

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

Information	Spelthorne Borough Council Details
Local Authority Officer	Claire Lucas, Elizabeth Strutt, Bethany Long
Department	Environmental Health
Address	Spelthorne Borough Council, Council Offices Knowle Green Staines-upon-Thames TW18 1XB
Telephone	01784 444 213
E-mail	pollution.control@spelthorne.gov.uk
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Local Responsibilities and Commitment

This ASR was prepared by the Environmental Health Department of Spelthorne Borough Council (SBC) with the support and agreement of the following officers and departments:

SBC Climate Change and Sustainability Team, SBC Leisure and Wellbeing Team, SBC Strategic Planning and Development Management Teams, the Strategic Transport Team at Surrey County Council, and the Health Protection Team at Surrey County Council.

This ASR has been approved by:



Tracey Willmott-French (CEnvH, MCIEH)

Senior Environmental Health Manager

This ASR has been approved by the most senior Environmental Health specialist within Spelthorne Borough Council.

This ASR has been commented on by the Health Protection Team Manager at Surrey County Council, Public Health.

On behalf of the Surrey County Council (SCC) Director of Public Health, the Public Health team work closely with Surrey Air Alliance including district and borough council partners responsible for submitting Annual Statement Reports (ASR) on air quality within their area; to develop initiatives and implement actions to improve air quality across the county of Surrey, through collaboration and consultation.

If you have any comments on this ASR, please send them to the Pollution Control Team at:

Spelthorne Borough Council
Council Offices
Knowle Green
Staines-upon-Thames
TW18 1XB
Telephone: 01784 444 213

Email: pollution.control@spelthorne.gov.uk

Executive Summary: Air Quality in Our Area

Air Quality in Spelthorne

Breathing in polluted air affects our health and costs the NHS and our society billions of pounds each year. Air pollution is recognised as a contributing factor in the onset of heart disease and cancer and can cause a range of health impacts, including effects on lung function, exacerbation of asthma, increases in hospital admissions and mortality[1].

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[2].

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

Table ES 1 - Description of Key Pollutants

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

[1] UK Health Security Agency. 2022. Chemical Hazards and Poisons Report, Issue 28.

[2] Defra. 2006. Air quality and social deprivation in the UK: an environmental inequalities analysis.

Actions to Improve Air Quality

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

Air quality in Spelthorne is predominantly influenced by transport emissions and background pollutant concentrations which include emissions from outside the borough.

This annual status report has not identified any significant new emissions sources within Spelthorne in the reported monitoring year of 2025.

Pollutants in Spelthorne

The principal air pollutant of concern within Spelthorne is Nitrogen Dioxide (NO_2) predominantly from vehicle emissions. It is recognised that Particulate Matter (PM_{10} and $PM_{2.5}$) has significant health impacts, and that the World Health Organisation (WHO) Global Air Quality Guideline levels (WHO AQG) for annual average NO_2 and $PM_{2.5}$ are not met in Spelthorne in line with the wider region.

Previous assessments of local air quality in Spelthorne have enabled the Council to conclude that concentrations of carbon monoxide, benzene, 1,3-butadiene, lead, sulphur dioxide and PM_{10} are compliant with the relevant national objectives outlined in Appendix E.

A borough wide Air Quality Management Area (AQMA) was declared in 2003 for NO_2 air pollution in relation to traffic and an Air Quality Action Plan (AQAP) was published in 2005, to bring about improvements in concentrations of NO_2 within the Spelthorne AQMA. Most of the borough is already compliant with national objectives, therefore in line with the Defra TG22 Local Air Quality Management Guidance[3] the Council reduced the coverage of the AQMA on 1 April 2024 to better reflect the status of air quality within the borough. This work has formed part of the process of producing an updated AQAP in consultation with key stakeholders including the Transport Authority Surrey County Council (SCC), and

[3] Defra 2022. Local Air Quality Management Technical Guidance (TG22). Available at: UK Regions (exc. London) Technical Guidance | LAQM

National Highways who manage the strategic road network within Spelthorne. The Spelthorne AQAP was approved for adoption by the Council's Environment and Sustainability Committee in December 2024 and can be viewed here: https://www.spelthorne.gov.uk/page/1087/air-quality-reports.

From April 2027, Spelthorne Borough Council (SBC) will no longer exist, and a new unitary authority, West Surrey, will be established as part of Local Government Reorganisation. Information for residents on the Local Government Reorganisation process in Surrey can be found here: https://www.surreylgrhub.gov.uk/. At the time of writing, information was not yet available on how air quality reporting and AQAP's will be affected by this change. The 2026 air quality monitoring dataset that will be reported in the 2027 ASR, is being collected by Spelthorne Borough Council.

Trends of Pollutants

Plots presented in Appendix F, showing NO_2 trends over the last decade of monitoring demonstrate there has been a sustained reduction in average annual NO_2 concentrations across all monitoring sites. Monitored NO_2 concentrations have been predominantly compliant with the national annual mean NO_2 objective of 40 µg/m^3 for the monitoring years 2022 to 2025, with no exceedance of this national objective since 2022 at Stanwell Moor Road (SP60). This decline in NO_2 has continued since the Covid-19 pandemic despite a recovery in traffic volumes. This trend includes roadside monitoring locations. When comparing 2025 monitoring data to 2024 there are some increases as detailed in section 3.2.

Figures A.10 and A.12 (in Appendix A) show decreasing PM_{10} and $PM_{2.5}$ concentrations at Oaks Road, Stanwell, which has a continuous dataset from 2003 to 2025. Although data from 2017 to 2023, when there were 3 automatic monitoring sites in operation in Spelthorne, is more variable. During that period there were pandemic related changes in airport operations and travel restrictions that could have influenced sources both locally, and regionally as particulate matter measurements consist of pollutants from local emissions sources, secondary particulate formation, regional pollution and pollution from more remote sources brought in on incoming air masses.

The levels of air pollution that residents are exposed to come from pollution generated within the borough and 'background' regional pollution from outside of the borough. For PM_{10} and $PM_{2.5}$, the largest contribution to levels monitored in the borough comes from

background sources, rather than sources within the borough. 2019 based source apportionment for NO_x found that the largest proportions of NO_x were attributable to background concentrations ranging from 30% to 68% at key locations in the borough that were considered at risk of NO_2 exceedances[4]. This presents a particular challenge for Spelthorne Borough Council to impact and influences local levels of air pollution.

SCC as the Transport Authority have reported that over the past year there has been an overall stabilisation in traffic flows across Surrey. Most recent data from automatic traffic count sites across Spelthorne indicate a vehicle flow volume increase of 1% between 2024 and 2025. This is a greater yearly volume increase than prior to the Covid-19 pandemic which saw yearly increases of approximately 0.5%, evidencing further recovery or continued growth. The pattern of weekly traffic flows, although stabilised, have changed since before the pandemic with slightly higher traffic volumes in the middle of the day and an earlier commencement of the evening peak. Peak traffic volumes at the weekend are also reported to be higher than prior to the pandemic.

Pollutant Concentrations and Air Quality Objectives/Guidelines

NO_2 concentrations across Spelthorne in 2025 remained well below the annual mean objective of 40 µg/m^3 set by Defra for the protection of human health within the Air Quality Standards Regulations 2010. This is compared to 2022, when there was a slight exceedance of the NO_2 objective at Stanwell Moor Road (SP60) as detailed in the 2023 Annual Status Report. The maximum annual mean NO_2 concentrations measured in 2025 in Spelthorne were 26 µg/m^3 at location SP60, Stanwell Moor Road and 25.5 µg/m^3 at location SP58 Sunbury Cross East. The 2025 annual mean NO_2 concentration measured by automatic monitoring at Oaks Road Stanwell was 20.4 µg/m^3.

Concentrations of PM_{10} also remained well below the annual mean objective of 40 µg/m^3 and the 24-hour mean of 50 µg/m^3 not to be exceeded more than 35 times a year. The annual mean PM_{10} concentration measured in 2025 at the Oaks Road automatic monitor in Stanwell was 13.8 µg/m^3.

[4] 2022. Ricardo. Spelthorne Air Quality Action Plan 2019 Baseline Dispersion Modelling Measures Appraisal.

The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023 set two $PM_{2.5}$ targets into law as set out in the Environmental Improvement Plan 2023[5], to reduce population exposure to $PM_{2.5}$ by 35% in 2040 compared to 2018 levels, with an interim target to reduce by 22% by the end of January 2028, and a target to require a maximum annual mean concentration of 10 micrograms of $PM_{2.5}$ per cubic metre ($\mu g/m^3$) by the end of 2040, with an interim target of 12 $\mu g/m^3$ by the end of January 2028. The Environmental Improvement Plan 2025[6] increased the ambition of the interim targets and commits to deliver a reduction in anthropogenic emissions of NO_2 of 73% and a reduction in anthropogenic $PM_{2.5}$ emissions of 46% by 2030 against a 2005 baseline. The updated interim targets are an annual mean concentration target of 10 $\mu g/m^3$ to be achieved by December 2030, and a population exposure reduction target of 30% compared to 2018 to be achieved by December 2030.

In 2025 the annual mean $PM_{2.5}$ concentration at Oaks Road, Stanwell was 8 $\mu g/m^3$, which is below the 2030 interim target.

Spelthorne Borough Council passed a motion in October 2021 to advocate for the more stringent World Health Organisation (WHO) Air Quality Guidelines (AQG)[7]. It should be noted that the WHO AQGs are not legally adopted in England, and the WHO recommends that before adopting the WHO guideline values as legally based standards, governments should consider their unique, local conditions.

The WHO AQG, for NO_2 is an annual mean concentration of 10 $\mu g/m^3$, however none of the monitoring locations (automatic or non-automatic) in Spelthorne met this guideline in 2025. In 2025 the annual mean PM_{10} concentration was 13.8 $\mu g/m^3$ (Oaks Road, Stanwell), which does not exceed the WHO AQG of 15 $\mu g/m^3$. The annual mean $PM_{2.5}$ concentration was 8 $\mu g/m^3$ (Oaks Road, Stanwell), which exceeds the WHO AQG of an annual mean concentration of 5 $\mu g/m^3$.

[5] Defra, 2023, HM Government, Environmental Improvement Plan 2023, available at: https://www.gov.uk/government/publications/environmental-improvement-plan

[6] Defra, 2025, Environmental Improvement Plan (EIP) 2025 available at: Environmental Improvement Plan (EIP) 2025 - GOV.UK

[7] World Health Organisation 2021. What are the WHO Air quality guidelines webpage available at: https://www.who.int/news-room/feature-stories/detail/what-are-the-who-air-quality-guidelines

Therefore, while compliance with national statutory guidelines is being achieved, concentrations of NO_2 and $PM_{2.5}$ remain above the recommended WHO AQGs, suggesting further improvements to air quality are needed.

Spelthorne Borough Council and Partnership Working

The Surrey Air Alliance

Spelthorne Borough Council are working with partners in line with the National Air Quality Strategy towards improving local air quality. Partners within the Surrey Air Alliance (SAA), technical working group include the Transport Authority Surrey County Council who are responsible for traffic management and infrastructure in Spelthorne, Surrey County Council's Public Health and Safer Travel Teams, the other Surrey districts and boroughs, Surrey Heartland's NHS Integrated Care Board, and National Highways.

Surrey County Council Public Health team have provided the following updates regarding their joint air quality work with district and borough teams across Surrey:

- Production of a new Joint Strategic Needs Assessment (JSNA), of air quality published in August 2025 at Air Quality | Surrey-i. The majority of JSNA recommendations will be incorporated into the SAA workplan;
- Funding to expand the airTEXT service provided by CERC, to all districts and boroughs across Surrey for two years which commenced in May 2026. This will be supported by research into the reach of the airTEXT service to those with respiratory and cardiovascular conditions, and the impact on hospital admissions for acute episodes during poor air quality events;
- Supporting the ultrafine particulate's toxicity project around Gatwick airport with additional funding;
- Supporting the national Clean Air Night campaign in January 2026 and the Clean Air Day campaign in June 2026 with social media messaging;
- Maintaining the Healthy Surrey air quality webpage with up-to-date information which is available at Air Quality | Healthy Surrey;
- New for 2026 will be the production of reports on air quality work carried out by SAA for the Prevention and Wider Determinants of Health Delivery Board, which will help raise the profile of air quality work to the Surrey Health and Wellbeing Board.



Poster advertising the AirText service. Posters have been displayed on the borough's community notice boards.

Working with the Environment Agency

There are several Environment Agency regulated sites within Spelthorne. When SBC Environmental Health receive complaints related to Environment Agency regulated activities the witness is advised to contact the Agency directly so that Agency Officers can ask the witness questions, and for purposes of generating an appropriate complaint on the Agencies reporting system for enforcement purposes. This approach enables the Environment Agency to establish when multiple complaints are being made about a regulated activity. SBC Environmental Health will work collaboratively with the Environment Agency when necessary, in cases of complaints about an Environment Agency permitted facility the Environment Agency must take the lead as per legislation and to facilitate any potential enforcement. The Environment Agency have provided the following air quality update regarding the Eco Park waste gasifier site for the 2025 monitoring period *"At the end of 2025, SUEZ Ecopark was rated band B for EPR permit VP3997N, indicating it demonstrated an expected level of permit compliance.".*

On strategic matters such as Heathrow Airport collaboration is via technical working groups as detailed below.

Coordinated Approach to Cycling Working Group

The Spelthorne Health & Wellbeing Strategy which can be found here:https://www.spelthorne.gov.uk/page/997/health-and-wellbeing-strategy.

One of the key actions within the strategy is to develop a coordinated approach to cycling. The Spelthorne Coordinated Approach to Cycling Working Group has been established to promote and advance this action. Participants in the group include the SBC Leisure and Wellbeing Team, the chair of the SBC Community Wellbeing & Housing Committee, the SBC Pollution Control and Climate Change Teams, the SBC Strategic Planning Team, the Parks and Open Spaces Manager, the Head of Active Communities for Active Surrey, Surrey County Council's Cycle Training Supervisor and Talking Tree, a volunteer led community group taking action on the climate emergency.

Members of the working group are involved in several projects to promote cycling in Spelthorne including bike repair workshops and coordinated actions to recycle bicycles that are donated or retrieved as unwanted bicycles that come into county recycling facilities or have been abandoned within parks and open spaces in Spelthorne. Bicycles are serviced and made available to the community via a bicycle library where they can be borrowed or are provided to participants in cycle training workshops. The County undertakes an extensive programme of cycle training that is open to schools with additional workshops provided for adults, and there is a policy of no one left behind that seeks to ensure that bicycle access is made available to asylum seekers and children in care.

SBC runs volunteer led local cycle routes for residents known as Cycling for Health which has been running for several years with a successful uptake. The Mayor of Spelthorne ran a Cycle Fun Day event in April 2025 to promote cycling.

The Council for the Independent Scrutiny of Heathrow Airport (CISHA)

Heathrow Airport Ltd is the owner and operator of Heathrow Airport, which is immediately to the north of Spelthorne. Whilst the airport is not within the boundaries of the Council, the operation of the airport particularly in terms of surface access transportation and employment does impact on the borough. Participating in airport related consultations and technical groups takes considerable officer resource commensurate with the fact that the airport is a destination for traffic regionally that utilises the local road network close to the airport.

CISHA and its forums fulfil the role of Airport Consultative Committee (ACC), as set out in Section 35 of the Civil Aviation Act for independent oversight and collaboration, make progress on the issues that matter to residents and stakeholders. Further information about CISHA can be found here: https://www.cisha.org/.

SBC participates in the CISHA Air Quality Working Group; the group is also attended by the Environment Agency. The air quality working group scrutinises Heathrow Airport's approach to air quality monitoring and air-quality policy. The group also gives feedback on air quality research activities that the airport is undertaking. Currently the CISHA Air Quality Working Group is focused on the business-as-usual activity of the airport rather than airport expansion which is dealt with by a separate working group as detailed in the section below. The Heathrow Air Quality Action Plan and Heathrow funded local air quality monitoring can be viewed here:https://www.heathrow.com/company/about-heathrow/heathrow-sustainability-strategy/clean-air-at-and-around-the-airport and https://www.heathrowairwatch.org.uk/.

Heathrow Strategic Planning Group (HSPG) Environment and Airspace Working Group

HSPG is a collaboration of Local Authorities surrounding Heathrow Airport operating on a sub-regional level to develop a functional and sustainable economic area around Heathrow Airport with a particular focus on supporting the sub-region to decarbonise and develop credible pathways to achieve net zero. The Environment and Airspace Group consider the environmental and human impacts of overflying aircraft and the airport; work to address climate change and Net Zero; new developments in aviation and UK aviation policy; and respond to Airspace Modernisation and Airspace Change Proposals. The group is attended by local authority officers from a range of technical backgrounds and draws on other expertise to provide a forum for sharing knowledge, understanding and best practice, and for responding to complex technical consultations and proposals. SBC officers participate in the HSPG Environment and Airspace Working Group and represent the group at the CISHA Air Quality Working Group. Both groups include attendance from equivalent officers with air quality expertise within neighbouring London boroughs.

The Heathrow Expansion Working Group (HEWG)

HEWG is an internal working group within SBC that coordinates consultation responses related to airport expansion and airspace change and is attended by officers with environmental expertise, the Deputy Chief Executive and the Chair of the SBC Community Wellbeing & Housing Committee. The group is facilitated by the SBC Strategic Planning Team.

Heathrow Expansion Air-Quality Subject Working Group

Heathrow Airport Ltd. have established a dedicated expansion air-quality subject working group which is tasked with actioning the comments of the Planning Inspectorate following the scoping consultation in Autumn 2025, and ultimately to agree Statements of Common Ground within the Development Consent Order process (DCO). The working group is attended by districts and boroughs within the expansion study area and is also attended by SCC, and air-quality specialists from the Environment Agency and National Highways. SBC will be a statutory consultee under the DCO process for the Third Runway application.

Conclusions and Priorities

Some of the key priorities for SBC concerning air pollution include:

- To maintain a comprehensive air quality monitoring network - to understand, where pollution is more acute;
- To conduct effective collaboration with stakeholders to improve air quality.
- To continue to prevent emissions of pollutants from new development via the planning process and building control regime and to continue collaboration with Heathrow Airport Ltd. to reduce emissions arising from the operation of Heathrow Airport;
- To maintain public awareness and encourage behavioural change - SBC will continue to provide an alert service to residents who wish to receive an alert when local air quality is predicted to deteriorate (currently AirTEXT see: https://www.spelthorne.gov.uk/page/723/airtext);
- Climate Change and Air Quality: The primary local air pollution source that is contributing to nitrogen dioxide concentrations at the roadside within the AQMA is

traffic. SCC and SBC will continue to promote the use of "cleaner technology and fuels" within Spelthorne through the expansion of Electric Vehicle charging infrastructure;

- Implementation of traffic programs, interventions and management schemes by the Transport Authority SCC, and the promotion of sustainable travel to reduce emissions from traffic. Reducing the use of private vehicles for journeys to school will be necessary to improve air quality, and tackle climate change because journeys to school are a significant proportion of vehicle trips in the morning peak across Surrey;
- Expansion of Smoke Control Areas: Spelthorne will start the process to expand the coverage of Smoke Control Areas to cover the whole borough subject to approval via the Council's Political Committees. A report is expected to be taken to Committee in Autumn 2026.

There has been no monitored exceedance of the Air Quality Standards in Spelthorne since 2022, nor have there been levels that have fallen within 10% of a relevant objective therefore in accordance with technical guidance LAQM TG22 Spelthorne must consider whether it is appropriate to revoke the borough Air Quality Management Area. Paragraphs 3.1, 3.57 and 3.61 of LAQM TG22 reference additional technical information that may be required to support the decision to revoke an AQMA such as detailed dispersion modelling. SBC on behalf of the SAA have been in communication with Defra about undertaking an updated Surrey wide dispersion modelling exercise which is expected to begin this financial year (subject to relevant financial approval and procurement processes in accordance with Council regulations). This exercise will provide further data to inform decision-making regarding the Spelthorne AQMA. The benefit of undertaking dispersion modelling is that it will provide indicative data on compliance for areas where it is not possible to deploy monitoring equipment. Given the timescales of Local Government Reorganisation, it is likely that any decision to revoke the AQMA will be undertaken by the new West Surrey authority.

How to get Involved

Spelthorne residents and Councillors are aware of the issue of air quality in Spelthorne. The presence of the AQMA and Smoke Control Areas, the introduction of the London ULEZ extension to three neighbouring boroughs, as well as the nearby Heathrow Airport,

the Eco Park waste gasifier situated within Spelthorne and the level of new development taking place has increased awareness of air quality issues.

Information on local air quality is provided via the Council's website here: Air Quality Reports | Spelthorne Borough Council and automatic air quality monitoring data can be viewed in real time here: Spelthorne Borough Council - Air Quality monitoring service.

More information about what the Council is doing to respond to the development schemes discussed here can be found on our website:

- Proposed Heathrow Expansion: Heathrow Expansion Consultations and Responses | Spelthorne Borough Council
- River Thames Scheme: The River Thames Scheme | Spelthorne Borough Council

Residents can respond directly to Development Consent Order (DCO) process applications such as the expansion of Heathrow Airport and the River Thames Scheme via the public consultation process. Applications are made to the Planning Inspectorate. More information about the DCO process and how to comment on a DCO application can be found here: https://national-infrastructure-consenting.planninginspectorate.gov.uk/decision-making-process-guide.

Residents can comment on planning applications made to Spelthorne Borough Council here: https://www.spelthorne.gov.uk/page/1021/view-comment-or-object-planning-applications and Surrey County Council here: https://www.surreycc.gov.uk/land-planning-and-development/planning/applications-register/process/have-your-say.

Whilst awareness of increases in emissions in relation to developments, the airport, and industrial sources is high, the contribution that we all make as individuals to local air pollution, and the measures that can be taken regarding health and air quality do not have the same level of awareness. Data from Public Health England indicates that the borough has high levels of obesity and physical inactivity. There are opportunities to benefit the health of residents by encouraging more active travel, which has the co benefit of reducing air pollutant emissions by reducing the use of cars for short journeys. As most air pollution of concern in the borough is related to traffic, there are some simple changes we can each make personally to reduce emissions and improve local air quality for our community as described on the SBC website: Behaviours to reduce emissions and improve local air quality for our community FAQ | Spelthorne Borough Council.

The Council has a commercial waste service: Spelthorne Direct Services https://spelthornedirectservices.co.uk/.

The service utilises locally based vehicles which can offer a lower mileage service from within the borough utilising smart vehicle routing, with a strong focus on supporting customers to reduce the amount of waste going to landfill by improved segregation of commercial waste and increased recycling.

Actions to help tackle the climate emergency can have benefits for local air quality. Residents can get involved locally via sustainable community groups such as Talking Tree https://talkingtree.org.uk/.

Action groups such as Mums for Lungs https://www.mumsforlungs.org/ and Global Action Plan https://www.globalactionplan.org.uk/our-work/clean-air provide information on the impacts of domestic activities on air quality such as wood burning and information on how to campaign for improved air quality.

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1 Local Air Quality Management

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

The LAQM process places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether the air quality objectives are likely to be achieved. Where an exceedance is considered likely the local authority must declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan (AQAP) setting out the measures it intends to put in place to achieve and maintain the objectives and the dates by which each measure will be carried out. This Annual Status Report (ASR) is an annual requirement showing the strategies employed by Spelthorne Borough Council (SBC) 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 SBC can be found in Table 2.1. The table presents a description of the AQMA that is currently designated within Spelthorne. The whole borough wide AQMA was reduced in size in 2024 because of sustained improvement in local air quality.

Appendix D**Error! Reference source not found.** provides maps of the AQMA and the air quality monitoring locations in relation to the AQMA. The air quality objectives pertinent to the current AQMA designation are as follows:

- NO_2 annual mean

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
Spelthorne AQMA	Declared 01/08/2003, amended 01/04/24	NO_2 Annual Mean	The new AQMA is an area encompassing most of the borough excluding a large proportion of Shepperton, Laleham, Knowle Green and parts of Staines-upon Thames	Yes	Up to 80 µg/m^3	26 µg/m^3	3 years	Spelthorne Air Quality Action Plan, December 2024	https://www.spelthorne.gov.uk/sites/default/files/migration/media/27415/Air-Quality-Action-Plan-2024-2029/pdf/Air_Quality_Action_Plan.pdf

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

☒ **Spelthorne Borough Council confirm that all current AQAPs have been submitted to Defra.**

2.2 Progress and Impact of Measures to address Air Quality in Spelthorne

Defra's appraisal of last year's ASR concluded that the report was well structured, detailed, and provides the information specified in the guidance. The main comments from the appraisal of last year's ASR are given below with responses as to how these have been addressed this year.

- *"The NO_2 concentration for SUN_01 should not be included in Table A.3, A.5 and Figure A.7 as this value is not representative as it has a data capture rate below 25% and therefore cannot be annualised."*

  A corrected report was resubmitted to Defra with the poor data capture figures removed. Data capture at the Sunbury Cross automatic monitoring station continued to be poor in 2025 due to the failure of the air-conditioning unit during periods of hot and humid weather conditions. In 2025 professional advice was sought from a specialist as to whether the continuous monitoring locations should be moved. The recommendation of the specialist was that a roadside monitoring location would be more appropriate. SBC are investigating appropriate monitoring options and locations, considering future development in the borough. Continuous automatic monitoring continues at Oaks Road in Stanwell and is reported in this ASR. Replacement of an automatic monitoring station is a long-term project and may be impacted by the Local Government Reorganisation process.

- *"In Table 2.2, no measures have been highlighted in yellow. This should be amended prior to submission.* A corrected report was resubmitted to Defra. Key measures are highlighted in yellow in this ASR (Table 2.2 measures 1 to 3).

- *"SBC carried out additional monitoring with two primary schools for Clean Air Day 2024, this is encouraging to see and SBC are encouraged to include data similar to this in an additional appendix in future reports."*

  In 2025 there was no further monitoring utilising mobile or small sensors. However, in June 2026 for Spelthorne Green Week the Talking Tree climate action community group organised an event where the University of Surrey Global Centre for Clean-Air Research (GCARE) utilised a particulate sensor to inform residents

about local air quality and factors that influence it. A Pollution Control Officer from SBC assisted with the event and SBC will keep in touch with GCARE concerning any future opportunities for collaboration.

- *"In Table 2.1, the current highest reported concentration within the AQMA should be included within the "Level of exceedance: current year" column, even though this is not an exceedance of the AQO."*

  A corrected report was resubmitted to Defra and a highest reported concentration within the AQMA is included in this ASR (See Table 2.1).

- *"It is encouraging to see that SBC are regularly reviewing their monitoring data and have amended their AQMA by reducing its extent in response to the trends in the data. SBC should continue to regularly review their AQMA designation in light of the monitoring results. However, the AQMA details in Table 2.1 do not match those on the portal."*

  SBC have checked that an appropriate .shp file of the revised AQMA has been provided to Defra. The revised AQMA can be viewed online here by following the link at the bottom of the page which says "download the map of this Spelthorne AQMA": https://uk-air.defra.gov.uk/aqma/details?aqma_ref=54#286.

- *"SBC have included a detailed discussion of the trends observed in the monitoring data, as well as clear trend graphs split up by geographical locations. This is welcomed and should be continued in future ASRs"*

  Similar discussion and trend graphs are provided in this ASR (See Appendix A, figures A1 to A6).

- *"There is a great amount of detail in the discussion of the choice of bias adjustment factor, and the reasoning behind the choice of the local bias adjustment factor. This is appreciated."*

  Similar discussion is provided in this ASR (see Appendix C).

