



2026 Air Quality Annual Status Report (ASR)

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

Date: June 2026

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Local Responsibilities and Commitment

This ASR was prepared by the Sustainability Department of City of Bradford Metropolitan District Council with the support and agreement of the following officers and departments:

- Planning, Transportation & Highways
- Health and Well Being

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Executive Summary: Air Quality in Our Area

Air Quality in City of Bradford MDC

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

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

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

Table ES 1 - Description of Key Pollutants

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

Bradford has areas of high deprivation and significant levels of health inequality. 36.9% of the Bradford district population live in areas classed as the 10% most deprived in England. There are above average numbers of deaths from smoking, cancer, heart disease and

strokes. It is estimated that emissions of man-made fine particles, PM_{2.5} cause 5.2¹% of total mortality. There are marked differences in people's health within the Bradford district with people living in Wharfedale (to the north) typically living eleven years longer than people living in Manningham (Bradford West). In Bradford there are more deaths resulting from smoking, cancer, heart disease, and strokes, and higher rates of mortality in children, than in most parts of the UK.

Poor air quality is closely linked to poor health and is frequently identified in the most deprived wards of the city. Improving local air quality is essential to deliver better health outcomes for all. This is particularly important for the above national average numbers of young people in the district (22.3% of the total population are under 15) who are particularly sensitive to the effects of poor air quality. They may experience life-long impacts resulting from pollutant exposure in their early years.

The main air pollutants of concern in Bradford are nitrogen dioxide (NO₂) and particulate matter (PM). A significant source of these pollutants is traffic, but industry, heat and power generation, domestic sources, agriculture, and natural activities also contribute.

At present Bradford has four declared Air Quality Management Areas

- AQMA order 1 – Mayo Avenue
- AQMA order 2 – Manningham Lane / Queen's Road
- AQMA order 3 – Thornton Road
- AQMA order 4 – Shipley Airedale Road

Maps showing the locations of the AQMAs are available in Appendix D of this report or can be viewed on the council's website here:

[Air Quality Management Areas | Bradford Council](#)

A Government mandated Class C+ Clean Air Zone (CAZ) was introduced into Bradford in September 2022. The zone requires buses, HGVs, LGVs, coaches, hackney carriages, and private hire vehicles to meet minimum emission standards. Private cars are not affected. Vehicles entering the CAZ that don't meet the required emission standards are required to pay a daily entry fee. The CAZ is one of a suite of measures set out in the

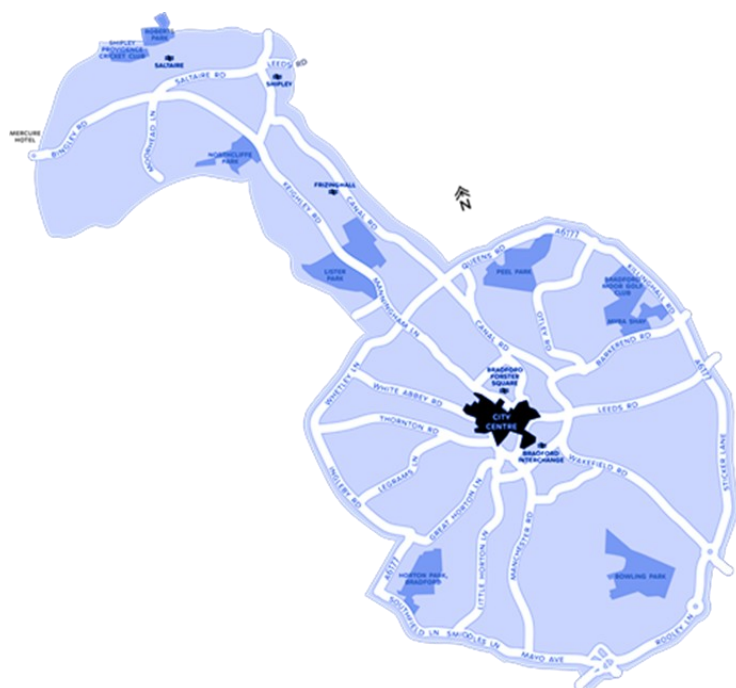
¹ Fingertips Public Health data (2023) – Office for Health Improvement and Disparities

Bradford Clean Air Plan (B-CAP) to achieve compliance with the air quality standards in the shortest possible time.

The Bradford CAZ covers the area inside, and including, the Bradford outer ring road and extends out along the Aire valley corridor, (Manningham Lane/Bradford Road and Canal Road area) to include Shipley and Saltaire.

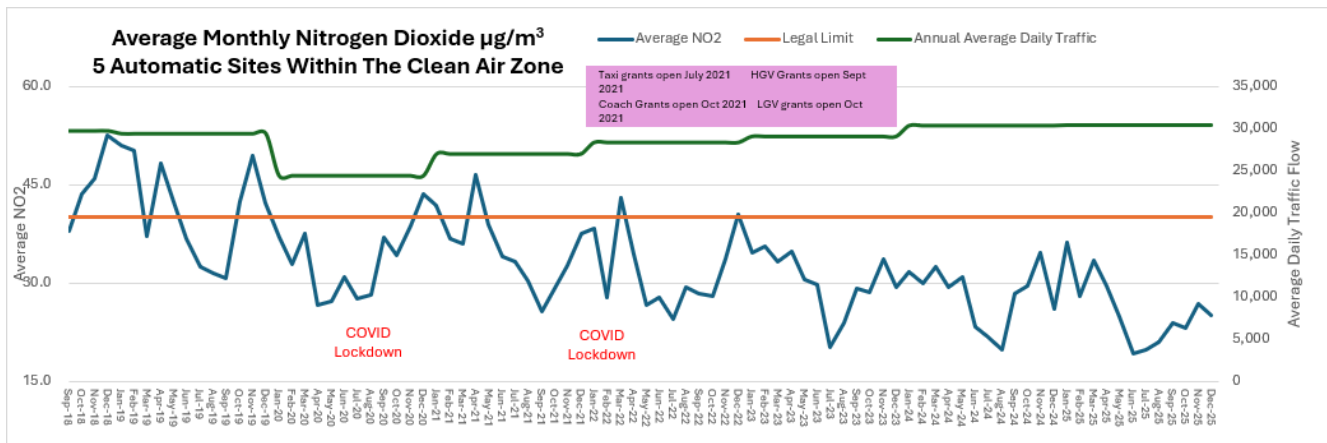
Figure 1 shows the extent of the Bradford CAZ. A full-sized map of the CAZ can be viewed here: **[Link to interactive CAZ map on CBMDC website](#)**.

Figure 1: Extent of the Bradford Clean Air Zone



Air pollution in Bradford is improving. Figure 2 shows monthly data from automatic monitoring sites in the Bradford CAZ. The automatic monitoring stations are the most accurate type of equipment used to monitor air quality in Bradford. During 2025 some of the lowest levels of nitrogen dioxide were recorded since Bradford's records began.

Figure 2: Monthly average NO₂ concentration at Bradford real time monitoring sites in the CAZ (pre and post CAZ)



Initial evaluation of the Bradford Clean Air Plan (B-CAP) shows significant health and economic benefits. A 2024 Born in Bradford (BiB) study found GP visits reduced by 25% for respiratory conditions and 24% for heart problems, generating estimated NHS savings of £30,000 per month. These findings were widely reported nationally, with ongoing evaluation continuing through to 2026.

Further analysis by the University of York (2025) estimated £180.84 million in economic benefits within the first 22 months of operation. These savings reflect reduced healthcare costs, improved health outcomes, and wider societal gains, including increased productivity and reduced demand for informal care.



During 2025 there were only 2 monitored locations in the Bradford district where the annual average nitrogen dioxide air quality objective of $40\mu\text{g}/\text{m}^3$ was exceeded:

- DT12 - Shipley Airedale Road (AQMA order 4)
- DT72 - Queen's Road (AQMA order 2)

Both locations have a long history of exceeding national air quality objectives and are located within designated Air Quality Management Areas. These sites also continue to exceed national air quality limit values. Failure to meet the national air quality limit values led to the Government mandated CAZ, which must legally remain in place until compliance with the limits is achieved.

Bradford previously agreed with the Government's Joint Air Quality Unit (JAQU) that all current AQMAs should remain in place until the limit values are met at all locations within the CAZ and it can be removed.

The current situation in each of the AQMAs is as follows:

AQMAs 2 (Manningham Lane) and 4 (Shipley Airedale Road) are still in exceedance of both the air quality limit value and the national air quality annual average objective for nitrogen dioxide.

During 2025 AQMA 1 accomplished its first year of compliance with both the national air quality objective and the air quality limit value. The annual mean at both the measurement location, and the nearest relevant receptor, falling below $40\mu\text{g}/\text{m}^3$ for the first time. Further monitoring in this area is required to ensure compliance is maintained into the future.

AQMA 3 on Thornton Road is currently compliant with both the air quality limit value and the national air quality objectives for nitrogen dioxide but concentrations in this area could be subject to further change due to planned development.

Elevated pollutant levels have previously been identified in other areas of the district. These include:

- Harrogate Road / Killinghall Road
- Saltaire crossroads
- Rooley Lane
- Tong Street

- Canal Road

Concentrations in these areas have been well within the annual average nitrogen dioxide objective throughout the last five years and are no longer of concern.

During 2025 there was continued improvement in air quality at most long term city centre monitoring sites. This was due to the pedestrianisation of a large proportion of the city centre and changes to traffic routing in other areas.

The greatest improvements in air quality during 2025 were again achieved on Market Street which is now completely closed to all traffic. The annual average nitrogen dioxide concentration on Market Street in 2025 was reduced by over 28µg/m³ compared to the pre-scheme concentrations in 2021. This will provide considerable long term health benefits for local residents and others who regularly visit Bradford city centre.

Additional air quality improvements have also been recorded in Sunbridge Road (a further 5.3µg/m³ reduction) due to removal of through traffic. Sites on Godwin Street are still below the annual average objective level following changes to the road layout in 2023. Exceedances of the annual average nitrogen dioxide objective had previously been recorded in both these locations.

Due to the amount of change that has taken place to the city centre road network during 2023, 2024 and 2025 trend data from the city centre monitoring sites in recent years needs to be treated with caution. Monitoring is being continued to fully evaluate the longer term impacts of the city centre changes and additional monitoring sites have been established to assess conditions in locations where traffic (particularly buses) has been relocated to.

Overall, while the district continues to demonstrate positive progress, further action is required to address remaining exceedances and maintain downward trends in pollutant concentrations.

Remaining challenges

Air quality is still generally improving across the Bradford district, but the rate of improvement has slowed since the initial introduction of the CAZ during the 2022/2023 period. During this introductory period there was a large step change reduction in emissions within the CAZ as vehicles were upgraded or replaced to meet the CAZ standard. As many vehicles entering the CAZ are now compliant the slowdown in rate of air quality improvement within the CAZ is as expected.

Detailed source apportionment studies for each of these areas were submitted to JAQU in late 2024. It was identified that zero emission buses would significantly reduce pollution levels and bring forward compliance in all areas. As a direct result of this work a further Government grant of £8 million was secured in 2025 (matched by an additional £6.2 million from WYCA) to further accelerate the uptake of electric buses in Bradford and provide electric vehicle infrastructure at the Bowling Back bus depot site. The new buses are scheduled to be in operation by Spring 2027.

Actions to Improve Air Quality

CBMDC has continued to implement a wide range of measures during 2025 aimed at improving air quality, many of which build upon previous action plans and the introduction of the CAZ. These measures span transport, infrastructure, policy, public engagement, and innovation.

The Bradford Clean Air Zone remains the cornerstone of local air quality improvement. Compliance rates within the CAZ have continued to increase, with most vehicles now meeting required emission standards. The Council continues to work closely with central Government departments to monitor performance and identify additional measures required to achieve full compliance at remaining exceedance locations.

