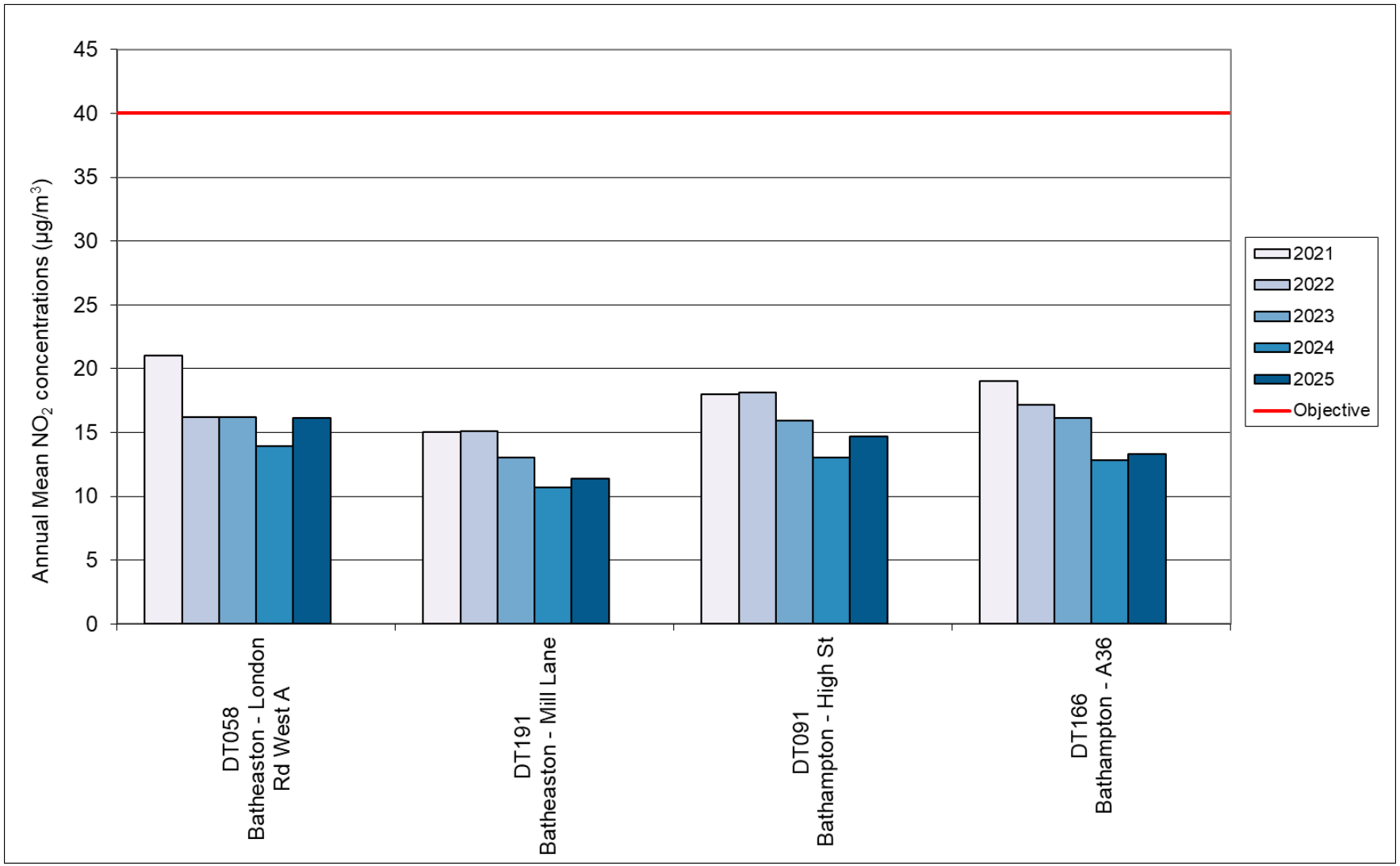
Note: * indicates that sites are within the Bath AQMA.

Figure A.15 – Trends in Annual Mean NO_2 Concentrations Measured at Diffusion Tube Monitoring Sites – Bath, Kingsmead (North East) and Walcot



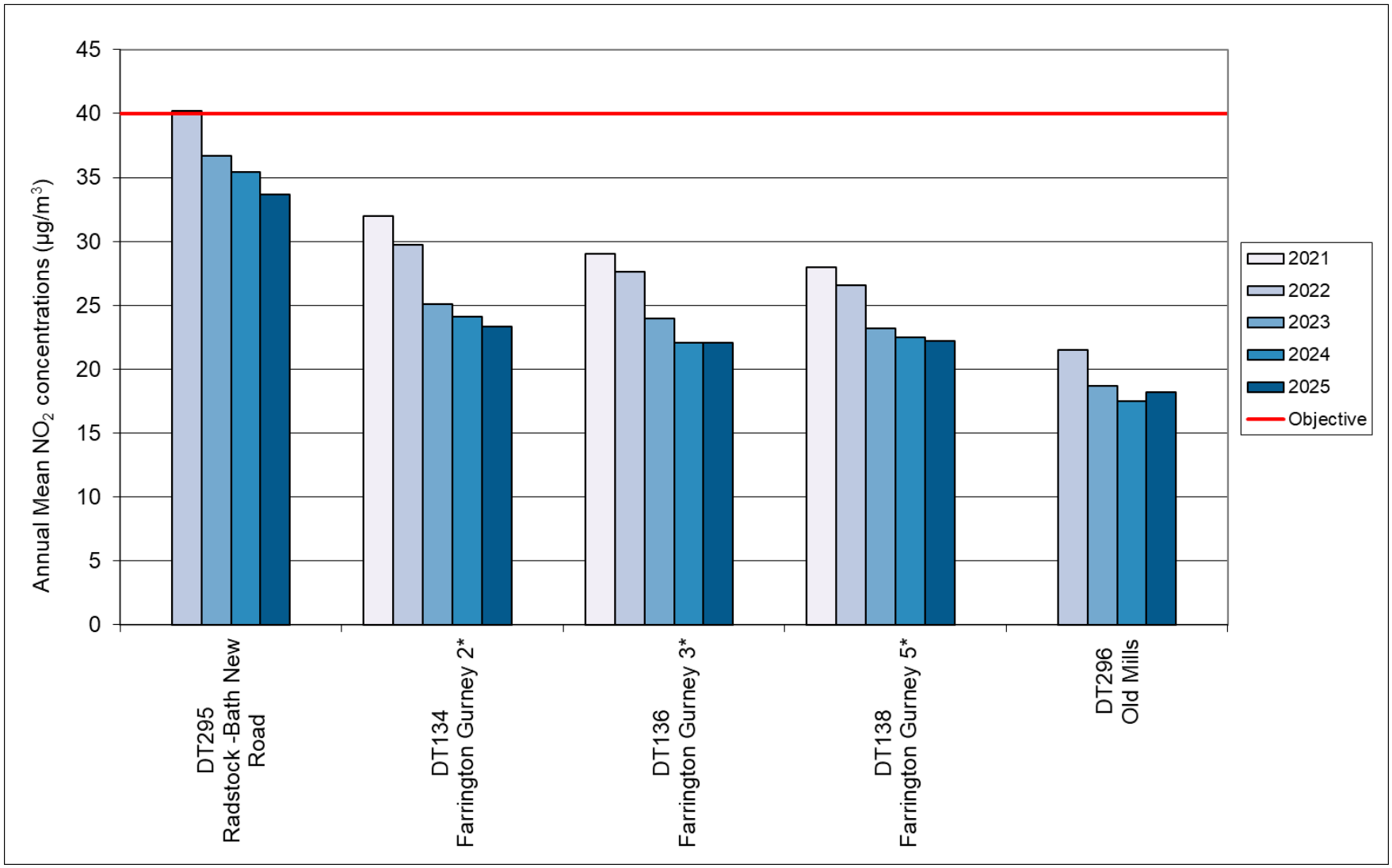
Note: * indicates that sites are within the Bath AQMA.

Figure A.16 – Trends in Annual Mean NO_2 Concentrations Measured at Diffusion Tube Monitoring Sites – Batheaston and Bathampton



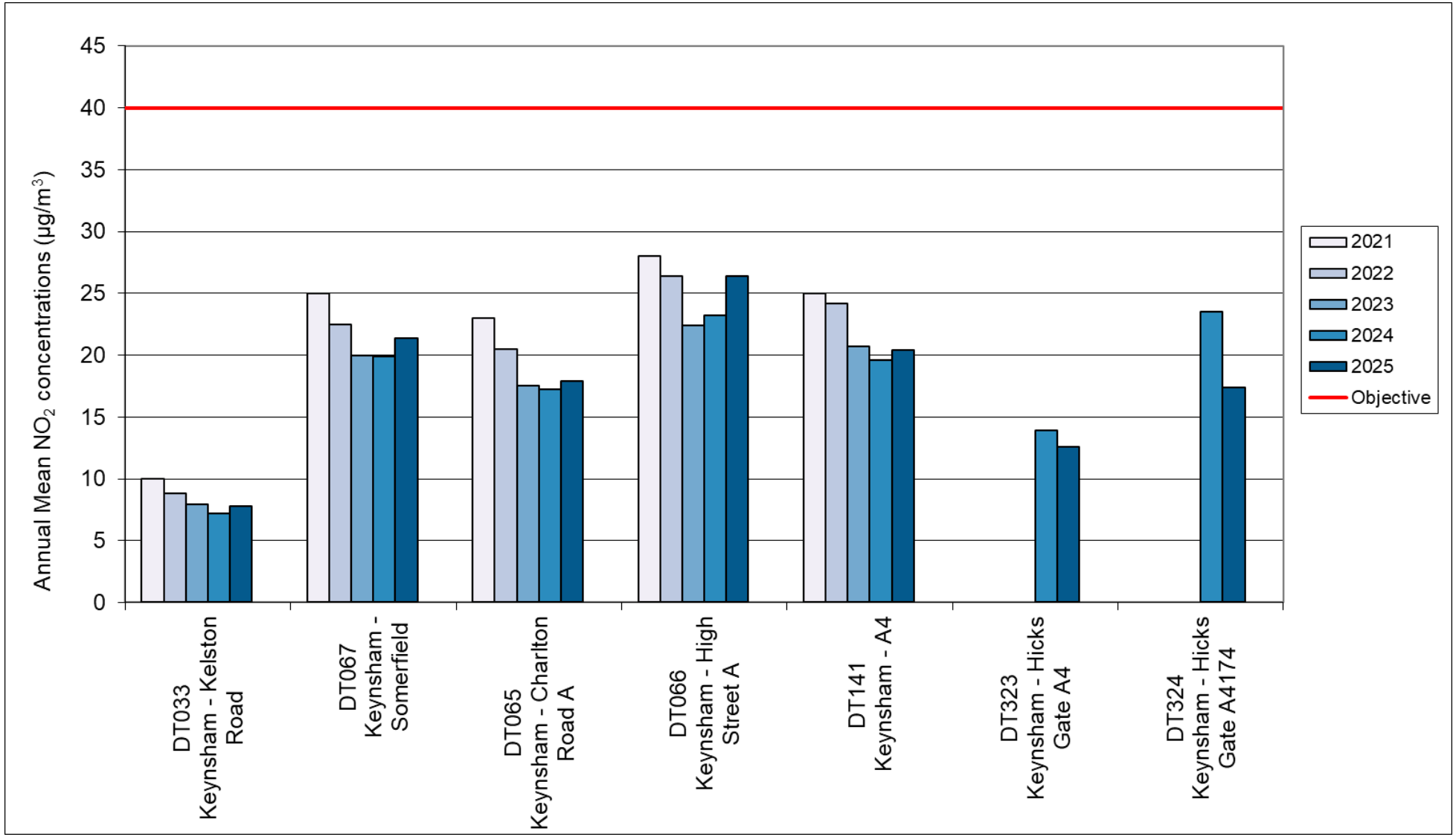
Note: No sites are within an AQMA.

Figure A.17 – Trends in Annual Mean NO_2 Concentrations Measured at Diffusion Tube Monitoring Sites – Radstock, Old Mills and Farrington Gurney



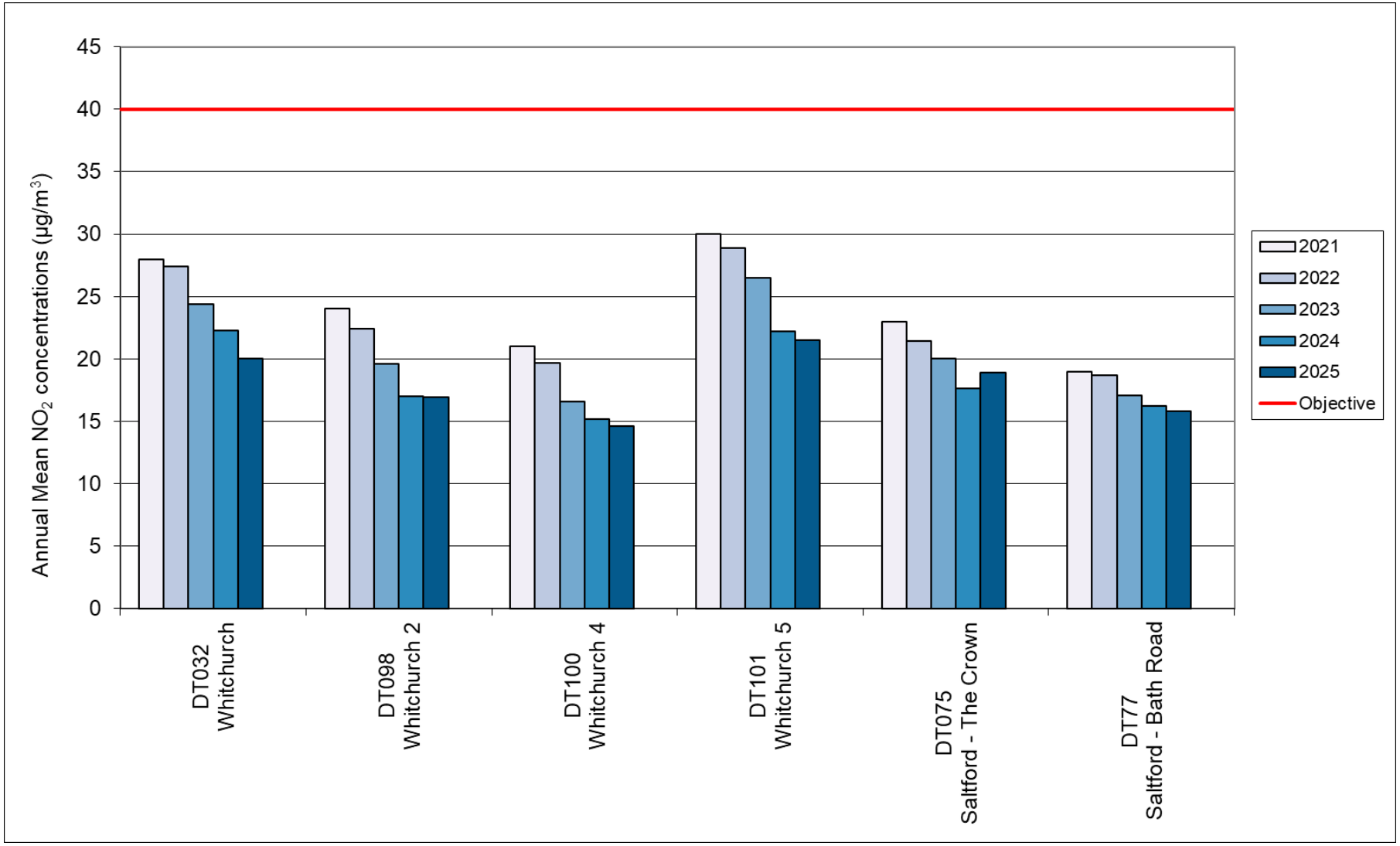
Note: * indicates that sites were within the Farrington Gurney AQMA.

Figure A.18 – Trends in Annual Mean NO_2 Concentrations Measured at Diffusion Tube Monitoring Sites – Keynsham



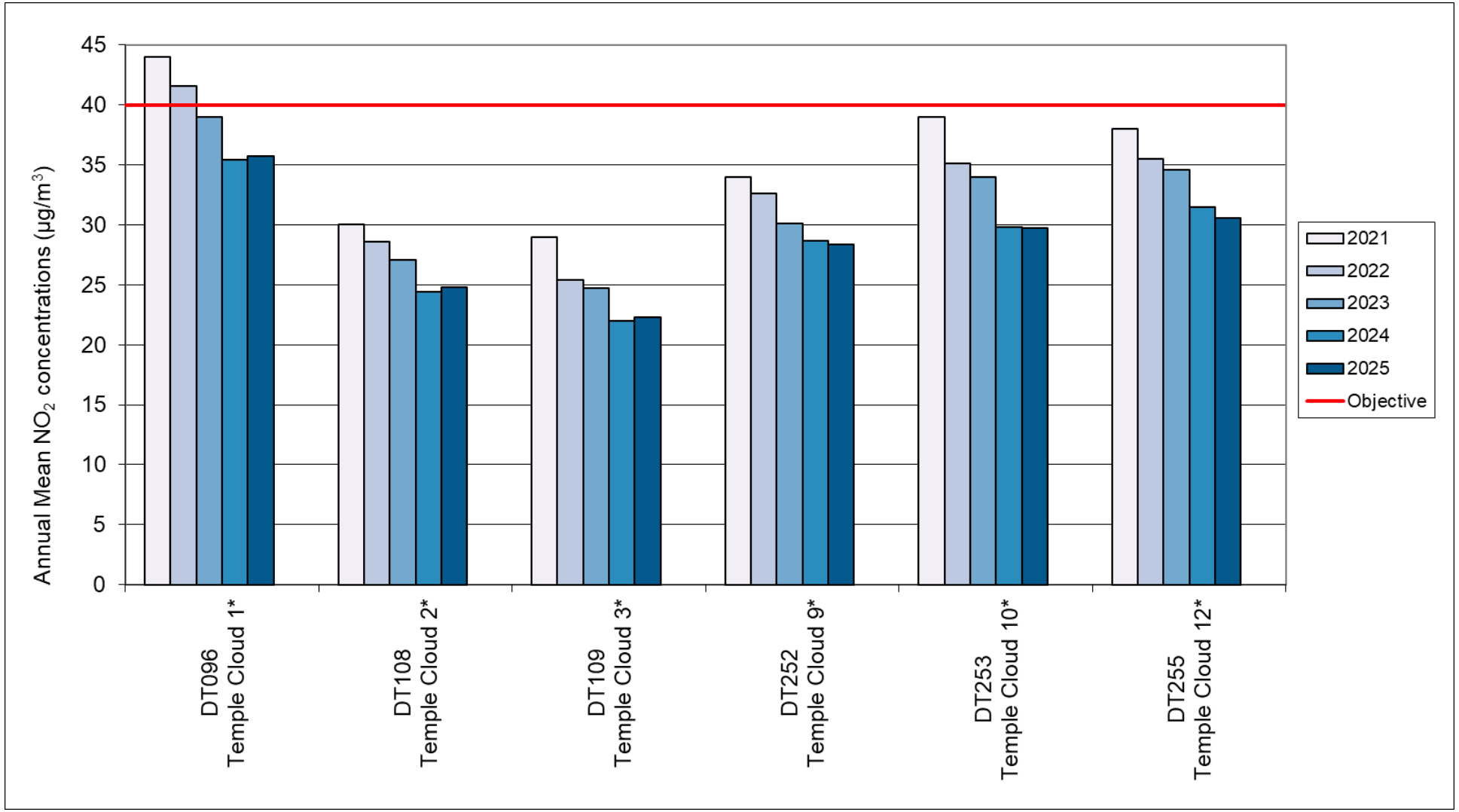
Note: No sites are within an AQMA.

Figure A.19 – Trends in Annual Mean NO_2 Concentrations Measured at Diffusion Tube Monitoring Sites – Whitchurch and Saltford



Note: No sites are within an AQMA.

Figure A.20 – Trends in Annual Mean NO_2 Concentrations Measured at Diffusion Tube Monitoring Sites –Temple Cloud



Note: * indicates that sites are within the Temple Cloud AQMA.

Table A.5 – 1-Hour Mean NO_2 Monitoring Results, Number of 1-Hour Means > 200 µg/m^3

Site ID	Site Name	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
CM3	Windsor Bridge	373593	164861	Roadside	96.7	96.7	0	0	0	0	0
CM4	Chelsea House	375419	165853	Roadside	98.4	24.3	0	0	0	0	0 (56)
CM8	Bath A4 Roadside	375394	165824	Roadside	97.1	97.1	0	1	0 (82)	0	0

Notes:

Results are presented as the number of 1-hour periods where concentrations greater than 200 µg/m^3 have been recorded.