SBC 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. 32 measures are included within Table 2.2, with the type of measure and the progress made presented. Where there have been, or continue to be, barriers restricting the implementation of the measure, these are also presented within Table 2.2.

More detail on these measures can be found in the SBC AQAP 2024 to 2029. Key completed measures are:

- 2: Promotion of the use of cleaner technology and fuels within Spelthorne. 32 new EV charging points installed at the Eclipse car park and a SBC's EV fleet expanded to 15 vehicles;
- 11: Annual emissions data for the Council's fleet vehicles in line with the Council's Climate Change Strategy[8] has been reported in SBC's Annual Greenhouse Gas Emissions Report 2024/2025[9]. An updated report for 2026 is expected to be published later this year;
- 14: Providing public information regarding air quality, including an air alert for vulnerable members of the population. AirTEXT has been rolled out across the whole of Surrey.

SBC expects the following measures to be completed over the course of the next reporting year, noting that Local Government Reorganisation will impact on measure delivery:

- 22: Increase SBC's Smoke Control Area to cover the whole borough.

SBC's priorities for the coming year are:

1) **Priority 1** – to maintain air pollutant concentrations below current air quality objectives and where practicable, and to reduce emissions further to work towards WHO Guideline Values.

[8] Spelthorne Borough Council. 2022. Climate Change Strategy 2022-2030. Available at: https://www.spelthorne.gov.uk/page/461/climate-change-strategy-2022-2030

[9] Spelthorne Borough Council. 2025. Annual Greenhouse Gas Emissions Report 2024/2025. Available at: https://www.spelthorne.gov.uk/sites/default/files/2026-06/GHG%20Report%202024-25.pdf

2) **Priority 2** – Continue to effectively collaborate with all stakeholders including:
    - Transport Authority SCC: to ensure that wider transport measures are delivered, particularly to increase the use of active travel and public transport, reduce the use of private vehicles, and to increase the proportions of low and zero emission vehicles where modal shift is not feasible.
    - Heathrow Airport Ltd.: to address emissions associated with the airport operations.
    - Other stakeholders: to continue to work with neighbouring Surrey boroughs and London boroughs and with wider stakeholders such as National Highways and the Environment Agency to reduce emissions of particulate matter and NOx from a range of sources within and out of the borough.
3) **Priority 3** – Air Quality Monitoring. Maintain and review our monitoring network in accordance with guidance from Defra then report on an annual basis to Defra the implementation of the measures set out in this report, as well as monitored concentrations within the AQMAs.
4) **Priority 4** – Health Education and Awareness. To continue to provide a service to residents who wish to receive an alert when local air quality is predicted to deteriorate. The alert service helps individuals with health vulnerabilities to air pollution, to understand when the air quality will worsen which can help with avoiding strenuous activity during these periods, and with management of medication.

SBC worked to implement these measures in partnership with the following stakeholders during 2025:

- The Surrey Air Alliance (other Surrey local authorities; SCC, National Highways)
- Heathrow Airport Ltd., neighbouring London authorities and the Environment Agency via CISHA and the Heathrow Expansion Air Quality Working Group

The principal challenges and barriers to implementation that SBC anticipates facing are that Surrey districts and boroughs are subject to Local Government Reorganisation within the priority wave. The new structure will be introduced in April 2027. This process will undoubtedly have implications for local air quality management, in its most basic form in terms of the geographical areas that are covered by the new unitary authorities, but also in the decision-making process and structure and in relation to funding and staff resources. The form and implications of these changes are not yet known but are expected to take effect during the period covered by the Spelthorne AQAP. A shadow authority is in place

consisting of Members elected in May 2026, preparing the new councils in advance, but they are not yet responsible for running services. From 1 April 2027, Shadow Councillors become active Councillors with responsibility for services.

Further information is available here: https://www.surreylgrhub.gov.uk/homepage/28/shadow-authorities.

SBC anticipates that the measures stated above and in Table 2.2 will achieve compliance in the Spelthorne AQMA.

Table 2.2 – Progress on Measures to Improve Air Quality

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
Priority Air Quality Actions														
1	Continue work within the structure of the planning system to reduce emissions of pollutants from new development.	Policy Guidance and Development Management	Air Quality Planning and Policy Guidance	2012	2032	SBC Environmental Health, SBC Development Planning, SBC Building Control, SCC Transport Strategic Transport Team	Each department and organisation has officers in post funded by the respective Council budgets	Fully funded	£100k - £500k	Implementation	Reduced vehicle emissions, heat and energy plant emissions and construction dust emissions.	Measured concentration of NO_2 at monitoring locations.	Ongoing implementation through regulatory and planning and development functions. This will include implementing any new requirements for reducing $PM_{2.5}$ through planning which are likely to be in place within the timeframe of this plan. The Local Plan 2024-2039 includes updated planning policy regarding air quality and was adopted by unanimous vote at an Extraordinary Meeting of the Council on Tuesday 17 March 2026. The Spelthorne Local Plan 2024-2039 can be found here: https://www.spelthorne.gov.uk/page/1383/local-plan-march-2026. In May/June 2026 SBC consulted on an Updated Climate Change Supplementary Planning Document which includes policy with co-benefits for air quality that can be viewed here: https://www.spelthorne.gov.uk/page/1201/supplementary-planning-documents-and-guidance.	Planning conditions relating to air quality cannot be applied to some change of use applications and permitted developments. Required amount of EV charging is now stipulated in Part S of the Building Control Regulations (2022) – conditions no longer required. A new Local Plan is in development to reflect upcoming changes to the NPPF[10] and increased housing targets. Both Spelthorne and SCC have new guidance with air quality benefits[11, 12]

[10] Ministry of Housing Communities & Local Government. 2026. National Planning Policy Framework: proposed reforms and other changes to the planning system. Available here: https://www.gov.uk/government/consultations/national-planning-policy-framework-proposed-reforms-and-other-changes-to-the-planning-system/national-planning-policy-framework-proposed-reforms-and-other-changes-to-the-planning-system

[11] Surrey County Council. 2024. Surrey's Climate Change Strategy. Available at: https://www.surreycc.gov.uk/community/climate-change/what-are-we-doing/carbon-free/climate-change

[12] Spelthorne Borough Council Climate Change Supplementary Planning Document. 2026. Available at: https://www.spelthorne.gov.uk/page/1201/supplementary-planning-documents-and-guidance

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
2	Continue to promote the use of "cleaner technology and fuels" within Spelthorne.	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	2019	2026	SCC and SBC (via Surrey Air Alliance), planning applicants and developers	Enterprise M3 Local Enterprise Partnership & SBC (including S.106), Developers via the Planning regime, ORCS and LEVI funding for charge points	Partially Funded	-	Implementation	A reduction in NOx pollution from traffic through the uptake of low emission vehicles and reduced private car ownership	Suitable Charging Locations identified, and Preferred Supplier selected. Provision of car club vehicles at new developments in Spelthorne. Number of charge points delivered.	Spelthorne Borough Council's electric fleet is expected to reach 15 vehicles by the end of 2026. 32 new charging points have been installed for 2026 at the Eclipse Leisure Centre, Staines.	Future developments in Staines-upon-Thames may present an opportunity to fund and introduce improvements however the Council's assets which include land that would have come forward for development are under review under the direction of government appointed Commissioners. There is not suitable SBC owned land in the area of the Borough closest to Heathrow Airport and Stanwell Moor Road where the 2022 NO_2 exceedance occurred to facilitate off - road charging. Increasing on road charging facilities in that area requires resource from SCC. The Local Government Reorganisation process has impacted the planned installation of any charging points in the council's Knowle Green office car park. The future of the office is unknown so installation at this time wouldn't be the best use of the Council's resources.
3	Continue collaboration with Heathrow Airport Ltd. to reduce emissions arising from the operation of Heathrow Airport.	Policy Guidance and Development Management	Regional Groups Co-ordinating programmes to develop Area wide Strategies to reduce emissions and improve air quality	2024	2030	Spelthorne Borough Council, in collaboration with Heathrow Airport Ltd., Heathrow Air Quality Working Group and CISHA Heathrow Area Transport Forum, HSPG	Various	Various	Various	Implementation	Heathrow 2.0 Goals for 2030: Reduce Nox emissions airside by 18% compared to 2019; at least a 45% cut in ground carbon emissions.	Achievement of target emissions reductions	Heathrow is actively involved in reducing emissions from the airport and improving air quality from the airport and improving air quality in the community, as set out in its Air Quality Action Plan[13], Net Zero Plan[14] and Surface Access Strategy[15]. All conventional vehicles owned by Heathrow Airport Ltd. are in transit to become carbon zero emission by 2030, with incentives and	Heathrow Airport Ltd. does not own all the vehicles and buildings that operate at the airport, and as such it does not have direct control over many of the emission sources associated with the airport operation. However, the company is committed to reducing carbon and NOx emissions (see Heathrow 2.0) and working with the surrounding Local Authorities on

[13] Heathrow Airport Ltd. 2026. Heathrow's Air Quality Action Plan. Available at: https://www.heathrow.com/company/about-heathrow/heathrow-sustainability-strategy/clean-air-at-and-around-the-airport

[14] Heathrow Airport Ltd. 2022. Heathrow's Net Zero Plan. Available at: https://www.heathrow.com/content/dam/heathrow/web/common/documents/company/heathrow-2-0-sustainability/futher-reading/Heathrow%20Net%20Zero%20Plan%20FINAL.pdf

[15] Heathrow Airport Ltd. 2022. Heathrow's Surface Access Strategy. Available at: https://www.heathrow.com/content/dam/heathrow/web/common/documents/company/about/company-information/2022-Surface-Access-Strategy.pdf

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													infrastructure to help other companies make the transition, including the use of HVO biofuel. To support the transition to a fully electric or biofuel powered fleet, Heathrow are installing rapid charging hubs airside. The first opened in 2024 and 8 are planned for the near future. Sustainable Travel Zone implemented in 2022 to encourage travel to Heathrow by public transport. Implementation of the airside Ultra Low Emission Zone via the Clean Vehicle Policy in January 2026. Continuing to promote and improve public transport for airport passengers. Investment is being made into making buildings low carbon. Continuing to monitor air quality including the funding of an automatic monitor in Spelthorne at Oaks Road Stanwell.	potential measures and information sharing. Heathrow Airport Ltd. recognises that SBC is one of the most exposed areas to emissions from airport freight movements due to the location of the cargo area, but has no direct control over the freight operators and therefore it seeks to influence improvements.
4	Establishment of a Climate Change Working Group.	Policy Guidance and Development Management	Air Quality Planning and Policy Guidance	2021	2032	SBC	SBC	Funded - within staffing budgets	N/A	Implementation	Ultimate target is reductions in greenhouse gas emissions which have associated air pollutant emissions reductions	To promote sustainable transport amongst the staff. Support residents and businesses to adopt clean vehicles and car-sharing. Promoting sustainable travel[13]. Working Group meets every 2 months to track progress of actions and is attended by a member of the pollution control	The Council has an established Climate Change Strategy. A key action is to Transition the Council fleet away from fossil fuels. The Council is committed to converting 50% of its fleet to electric or hydrogen by 2028. A key climate related project for the Council is the River Thames Scheme Flood Relief Development Consent Order (DCO) consultation on Environment Statement (ES) chapters was carried out in 2024. The project was subject to a mid-project review to ensure it is delivered to budget which concluded in May 2026. Information can be found here on the outcome of the review: https://www.riverthamesscheme.org.uk/media-centre/news/river-thames-scheme-mid-project-review.	The River Thames Scheme Development Consent Order is a project to create additional flood capacity along the River Thames in Spelthorne and neighbouring boroughs which is required due to climate change. The Environmental Health team are a regulatory consultee to this DCO and the DCO process is expected to take significant resource to respond to from the Pollution Control team, who manage the Council's LAQM duties. Risk of alignment of consultation periods with the Heathrow Expansion DCO, and airspace change process which puts pressure on Officer resource with the appropriate expertise. Where financial resource allows. Officers work with external specialists to ensure all

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												team.	This is likely to have an impact on the total programme and a DCO submission timeline.	consultations are responded to effectively. Actions are dependent on funding being available.
5	Update the Surrey-wide Air Quality Modelling which was completed in 2019 to incorporate up to date input data.	Policy Guidance and Development Management	Other policy	2026	2027	SCC, Surrey Public Health and SBC (via Surrey Air Alliance)	SCC, Surrey Public Health and SBC (via Surrey Air Alliance), Defra Air Quality Fund grant	Funded	>£50k	Planning	N/A	Receipt of updated Surrey-wide air quality modelling of NOx, PM_{10} and $PM_{2.5}$	SCC are modelling suitable traffic data to input to the modelling exercise. Permission has been sought from Defra to utilise existing funding reassigned from a historic Air Quality Fund grant. Internal permission will be required at SBC to access the funds held in financial reserve and to utilise procurement resource in a neighbouring borough - this will dictate timescales for progression.	Action depends on suitable traffic data being available from SCC and funding being available from SBC in a timely manner. If committee permissions are required to release funds from reserve this will cause delay due to a long process compared with other Surrey Boroughs that can present challenges when joint working. Local Government Reorganisation may impact upon the process of funding and achieving updates to both transport and air quality modelling. Considering the Local Government Reorganisation changes that will take place, it is timely to undertake a modelling exercise now to establish that baseline for comparison to any future changes.
6	Lobby for and support any future measures by Transport Authorities to encourage and facilitate the use of low emission buses in Spelthorne.	Promoting Low Emission Transport	Public Vehicle Procurement - Prioritising uptake of low emission vehicles	Ongoing	Ongoing	Spelthorne Borough Council, SCC, TfL	Within staff resources for lobbying, funding sources for low emission buses unclear	Not funded	Unclear	Planning	Unclear at this stage	Proportion of Low Emission Buses in Spelthorne	Introduction of electric buses in Sunbury (235 & 290) on both London United routes. First bus[16] are ISO 14001:2015 certified for Environmental Management and are committed to achieve a 100% zero emission bus fleet by 2035. TFL requires buses on its routes to comply with the LEZ including via retrofitting older vehicles. SCC Bus Service Improvement Plan outlines improvements required to increase patronage, reliability, journey speed and customer satisfaction. White Bus operates some electric buses on the 446 and 555 routes connecting Staines, Ashford Hospital, Heathrow Terminal 4, and Woking.	Funding. Bus companies have no requirement to upgrade fleet. Charging capacity locally is also a challenge. The Bus Services Bill may have implications for how local bus services are managed in the future. LGR is likely to change the way that SCC work with bus companies as SCC dissolves and the West and East Surrey Unitary Authorities are established. Many bus routes will operate across both unitary authority areas.

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													Falcon Buses Route 461: Operating from Chertsey through to St Peter's Hospital and Kingston utilises electric buses. Local campaigning is continuing to get Spelthorne stations included in the TfL Zone 6, which would further increase Spelthorne's low emission vehicle network.	
7	Develop a Green Infrastructure strategy to support the Local Plan.	Policy Guidance and Development Management	Other policy	2025	2026	SBC (Strategic Planning)	SBC	Funded	Existing Officer resource and consultancy fee <10k	Implementation	Very difficult to quantify	Adoption of amended Climate Change SPD incorporating Green Infrastructure Strategy	SBC have prepared an Updated Climate Change SPD to provide guidance on how to implement SBC's Local Plan policy PS1 "Responding to the Climate Emergency" in future developments. SBC's approach to green infrastructure strategy has been outlined in the SPD. Consultation on the SPD closed in June 2026. A dedicated Green Infrastructure Strategy is being established via a stakeholder group working with Arkwood consultants.	
8	Promote access to grant funding for renewable energy installations for residents including Switch Together (formally Solar Together).	Promoting Low Emission Plant	Emission control equipment for small and medium sized stationary combustion sources / replacement of combustion sources	Ongoing	Ongoing	SCC	Switch Together	Funded	Participant funded group buying scheme	Implementation	Households with solar energy are likely to utilise generated electricity for heating the home, which can reduce boiler and domestic solid fuel burning emissions. Very difficult to quantify	Households joining the Switch Together scheme.	Switch Together Surrey is a group-buying scheme that leverages homeowners' collective purchasing power to access quality installations of solar photovoltaic (PV) panels at discounted prices[17]. Phase 3 of Solar Together Surrey launched in December 2025 and is managed by SCC in partnership with independent experts, iChoosr, who will administer and deliver the scheme. The scheme is currently closed to new applications at the present time[18].	This relies on homeowners to sign up for the scheme. The most recent scheme closed to new applications in February 2026. Details can be viewed here: Surrey residents invited to join Switch Together Energy and reduce energy bills | Surrey News.
9	Incorporate energy efficiency measures and renewables into	Promoting Low Emission Plant	Low Emission Fuels for stationary and mobile sources in	Ongoing	Ongoing	SBC (Assets/Facilities/Climate & Sustainability Team)	Public Sector Low Carbon Skills Fund	Partially Funded	>£10 million	Implementation	Difficult to quantify but improvements that reduce the use of fossil fuels will	Delivery of specific Council building schemes - Knowle Green Office LED	LED lighting upgrade for Knowle Green Council Offices is 90% complete. Improvement of EPC (inefficient rating	Budget Solar PV now on all three main operational buildings. Knowle Green Office in line for LED lighting upgrade.

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	conversions, refurbishments, and maintenance of Council buildings and housing developments.		Public Procurement								reduce local air pollutant emissions	lighting upgrade. Increase in EPC ratings	to a more efficient rating) has not been progressed due to budget. Solar panel installation at Sunbury Leisure Centre was completed in February 2026.	Subject to budgets there are plans to increase EPC ratings[19]. SBC has been awarded £994,883 by the Government and Sport England to decarbonise Sunbury Leisure Centre by adding solar panels to the roof and replacing the old gas boilers with heat pumps. Gas usage at the centre will be reduced to zero as a result of the work. The installation of heat pumps is no longer going ahead as planned due to issues with the initial design. Instead the gas boilers are being replaced with modern equivalents. Work began February 2026.
10	Converting 50% of the Council fleet to electric or hydrogen by 2028 as stated in SBC's response to the Climate Emergency.	Promoting Low Emission Transport	Company Vehicle Procurement - Prioritising uptake of low emission vehicles	Ongoing	2029	SBC (Neighbourhood Services/ Climate & Sustainability Team)	From Council budget (currently no other potential sources of funding)	Partially Funded	£500k-£1 million for vehicles plus £300k to £400k for infrastructure in the depot to increase the power supply	Implementation	Difficult to quantify in terms of overall local air pollutant emissions	50% of the Council fleet to electric or hydrogen by 2028	The Council's electric fleet currently includes 9 vehicles (2 pool cars, 2 EV vans, 3 spelride buses and 2 EV mopeds). The fleet is expected to reach 15 vehicles by the end of 2026 with procurement of 7 more EV vans. 32 new charging points at the Eclipse Leisure Centre to be used by the council fleet.	There are some challenges in replacing some specialist Council vehicles such as refuse trucks, the Council has trialled electric vehicles and unfortunately experienced reliability issues to date. Also funding issues for EVs. Power supply to depot locations requires upgrading to facilitate adequate charging facilities. The LGR process has impacted the planned installation of any charging points in the council's Knowle Green office car park. The future use of this office is unknown so installation at this time wouldn't be the best use of the Council's resources.
11	To investigate the feasibility of producing annual emissions data for the Council's fleet vehicles in line with the Council's Climate Change Strategy.	Promoting Low Emission Transport	Other	Ongoing	2025	SBC Pollution Control/ Neighbourhood Services/Climate Change & Sustainability Team	From Council budget	Partially Funded	£35k per annum	Implementation	Emissions savings will be quantified	No KPI set currently	Annual emissions data for the council's fleet reported in SBC's Annual Greenhouse Gas Emissions Report 2024/2025. This report is published in line with the council's commitment to reach net zero by 2030. An updated report is expected for the 2025/2026 reporting period.	Funding for staff resource required to action further. The LGR process may impact upon how such services are provided in the future.

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12	Investigate the feasibility of introducing emissions-based parking tariffs.	Promoting Low Emission Transport	Priority parking for LEV's	2025 (for feasibility)	2026	Spelthorne Borough Council/ SCC		Not funded	£10-£50K	Planning	N/a for feasibility work	No KPI set currently	Feasibility study complete This is not an option for consideration by Neighbourhood Services. Regulation of on street parking has changed and it is now covered by SCC. This action is still pending with SCC.	Funding, staff resource. SBC can no longer enforce on-street parking. Potential barrier to implementation of Equalities and Diversity impacts and impacts on the recovery of retail in the town centres following the pandemic/ sustaining local high street and town centre economy. May be revisited after LGR vesting process begins given other boroughs within the area that will become West Surrey have implemented emissions-based parking tariffs such as Woking for season tickets for example.
13	Deliver EV taxi programme to encourage taxi companies and drivers to invest in electric fleets.	Promoting Low Emission Transport	Taxi emission incentives	2020	2026	SBC (Climate & Sustainability Team, Projects Team, Environmental Health), Surrey Air Alliance, Guildford Borough Council	Pilot scheme funding from DEFRA via a joint project with the Surrey Air Alliance. Match funding from SCC and a small contribution from Environmental Health budget at some of the participating Local Authorities	Partially Funded	£100k - £500k	Incomplete	A reduction in NOx and particulate pollution from taxi and private hire vehicles.	Increased number of licensed EV taxi and private hire vehicles.	SBC amended the taxi and private hire vehicle licencing policy to accommodate fully electric vehicles in 2022. The policy was also amended to allow electric London style cabs or those with Euro 6 standard engines to operate in Spelthorne to improve accessibility of the taxi fleet for disabled customers. SBC have implemented the new Hackney Carriage and Private Hire Licencing Policy 2024-2029 that mandates new licences which will only be given to taxi drivers of London ULEZ compliant vehicles from October 2025. Lack of legal resource in local authorities to support the procurement process has led to repeated delays to the EV Taxi Project. Guildford Borough Council are currently leading on the project procurement process after SCC were unable to provide the agreed project management and procurement resource to the project, without additional funding.	Lack of legal resource in local authorities to support the procurement process, and rapid staff turnover with procurement teams has led to repeated delays. Several partner organisations have attempted to take forward the procurement unsuccessfully and in 2025 after the supplier withdrew from the project and following poor uptake on a similar project running in Guildford in relation to the A3 targeting commercial vehicles it was decided to end the project and look at alternative use of the funding. Low emission taxi vehicles such as hybrid vehicles have become more established within the project area given the need for such vehicles to enter the London ULEZ. See action 5 above in this table for the suggested alternative project. Local Government Reorganisation will lead to changes in approval procedures for projects and project

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														finance as well as changes in procurement procedures.
14	Supporting air quality research and providing public information regarding air quality, including an air alert for vulnerable members of the population.	Public Information	Other	2021	2026	Spelthorne Borough Council, Surrey Air Alliance and CISHA Air Quality Working Group	Project dependant	Funded	< 10k	Implementation	Provision of air quality information to the public. Input to air quality related research	Data available to the Council and other parties in projects	Spelthorne Borough Council has joined a new service called airTEXT which warns residents when pollution levels are likely to be higher than usual. The service is particularly useful for people who suffer from respiratory or cardiovascular conditions like asthma, emphysema, bronchitis or heart disease. Residents can choose to receive the alerts by text, email or voicemail. The service has replaced the airAlert service which closed on 30 September 2024. airTEXT will be expanded across the whole of Surrey in 2026.	Maintaining a collaborative relationship with the local University helps to train future air quality professionals and scientists whilst enhancing knowledge about local air quality. The local university is undergoing restructuring which may impact on collaborative working. SBC recently hosted an educational event by the Global Centre for Clean Air Research from the University of Guildford in the Elmsleigh shopping centre. Provision of air quality alerts is reliant on the funding of the service by multiple Surrey districts and boroughs, and the provision on offer by service providers.
15	Continue to lobby at national /regional level for the legislation changes needed and on the big strategic infrastructure decisions such as Heathrow Airport's third runway and changes to the regulation and operation of UK airspace.	Public Information	Other	Ongoing	Ongoing	Spelthorne Borough Council Management Team/ SCC	Within staffing budgets (staff time only)	Funded (staff time only)	<£10K	Implementation	Will depend on specific proposals, but potential for sizeable emission reductions in the long term	N/A	Ongoing. SBC is active on Heathrow Strategic Planning Group (HSPG) Environment Group and the Council for the Independent Scrutiny of Heathrow Airport (CISHA) Air Quality Working Group. Officers respond to strategic infrastructure consultations in collaboration with other affected local authorities and utilise specialist consultancy resource to do so where conflicting priorities with ongoing statutory work arise, subject to funding.	Competing resource priorities Timescales for consultation on the Heathrow Third Runway and the River Thames Scheme may align in the future. An added complexity with Heathrow Expansion is the potential for consultation on two potential schemes. Local Government Reorganisation may lead to changes in policy positions concerning infrastructure and to changes in how consultation responses are made and by whom.
16	Raising awareness of poor air quality and the associated health implications. NHS Ask About Asthma campaign.	Public Information	Via other mechanisms	2022	2026	Surrey and Heartlands Health and Care partnership, SCC and SBC (via the Surrey Air Alliance)	NHS and Spelthorne Borough Council	Funded	-	Implementation	n/a - measure about reducing exposure not reducing emissions	Training of healthcare professionals including GPs and Pharmacists Support of Clean	Ask About Asthma initiative: Surrey Heartlands Health and Care Partnership have worked with the Surrey Air Alliance to understand where there are schools located in areas of potential poor air quality and to understand how the air pollution	The NHS funding is of a limited timescale, but the project will leave a legacy of online resources and staff training. The Surrey Public Health and

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	Engaging with the charity and voluntary sector to align efforts on tackling the climate emergency and improving air quality.											Air Day and Clean Air Night established by the charity Global Action Plan	forecasts can help asthma patients prepare for deteriorating air quality to help best manage their health condition. The Ask About Asthma campaign ran successfully for its 9th year in 2025 and is expected to run for its 10th year in 2026. SCC rolled out their first School Street, with the aim of reducing pollution around schools at busy times. This scheme is being rolled out across Surrey with the potential to be introduced in Spelthorne in the future. At the time of writing there is live consultation in relation to a potential School Street in Park Ave, Staines upon Thames. Healthy Surrey has produced an online asthma toolkit which gives advice for parent/carers, schools, and medical professionals. In June 2023 SBC attended NHS training to provide information about air pollution alert services. SBC supports Clean Air Day and Clean Air Nigh. A bid has been made to the Defra Air Quality Fund by Surrey Trading Standards and the Surrey Air Alliance in cooperation with a wider group of Local Authorities for funding to carry out activities to promote Clean Air Night more widely.	Environmental Health Teams will continue to share data and work with Surrey Heartlands Health and Care Partnership via the Surrey Air Alliance Local Government Reorganisation may impact in the future on how communications are circulated to residents and schools and how we work with health trusts.
17	Implement further Local Street Improvements (LSIs), or similar schemes.	Traffic Management	Strategic highway improvements, Re-prioritising Road space away from cars, including access management, selective vehicle priority, bus priority, high vehicle occupancy lane	2022	Ongoing	SCC, Spelthorne Borough Council	SCC	Partially Funded	-	Planning	Very difficult to quantify as will be dependent on specific scheme - will reduce emissions where a modal shift to active travel is successful.	Improved public health indicators, improved facilities for walking and cycling	Previously called Liveable Neighbourhoods. There are 27 Liveable Neighbourhood Zones/ Local Street Improvements across SBC. As part of SBC's Climate Change SPD's guidance on how to implement SBC'S Local Plan Policy, all developments must provide more Liveable Neighbourhoods (also called Twenty-minute Neighbourhoods)	Currently at the design stage. Subject to funding bids and allocations.