In addition to the additional funding for further zero-emission electric buses within the district, a range of other sustainable transport initiatives have also been progressed. These include the launch of a district-wide electric bike share scheme in early 2026. This scheme provides a low-emission alternative for short journeys, complementing the recent completion of the £45 million Transforming Cities scheme which has improved walking, cycling and public transport access to the city centre. The Council is also progressing the £3.1 million Low Emission Vehicle Infrastructure (LEVI) programme, which will deliver widespread electric vehicle charging infrastructure, particularly in residential areas without off-street parking.

In parallel, the Council continues to support the development of more innovative low emission transport solutions, including a hydrogen production and refuelling facility and continued feasibility work on anaerobic digestion plant. These projects have the potential to deliver significant further long-term reductions in the district.

At the end of 2025 the Council adopted the Bradford Climate Action Plan (2025–2028), which sets out a comprehensive pathway towards achieving Net Zero emissions by 2038. This plan recognises the strong co-benefits between climate action and air quality

improvement, ensuring that measures targeting carbon reduction also deliver local air quality benefits. One of the first major schemes to be delivered in support of the Climate Action Plan will be the £75mn district heat scheme that will generate low cost, zero emission heat for numerous city centre buildings using one of the largest air source heat pumps in the UK. This will considerably reduce both NO₂ and CO₂ emissions from ageing boiler plant across the city centre, with City Hall being one of the first buildings to benefit.

Monitoring and data analysis have also been enhanced during this period. The Council has expanded its network of low-cost Zephyr sensors and contributed to the development of the West Yorkshire Particle Information Improvement Project (PIIP), allowing improved understanding of particulate pollution at a local and regional level. Internally, the development of an Air Quality and Traffic Impact dashboard is supporting more effective decision-making (Figure 3).

Public engagement remains a key component of the Council's approach. The Clean Air Schools Programme (Figure 4) continues to be delivered across the district, engaging over 1,300 school children through education and behavioural change initiatives, including anti-idling campaigns and Clean Air Day events at City Hall (Figure 5 and 6). Community workshops and public awareness campaigns, particularly around domestic solid fuel burning, have been undertaken to address non-traffic sources of pollution (Figure 7) and the Council supported the 2025 Bradford Science Festival (Figure 8).

Figure 3: Air Quality and Traffic Dashboard

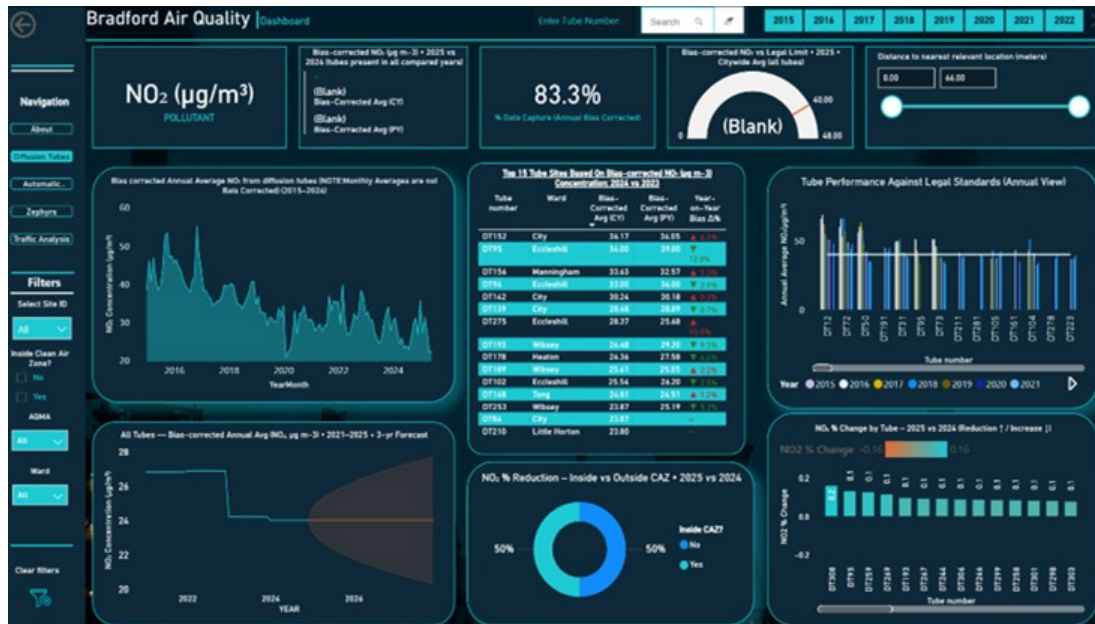


Figure 4: Bradford Clean Air Schools Education Programme



dixonsmb @dixons_mb · 7h



Year 5 taking **air** measurements to test how **clean** the **air** is in **Bradford**. We learned all about pollutants, particles and emissions in our local community. We discussed how **clean air** is essential for respiration and good health. [#teamwork](#) [#bradfordcleanairzone](#)



Figure 5: Clean Air Day Event 2025



Figure 6: Clean Air Day Event 2025



Figure 7: Public Engagement Workshops

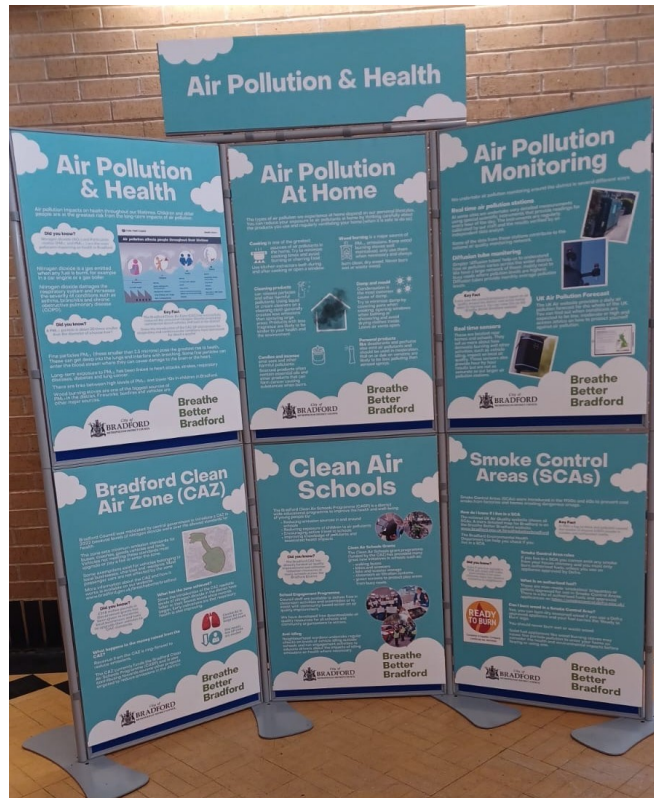


Figure 8: Hydrogen Car Workshop at Bradford Science Festival



Conclusions and Priorities

Air quality monitoring undertaken across the Bradford district during 2025 indicates that overall air quality continues to improve, although the rate of improvement has slowed compared with earlier years immediately following the introduction of the CAZ. The Council continues to operate a comprehensive monitoring network, including both automatic (continuous) monitoring stations and non-automatic diffusion tube monitoring sites, supplemented by a network of low-cost particulate sensors.

Most monitoring locations across the district now report annual mean nitrogen dioxide (NO₂) concentrations below the national air quality objective of 40µg/m³. This reflects sustained long-term improvements in air quality linked to cleaner vehicle fleets, traffic management measures, and targeted interventions within Air Quality Management Areas (AQMAs).

However, two locations continue to exceed the annual mean NO₂ objective:

- Shipley Airedale Road (AQMA 4)
- Queen's Road, Manningham (AQMA 2)

Both locations have a long history of exceedance and remain within the CAZ area. These sites also continue to exceed national air quality limit values assessed by the Government, meaning further targeted intervention is required to secure full compliance.

No exceedances of the hourly NO₂ objective have been recorded at any automatic monitoring sites during 2025, and there have been no breaches of this objective across the district for several years. This indicates that short-term peak concentrations are well controlled.

Monitoring of particulate matter (PM₁₀ and PM_{2.5}) shows continued compliance with all relevant air quality objectives and target values. Although some increases in PM₁₀ concentrations were observed during 2025, these were largely associated with regional pollution episodes, seasonal factors such as bonfire night, and localised activities such as emergency repair works, rather than long-term deterioration in air quality.

The most significant improvements in air quality continue to be observed within the city centre, where pedestrianisation and changes to traffic routing have substantially reduced pollutant concentrations. However, due to ongoing changes in traffic patterns, recent trend data for some central locations should be interpreted with caution.

Overall, while the district continues to demonstrate positive progress, further action is required to address remaining exceedances and maintain downward trends in pollutant concentrations.

Over the next year Bradford will be focusing on the following areas:

- Continued evaluation of the Bradford CAZ – ongoing monitoring and evaluation by the council and by independent assessors working on behalf of DEFRA
- Continued implementation of Bradford Council's Climate Action Plan
- Delivery of electric bike scheme
- Delivery of Low Emission Vehicle Infrastructure project (LEVI)
- Investigating opportunities for anaerobic digestion of food waste and production of methane to power refuse trucks
- Supporting development and implementation of the hydrogen test bed facility.
- Continued delivery of anti-idling measures at schools.
- Ongoing delivery of air quality education sessions for schools.
- Delivery of Clean Air Day 2026 event for schools
- Supporting local implementation of the District Heat Network (DHN) scheme and energy centre.
- Continued review of planning applications and requirements for air quality mitigation measures – including the updating of local air quality planning guidance.

How to get Involved

How can you help?

You can help improve air quality in Bradford by:

- If able, reducing your vehicle use by walking and cycling for shorter journeys. Try to pick routes which are not as heavily trafficked (e.g. through parks and lesser used streets) to reduce the amount of pollution exposure.
- Make the most of public transport as an alternative to using a car, this can save money and reduce impact on the environment. Check out information on local transport provision to help plan journeys - [Link to public transport information on CBMDC website](#)

- If you have children who are travelling to school, consider the advice on the council website to help make this journey more sustainable and improve their health - [Link to sustainable school travel advice on CBMDC website](#)
- If you own a vehicle which is regularly driven in urban areas, think about the impact on the environment when the time comes to replace it. Consider low emission alternatives, such as hybrids and electric vehicles. Although the initial purchase price may seem high in the longer term, they may prove more cost effective through reduced fuel and tax costs. Grants are available to help with the purchase of some low emission vehicles. More information is available here:

[Link to UK Government information on EV vehicle grants](#)

If you need to own a vehicle and cannot replace it just yet you can still reduce your impact on the environment by following these ECO-driving tips:

- **Switch off your engine when parked**, especially outside schools and homes where children and residents are present. Idling your vehicle is an offence for which a fixed penalty notices of £20 can be served.
- **Check your tyres** - Under-inflated tyres mean an engine must work harder and will produce more emissions.
- **Clear the clutter** - remove unnecessary clutter from your boot and reduce engine workload.
- **Stick to the speed limit** - high speeds produce more emissions. At 70mph a driver could be using up to 15 per cent more fuel than at 50mph.
- **Slow down as you approach traffic jams** - Stop-start traffic jams use more fuel. Slow down early and take your foot off the accelerator. Use the stop start technology on your vehicle if it has it.
- **Close windows and cut down on the use of air conditioning** to reduce emissions
- **Share your journeys** - consider using the West Yorkshire car share scheme to help with this.

If you have a solid fuel appliance, such as a wood burning stove, ensure you use it correctly with approved dry fuels to minimise smoke emissions. If you live in a Smoke Control Area (SCA) you must comply with the legal requirements for smoke control areas.

Residents are advised that if they fail to comply, they could risk a fine of up to £1,000 per offence.