Exceedances of the NO_2 1-hour mean objective (200 µg/m^3 not to be exceeded more than 18 times/year) are shown in **bold**.

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

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

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

Table A.6 – Annual Mean PM_{10} Monitoring Results (µg/m^3)

Site ID	Site Name	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
CM3	Windsor Bridge	373593	164861	Roadside	99.2	99.2	17.9	21.1	29.2	21.4	24.6
CM8	Bath A4 Roadside	375394	165824	Roadside	93.8	93.8	18.5	18.6	15.1	15.1	19.0

Notes:

The annual mean concentrations are presented as µg/m^3.

Exceedances of the PM_{10} annual mean objective of 40 µg/m^3 are shown in **bold**.

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

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

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

Figure A.21 – Trends in Annual Mean PM_{10} Concentrations

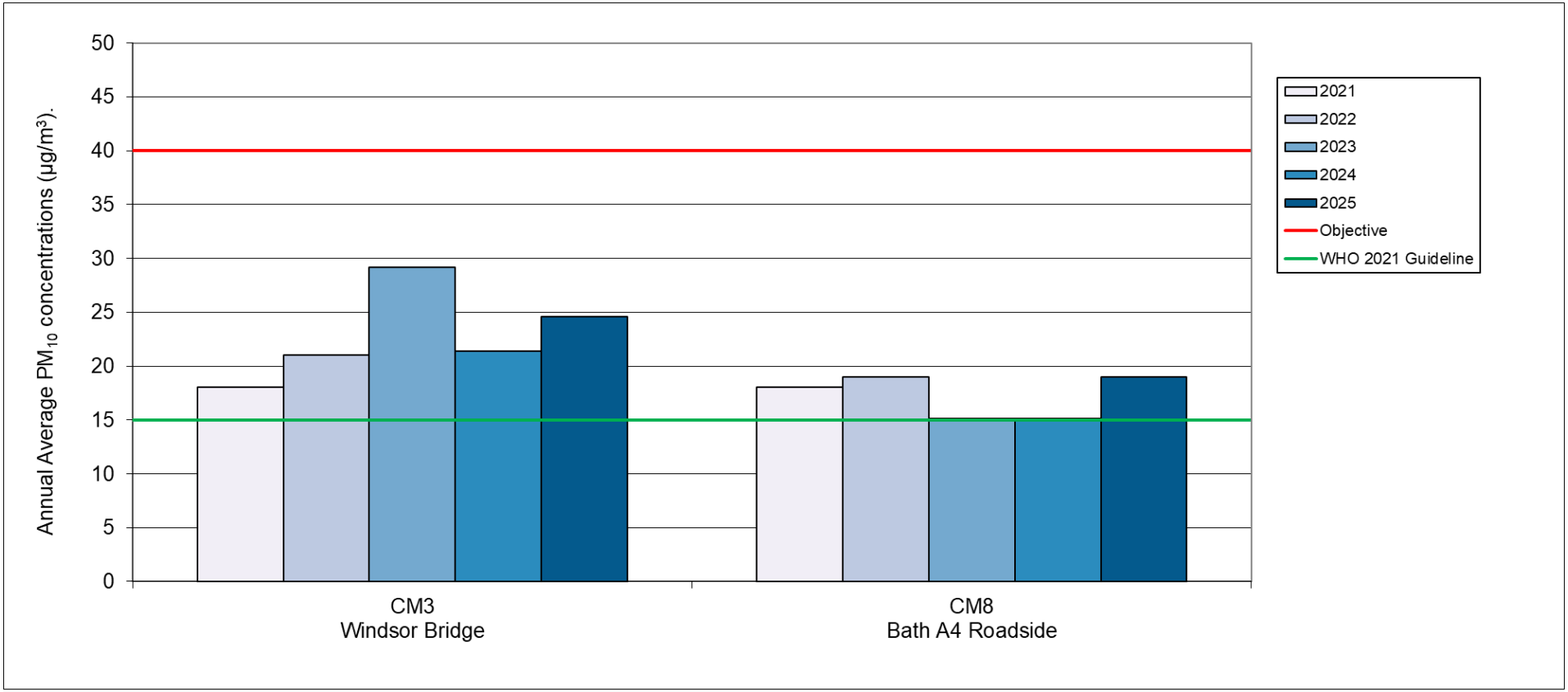


Table A.7 – 24-Hour Mean PM_{10} Monitoring Results, Number of PM_{10} 24-Hour Means > 50 µg/m^3

Site ID	Site Name	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
CM3	Windsor Bridge	373593	164861	Roadside	99.2	99.2	1	0	23	4	18
CM8	Bath A4 Roadside	375394	165824	Roadside	93.8	93.8	1	0	0 (24.6)	0 (24)	2

Notes:

Results are presented as the number of 24-hour periods where daily mean concentrations greater than 50 µg/m^3 have been recorded.

Exceedances of the PM_{10} 24-hour mean objective (50 µg/m^3 not to be exceeded more than 35 times/year) are shown in **bold**.

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

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

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

Figure A.22 – Trends in Number of 24-Hour Mean PM_{10} Results > 50 µg/m³

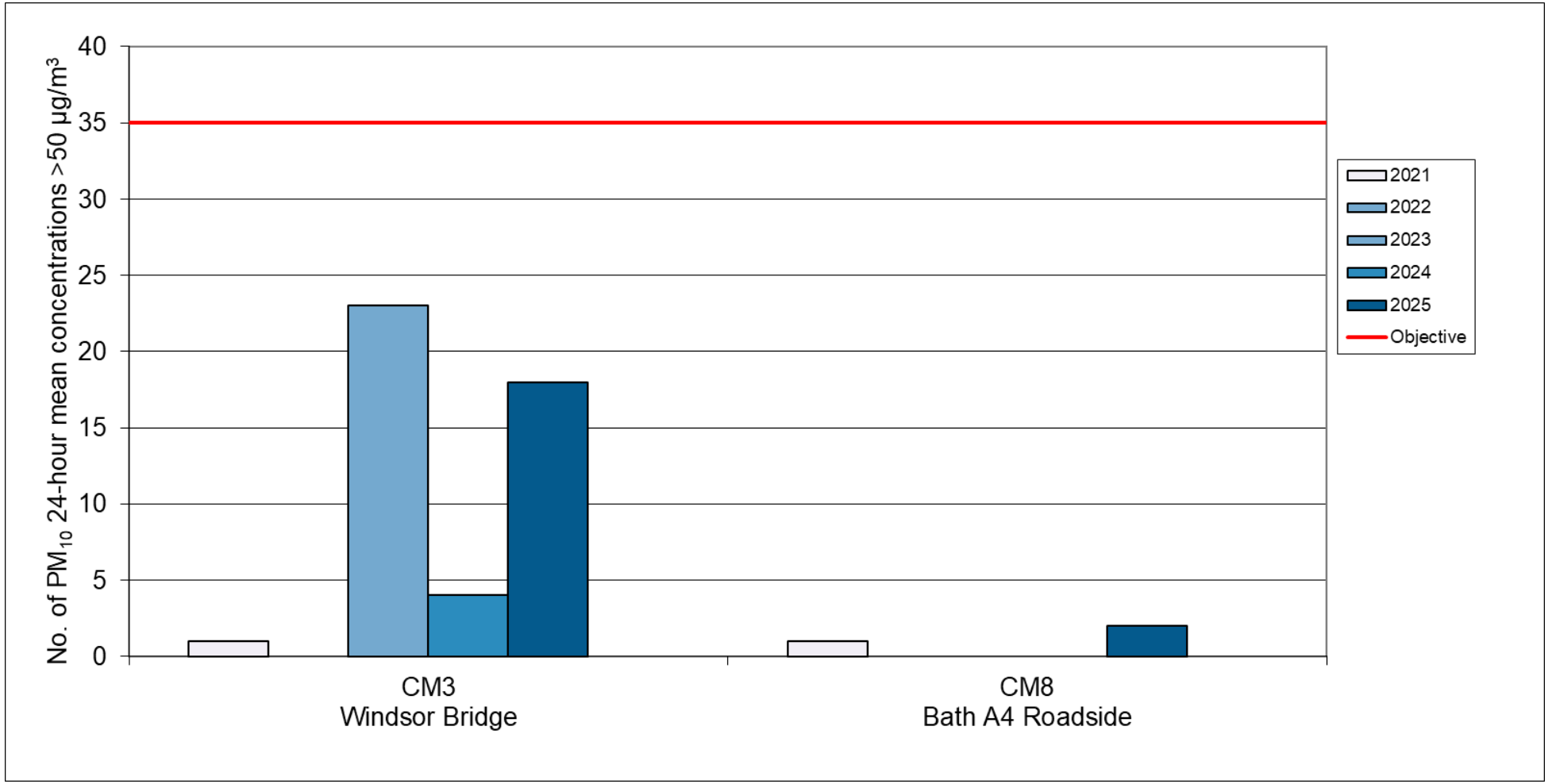


Table A.8 – Annual Mean $PM_{2.5}$ Monitoring Results (µg/m^3)

Site ID	Site Name	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
CM4	Chelsea House	375419	165853	Roadside	n/a	n/a	10.4	10.6	9.8	7.4	-
CM8	Bath A4 Roadside	375394	165824	Roadside	95.9	86.0	-	-	-	-	7.6

Notes:

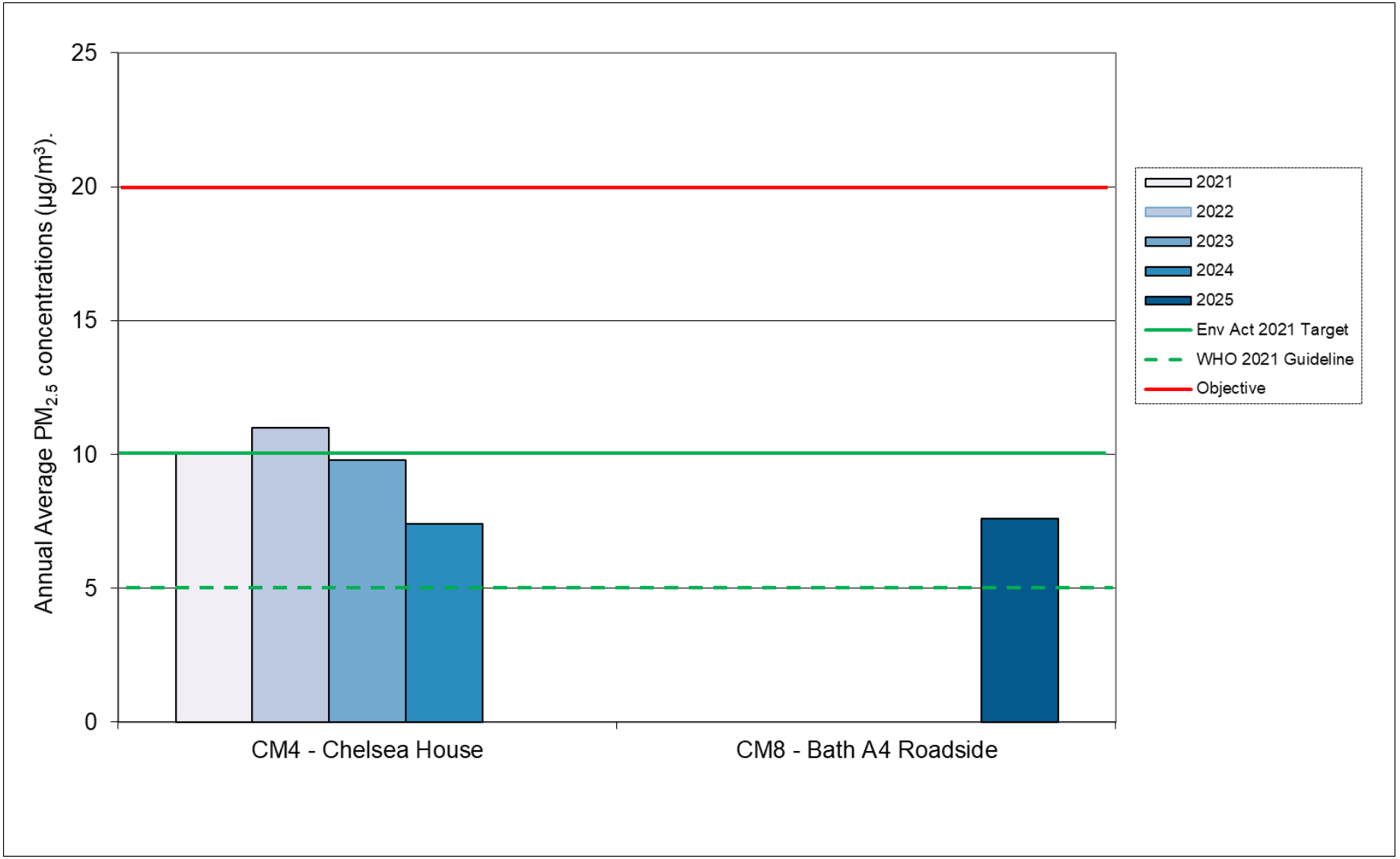
The annual mean concentrations are presented as µg/m^3.

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

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

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

Figure A.23 – Trends in Annual Mean $PM_{2.5}$ Concentrations



Appendix B: Full Monthly Diffusion Tube Results for 2025

Table B.1 – NO_2 2025 Diffusion Tube Results (µg/m^3)

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.88)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
DT003	374992	165173	31.8	27.7	25.1	19.5	18.6	22.8	18.0	23.4	17.4	23.0	29.2	28.8	23.8	21.0	-	
DT004	374899	165159	23.9	24.3	24.8	22.5	17.7	14.0	15.3	18.2	17.5	18.5	22.2	22.8	20.1	17.8	-	
DT005	374797	165161	23.5	24.4	22.1	19.6	13.0	12.4	9.8	13.5	13.9	16.5	18.6	22.2	17.5	15.5	-	
DT008	373518	165124	29.0	-	23.4	20.3	14.6	16.4	15.8	15.4	16.7	-	21.5	25.1	19.8	17.5	-	
DT009	373993	165174	31.2	25.4	23.3	22.3	15.1	16.6	15.1	17.5	18.9	21.2	24.4	23.6	21.2	18.8	-	
DT014	375602	165365	30.5	22.0	24.7	19.7	13.3	20.2	17.8	20.1	18.8	22.1	23.9	24.3	21.4	19.0	-	
DT015	375733	165414	22.4	21.3	25.5	21.7	18.5	13.4	14.4	17.4	17.9	19.5	19.0	21.7	19.4	17.2	-	
DT016	376063	165492	20.0	17.0	20.5	15.1	14.8	11.9	10.4	14.8	15.0	-	17.9	18.7	16.0	14.2	-	
DT017a	375634	164406	19.2	22.4	23.4	17.5	15.8	17.3	17.6	17.5	-	21.3	21.4	23.5	19.7	17.4	-	
DT018	375414	164216	23.3	21.4	21.3	14.6	14.1	13.8	16.4	16.6	15.7	19.7	19.7	22.3	18.3	16.2	-	
DT020a	374760	164310	46.3	41.7	38.3	37.3	33.0	30.7	30.9	33.4	33.3	-	32.5	35.9	-	-	-	Triplicate Site with DT020a, DT020b and DT020c - Annual data provided for DT020c only
DT020b	374760	164310	41.5	45.1	32.9	37.5	31.5	30.7	29.5	34.1	33.6	33.7	38.2	33.8	-	-	-	Triplicate Site with DT020a, DT020b and DT020c - Annual data provided for DT020c only
DT020c	374760	164310	39.7	42.5	32.7	36.9	29.7	28.5	29.4	34.6	33.6	32.9	36.5	35.7	35.0	31.0	-	Triplicate Site with DT020a, DT020b and DT020c - Annual data provided for DT020c only
DT021	374454	164202	31.6	36.4	31.1	28.7	23.3	14.1	14.4	21.7	19.8	20.3	28.2	23.8	24.4	21.6	-	
DT023	375105	163991	11.8	11.1	10.8	7.6	5.0	6.1	4.6	4.5	5.9	6.4	-	7.2	7.3	6.5	-	
DT026	373576	161908	27.4	29.0	28.3	27.6	19.5	15.4	11.8	18.4	18.4	18.1	-	20.4	21.3	18.8	-	
DT034	373092	165106	30.6	28.8	26.9	24.3	18.2	16.7	14.9	18.2	20.9	22.7	26.9	24.3	22.8	20.2	-	
DT037a	374622	164994	25.6	-	25.7	23.3	15.3	13.7	15.0	16.1	15.2	18.7	23.0	23.4	19.5	17.3	-	
DT039	375247	164591	28.5	26.9	28.2	24.0	18.7	18.5	21.5	21.0	21.2	23.0	24.2	26.8	23.5	20.8	-	

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 (0.88)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
DT042	375230	164383	33.9	31.2	36.0	33.2	25.3	33.5	39.4	31.2	30.6	36.1	32.0	30.1	32.7	28.9	-	
DT043	375053	164426	41.4	39.3	41.1	35.2	25.9	25.8	24.7	31.3	30.2	33.2	30.4	36.4	32.9	29.1	-	
DT045	374697	164763	24.7	24.3	23.9	20.0	14.5	15.0	15.7	16.5	18.3	21.1	24.1	25.2	20.3	17.9	-	
DT052	375462	165843	30.1	23.8	24.9	23.6	17.7	21.6	17.0	23.4	21.4	24.2	27.7	26.4	23.7	20.9	-	Triplicate Site with DT052, DT053 and DT054 - Annual data provided for DT052 only
DT053	375462	165843	30.4	28.0	24.7	-	-	-	-	-	-	-	-	-	-	-	-	Triplicate Site with DT052, DT053 and DT054 - Annual data provided for DT052 only
DT054	375462	165843	28.9	25.0	26.9	-	-	-	-	-	-	-	-	-	-	-	-	Triplicate Site with DT052, DT053 and DT054 - Annual data provided for DT052 only
DT055	376451	166502	30.8	23.3	30.2	27.7	26.6	26.0	24.6	27.8	23.1	24.9	28.7	23.7	26.5	23.4	27.0	
DT060	374039	164760	36.1	33.0	33.2	26.2	25.6	23.2	25.1	25.8	25.3	30.4	32.5	33.3	29.1	25.8	-	
DT062	373211	164743	36.4	30.8	32.4	28.6	24.2	18.5	17.2	23.2	22.6	26.6	25.4	28.7	26.2	23.2	-	
DT084	374604	163806	30.2	27.9	24.4	24.1	18.9	13.0	13.7	16.5	17.0	15.9	21.9	20.6	20.3	18.0	-	
DT085	373073	165983	27.8	26.1	23.9	21.0	16.0	17.9	16.3	19.3	19.8	20.0		22.7	21.0	18.6	-	
DT087	374702	164414	27.8	26.5	27.2	22.9	-	16.0	16.0	19.1	19.0	22.2	21.6		21.8	19.3	-	
DT090a	375288	165758	38.4	35.1	38.4	33.9	30.8	24.9	20.3	29.2	27.5	27.6	31.3	32.9	-	-	-	Triplicate Site with DT090a, DT090b and DT090c - Annual data provided for DT090c only
DT090b	375288	165758	36.6	36.2	42.6	36.4	29.9	24.7	26.8	31.8	27.5	29.6	32.4	34.2	-	-	-	Triplicate Site with DT090a, DT090b and DT090c - Annual data provided for DT090c only
DT090c	375288	165758	36.8	37.5	37.7	35.8	29.6	24.7	22.1	29.1	28.3	31.7	32.0	32.8	31.6	28.0	-	Triplicate Site with DT090a, DT090b and DT090c - Annual data provided for DT090c only
DT142	375513	164194	30.0	29.2	32.9	22.8	21.8	24.0	23.7	25.1	23.1	26.9	29.2	34.0	26.9	23.8	-	
DT143	372644	164738	30.9	25.2	-	22.5	18.0	16.5	-	18.1	17.9	19.5	24.2	23.1	21.6	19.1	-	
DT145	374930	165550	23.6	22.6	23.7	20.8	15.1	14.0	13.2	16.1	16.0	-	18.0	20.7	18.5	16.4	-	
DT147	375195	164735	22.8	23.1	22.8	18.9	14.9	-	13.8	14.4	14.1	17.6	19.6	20.5	18.4	16.3	-	
DT148a	374573	165523	25.4	24.8	22.9	18.4	-	14.6	16.2	15.7	17.6	20.2	22.2	21.7	19.8	17.5	-	Triplicate Site with DT148a, DT148b and DT148c - Annual data provided for DT148a only
DT148b	374573	165523	24.4	23.9	22.7	-	-	-	-	-	-	-	-	-	-	-	-	Triplicate Site with DT148a, DT148b and DT148c - Annual data provided for DT148a 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 (0.88)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
DT148c	374573	165523	22.9	22.3	23.7	-	-	-	-	-	-	-	-	-	-	-	-	Triplicate Site with DT148a, DT148b and DT148c - Annual data provided for DT148a only
DT149	375038	165838	23.8	21.7	20.4	16.1	11.1	12.6	12.6	13.2	14.4	14.9	18.4	18.8	16.5	14.6	-	
DT150	373955	164590	28.5	25.6	26.2	21.7	19.4	16.1	18.1	17.8	18.8	21.4	23.2	26.0	21.9	19.4	-	
DT151	375598	164190	20.6	20.0	15.0	17.3	15.1	10.4	15.2	11.4	13.1	15.9	18.0	18.1	15.8	14.0	-	
DT152	375800	164912	22.8	20.8	-	15.6	12.0	13.2	12.7	13.4	-	15.5	16.1	17.2	15.9	14.1	-	
DT153	376069	165356	20.6	14.4	17.9	12.5	9.7	10.8	-	11.1	12.4	14.5	16.1	15.6	14.1	12.5	-	
DT154	375529	162389	29.8	28.4	26.8	20.0	18.4	18.7	14.8	17.2	17.4	19.9	22.5	17.2	20.9	18.5	-	
DT155	372696	165488	16.9	14.2	15.7	12.1	7.8	7.1	8.2	7.7	9.3	11.5	14.6	14.3	11.6	10.3	-	
DT156	374827	164531	25.0	24.9	23.1	22.0	15.7	11.7	12.7	16.1	-	18.7	20.2	21.0	19.2	17.0	-	
DT157	374664	164815	25.6	24.8	25.7	23.2	16.0	14.2	-	17.2	18.1	19.1	21.9	24.4	20.9	18.5	-	
DT158	375051	165350	28.1	26.6	28.3	23.5	16.0	13.4	12.6	17.1	17.2	17.2	24.7	25.0	20.8	18.4	-	
DT160	375284	164694	34.7	32.1	33.8	26.5	22.2	24.8	21.9	24.7	-	27.8	31.5	32.5	28.4	25.1	-	
DT167	372587	166629	22.0	22.6	21.5	18.2	14.8	12.3	9.5	12.8	12.0	15.1	17.7	23.0	16.8	14.9	-	
DT168	373207	163339	15.4	14.9	15.2	11.8	8.7	6.1	7.1	7.2	-	9.0	12.5	11.1	10.8	9.6	-	
DT171	373706	162411	22.0	25.4	25.7	21.4	19.3	13.5	15.3	17.3	17.5	15.2	19.6	18.2	19.2	17.0	-	
DT172a	375374	165813	32.5	29.7	29.8	27.1	25.2	-	27.5	26.7	23.3	28.6	36.7	27.8	-	-	-	Triplicate Site with DT172a, DT172b and DT172c - Annual data provided for DT172c only
DT172b	375374	165813	32.2	29.6	31.5	27.5	26.0	-	26.0	26.7	23.9	27.3	26.1	30.6	-	-	-	Triplicate Site with DT172a, DT172b and DT172c - Annual data provided for DT172c only
DT172c	375374	165813	35.1	29.8	31.0	26.0	23.3	-	28.5	27.0	24.1	29.7	29.0	28.4	28.3	25.0	-	Triplicate Site with DT172a, DT172b and DT172c - Annual data provided for DT172c only
DT173	374362	165016	33.2	28.0	25.3	-	17.1	19.9	18.3	-	23.3	25.9	26.3	27.2	24.5	21.6	-	
DT179a	373299	165093	31.1	30.4	30.3	30.1	23.3	17.7	16.6	22.7	21.5	23.4	26.4	27.8	25.1	22.2	-	
DT180a	374537	163968	33.2	30.6	28.5	26.7	21.5	21.9	23.5	23.7	22.2	25.3	27.9	25.5	25.9	22.9	-	