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18	Junction improvements to increase capacity and improve road layouts linked to new developments.	Transport Planning and Infrastructure	Other	2020	2026	SCC, planning applicants and developers	Developers via the Planning regime	Funded	£500k - £1 million	Implementation	Very difficult to quantify as dependent on specific scheme - will reduce emissions where a modal shift to active travel is successful.	Reduced congestion on Borough roads, reduced journey times, reduced emissions	The A308 Staines Road West is subject to junction, highway and active travel improvements. A section of cycle corridor is being constructed between the junctions with Cadbury Road and Windmill Road (The Shears) and the Parade. The existing footway is being improved to provide a combination of shared and segregated use cycleway, a new toucan crossing will be added at Escort Road traffic signals junction and a raised table across Green Lane junction. 2 further sections will be constructed. Between the junctions with Fairways and School Road and Ashford Road – the existing shared use footway will be improved and a raised table installed across Fairways junction. Between the junctions with School Road and Ashford Road and Chertsey Road and Littleton Road (Black Dog) – the existing footway will be improved to provide a shared use cycleway and raised tables will be installed across Hughes Road and Cecil Road junctions.	There are a number of concurrent roadworks taking place in SBC which collectively cause temporary traffic congestion, longer journey times, and interrupt public transport such as bus routes.
19	Promoting Alternative Travel – Delivery of bus priority measures, cycle parking and interchange opportunities.	Transport Planning and Infrastructure	Public transport improvements- interchanges stations and services	2016	2030	SCC	SCC	Partially Funded	-	Planning	Very difficult to quantify as dependent on specific scheme - will reduce emissions where a modal shift to active travel or public transport is successful.	Increased uptake in public transport journeys, and cycle journeys	SCC have a dedicated webpage summarising the travel discounts available in Surrey Some attractions in Surrey offer admission discounts when travelling to the attraction with an eligible bus ticket. The SCC webpage lists the bus operators who allow free bus pass holders to travel before 9.30am and the London Bus Services which are cashless and accept Oyster. Includes several services that route through Spelthorne including notably some services between Ashford Hospital and Staines-upon-Thames. SBC Local Cycling and Walking Infrastructure Plan (LCWIP) has been	Public transport by rail and bus remains costly in SBC when compared with neighbouring London Boroughs. Connectivity by public transport to common places of work across Surrey is poor. To date the campaign to get Spelthorne included in transport zone 6 which would substantially reduce public transport fares and allow the implementation of the Oyster scheme on rail in Spelthorne has not yet been successful. Railway nationalisation may present a new opportunity to address the disparity of rail costs compared with other areas so close to London.

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													produced[28]. The LCWIP identifies cycling and walking network improvements to improve strategic network connections. See: Plans to improve walking and cycling - Surrey County Council. .	Car parking charges have to achieve a balance of providing economic activity in the town centres with the need to improve air quality and reduce carbon emissions in line with the climate emergency.
20	The Council will work with Knowle Green Estate and other suppliers to promote retrofit, insulation, energy efficiency and adaptation measures.	Promoting Low Emission Plant	Shift to installations using low emission fuels for stationary and mobile sources		2027	SBC Housing/Climate & Sustainability Team/ Knowle Green Estates	Social Housing Decarbonisation Fund	Not Funded	Not costed at present	Planning	Unquantifiable, energy efficiency measures can reduce emissions from boiler use and the use of Combined Heat and Power Plant which creates emissions to air.	Installation of energy efficiency measures on social housing	Knowle Green Estate is a housing company owed by SBC. The council does not however own any housing directly. Housing is provided via social housing providers e.g. A2 Dominion (A2D), a housing association.	Would need buy in and support from A2 Dominion, the social housing provider. 50% match funding requirement. The LGR process will change how social housing is developed in Spelthorne. The Best Value Inspection and subsequent appointment of Commissioners to oversee the governance of the Council has led to a review of Council assets and development of Knowle Green Estates projects has slowed.
21	To investigate the feasibility of introducing Air Quality Supplementary Planning Guidance.	Policy Guidance and Development Management	Air Quality Planning and Policy Guidance	2025 (for feasibility)	2026	Spelthorne Borough Council	Unclear - potentially planning budgets if professional services are required to deliver the measure.	Not Funded	£10-50K (including internal staff time)	Planning	Unquantifiable, but any emissions reduction will be long term	Increased consistency in air quality assessments	The Climate Change SPD contains measures aimed at improving air quality, road safety and reducing noise through more use of active travel, clean public transport and electric vehicles. The production of more technically focussed air quality guidance concerning levels of assessment is paused as the Institute for Air Quality Management are reviewing the best practice guidance Land-Use Planning & Development Control: Planning for Air Quality Member consultation on exposure draft Q3 2026 (Note, there may be multiple rounds of consultation as this is a substantive update).	Co-ordination in with Local Plan update/ process. A new Local Plan process is beginning following the adoption of the most recent Local Plan. See New Local Plan | Spelthorne Borough Council. The LGR process will impact upon the process of establishing a new Local Plan. Heathrow Expansion consultation has put pressure on resource.
22	Increase Spelthorne Smoke Control Area to cover the whole borough.	Policy Guidance and Development Management	Other policy	2025	2027	Spelthorne Borough Council	Unclear - within staffing budgets	Not Funded	<£10K	Planning	Unquantifiable, likely to have more effect in raising awareness of effects of solid fuel burning.	Order approved for whole borough SCA	In 2026, the Smoke Control Area and policy is being reviewed by SBC to identify and put forward any changes.	Requires Committee approval and a public consultation exercise. LGR may impact on delivery.

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23	To continue to fund a comprehensive air quality monitoring network including automatic monitoring of PM_{10} and $PM_{2.5}$.	Public Information	Other	Ongoing	2029 (i.e. to the end of the plan and beyond)	SBC	Council budgets[35], have used Defra grant funding for sensors	Funded on annual basis	£10-50K	Implementation	N/A	Annual Reporting of monitoring Data through the ASR	In 2024, an Air Quality Monitoring Feasibility Study was undertaken to assess four options for air quality monitoring in the Borough given the Sunbury Cross automatic monitoring site has suffered weather related damage and reached the end of its operational life. Replacement with a roadside location has been recommended. SBC does not currently have an in-house engineer as required by the Construction Design Management Regulations 2015 to design and supervise the works. It is hoped that post LGR the new West Surrey Authority will have appropriate resource to take this project forward and that access to roadside land will be easier in the new authority. There is an automatic monitor that is still running at Oaks Road Stanwell which is a background location. This monitor is funded by Heathrow Airport Ltd.	Restructuring of Local Government will impact upon this work due to the timescales involved in installing automatic monitoring and associated infrastructure.
24	Refresh bonfires and anti-idling campaign.	Public Information	Other	2024	Ongoing	SBC	SBC	Not funded	<£10K	Planning	Will reduce PM, rather than NOx	Reduction in complaints of bonfires / idling	Complaints regarding bonfires and idling increased post-COVID. Councils cannot ban bonfires but can enforce when statutory nuisance is demonstrated. Increased public awareness that bonfires and idling cause unnecessary emissions may help to reduce the incidence. The SBC Communications team continue to circulate campaign materials on social media.	Restructuring of Local Government will impact upon this work. The policies of the new West Surrey Authority will apply.
25	Continue to implement Cycling for Health.	Promoting Travel Alternatives	Promotion of cycling	2016	2032	SBC and SCC	SBC	Funded	<£10K	Implementation	Very difficult to quantify but will reduce emissions where a modal shift to active travel is successful.	Increased uptake in active travel and local leisure opportunities	Guided cycle rides once a week continued to be offered. Celebrated 10 years of Cycling for Health in 2024. The Coordinated Approach to Cycling Working Group takes place quarterly involving local stakeholders such as Talking Tree, SCC, SBC officers and	Cycling for Health is an established volunteer-led scheme which depends on the community kindly giving their time to run the guided cycle rides. The River Thames Flood Relief

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													Councillors to promote and develop opportunities to increase the uptake of cycling in Spelthorne. In partnership with Travel SMART, SBC have produced self-led cycle packs containing information on cycle routes across Spelthorne and safety tips to promote cycling.	Scheme, should the Development Consent Order be granted, and the scheme constructed will include extensive new active travel infrastructure including potentially two new non-vehicle crossings over the River Thames into neighbouring boroughs. The River Thames Scheme has been subject to a mid-project review. Cycle storage difficulties present a barrier to the uptake of cycle ownership. This is a challenge to address both via planning policy for new developments, and in supporting storage provision more widely in the borough.
26	Bikeability School Cycling Proficiency training and Feet First Walking Training.	Promoting Travel Alternatives	Promotion of cycling	2012	2032	SCC	SCC	Funded	-	Implementation	Very difficult to quantify but will reduce emissions where a modal shift to active travel is successful.	Increased uptake in cycle and walking journeys made to schools	SCC offers subsidised Bikeability cycle training to all year 2, year 5 and year 6 pupils in the Borough and offers customised cycle training for all ages. SCC have received funding to offer free cycling and walking training for school pupils eligible for free school meals. Since launching in 2022, 9000 pupils have benefitted from the scheme. Feet First: Walking Training to be delivered to 150 primary schools and over 6,500 pupils 2025/26 academic year as part of an ongoing partnership with Surrey RoadSafe Partnership and SCC's Safer Travel Team to deliver Surrey's Vision Zero goals. The Safer Travel Team and Surrey RoadSafe have offered Theatre in Education (TIE) to year 7 students throughout the county. The 50-minute performance and workshop session raises awareness using the power of theatre about the importance of road safety when embarking on independent travel to their secondary schools. Analysis of road casualty data	Charged for service paid for by school or parents/carers. Relies on continued funding for the scheme.

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													shows that children are more frequently injured as pedestrians on Surrey's roads once they reach secondary school age. The age that suffers the greatest number of pedestrian road casualties is age 12. The project is designed to change student attitudes and behaviours in-line with current National Curriculum guidelines, as well as raising awareness of the risks when using roads as a pedestrian. The initiative also supports Surrey's Vision Zero goals by improving road safety and increasing confidence to walk to school among children and parents.	
27	Continue to implement Walking for Health.	Promoting Travel Alternatives	Promotion of walking	2016	2032	SBC and SCC	Spelthorne Borough Council	Funded	-	Implementation	Very difficult to quantify but will reduce emissions where a modal shift to active travel is successful.	Increased uptake in active travel and local leisure opportunities	Walking for Health celebrated 20 years in 2023 and continues to offer at least three walks per week including evening and weekend walks. SBC has substantial length of Thames Path which passes through scenic areas and is suitable for walking and cycling. There is also a large Site of Special Scientific Interest at Staines Moor which includes walking paths and linkages to the South West London Waterbodies Special Protection Area and the wider Colne Valley Regional Park. The Walking for Health Scheme have produced a self-led walking pack to further promote walking in Spelthorne.	Volunteer led scheme which depends on the community kindly giving their time to run the guided walks. The River Thames Flood Relief Scheme should the Development Consent Order be granted, and the scheme constructed will include extensive new active travel infrastructure including potentially two new non vehicle crossings over the River Thames into neighbouring boroughs. The River Thames Scheme has been subject to a mid-project review.
28	Continue to implement School and Business Travel Plans.	Promoting Travel Alternatives	School Travel Plans	2012	2032	SCC	SCC Greener Futures and the Surrey Air Alliance	Funded	-	Implementation	Reduce NOx and $PM_{2.5}$ emissions and traffic congestion from school related journeys. Very difficult to quantify but will reduce emissions where a	100% of schools to implement travel plans	SCC are supporting schools to reduce their emissions through 3 schemes. The Eco Schools Green Flag scheme, the Mode Shift Stars Travel Plan scheme and Lets Go Zero. Schools sign up to a Memorandum of Understanding to get funding to implement a Mode Shift Stars Travel Plan or an Eco Schools Green Flag.	Most schools opt to use the funding via the Memorandum of Understanding to improve scooter and cycle parking facilities for the pupils. Engagement with private schools has improved since the pandemic. Private schools can have very large catchment areas for pupils.

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											modal shift to active travel is successful.		The SCC Safer Travel Team have completed 170 site assessments of Road Safety Outside Schools. In Spelthorne there are 7 primary schools and one nursery currently working towards Eco Schools status.	Restructuring of Local Government will impact upon this work. The policies of the new West Surrey Authority will apply.
29	Continue to support work on the Health and Wellbeing Strategy.	Promoting Travel Alternatives	Intensive active travel campaign and infrastructure	2020	2032	SCC and SBC	SCC and SBC	Funded	£100k - £500k	Implementation	Reduce NOx and $PM_{2.5}$ emissions from traffic. Very difficult to quantify but will reduce emissions where a modal shift to active travel is successful.	N/A	Ongoing. The Spelthorne Health and Wellbeing Strategy 2022 to 2027 has been adopted by Members at Committee. Active travel will be encouraged to support people's physical health but also positively contribute to reducing air pollution[45] SCCs Health and Wellbeing Strategy includes a commitment that the benefits of healthy environments for people are valued and maximised (including through transport/land use planning) and to support people to reach their potential by addressing the wider determinants of health.	Restructuring of Local Government will impact upon this work. The policies of the new West Surrey Authority will apply.
30	Continue to promote sustainable transport/ homeworking with staff to reduce travel and explore schemes offering Council employees alternatives to private vehicle use.	Promoting Travel Alternatives	Encourage / Facilitate home-working	Ongoing	Ongoing	SBC (Neighbours Services/ CCT)	Within Council budgets	Not funded	£10K-£50K	Implemented		Proportion of trips to work for SBC employees by private vehicle	Ongoing. Hybrid Working Policy which supports a degree of home working is in place reducing commuting mileage. The salary sacrifice scheme for EVs has ceased in advance of LGR. SBC provide Carbon Literacy Training which encourages staff and Councillors to consider their emissions and travel as an aspect of that. SBC's electric pool vehicles including cars and bikes are promoted to staff regularly and staff are encouraged to use them for site visits/attending meetings. SCC offer the Better Points App to all residents.	Additional work needed on exploring schemes offering Council employees incentives to avoid car use, and other alternatives to flying such as Climate Perks. Improvement is needed to communicate and promote employee benefit schemes such as the Council's bicycle loan scheme, ensuring employees are informed about what is available and how to access these schemes. Numerous carbon literacy pledges have included a change to travelling to work via active travel.

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31	Support Traffic Management interventions to reduce road traffic emissions either through smoothing traffic flow or reducing vehicle use.	Traffic Management	Strategic highway improvements	2024	2029	SCC, National Highways,	Various	Many schemes dependent on outcomes of other processes	Various	Implementation	Dependent on intervention	Delivery of Interventions	Improvements to signalling at Sunbury Cross implemented by National Highways two years ago.	Restructuring of Local Government will impact upon this work. The policies of the new West Surrey Authority will apply.
32	Support and help implement the Spelthorne Local Cycling and Walking Infrastructure Plan	Promoting Travel Alternatives	Promotion of cycling	Ongoing	Ongoing	SCC, SBC	Unclear at this stage, but LCWIP used to bid for funding	Partially funded	Costs vary from £2.5 to 11.9 million for the cycle routes and from £3.1 to 4.6 million for the CWZ/ walking routes.	Implementation	Very difficult to quantify but will reduce emissions where a modal shift to active travel is successful	Delivery of schemes within the LCWIP	The Spelthorne Local Cycling and Walking Infrastructure Plan (LCWIP) is the primary plan for implementing walking and cycling improvements in Spelthorne. It will be used by SCC as the primary document for securing funding for walking and cycling infrastructure in the Borough. It is much more wide reaching than the Local Street Improvements programme, whose schemes are much smaller and more local in scale. It is important that, as the key vehicle for implementing cycling and walking infrastructure in the borough, the LCWIP is named as a standalone measure. This is consistent with other AQAPs from Districts and Boroughs across the county that have an LCWIP in place, as Spelthorne does.	There are a number of potential sources of funding available to deliver improvements identified in a LCWIP including Integrated Transport and Maintenance Block Funding, government grants, developer funding as well as surplus parking income and Local Economic Partnership (LEP) and/or internal funding. Restructuring of Local Government will impact upon this work. The policies of the new West Surrey Authority will apply.

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

SBC is taking the following measures to address $PM_{2.5}$:

- Provision of a Council run green waste disposal collection service at the kerbside via a low-cost subscription[17]. The Surrey Environment Partnership offer a low-cost garden composter that residents can order online[18]. These measures help to reduce the burning of garden waste;
- The council requires developments that trigger an Air Quality Assessment to assess the impact of construction dust emissions. The Local Planning Authority applies planning conditions to the developments requiring the developer to follow best practice guidance from the Institute of Air Quality Management (IAQM) to mitigate particulate impacts;
- Working with Heathrow Airport through the CISHA Air Quality Working Group and HSPG to scrutinise Heathrow Airport related air quality policy, monitoring provisions and modelling studies;
- Supporting active travel measures to reduce the miles driven by car to access places of work, leisure, and education to reduce tyre wear, road surface wear and exhaust emissions that produce $PM_{2.5}$. Spelthorne has been working with SCC to

[16] Defra. 2023. Air Quality Strategy – Framework for Local Authority Delivery. Available at: https://www.gov.uk/government/publications/the-air-quality-strategy-for-england

[17] Spelthorne Borough Council. 2023. Garden Waste Collections web pages available at: https://www.spelthorne.gov.uk/gardenwaste

[18] Surrey Environment Partnership 2023. Home Composting web pages available at: https://www.surreyep.org.uk/reduce-reuse-recycle/garden-waste/composting/ and https://www.surreyep.org.uk/reduce-reuse-recycle/garden-waste/composting/compost-bin-sales/

improve the borough's cycle lanes and pedestrian facilities such as crossings through the Local Walking and Cycling Infrastructure Plan[19];

- Through the Surrey Air Alliance, Spelthorne have participated in joint working to raise awareness of air pollution and the benefits of active travel with schools via the SCC Safer Travel Team;
- The Pollution Control Team are a consultee on kitchen extraction planning applications and apply the principles of the EMAQ Control of Odour and Noise from Commercial Kitchen Exhaust Systems guidance[20]. SBC have produced guidance for applicants to improve the quality of submissions made to the council which can be found here: https://www.spelthorne.gov.uk/page/1014/other-planning-guidance-notes-and-documents;
- Environmental Health continue to emphasise the health issues related to burning when investigating complaints of nuisance arising from burning or investigating complaints about bonfires;
- Continuation of the promotion of air pollution alert services (airTEXT) to provide air quality information for residents with health conditions that are impacted by poor air quality;
- The council will continue to investigate and take enforcement action where dust emissions can be sufficiently evidenced as to constitute a statutory nuisance;
- The council will investigate and take enforcement action where open burning of commercial waste, a source of $PM_{2.5}$ is sufficiently evidenced.

Through the planning consultation process, the Environmental Health team recommend that conditions are applied to planning permissions for construction sites in line with the IAQM guidance on the assessment of dust from demolition and construction[21] classifications, requiring large or high-risk construction sites to submit a Construction Management Plan incorporating dust management measures. Where there are sensitive

[19] Surrey County Council 2023. Spelthorne Local Cycling and Walking Infrastructure Plan. Available at: https://www.surreycc.gov.uk/roads-and-transport/cycling-and-walking/plans

[20] Ricardo EMAQ, 2026. Control of Odour and Noise from Commercial Kitchen Exhaust Systems version 3 Available from EMAQ at: Course: Control of odour and noise from commercial kitchen exhaust systems - Version 3 - Purchase the report

[21] Institute of Air Quality Management, 2024. Guidance on the assessment of dust from demolition and construction. Available at: https://iaqm.co.uk/guidance/

receptors located adjacent to high-risk construction and demolition sites the council requests continuous dust monitoring with an appropriate trigger level to notify the site management when dust is arising, enabling them to take action to improve dust suppression. The council discourages the use of Heras fencing with debris netting only for construction and demolition activities, as this is ineffective in preventing dust migration offsite when compared with a solid boundary hoarding. A barrier to installing a solid hoarding can be the need for a licence. SBC endeavour to notify applicants of the licence requirement at pre-application meetings where these have been arranged.

The level of development in the borough and the number of construction projects taking place concurrently remains a challenge for Spelthorne. There are two potential DCO projects, the River Thames Scheme and expansion at Heathrow Airport which may result in concurrent construction programmes should they be granted planning permission from the Secretary of State.

The borough has a very high assessed housing need which leads to concurrent construction projects which, alongside the minerals and waste sites across the borough, generate heavy duty vehicle traffic on the local roads that are both a source of particulates and mobilise particulates from the road surface. Council road sweepers are regularly deployed along the borough highways to routinely control road dust. The larger developments and minerals and waste sites have their own road sweepers and wheel washing facilities.

Environmental Health endeavour to contact sites as soon as any track out to the highway is observed and/or reported. The pollution implications of resuspended dust are emphasised to the site and should the dust arising from the site constitute a statutory nuisance enforcement applies. Resources are prioritised to the most high-risk sites and to those that have received complaints of potential nuisance against them. Where a planning condition is in place requiring dust management, Environmental Health will work alongside Planning Enforcement to achieve compliance with conditions from the site. Where a site is subject to regulation by another body such as the Environment Agency or SCC, Environmental Health will pass evidence that is gathered or submitted onto them for investigation.

The popularity of wood burners is a challenge for Spelthorne. When the council are contacted for advice regarding the installation of wood burners residents are reminded that even a perfectly installed device will still lead to some emissions in the home where it is installed, which can have health implications. Marketing of woodburning devices is strong

in Surrey where they are sold as part of a nature friendly sustainable lifestyle and cosy addition to the home, despite the devices contributing to poor air quality.

The SBC Health and Wellbeing Strategy and LCWIP, also aims to improve health outcomes in line with the Public Health Outcomes Framework. The Fingertips data[22] provided by the Public Health Outcomes Framework indicates that Spelthorne has some of the lowest activity levels and highest obesity levels in Surrey. The Council has invested in a new Passivhaus standard Leisure Centre that provides additional capacity for youth sports via a roof housing sports pitches. Spelthorne is one of the least economically affluent boroughs in Surrey (based on Census household depravation data[23]) and faces the challenge of poorer comparative health outcomes to neighbouring Surrey boroughs mixed with economic challenges, which could be exacerbated by the cost-of-living crisis.

SBC has 13 smoke control areas covering most of the borough where the burning of unauthorised fuel in non-exempt appliances and production of smoke from a chimney (a source of $PM_{2.5}$), is subject to enforcement action where it can be sufficiently evidenced. Coverage of the Spelthorne Smoke Control Areas can be viewed here: https://uk-air.defra.gov.uk/data/sca/. In 2025, one warning letter was issued regarding smoke control compliance, and in the first half of 2026, three warning letters have been issued. No financial penalties for smoke control non-compliance were issued.

[22] Department of Health & Social Care 2025. Available at: Fingertips | Department of Health and Social Care

[23] Office for National Statistics 2021 Census data as accessed in 2025 to view household deprivation and age standardised general health metrics. Available at: https://www.ons.gov.uk/census/maps/choropleth

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

This section sets out the monitoring undertaken within 2025 by SBC 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

Spelthorne undertook automatic (continuous) monitoring at one site during 2025. Table A.1 in Appendix A shows the details of the automatic monitoring site. Maps showing the location of the monitoring sites are provided in Appendix D. Further details on how the monitor is calibrated and how the data has been adjusted are included in Appendix C.

In accordance with Defra TG22 guidance, paragraph 1.37, Spelthorne does 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. National monitoring results are available: for carbon dioxide and lead at https://uk-air.defra.gov.uk/networks/network-info?view=aurn; for hydrocarbons including 1,3 butadiene and benzene at https://uk-air.defra.gov.uk/networks/network-info?view=hc.

The Air quality in England page presents automatic monitoring results for Spelthorne, with automatic monitoring results also available through the UK-Air website and Heathrow Airwatch.

3.1.2 Non-Automatic Monitoring Sites

Spelthorne undertook non-automatic (i.e. passive) monitoring of NO_2 at 51 sites during 2025. Table A.2 in Appendix A presents the details of the non-automatic sites.

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

3.2 Individual Pollutants

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

3.2.1 Nitrogen Dioxide (NO_2)

Table A.3 in Appendix A compares the ratified (Oaks Road) 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 (Oaks Road, Stanwell) 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.

Figure A.7 in Appendix A shows the long-term trend in NO_2 annual mean levels at the continuous monitoring station at Oaks Road, Stanwell (BAA Oaks), alongside the former stations at Sunbury Cross and Haslett Road. The long-term trend at Oaks Road indicates a downward trend in background levels from the peak in the early 2000's. In 2025, the annual mean concentration measured at Oaks Road was below the annual objective concentration of 40 µg/m^3 but shows a slight increase on 2024 concentrations which is reflected in national data[24].

Figure A.1 in Appendix A shows the long-term trend in NO_2 annual mean levels across the 51 diffusion tube monitoring locations. Since 2020 concentrations have been gradually decreasing with some small inter annual variability. In 2020, the implementation of

[24] Defra 2026, Accredited official statistics Nitrogen dioxide (NO2), available at: https://www.gov.uk/government/statistics/air-quality-statistics/ntrogen-dioxide

measures to address the Covid-19 pandemic resulted in a period in which a significant reduction in concentrations below 40µg/m^3 were recorded across all monitoring locations. Since 2020, only one monitoring location (SP60) has recorded annual average NO_2 levels slightly exceeding the 40 µg/m^3 objective (in 2022). This location is adjacent to a heavily trafficked road leading up to the Heathrow Southern Perimeter Road, Terminal 5 and the M25. In 2025, 34 diffusion tube monitoring locations had increased annual mean NO_2 concentrations when compared with the 2024 monitoring data. An increase was observed at 67% of the diffusion tube monitoring locations, both roadside and urban background locations experienced increases at most monitoring locations. Kerbside monitoring locations showed a decrease in NO_2 concentrations from 2024 to 2025 at 60% of the monitoring locations.

The average annual NO_2 concentration (across all non-automatic stations) in 2025 has increased slightly from 2024 from 18.6 µg/m^3 to 19.1 µg/m^3, however all values remain well below the national air quality objective of 40 µg/m^3. The largest annual increase of 3.4 µg/m^3 was recorded at SP48 (kerbside location at Riverside Road, Stanwell), increasing from 19.3 µg/m^3 to 22.7 µg/m^3. The highest annual concentration of 26 µg/m^3 was recorded at SP60 (roadside location at Stanwell Moor Road). Once again, all these values remain below 40 µg/m^3 and demonstrate compliance with air quality objectives.

Most of the monitoring locations are within the Spelthorne AQMA. The two monitoring sites situated outside of the AQMA at Squires Bridge Road Shepperton and Laleham C of E Primary School are both roadside locations and show a minor increase in NO_2 annual mean concentrations in 2025 when compared with 2024 data.

Monitoring locations will be reviewed before the end of the 2026 calendar year to consider whether any changes are needed in relation to poor data capture due to removal/loss of deployed diffusion tubes or changes in site safety/accessibility. The LGR process will take effect during the 2027 monitoring year.

Figure 1 shows that after falling from a peak in 2005, annual mean NO_2 concentrations at key kerbside monitoring locations in Spelthorne did not mirror the downward trend in UK background NO_2 levels over the next decade[25]. Results between 2014 and 2018 suggest a

[25] Defra 2026. National statistics Nitrogen dioxide (NO2) as updated April 2025. Available here: https://www.gov.uk/government/statistics/air-quality-statistics/ntrogen-dioxide

possible downward trend starting to emerge, however in 2019 concentrations increased again.