You can find out where Bradford's smoke control areas are here [Link to Smoke Control area map on CBMDC website](#)

More information on smoke control rules can be found here:

[Link to smoke control rules on UK Government website](#)

Even if you don't live in a SCA you must avoid creating a smoke nuisance.

[Link to smoke nuisance information on UK Government website](#)

For your domestic heating, especially if you live in an urban area, consider buying a zero-emission air or ground source heat pump next time your boiler needs replacing.

If you would like to see more done to improve air quality in your area, then you could contact the local Councillor or MP and tell them about your concerns or ideas. To find out who your local Councillor or MP is and how to contact them;

[Link to local democracy information on CBMDC website](#)

[Link to UK Parliament website](#)

For more information on national campaigns to improve air quality visit;

[Link to Global Action Plan Clean Air Day website](#)

[Link to Friends of the Earth website](#)

[Link to Asthma and Lung UK website](#)

[Link to mums for lungs website](#)

Daily national air quality updates, pollution forecasts and advice about how to protect yourself from the impacts of poor air quality can be found at:

[Link to UK Air website operated by Defra](#)

Consultations on regional West Yorkshire projects to improve access and transport are available on the West Yorkshire Combined Authority website [West Yorkshire Combined Authority Project consultations](#).

Consultations on schemes undertaken by City of Bradford MDC are available on the council website here [CBMDC public consultation webpage](#)

Lots more information about the CAZ, air quality in Bradford and help and advice on how to improve air quality can be found on CBMDC air quality webpages:

<https://www.bradford.gov.uk/clean-air-zone/resources/air-quality/> .

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1 Local Air Quality Management

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

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

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

2 Actions to Improve Air Quality

2.1 Air Quality Management Areas

Air Quality Management Areas (AQMA(s)) 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 AQMA(s) declared by City of Bradford MDC can be found in Table 2.1. The table presents a description of the 4 AQMA(s) that are currently designated within City of Bradford MDC. Appendix D: Map(s) of Monitoring Locations and AQMA(s) provides maps of AQMA(s) and also the air quality monitoring locations in relation to the AQMA(s). The air quality objectives pertinent to the current AQMA designation(s) are as follows:

- NO₂ annual mean*

** All the AQMA(s) in Bradford were originally declared for both the annual and hourly NO₂ objectives but only the annual average objective is now at risk of being exceeded*

The main purpose of an ASR report is to provide an update on compliance with the national air quality objectives within designated AQMA(s) and an update on all air quality improvement measures taking place within a district.

During 2025 there were only 2 monitored locations in the Bradford district where the annual average nitrogen dioxide air quality objective of 40µg/m³ was exceeded:

- DT12 – Shipley Airedale Road (AQMA order 4)
- DT72 - Queen's Road (AQMA order 2)

Both these sites also remain in exceedance of the national air quality limit value and were identified as requiring further air quality improvement in the state 1 assessment of the Bradford CAZ.

In the 2024 ASR report, two further sites DT105 in the Mayo Avenue AQMA (order 1) and DT191 Low Mill, Keighley (not in an AQMA), were also identified as exceeding the air quality limit value.

During 2025 site DT105 returned its lowest annual average concentration since monitoring began ($35.5 \mu\text{g}/\text{m}^3$). It was compliant with both the UK air quality limit value and the national local air quality objective².

Site DT191 Low Mill, Keighley also returned an average annual concentration below the NO_2 air quality limit value ($39.4 \mu\text{g}/\text{m}^3$) in 2025 for the first time since monitoring at this location commenced in 2021. It remains borderline with the limit value. As site DT191 is not a relevant location for the purpose of the air quality objectives (there is no long term exposure at this location) the declaration of an AQMA has not been undertaken at this site.

As detailed in section 2.1 City of Bradford MDC is currently proposing to retain all current AQMAs until the JAQU CAZ state assessment is passed at all monitoring sites within the Bradford CAZ.

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
Mayo Avenue / Manchester Road (Order 1)	2006	NO ₂ annual mean	An area surrounding the junction of the A6177 and A641 with terrace housing and a primary school close to the roadside	NO	57 Mayo Ave at continuous monitoring station not distance corrected)	No exceedance - highest measured concentration in 2025 is 35.5 ug/m ³	7	Bradford Clean Air Plan (2020), Bradford Low Emission Strategy (2013), Bradford AQAP (2009)	Visit the AQAPs for Mayo Ave AQMA Link to Bradford Clean Air Plan (CAP) Link to Bradford Low Emission Strategy Link to Bradford Air Quality Action Plan
Manningham Lane / Queens Road (Order 2)	2006	NO ₂ Annual Mean	An area surrounding the junction of the A6177 and A650 with terrace housing close to the roadside	NO	33 (Manningham Lane at continuous monitoring station not distance corrected)	42.9 Queens Road in line with receptor (fallen from 54 in 2008)	0	Bradford Clean Air Plan (2020), Bradford Low Emission Strategy (2013), Bradford AQAP (2009)	Visit the AQAPs for Manningham Lane Link to Bradford Clean Air Plan (CAP) Link to Bradford Low Emission Strategy Link to Bradford Air Quality Action Plan

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
Thornton Road (order 3)	2006	NO ₂ Annual Mean	A canyonised area adjacent to the B6145 with residential accommodation and student accommodation adjacent to the road	NO	35 (Thornton Road continuous monitoring station at relevant receptor)	No exceedance - highest measured concentration in 2025 26.2 ug/m ³ at tube DT108 (not distance corrected)	7	Bradford Clean Air Plan (2020), Bradford Low Emission Strategy (2013), Bradford AQAP (2009)	Visit the AQAPs for Thornton Road Link to Bradford Clean Air Plan (CAP) Link to Bradford Low Emission Strategy Link to Bradford Air Quality Action Plan
Shipley Airedale Road (order 4)	2006	NO ₂ Annual Mean	An area of the A650 Shipley Airedale Road where apartments are adjacent to multi-lane traffic flow	NO	68 (Shipley Airedale Rd continuous monitoring station not distance corrected)	43.4 (Shipley Airedale Rd distance corrected diffusion tube DT12)	0	Bradford Clean Air Plan (2020), Bradford Low Emission Strategy (2013), Bradford AQAP (2009)	Visit the AQAPs for Shipley Airedale Road Link to Bradford Clean Air Plan (CAP) Link to Bradford Low Emission Strategy Link to Bradford Air Quality Action Plan

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
Mayo Avenue / Manchester Road (Order 1)	2006	NO ₂ 1 Hour Mean	An area surrounding the junction of the A6177 and A641 with terrace housing and a primary school close to the roadside	NO	unknown	0 hours exceeded 200, max hourly conc = 130.4	>10 years	Bradford Clean Air Plan (2020), Bradford Low Emission Strategy (2013), Bradford AQAP (2009)	Visit the AQAPs for Mayo Ave AQMA Link to Bradford Clean Air Plan (CAP) Link to Bradford Low Emission Strategy Link to Bradford Air Quality Action Plan
Manningham Lane / Queens Road (order 2)	2006	NO ₂ 1 Hour Mean	An area surrounding the junction of the A6177 and A650 with terrace housing close to the roadside	NO	unknown	0 hours exceeded 200, max hourly conc = 83.8	>10 years	Bradford Clean Air Plan (2020), Bradford Low Emission Strategy (2013), Bradford AQAP (2009)	Visit the AQAPs for Manningham Lane Link to Bradford Clean Air Plan (CAP) Link to Bradford Low Emission Strategy Link to Bradford Air Quality Action Plan

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
Thornton Road (order 3)	2006	NO ₂ 1 Hour Mean	A canyonised area adjacent to the B6145 with residential accommodation and student accommodation adjacent to the road	NO	unknown	0 hours exceeded 200, max hourly conc=114.9	>10 years	Bradford Clean Air Plan (2020), Bradford Low Emission Strategy (2013), Bradford AQAP (2009)	Visit the AQAPs for Thornton Road Link to Bradford Clean Air Plan (CAP) Link to Bradford Low Emission Strategy Link to Bradford Air Quality Action Plan
Shipley Airedale Road (Order 4)	2006	NO ₂ 1 Hour Mean	An area of the A650 Shipley Airedale Road where apartments are adjacent to multi-lane traffic flow	NO	unknown	0 hours exceeded 200, max hourly conc = 121.6	>10 years	Bradford Clean Air Plan (2020), Bradford Low Emission Strategy (2013), Bradford AQAP (2009)	Visit the AQAPs for Shipley Airedale Road Link to Bradford Clean Air Plan (CAP) Link to Bradford Low Emission Strategy Link to Bradford Air Quality Action Plan

☒ CBMDC confirm the information on UK-Air regarding their AQMA(s) is up to date.

☒ CBMDC confirm that all current AQAPs have been submitted to Defra.

2.2 Progress and Impact of Measures to address Air Quality in City of Bradford MDC

Defra's appraisal of last year's ASR concluded that the report is well structured, detailed, and provides the information specified in the Guidance. The detailed discussion about the monitoring results obtained in 2024 and what they mean in terms of the statuses of the AQMAs and the long-term trends in pollutant concentrations was considered particularly useful as was the commentary on Defra's previous appraisal points.

The following areas were identified for future action within ASR reports:

1. The monitoring results of the low-cost sensor network should be reported in the Appendix and not in the main report. This should be addressed for future reports. Please see this FAQ for further information: <https://laqm.defra.gov.uk/faqs/faq140/>
2. Some of the monitoring locations in some of the maps shown in Appendix D are not labelled (e.g., monitoring location DT191 is not labelled in Figures D.16). This should be rectified for future reports.

Response: The points above have been noted and addressed as far as possible in this 2026 report. The results from CBMDC Low-cost analyser network have been reported in the Appendix. The maps showing the monitoring locations have been updated where necessary.

3. The AQAP was published in 2009, so the AQAP needs to be updated. This must be actioned as soon as possible.

Response: Although Bradford's last AQAP is dated 2009 this is not the last time the delivery of air quality improvement measures in Bradford was fully reviewed and updated. The Bradford Clean Air Plan (B-CAP) was developed in response to a Ministerial Direction in 2020 requiring the city to meet legal limits for nitrogen dioxide (NO₂) in the shortest possible timeframe. This plan includes delivery of the Class C Clean Air Zone (CAZ) alongside a host of other air quality improvement measures (the plan can be found on the following webpage: [Clean Air Zone consultation | Bradford Council](#)). Alongside this we have also been working on a programme of particulate reduction measures, introducing PM₁₀ and PM_{2.5} monitoring across the district and delivering particulate reduction measures, such as controlling new point sources through the planning system and undertaking solid fuel burning awareness campaigns. We also have an extensive Clean Air Schools Programme (CASP) ongoing to

reduce idling emissions and provide general education about air quality impacts and exposure reduction. It is acknowledged that the original AQAP would benefit from formal updating but as previously discussed with Defra this would detract from the practical delivery and evaluation of the more recent B-CAP and would be unlikely to identify any additional improvement measures at present. This document provides a full update on all measures Bradford is taking to deliver cleaner air across the whole of the Bradford District.

City of Bradford MDC 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. 38 measures are included within Table 2.2, with the type of measure and the progress City of Bradford MDC have made during the reporting year of 2025 presented. Where there have been, or continue to be, barriers restricting the implementation of the measure, these are also presented within Table 2.2.

More detail on these measures can be found in the respective Action Plans; the Bradford AQAP, the Bradford Low Emission Strategy, and the more recent Bradford Clean Air Plan (B-CAP). Some measures have also been delivered via the West Yorkshire Low Emission Strategy (WYLES).