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 (0.88)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
DT181	374618	163494	33.1	25.5	25.0	20.0	19.0	20.2	17.4	20.3	21.1	21.5	23.3	23.8	22.5	19.9	-	
DT182a	374796	165123	27.7	25.9	29.6	26.7	22.0	22.6	22.8	23.4	23.5	28.6	29.3	28.1	-	-	-	Triplicate Site with DT182a, DT182b and DT182c - Annual data provided for DT182c only
DT182b	374796	165123	31.1	28.3	27.9	26.6	20.2	21.3	22.3	22.5	21.4	28.3	27.9	28.4	-	-	-	Triplicate Site with DT182a, DT182b and DT182c - Annual data provided for DT182c only
DT182c	374796	165123	32.0	28.6	28.6	26.6	21.1	21.2	23.3	23.7	22.1	26.3	29.0	29.1	25.8	22.8	-	Triplicate Site with DT182a, DT182b and DT182c - Annual data provided for DT182c only
DT183	374712	164913	27.1	25.9	25.7	23.5	18.7	16.5	-	19.3	19.2	21.2	24.8	25.2	22.5	19.9	-	
DT185	374712	163417	-	-	12.4	-	6.5	6.5	6.5	5.9	8.5	9.4	11.7	11.1	8.7	7.7	-	
DT188	373696	164343	18.1	26.1	23.4	18.0	11.2	12.0	9.6	13.4	13.9	18.7	21.6	22.8	17.4	15.4	-	
DT189	372251	165686	27.0	26.2	-	24.6	20.5	15.2	14.3	7.0	15.6	19.8	25.3	24.7	20.0	17.7	-	
DT190	375814	164027	12.7	12.6	11.1	7.6	5.6	-	6.3	5.2	5.3	7.8	8.1	10.7	8.5	7.5	-	
DT192	375505	166428	18.8	16.3	13.2	10.5	-	-	-	-	-	-	-	-	14.7	8.8	-	
DT197	372703	162983	23.8	22.5	21.7	17.2	14.3	13.3	11.6	13.3	14.4	16.3	18.9	17.3	17.0	15.1	-	
DT198a	375240	165739	35.2	33.5	34.8	31.9	28.6	26.7	26.0	32.0	28.3	32.4	32.6	34.1	-	-	-	Triplicate Site with DT198a, DT198b and DT198c - Annual data provided for DT198c only
DT198b	375240	165739	35.6	33.6	35.8	31.7	28.3	-	-	31.8	29.3	34.0	31.8	33.1	-	-	-	Triplicate Site with DT198a, DT198b and DT198c - Annual data provided for DT198c only
DT198c	375240	165739	37.2	31.8	36.1	31.1	28.3	26.5	25.4	31.5	27.7	31.0	32.8	33.1	31.3	27.7	-	Triplicate Site with DT198a, DT198b and DT198c - Annual data provided for DT198c only
DT200	373375	164307	16.6	18.9	16.5	13.8	9.6	6.7	7.6	8.8	9.2	11.9	13.2	-	12.1	10.7	-	
DT201	373003	164250	26.0	23.5	23.5	19.0	-	12.7	-	14.6	-	17.3	19.2	20.9	19.6	17.4	-	
DT206a	373742	165305	26.1	25.2	21.6	20.0	-	21.0	16.7	8.6	16.5	21.5	22.4	23.4	20.3	17.9	-	
DT207	375630	165132	30.3	26.4	29.1	-	18.6	22.3	20.4	22.6	23.6	27.0	26.8	25.9	24.8	22.0	-	
DT210	373895	162254	24.2	29.1	24.5	27.9	21.0	23.3	21.2	25.1	18.9	23.0	25.0	22.8	23.8	21.1	-	
DT211	375218	165290	20.7	18.4	17.7	13.3	8.5	8.2	8.4	10.3	11.5	13.3	16.5	17.7	13.7	12.1	-	
DT213a	374262	165127	19.8	20.0	18.8	17.5	12.5	9.7	9.9	16.0	14.4	15.0	-	17.8	15.6	13.8	-	

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DT214a	374354	165448	21.5	18.1	15.4	12.8	8.6	10.3	9.8	-	12.6	12.7	-	16.3	13.8	12.2	-	
DT215a	374758	165096	19.6	18.7	16.3	15.2	-	9.2	8.6	10.9	12.1	13.1	15.6	16.8	14.2	12.6	-	
DT217a	374335	165990	13.2	13.8	12.2	10.4	7.4	5.7	5.9	7.0	8.2	9.0	10.8	10.0	9.5	8.4	-	
DT218	373668	165697	21.1	18.3	15.5	13.6	6.7	10.3	9.7	9.5	11.0	14.1	-	17.0	13.4	11.8	-	
DT219	374872	165570	24.2	24.7	21.9	20.4	14.1	7.4	10.1	13.2	14.8	18.0	18.9	19.8	17.3	15.3	-	
DT221	374793	165119	27.5	23.6	25.9	24.3	19.2	19.7	21.1	19.8	20.5	26.1	26.2	22.9	23.1	20.4	-	
DT222a	375322	165778	39.9	39.1	42.1	-	33.7	28.3	27.6	31.0	29.3	30.8	33.2	35.2	-	-	-	Triplicate Site with DT222a, DT222b and DT222c - Annual data provided for DT222c only
DT222b	375322	165778	40.1	38.7	38.9	36.0	30.7	30.4	30.3	33.0	30.6	31.9	36.5	35.4	-	-	-	Triplicate Site with DT222a, DT222b and DT222c - Annual data provided for DT222c only
DT222c	375322	165778	41.7	39.4	41.3	35.9	32.5	26.1	31.4	33.6	31.3	33.7	35.6	34.9	34.3	30.4	-	Triplicate Site with DT222a, DT222b and DT222c - Annual data provided for DT222c only
DT223a	375322	165759	28.8	29.7	30.7	28.9	21.4	22.6	20.3	25.4	23.0	26.7	27.6	28.0	-	-	-	Triplicate Site with DT223a, DT223b and DT223c - Annual data provided for DT223c only
DT223b	375322	165759	32.0	28.3	29.2	27.5	22.0	20.1	18.9	25.5	23.3	25.9	25.4	27.4	-	-	-	Triplicate Site with DT223a, DT223b and DT223c - Annual data provided for DT223c only
DT223c	375322	165759	31.1	27.6	29.2	28.3	20.9	21.8	19.0	24.1	23.3	27.2	28.5	29.0	25.8	22.8	-	Triplicate Site with DT223a, DT223b and DT223c - Annual data provided for DT223c only
DT224a	375207	165726	45.5	42.5	47.1	39.6	36.1	34.5	32.5	35.2	36.8	40.8	39.9	42.7	-	-	-	Triplicate Site with DT224a, DT224b and DT224c - Annual data provided for DT224c only
DT224b	375207	165726	45.0	40.8	40.8	38.0	31.6	33.9	30.5	39.0	33.9	37.7	38.0	38.6	-	-	-	Triplicate Site with DT224a, DT224b and DT224c - Annual data provided for DT224c only
DT224c	375207	165726	42.5	37.8	40.5	-	31.9	35.9	30.0	37.7	34.2	37.1	40.6	39.5	38.0	33.6	-	Triplicate Site with DT224a, DT224b and DT224c - Annual data provided for DT224c only
DT225a	375203	165708	31.5	33.2	31.5	29.4	23.5	25.0	21.6	24.4	24.4	29.6	28.9	29.5	27.6	24.4	-	Triplicate Site with DT225a, DT225b and DT225c - Annual data provided for DT225a only
DT225b	375203	165708	31.4	32.6	28.8	-	-	-	-	-	-	-	-	-	-	-	-	Triplicate Site with DT225a, DT225b and DT225c - Annual data provided for DT225a only
DT225c	375203	165708	32.8	32.5	30.8	-	-	-	-	-	-	-	-	-	-	-	-	Triplicate Site with DT225a, DT225b and DT225c - Annual data provided for DT225a only
DT226a	375394	165824	28.2	21.4	27.2	22.2	19.3	18.6	20.7	22.6	20.3	23.3	25.6	26.0	-	-	-	Triplicate Site with DT226a, DT226b and DT226c - Annual data provided for DT226c only
DT226b	375394	165824	29.3	24.3	28.1	22.1	19.3	17.7	20.7	22.4	21.1	21.4	24.1	24.8	-	-	-	Triplicate Site with DT226a, DT226b and DT226c - Annual data provided for DT226c only

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DT226c	375394	165824	30.7	24.1	25.9	22.2	20.9	19.2	21.3	21.9	21.1	21.7	22.7	26.9	23.0	20.4	-	Triplicate Site with DT226a, DT226b and DT226c - Annual data provided for DT226c only
DT227a	374580	163979	38.4	35.1	31.2	28.2	22.4	21.7	22.8	23.3	24.7	17.1	27.2	26.7	26.6	23.5	-	
DT228a	374002	164754	26.0	23.3	26.8	19.0	15.0	13.2	12.3	15.6	17.9	20.5	22.7	24.3	19.7	17.4	-	
DT229a	373936	164779	28.6	27.1	27.9	24.4	19.1	14.1	16.2	18.3	18.8	22.6	25.3	25.4	22.2	19.6	-	Triplicate Site with DT229a, DT229b and DT229c - Annual data provided for DT229a only
DT229b	373936	164779	30.1	24.8	27.1	-	-	-	-	-	-	-	-	-	-	-	-	Triplicate Site with DT229a, DT229b and DT229c - Annual data provided for DT229a only
DT229c	373936	164779	28.5	24.1	27.3	-	-	-	-	-	-	-	-	-	-	-	-	Triplicate Site with DT229a, DT229b and DT229c - Annual data provided for DT229a only
DT230a	373439	165098	37.7	-	38.5	36.9	29.5	26.6	19.3	31.0	27.4	28.4	33.7	33.2	-	-	-	Triplicate Site with DT230a, DT230b and DT230c - Annual data provided for DT230c only
DT230b	373439	165098	39.6	-	35.7	-	-	-	-	-	-	-	-	-	-	-	-	Triplicate Site with DT230a, DT230b and DT230c - Annual data provided for DT230c only
DT230c	373439	165098	34.6	-	37.3	-	-	-	-	-	-	-	-	-	31.0	27.4	-	Triplicate Site with DT230a, DT230b and DT230c - Annual data provided for DT230c only
DT231a	373480	165125	-	-	-	-	-	22.0	21.8	-	25.6	-	25.7	28.6	24.7	27.1	-	
DT232a	374942	165391	27.5	24.2	22.9	-	20.6	15.7	17.1	17.1	19.7	20.4	24.6	23.7	21.2	18.8	-	
DT233a	374956	165359	27.5	26.8	26.6	25.8	13.4	14.1	14.2	19.8	17.2	20.8	24.1	22.8	21.1	18.7	-	
DT234a	374806	165084	27.7	26.6	27.2	25.2	19.7	22.0	21.8	23.6	22.4	24.1	26.7	27.9	-	-	-	Triplicate Site with DT234a, DT234b and DT234c - Annual data provided for DT234c only
DT234b	374806	165084	29.1	26.4	28.7	25.1	19.5	21.7	23.9	25.2	21.3	-	-	26.8	-	-	-	Triplicate Site with DT234a, DT234b and DT234c - Annual data provided for DT234c only
DT234c	374806	165084	30.5	27.0	27.9	25.7	19.6	20.2	21.9	25.5	22.3	25.0	29.8	27.8	25.0	22.1	-	Triplicate Site with DT234a, DT234b and DT234c - Annual data provided for DT234c only
DT235a	374694	164288	35.7	35.0	41.8	32.4	23.0	27.4	22.0	26.8	27.9	28.6	34.1	29.9	-	-	-	Triplicate Site with DT235a, DT235b and DT235c - Annual data provided for DT235c only
DT235b	374694	164288	40.8	36.4	42.6	31.3	25.5	24.7	21.9	28.7	28.0	29.5	30.6	32.2	-	-	-	Triplicate Site with DT235a, DT235b and DT235c - Annual data provided for DT235c only
DT235c	374694	164288	36.8	36.6	39.1	30.5	25.3	23.8	23.3	26.0	29.1	29.8	30.4	30.0	30.5	27.0	-	Triplicate Site with DT235a, DT235b and DT235c - Annual data provided for DT235c only
DT236a	375668	164493	22.0	24.2	24.9	18.0	16.5	14.9	16.5	15.8	16.6	19.1	19.6	22.8	19.3	17.0	-	
DT237	375000	165179	32.7	30.0	29.2	26.5	24.8	21.7	17.5	26.2	24.3	23.4	27.7	28.1	26.0	23.0	-	

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DT238a	375008	164117	27.8	20.1	22.7	17.9	16.0	19.3	17.8	18.3	20.1	20.6	23.3	21.1	20.2	17.9	-	Triplicate Site with DT238a, DT238b and DT238c - Annual data provided for DT238a only
DT238b	375008	164117	20.4	23.1	20.4	-	-	-	-	-	-	-	-	-	-	-	-	Triplicate Site with DT238a, DT238b and DT238c - Annual data provided for DT238a only
DT238c	375008	164117	27.4	22.5	21.2	-	-	-	-	-	-	-	-	-	-	-	-	Triplicate Site with DT238a, DT238b and DT238c - Annual data provided for DT238a only
DT239a	375008	165145	32.9	26.9	27.7	-	24.3	26.8	25.9	27.4	26.3	29.8	-	27.1	27.6	24.4	-	Triplicate Site with DT239a, DT239b and DT239c - Annual data provided for DT239a only
DT239b	375008	165145	31.4	29.6	29.1	-	-	-	-	-	-	-	-	-	-	-	-	Triplicate Site with DT239a, DT239b and DT239c - Annual data provided for DT239a only
DT239c	375008	165145	31.2	28.0	28.1	-	-	-	-	-	-	-	-	-	-	-	-	Triplicate Site with DT239a, DT239b and DT239c - Annual data provided for DT239a only
DT240a	375489	165450	24.3	21.7	23.3	19.0	13.4	14.0	13.5	16.0	15.6	17.0	15.5	18.6	17.7	15.6	-	
DT241a	375520	165446	23.5	18.2	20.6	15.5	10.9	10.2	9.9	12.8	13.4	14.1	17.9	19.6	15.5	13.7	-	
DT243a	375625	165312	27.8	21.7	25.1	19.7	15.5	15.5	16.2	20.0	18.1	20.7	20.7	22.9	20.3	18.0	-	
DT244	372494	163165	21.3	19.1	19.2	16.7	13.4	11.6	14.3	13.4	14.0	14.2	14.9	14.4	15.5	13.7	-	
DT246a	375186	164372	38.0	35.0	36.0	34.3	27.8	31.9	31.2	31.4	27.6	32.4	26.3	31.2	31.9	28.3	-	
DT247a	374627	164924	27.7	25.6	28.7	23.0	15.0	17.4	18.5	19.0	19.5	22.1	24.2	24.1	22.1	19.5	-	
DT248a	374711	164931	29.2	30.2	28.7	27.4	22.4	25.2	23.6	25.5	26.1	28.1	31.0	29.6	27.2	24.1	-	Triplicate Site with DT248a, DT248b and DT248c - Annual data provided for DT248a only
DT248b	374711	164931	29.8	31.7	29.7	-	-	-	-	-	-	-	-	-	-	-	-	Triplicate Site with DT248a, DT248b and DT248c - Annual data provided for DT248a only
DT248c	374711	164931	24.8	30.5	27.9	-	-	-	-	-	-	-	-	-	-	-	-	Triplicate Site with DT248a, DT248b and DT248c - Annual data provided for DT248a only
DT300	372663	166274	17.8	16.1	14.6	12.4	9.9	8.3	9.5	8.2	10.4	12.7	13.5	13.6	12.2	10.8	-	
DT301	372612	166457	15.1	13.2	11.0	8.2	5.5	4.9	4.8	6.1	6.9	7.8	11.6	11.4	8.9	7.9	-	