NO_2 annual mean concentrations at kerbside monitoring locations decreased at 60% of the monitoring locations during 2025 compared with 2024, consistent with the post 2020 fluctuating but reducing trend. The maximum increase in annual mean NO_2 concentration at a kerbside monitoring location was 3.4 ug/m^3 at SP48 (Riverside Road, Stanwell). The greatest decrease in annual mean NO_2 concentration at a kerbside monitoring location was -2.2 ug/m^3 at SP58 (Sunbury Cross East).

Figure 1 – Trends in Annual Mean NO_2 at Kerbside Diffusion Tube Monitoring Locations

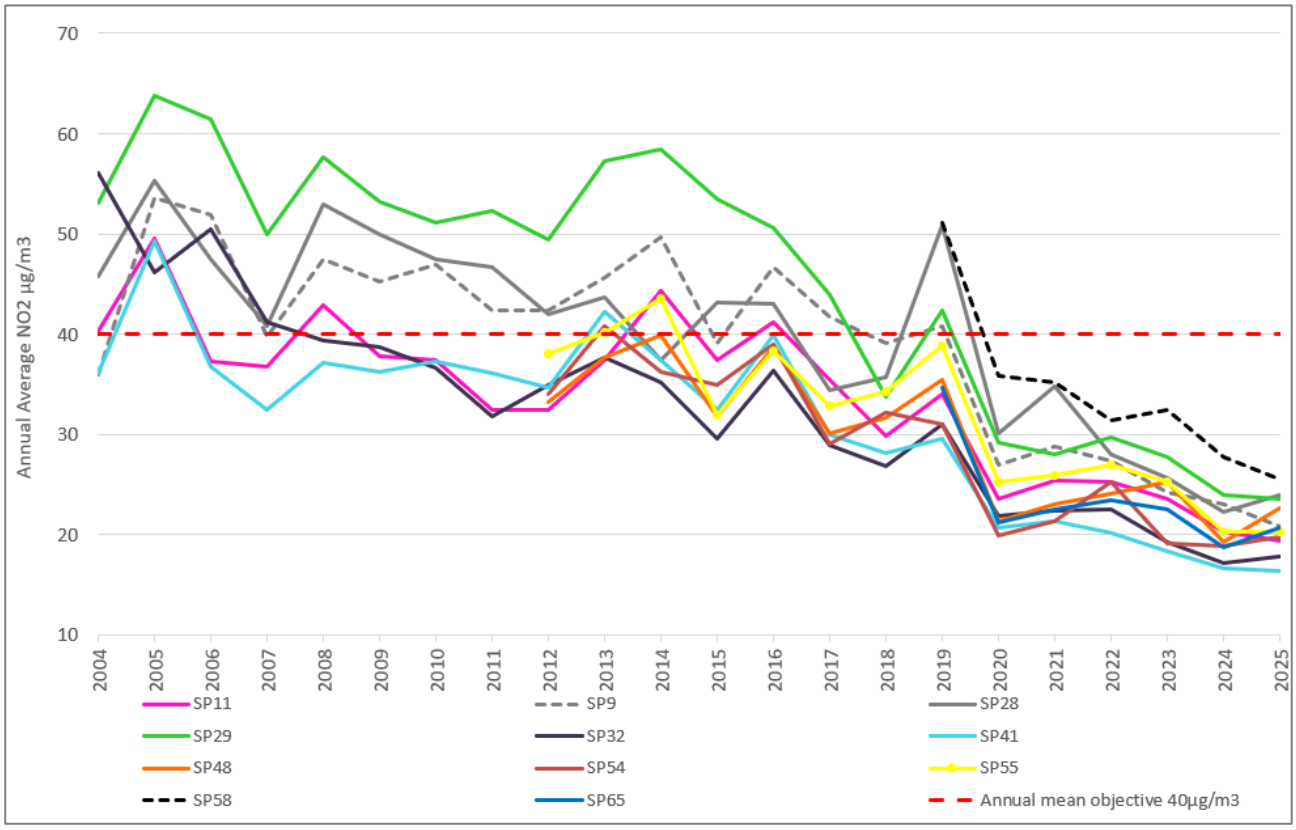


Figure 2 illustrates year to year variability within what is a longer-term reducing trend for NO_2 annual mean concentrations at roadside monitoring locations. In 2022, SP60 recorded annual average NO_2 levels slightly exceeding the national air quality objective of 40 µg/m^3. 73% of the 26 roadside monitoring locations experienced an increase in annual mean NO_2 concentrations in 2025 compared with 2024. These increases were minor with the largest increase of 2.4 ug/m^3 seen at SP59 (Shepperton High Street). The greatest decrease in annual mean NO_2 concentration at a roadside monitoring location was -4.2 ug/m^3 at SP4 (Benwell Centre, Sunbury).

Figure 2 – Trends in Annual Mean NO_2 at Key Roadside Diffusion Tube Monitoring Locations

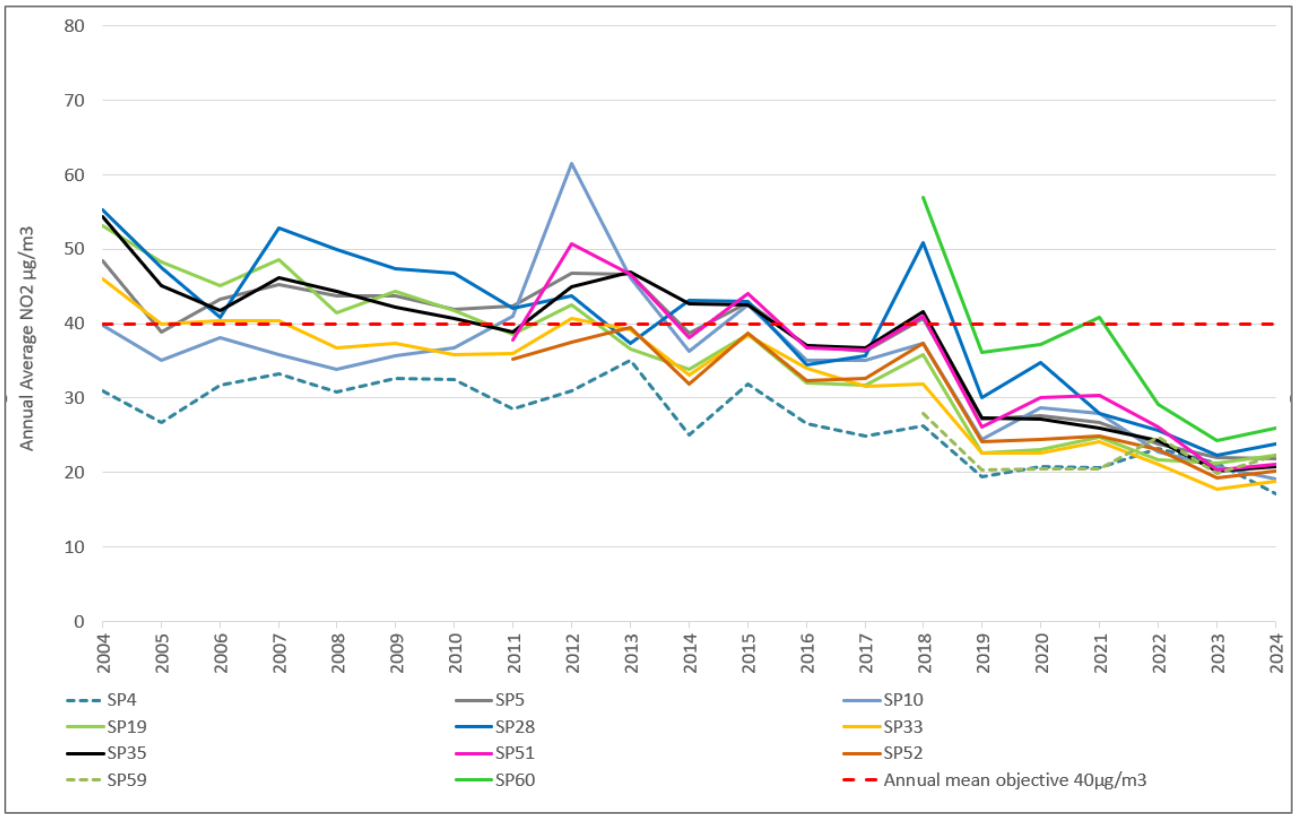


Figure 3 shows that NO_2 concentrations at key urban background monitoring locations in Spelthorne have been variable since 2004 but remain lower from 2020 onwards. The influence of the extensive strategic road network coverage within the borough may be a factor in the variability. Figure 3 highlights that in 2025, NO_2 concentrations at urban background monitoring locations generally increased slightly from 2024, 73% of the urban background locations experienced an increase. These increases were minor with the largest increase of 2.1 ug/m^3 seen at SP 16/17/18 Oaks Road, Stanwell (based on an average of the triplicate diffusion tubes). Four urban background locations show a slight decrease from 2024 (SP1 Staines Highstreet, SP23 Greeno Crescent Shepperton, SP24 Yeoveney Close Staines, SP43/44/45 The Haven Sunbury).

Figure 3 – Trends in Annual Mean NO_2 at Urban Background Diffusion Tube Monitoring Locations

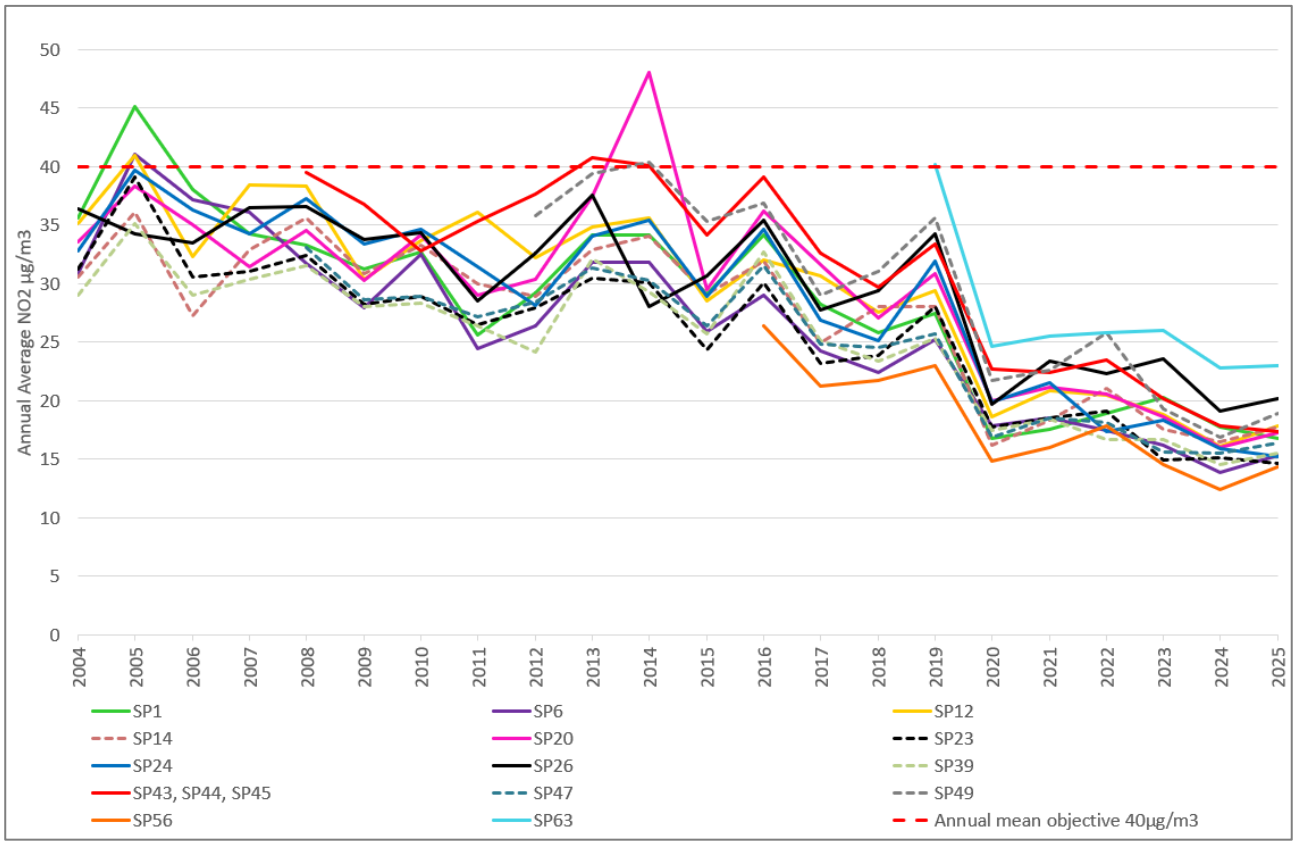


Figure 4 displays roadside locations that are close to Spelthorne schools or hospitals. From 2017 onwards there has not been an exceedance of the annual mean NO_2 objective at these locations, and since 2016 there had been a general decreasing trend in annual mean NO_2 concentrations. However, since 2020 there has been year on year variability and the annual mean NO_2 concentration increased in 2025 at SP31 (Ashford Hospital) and SP38 (Laleham CofE Primary School) compared with 2024.

Figure 4 –Trends in Annual Mean NO_2 at Health and Education Diffusion Tube Monitoring Locations

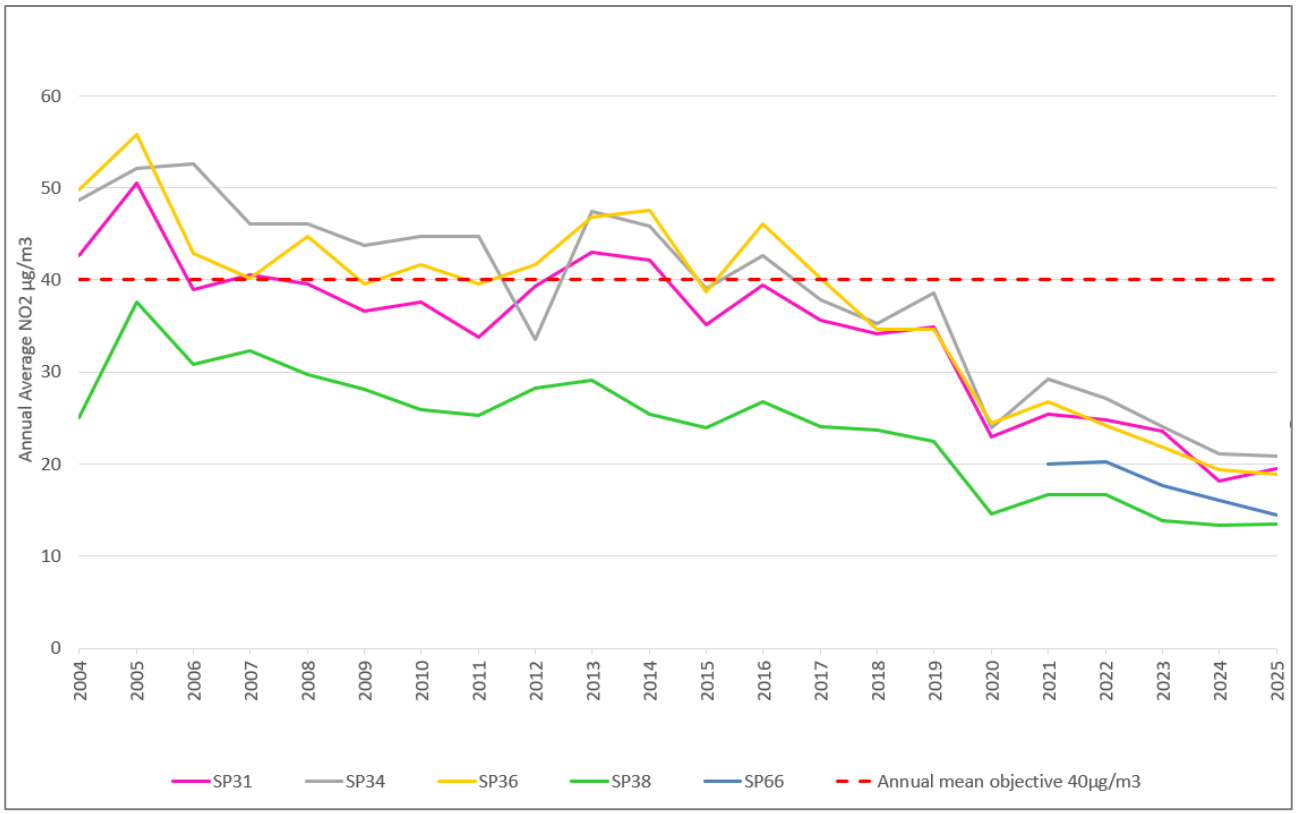
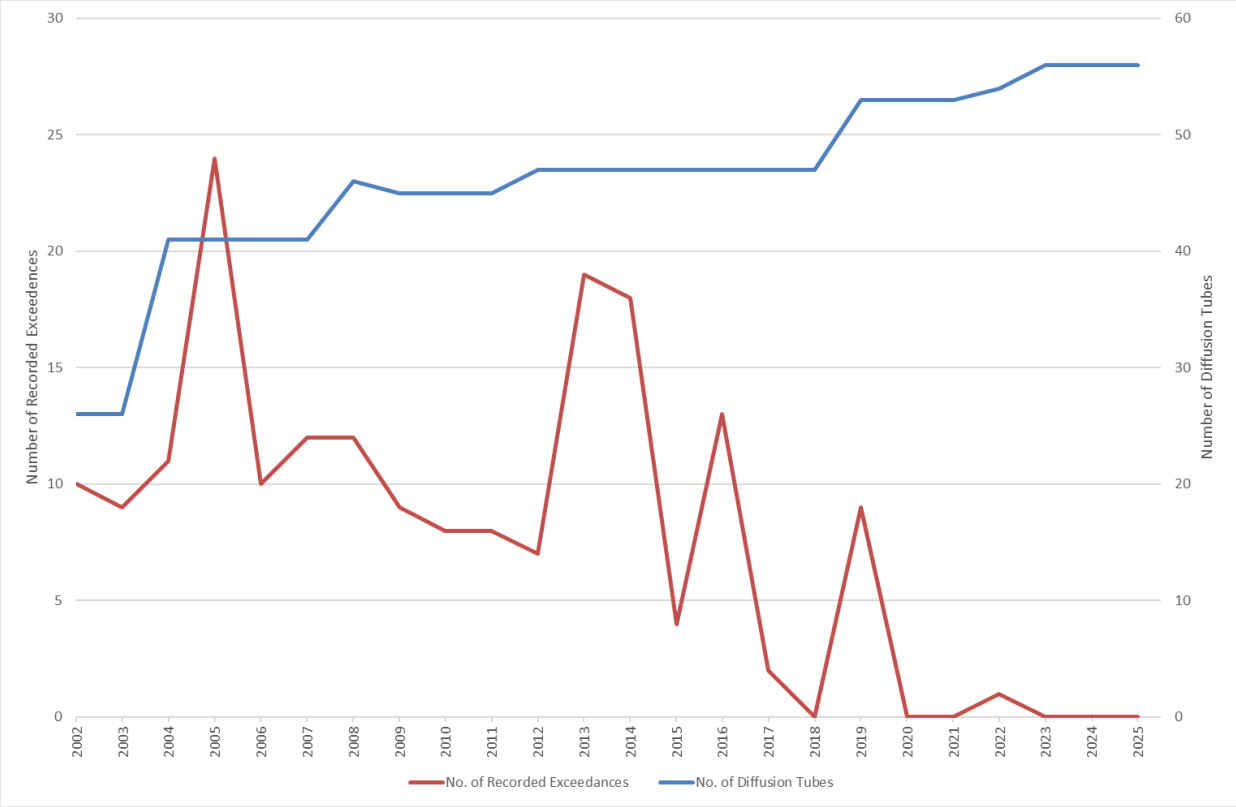


Figure 5 highlights the decrease in any exceedances of the annual mean NO_2 objective of 40 ug/m^3. In 2018 there were no exceedances, but in 2019, nine monitoring locations recorded NO_2 concentrations greater than 40 ug/m^3. However, since 2020, only one monitoring location (SP60) recorded annual average NO_2 levels slightly exceeding the 40µg/m^3 objective (recorded in 2022). This reflects the overall decrease in NO_2 levels across Spelthorne since 2020.

Figure 5 – Trends in Exceedance of Annual Mean NO_2 at Diffusion Tube Monitoring Locations



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 40µg/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.

Results of monitoring at Oaks Road, displayed in Figure A.9 indicate that there has been an overall trend of reducing concentrations of PM_{10} between 2003 to 2025 with some small inter annual variability. Since 2019, PM_{10} concentrations have remained below

15 µg/m^3, which is well below the air quality objective of 40 µg/m^3. In 2025, the annual average PM_{10} concentration monitored at Oaks Road automatic analyser was 13.8 µg/m^3. Although this average is still well below the air quality objective, it is an increase of 1.9 µg/m^3 from 2024.

As presented in Figure A.10, the number of days per year where the mean concentration of PM_{10} was over 50 µg/m^3 have reduced overall from 2003 to 2025 and have remained below 5 days since 2016. PM_{10} monitoring during 2025 demonstrated compliance with the 24 hour mean air quality objective, with only one exceedance of the 50 µg/m^3 threshold, well within the limit of 35 exceedances per year. This is an increase of one exceedance from 2024, where there were no exceedances.

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.

The Environmental Improvement Plan 2025 for England set interim target that by December 2030, an annual average of 10 µg/m^3 for $PM_{2.5}$ is not exceeded. The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023 set an annual mean concentration target of 10 µg/m^3 to be achieved by the end of the 31 December 2040.

Levels of $PM_{2.5}$ were monitored at the Oaks Road automatic analyser in 2025 with an annual mean concentration of 8 µg/m^3.

Long term $PM_{2.5}$ levels at Oaks Road have declined since 2003 as illustrated in Figure A.11 in Appendix A. $PM_{2.5}$ has remained below 10 µg/m^3 since 2017. The 2025 annual mean concentration of 8 µg/m^3 $PM_{2.5}$ at Oaks Road has increased by 1.1 µg/m^3 since 2024, however remains below both the 2040 target and the interim 2028 target.

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

3.2.4 Conclusions of Heathrow Airport (Extract from the 2025 Annual Report)

Oxides of nitrogen and particulate matter (as PM_{10} and $PM_{2.5}$) were monitored throughout 2025 at Oaks Road. The conclusions of the Heathrow Airport 2025 monitoring programme[26] in relation to Oaks Road are summarised below.

- All pollutants achieved a data capture of at least 90%;
- No exceedances of the AQS objective of 200 µg/m^3 for hourly mean NO_2 more than 18 times per year during 2025;
- No exceedances of the AQS annual mean objective for NO_2 of 40 µg/m^3 during 2025. No hourly mean exceeding 200 µg/m^3;
- No more than 35 exceedances of PM_{10} exceeding the 24-hour mean limit of 50 µg/m^3 during 2025 (1 daily mean exceeding 50 µg/m^3);
- No exceedances of the annual mean AQS objective for PM_{10} of 40 µg/m^3 during 2025;
- There were seasonal variations in pollutant concentrations, with concentrations of NO and NO_2 recorded higher during the winter months, which is the typical seasonal pattern for urban areas;
- Meanwhile, concentrations of PM_{10} and $PM_{2.5}$ showed elevated concentrations at all Heathrow funded automatic monitoring sites in March, with the winter months seeing elevated concentrations, and with the autumn months seeing the lowest concentrations;
- Several high pollution episodes occurred during 2025, due to the combination of local emissions, transboundary emissions from Europe and weather conditions;
- Black Carbon data was recorded at Oaks Road, and elevated levels were seen during 10th to 12th January 2025, likely due to fuel combustion emissions and reduced pollutant dispersion. The same pattern was observed at the London Teddington Bushy Park urban background monitoring station;
- The long-term annual mean concentration data from this monitoring program shows a gradual decrease in levels of NO_2 with some yearly variation. Covid-19 restrictions brought in in March 2020 heavily influenced NO_2 causing a significant reduction in levels compared to previous years. All pollutants (except ozone) have

[26] Ricardo. Air Quality at Heathrow Airport 2025 Annual Report for 2025. Available at: https://www.heathrowairwatch.org.uk/uploads/Air-Quality-Monitoring-at-Heathrow-2025-6a0d7360d5b0a.html

remained lower than prior to the Covid-19 pandemic since the lifting of restrictions in 2021. Annual NO_2 concentrations at Oaks Road showed an increase in 2025 compared to 2024, this behaviour has also been seen at other monitoring sites regionally and within the Spelthorne diffusion tube NO_2 dataset where 67% of sites showed an increase in annual mean NO_2 2025 compared with 2024 concentrations;

- No patterns in pollutant concentration at any Heathrow site showed any obvious relationship to annual aircraft transport movements. Although the airport is likely to be a contributor to local air pollution, ambient concentrations are also influenced by meteorological and other factors such as local vehicle emissions.

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)
BAA_OAKS	Heathrow Oaks Road	Urban Background	505729	174496	NO_2, PM_{10}, $PM_{2.5}$	Yes	Spelthorne AQMA	Chemiluminescent; FIDAS	25.0	1.0#	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).

#This is not a 'main road'. Rather a suburban residential street. The nearest main road is the Southern Perimeter Road 205m to the north of the monitor.