Key completed / ongoing measures during 2025 are:

- **Continued implementation and evaluation of the Bradford Clean Air Zone** – the government mandated Bradford CAZ went live on 26th September 2022 setting minimum emission standards for HGVs, buses, coaches, taxis and LGVs within the Bradford Outer Ring Road and into the Aire Valley corridor. The impacts of the scheme on local air quality and health are subject to ongoing evaluation with regular meetings held between the council and JAQU to review progress and agree next steps. A detailed source apportionment study of traffic emissions at locations that remain in exceedance of the air quality limit values was completed during 2024. As a direct result of this work a further government grant of £8 million was secured in 2025 (matched by an additional £6.2 million from WYCA) to further accelerate the uptake of electric buses in Bradford and provide electric vehicle infrastructure at the Bowling Back bus depot site. The new buses are scheduled to be in operation by Spring 2027.²

² [Zero-emission electric bus project in Bradford gets £8m boost - BBC News](#)

- **Publishing of the Bradford Climate Action Plan** - Bradford Council is committed to creating a healthier, more sustainable and more prosperous Bradford District. As part of this commitment, we are working with partners, businesses and communities to reach net zero carbon emissions by 2038 and to make significant progress towards this goal by 2030. By doing this Bradford District will not only become a healthier and more resilient place but will also play its part in slowing the pace of climate change globally, helping to safeguard lives, livelihoods and nature. In late 2025 Bradford Council published and adopted a Climate Action Plan (2025-2028) which sets out a comprehensive package of projects, programmes and communications activities that will support the Council's vision of achieving Net Zero by 2038 and making significant progress by 2030.

- **Delivery of Electric Bike Scheme** - The Council Executive Committee approved the use of £800,000 of CAZ revenue to deliver an E-Bike Share Scheme in the district. The scheme compliments the expansion of the cycle network. The new e-bike share scheme was launched in early 2026 and features a fleet of electric bicycles, strategically located at key points throughout the district. Residents and visitors can easily access these e-bikes, offering a convenient, eco-friendly, and cost-effective mode of transport for short journeys, daily commutes, and recreational activities. British e-bike hire operator Beryl was chosen as the best supplier for the scheme after a successful tendering process. The launch of the scheme has been successful with 684 journeys completed, and riders travelling a combined total of 1,823 kilometres across the district within the first week of launch.

- **Delivery of Low Emission Vehicle Infrastructure (LEVI)** - Bradford Council has been allocated Local Electric Vehicle Infrastructure (LEVI) funding, this is a West Yorkshire wide project. The aim is to provide electric vehicle charging points in residential areas where off street parking is limited. This project will help residents unable to have a home charging point due to not having a driveway or garage transition to electric vehicles. A project board has been established, and a preferred supplier has been appointed. Implementation of charging points is set to commence in Autumn 2026. The project should see thousands of EV charging points installed across the district.

- **CAZ Health Impacts Assessment** – An initial analysis of the early health impacts of the Bradford Clean Air Plan was undertaken by BiB during 2024. They found GP visits for respiratory illnesses were down by 25% and those for heart problems decreased by 24%. The interrupted time series analysis reported savings of £30,000 per month in the NHS from the launch of the CAZ. The BiB research paper was published in the Environmental Research Journal (1st April 2025) and is available here [Impact of an urban city-wide Bradford clean air plan on health service use and nitrogen dioxide 24 months after implementation: An interrupted time series analysis - ScienceDirect](#).

Media articles and radio clips about the findings reached a combined audience of over 600 million, including national news organisations such as BBC, ITV, Guardian etc. The Council undertook a roadside advertising publicity campaign in summer 2025 highlighting the health improvements. BiB are continuing to assess the health impacts of the Bradford Clean Air Plan and are due to provide further reports towards the end of 2026.

- **CAZ Health Economics Analysis** – During 2025 a further study undertaken by the Health Economics Unit at the University of York estimated £180.84 million in economic benefits in its first 22 months of the CAZ operation. The analysis built on the previous BiB study of GP appointments by quantifying the wider savings from reduced air pollution, including reductions in primary care costs, health benefits from avoided illness, and broader societal gains like increased productivity and fewer demands for informal care.
- **Anaerobic Digestion (AD)** - The Council is required under the Environment Act 2021 to collect food waste separately from other waste. These collections are expected to begin in September 2026. Food waste can be processed using anaerobic digestion (AD resulting in biomethane that can be used as a low emission transport fuel). Many hauliers, including John Lewis, Morrisons, ASDA and Next use biomethane in the trunking fleets. The AD process also produces a digestate that can be used as fertilizer. Using CAZ funding, the Council has carried out a feasibility study regarding the development of AD in the district. While the Council is not expected to collect sufficient food waste alone to make an AD plant viable, the Council is undertaking Initial Market Engagement with commercial food waste operators to explore the potential of a joint venture to develop AD facilities in the district

- **The Bradford Air Quality and Traffic Impact Dashboard** - The Sustainability Service has developed a Bradford Air Quality and Traffic Impact Dashboard for use by Bradford Council officers. The dashboard is a comprehensive analytical platform developed in Microsoft Power Bi to deliver detailed insights into air quality patterns and traffic-related impacts across the Bradford district. The dashboard consolidates high-frequency data from our Automatic Air Quality Stations, Zephyr sensors, Diffusion Tubes, and Annual Average Daily Traffic (AADT) records into a single, integrated model. We are now working towards development of a public facing air quality dashboard.

- **Launch of West Yorkshire PIIP dashboard** – Since 2024 Bradford has operated 12 low-cost Zephyr sensors that form part of the West Yorkshire PIIP project (these are in addition to 12 other units established by CBMDC in 2023). The WYCA PIIP is a collaborative project involving the West Yorkshire Combined Authority, its five district partners (Bradford, Calderdale, Kirklees, Leeds, and Wakefield), and partners like Leeds Beckett University and the University of Leeds. Its primary goal is to establish a West Yorkshire-wide particulate sensor network and information dashboard, allowing for online viewing of PM (particulate matter) data across the region. The Bradford PIIP dashboard went live in November 2025 - [Air quality dashboard](#).

- **Continued delivery of school educational engagement programme** – The Clean Air School's Programme is a district wide environmental and educational programme focused primarily on improving the health and well-being of young people within the Bradford district. It addresses their needs and perspectives in relation to exposure to harmful air pollutants by:
 - Providing practical measures to reduce exposure to air pollutants
 - Encouraging emission reduction behavioural change
 - Encouraging active travel
 - Improving knowledge of pollutants and health impacts within school communities.

The education programme is tailored and designed with activities and interventions that cater for different ages, groups, abilities and interests and is carried out within a school learning environment. Since the launch of the programme there has been over 1,300 school children involved in the CASP and a total of 200 interactions with

schools across all interventions including, Grant Allocations, CASP Education, Anti-Idling engagement and Clean Air Days.

The programme works collaboratively with direct and indirect services as well as external stakeholders. [Link to Bradford Clean Air Schools Programme Website and Resources](#)

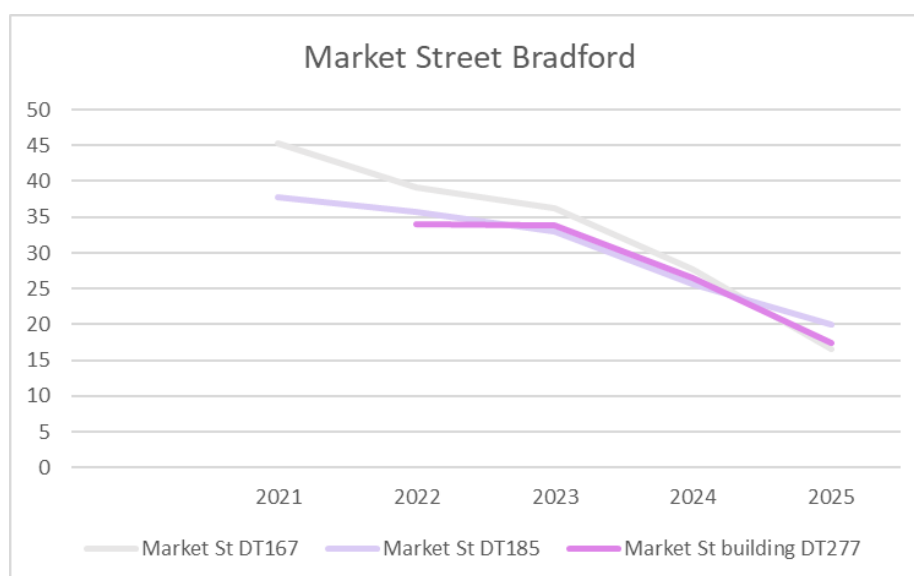
- **Air Quality Workshops** – During Spring 2025 the Sustainability team undertook community workshops on air quality issues. The first workshops were delivered in March 2025. The workshops focussed on what the council is doing to reduce air pollution across the district and providing information and advice on air quality issues such as domestic wood burning. Council officers also provided a workshop on air quality at the Bradford Science Festival in which model hydrogen cars were used to educate members of the public about the future of transport and how it can help reduce air pollution.
- **Refresh of Bradford Council Air Quality web pages** during 2025 Bradford Council's air quality information pages were re-launched with enhanced public information on sources of air pollution, air quality monitoring, pollutant health impacts, smoke control areas, solid fuel burning advice, the clean air zone, work in schools and indoor air quality. The web pages that were formally hosted on a separate Breathe Better Bradford platform can now be viewed here - [Air quality | Bradford Council](#). The new pages are more accessible and provide easier transition from other areas of the CBMDC website.
- **Support for Clean Air Night** - During 2025 CBMDC supported the national Clean Air Night campaign by reposting social media coverage. This followed previous solid fuel / wood burning fuel campaigns undertaken locally in 2023 and 2024 to highlight legislation surrounding solid fuel use and health hazards from using damp or inappropriate fuels.
- **Continued Anti-idling awareness raising** – During 2025 wardens continued to implement anti-idling awareness sessions and interventions at local schools delivering regular awareness raising sessions and anti-idling patrols as part of their daily work. In

total, 1300 anti-idling interventions have taken place at school's district wide. Over 98% of car users asked to switch off their engine have complied.

- **Development of the District Heat Network scheme has commenced** – During 2025 work commenced on the development of a privately operated air source heat-based energy centre at Thornton Road that will power the city centre District Heat Network (DHN) scheme. The scheme will serve several large buildings within the city centre including City Hall. The scheme has the potential to replace many old and inefficient gas / biomass boilers across the city centre and to considerably reduce emissions of NO₂, PM_{2.5} and CO₂. [Link to Bradford energy information website](#)
- **Planning application submitted for construction and operation of a hydrogen production facility and hydrogen refuelling station** – Planning permission for the development of a hydrolysis plant and hydrogen refuelling facility at the former Birkshall Holder station on Peace Street was granted in April 2024. When established the site will allow transition of diesel buses and HGVs to hydrogen fuel cells and will also provide additional EV charging facilities. Enabling works for this project commenced in 2025, with first hydrogen production on track for 2027. More details about the scheme can be found here [Link to project information on Hygen website](#). [Bradford Hydrogen | UK's Largest Low Carbon H2 Production Facility](#)
- **School streets pilot schemes** – City of Bradford MDC have been undertaking a series of school street initiatives. In 2024 a further two schools were introduced as a third round to the scheme. These were Horton Park Primary School and The Academy at St James in Allerton. Air pollution monitoring has been installed to help with evaluation at both sites. Following the 18-month pilot/trial over the 2023/2024 period, the majority of schools that have taken part in the trial have now made their school street schemes permanent. CBMDC have also secured funding to introduce further School Street pilot schemes across the district in 2026. [Link to Bradford School Streets website](#)
- **Continued implementation of the West Yorkshire Transforming Cities Fund (TCF) projects** – Through the TCF programme Bradford City Centre has been transformed into a [to a modern, sustainable, and people-focused hub](#). More details about the schemes can be found here [Future Bradford webpages on CBMDC website](#).