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DT302	372851	166390	27.6	21.0	17.4	16.0	13.2	18.1	14.7	15.1	16.5	18.3	23.3	22.4	18.6	16.5	-	
DT303	375819	163764	19.7	15.3	16.8	-	9.5	12.6	12.5	10.5	10.5	13.6	13.1	15.6	13.6	12.0	-	
DT304	375202	165724	38.3	35.3	38.0	34.1	30.7	29.9	28.0	34.3	-	34.8	35.0	33.3	33.8	29.9	-	
DT305	374790	164309	40.9	42.3	34.7	33.8	28.7	28.5	28.5	31.1	31.6	34.8	-	35.5	33.7	29.8	-	
DT312	375721	165169	22.8	18.7	18.3	20.4	10.1	10.6	9.8	12.6	13.0	14.5	16.2	18.0	15.4	13.6	-	
DT313	375943	165107	13.9	11.7	12.0	9.0	5.7	5.3	5.7	6.2	6.2	6.9	8.8	11.7	8.6	7.6	-	
DT314	374653	165402	16.2	18.9	14.5	11.5	6.7	7.0	6.5	6.9	9.4	10.8	14.0	14.2	11.4	10.1	-	
DT315	374148	166052	10.0	9.4	8.7	10.8	7.1	6.6	6.5	7.7	8.2	9.5	11.7	10.7	8.9	7.9	-	
DT320	376209	164852	11.0	11.8	10.4	7.6	5.3	5.6	6.0	5.5	6.0	6.9	8.4	9.5	7.8	6.9	-	
DT321	374164	166160	12.4	11.4	-	9.0	5.3	6.7	5.9	6.2	8.1	8.1	-	8.7	8.2	7.2	-	
DT322	374327	166115	15.5	12.2	12.3	6.5	3.7	4.1	4.1	4.2	5.5	5.5	7.1	7.8	7.4	6.5	-	
DT325	375596	165234	25.1	22.6	23.2	20.2	12.2	8.7	7.9	13.5	13.1	15.3	16.5	21.2	16.6	14.7	-	
DT326	374652	163061	14.5	12.8	11.9	8.7	-	5.3	6.9	6.0	8.3	7.1	10.4	10.4	9.3	8.2	-	
DT327	374712	162981	17.5	18.0	15.4	13.1	10.4	9.5	9.2	10.8	12.3	8.8	11.4	12.3	12.4	11.0	-	
DT328	372486	165283	18.5	16.4	15.3	10.7	7.5	7.8	8.6	8.3	10.3	10.2	-	15.3	11.7	10.4	-	
DT329	372566	165275	16.0	15.4	13.5	10.3	7.1	6.1	5.8	6.4	9.2	9.7	13.1	13.4	10.5	9.3	-	
DT330	372605	165216	16.9	17.0	14.1	10.8	7.7	7.1	6.9	7.1	9.6	9.7	13.5	15.3	11.3	10.0	-	
DT331	375145	166458	12.8	11.8	9.7	8.3	-	-	-	-	-	-	-	-	10.6	6.4	-	
DT332	375502	166109	16.8	16.9	14.5	10.6	-	-	-	-	-	-	-	-	14.7	8.8	-	
DT333	375361	166076	17.8	16.7	14.2	10.7	-	-	-	-	-	-	-	-	14.9	8.9	-	
DT334	375154	165980	21.6	21.3	20.3	15.6	-	-	-	-	-	-	-	-	19.7	11.8	-	
DT335	374606	163144	-	-	-	-	-	-	-	-	18.0	19.2	21.3	22.2	20.2	18.4	-	
DT091	377683	166408	18.8	17.6	20.5	-	14.2	-	12.6	16.6	14.3	16.9	16.5	18.3	16.6	14.7	-	

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.88)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
DT166	377543	165924	20.3	13.4	17.2	-	10.5	12.1	12.9	13.4	13.2	16.4	18.0	18.5	15.1	13.3	-	
DT058	377643	167365	23.9	19.2	19.3	15.6	13.1	13.7	-	15.8	15.0	-	24.9	21.4	18.2	16.1	-	
DT191	377339	167065	16.4	13.7	15.4	7.4	10.2	11.3	11.8	14.4	11.3	13.4	13.8	15.3	12.9	11.4	-	
DT134	362891	155485	30.4	26.2	29.0	29.9	26.8	28.3	25.0	26.2	24.3	24.6	22.4	23.4	26.4	23.3	-	
DT136	362884	155790	27.8	26.2	26.7	26.2	28.1	24.9	23.4	25.5	23.0	23.5	22.5	21.1	24.9	22.1	-	
DT138	362983	155459	25.4	27.9	32.5	30.1	24.9	24.8	23.3	25.1	23.4	21.8	20.9	21.6	25.1	22.2	-	
DT033	364803	168237	13.3	12.2	12.1	9.0	6.4	5.0	5.5	6.1	7.1	7.5	9.6	11.6	8.8	7.8	-	
DT065	365399	168701	24.0	23.6	24.6	19.1	20.3	14.8	18.1	16.5	17.4	20.1	19.2	25.0	20.2	17.9	-	
DT066	365360	168815	33.8	27.5	33.7	27.6	26.6	31.3	-	26.6	26.9	28.9	31.5	33.4	29.8	26.4	-	
DT067	365457	168496	33.7	28.0	28.6	23.7	20.9	22.4	20.0	20.6	20.9	-	-	23.0	24.2	21.4	-	
DT141	366921	168096	27.7	24.6	31.2	-	20.6	19.8	18.5	20.1	17.7	22.4	24.9	26.5	23.1	20.4	-	
DT323	363916	169773	23.8	20.1	24.0	-	-	-	-	-	-	-	-	-	22.7	12.6	-	
DT324	364196	169818	30.5	28.3	35.2	-	-	-	-	-	-	-	-	-	31.4	17.4	-	
DT296	364748	155000	26.1	24.6	24.6	21.1	16.4	19.4	16.0	18.5	-	18.5	20.0	20.4	20.5	18.2	-	
DT295	368825	155080	45.3	39.9	41.0	38.1	39.4	35.9	35.7	39.6	37.9	35.2	31.7	37.1	38.1	33.7	-	
DT075	368375	166988	31.3	24.7	27.4	23.2	15.4	16.9	15.0	18.5	18.6	20.5	22.1	22.4	21.3	18.9	-	
DT077	368778	166687	23.7	18.8	21.8	18.2	15.7	16.5	15.5	17.8	15.5	16.8	-	16.5	17.9	15.8	-	
DT096a	362219	157923	36.3	40.3	39.1	43.5	40.3	41.1	37.7	41.4	37.9	40.5	38.7	39.0	-	-	-	Triplicate Site with DT096a, DT096b and DT096c - Annual data provided for DT096c only
DT096b	362219	157923	47.4	34.9	41.5	41.5	42.9	41.3	41.3	41.4	36.3	39.9	36.0	35.7	-	-	-	Triplicate Site with DT096a, DT096b and DT096c - Annual data provided for DT096c only
DT096c	362219	157923	37.4	41.0	46.2	42.5	42.4	42.8	41.8	40.9	39.5	41.2	40.4	39.4	40.3	35.7	-	Triplicate Site with DT096a, DT096b and DT096c - Annual data provided for DT096c only
DT108a	362179	158055	33.9	30.5	31.9	27.6	24.8	26.7	23.7	25.4	27.0	27.8	28.5	27.9	28.0	24.8	-	
DT109a	362344	157658	28.3	29.8	32.1	26.9	23.4	22.7	22.1	24.3	20.8	24.0	23.5	24.4	25.2	22.3	-	

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.88)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
DT252a	362195	158007	37.0	32.3	32.8	35.9	31.9	30.9	28.9	31.8	30.2	-	31.9	29.7	32.1	28.4	-	
DT253a	362243	157846	37.3	32.7	34.5	33.7	34.5	39.5	37.9	33.1	28.3	32.8	32.8	28.7	-	-	-	Triplicate Site with DT253a, DT253b and DT253c - Annual data provided for DT253c only
DT253b	362243	157846	35.2	32.6	34.0	35.1	34.4	37.0	35.4	34.0	29.3	32.8	33.4	29.3	-	-	-	Triplicate Site with DT253a, DT253b and DT253c - Annual data provided for DT253c only
DT253c	362243	157846	35.9	32.7	33.5	35.4	30.4	39.3	36.9	32.7	30.0	31.9	33.1	28.9	33.6	29.7	35.6	Triplicate Site with DT253a, DT253b and DT253c - Annual data provided for DT253c only
DT255a	362284	157741	39.9	32.4	37.6	32.5	35.0	38.7	33.1	33.0	32.3	35.5	33.5	30.9	34.5	30.6	-	
DT032	361242	167652	30.6	19.4	25.9	24.0	19.9	21.4	20.0	22.5	21.1	22.7	22.2	21.3	22.6	20.0	-	
DT098	361276	167555	22.2	23.6	27.6	22.1	18.8	14.4	16.0	16.8	14.9	16.9	18.5	17.6	19.1	16.9	-	
DT100	361326	167606	21.9	25.0	20.0	15.6	13.8	13.7	13.4	12.8	14.7	14.2	16.6	15.8	16.5	14.6	-	
DT101	361235	167824	31.7	27.3	28.7	22.4	20.5	24.3	22.5	22.3	20.2	24.0	23.4	24.9	24.3	21.5	-	

☒ **All erroneous data has been removed from the NO_2 diffusion tube dataset presented in Table B.1.**

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

☒ **Local bias adjustment factor used.**

☐ **National bias adjustment factor used.**

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

☒ **Bath & North East Somerset Council confirm that all 2025 diffusion tube data has been uploaded to the Diffusion Tube Data Entry System**.

Notes:

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

NO_2 annual means exceeding 60 µg/m^3, indicating a potential exceedance of the NO_2 1-hour mean objective are shown in **bold and underlined**.

See Appendix C for details on bias adjustment and annualisation.

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

New or Changed Sources Identified Within Bath & North East Somerset Council 2025

Bath & North East Somerset Council has not identified any new sources relating to air quality within the reporting year of 2025.

Additional Air Quality Works Undertaken by Bath & North East Somerset Council During 2025

During 2024, Bath & North East Somerset Council carried out further monitoring for Benzene. Results are detailed in Appendix F.

An assessment was carried out showing the comparisons during a colocation study. Details are given in Appendix G.

Table C.1 below shows the sites where monitoring was ceased at the end of 2024 or during 2025, with a summary of recent monitoring and the reason for stopping the site. Historic monitoring can be found in previous ASRs.

Table C.1 – Summary of sites which were stopped in 2025 (concentrations presented in µg/m^3)

Site ID	Site Name	Date Started	Date Ended	Reason	2023	2024	2025
DT107	Keynsham Bath Hill South	04/04/2016	08/01/2025	Site below 30 µg/m^3	25.1	22.4	21.8
DT192	Bath - Fairfield Road(1)	08/01/2025	29/04/2025	LN no longer being progressed	10.6	10.4	8.8
DT307	Radstock – Bath New Road 3	01/11/2022	08/01/2025	Site established to check hotspot, concentration below 30 µg/m^3 in 2024	31.2	29.2	-
DT317	Radstock – Combe End	04/01/2024	08/01/2025	Site below 20 µg/m^3	-	13.6	-
DT318	Keynsham – Bypass North	04/01/2024	08/01/2025	Site below 20 µg/m^3	-	14.9	-
DT319	Keynsham - Bypass South	04/01/2024	08/01/2025	Site below 20 µg/m^3	-	13.4	-
DT323	Keynsham – Hicks Gate A4	30/07/2024	01/04/2025	Baseline check for LDP	-	13.9	12.6
DT234	Keynsham – Hicks Gate A4174	30/07/2024	01/04/2025	Baseline check for LDP	-	23.5	17.4
DT331	Bath – Solsbury Way	08/01/2025	29/04/2025	LN no longer being progressed	-	-	6.4
DT332	Bath – Snow Hill	08/01/2025	29/04/2025	LN no longer being progressed	-	-	8.8
DT333	Bath – Bennett Lane	08/01/2025	29/04/2025	LN no longer being progressed	-	-	8.9
DT334	Bath – Camden 4	08/01/2025	29/04/2025	LN no longer being progressed	-	-	11.8
DT052-054	Bath - Walcot Terrace (2)	09/05/2001	01/04/2025	Triplicate reduced to single	23.1	20.6	20.9
DT148	Bath – Julian Road(3)	03/11/2017	01/04/2025	Triplicate reduced to single	17.4	17.2	17.5
DT225	Bath - Cleveland Terrace	05/08/2019	01/04/2025	Triplicate reduced to single	27.6	23.7	24.4
DT229	Bath – Lower Bristol Road 3	05/08/2019	01/04/2025	Triplicate reduced to single	23.5	21.2	19.6
DT230	Bath – Upper Bristol Road 4	05/08/2019	01/04/2025	Triplicate reduced to single	29.3	25.7	27.4
DT231	Bath – Upper Bristol Road 5	05/08/2019	01/04/2025	Triplicate reduced to single	26.5	24.0	27.1
DT238	Bath – Broad Street 3	05/08/2019	01/04/2025	Triplicate reduced to single	26.5	18.3	17.9
DT239	Bath – Broad Street 4	05/08/2019	01/04/2025	Triplicate reduced to single	28.9	24.4	24.4
DT248	Bath – Chapel Row 2	05/08/2019	01/04/2025	Triplicate reduced to single	28.4	24.8	24.1

Notes

(1) Bath Fairfield Road was a previous site which was stopped in 2024 but re-instated for a Liveable Neighbourhood Project which is now no longer being progressed.
(2) Co-located with continuous analyser until June 2019.
(3) Triplicate since October 2019

QA/QC of Diffusion Tube Monitoring

The diffusion tubes have been analysed by Gradko since 2017. The method of analysis is 20% triethanolamine (TEA) in water. Gradko is UKAS accredited for the analysis of the diffusion tubes and all the laboratories participate in the AIR-PT scheme formally the Workplace Analysis Scheme for Proficiency (WASP). The latest AIR-PT report for nitrogen dioxide for the laboratory indicates a performance classification as 100% satisfactory for periods July-December in 2025 and 50% satisfactory results in January-February and 75% satisfactory in April-June[11]. The Diffusion Tube Monitoring Calendar was followed throughout 2025.

Diffusion Tube Annualisation

During 2025 9 diffusion tubes had data capture less than 75%. To estimate the annual mean from the short-term monitoring period the Diffusion Tube Processing Tool was used. Four sites were selected from the national network within 50 miles of Bath and greater that 85% data capture: Charlton Mackrell (27 miles from Bath), Cwmbran Crownbridge (33 miles from Bath), Bristol St Paul's (11 miles from Bath) and Newport (30 miles from Bath). Table C.2 shows the adjustment factors and which locations they are applied to.

Table C.2 – Annualisation Summary (concentrations presented in µg/m^3)

Site ID	Annualisation Factor Bristol St Paul's	Annualisation Factor Newport	Annualisation Factor Charlton Mackrell	Annualisation Factor Cwmbran Crownbridge	Average Annualisation Factor	Raw Data Annual Mean (µg/m^3)	Annualised Data Annual Mean (µg/m3)
DT192	0.7091	0.6745	0.6740	0.6412	0.6747	14.7	9.9
DT231a	1.1050	1.3229	1.3121	1.2127	1.2382	24.7	30.6
DT331	0.7091	0.6745	0.6740	0.6412	0.6747	10.6	7.2
DT332	0.7091	0.6745	0.6740	0.6412	0.6747	14.7	9.9
DT333	0.7091	0.6745	0.6740	0.6412	0.6747	14.9	10.0
DT334	0.7091	0.6745	0.6740	0.6412	0.6747	19.7	13.3
DT335	0.9040	1.0172	1.2289	0.9786	1.0321	20.2	20.8
DT323	0.6632	0.6141	0.6571	0.5712	0.6264	22.7	14.2
DT324	0.6632	0.6141	0.6571	0.5712	0.6264	31.4	19.6

[11] https://laqm.defra.gov.uk/wp-content/uploads/2026/03/AIR-PT-Rounds-62-to-74-February-2024-February-2026.pdf

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/NO_2 continuous analysers. Alternatively, the national database of diffusion tube co-location surveys provides bias factors for the relevant laboratory and preparation method.

A local bias factor is where the co-location monitoring site used represents local conditions. In Bath and North East Somerset this has been calculated using co-located diffusion tubes at the Bath A4 Roadside site (CM8) (Table C.4). The national bias factor is a combined factor which averages a number of local bias factor studies for the analytical laboratory and diffusion tube preparation method. Guidance on the choice of bias factor is given in LAQM.TG22 (Box 7.13) and includes consideration on diffusion tube locations compared with the co-location site, exposure period and number of studies contributing to the national bias factor.

The guidance in the LAQM.TG22 tends to suggest that the choice of a single bias correction factor is required for all diffusion tubes from the local authority. However, the bias correction factor chosen will only be appropriate for locations where similar traffic characteristics, street geometry, and distance from kerbside are repeatable. If a bias factor from a co-located site that is closer to a background location is used, the application of its bias factor to roadside locations will be likely to provide an underestimate of true concentrations and vice-versa for using a bias factor, derived from a roadside or kerbside site, that is applied to monitoring locations, further away from the kerb, the results are likely to be overestimated.

Bath & North East Somerset Council have applied a local bias adjustment factor of 0.88 to the 2025 monitoring data. A summary of bias adjustment factors used by Bath & North East Somerset Council over the past five years is presented in Table C.3. The national bias factor for 2025 was 0.89[12]. If the national bias had been used the results would be

[12] National Bias Adjustment Spreadsheet 03/26

1% higher, with concentrations <0.5 µg/m^3 higher. All sites would remain below 36 µg/m^3. The outcome of the assessment would not have been changed.

In 2021-22 the local bias adjustment factors were used to correct the diffusion tube data as they were the same as or higher than the national bias factor leading to a worse case result. In 2023 the national bias factor was used as there was no local factor available due to low data capture. In 2024 the local bias was used. The national bias was 2% higher in 2024 but the outcome of the assessment would not have changed if this had been used. The choice of factor will be reviewed annually.

Table C.3 – Bias Adjustment Factor

Monitoring Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2025	Local	-	0.88
2024	Local	-	0.82
2023	National	03/24	0.81
2022	Local	-	0.84
2021	Local	-	0.87

Table C.4 – Local Bias Adjustment Calculation

	Local Bias Adjustment Input 1	Local Bias Adjustment Input 2	Local Bias Adjustment Input 3	Local Bias Adjustment Input 4	Local Bias Adjustment Input 5
Periods used to calculate bias	12				
Bias Factor A	0.89 (0.83 - 0.95)				
Bias Factor B	13% (5% - 21%)				
Diffusion Tube Mean (µg/m^3)	23.0				
Mean CV (Precision)	3.7%				
Automatic Mean (µg/m^3)	20.4				
Data Capture	100%				
Adjusted Tube Mean (µg/m^3)	21 (19 - 22)				

Notes:

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

NO_2 Fall-off with Distance from the Road

Wherever possible, monitoring locations are representative of exposure. However, where this is not possible, the NO_2 concentration at the nearest location relevant for exposure has been estimated using the Diffusion Tube Data Processing Tool/NO_2 fall-off with distance calculator available on the LAQM Support website. Where appropriate, non-automatic annual mean NO_2 concentrations corrected for distance are presented in Table B.1.

In Bath & North East Somerset there were no sites with concentrations above 36 µg/m^3 that were distance adjusted. Two sites were adjusted using the Diffusion Tube Data Processing Tool as the site was located further from the road (e.g., on the side of a building) than the nearest façade (DT055 and DT253). A local background of 6.5 µg/m^3 was used in Bath (from Alexandra Park, DT023) and a background concentration taken from the background maps was used for sites outside of Bath. Table C.5 below shows the distances used in the calculator, background concentrations and the concentration at the façade for these sites. Urban centre, urban background and sites at the building façade have not been adjusted.

Table C.5 – Non-Automatic NO_2 Fall off With Distance Calculations (concentrations presented in µg/m^3)

Site ID	Distance (m): Monitoring Site to Kerb	Distance (m): Receptor to Kerb	Monitored Concentration (Annualised and Bias Adjusted	Background Concentration	Concentration Predicted at Receptor	Comments
DT055	2.6	1.1	23.4	6.5	27.0	
DT253a, DT253b, DT253c	3.6	1.5	29.7	4.6	35.6	

Precision check for triplicate tubes

The precision of a diffusion tube is the ability of the measurements to be reproduced. Precision cannot be corrected for but can be improved by careful handling of the diffusion tubes in the laboratory and in the field. For triplicate sites (3 diffusion tubes at one

location) it is possible to check the precision of the results using a spreadsheet tool[13] Diffusion tubes are considered to have "good" precision where the coefficient of variation of triplicate diffusion tubes for eight or more periods during the year is less than 20%, and the average coefficient of variation of all monitoring periods is less than 10%.

In 2025 there were 22 triplicate sites in Bath & North East Somerset. All sites showed good precision on individual periods. The average coefficient of variation was <10% (good) at all sites.

Nationally the precision for Gradko laboratory using 20%TEA in water [14] showed 28 good results and no bad results.

QA/QC of Automatic Monitoring

The council's continuous analysers follow a QA/QC programme; the Bath A4 Roadside NO_2 (CM8) site is an AURN affiliated site and are managed as part of that network. Windsor Bridge (CM3), Chelsea House (CM4) and Bath A4 Roadside PM_{10} (CM8) sites follow the QA/QC programme below.

- There are daily checks on the data to ensure analysers and communications are working and faults are reported as soon as possible by Air Quality Data Management (AQDM).
- The sites are inspected and calibrated checks are made every four weeks by a member of the Environmental Quality Team at Bristol City Council, using certified traceable gases. The sites are also visited by a trained AURN Local Site Operator (LSO) to change the filters and check the analysers.
- The analysers are also serviced and re-calibrated at six monthly intervals by the equipment suppliers.
- The results of all service, maintenance and calibration checks are held and used for ratification and scaling of the data.