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)
SP1	Staines High Street	Urban Background	503529	171619	NO_2	Spelthorne AQMA	n/a*	n/a*	No	2.3
SP4	Benwell Centre, Sunbury	Roadside	510032	169802	NO_2	Spelthorne AQMA	9.8	0.5	No	2.2
SP5	Church Road, Ashford	Roadside	506967	171562	NO_2	Spelthorne AQMA	11.0	1.1	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)
SP6	Goffs Road, Ashford Common	Urban Background	508763	170900	NO_2	Spelthorne AQMA	8.0	0.6	No	2.4
SP9	Staines Road West, Sunbury	Kerbside	509166	170260	NO_2	Spelthorne AQMA	12.4	2.8	No	2.2
SP10	Walton Bridge Road	Roadside	509125	166862	NO_2	Spelthorne AQMA	22.6	3.5	No	1.9
SP11	Halliford Bypass	Kerbside	509033	168146	NO_2	Spelthorne AQMA	14.8	1.5	No	2.2
SP12	Stanwell New Road, Stanwell North	Urban Background	504538	172318	NO_2	Spelthorne AQMA	7.0	1.4	No	2.3
SP14	Flintlock Close, Stanwell	Urban Background	504228	175098	NO_2	Spelthorne AQMA	12.0	1.7	No	2.2
SP16 SP17 SP18	Oaks Road, Stanwell	Urban Background	505729	174496	NO_2	Spelthorne AQMA	25.0	1.0	Yes	2.0
SP19	Bedfont Road, Stanwell	Roadside	506856	174247	NO_2	Spelthorne AQMA	21.0	1.8	No	2.0
SP20	Greenlands Rd, Staines	Urban Background	504334	171845	NO_2	Spelthorne AQMA	9.0	0.5	No	2.4
SP23	Greeno Crescent, Shepperton	Urban Background	507525	167662	NO_2	Spelthorne AQMA	22.0	2.7	No	2.3
SP24	Yeoveney Close, Staines	Urban Background	502577	172777	NO_2	Spelthorne AQMA	6.5	1.4	No	2.2
SP26	St Mary's Crescent, Staines	Urban Background	505635	173949	NO2	Spelthorne AQMA	10.0	0.7	No	2.2
SP27	Church Street, Staines	Roadside	503287	171744	NO_2	Spelthorne AQMA	0.5	1.7	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)
SP28	London Road, Staines	Roadside	504291	171926	NO_2	Spelthorne AQMA	12.4	2.3	No	2.2
SP29	London Road, Staines	Kerbside	504381	171975	NO_2	Spelthorne AQMA	7.9	1.4	No	2.1
SP31	Ashford Hospital, Stanwell	Roadside	506265	172681	NO_2	Spelthorne AQMA	4.0	3.0	No	2.2
SP32	Feltham Road, Ashford	Kerbside	507349	171461	NO_2	Spelthorne AQMA	16.0	1.8	No	2.1
SP33	Ford Close, Ashford	Roadside	506340	170926	NO_2	Spelthorne AQMA	21.0	3.1	No	2.3
SP34	School Road, Ashford	Roadside	507936	170518	NO_2	Spelthorne AQMA	12.5	2.4	No	2.0
SP35	Vicarage Road, Sunbury	Roadside	510028	170200	NO_2	Spelthorne AQMA	17.4	0.6	No	2.2
SP36	St Ignatius School, Sunbury	Roadside	510104	169508	NO_2	Spelthorne AQMA	29.0	1.4	No	2.2
SP38	Laleham CofE Primary School, Laleham	Roadside	505289	168995	NO_2	No	17.0	2.7	No	2.2
SP39	Knowle Green, Staines	Urban Background	504508	171200	NO_2	Spelthorne AQMA	17.0	37.0	No	2.2
SP41	Green Street, Sunbury	Kerbside	510404	168675	NO_2	Spelthorne AQMA	4.0	0.5	No	2.2
SP43 SP44 SP45	The Haven, Sunbury	Urban Background	510063	170201	NO_2	Spelthorne AQMA	19.0	21.0	No	2.1
SP46	South Street, Staines	Roadside	503759	171423	NO_2	Spelthorne AQMA	0.0	0.9	No	2.1

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)
SP47	Hadrian Way, Stanwell	Urban Background	506194	173445	NO_2	Spelthorne AQMA	8.0	1.5	No	2.2
SP48	Riverside Road, Stanwell	Kerbside	506010	174516	NO_2	Spelthorne AQMA	16.0	0.6	No	2.1
SP49	Runnymede Cottages, Moor Lane, Staines	Urban Background	502605	173274	NO_2	Spelthorne AQMA	n/a	7.5	No	2.1
SP50	Waterside Close, Shepperton	Roadside	508364	169648	NO_2	Spelthorne AQMA	12.8	3.3	No	2.1
SP51	Fairfield Avenue, Staines	Roadside	504106	171826	NO_2	Spelthorne AQMA	0.0	2.5	No	2.1
SP52	Staines Road East, Sunbury	Roadside	510512	170012	NO_2	Spelthorne AQMA	22.0	1.7	No	2.1
SP53	Chertsey Bridge Road	Roadside	505791	166791	NO_2	Spelthorne AQMA	7.5	1.9	No	2.3
SP54	Russell Road, Shepperton	Kerbside	508493	166841	NO_2	Spelthorne AQMA	6.0	0.4	No	2.0
SP55	Green Lane, Shepperton	Kerbside	508993	167573	NO_2	Spelthorne AQMA	20.0	1.7	No	2.5
SP56	Shepherds Close	Urban Background	507587	167445	NO_2	Spelthorne AQMA	7.5	1.6	No	2.2
SP58	Sunbury Cross (east)	Kerbside	510090	170100	NO_2	Spelthorne AQMA	n/a	2.3	No	2.3
SP59	High Street, Shepperton	Roadside	508007	167444	NO_2	Spelthorne AQMA	9.1	1.1	No	2.0
SP60	Stanwell Moor Road	Roadside	504736	174338	NO_2	Spelthorne AQMA	n/a	4.0	No	2.2

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)
SP61	Horton Road	Roadside	504426	174579	NO_2	Spelthorne AQMA	13.8	1.6	No	2.1
SP62	Park Road, Stanwell	Roadside	505396	174237	NO_2	Spelthorne AQMA	8.8	1.5	No	2.4
SP63	Northumberland Close	Urban Background	506442	174275	NO_2	Spelthorne AQMA	8.4	1.7	No	2.2
SP64	London Road (junction with Short Lane)	Roadside	506924	172968	NO_2	Spelthorne AQMA	n/a	3.7	No	2.2
SP65	Spout Lane	Kerbside	504469	175169	NO_2	Spelthorne AQMA	n/a	1.4	No	2.3
SP66	Springfields School, Nursery Road,	Roadside	509622	169438	NO_2	Spelthorne AQMA	18.0	5.9	No	2.3
SP67	Thames Street, Sunbury on Thames	Roadside	511004	168701	NO_2	Spelthorne AQMA	0.0	2.2	No	2.1
SP68	Laleham Road, Shepperton	Roadside	506679	168085	NO_2	Spelthorne AQMA	22.0	2.7	No	2.1
SP69	Squires Bridge Road	Roadside	507310	168695	NO_2	No	10.0	2.1	No	2.1

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.

* Note SP1 is situated on a pedestrianised road within a town centre shopping area, therefore the distance to exposure and distance to nearest road are N/A.

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

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2025 (%) (2)	2021	2022	2023	2024	2025
BAA_OAKS	505729	174496	Urban Background	99.7	99.7	18.1	20.3	20	18.2	20.4
SUN_01(4)	510063	170204	Urban Background	-	-	22.9	24.1	19.6	-(3)	-
SCC_ECO(5)	509155	169228	Urban Background	-	-	15.2	16.6	13	-	-

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

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

☐ **Where exceedances of the NO_2 annual mean objective occur at locations not representative of relevant exposure, the fall-off with distance concentration has been calculated and reported concentration provided in brackets for 2025.**

Notes:

The annual mean concentrations are presented as µg/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%).

(3) Data not annualised due to overall data capture recorded as <25%.

(4) Automatic monitor decommissioned by SBC March 2024 (see 2025 ASR for information).

(5) Automatic monitor decommissioned by SCC in September 2023 (see 2024 ASR for information).

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

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2025 (%) (2)	2021	2022	2023	2024	2025
SP1	503529	171619	Urban Background	100.0	100.0	17.5	18.9	20.3	17.7	16.8
SP4	510032	169802	Roadside	75.0	75.0	20.9	20.7	23.3	21.3	17.1
SP5	506967	171562	Roadside	100.0	100.0	27.6	26.7	23.8	22.0	21.9
SP6	508763	170900	Urban Background	100.0	100.0	16.8	17.5	16.2	13.9	15.3
SP9	509166	170260	Kerbside	100.0	100.0	28.8	27.3	24.2	23.1	20.8
SP10	509125	166862	Roadside	100.0	100.0	28.7	27.9	22.8	20.8	19.1
SP11	509033	168146	Kerbside	100.0	100.0	25.4	25.2	23.5	20.3	19.4
SP12	504538	172318	Urban Background	100.0	100.0	20.9	20.5	18.8	16.1	17.8
SP14	504228	175098	Urban Background	100.0	100.0	18.3	21.0	17.6	16.5	17.7
SP16,17,18	505729	174496	Urban Background	100.0	100.0	18.5	20.3	19.7	18.5	20.6
SP19	506856	174247	Roadside	90.4	90.4	23.1	24.7	21.8	21.2	22.4
SP20	504334	171845	Urban Background	92.3	92.3	21.1	20.6	18.6	16.0	17.3

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2025 (%) (2)	2021	2022	2023	2024	2025
SP23	507525	167662	Urban Background	92.3	92.3	17.0	19.1	14.9	15.1	14.6
SP24	502577	172777	Urban Background	92.3	92.3	18.6	17.3	18.3	15.9	15.2
SP26	505635	173949	Urban Background	89.8	89.8	21.5	22.3	23.6	19.1	20.2
SP27	503287	171744	Roadside	100.0	100.0	23.4	21.9	22.4	18.9	20.4
SP28	504291	171926	Roadside	100.0	100.0	28.0	28.0	25.7	22.3	23.9
SP29	504381	171975	Kerbside	100.0	100.0	34.8	29.7	27.7	24.0	23.5
SP31	506265	172681	Roadside	100.0	100.0	25.3	24.8	23.6	18.1	19.5
SP32	507349	171461	Kerbside	98.6	98.6	22.4	22.5	19.2	17.1	17.8
SP33	506340	170926	Roadside	92.3	92.3	22.7	24.1	21.1	17.8	18.9
SP34	507936	170518	Roadside	92.3	92.3	29.1	27.1	24.1	21.1	20.8
SP35	510028	170200	Roadside	92.3	92.3	27.3	25.9	24.3	20.2	20.8
SP36	510104	169508	Roadside	75.0	75.0	26.7	24.2	21.8	19.4	18.9
SP38	505289	168995	Roadside	92.3	92.3	16.7	16.7	13.9	13.3	13.5

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2025 (%) (2)	2021	2022	2023	2024	2025
SP39	504508	171200	Urban Background	92.3	92.3	18.4	16.7	16.7	14.5	15.5
SP41	510404	168675	Kerbside	100.0	100.0	21.4	20.2	18.3	16.7	16.4
SP43 SP44 SP45	510063	170201	Urban Background	90.4	80.8	22.4	23.5	20.2	17.8	17.4
SP46	503759	171423	Roadside	92.3	92.3	22.6	23.1	21.3	19.2	19.4
SP47	506194	173445	Urban Background	84.6	84.6	18.5	18.2	15.6	15.5	16.4
SP48	506010	174516	Kerbside	100.0	100.0	23.0	24.1	25.3	19.3	22.7
SP49	502605	173274	Urban Background	100.0	100.0	22.6	25.8	19.3	16.9	18.9
SP50	508364	169648	Roadside	92.3	92.3	25.1	29.8	18.4	18.8	18.3
SP51	504106	171826	Roadside	100.0	100.0	30.1	30.3	26.2	20.4	21.1
SP52	510512	170012	Roadside	100.0	100.0	24.5	25.0	23.1	19.3	20.2
SP53	505791	166791	Roadside	90.4	90.4	23.6	23.5	21.3	17.8	18.4
SP54	508493	166841	Kerbside	84.6	84.6	21.4	25.3	19.1	18.9	19.8
SP55	508993	167573	Kerbside	100.0	100.0	25.9	27.0	25.3	20.3	20.3

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2025 (%) (2)	2021	2022	2023	2024	2025
SP56	507587	167445	Urban Background	100.0	100.0	16.0	17.8	14.5	12.4	14.3
SP58	510090	170100	Kerbside	92.3	92.3	35.1	31.4	32.5	27.7	25.5
SP59	508007	167444	Roadside	75.0	75.0	20.5	20.5	24.7	19.9	22.3
SP60	504736	174338	Roadside	100.0	100.0	37.2	**40.8**	29.1	24.3	26.0
SP61	504426	174579	Roadside	64.9	64.9	19.6	20.4	16.7	16.9	18.7
SP62	505396	174237	Roadside	100.0	100.0	20.0	22.2	20.6	19.5	20.6
SP63	506442	174275	Urban Background	84.6	84.6	25.5	25.8	26.0	22.8	23.0
SP64	506924	172968	Roadside	100.0	100.0	23.2	23.4	19.7	18.6	19.1
SP65	504469	175169	Kerbside	90.4	90.4	22.5	23.4	22.5	18.7	20.7
SP66	509622	169438	Roadside	92.3	92.3	20.0	20.2	17.7	16.0	14.4
SP67	511004	168701	Roadside	75.0	75.0	-	-	22.0	16.9	17.5
SP68	506679	168085	Roadside	100.0	100.0	-	-	18.2	15.4	16.3
SP69	507310	168695	Roadside	100.0	100.0	-	-	18.3	16.0	17.0

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

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

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

Notes:

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

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

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

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

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

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

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

Figure A.1 – Trends in Annual Mean NO_2 Concentrations

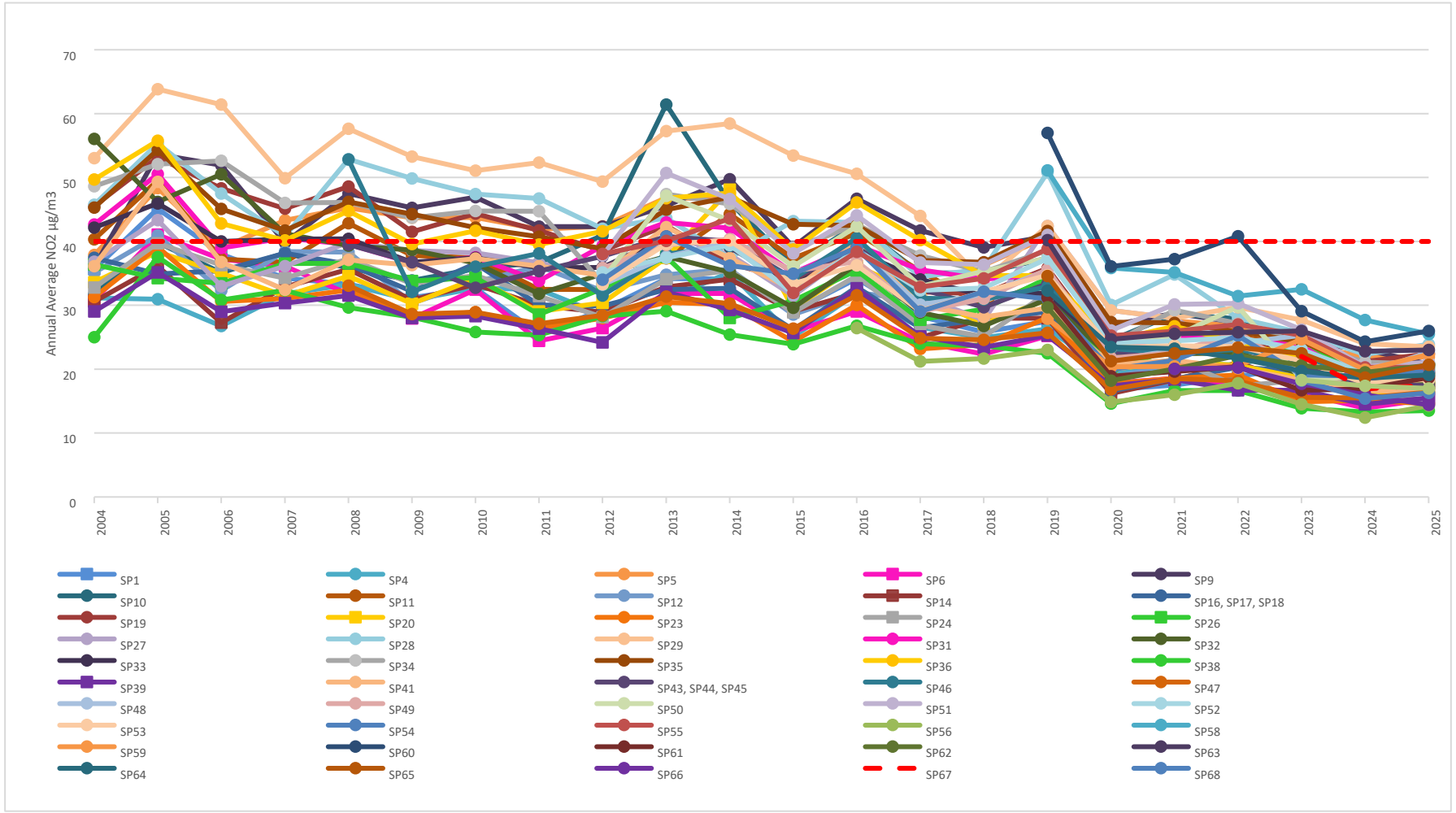


Figure A.2 - Trends in Annual Mean NO_2 Concentrations Non-Automatic Monitoring Sites in Ashford

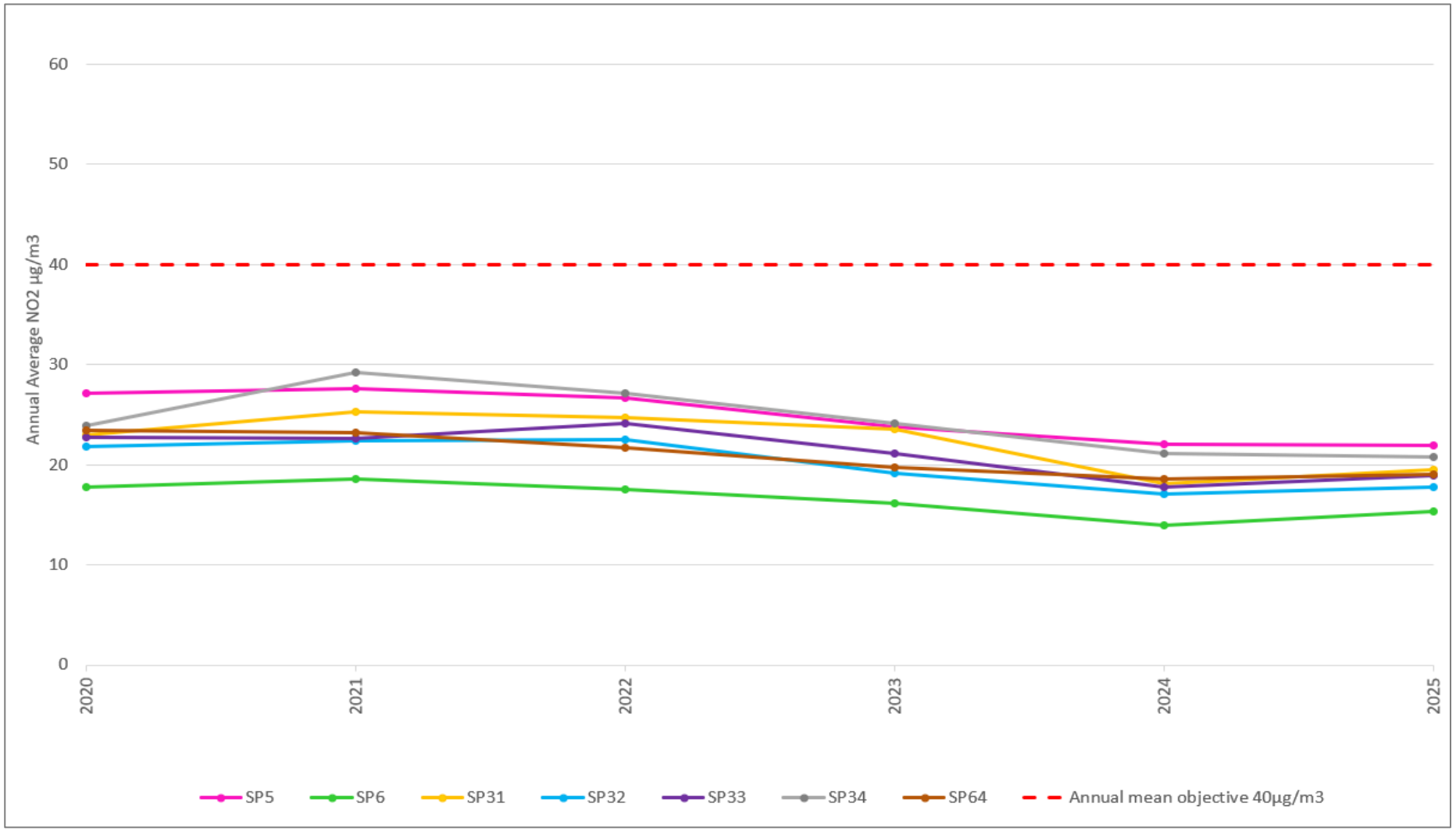


Figure A.3 - Trends in Annual Mean NO_2 Concentrations Non-Automatic Monitoring Sites in Shepperton and Laleham

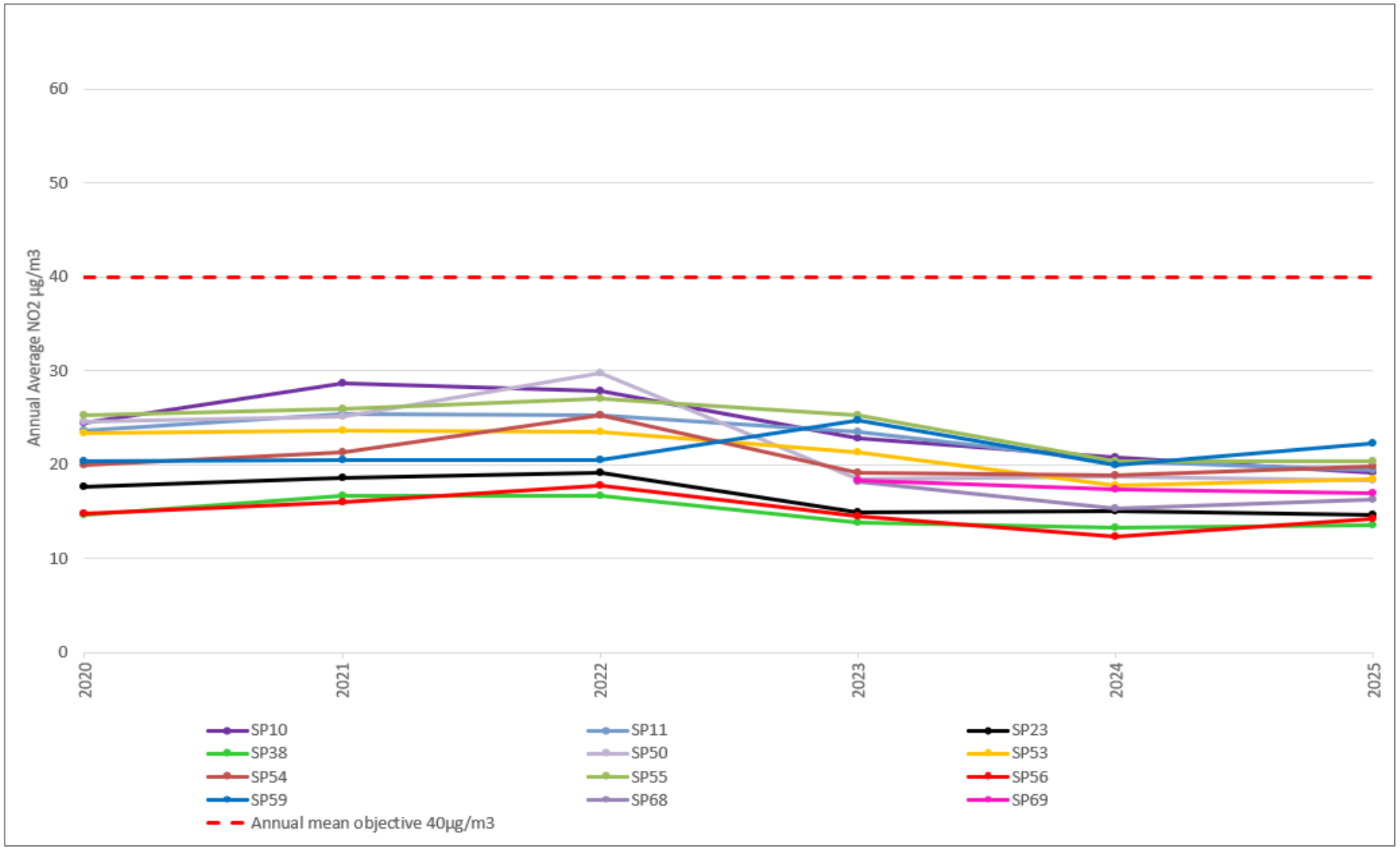


Figure A.4 – Trends in Annual Mean NO_2 Concentrations Non-Automatic Monitoring Sites in Staines-upon-Thames and South Stanwell

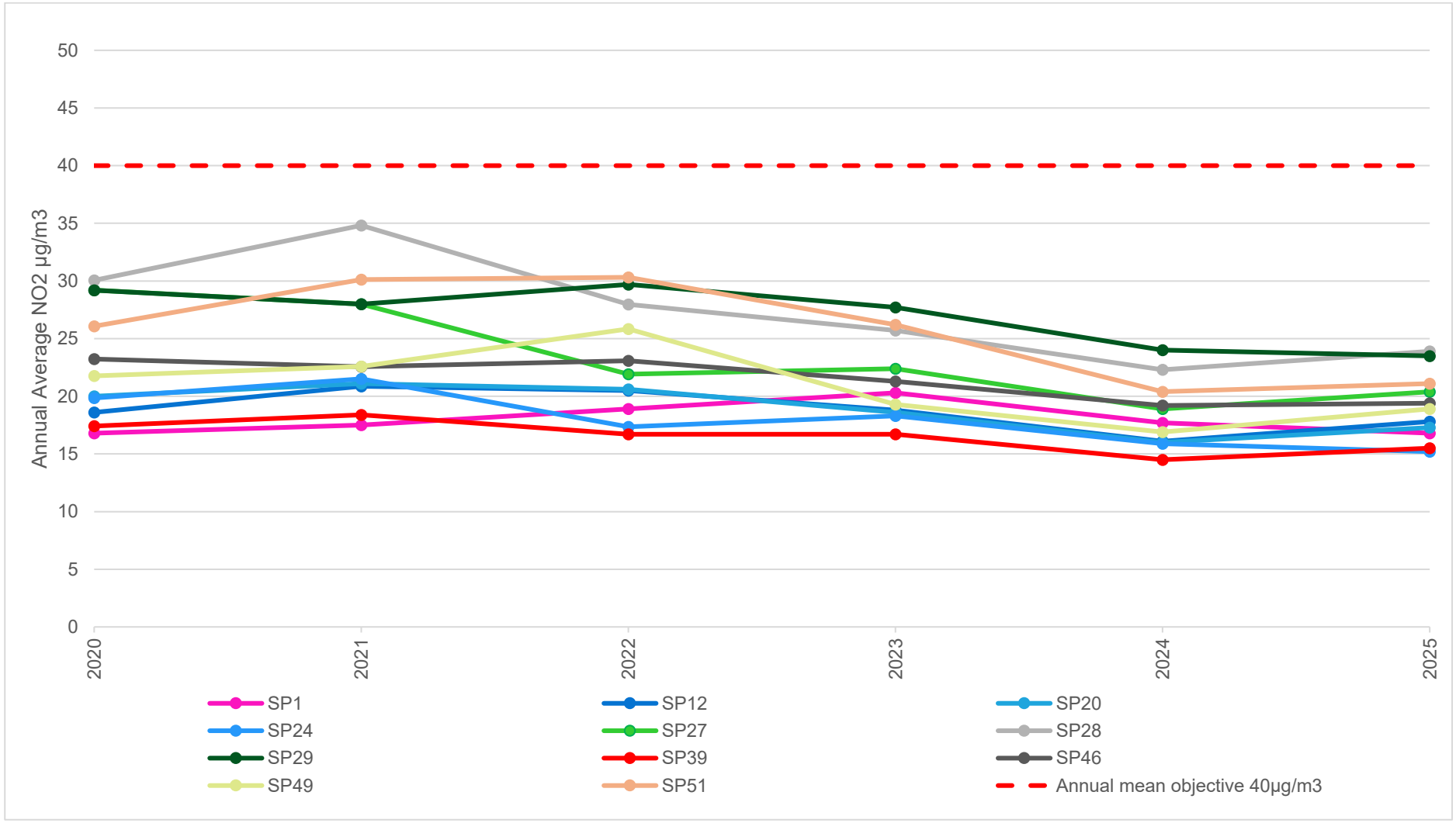


Figure A.5 – Trends in Annual Mean NO_2 Concentrations Non-Automatic Monitoring Sites in Sunbury on Thames