The completion of the City Centre transformation was marked with the opening of the newly pedestrianised Norfolk Gardens in 2025 which also incorporates an off-road cycle route [Bradford City Centre Transformation — Future Bradford](#). A major part of the city centre has been pedestrianised and new bus routes established. As a result of these changes, air quality conditions in some parts of the city centre have improved considerably, the greatest improvements continued to be seen on Market Street which is now completely closed to all traffic.

Figure 9: Market Street NO₂ Concentrations Between 2021-2025



- **Delivery of Clean Air Day (CAD) 2025 schools' event** – another successful large-scale event took place for CAD 2025 (19th June 2025) with local school children invited to City Hall to take part in air quality related workshop activities including hydrogen powered model car demos, making pollution catchers and finding out more about indoor air pollutants and their sources. The event was run in partnership with Born in Bradford National Education Nature and Climate Ambassadors. The event was a success with positive feedback from learners and school staff. Another event is planned for CAD 2026.
- **HGV electric vehicle trial evaluation**– During 2024 a £25,000 CAZ revenue grant project to support a fully electric HGV trial at Joseph Parrs, Bradford commenced. They are operating the first zero-tailpipe flatbed HGV with a crane lift at a builders' merchant in the UK on a one-year trial basis. Throughout the trial the use of the EV

truck saved 16.5 tons of CO₂ and saved 8p per km, yielding a saving of £1,800 in fuel costs.

City of Bradford MDC expects the following measures to be completed over the course of the next reporting year (2026):

- **Continued evaluation of the Bradford CAZ** – ongoing monitoring and evaluation by the council and by independent assessors working on behalf of DEFRA and further economic analysis by BiB.
- **Continued implementation of Climate Action Plan** – Following publishing of the Climate Action Plan in 2025, the delivery phase has now commenced.
- **Continued delivery of an electric bike scheme** – this scheme supports the ongoing city centre pedestrianisation works by providing a zero-emission
- **Continued delivery of Low Emission Vehicle Infrastructure (LEVI) funded projects in Bradford** – Implementation of charging points to commence autumn 2026.
- **Investigation of opportunities for anaerobic digestion of food waste** – feasibility of producing methane to power refuse trucks will be further considered.
- **Hydrogen test bed facility** - continued support for the development and implementation of the facility
- **Continued delivery of Clean Air Schools Programme (CASP)** – The scheme was fully established during 2024 and will be continued to be delivered in the local community and schools for the foreseeable future.
- **District Heat Network (DHN) scheme** - continued support for the development and implementation of the energy centre and commitment for council buildings to join the scheme in the future.
- **Delivery of Clean Air Day (CAD) 2026 schools' event** – following the CAD event in 2025 another large scale event is planned for CAD 2026 (18th June 2026) with local school children invited to City Hall to take part in air quality related workshop activities including hydrogen powered model car demos, designing clean air cities, 'Air Bandits' air quality visualisation game and finding out more about indoor air pollutants and their sources. The event is being run in partnership with Born in Bradford and City St George's, University of London.
- **Continued review of planning applications and requirements for air quality mitigation measures** – including the updating of local air quality planning guidance.

City of Bradford MDC is working to implement air quality improvement measures in partnership with the following stakeholders:

- Public health / highways department/ neighbourhood warden service at City of Bradford MDC
- Local bus operators
- Local business community
- Local schools
- Residents
- Born in Bradford (BiB)
- Joint Air Quality Unit (JAQU)
- University of Leeds
- Leeds Beckett University
- University of Bradford
- West Yorkshire Combined Authority (WYCA) and other West Yorkshire local authorities (Kirklees, Calderdale, Leeds, Wakefield)
- University of York
- University of Sheffield
- Northern Gas
- Hygen and N-GEN (hydrogen refuelling facility)
- Bradford Energy Ltd (1 energy UK) – District Heat scheme
- Joseph Parr Bradford Timber and Building Supplies
- Beryl
- City St George's, University of London.

Table 2.2 shows progress on measures to improve air quality within the Bradford District. The top 3 measures which City of Bradford MDC has identified for inclusion on UK-Air to assist wider public dissemination have been highlighted in yellow as required by Defra.

The effectiveness of all the other measures in Table 2.2 is indicated by the shade of the colours.

The lighter shaded measures will have only a relatively small impact or take longer to implement.

The darker shaded measures are those which are expected to deliver the greatest or fastest emission reductions in Bradford.

Whilst the measures stated above and in Table 2.2 will help to contribute towards and ensure compliance with air quality objectives within all the current AQMAs, City of Bradford MDC is currently investigating feasibility of further additional measures not yet prescribed which may be required to ensure compliance with the air quality limit values at all locations in the district. Until this is achieved the CAZ is required to remain in place.

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	Clean Air Zone (CAZ)	Promoting Low Emission Transport	Low Emission Zone	2019	To be agreed with JAQU once state assessment conditions are met	City of Bradford MDC in partnership with JAQU and local stakeholders	£39.3m Central Government funded project	Funded	>£10m	Implementation	CAZ has delivered a huge shift in compliance. 98% of HGVs, 88% of LGVs and 99.9% of Bradford taxi fleet now compliant. Fully electric licensed vehicles have increased from 10 (2023) to 648 (in early 2026). Only 2 remaining points of NO ₂ exceedance in the CAZ compared to 36 before its introduction.	Compliance with NO ₂ air quality standards	CAZ implemented in September 2022 and subject to ongoing evaluation by JAQU	CAZ required installation of an extensive camera network and setting up of a new team during challenging covid period. CAZ revenue is being re-invested into local air quality improvement programmes such as the CASP programme. CAZ must remain in place until the state assessment undertaken annually by JAQU is met. A 2024 Born in Bradford (BiB) study found GP visits reduced by 25% for respiratory conditions and 24% for heart problems, generating estimated NHS savings of £30,000 per month. University of York (2025) estimated £180.84 million in economic benefits within the first 22 months of operation.
2	Clean Air Schools Programme (CASP)	Other	Other	2023	Ongoing delivery	CBMDC and local schools	CAZ revenue	Funded	£1.1million	Implementation	Scheme launched in August 2023 offered up to £10K to individual schools to implement bespoke emission reduction measures. Scheme is supported by an ongoing education programme including anti-idling awareness raising and classroom visits.	Number of grants issues to schools and completed projects. Number of school educational visits Number of anti-idling interactions	48 grants issued and schemes implemented. A total of £443,422 was allocated to the projects. Over 1,300 school children involved in the CASP to date with over 200 interactions with schools	An air quality grant fund application to extend this project to nursery schools was rejected. Anti-idling enforcement is complex and difficult to achieve. The Bradford scheme is therefore focused mainly on awareness raising with enforcement reserved only for persistent offenders.
3	Bradford Climate Action Plan (CAP) development and implementation	Policy Guidance and Development Control	Other	2025	2028	CBMDC, Ricardo AEA and key stakeholders	CAZ, external grants, regional funding, stakeholder investment	Plan development fully funded. Additional grant and stakeholder funding needed to support some delivery measures	Specialist consultant support for CAP development £149,995 + additional internal staffing and consultation costs Above costs exclude delivery to be internally and externally	Implementation	Bradford Council published and adopted a Climate Action Plan (2025-2028) which sets out a comprehensive package of projects, programmes and communications activities that will support the Council's vision of achieving Net Zero by 2038 and	TBC	CAP fully adopted in December 2025 CAP measures dashboard in development Local Industrial decarbonisation project ongoing Low carbon energy centre and DHN in delivery phase Bike hire scheme launched March 2026	Delivery of some key measures will be dependent on availability of local and regional funding

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
									funded over lifetime of the plan		making significant progress by 2030.		Bradford Pennine Gateway National Nature Reserve established Bradford Pennine Gateway National Nature Reserve Bradford Council	
4	Hydrogen Test Bed	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV charging, Gas Fuel recharging	2019	2027	N-Gen Energy Solutions Ltd, Hygen Energy Holdings and Ryze Hydrogen / CBMDC/ local fleets operators	Hydrogen Production Business Model / Net Zero Hydrogen Fund	Funded	>10m	Planning/Enabling Works	Facility will have the capacity to produce 12.5 tonnes of hydrogen per day enough to allow decarbonisation of up to 800 diesel buses and allow wider investment in hydrogen fuel cell technology. EV charging will also be provided at the site.	TBD	Planning permission for the site was granted in April 2024. Enabling works commenced in 2025, with first hydrogen production on track for 2027.	The scheme is being delivered by private companies with delivery beyond the direct control of CBMDC. Link to website: https://bradfordhydrogen.com/
5	On-going implementation and review of the Bradford Low Emission Strategy (LES)	Policy Guidance and Development Control	Low Emissions Strategy	2013	Policy completed 2013.	CBMDC, WYCA, BiB, Local universities, local developers	Defra air quality grant of £102,000 provided to develop the LES. Various Government/ WYCA/CBMDC/BiB/ academia funded infrastructure / research/ education projects delivered as part of the LES.	Funded	£100K-£500K	Implementation	Contains many policies to address emissions from vehicles and other sources in Bradford. Overarching policy for measures 5 to 13 in this table. Air quality in Bradford has steadily improved since 2013 as detailed in this report.	Level of measured ongoing air quality improvement in Bradford AQMAs	A new regional Air Quality Strategy is currently being prepared by WYCA in consultation with the	Availability of staff to continually update and implement measures. Availability of funding for major schemes and the amount of time and resources needed to develop successful funding bids.
6	Bradford low emission planning guidance	Policy Guidance and Development Control	Clean Air Planning and Policy Guidance	2013	Policy completed 2013.	City of Bradford MDC, Local developers	Defra air quality grant of £102,000 provided to develop the LES and associated guidance	Funded	£100K-£500K	Implementation	Prevention and mitigation of vehicle and point source emissions from new development assessed on a case by cases basis.	Number of planning consultations provided.	Planning applications reviewed regularly since 2014. In 2025 we provided AQ consultation on 201 planning applications across the district. Guidance to be reviewed and updated alongside development of new WY Air Quality Strategy	Availability of staff to update the planning guidance in response to building control and NPPF policy changes. Detailed national guidance on consideration of PM _{2.5} exposure still awaited.
7	Bradford / WY LEZ feasibility study	Promoting Low Emission Transport	Low Emission Zone (LEZ)	2013	2015	CBMDC in conjunction with City of Leeds Council	DEFRA air quality grant 2013 £50,000	Funded	£50k -£100K for feasibility study	Aborted	LEZ study indicated NOx emission of 195.6 tonnes on Bradford outer ring road. The more recent CAP proposals are expected to achieve full compliance with the NO ₂ objectives across the whole district by 2023.	Not applicable – scheme not progressed	LEZ not implemented. Superseded by Bradford Clean Air Plan (CAP) / CAZ	Following completion of the LEZ feasibility study both Leeds and Bradford were mandated to undertake new CAP feasibility studies at different times resulting in two different CAZ plans to replace the regional LEZ concept. The Leeds CAZ is currently on hold. The Bradford CAZ commenced in September 2022.