In 2016-2025 the continuous data for Windsor Bridge, Chelsea House and Bath A4 Roadside PM_{10} was validated and ratified by Air Quality Data Management (AQDM). Full details are in (Appendix H: Supporting Technical Information 2).

[13] Local Bias adjustment tool website.

[14] https://laqm.defra.gov.uk/air-quality/air-quality-assessment/precision-and-accuracy/

Recent live data can be viewed on the Council's Air Quality Data – Live website.

PM_{10} and $PM_{2.5}$ Monitoring Adjustment

The PM_{10} measurements are made using an unheated BAM1020 at Windsor Bridge (CM3) and have been corrected by multiplying by 0.833 as recommended in the LAQM.TG22.

The PM_{10} measurements are made using a heated BAM1020 at Bath A4 Roadside (CM8) and have been corrected by dividing by 1.035 as recommended in the LAQM.TG22.

The $PM_{2.5}$ measurements are made using a heated BAM1020 and do not require the application of a correction factor.

Automatic Monitoring Annualisation

During 2025 no automatic analysers had data capture less than 75% and greater that 25%. One automatic analyser (CM4) had data capture at 24% so no annualisation has been carried out.

NO_2 Fall-off with Distance from the Road

Wherever possible, monitoring locations are representative of exposure. However, where this is not possible, the NO_2 concentration at the nearest location relevant for exposure has been estimated using the NO_2 fall-off with distance calculator available on the LAQM Support website. Where appropriate, automatic annual mean NO_2 concentrations corrected for distance are presented in Table A.3.

No automatic NO_2 monitoring locations within Bath & North East Somerset Council required distance correction during 2025.

Summary of Low Cost Air Quality Sensor Monitoring

The low cost sensors are indicative analysers which use electrochemical sensors to measure NO_2 concentrations and optical sensors to monitor particulates giving real-time results every 15 minutes. During 2025 Bath & North East Somerset used 2 types of low cost sensor, Zephyr (measuring NO_2, PM_{10} and $PM_{2.5}$) and Airly (measuring PM_{10} and $PM_{2.5}$). These sensors were located at a number of locations detailed in Table C.7.

It is possible that co-locating with our more accurate 'reference method' analysers (e.g., CM3 Windsor Bridge) will improve the accuracy (not precision) of the data by providing a local calibration factor that can be applied to the data retrospectively. During 2025, the two mobile Zephyr sensors were co-located with our continuous monitor at Windsor Bridge (CM3). Details of the comparison are shown in Appendix G. The data from the sensors has been screened and erroneous data removed but no further correction has been carried out. The Airly sensor was previously co-located in 2024.

One of the Zephyr analysers is part of the Clean Air Plan work and in use to dynamically adjust traffic signal phases at Gay Street/Queen Square, Bath when NO_2 concentrations are high. The Zephyr is permanently in Gay Street (Zephyr 1) linked to the traffic lights. A second Zephyr (Zephyr 2) acts as a 'Gold Pod' to ensure the units are calibrated to a continuous analyser. Results of comparison in 2025 are shown in Appendix G

The traffic lights are set to trigger based on the 15-minute NO_2 concentration; the trigger would shorten the cycle time. The trigger was initially set by reviewing the local continuous sites comparing the highest 15 minutes averages with the annual averages 5 years between 2015-2019. A best fit line was put through the data and the concentration at 36 µg/m^3 was calculated. The threshold was adjusted during 2021 to take into account the verification with data at Windsor Bridge (Table C.6), no further changes were made in 2025.

Table C.6 – NO_2 Thresholds to trigger a traffic light change (µg/m^3)

Date set	28/04/2021	21/10/2021	23/11/2021	03/12/2021
15-minute NO_2 threshold	180	170	148	118

The nitrogen dioxide results from the analysers are shown in Table C.8 and for PM_{10} and $PM_{2.5}$ in Table C.9. As the monitoring for Zephyrs 2 and 3 Airly is short-term and has data

capture of <25% the concentrations have not been annualised except for Bathampton High Street where data capture was 27.3%, Dorset Close (42.8%) and Farrington Gurney (53.1%). Where annualisation has taken place, the method in Appendix C has been followed. The results, although indicative show no exceedances of the air quality objectives.

Table C.7– 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?	Distance to Relevant Exposure (m) (1,2)	Distance to kerb of nearest road (m) (1)	Inlet Height (m)
	Zephyr 1									
Z02	Bath - Gay Street	Roadside	374808	165073	NO_2, PM_{10}, $PM_{2.5}$	Zephyr	Yes (Bath)	1.5	1	4
	Zephyr 2									
Z24	Midsomer Norton – West Road	Roadside	366230	155000	NO_2, PM_{10}, $PM_{2.5}$	Zephyr	No	9.8	1.2	3.5
Z02c	Bath - Gay Street	Roadside	374808	165073	NO_2, PM_{10}, $PM_{2.5}$	Zephyr	Yes (Bath)	1.5	1	3.5
Z01c	Bath – Windsor Bridge	Roadside	373593	164861	NO_2, PM_{10}, $PM_{2.5}$	Zephyr	Yes (Bath)	5.7	4.0	2.2
Z26	Chew Magna	Roadside	356845	163123	NO_2, PM_{10}, $PM_{2.5}$	Zephyr	No	8	2.5	4
Z27	Bishop Sutton	Roadside	358547	159597	NO_2, PM_{10}, $PM_{2.5}$	Zephyr	No	12	6.3	4
	Zephyr 3									
Z23	Bathampton - High Street	Roadside	377635	166370	NO_2, PM_{10}, $PM_{2.5}$	Zephyr	No	1.1	1.0	4
Z01c	Bath – Windsor Bridge	Roadside	373593	164861	NO_2, PM_{10}, $PM_{2.5}$	Zephyr	Yes (Bath)	5.7	4.0	2.2
Z25	Bath - Dorset Close	Roadside	373823	164741	NO_2, PM_{10}, $PM_{2.5}$	Zephyr	No	2.3	1.2	4
Z28	Bath - Maple Grove	Roadside	374262	163730	NO_2, PM_{10}, $PM_{2.5}$	Zephyr	No	5.0	2.0	4
	Airly									
A02	Farrington Gurney	Suburban	363216	155630	PM_{10}, $PM_{2.5}$	Airly	No	0	0	1.5
A03	Freshford	Suburban	378826	160046	PM_{10}, $PM_{2.5}$	Airly	No	0	27	2.0

Notes:

(1) N/A if not applicable

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

Table C.8 – NO_2 Monitoring Results: Zephyr analyser

Site ID	Site	Dates at site in 2025	Period Mean NO_2 ($\mu g/m^3$)	NO_2 1-Hour Means > 200 $\mu g/m^3$ (2)	Data Capture 2025 (%) (1)
	Zephyr 1 (Jane)				
Z02	Bath - Gay Street	01/01/25-31/12/25	18	0	100%
	Zephyr 2 (Verity)				
Z24	Midsomer Norton – West Road	01/01/25 – 10/04/25	24	0 (107)	20%
Z02c	Bath - Gay Street	10/04/25 – 10/6/25	16	0 (96)	16.7%
Z01c	Bath – Windsor Bridge	10/06/25 – 28/07/25	11	0 (35)	12.3%
Z26	Chew Magna	28/07/25 – 26/09/25	13	0 (38)	17.2%
Z27	Bishop Sutton	26/09/25 – 31/12/25	17	0 (72)	16.4%
	Zephyr 3 (Maggie)				
Z23	Bathampton - High Street	01/01/25 – 10/04/25	14(3)	0 (54)	27.3%
Z01c	Bath – Windsor Bridge	10/04/25 – 10/06/25	16	0 (42)	16.7%
Z25	Bath - Dorset Close	10/06/25 – 13/11/25	20(3)	0 (49)	42.8%
Z28	Bath - Maple Grove	13/11/25 – 31/12/25	20	0 (63)	13.3%

Notes:

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

(1) 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%).

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

(3) Data has been annualised (data capture >25% and <75%).

Table C.9 – PM Monitoring Results: Zephyr analysers

Site ID	Site	Dates at site in 2025	Period Mean PM_{10} ($\mu g/m^3$)	PM_{10} 24- hour Means >50 $\mu g/m^3$ (2)	Period Mean $PM_{2.5}$ ($\mu g/m^3$)	Data Capture 2024 (%)(1)
	Zephyr 1 (Jane)					
Z02	Bath - Gay Street	01/01/25-31/12/25	13	1	9	100
	Zephyr 2 (Verity)					
Z24	Midsomer Norton – West Road	01/01/25 – 10/04/25	18	1 (51)	12	20
Z02c	Bath - Gay Street	10/04/25 – 10/6/25	13	0 (33)	9	16.7
Z01c	Bath – Windsor Bridge	10/06/25 – 28/07/25	11	1 (123)	10	12.3
Z26	Chew Magna	28/07/25 – 26/09/25	7	0 (18)	4	17.2
Z27	Bishop Sutton	26/09/25 – 31/12/25	9	0 (34)	6	17.4
	Zephyr 3 (Maggie)					
Z23	Bathampton - High Street	01/01/25 – 10/04/25	13(3)	1 (51)	8(3)	27.3
Z01c	Bath – Windsor Bridge	10/04/25 – 10/06/25	11	0 (32)	8	16.7
Z25	Bath - Dorset Close	10/06/25 – 13/11/25	9(3)	0 (32)	7(3)	42.8
Z28	Bath - Maple Grove	13/11/25 – 31/12/25	7	0 (27)	4	13.3
	Airly					
A02	Farrington Gurney	01/01/25 – 03/09/25	11.4(3)	0 (25)	4.3(3)	53.1
A03	Freshford	23/10/25 - 31/12/25	9.4	0 (14)	2.3	16.3

Notes:

(1) 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%).
(2) If the period of valid data is less than 85%, the 90.4th percentile of 24-hour means is provided in brackets.
(3) Data has been annualised (data capture >25% and <75%).

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

Figure D.1 – Map of the AQMA in Bath and the continuous monitoring sites

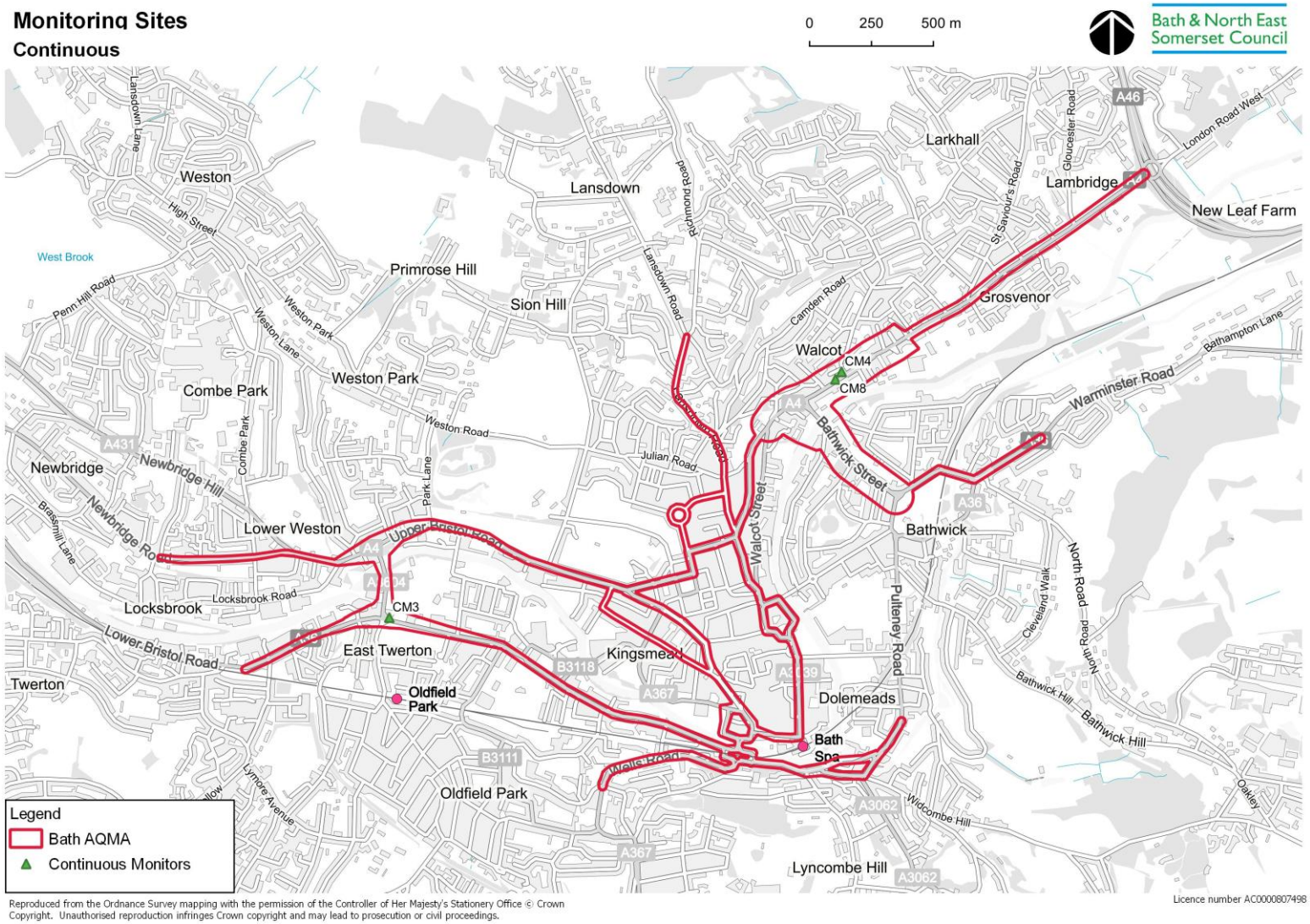

Figure D.2 – Map of the non-automatic monitoring sites and AQMA – Bath – Centre

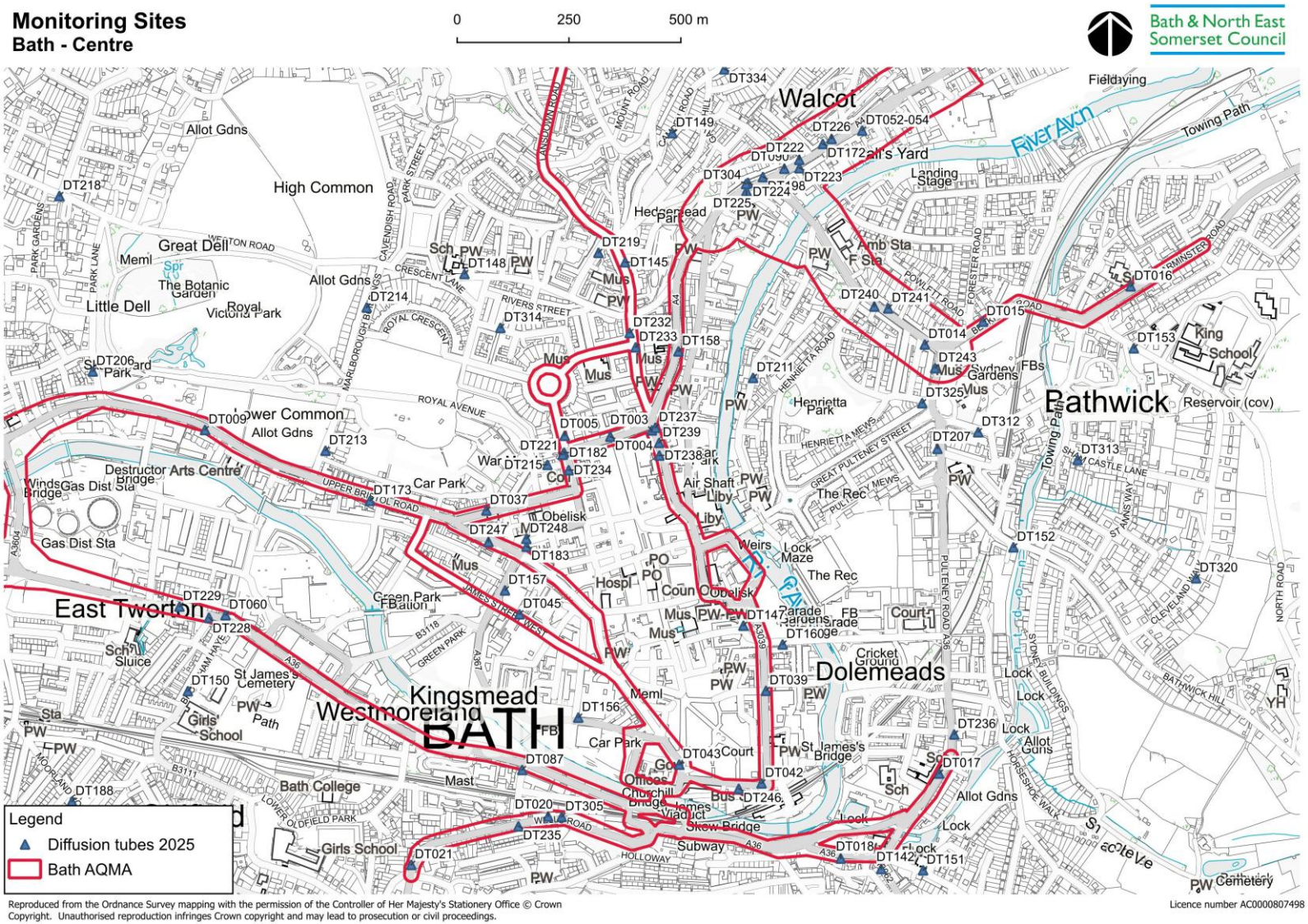

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Figure D.3 – Map of the non-automatic monitoring sites and AQMA – Bath – North