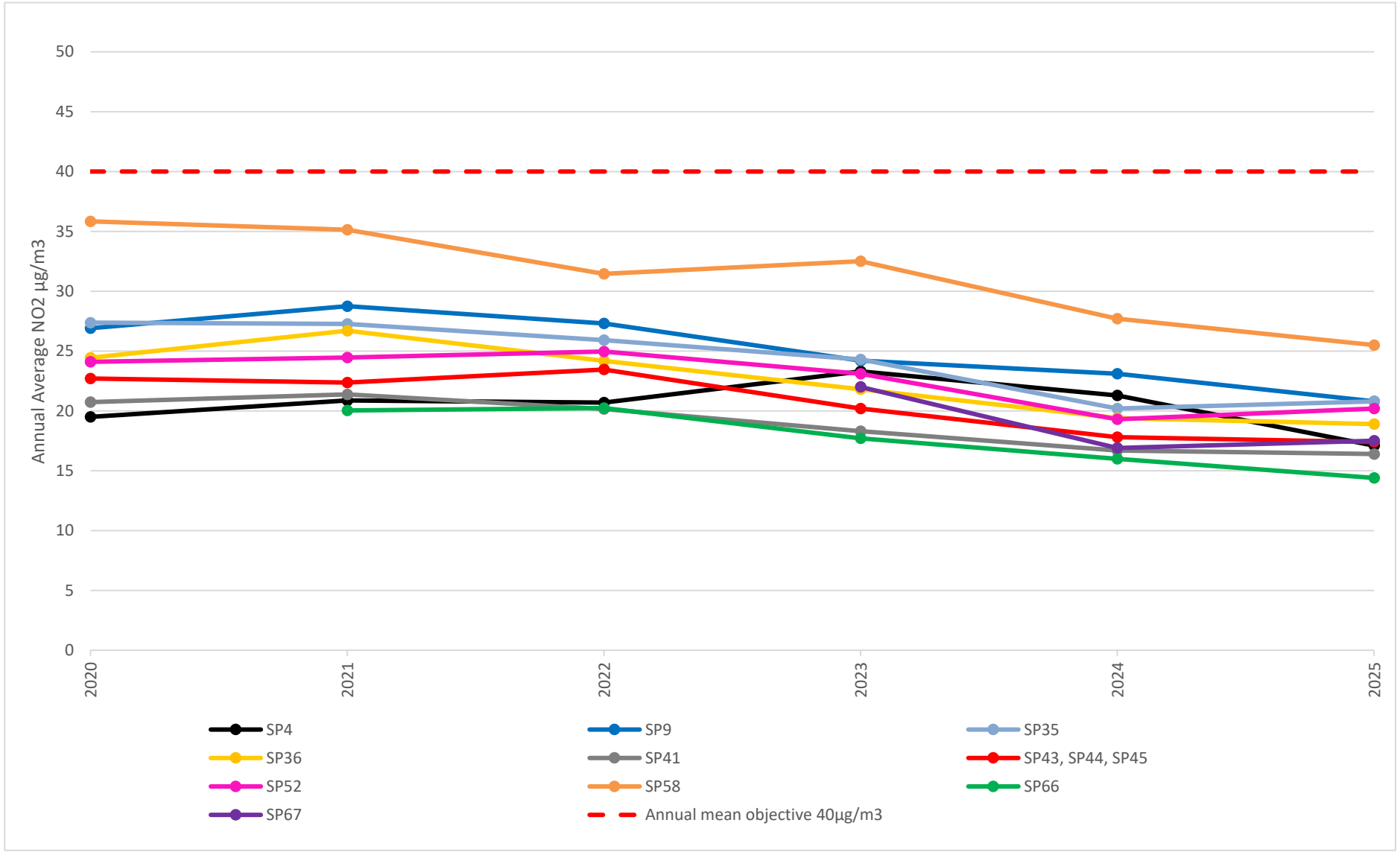


Figure A.6 – Trends in Annual Mean NO_2 Concentrations Non-Automatic Monitoring Sites in Stanwell and Stanwell Moor

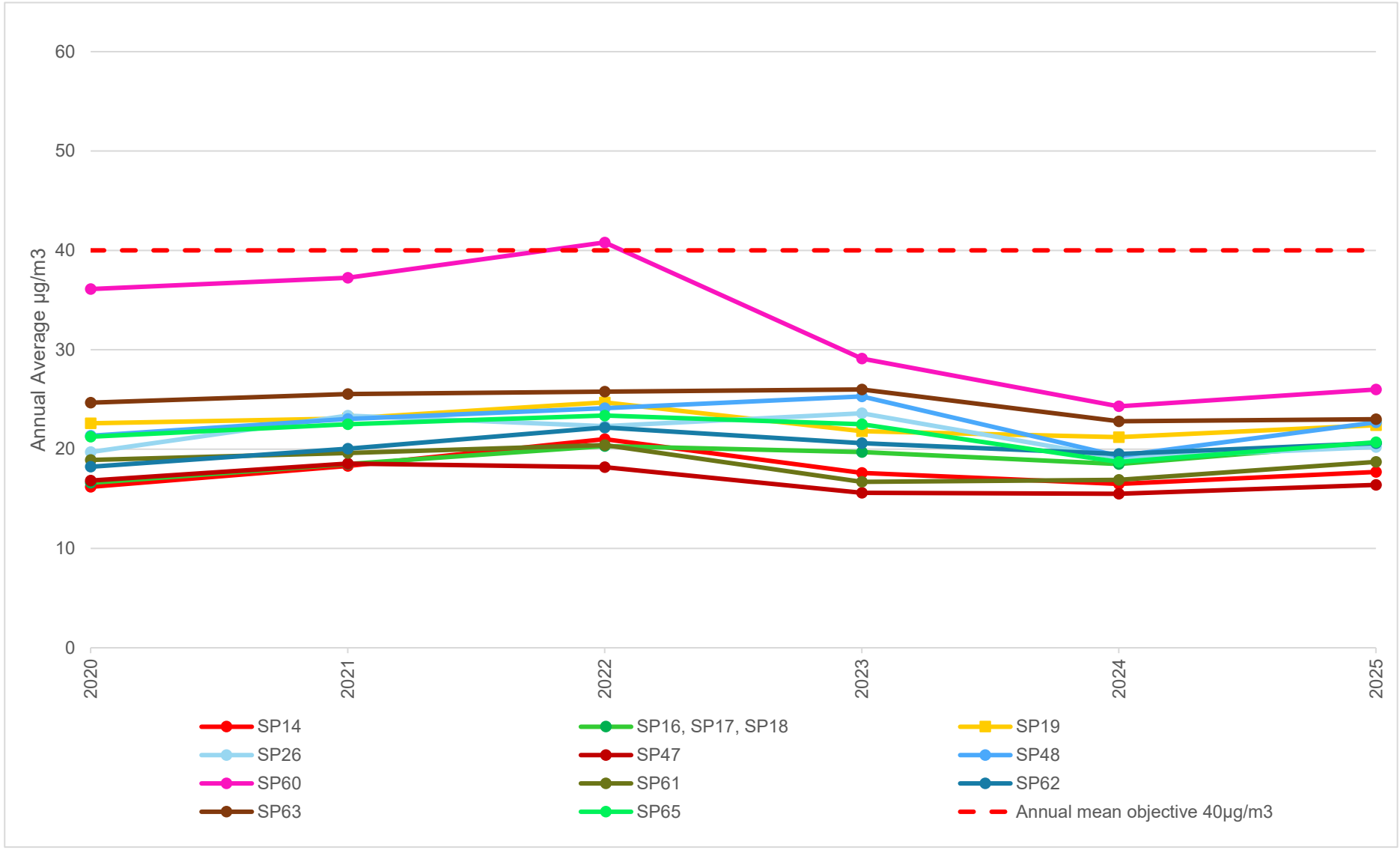


Figure A.7 – Trends in Annual Mean NO_2 Concentrations Automatic Monitoring Stations

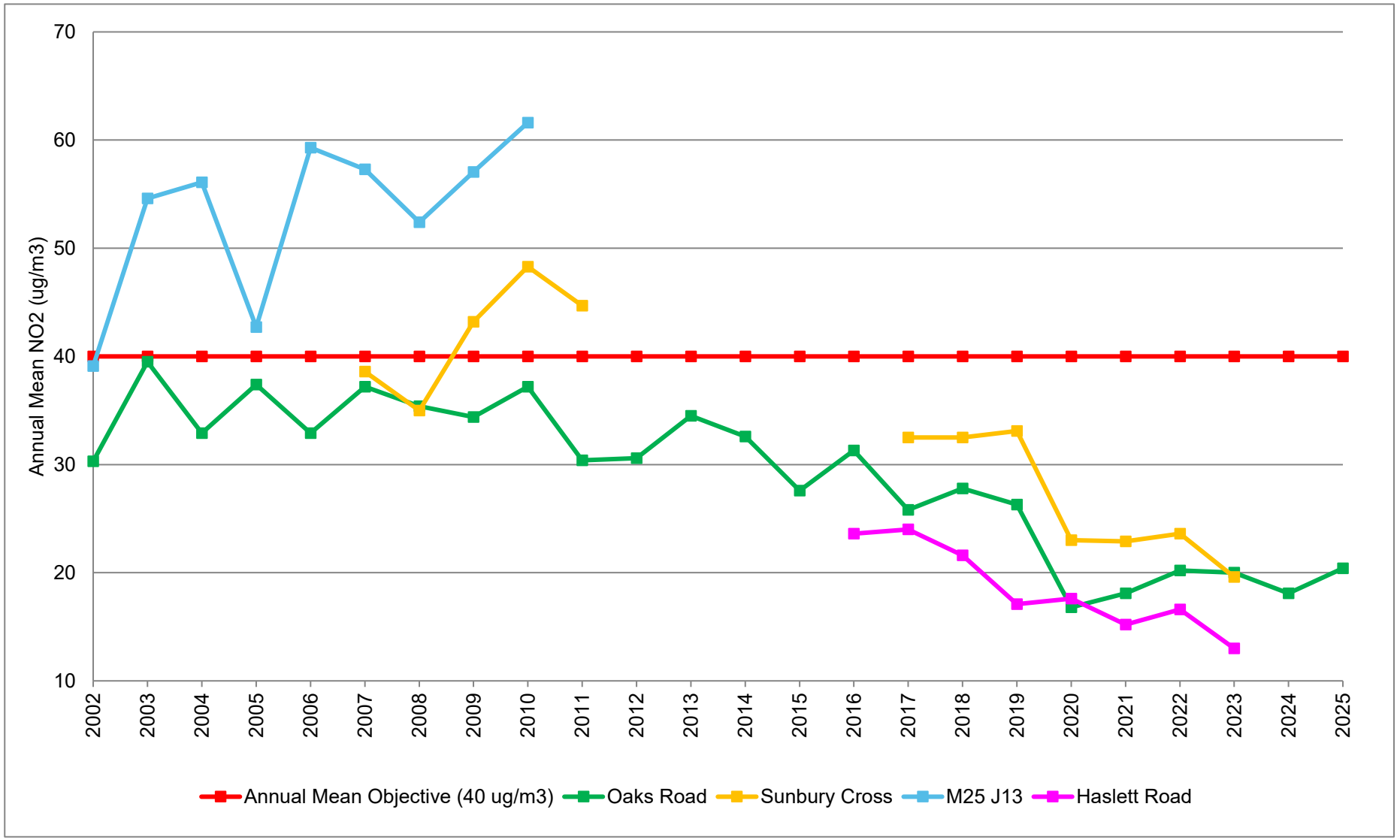


Table A.5 – 1-Hour Mean NO_2 Monitoring Results, Number of 1-Hour Mean > 200 µg/m^3

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2025 (%) (2)	2021	2022	2023	2024	2025
BAA_OAKS	505729	174496	Urban Background	99.7	99.7	0	0	0	0	0
SUN_01(4)	510063	170204	Urban Background	-	-	0	0	0	-(3)	-
SCC_ECO(5)	509155	169228	Urban Background	-	-	0	7	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%).

(3) Data not annualised due to overall data capture recorded as <25%.

(4) Automatic monitor decommissioned by SBC March 2024 (see 2025 ASR for information).

(5) Automatic monitor decommissioned by SCC in September 2023 (see 2024 ASR for information).

Figure A.8 – Trends in Number of NO_2 1-Hour Mean > 200 µg/m^3

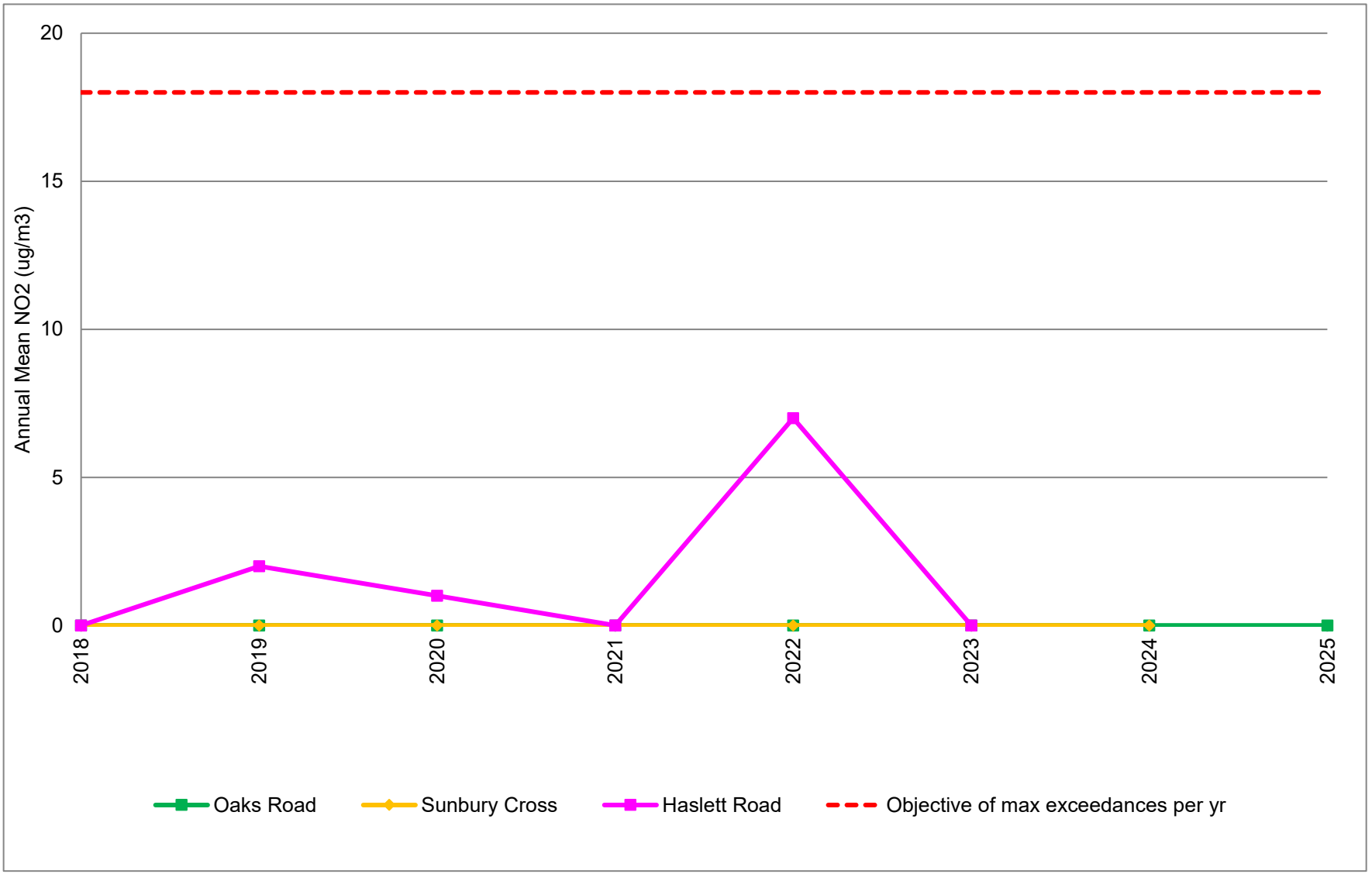


Table A.6 – Annual Mean PM_{10} Monitoring Results (µg/m^3)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2025 (%) (2)	2021	2022	2023	2024	2025
BAA_OAKS	505729	174496	Urban Background	99.9	99.9	12.3	13.2	12.1	11.9	13.8
SUN_01(4)	510063	170204	Urban Background	-	-	13.2	15.7	13.9	12.8(3)	-
SCC_ECO(5), (6)	5091055	169228	Urban Background	-	-	19.2	23.8	17.7	-	-

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

Notes:

The annual mean concentrations are presented as µg/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%).

(3) Annual mean adjusted using local continuous monitoring (Oaks Road and London Hillingdon AURN) Average Ration (Ra) 0.996.

(4) Automatic monitor decommissioned by SBC May 2024 (see 2025 ASR for information).

(5) Automatic monitor decommissioned by SCC in September 2023 (see 2024 ASR for information).

(6) BAA_OAKS and SUN_01 data was collected on a FIDAS instrument, SCC_ECO data was collected on a BAM instrument.

Figure A.9 – Trends in Annual Mean PM_{10} Concentrations

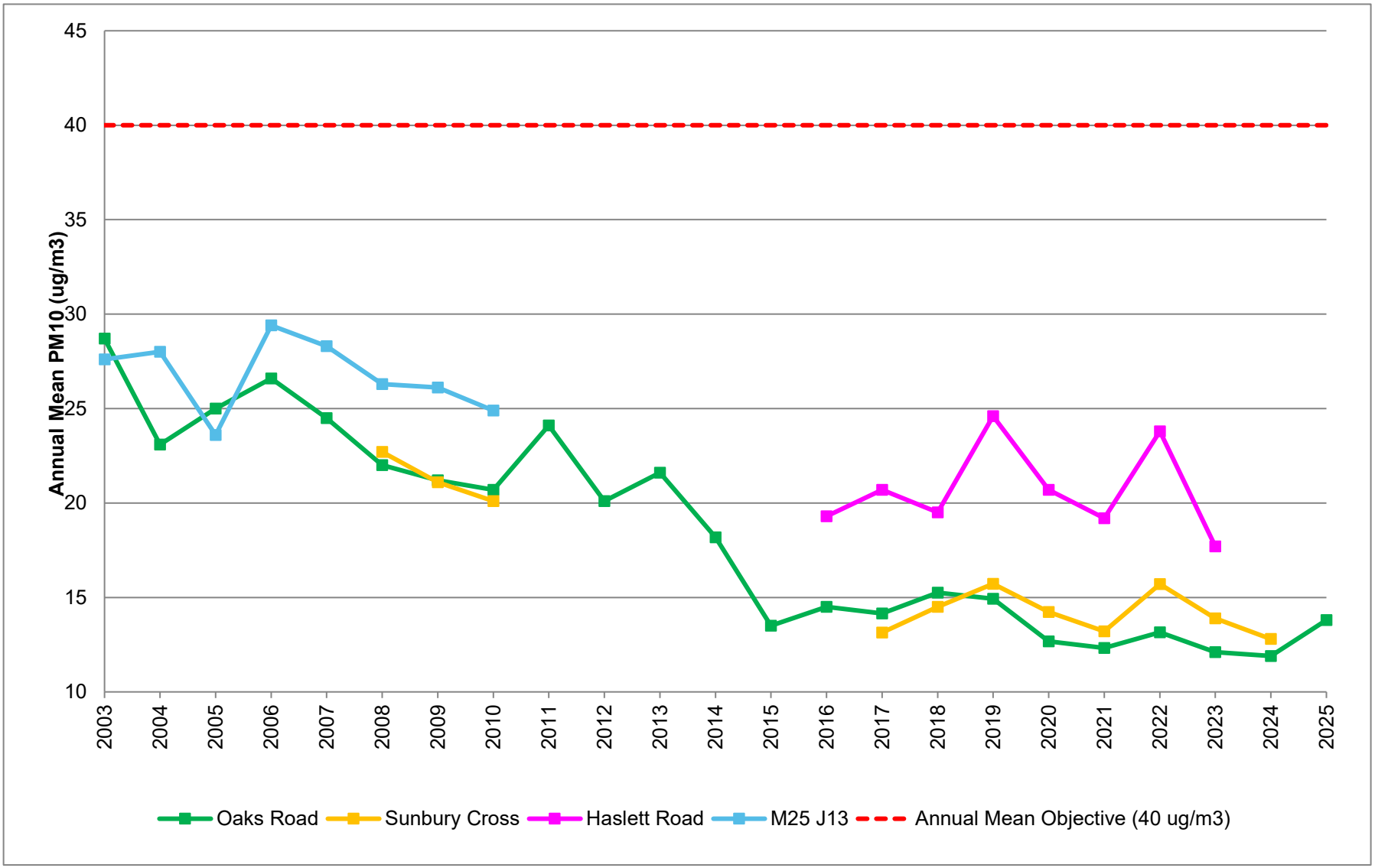


Table A.7 – 24-Hour Mean PM_{10} Monitoring Results, Number of PM_{10} 24-Hour Mean > 50 µg/m^3

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2025 (%) (2)	2021	2022	2023	2024	2025
BAA_OAKS	505729	174496	Urban Background	99.9	99.9	0	2	0	0	1
SUN_01(3)	510063	170204	Urban Background	-	-	0	3	2	0 (25)	-
SCC_ECO(4), (5)	509155	169228	Urban Background	-	-	3	6	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 (50µg/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%).

(3) Automatic monitor decommissioned by SBC May 2024 (see 2025 ASR for information).

(4) Automatic monitor decommissioned by SCC in September 2023 (see 2024 ASR for information).

(5) BAA_OAKS and SUN_01 data was collected on a FIDAS instrument, SCC_ECO data was collected on a BAM instrument.

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

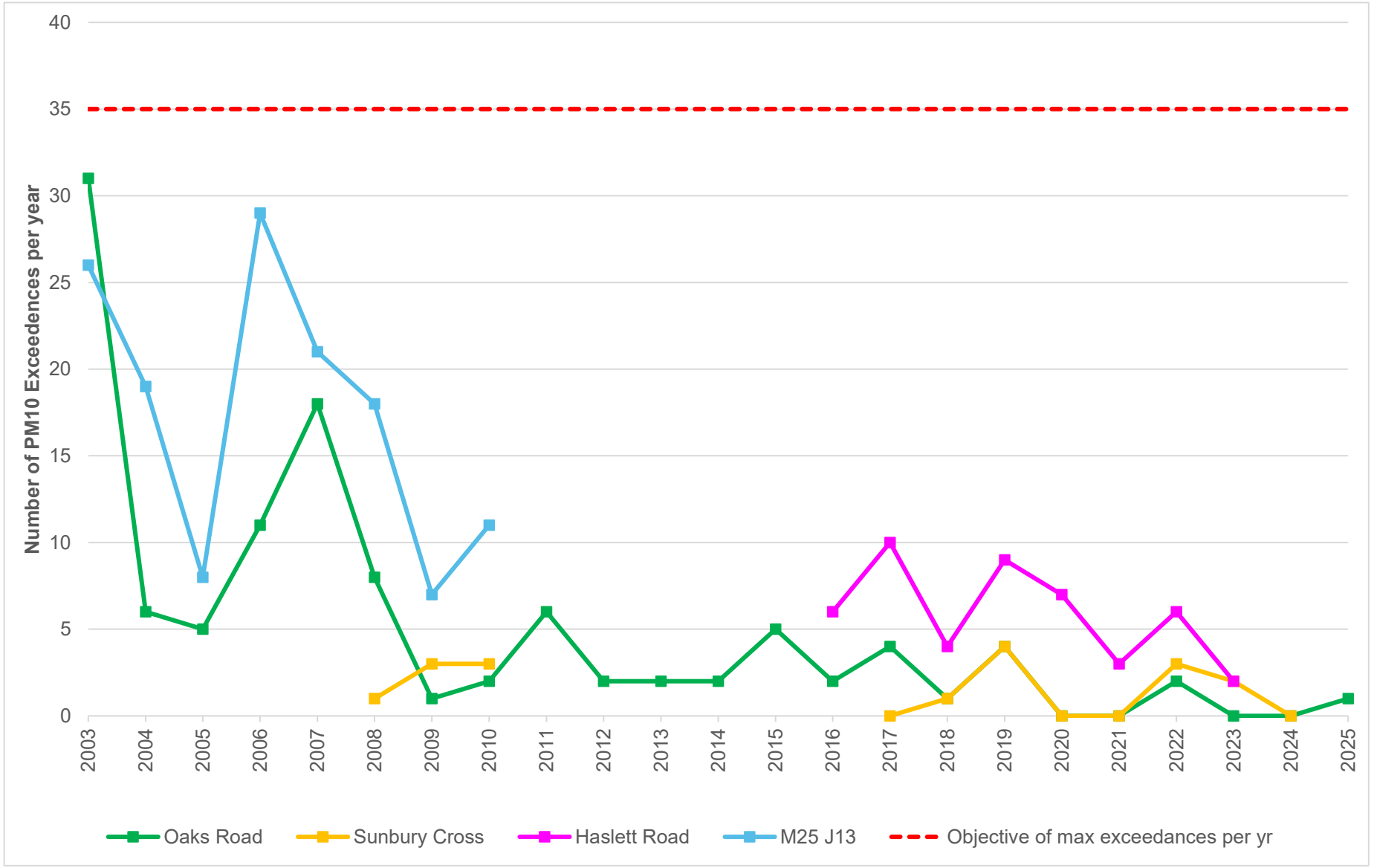


Table A.8 – Annual Mean $PM_{2.5}$ Monitoring Results (µg/m^3)

Site ID	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
BAA_OAKS	505729	174496	Urban Background	99.7	99.7	7.5	7.8	7.2	6.9	8.0
SUN_01(4)	510063	170204	Urban Background	-	-	8.1	9.2	8.0	7.5(3)	-
SCC_ECO(5) (6)	509155	169228	Urban Background	-	-	11	12.4	9.3	-	-

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

Notes:

The annual mean concentrations are presented as µg/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%).

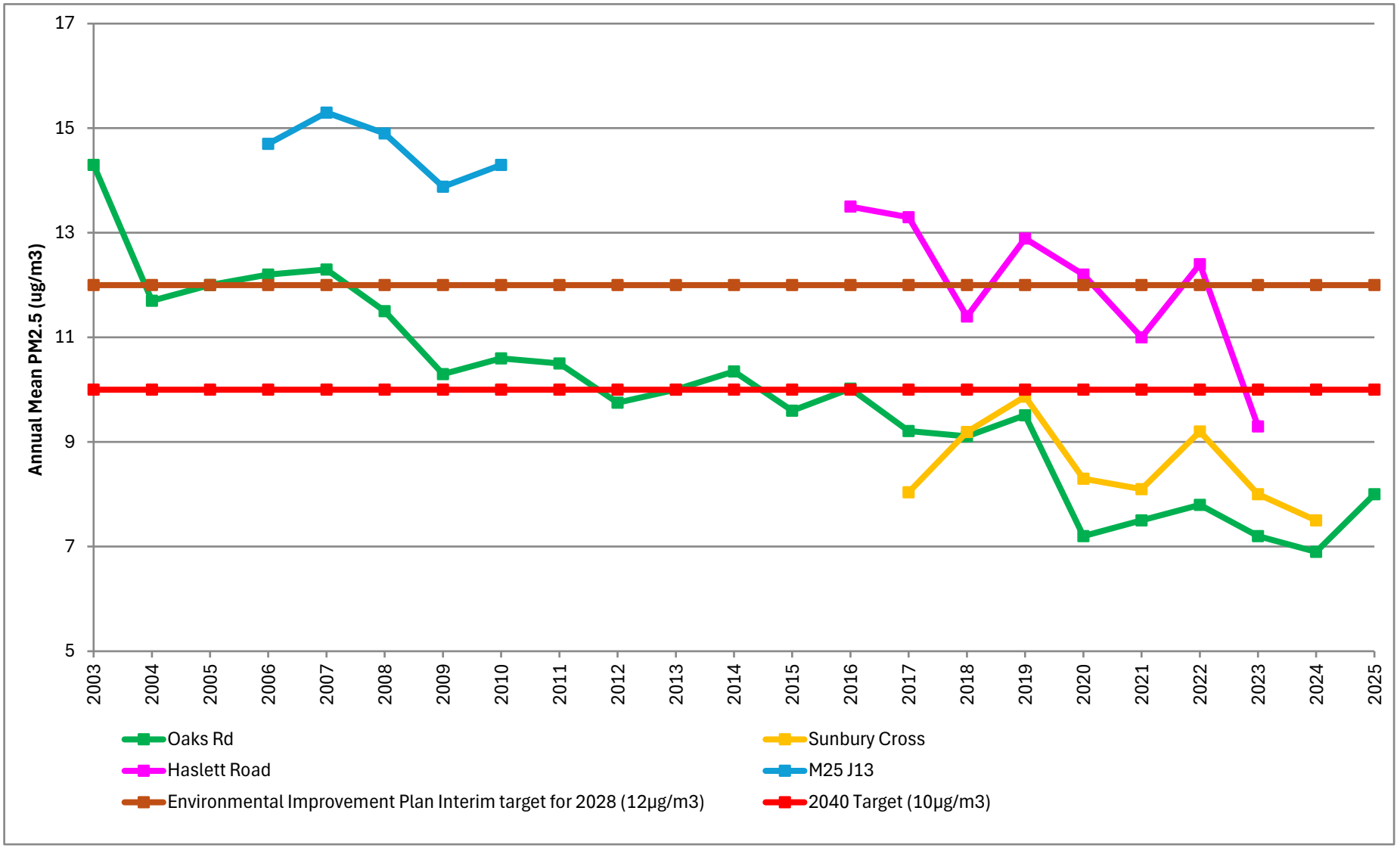
(3) Annual mean has been adjusted using local continuous monitoring (Oaks Road and London Hillingdon AURN) Average Ratio (Ra) 0.932.