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8	Feasibility study for Alternate Fuel Centre	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	2013	2013	City of Bradford MDC	Feasibility study funded from DEFRA LES funding	Funded	<£10K	Completed	77 tonnes NOx saving predicted from gas re-fuelling facilities (from 2013 feasibility study)	Not applicable – feasibility study only	Feasibility study completed. Gas vehicle trials completed.	Feasibility of producing biomethane from compulsory food waste collections (from 2026 onwards) to fuel refuse trucks is currently being considered.
9	Bradford bus retrofitting programme	Vehicle fleet efficiency	Vehicle retrofitting programmes	2014	2015	City of Bradford MDC in partnership with local bus operators	CVTF (2014) £394,998	Funded	£100K-£500K	Completed	Real world (PEMS) emission testing of the retrofitted buses showed an initial 95% reduction in NOx emissions	Number of buses retrofitted	25 Euro III buses in Bradford retrofitted with SCRT. 11 in the city centre and 14 on Manningham Lane	Bradford CAZ-C implemented in September 2022 now sets minimum Euro 6 equivalent standard for all local bus services operating in the CAZ. There are no plans for further retrofitting of buses in Bradford as policy has moved towards providing the widespread provision of zero emission buses and a move towards rapid transit systems
10	Voluntary emission standards for buses	Promoting Low Emission Transport	Other	2015	2021	City of Bradford MDC / (WYCA / Bus operators	n/a - additional improvements funded by bus operators	Not funded	Cost reflects CBMDC staff time on liaison with bus companies only, not the cost of improvements made.	Completed	24.7 tonnes of NOx reduction estimated for first local agreed target of Euro IV by 2018	Number of buses meeting locally agreed emission standard targets	Good progress was made with locally negotiated bus fleet emission reductions prior to the introduction of the CAZ standards that are now driving local bus improvements.	Measure now superseded by formal CAZ entry standards for buses of Euro 6 equivalent.
11	Car clubs	Alternatives to private vehicle use	Car Clubs	2015	On-going implementation	CBMDC/ WYCA / Enterprise	No funding is provided to Enterprise to run the scheme. The original contract provided upfront promotion and vehicle leasing funding only (WYCA Local Transport Plan ITB funding).	Partially Funded	<10k	Implementation	Not measured by CBMDC	Number of registered car club members	CBMDC does not have their own indicators for this scheme. The last update in 2020 showed that there were 12 enterprise car clubs across the Bradford district.	The number of available car club vehicles in Bradford is currently limited and focused on the urban centre. To address second car ownership there needs to be more carshare capacity in sub-urban and rural areas of the district.
12	Adoption of West Yorkshire Low Emission Strategy	Policy Guidance and Development Control	Low Emissions Strategy	2016	Policy completed 2016.	City of Bradford MDC in conjunction with City of Leeds Council, Wakefield City Council, Calderdale Council and Kirklees Council	£150,0000 DEFRA air quality grant (2012) to develop the strategy and additional contributions from the WY LAs to deliver various measures around the region	Funded	£100K-£500K	Implementation	Contains many policies to address emissions from vehicles and other sources in West Yorkshire	Level of measured ongoing air quality in West Yorkshire	A new regional Air Quality Strategy is currently being prepared by WYCA in consultation with the	Availability of staff to continually update and implement measures. Availability of funding for major schemes and the amount of time and resources needed to develop successful funding bids.
13	WYLES procurement guidance	Promoting Low Emission Transport	Company Vehicle Procurement - Prioritising uptake of low emission vehicles	2016	2016	City of Bradford MDC in conjunction with City of Leeds Council, Wakefield City Council, Calderdale Council and Kirklees Council	DEFRA air quality grant 2012 £1500000	Funded	£100K-£500K	implementation	Reduced emission impact from vehicle-based services and transport procured by WY LAs. Contracts assessed on an individual basis by several LAs. Overall impact difficult to quantify.	Number of contracts the policy is applied to in Bradford	Ongoing implementation within individual LAs	LEV procurement policy 5% of award decision as part of procurement policy (social values)

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14	Low emission procurement policies for City of Bradford MDC fleet	Promoting Low Emission Transport	Public Vehicle Procurement - Prioritising uptake of low emission vehicles	2013	2016	City of Bradford MDC	In house project	Funded	<£10K	Implementation	Reduction of 332t/CO ₂ e 2014/15-2015/16 via procurement of 7 electric vans and 2 electric pool cars with 3 additional charging stations	Number of CAZ compliant vehicles in CBMDC fleet	Whole life costs have been introduced into vehicle procurement considerations including air quality damage costs.	CBMDC working towards making all council fleet cars and vans < 3.5 tonnes electric.
15	Cycle Super Highway	Transport Planning and Infrastructure	Cycle network	2013	2016	City of Bradford MDC / WYCA (Metro)/ City Connect Partnership	DfT £18M, £11M local funding	Funded	>£10M	Implementation	The Bradford – Leeds Cycle Superhighway has seen an average of over 800 daily users. Nearly 3 million bike trips were recorded on the cycle superhighway between 2016 and 2024.	Number of cycle journeys	Main scheme opened in 2016. Additional Shipley to Bradford (Canal Road) section opened May 2019. Further extension on Thornton Road to Manningham in Bradford is also now complete.	N/A
16	Delivery of new railway stations at Apperley Bridge and Low Moor	Transport Planning and Infrastructure	Public transport improvements- interchanges stations and services	2000	Apperley Bridge opened Dec 2015	City of Bradford MDC / WYCA	Apperley Bridge £8 million (WYCA) Low Moor £10.8 million (WYCA)	Funded	>£10m	Completed	The new stations encourage rail travel as an alternative to the car. The actual emission savings to date have not been calculated.	Passenger numbers using the stations	Passenger numbers have increased at Apperley Bridge from 388,504 in 2023/24 to 455,666 in 2024/25. At Low Moor numbers have increased from 250,298 in 2023/24 to 292,378 in 2024/25.	Although passenger numbers have increased at Apperley Bridge and Low Moor there has been a reduction at other stations in the Bradford area.
17	Staff Travel Plan	Promoting Travel Alternatives	Workplace Travel Planning	2013	2015	City of Bradford MDC	Developed in house	Not funded	<£10k	Completed	Plan aims to reduce single occupancy car trips by 5% over 5 years and reduce car commuter trips by staff from 62% (2014) to 57% by 2029	Number of single occupancy car trips and reduction in staff commuter car trips.	Staff travel survey recently completed. Results not yet available.	Plan is actively promoted to new starters. Plan review /update due.
18	Identifying barriers to walking to school	Promoting Travel Alternatives	School Travel Plans	2017	School travel plan policy adopted 2017	City of Bradford MDC / Bradford Institute of Health Research / Born in Bradford / Local education providers	Research partnership funding	Not funded	£10k to £50k	Completed	Study identified best policy measures to include in the CBMDC school travel plan policy. Subsequent policy continues to address school travel. Overall impact difficult to quantify.	Not applicable	Bradford school travel plan published 2017. School streets programme currently being developed to address some of the issues identified in the study	Willingness of parents and schools to engage with the research and/or change behaviour. On-going on-site management of school street closures is a challenge.
19	Eco-stars Fleet Recognition Scheme	Vehicle Fleet Efficiency	Fleet efficiency and recognition schemes	2017	2020	WYLES steering group / City of Bradford MDC / ECO-stars scheme	WYCA funded	Funded	£10K to £50K	Completed	The ECO stars scheme claims a typical van operator could see its annual output of carbon dioxide fall by six tonnes per year	Number of Bradford based operators joining the scheme	Scheme operated in West Yorkshire between 2017 and 2020	Local scheme was reliant on an annual funding allocation from WYCA which was not renewed in 2021.
20	West Yorkshire bus retrofitting project	Vehicle fleet efficiency	Vehicle retrofitting programmes	2018	2020	City of Bradford MDC in partnership with DEFRA, WYCA, West	DEFRA - £7.186 million LPTIP - £850k	Not funded	£1m to £10m	Completed	Programme estimated to have delivered 560 tonnes of NOx removal annually	Not applicable	Programme retrofitted 471 buses across WY	Recent national report has identified issues around reliability of retrofitting

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						Yorkshire bus operators					across the WY region			
21	Encouraging uptake of low emission taxis	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	2018	2020	City of Bradford MDC / WYCA/ EQUANS	OLEV £2 million WYCA and partner LAs £1.2 million match funding	No	Funded	£1m-£10m	Completed	Over 2,164 tonnes of CO2 have been saved across the WY region by drivers since the scheme launched The charging points have since provided more than nine million free miles to over 10,000 registered drivers in WY	Number of charges undertaken	22 Rapid chargers installed across the Bradford District each has 2 bays one for public and the other designated for Taxi use. 100+ charge points installed across wider WY region.
22	Public awareness	Public Information	Via other mechanisms	2016	Delivery ongoing	City of Bradford MDC / NHS / Born in Bradford/ Universities	Early activities funded mainly by partners. Government funded CAP settlement included funding for public engagement / marketing campaign for the CAP / CAZ.	Funded	£100-£500K	Implementation	Not quantified	-	Activities undertaken include: Information on air pollution stations, Clean Air Schools teaching programmes, anti-idling awareness raising, Breathe Better Bradford website , smoke control campaigns, Annual Clean Air Day and air quality roadshow events	Evaluating the reach / impact of public information campaigns is more difficult following stricter rules on collection of cookies from council website interactions. Lack of evidence on impact of schemes could be a barrier to ongoing implementation.
23	School Streets Pilot Schemes	Traffic Management	Other	2021	2024	CBMDC/ Local schools/ Act Early Research Consortium	WYCA funded £66,000	Funded	£10K to £50K	Implementation	AQ impacts of first round not measured. Monitoring was put in place to evaluate AQ impacts for the second round of interventions that commenced in June 2023.	Self-reported measures on travel modes to school/perceptions of school environment pre- and post-school street. Traffic Counts. AQ monitoring results (before and after)	First pilot schemes trialled in 2021/2022. Second round commenced in June 2023 Third round commenced in 2024. Following the pilot schemes, the majority of schools involved have now permanently adopted the schemes.	Staff time/capacity to put out signs and marshal the schemes can be a barrier. Camera enforcement may provide a longer term solution to this. Measuring air quality impacts is challenging due to relatively short periods of daily intervention and interference from other emission sources.
24	ZEBRA funded electric buses	Promoting Low Emission Transport	Public vehicle Procurement – Prioritising uptake of low emission vehicles	2022	2025	City of Bradford MDC in partnership with local bus operators and WYCA	£10M ZEBRA bus funding for 32 new electric buses in Bradford to support CAZ implementation. Some private investment from local bus operator	Funded	>£10M	Implementation	Predicted 0.5µg/m³ reduction in NO₂ on Godwin Street and Sunbridge Road.	WYCA project	In late 2025 the rollout of 15 ZEBs commenced in the Bradford district, operated by Transdev from their Keighley depot on the 662 Shuttle route.	The buses operate on a shuttle corridor between Keighley and Bradford.
25	South Bradford Park and Ride scheme	Alternatives to private vehicle use	Bus based Park and Ride	2019	Currently unknown	CBMDC / WYCA	To be delivered as part of the wider West Yorkshire Transforming Cities Fund. £317 million from the Department for Transport (DfT) plus local match funding of up to £140 million. Link to TCF information on WYCA Your Voice website	Partially funded	>£10M	Planning	Impact assessment work ongoing at present. Should improve air quality in Mayo Avenue AQMA and the wider CAZ especially around Manchester Road	WYCA project	P&R scheme has not yet progressed. Current work is focused on upgrading existing bus and cycle routes in the area.	Funding is a currently a barrier to delivering the P&R scheme.