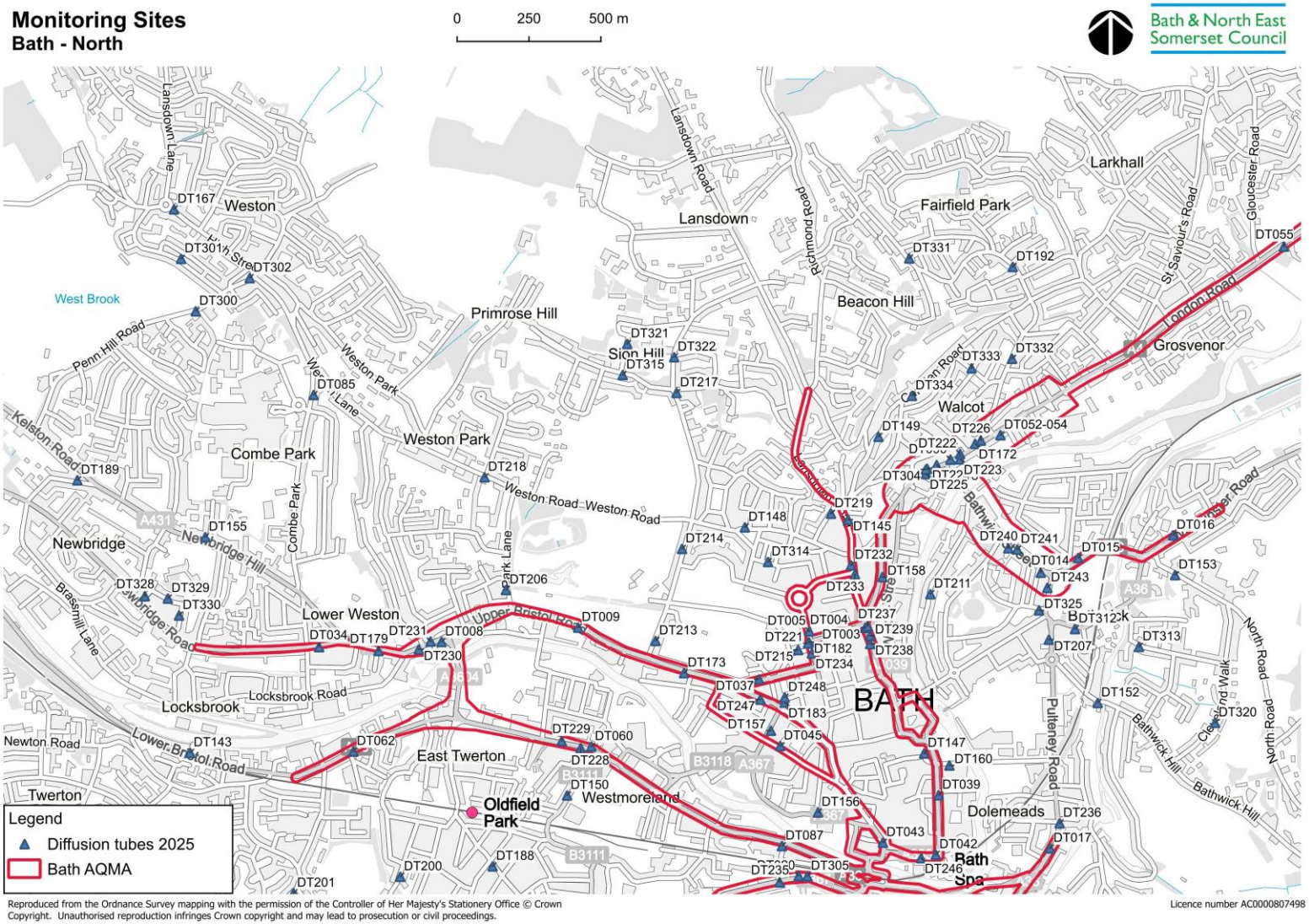


Figure D.4 – Map of the non-automatic monitoring sites and AQMA – Bath – South

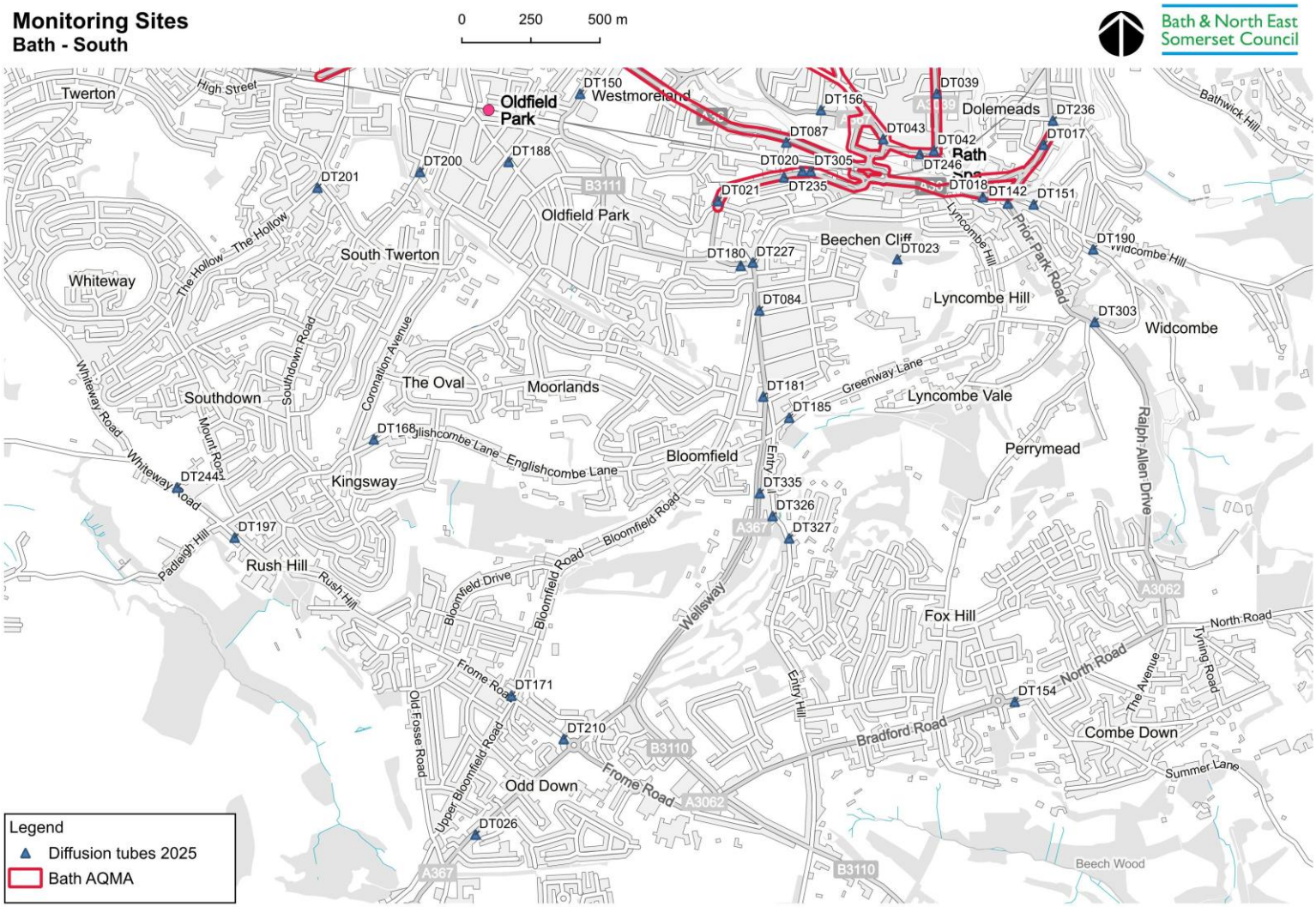


Figure D.5 – Map of the non-automatic monitoring sites and AQMA – Bathampton, Batheaston and Lambridge

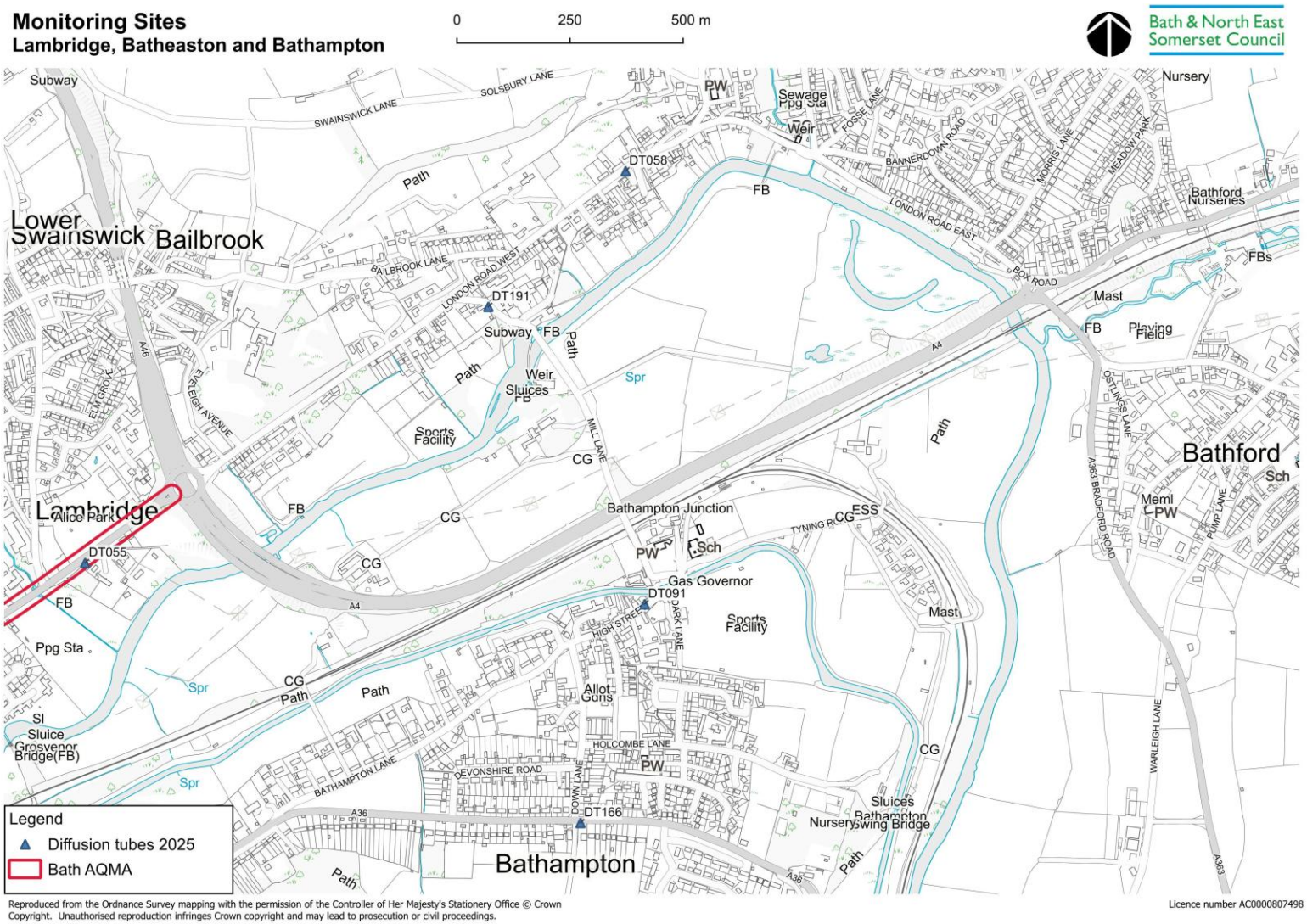


Figure D.6 – Map of the non-automatic monitoring sites and AQMA – Farrington Gurney and Old Mills