(4) Automatic monitor decommissioned by SBC May 2024 (see 2025 ASR for information).

(5) Automatic monitor decommissioned by SCC in September 2023 (see 2024 ASR for information).

(6) BAA_OAKS and SUN_01 data was collected on a FIDAS instrument, SCC_ECO data was collected on a BAM instrument.

Figure A.11 – 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 (0.89,*0.90)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
SP1	503529	171619	24.0	31.0	28.0	20.5	15.3	15.1	11.9	13.1	16.4	18.4	15.1	17.6	18.9	16.8		
SP4	510032	169802	33.0	13.0	-	21.7	-	-	9.9	12.4	17.4	20.3	22.2	22.1	19.1	17.1		
SP5	506967	171562	34.0	36.0	35.0	25.6	20.8	18.7	15.3	16.4	19.0	23.9	27.7	22.5	24.6	21.9		
SP6	508763	170900	27.0	26.0	25.0	13.2	11.4	15.2	10.1	12.9	15.7	16.1	18.0	15.0	17.1	15.3		
SP9	509166	170260	32.0	35.0	34.0	25.6	16.9	16.7	13.1	15.0	18.5	23.5	23.4	25.9	23.3	20.8		
SP10	509125	166862	32.0	31.0	29.0	21.9	13.8	14.8	12.5	15.0	19.1	20.0	24.6	23.1	21.4	19.1		
SP11	509033	168146	34.0	31.0	26.0	24.1	19.1	16.3	12.0	15.6	17.3	21.0	21.5	22.2	21.7	19.4		
SP12	504538	172318	28.0	29.0	27.0	16.1	21.1	18.7	12.1	13.6	18.1	19.0	17.8	18.9	20.0	17.8		
SP14	504228	175098	23.0	28.0	26.0	32.1	21.4	18.5	13.3	13.4	16.2	14.3	15.9	15.3	19.8	17.7		
SP16 SP17 SP18	505729	174496	24.7	33.0	34.0	25.9	25.2	24.7	17.0	16.1	18.8	18.7	18.7	20.2	23.1	20.6		
SP19	506856	174247	29.0	36.0	38.0	32.4	27.4	18.1	-	15.3	17.2	18.5	21.9	22.3	25.1	22.4		
SP20	504334	171845	23.0	28.0	29.0	-	20.1	15.5	9.9	12.1	19.9	17.9	17.2	20.2	19.3	17.3		
SP23	507525	167662	25.0	25.0	-	12.8	13.1	15.1	11.4	14.0	15.7	16.0	15.9	15.5	16.3	14.6		
SP24	502577	172777	24.0	26.0	22.0	-	12.2	13.2	10.7	12.5	15.8	18.0	15.5	17.6	17.0	15.2		
SP26	505635	173949	28.0	35.0	35.0	24.6	24.3	19.0	10.6	15.6	19.7	20.1	-	15.0	22.4	20.2		*bias adjustment factor 0.90 due to variance in changeover dates outside the Defra calendar window for November and December.
SP27	503287	171744	32.0	35.0	32.0	29.2	20.0	16.2	11.1	15.5	19.3	20.3	21.3	22.7	22.9	20.4		
SP28	504291	171926	33.0	37.0	41.0	24.3	26.9	23.5	20.3	19.2	21.5	25.2	22.6	27.3	26.8	23.9		
SP29	504381	171975	35.0	37.0	37.0	30.7	26.0	21.5	17.7	17.9	22.9	24.9	23.0	21.8	26.3	23.5		
SP31	506265	172681	33.0	32.0	35.0	20.7	22.1	21.0	10.5	12.5	20.5	22.0	19.5	12.8	21.8	19.5		
SP32	507349	171461	29.0	29.0	29.0	22.1	16.9	19.2	9.7	14.3	16.8	19.2	18.0	15.4	19.9	17.8		
SP33	506340	170926	28.0	31.0	28.0	21.5	20.0	16.9	14.0	15.1	-	20.3	20.2	18.2	21.2	18.9		
SP34	507936	170518	31.0	30.0	31.0	23.0	19.5	-	19.2	22.0	19.0	21.0	21.3	19.2	23.3	20.8		
SP35	510028	170200	33.0	33.0	32.0	26.4	17.9	21.0	10.5	16.8	-	19.9	21.9	23.5	23.3	20.8		
SP36	510104	169508	31.0	31.0	27.0	-	-	18.2	11.0	13.8	-	19.3	23.4	15.4	21.1	18.9		
SP38	505289	168995	18.0	23.0	21.0	14.4	10.3	12.3	10.7	14.7	15.7	12.7	-	14.0	15.2	13.5		

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 (0.89,*0.90)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
SP39	504508	171200	25.0	27.0	27.0	-	14.6	15.0	12.0	13.1	13.7	13.8	14.8	14.9	17.4	15.5		
SP41	510404	168675	27.0	27.0	23.0	19.5	14.8	15.2	11.7	12.6	17.2	18.3	16.8	17.1	18.4	16.4		
SP43 SP44 SP45	510063	170201	26.3	27.3	25.7	22.3	15.5	15.5	12.0	13.1	19.5	18.7	20.4	17.4	19.5	17.4		
SP46	503759	171423	29.0	34.0	32.0	-	23.8	17.5	11.1	14.4	17.7	20.4	19.9	19.0	21.7	19.4		
SP47	506194	173445	23.0	29.0	26.0	15.7	13.6	14.0	15.3	-	-	16.9	14.8	15.3	18.4	16.4		
SP48	506010	174516	29.0	40.0	35.0	32.9	28.8	14.6	15.7	19.7	20.2	23.0	22.4	23.4	25.4	22.7		
SP49	502605	173274	27.0	29.0	25.0	28.8	17.1	16.6	10.8	19.3	19.6	18.7	20.3	22.0	21.2	18.9		
SP50	508364	169648	27.0	30.0	28.0	-	18.3	18.0	13.3	14.3	19.0	20.7	20.1	16.8	20.5	18.3		
SP51	504106	171826	31.0	33.0	32.0	33.3	24.5	21.3	16.0	17.7	19.3	21.5	19.9	14.3	23.7	21.1		
SP52	510512	170012	35.0	32.0	30.0	20.2	18.0	20.8	18.7	16.5	18.5	20.2	19.0	23.0	22.7	20.2		
SP53	505791	166791	30.0	30.0	28.0	21.1	-	16.1	12.6	15.3	20.3	19.5	16.7	17.7	20.7	18.4		
SP54	508493	166841	31.0	31.0	31.0	26.3	18.8	-	10.2	14.9	20.6	18.0	-	20.3	22.2	19.8		
SP55	508993	167573	30.0	31.0	33.0	25.6	21.1	17.2	13.4	17.5	21.2	21.9	21.3	19.6	22.7	20.3		
SP56	507587	167445	22.0	23.0	21.0	13.9	13.1	15.2	11.7	13.5	15.7	13.1	15.1	14.8	16.0	14.3		
SP58	510090	170100	42.0	38.0	39.0	23.2	26.9	27.6	17.7	20.9	26.2	28.1	-	24.1	28.5	25.5		
SP59	508007	167444	33.0	33.0	-	26.6	21.3	23.5	20.9		21.0	21.3	24.3	-	25.0	22.3		
SP60	504736	174338	35.0	40.0	32.0	43.3	25.7	21.8	20.7	28.8	23.0	22.9	27.8	29.0	29.2	26.0		
SP61	504426	174579	25.0	33.0	31.0	-	-	14.3	13.0	14.1	19.6	17.8	-	-	21.0	18.7		*bias adjustment factor 0.90 due to variance in changeover dates outside the Defra calendar window for November and December.
SP62	505396	174237	25.0	34.0	35.0	31.6	24.9	20.6	10.5	14.8	20.3	19.4	18.9	21.4	23.0	20.6		
SP63	506442	174275	32.0	37.0		36.3	17.7	21.1	11.4	15.6		37.4	24.1	25.1	25.8	23.0		
SP64	506924	172968	30.0	32.0	33.0	21.6	18.2	18.7	10.8	14.4	17.2	18.5	21.0	21.0	21.4	19.1		
SP65	504469	175169	25.0	35.0	41.0	42.7	-	15.9	12.0	16.2	16.2	16.8	14.9	18.9	23.1	20.7		
SP66	509622	169438	25.0	-	22.0	17.2	11.6	11.5	10.3	14.7	15.0	16.1	18.8	14.8	16.1	14.4		
SP67	511004	168701	27.0	30.0	22.0	-	15.1	-	-	14.1	16.6	17.4	16.3	18.1	19.6	17.5		
SP68	506679	168085	27.0	25.0	26.0	19.4	16.0	13.7	10.5	13.1	18.2	16.4	18.7	15.6	18.3	16.3		
SP69	507310	168695	28.0	29.0	29.0	20.2	15.9	14.4	10.2	13.8	17.4	16.2	17.2	17.7	19.1	17.0		

☒ **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.**

☒ **SBC 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 Spelthorne During 2025

Spelthorne Borough Council has identified changes in sources relating to air quality within the reporting year 2025.

In 2025 extraction of sand and gravel commenced at a new quarry located at Watersplash Farm, Shepperton. The activity is covered by a permit from the Environment Agency; there are existing diffusion tube monitoring locations nearby on the A244 Gaston Bridge Road and A244 Upper Halliford Bypass.

Additional Air Quality Works Undertaken by Spelthorne Borough Council During 2025

Spelthorne Borough Council has not completed any additional works within the reporting year of 2025.

QA/QC of Diffusion Tube Monitoring

All tubes used by SBC are prepared using 50% TEA in acetone and are supplied and analysed by Lambeth Scientific Services Ltd. As Spelthorne have a comprehensive diffusion tube network, the changeover process takes 2 calendar days. Diffusion tubes were changed over each month within +/- 2 days of the Defra diffusion tube changeover calendar dates apart from the end of November/ beginning of December 2025 changeover when SP26 and SP61 were changed 5 days outside the Defra calendar dates and SP32 was changed 3 days outside of the Defra calendar dates. SP26 and SP61 have a slightly higher bias adjustment factor as detailed in Table B.1 due to the variance in changeover dates. Sensitivity testing for SP32 confirmed that there was no change in bias adjustment factor due to the difference in changeover dates. The Defra LAQM helpdesk was contacted to ensure the approach taken was valid.

Lambeth Scientific Services Ltd. participates in the AIR Proficiency Testing (PT) external proficiency testing scheme[27]. Four spiked diffusion tubes are distributed to participating laboratories on a quarterly basis to assess the analytical performance of those laboratories supplying diffusion tubes to Local Authorities for use in the context of LAQM.

Table C.1 shows the results of the most recent 9 rounds of proficiency testing under AIR PT. The table gives the percentage of samples where results returned by the laboratory were considered satisfactory – i.e., 1 out of 4 = 25%, and 4 out of 4 = 100%. The guidance specifies that a single round is a snapshot in time, and thus it is more informative to consider performance over several rounds. It is further stated that over a rolling five round AIRPT window, 95% of results (i.e., 19 out of 20 samples) should be considered satisfactory. The AIR-PT performance has been poor in comparison to other laboratories although it has slightly improved in more recent rounds.

[27] Defra. 2026. AIR-PT Framework. Available here: https://laqm.defra.gov.uk/air-quality/air-quality-assessment/qa-qc-framework/

Table C.1 – Rolling average percentage of satisfactory samples in AIR-PT

Laboratory	Rolling average over 5 rounds*								
	AR062	AR063	AR065	AR066	AR068	AR069	AR071	AR072	AR074
Lambeth Scientific Services	58	56	50	50	60	70	75	75	85
Gradko	100	100	100	100	90	85	85	85	85
Staffordshire County Council	100	100	100	100	100	100	100	100	100

Figure C.1 lists those UK laboratories undertaking LAQM activities that have participated in recent AIR NO_2 PT rounds and the percentage (%) of results submitted which were subsequently determined to be satisfactory based upon a z-score of ≤ ± 2 as defined above.

Figure C.1– Screenshot of Laboratory summary performance for AIR NO_2 PT rounds AR0062-AR074 (Defra, February 2026)

The following table lists those UK laboratories undertaking LAQM activities that have participated in recent AIR NO_2 PT rounds and the percentage (%) of results submitted which were subsequently determined to be **satisfactory** based upon a z-score of ≤ ± 2 as defined above.

AIR PT Round	AIR PT AR055	AIR PT AR056	AIR PT AR058	AIR PT AR059	AIR PT AR062	AIR PT AR063	AIR PT AR065	AIR PT AR066	AIR PT AR068
Round conducted in the period	January – February 2023	May – June 2023	July – August 2023	September – October 2023	January – February 2024	April – June 2024	July – August 2024	September – October 2024	January – February 2025
Aberdeen Scientific Services	0 %	100 %	100 %	75 %	100 %	100 %	100 %	100 %	100 %
Cardiff Scientific Services	NR [3]	NR [3]	NR [3]	NR [3]	NR [3]	NR [3]	NR [3]	NR [3]	NR [3]
Edinburgh Scientific Services	100 %	75 %	100 %	50 %	100 %	100 %	100 %	100 %	100 %
SOCOTEC	100 % [1]	100 % [1]	100 % [1]	100 % [1]	100 % [1]	100 % [1]	100 % [1]	100 % [1]	87.5 % [1]
Exova (formerly Clyde Analytical)	NR [3]	NR [3]	NR [3]	NR [3]	NR [3]	NR [3]	NR [3]	NR [3]	NR [3]
Glasgow Scientific Services	100 %	100 %	100 %	100 %	75 %	100 %	100 %	100 %	100 %
Gradko International	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	50 %
Kent Scientific Services	NR [3]	NR [3]	NR [3]	NR [3]	NR [3]	NR [3]	NR [3]	NR [3]	NR [3]
Kirklees MBC	NR [3]	NR [3]	NR [3]	NR [3]	NR [3]	NR [3]	NR [3]	NR [3]	NR [3]
Lambeth Scientific Services	0 %	75 %	50 %	0 %	50 %	50 %	50 %	50 %	100 %
Milton Keynes Council	50 %	75 %	100 %	100 %	100 %	NR [2]	50 %	100 %	100 %
Northampton Borough Council	NR [3]	NR [3]	NR [3]	NR [3]	NR [3]	NR [3]	NR [3]	NR [3]	NR [3]
Somerset Scientific Services	100 %	75 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %
South Yorkshire Air Quality Samplers	NR [2]	NR [2]	NR [2]	NR [2]	NR [2]	NR [2]	NR [2]	NR [2]	NR [2]
Staffordshire County Council, Scientific Services	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %
Tayside Scientific Services (formerly Dundee CC)	NR [2]	100 %	NR [2]	NR [2]	NR [2]	NR [2]	100 %	NR [2]	NR [2]
West Yorkshire Analytical Services	NR [3]	NR [3]	NR [3]	NR [3]	NR [3]	NR [3]	NR [3]	NR [3]	NR [3]

[1] Participant subscribed to two sets of test results (2 x 4 test samples) in each AIR PT round.
[2] NR, No results reported.
[3] Cardiff Scientific Services, Exova (formerly Clyde Analytical), Kent Scientific Services, Kirklees MBC, Northampton Borough Council and West Yorkshire Analytical Services; no longer carry out NO2 diffusion tube monitoring and therefore did not submit results.

Diffusion Tube Annualisation

In accordance with LAQM TG (22) annualisation was required at SP61 due to data capture below 75% but greater than 25%. The calculation method undertaken is provided in Table C.2. To ensure a robust assessment the review has identified appropriate continuous analysers within the distances stated within the LAQM TG (22) guidance and which are classed as background sites for comparison purposes. The annualisation was therefore undertaken using the Oaks Road, Stanwell and Horley automatic analysers. These long-term, continuous monitoring sites are located within a 50-mile distance and each had data capture of at least 85%. Oaks Road, Stanwell is a background site in Spelthorne, a location where there is a major motorway the M25 and Heathrow Airport nearby. The Horley automatic analyser is a background site situated in an area influenced by the M23 and close to Gatwick Airport.

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

Site ID	Annualisation Factor Oaks Road	Annualisation Factor Horley	Average Annualisation Factor	Raw Data Annual Mean	Annualised Annual Mean
SP61	1.0083	0.9730	0.9907	21.0	20.8

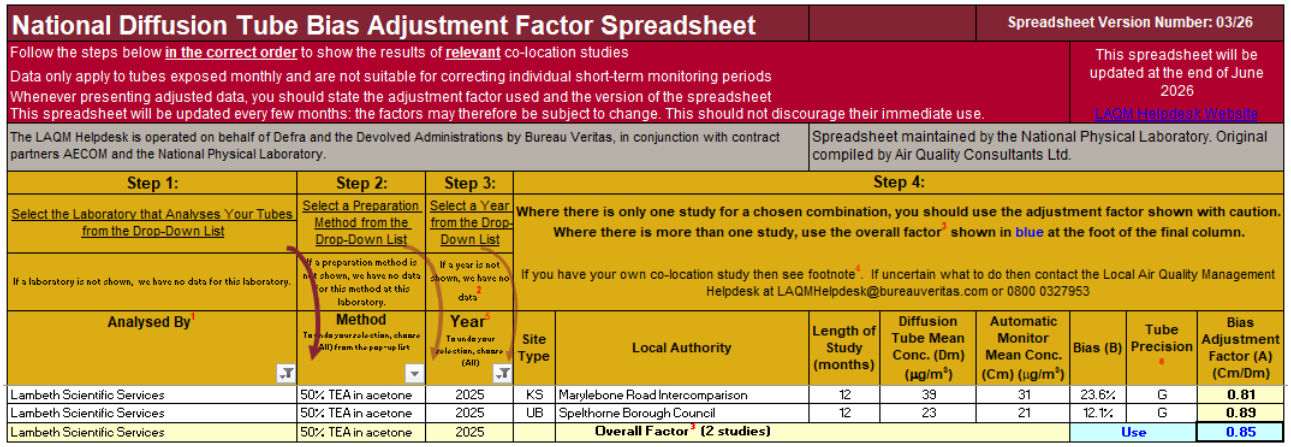
Diffusion Tube Bias Adjustment Factors

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 TG (22) provides guidance regarding the application of a bias adjustment factor to correct diffusion tube monitoring. Triplicate co-location studies can be used to determine a local bias factor based on the comparison of diffusion tube results with data taken from NO_x/NO_2 continuous analysers. Alternatively, the national database of diffusion tube co-location surveys provides bias factors for the relevant laboratory and preparation method.

2025 National Bias Adjustment Factor

The national bias adjustment factor for 2025 is available from the Defra website. The results of multiple co-location studies are collated, and the average bias adjustment factor is taken for studies using the 50% TEA/ acetone preparation method, analysed by Lambeth Scientific Services. The national bias adjustment factor for 2025 (Figure C.2) is 0.85, based on 2 studies only including only Oaks Road.

Figure C.2– National Bias Adjustment Factor (Screenshot)



National Diffusion Tube Bias Adjustment Factor Spreadsheet — Spreadsheet Version Number: 03/26

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

This spreadsheet will be updated at the end of June 2026
LAQM Helpdesk Website

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

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

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

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

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

Step 4:
Where there is only one study for a chosen combination, you should use the adjustment factor shown with caution. Where there is more than one study, use the overall factor[3] shown in blue at the foot of the final column.
If you have your own co-location study then see footnote[4]. If uncertain what to do then contact the Local Air Quality Management Helpdesk at LAQMHelpdesk@bureauveritas.com or 0800 0327953

Analysed By[1]	Method (To update your selection, choose (All) from the pop-up list)	Year[2] (To update your selection, choose (All))	Site Type	Local Authority	Length of Study (months)	Diffusion Tube Mean Conc. (Dm) (µg/m³)	Automatic Monitor Mean Conc. (Cm) (µg/m³)	Bias (B)	Tube Precision[5]	Bias Adjustment Factor (A) (Cm/Dm)
Lambeth Scientific Services	50% TEA in acetone	2025	KS	Marylebone Road Intercomparison	12	39	31	23.6%	G	**0.81**
Lambeth Scientific Services	50% TEA in acetone	2025	UB	Spelthorne Borough Council	12	23	21	12.1%	G	**0.89**
Lambeth Scientific Services	50% TEA in acetone	2025		**Overall Factor[3] (2 studies)**				**Use**		**0.85**

Bias Adjustment Factor from Local Co-location Studies

SBC has only one co-location site (Oaks Road) where triplicate tubes are co-located adjacent to the inlet of the continuous monitor, so that diffusion tube concentrations can be adjusted for bias by comparing to the more accurate continuous monitoring dataset. A spreadsheet tool for calculating the locally derived bias adjustment factor for triplicate tubes co-located at a continuous monitor is available from the Defra website.

The local bias adjustment factor for 2025 was 0.89 (Oaks Road).

Table C.3 – Local Bias Adjustment Calculation

	Local Bias Adjustment Oaks Road
Periods used to calculate bias	12
Bias Factor A	0.89 (0.71-1.2)
Bias Factor B	12% (-17%-41%)
Diffusion Tube Mean (µg/m³)	23.1
Mean CV (Precision)	6.7%
Automatic Mean (µg/m³)	20.6
Data Capture	100%
Adjusted Tube Mean (µg/m³)	21 (16-28)

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

The diffusion tube data presented for 2025 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 TG (22) provides guidance regarding the application of a bias adjustment factor to correct diffusion tube monitoring. Triplicate co-location studies can be used to determine a local bias factor based on the comparison of diffusion tube results with data taken from NO_x/NO_2

continuous analysers. Alternatively, the national database of diffusion tube co-location surveys provides bias factors for the relevant laboratory and preparation method. LAQM TG (22), box 7-13 sets out the reasoning as to when it is appropriate to use a local bias adjustment factor. The national factor was not chosen in this ASR. In the past five years the local bias adjustment factor has been used to reflect the local conditions in accordance with TG22 Box 7-13 as follows:

The following points apply to Spelthorne:

- If the co-location site is unusual in some way: for example, affected by specific large NO_x sources other than road traffic, such as local industrial installations. (This is a strong indication in favour of using a locally-derived factor). There are industrial NO_x sources present in Spelthorne (Heathrow Airport and a waste gasifier);
- Where the Review and Assessment Helpdesk spreadsheet contains data from fewer than five other studies using the same laboratory and preparation. There are only two data sets within the national factor spreadsheet for the applicable laboratory and analysis method (Lambeth 50% TEA in acetone), one of which is a dataset from within Spelthorne;
- For co-location sites with ‘good’ precision for the diffusion tubes and with high quality chemiluminescence results i.e. to national AURN standards. The Oaks Road analyser is calibrated and serviced to AURN standards.

LAQM TG (22) advises that care should be taken to avoid applying a bias adjustment factor derived from a local co-location study carried out for concentrations that are very different to those being measured in the wider survey. In other words, co-location results from a low concentration site (typically a background site) should not be used to derive a bias adjustment factor for survey results from high concentration sites (typically roadside sites).

Spelthorne does not have a roadside automatic analyser, however, the national bias adjustment factor data set for the laboratory analysis that Spelthorne uses for diffusion tubes includes only 2 data sets, one of which is derived from Spelthorne. The other is a kerbside location for Marylebone Road. The local bias adjustment factor for Spelthorne is in general agreement with the Marylebone Road data within the tool.

Spelthorne have applied a local bias adjustment factor of 0.89 to the 2025 monitoring data derived from the Oaks Road automatic analyser co-location data (0.90 for SP26 and SP61). For comparison, the national bias adjustment factor from version 03/26 of the

national spreadsheet was 0.85 for Lambeth Scientific Services 50% TEA in acetone. This national bias adjustment factor was lower than the local bias adjustment factor. Since 2003 the council have used the local bias adjustment factor. This decision has been based on a low number of studies available in the national bias adjustment factor spreadsheet and consistency of approach.

A summary of bias adjustment factors used by Spelthorne over the past five years is presented in Table C.4.

Table C.4 – Bias Adjustment Factor

Monitoring Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2025	Local	-	0.89
2024	Local	-	0.84
2023	Local	-	0.84
2022	Local	-	0.90
2021	Local	-	0.99

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 are corrected for distance.

No diffusion tube NO_2 monitoring locations within Spelthorne required distance correction during 2025.

QA/QC of Automatic Monitoring

SBC does not directly manage any automatic monitoring stations within the borough. There is an automatic monitoring station within Spelthorne situated at Oaks Road, Stanwell, that is under the management of Heathrow Airport Limited (HAL).

The data management and Local Site Operator (LSO) duties for the automatic monitoring station at Oaks Road are undertaken by Ricardo Energy and Environment.

Calibration and Data Ratification

The instrument at the Oaks Road location is subject to routine zero and span check calibrations every 4 weeks and servicing every 6 months. Independent QA/QC audits are conducted annually to AURN standards.

Both historic and live monitoring data for Oaks Road is hosted online on the Air Quality England website Heathrow Oaks Road Latest Data - Air Quality monitoring service and the Heathrow Airwatch website https://www.heathrowairwatch.org.uk/data-reports#monitoring-data.

The data from the Oaks Road automatic monitor is ratified the following calendar year. Following the Defra diffusion tube monitoring calendar, the December monitoring period ends in early January each new year (07 January 2026 for the December 2025 monitoring period), this is important for practical reasons so that council officers are available to collect the samples, and the receiving laboratories are operational again following the Christmas shut down period. This means that there is a short period of unratified data from the automatic analyser, from January 2026 of 8 days within the automatic analyser data set from Oaks Road used to bias adjust the diffusion tube monitoring results.

The automatic monitoring site is 'Urban Background', measuring NO_2, PM_{10}, $PM_{2.5}$ using the chemiluminescent monitoring technique for NO_2. Oaks Road is located within the Spelthorne AQMA. The 2025 data set has been ratified following AURN standard QA/QC and ratification processes, with LAQM TG (22) guidelines, on a quarterly basis. Maps showing the location of the monitoring sites are provided in Appendix D **Error! Reference source not found.**.