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26	Bradford Interchange Enhanced rail Gateway	Transport Planning and Infrastructure	Public transport improvements- interchanges stations and services	2019	Works completed in November 2024	CBMDC / WYCA	To be delivered as part of the wider West Yorkshire Transforming Cities Fund. £317 million from the Department for Transport (DfT) plus local match funding of up to £140 million. Link to TCF information on WYCA Your Voice website	Funded	£19.15 million	Completed	Not calculated	WYCA project	Bradford Interchange Station gateway project delivered a modernised, building designed to improve functionality, visibility and safety for passengers and incorporated low emission and taxis.	Lack of connectivity between the Bradford central rail stations is currently a barrier to train travel and available routes Daily train services between Bradford Foster Square and London increased to 5 per day in 2025.
27	Bradford City Centre Cycling and Walking Improvements	Transport Planning and Infrastructure	Cycle network	2019	Works to commence by 2023	CBMDC / WYCA	Delivered as part of the wider West Yorkshire Transforming Cities Fund. £317 million from the Department for Transport (DfT) plus local match funding of up to £140 million. Link to TCF information on WYCA Your Voice website	Funded	>£10m	Completed	Pedestrianisation of Market Street has reduced NO ₂ concentrations by 50 to 65% against a 2021 baseline	WYCA project	The scheme implemented bus, cycle and pedestrian improvement measures throughout the city centre and development of an urban park.	Scheme awarded civic trust award Civic trust award
28	West Bradford Cycle Superhighway extension	Transport Planning and Infrastructure	Cycle network	2019	Works commenced	CBMDC / WYCA	To be delivered as part of the wider West Yorkshire Transforming Cities Fund. £317 million from the Department for Transport (DfT) plus local match funding of up to £140 million.	Funded	>£1m	Implementation	The scheme will provide an additional link to the existing cycle superhighway and will run through the Thornton Road AQMA	WYCA project	Phase 1 from Sunbridge Road to Cemetery Road completed in 2025. Phase 2 has been approved for delivery but is currently awaiting funding.	Further scheme information on WYCA Your Voice website
29	Particle Reduction Strategy	Policy Guidance and Development Control	Low Emissions Strategy	2021	2025	CBMDC universities/BiB	Defra AQ grant fund 2021/22 £253k	Funded	£100k to £500k	Implementation	The strategy will aim to deliver PM reduction across the whole district with a focus on domestic and construction emissions. An emission impact assessment will form part of the strategy development.	Not yet set	Research questionnaire around use of domestic wood burning stoves undertaken by Sheffield University in 2023. Solid fuel awareness campaigns undertaken in winter 23/24 and 24/25. Network of low cost PM sensors established in 2023. Breathe Better Bradford website has includes information on	There are challenges regarding the maintenance of the low-cost analysers due to difficulty securing long term revenue for replacement of cartridges and repairs to faulty/damaged equipment.

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													particulate pollution and wood burning Regional update of PM emissions inventory completed in 2024. Monitoring support for INGENIOUS indoor air quality in homes study completed in 2025	
30	District Heat Network	Promoting Low Emission Plant	Shift to installations using low emission fuels for stationary and mobile sources	2023	2024	CBMDC and Bradford Energy Ltd	TBD	Partly funded by Green Heat Network Fund (GHNf) from BEIS and partly through private investment from 1 Energy	> £10 million	Implementation	8,000 tonnes/yr of carbon	Tonnes CO ₂ Eq reduction NO ₂ reduction	City centre heat distribution pipes have been laid and energy centre is under construction. The network is due to start supplying low-carbon heat to organisations in 2026. It will be largest air source heat district heating scheme in the UK.	The DHN will be powered mainly by air source heat pumps and will remove emissions from older gas and biomass plant around the city centre. There will be a top up gas supply to meet peak demands. The council have supported development of the project but delivery is via a 3rd party supplier
31	West Yorkshire PIIP project	Public information	Via other mechanisms	2023	2025	WYCA, CBMDC, Kirklees Council, Wakefield Council, Leeds City Council, Calderdale Council	Defra AQ Grant	funded	£100k to £500k	Implementation	Scheme aimed at highlighting pollutant levels and encouraging behavioural change	not quantified	Procurement of new low-cost analyser network completed and data dashboard launched.	Analysers are now in situ and the dashboard has now been launched.
32	WY EV charging network - LEVI	Promoting low emission transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	2023	TBD	WYCA / CBMDC, Kirklees Council, Wakefield Council, Leeds City Council, Calderdale Council	LEVI funding	funded	> £10 million	planning	The WY LEVI project will enhance the number of publicly accessible charge points across the region specifically targeting 'close to home' charging for residents without access to off street parking	Scheme will make electric zero emission vehicles a more viable option for a greater number of WY residents	CBMDC is actively participating in the WYCA led LEVI project. This project operates with three distinct phases which are procured separately at a regional level. The project will see thousands of EV charging facilities installed across the Bradford District over the next few years.	Finding suitable locations and grid capacity may be barriers to implementation in some areas.
33	Electric HGV trial	Promoting Low Emission Transport	Company Vehicle Procurement - Prioritising uptake of low emission vehicles	2023	2024	CBMDC and local partners (Joseph Parr, Bradford)	CAZ revenue funded	Funded	£10k - £50k	Implementation	Emission savings from the trial will be minimal but if the technology can be demonstrated to work it could result in further grants for electric HGVs and potentially 1000 tonnes of emission savings across the Bradford district and beyond.	Number of zero emission miles completed during 1 year trial	Availability of funding was advertised in 2023. A local company (Joseph Parr, Bradford) has been recruited and an electric flatbed HGV with crane lift procured for building supplies delivery is now operational. Still ongoing. The use of the EV truck saved 16.5 tons of CO2 and saved 8p per km,	Level of interest from local companies to take part.

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													yielding a saving of £1,800 in fuel costs.	
34	salary sacrifice scheme for staff EV purchases	Promoting Low Emission Transport	Other	2024	Ongoing availability	CBMDC / car lease company	Salary sacrifice scheme with tax advantages for staff -not directly funded	Not funded	No direct cost to CBMDC	Planning	Will depend on level of uptake from CBMDC staff	Number of electric vehicles leased by CBMDC staff	Scheme administration being set up and approved prior to launch.	Requires significant additional administration costs to set up.
35	Anaerobic digestion and methane production feasibility study	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	2024	TBD	CBMDC	Funding received from government to facilitate new statutory food waste collection duties from 2026 onwards. Funding for the plant is to be provided from CAZ revenue.	Not funded	> £10 million	Planning	Potentially large reductions in greenhouse gas emissions from prevention of decomposition of food waste in landfill and large reductions in NOx and PM emissions from diesel waste collection fleet.	Not yet determined	The business case and feasibility study for the project was completed by WRM in 2025. The project has now progressed to the preliminary market engagement stage, where a free-market engagement exercise is being undertaken. The report on this stage is expected to be submitted in 2026.	The PME exercise report will provide with the interest of the suppliers Planning permission for digester location will need to be sought before GGSS deadline
36	E-Bike Share Scheme	Promoting Low Emission Transport	Public Vehicle Procurement - Prioritising uptake of low emission vehicles	2024	2028	CBMDC, Beryl, University of Bradford, Bradford Collage, West Yorkshire Police and delivery partners (to be procured)	CAZ revenue funded	funded	£800k	Implementation Period.	Will enable alternative forms of zero emission transport to be used in newly pedestrianised city centre to transport goods and people with scope to expand to other urban centres in the district via existing off road cycling infrastructure	Not yet determined	The Scheme went live in March 2026.	The launch of the scheme has been successful with 684 journeys completed, and riders travelling a combined total of 1,823 kilometres across the district within the first week of launch
37	Additional EV buses	Promoting Low Emission Transport	Public vehicle Procurement – Prioritising uptake of low emission vehicles	2025	2028	WYCA, CBMDC, Local bus operators	DfT funded	funded	£8million	Planning	Funding will be used to provide EV charging infrastructure at the Bowling Back Lane depot and to support further EV buses in Bradford	Not yet determined	Project still in planning stage. Electric buses planned to operate from the depot from 2028 onwards.	Buses will form part of the wider Weaver Network for West Yorkshire
38	West Yorkshire Weaver Network	Promoting Low Emission Transport	Public vehicle Procurement – Prioritising uptake of low emission vehicles	2025	ongoging	WYCA, WY Local Authorities, local transport providers	WYCA / national funding streams / local investment	Partially funded	>100 million	Implementation	Electric buses and mass transit tram scheme will deliver 100% reduction in vehicle tailpipe emissions from public transport they replace	Not yet published	Weaver branding has started to be rolled out from early 2026. Significant improvements have already been undertaken at regional bus stations. Website ad mobile app is under development Infrastructure improvements are ongoing across the region Bus franchising implementation has begun	The Weaver Network is West Yorkshire's new integrated transport system that brings together buses, trains, walking, wheeling, cycling and future mass transit services. It aims to achieve better co-ordination of timetables, unified ticketing, improved passenger information, and the transition to publicly controlled bus services. By 2028. Weaver Network information

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													Delivery of tram based mass transit system between Leeds and Bradford expected to commence in 2028	

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 Strategy³, 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.

In Bradford, emissions of man-made fine particles PM_{2.5} are estimated to cause 5.2⁴% of total mortality. Road transport emissions are a significant source of fine particulate, but locally elevated concentrations can also arise from biomass combustion, heating, industry, agriculture and wind-blown dust. The World Health Organisation (WHO) classifies diesel exhaust emissions as carcinogenic.

Born in Bradford (BiB) is one of the largest and most important medical research studies currently being undertaken in the UK. It is tracking the lives of 13,500 Bradford born babies (and their families) to ascertain more about the causes of childhood illness. Their work has identified important linkages between air pollution exposure including PM_{2.5} related impacts. Office for Health Improvement and Disparities (OHID) data shows that rates of asthma admissions for 0 to 9 year olds in Bradford is 279.1 per 100,000 compared to the England figure of 172.7. BiB have identified that up to 38% of the total annual childhood asthma cases may be attributable to air pollution⁵. The council continues to collaborate closely with BiB, the aim being to develop evidence-based policy making for air quality improvement.

City of Bradford MDC is taking the following measures to address PM_{2.5}:

- **Long term PM_{2.5} monitoring** - City of Bradford MDC Public Health Department has funded PM_{2.5} monitoring at real time air pollution stations since 2013. PM_{2.5} analysers are currently located at Tong Street, Keighley and Shipley Airedale Road. The data from these sites is used to inform major research programmes (such as the Born in

³ Defra. Air Quality Strategy – Framework for Local Authority Delivery, August 2023

⁴ Fingertips Public Health data (2023) – Office for Health Improvement and Disparities

⁵ [Born in Bradford:10 Key findings for Policy and Practice 2019 report](#)

Bradford (BiB) programme) and is made available to the public via the Air Quality net website available here: [Link to Air Quality Net Data Management website](#). At the end of 2024 the operators of the national AURN network placed a new real time PM_{2.5} analyser at City of Bradford MDC's air quality station on Shipley Airedale Road. Data from this analyser can be viewed on the UK Air website [Link to UK Air data selector](#).

- **Low cost CBMDC monitoring network** – in June 2023 a network of 12 'low cost' Zephyr air pollution sensors was established within the Bradford district to investigate pollutant concentrations in residential areas and close to schools. Data from these sites is being used to investigate the impact of domestic solid fuel burning in residential areas and to help assess the impact of school street interventions. The network was established using funding from Defra's Air Quality Grant scheme. Results obtained from the 2025 monitoring period are discussed further in section 3.2.2.
- **Development of West Yorkshire Particle Information and Improvement Project (PIIP)** - an additional 6 Zephyrs were added to the Bradford network during 2024/2025 as part of the establishment of a regional 'low-cost' analyser network within the wider West Yorkshire region. These additional units were funded from a Defra air quality grant obtained jointly by WYCA and the WY district authorities. A WY regional air quality dashboard has been developed to host the air quality data that is collected from the new WY low-cost sensor network. [Air quality dashboard](#)
- **Bradford CAZ** - has removed many older diesel vehicles from Bradford's roads which were a significant former source of exhaust PM_{2.5} emissions. These have been replaced with either cleaner Euro 6 diesel vehicles, Euro 4-6 petrol vehicles or hybrid and zero emission electric vehicles. Whilst the CAZ vehicle emission upgrades have removed significant amounts of exhaust related PM_{2.5} emissions a significant amount of PM_{2.5} emissions relating to brake and tyre wear remain. It is therefore important that the council tackles other sources of PM_{2.5} emissions in the district and continues work to facilitate the use of other modes of zero emission transport.
- **Electric HGV trial evaluation** - during 2025 the council continued to support a local business to trial a fully electric HGV. A revenue grant of up to £25K has been provided to support a one-year trial project. Throughout the trial the use of the EV truck saved 16.5 tons of CO₂ and saved 8p per km, yielding a saving of £1,800 in fuel costs.
- **Clean Air taxi programme** – Due to the success of the CAZ clean air taxi programme, the scheme is currently closed to new applications. Most of the taxi fleet has already been upgraded to CAZ standards (Euro 6 diesel or Euro 4 petrol hybrid) but further transition towards fully electric taxis will offer further air quality

improvement. The number of fully electric, zero emission licensed vehicles has increased from 195 to 648.