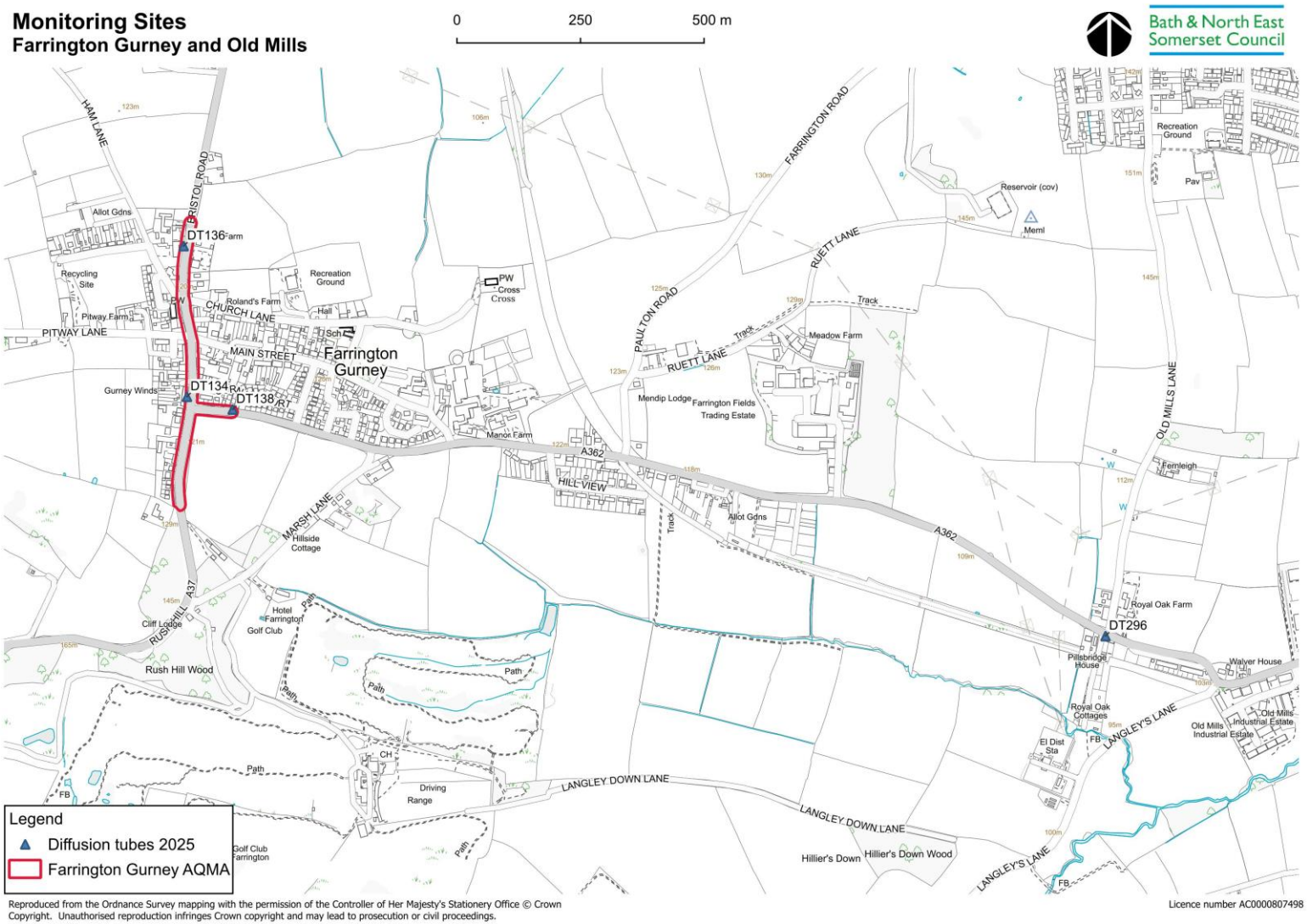


Figure D.7 – Map of the non-automatic monitoring sites – Keynsham

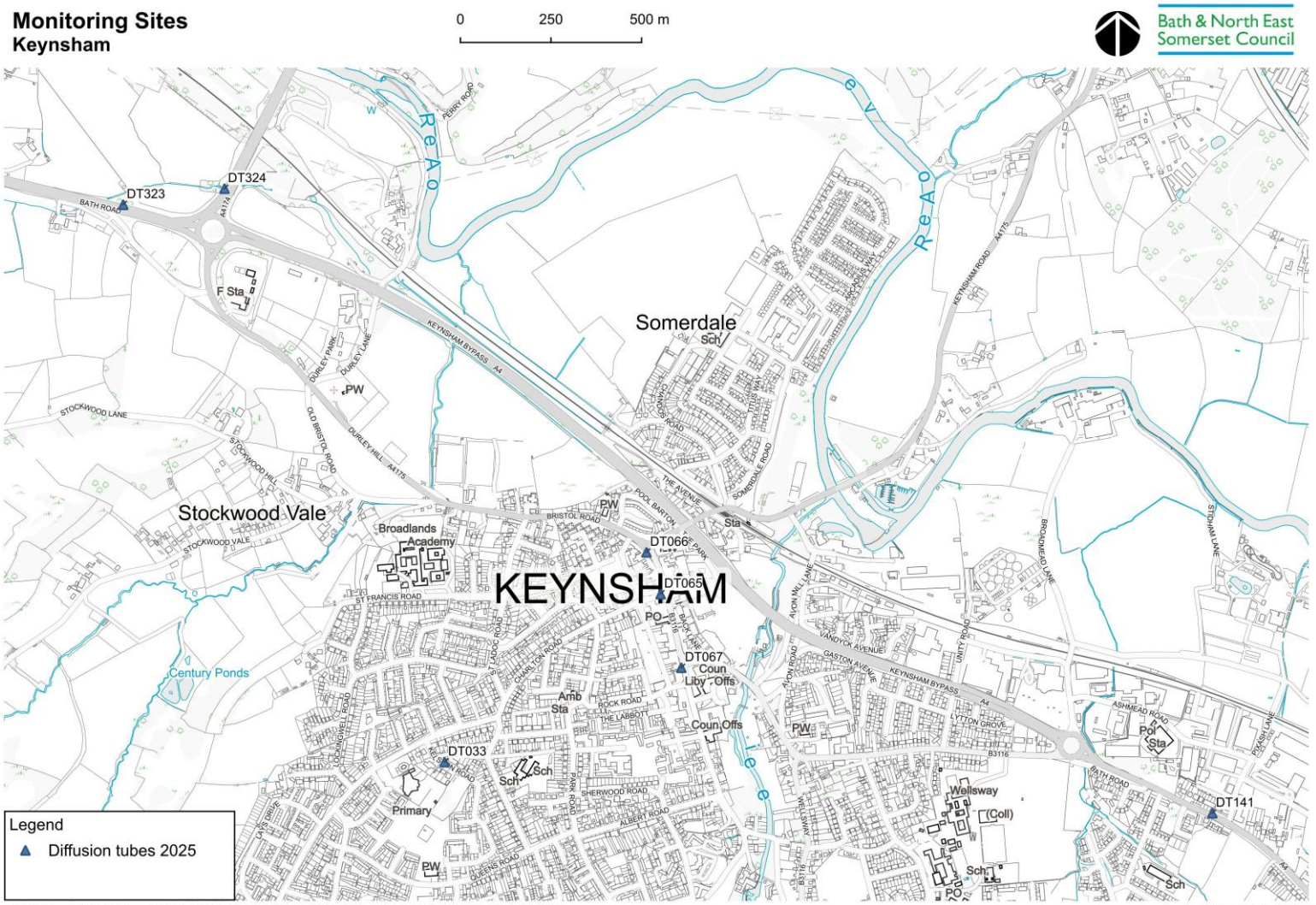


Figure D.8 – Map of the non-automatic monitoring sites – Radstock

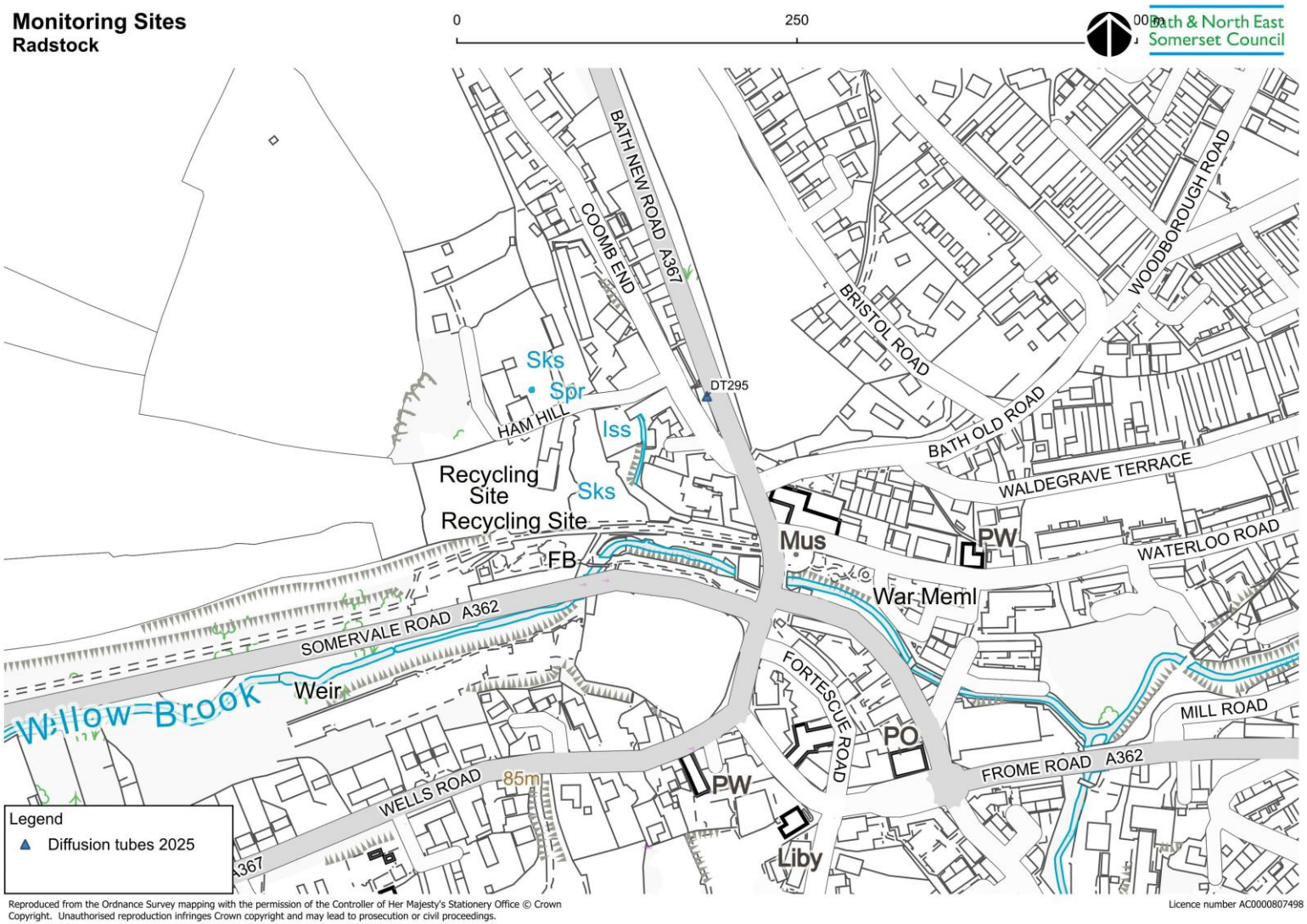


Figure D.9 – Map of the non-automatic monitoring sites – Saltford

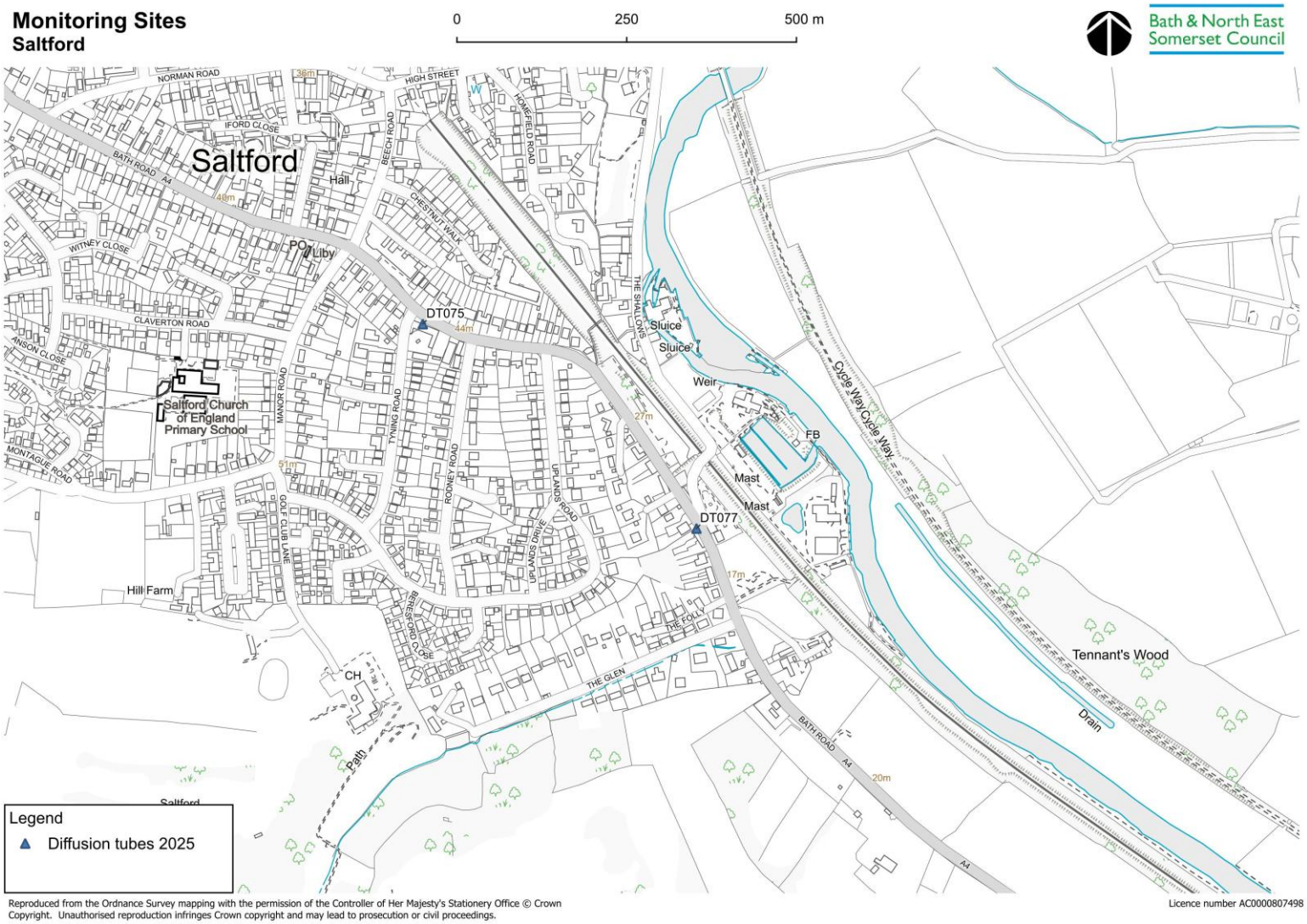


Figure D.10 – Map of the non-automatic monitoring sites and AQMA – Temple Cloud

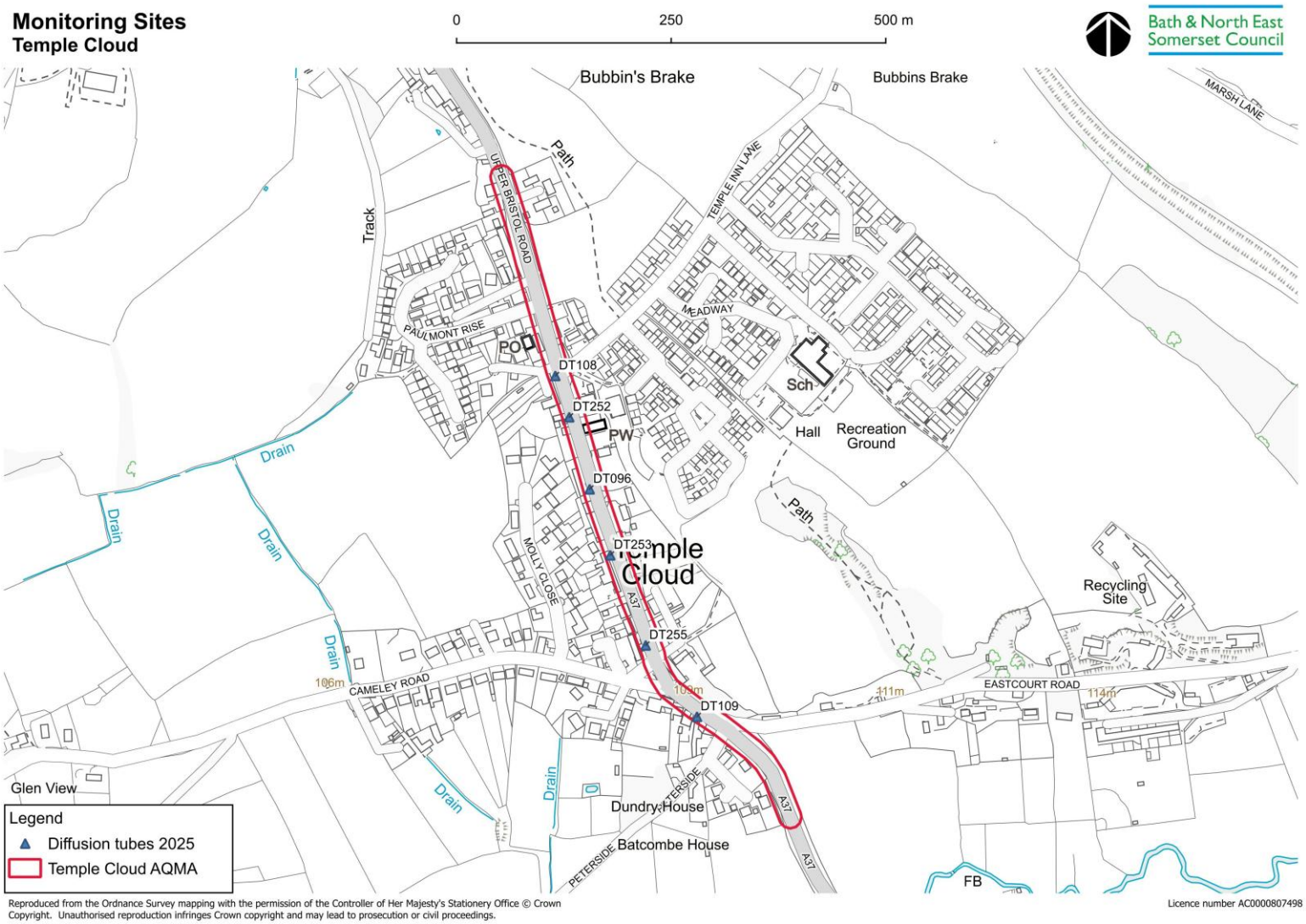
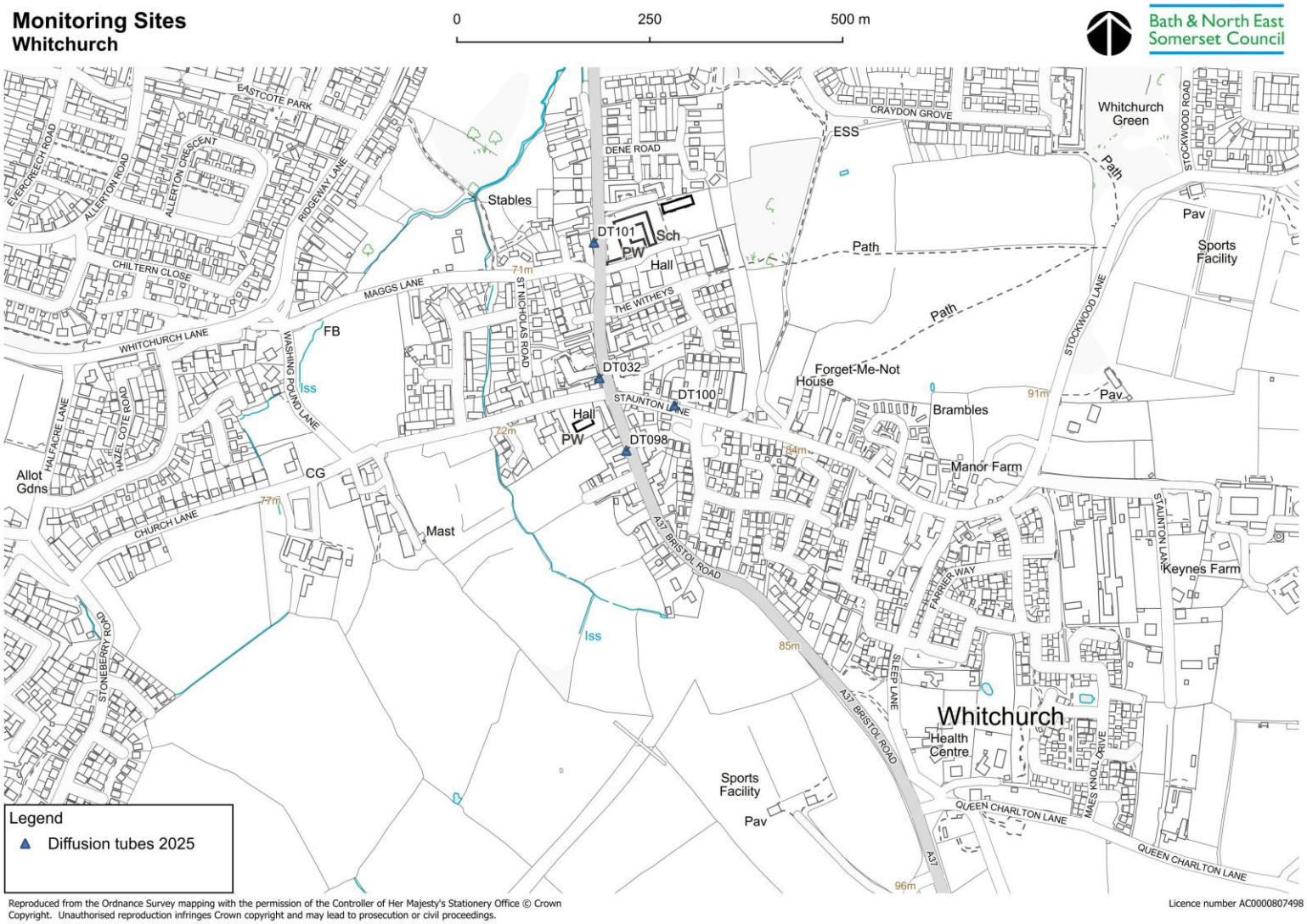


Figure D.11 – Map of the non-automatic monitoring sites – Whitchurch



Appendix E: Summary of Air Quality Objectives in England

Table E.1 – Air Quality Objectives in England[15]

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

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

Appendix F: Other monitoring

Benzene

Whilst we are fully compliant with the national air quality objective with respect to benzene, Bath & North East Somerset Council hosts a benzene sampling system which is part of the national non-automatic hydrocarbon network. This uses a pumped benzene tube (a benzene tube which has a fixed amount of air being drawn through it).

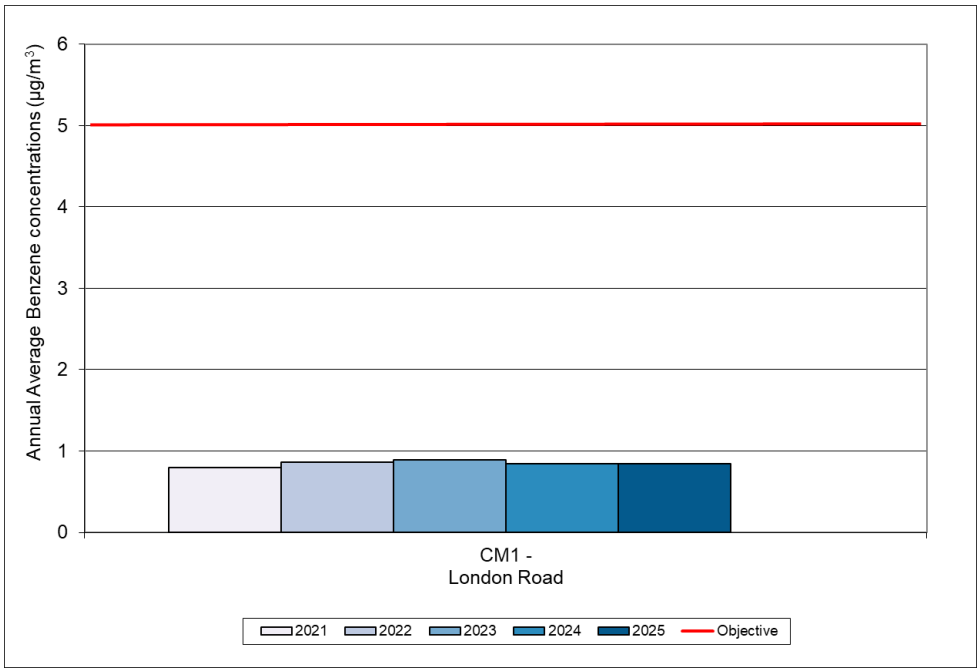
Monitoring results for benzene are shown in Table F.1 and Figure F.1. The results show that there are no exceedances of the benzene objectives during 2025. Trends in benzene show that levels remain similar to previous years (Figure F.1).

Table F.1 – Annual Mean Results: Benzene Monitoring (µg/m3)

Site ID	Site Name	Data Capture for 2025 (%)	2021	2022	2023	2024	2025
CM8	Bath A4 Roadside	100	0.8	0.9	0.9	0.8	0.9

Note: Benzene Annual Mean Objective is 5 µg/m^3

Figure F.1 – Trends in Benzene Monitoring (µg/m^3)



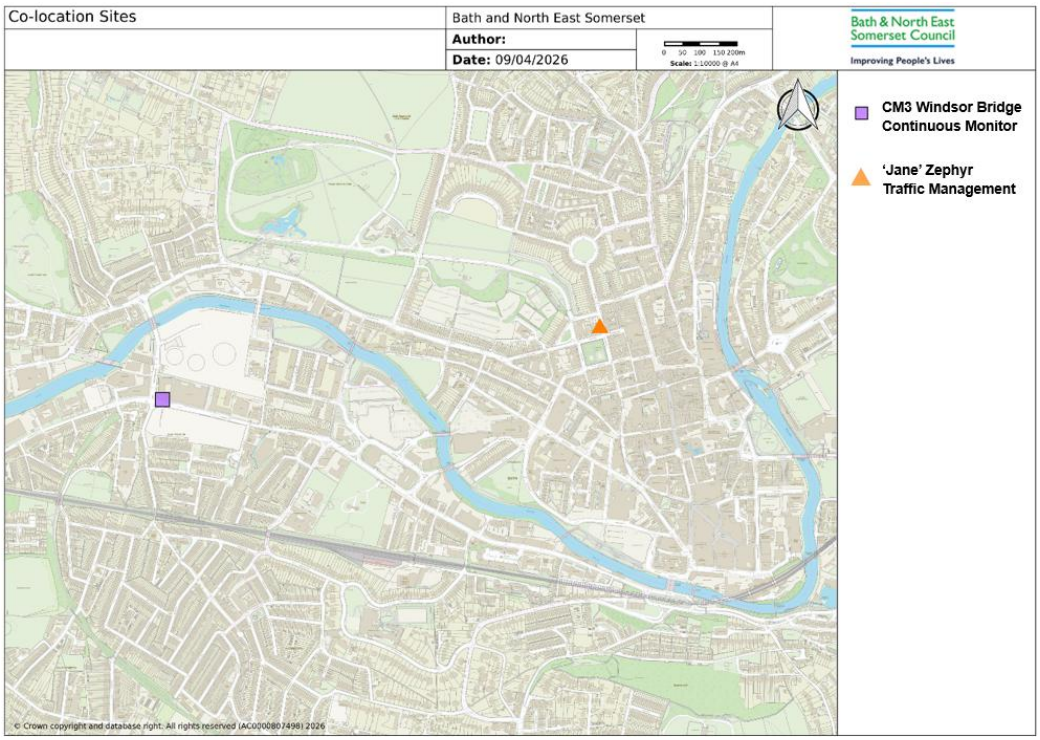
Appendix G: Low Cost Sensor Colocation Study

Zephyr Monitoring

Zephyr analysers are an indicative ambient air quality monitor which utilises electrochemical sensors to measure NO_2, and optical sensors to monitor particulates. It is recommended by the manufacturer that sensors should be changed every two years. As the sensors were last replaced in October 2024 analysers were co-located in 2025 with reference method analysers (CM3 Windsor Bridge) to ensure and improve accuracy of Zephyr data alongside producing a local calibration factor which can retrospectively be applied to data.

Both the 'Maggie' and 'Verity' Zephyr were co-located with the CM3 Windsor Bridge automatic analyser, additionally the Zephyr 'Verity' was co-located at the 'Jane' Zephyr linked to traffic management systems at Gay Street, Bath; see below Figure G.1. The Verity and Jane Zephyrs were co-located for a period of 9 weeks between the 19th of April and the 10th of June; the Maggie Zephyr was co-located with the CM3 Windsor Bridge analyser for 7.5 weeks between the 11th of April and the 6th of June; the final co-location with the Verity Zephyr and the CM3 Windsor Bridge analyser took place for 6 weeks between the 11th of June and the 25th of July.

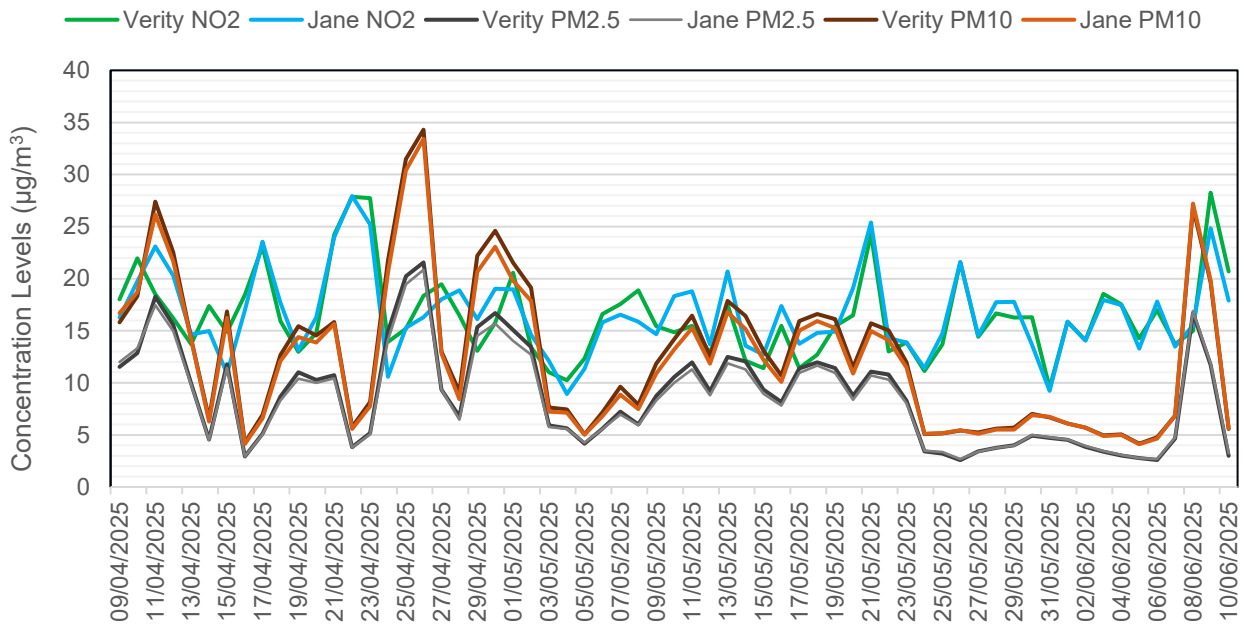
Figure G.1 - Co-location sites



Jane and Verity Co-Location

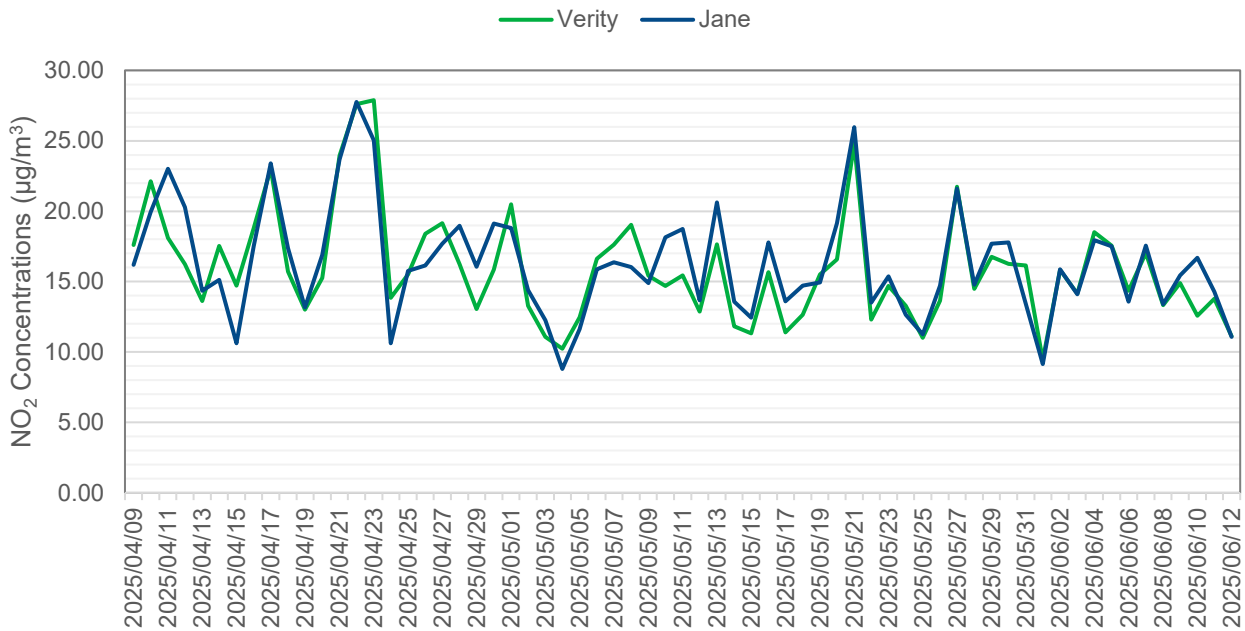
Throughout the co-location in 2025 comparisons between Zephyrs were undertaken. As illustrated in below Figure G.2 the NO_2 concentrations recorded from the 'Jane' permanent Gay Street Zephyr and 'Verity' Zephyr demonstrate a strong positive linear correlation with one another.