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

PM_{10} and $PM_{2.5}$ are measured using a Palas FIDAS 200 according to the certified Method 11 at the Oaks Road automatic monitoring station. As such no correction has been applied to the particulate measurements other than a correction for slope by a division of 1.06 in accordance with LAQM TG (22) paragraph 7.174. Data sets are ratified following AURN standard QA/QC and ratification processes, within LAQM TG (22) guidelines, on a quarterly basis. Data is processed and scaled using all available manual and automatic calibrations.

Automatic Monitoring Annualisation

Automatic monitoring at Oaks Road (NO_2, PM_{10}, $PM_{2.5}$) recorded a data capture of greater than 75%, therefore it was not required to annualise monitoring data at this location.

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.

None of the automatic or diffusion tube monitoring locations within Spelthorne required distance correction.

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

Figure D.3 – Plan of AQMA Boundary and Air Quality Monitoring Sites in Spelthorne (Automatic and Non-Automatic)

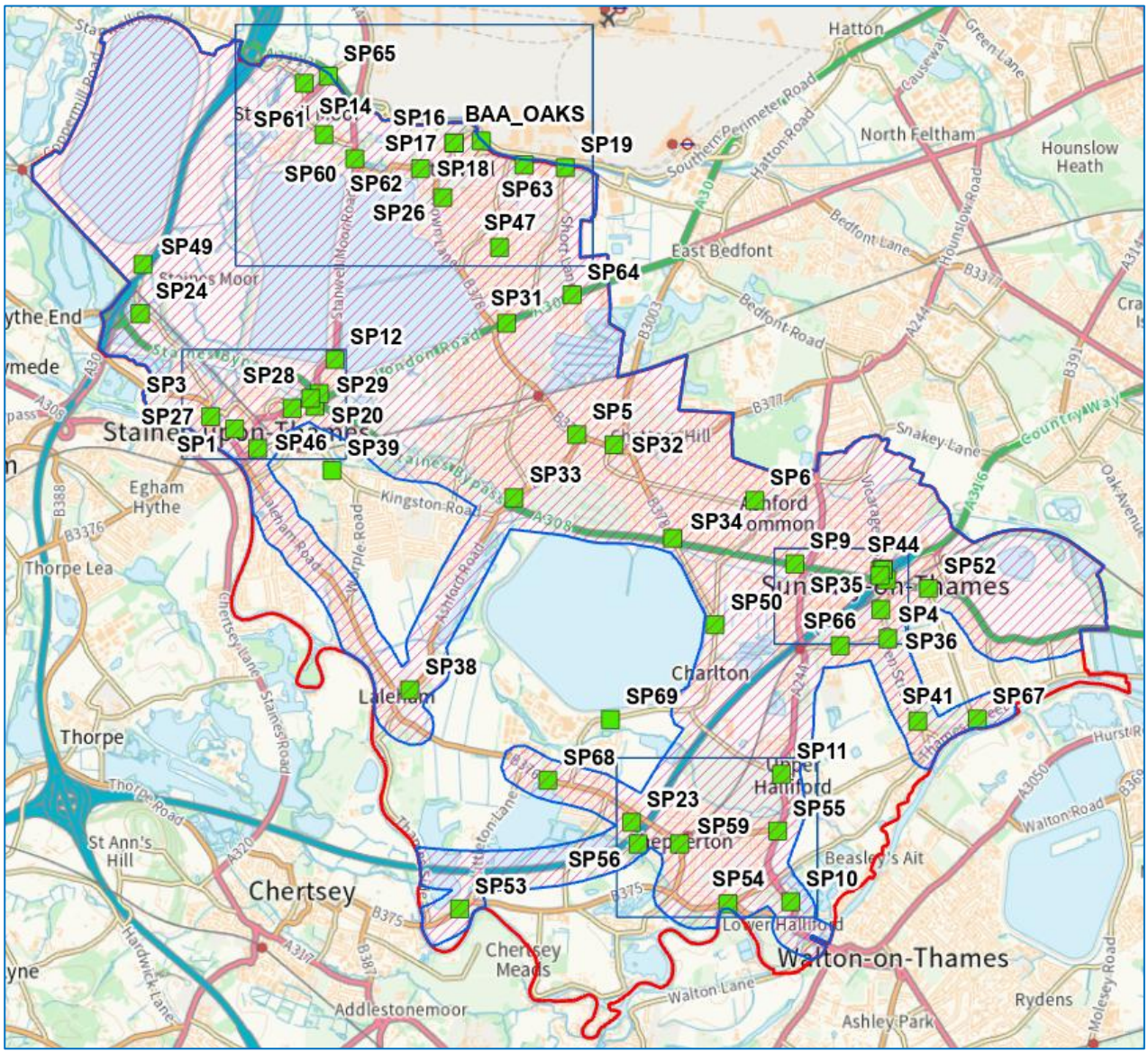


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Figure D.4– Plan of Monitoring Sites in Sunbury (Automatic and Non-Automatic)

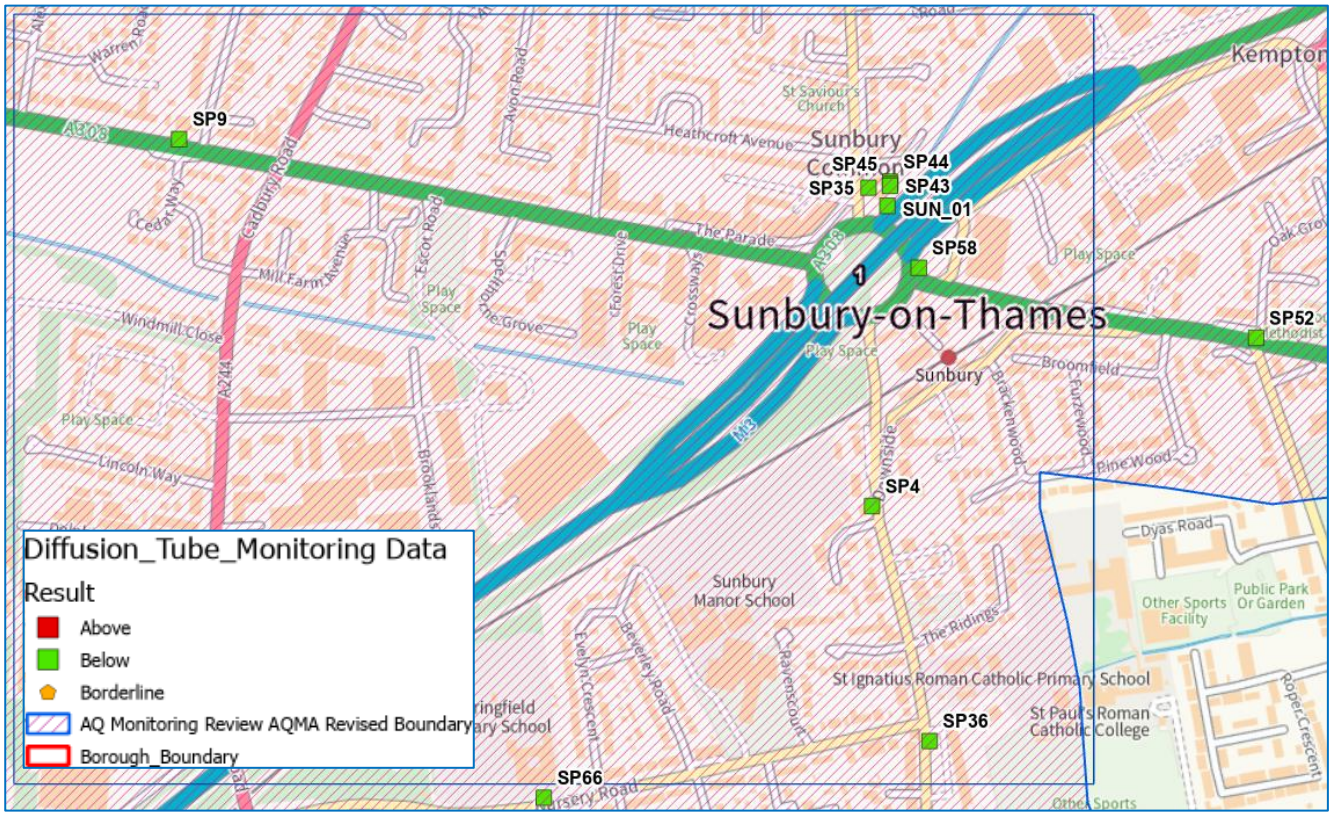

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Figure D.5 – Plan of Monitoring Sites in Shepperton

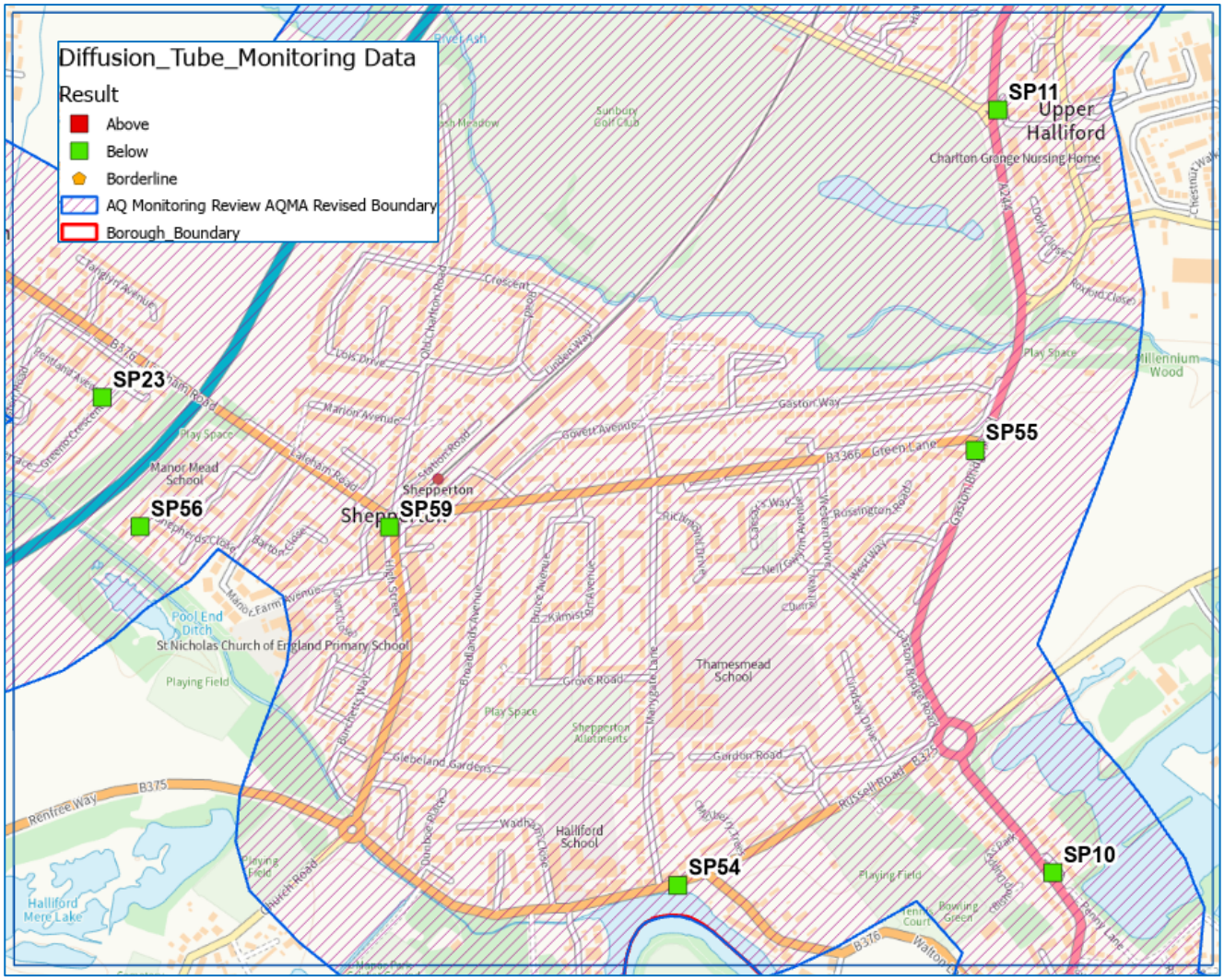

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Figure D.6 – Plan of Monitoring Sites in Staines-upon-Thames

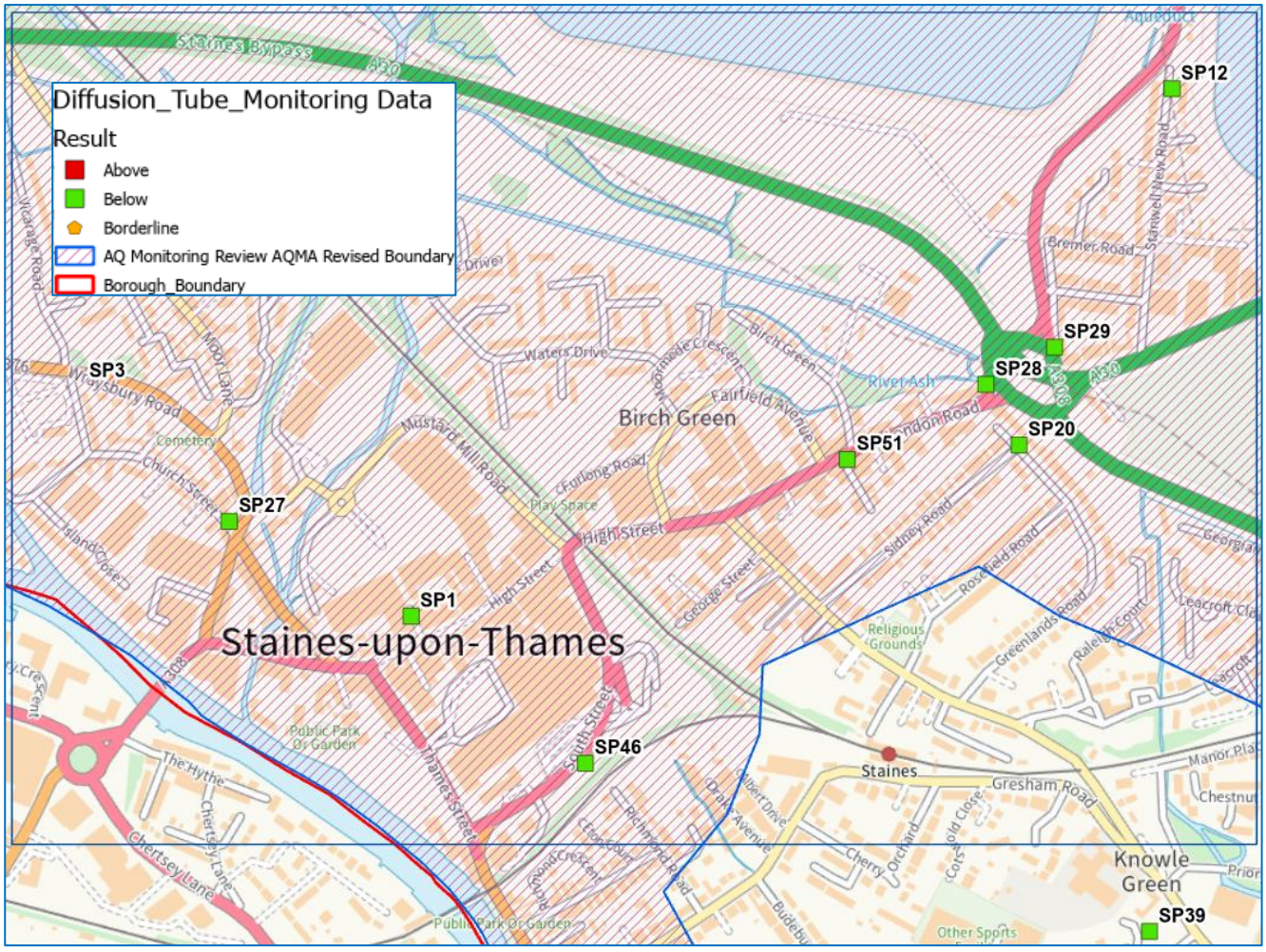

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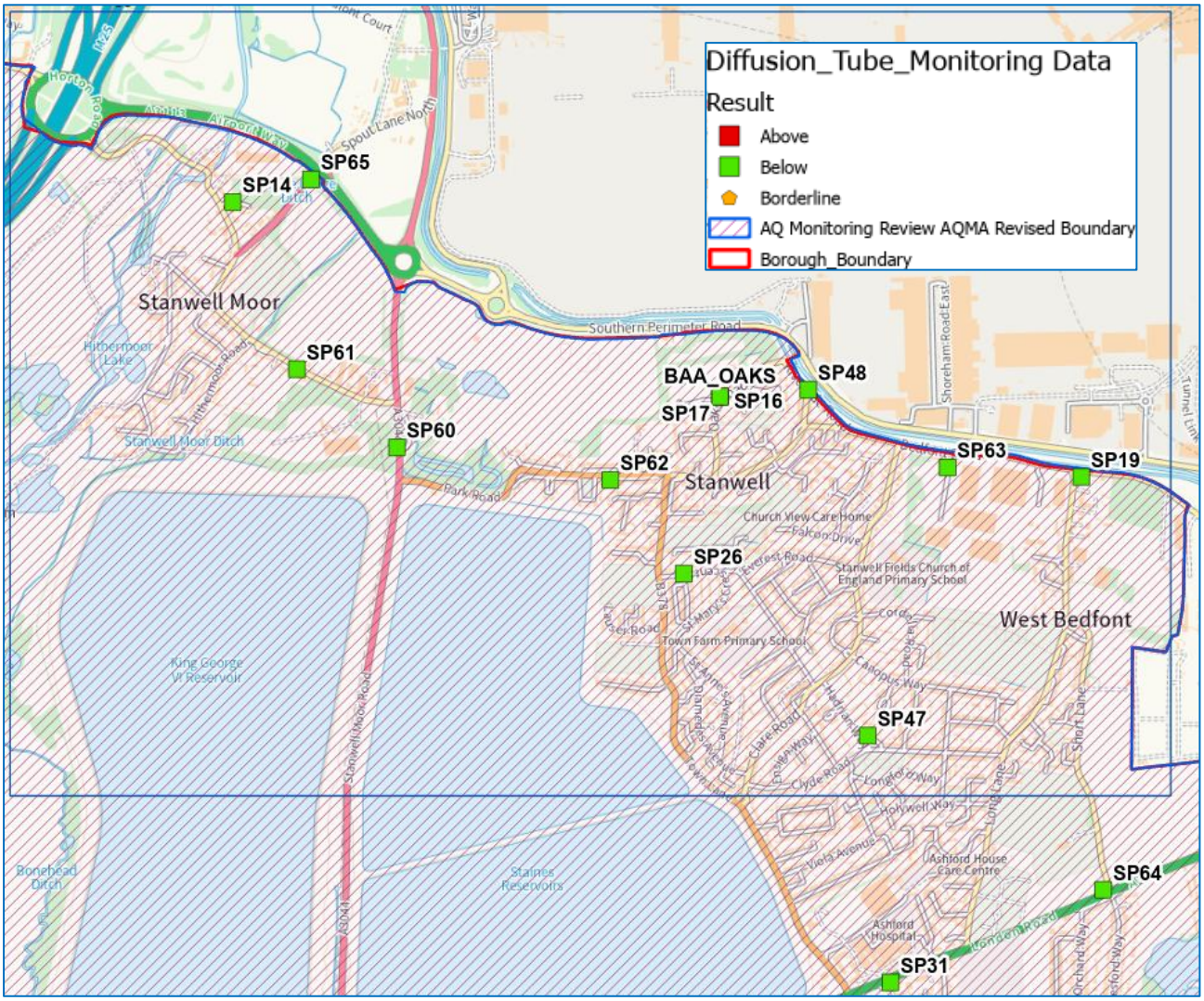
Figure D.7 – Plan of Monitoring Sites in Stanwell and Stanwell Moor (Automatic and Non-Automatic)



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Appendix E: Summary of Air Quality Objectives in England

Table E.1 – Air Quality Objectives in England[28]

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

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

Appendix F: Other Evidence

Plots showing average monitored NO_2 concentrations from the diffusion tube-based monitoring network. Plots show a trend of reducing average concentrations for all monitoring site types and for roadside and urban background sites. The effect of the Covid-19 pandemic related travel restrictions and associated emission reductions can be seen in the 2020 and 2021 data.

Table F.1 – Reducing Trend in Monitored NO_2 Concentrations Since 2015 for all Monitoring Sites



Table F.2 – Reducing Trend in Monitored NO_2 Concentrations Since 2015 for Roadside Monitoring Sites

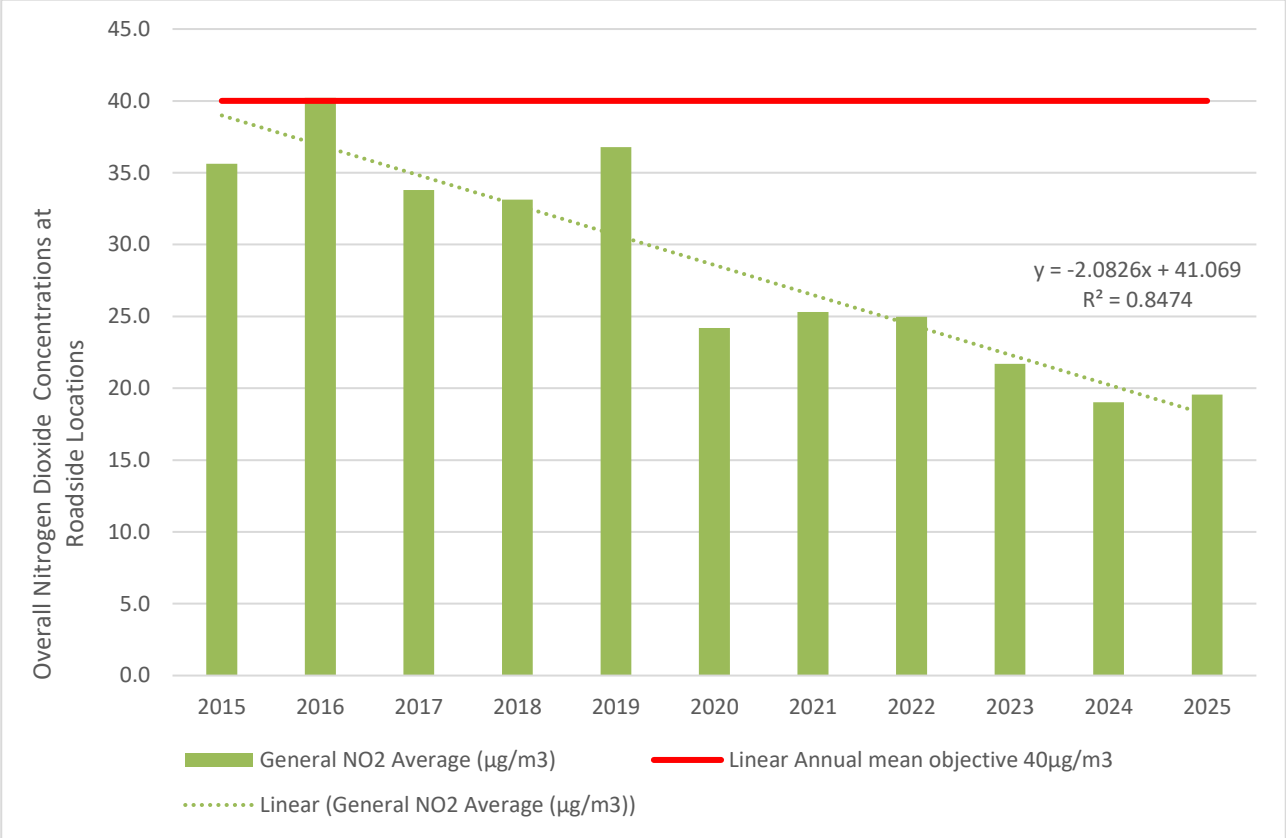
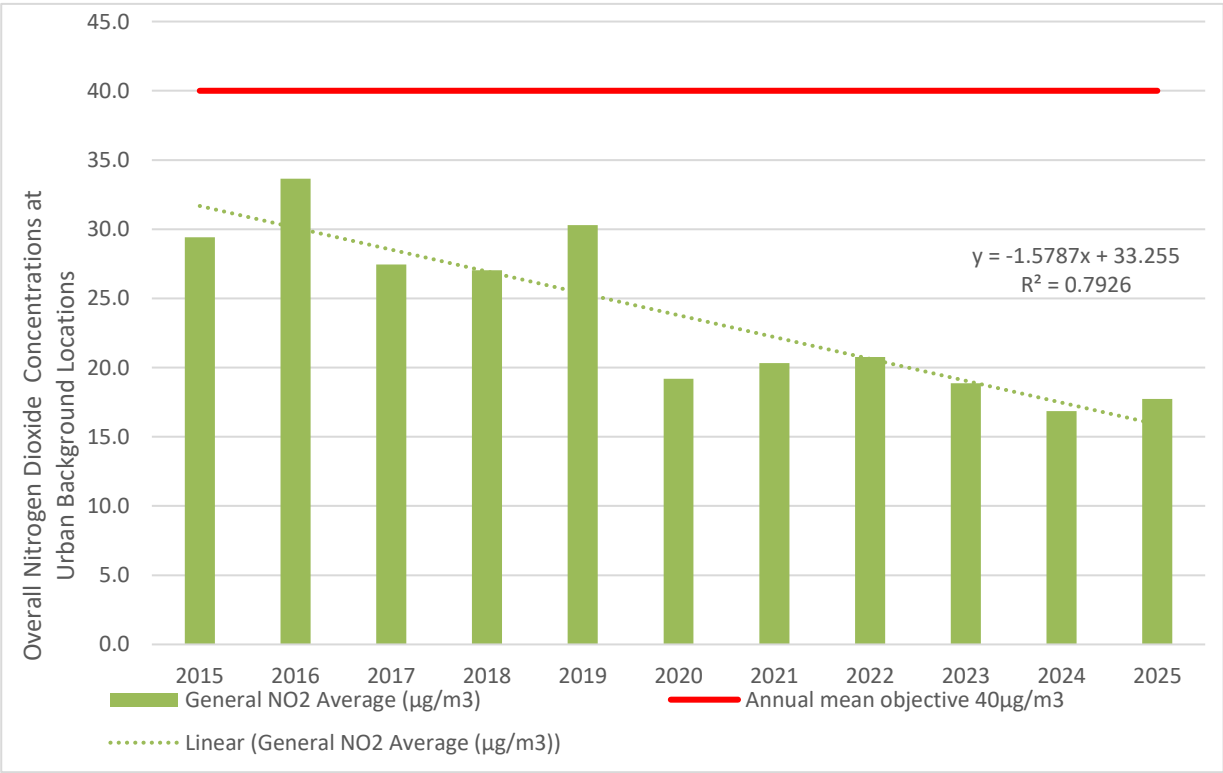


Table F.3 – Reducing Trend in Monitored NO_2 Concentrations Since 2015 for Urban Background Monitoring Sites



Glossary of Terms

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
ASR	Annual Status Report
Defra	Department for Environment, Food and Rural Affairs
DMRB	Design Manual for Roads and Bridges – Air quality screening tool produced by National Highways
LAQM	Local Air Quality Management
LGR	Local Government Reorganisation
NO_2	Nitrogen Dioxide
NO_x	Nitrogen Oxides
PM_{10}	Airborne particulate matter with an aerodynamic diameter of 10µm or less
$PM_{2.5}$	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
QA/QC	Quality Assurance and Quality Control
SAA	Surrey Air Alliance
SBC	Spelthorne Borough Council
SCC	Surrey County Council
SO_2	Sulphur Dioxide

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