Figure G.2 - 'Jane' and 'Verity' hourly average comparison



Whilst the Verity Zephyr is showing slightly more exaggerated NO_2 concentration levels, see Figure G.3, trends in concentration levels are strongly are aligned. As illustrated in the above Figure G.2, overall trends in pollutant concentration levels remain similar.

Figure G.3 - 'Jane' and 'Verity' 15-minute average comparison.



Additionally, means of pollutant concentration levels captured over the course of the monitoring period show data capture are closely aligned, see Table G.1.

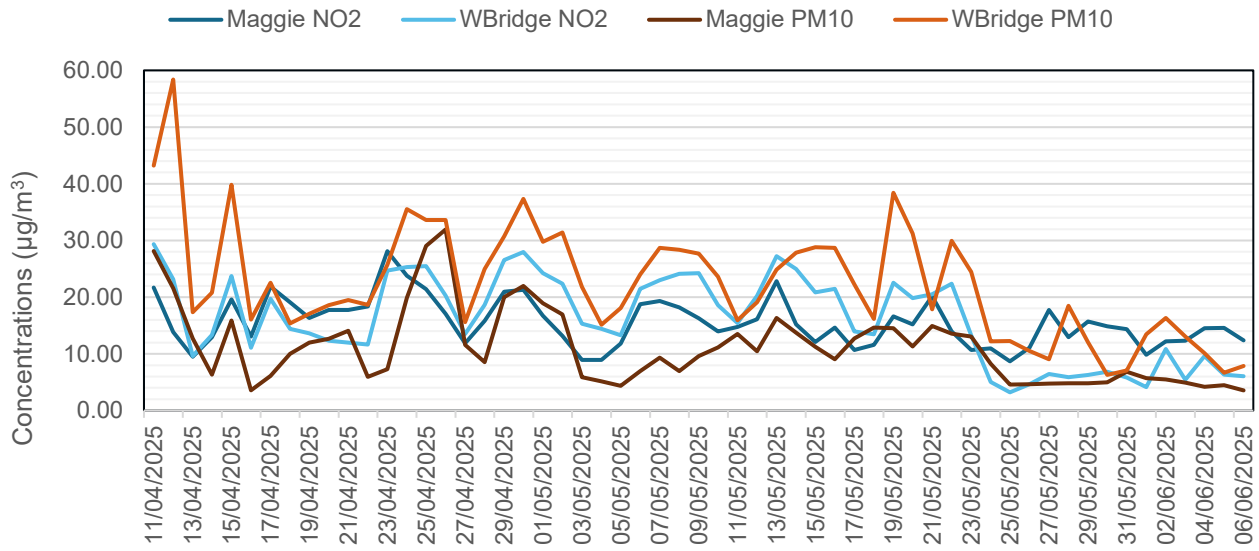
Table G.1 - Mean pollutant concentrations between 9th of April until 10th of June 2025 (µg/m³)

	NO_2	$PM_{2.5}$	PM_{10}
Jane	16.58	8.57	12.24
Verity	16.36	8.81	12.73

Maggie and Windsor Bridge

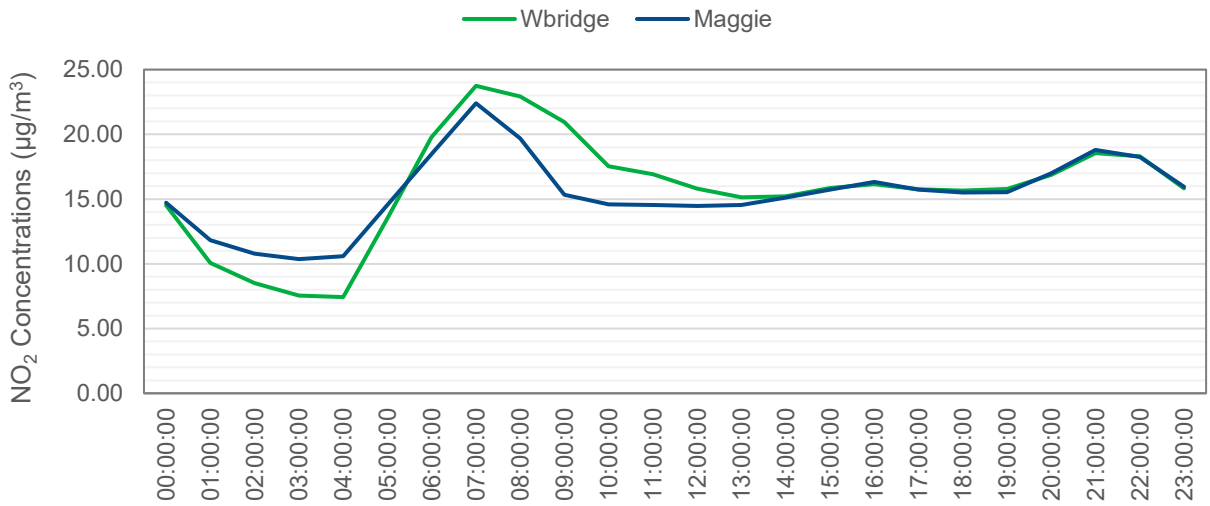
As illustrated below in Figure G.4**,** whilst there are positive correlation between pollutant concentration trends captured by the Windsor Bridge analyser and the Maggie Zephyr, there is also more variation, with the continuous analyser recording more exaggerated peaks and troughs. However, when looking at the hourly trends in Figure G.5, concentration levels recorded by both the continuous analyser and the Zephyr are closely aligned.

Figure G.4 - 'Maggie' and Windsor Bridge daily average comparison



When considering the hourly NO_2 concentration levels, although the continuous analyser again shows slightly more exaggerated levels compared to the Zephyr, the hourly trends are more closely aligned. This suggest the exaggerated daily average peaks displayed in the above Figure G.4 may be due to specific incidents. The significant spike at the beginning of the monitoring period relates to high dust and PM concentrations that were recorded at Windsor Bridge. This was due to a number of large construction sites near to the analyser producing dust, the impact of which was exaggerated by meteorological conditions of high heat and low wind; such conditions can lead to increased pollutants and less dispersal. However, whilst PM concentrations captured between sensors show more variation, NO_2 trends between them are more closely correlated, see below Figure G.5.

Figure G.5 - Windsor Bridge and 'Maggie NO_2 concentration time trends based on hourly average



The below Table G.2 further displays the higher NO_2 concentration levels recorded by the Windsor Bridge when comparing mean hourly concentrations across the monitoring period. Conversely, PM_{10} concentrations between the analysers were substantially more aligned.

Table G.2 - Mean pollutant concentrations between 11th of April until 6th of June 2025 (µg/m³)

	NO_2	PM_{10}
Maggie	11.16	15.53
Windsor Bridge	22.25	16.1

Verity and Windsor Bridge

The Windsor Bridge continuous analyser and Verity Zephyr saw more variation in concentration levels, again with the Windsor Bridge analyser displaying more exaggerated peaks and troughs. Three peaks occurred on the 20th and 30th of June and the highest on the 11th of July. The peaks could be attributed to continued meteorological conditions such as high temperatures and low wind. Despite these peaks, which will have impacted NO_2 hourly averages illustrated in Figure G.7, the daily averages, Figure G.6, display similar trends. Noticeably, the Verity Zephyr recorded more exaggerated peaks than the Windsor Bridge continuous analyser.

Figure G.6 - 'Verity' and 'Windsor Bridge' daily average comparison

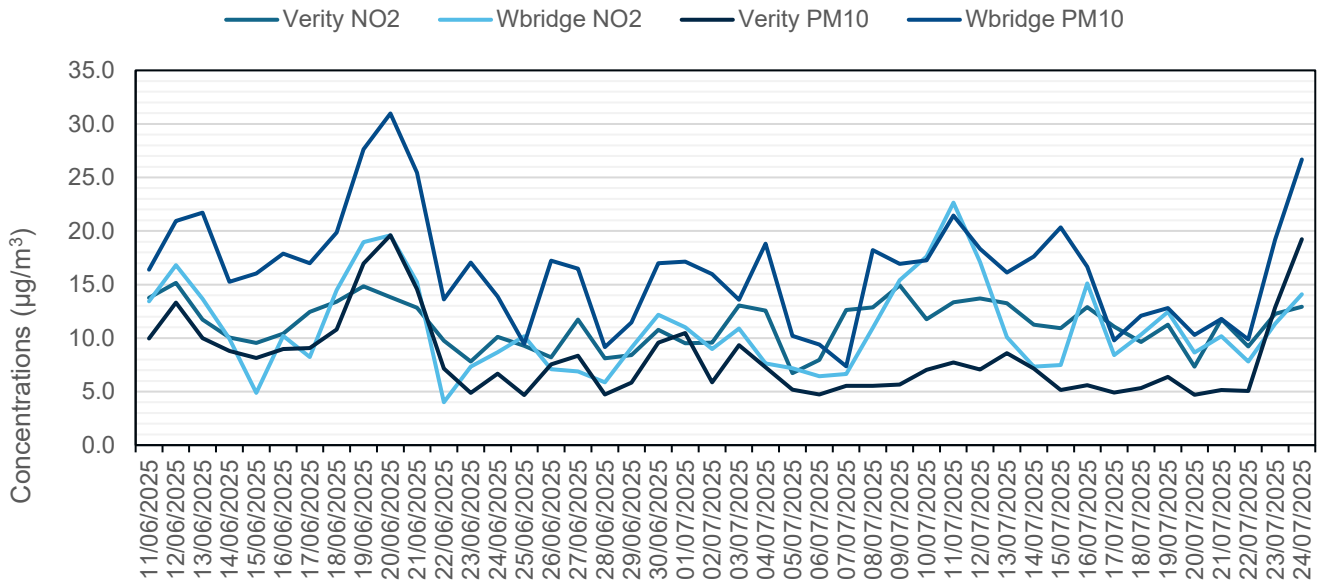
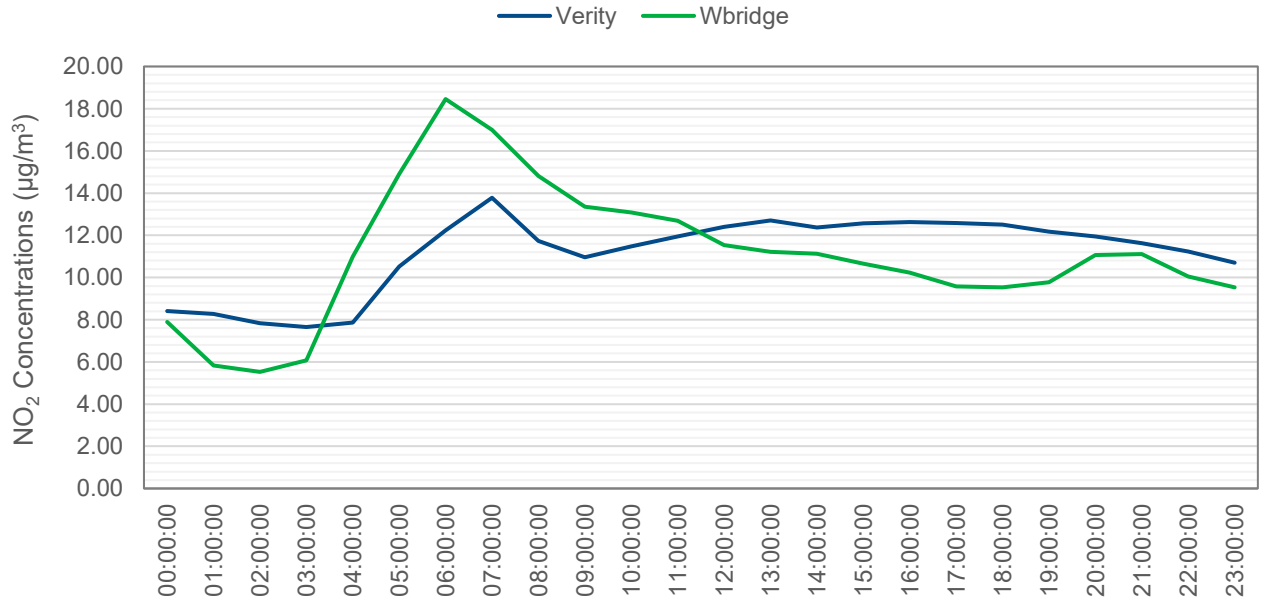


Figure G.7 - 'Verity' and 'Windsor Bridge' NO_2 hourly averages



When comparing hourly mean concentrations of pollutants recorded by the analysers over the course of the monitoring period, they show closely aligned NO_2 concentrations, with elevated PM_{10} concentration levels from the CM3 Windsor Bridge analyser.

Table G.3 - Mean pollutant concentrations between 11th of June until 25th of July 2025 (µg/m^3)

	NO_2	PM_{10}
Verity	11.16	8.2
Windsor Bridge	11	16.6

Appendix H: Supporting Technical Information 2

QA/QC information provided by Air Quality Data Management.

QA/QC of Automatic Air Quality Instruments

Air quality measurements from the automatic instruments are validated and ratified by Air Quality Data Management (AQDM) to the standards described in the Local Air Quality Management – Technical Guidance LAQM (TG22) https://laqm.defra.gov.uk/technical-guidance.

Validation

This process operates on data during the data collection stage. All data are continually screened algorithmically and manually for anomalies. There are several techniques designed to discover spurious and unusual measurements within a very large dataset. These anomalies may be due to equipment failure, human error, power failures, interference or other disturbances. Automatic screening can only safely identify spurious results that need further manual investigation.

Raw data from the gaseous instruments (e.g. NO_x, O_3, SO_2 and CO) are scaled into concentrations using the latest values derived from the manual and automatic calibrations. These instruments are not absolute and suffer drifts. Both the zero baseline (background) and the sensitivity may change over time. Regular calibrations with certified gas standards are used to measure the zero and sensitivity. However, these are only valid for the moment of the calibration since the instrument will continue to drift. Raw measurements from particulate instruments (e.g. PM_{10} and $PM_{2.5}$) generally do not require scaling into concentrations. The original raw data are always preserved intact while the processed data are dynamically scaled and edited.

Ratification

This is the process that finalises the data to produce the measurements suitable for reporting. All available information is critically assessed so that the best data scaling is applied, and all anomalies are appropriately edited. Generally, this operates at three, six, or twelve month intervals. However, unexpected faults can be identified during the instrument routine services or independent audits which are often at 6-monthly intervals. In practice, therefore, the data can only be fully ratified in 12-month or annual periods. The

data processing performed during the three and six monthly cycles helps to build a reliable dataset that is finalised at the end of the year.

There is a diverse range of additional information that can be essential to the correct understanding and editing of data anomalies. These may include

- the correct scaling of data
- ignoring calibrations that were poor e.g. a spent zero scrubber
- closely tracking rapid drifts or eliminating the data
- comparing the measurements with other pollutants and nearby sites
- corrections due to span cylinder drift
- corrections due to flow drifts for the particulate instruments
- corrections for ozone instrument sensitivity drifts
- eliminating measurements for NO_2 conversion inefficiencies
- eliminating periods where calibration gas is in the ambient dataset
- identifying periods where instruments are warming-up after a power cut
- identification of anomalies due to mains power spikes
- correcting problems with the date and time stamp
- observations made during the sites visits and services

The identification of data anomalies, the proper understanding of the effects and the application of appropriate corrections requires expertise gained over many years of operational experience. Instruments and infrastructure can fail in numerous ways that significantly and visually affect the quality of the measurements. There are rarely simple faults that can be discovered by computer algorithms or can be understood without previous experience.

The PM_{10} and $PM_{2.5}$ concentrations may require scaling into Gravimetric Equivalent concentration units by use of the Volatile Correction Model (VCM) http://www.volatile-correction-model.info or by corrections published by Defra https://uk-air.defra.gov.uk/networks/monitoring-methods?view=mcerts-scheme depending on the measurement technique.

Further information about air quality data management, expert data ratification and examples of bad practices are given on the Air Quality Data Management (AQDM) website http://www.aqdm.co.uk.

Glossary of Terms

Abbreviation	Description
AADT	Annual Average Daily Traffic
AIR-PT	Air & Stack Emissions Proficiency Testing
ANPR	Automatic Number Plate Recognition
AQ	Air Quality
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'
AQDM	Air Quality Data Management
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
ASHP	Air Source Heat Pump
ASR	Annual Status Report
AURN	Automatic Urban and Rural Network
ATC	Automatic Traffic Count
BAM1020	Beta Attenuation Monitor
B&NES	Bath and North East Somerset Council
CAP	Clean Air Plan
CAZ	Clean Air Zone
CM	Continuous Monitoring
CPO	Charge Point Operator
CRSTS	City Regional Sustainable Transport Scheme
Defra	Department for Environment, Food and Rural Affairs
DfT	Department for Transport
DT	Diffusion Tube
EV	Electric Vehicle
EVI	Electric Vehicle Infrastructure
FAS	Financial Assistance Scheme
FBC	Final Business Case

Abbreviation	Description
GULW	Go Ultra Low West
HGV	Heavy Goods Vehicle
JAQU	Joint Air Quality Unit
JNZ	Journey to Net Zero
KPI	Key Performance indicator
LAQM	Local Air Quality Management
LDP	Local Development Plan
LEVI	Local Electric Vehicle Infrastructure
LGV	Light Goods Vehicle
LN	Liveable Neighbourhood
LSO	Local Site Operator
MaaS	Mobility as a Service
MCA	Mayoral Combined Authority
MCS	
MoU	Memorandum of Understanding
MW	Megawatt
NO_2	Nitrogen Dioxide
NO_x	Nitrogen Oxides
OHID	Office for Public Health Improvement & Disparities
OZEV	Office for Zero Emission Vehicles
PCM	Pollution Climate Model
PHV	Private Hire Vehicle
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
PV	
QA/QC	Quality Assurance and Quality Control
SO_2	Sulphur Dioxide
SPD	Supplementary Planning Document
SVEZ	Somer Valley Enterprise Zone

Abbreviation	Description
tbc	To Be Confirmed
TEA	Triethanolamine
TG22	Technical Guidance (Local Air Quality Management)
TRO	Traffic Regulation Order
µg/m^3	Micrograms per cubic metre
ULEV	Ultra-Low Emission Vehicles
UKAS	United Kingdom Accreditation Service
UTC	Urban Traffic Control
UTMC	Urban Traffic Management Control
VAS	Vehicle Activated Sign
VCM	Volatile Correct ion Model
VMS	Variable Message Sign
WASP	Workplace Analysis Scheme for Proficiency
WECA	West of England Mayoral Combined Authority
WHO	World Health Organisation

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