- **Hydrogen production and refuelling centre** – as detailed earlier in this document planning permission has been granted for the development of a hydrolysis plant and hydrogen refuelling facility at the former Birkshall Holder station on Peace Street. This will facilitate the transition of heavy diesel vehicles (HGVs and buses) towards the use of hydrogen fuel cells within significant potential to reduce emissions of diesel based PM_{2.5}. The first hydrogen production at this site is on track for 2027.
- **District heat energy centre** – During 2025 work commenced on the development of a privately operated air source heat-based energy centre at Thornton Road that will power the city centre District Heat Network (DHN). This scheme will replace older gas and biomass plant in Bradford city centre. Gas boilers are not a significant source of PM_{2.5} emissions but some of the older biomass plant in the city will have considerable emissions of PM_{2.5} that could be eliminated via the district heat scheme.
- **Anti-idling campaign** – As detailed in the previous section, regular anti-idling interventions are being undertaken by warden teams. As many private cars emit diesel particulate this measure will help address PM_{2.5} emissions near schools as well as reducing NO_x emissions.
- **West Yorkshire LEVI project** – the LEVI projects will enhance the number of publicly accessible charge points across the region specifically targeting ‘close to home’ charging for residents without access to off street parking. This will offer more opportunity for residents to transition to zero emission vehicles if they are able. As many private vehicles currently run on diesel the LEVI project provides an opportunity to further reduce PM_{2.5} emissions as well as NO_x emissions.
- **Bradford Particulate Reduction Strategy (PRS)** - over the past few years City of Bradford MDC has been working closely with BiB, the University of York, the University of Sheffield and the West Yorkshire Combined Authority (WYCA) to progress implementation of a Particle Reduction Strategy (PRS). Activities so far include:
 - **Indoor air quality measurements (including PM_{2.5}) undertaken in 300 homes around Bradford by the University of York.** This forms part of the wider INGENIOUS research programme designed to investigate the causes of indoor air pollution in homes and develop intervention programmes. The results of this

work are now being used to develop targeted interventions and advice for householders to reduce exposure to pollutants in the home.

[Link to INGENIOUS project on University of York website](#)

- **Domestic solid fuel burning research questionnaire by Sheffield University** - this research investigated the reasons why some residents opt to use solid fuel heating appliances and what steps they currently take to minimise emissions from these appliances inside and outside their home. It was identified from the research that many users of solid fuel appliances are currently unaware of the potential impacts on their health and often do not fully understand or follow smoke control area rules. This led to the development of solid fuel wood burning campaigns.
- **Solid fuel / wood burning campaigns** - the main pollutant of concern from domestic solid fuel burning activities is PM_{2.5}. A solid fuel /wood burning campaign was developed in 2023/2024 and a follow up campaign was run in Autumn/Winter of 2024/2025. The campaign sought to highlight the health impacts of solid fuel appliances and to educate users on the location of SCAs and requirements within these areas.
- **Continual update of air quality information on Bradford Council website** – during 2025 City of Bradford MDC staff continue to make updates to the Bradford Council website including information on:
 - Sources of PM_{2.5}
 - Health impacts of PM_{2.5}
 - Information on PM_{2.5} air quality monitoring in Bradford
 - Information and advice on how to reduce exposure to PM_{2.5}
 - Locations of smoke control areas
 - Smoke control area rules.
 - Advice on how to burn more cleanly.
 - Advice on purchase and labelling of Eco-stoves
- **Review of planning applications for biomass boilers and other processes likely to give rise to significant PM_{2.5} emissions** – air quality staff at City of Bradford MDC are routinely consulted on any planning applications for combustion processes and any other activities such as quarrying which could give rise to significant PM_{2.5} emissions. Staff check the validity of air quality impact reports submitted with these applications (or request them if not provided). In

some cases, it is recommended that applications are refused where it is considered they will have a detrimental impact on the health of the surrounding population. In other cases, additional emission mitigation is requested.

- **Non-Road Mobile Machinery (NRMM) project** - As most Non-Road Mobile Machinery (used mainly in construction and agriculture) is diesel operated it can be a significant source of PM_{2.5}. The council is actively encouraging developers within the CAZ to meet London NRMM standards by setting this as a requirement for Construction Emission Management Plans submitted in support of planning applications.
- **Air Quality Workshop** – During 2025 the Sustainability Department developed mobile display materials and attended community workshops to provide information and advice on air quality issues. The first workshops were delivered in March 2025. During these community workshops council officers interacted with the public to provide information on how air quality issues (particularly domestic burning) impact their health. Members of the public were advised on the presence of Smoke Control Areas (SCAs), types of solid fuels and stoves to be used in them, how to identify the 'Ready to Burn' logo and how to store wood and maintain stoves correctly. The sessions were also used to gain feedback on the wood burning campaign materials.

In addition to the projects outlined above other existing measures in the local actions table (Table 2.2) are expected to deliver further reductions in PM_{2.5} emissions:

- Continued implementation of the Bradford and West Yorkshire Low Emission Strategies (measure 5 and 12) which aim to minimise emissions of all pollutants (including PM_{2.5}) from a wide range of local authority activities. The updated version of the WYLES (currently in development) will place a greater emphasis on reducing PM_{2.5} emissions than the current plan.
- Continued implementation of the Bradford and West Yorkshire Low Emission Planning Guidance (measure 6) which seeks to mitigate emissions of all pollutants (including PM_{2.5}) from developments in the West Yorkshire region. Specifically, the guidance encourages the use of electric vehicles and requires the undertaking of Construction Dust risk assessments and development of dust management plans to reduce PM emissions during construction and demolition.

- Continued implementation of low emission procurement policies (measure 13) which will further reduce PM_{2.5} emissions from vehicles operated by City of Bradford MDC.
- Continued implementation of the TCF schemes in central Bradford to improve public realm, encourage cycling and walking and reduce emissions in the city centre and other urban centres within the district.
- Continued improvement to rail facilities throughout the district to reduce road-based trips (reducing both exhaust and road based PM_{2.5} emissions).

Smoke Control Areas

Large areas of Bradford are designated as Smoke Control Areas (SCAs). Within these areas it is an offence to emit visible smoke from a chimney. Fixed Penalty Notices (FPNs) can be issued for emission of smoke in SCAs. Smoke control areas in Bradford are enforced by the Environmental Health Department.

Domestic smoke emissions from chimneys in any location can under some circumstances constitute a statutory nuisance. Investigation of statutory nuisance complaints is also undertaken by the Environmental Health Department.

Maps showing the extent of SCAs in Bradford can be found here:

[Link to Smoke Control area information on CBMDC website](#)

More information on smoke control rules can be found here:

[Link to smoke control rules on UK Government website](#)

More information on nuisance provisions in relation to domestic emissions can be found here:

[Link to UK Government advice page on smoke and statutory nuisances](#)

During 2025 there were 27 complaints about domestic smoke emissions received by the Environmental Health Department resulting in 19 visits and 9 warning letters being sent.

The Sustainability team support the work of the Environmental Health department by undertaking campaigns to raise awareness about the health impacts of solid fuel burning and providing advice on how to use and store wood correctly. Example materials from the recent solid fuel burning campaign work are available in Executive Summary of this report.

Bonfires

Bonfires can be another significant source of PM_{2.5} emissions. City of Bradford MDC provides advice on bonfires via this website

[Link to nuisance bonfire advice on CBMDC website](#)

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

This section sets out the monitoring undertaken within 2025 by City of Bradford MDC 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.

When viewing these trends, it should be noted that the 2021 data was impacted on by the Covid 19 lockdowns, but the impact was not as considerable as in 2020 (reported in previous ASR reports). Concentrations of pollutants measured in these years are likely to be lower than they would have been had the lockdowns not taken place.

In September 2022 Bradford introduced a Clean Air Zone across a large part of the district. The impacts of this scheme are reflected in the trend data for some parts of the district from 2022 onwards.

3.1 Summary of Monitoring Undertaken

3.1.1 Automatic Monitoring Sites

City of Bradford MDC undertook automatic (continuous) monitoring at 7 sites during 2025. Table A.1 in Appendix A shows the details of the automatic monitoring sites. NB. Local authorities do not have to report annually on the following pollutants: 1,3 butadiene, benzene, carbon monoxide and lead, unless local circumstances indicate there is a problem. The UK air quality net page presents automatic monitoring results for monitoring undertaken by City of Bradford MDC. Results for the AURN (Automatic and Urban Rural Network) sites at Mayo Avenue and Shipley Airedale Road (PM₁₀ & PM_{2.5}) are available on the UK air website here: https://uk-air.defra.gov.uk/networks/site-info?site_id=BRAD

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

3.1.2 Non-Automatic Monitoring Sites

City of Bradford MDC undertook non- automatic (i.e. passive) monitoring of NO₂ at 177 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 or can be viewed here: [Interactive Monitoring Results Map](#) . Further details on Quality Assurance/Quality Control (QA/QC) for the diffusion tubes, including bias adjustments and any other adjustments applied

3.2 Individual Pollutants

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

3.2.1 Nitrogen Dioxide (NO₂)

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

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

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

Compliance with hourly NO₂ objective

During 2025 there were no exceedances of the hourly objective for nitrogen dioxide at any automatic monitoring sites in the Bradford District. There have been no recorded exceedances of the hourly objective at any of the Bradford automatic sites in the last 5

years. The last recorded exceedances of the hourly nitrogen dioxide objective in Bradford occurred in the Thornton Road (CM5) and Mayo Avenue (CM4) AQMAs during 2014.

Annual mean nitrogen dioxide concentrations of $>60 \mu\text{g}/\text{m}^3$ measured at a passive diffusion tube monitoring site can be indicative of exceedances of the hourly objective. The highest annual mean concentration recorded at a diffusion tube monitoring site in Bradford during 2025 was $44.4 \mu\text{g}/\text{m}^3$ at site DT12 on Shipley Airedale Road. This site is in the Shipley Airedale Road AQMA very close to the continuous analyser (CM6). As the highest recorded diffusion tube measurement in 2025 was below $60 \mu\text{g}/\text{m}^3$ (adjacent to a continuous analyser which also showed no breaches of the hourly objective) it is unlikely that the hourly nitrogen dioxide objective was exceeded at any monitored location in the Bradford district during 2025.

Compliance with annual average NO₂ objective

As presented in Table A.3 (Appendix A) there were no exceedances of the annual mean nitrogen dioxide objective at any of Bradford's automatic monitoring sites during 2025.

There were two locations where passive diffusion tube monitoring returned an annual average concentration of greater than $40 \mu\text{g}/\text{m}^3$ as detailed in Table A.4 (Appendix A).

These were:

- DT12 ($44.4 \mu\text{g}/\text{m}^3$): Treadwell Mills, Shipley Airedale Road (non-relevant location within AQMA 4)
- DT72 ($42.9 \mu\text{g}/\text{m}^3$): Queen's Road, Manningham (relevant location within AQMA 2)

Sites DT72 and DT12 are both within the CAZ and have a long history of exceedance. After distance correcting to the nearest relevant receptor point tube DT12 (in AQMA 4) still exceeded the annual average nitrogen dioxide objective returning a value of $43.4 \mu\text{g}/\text{m}^3$. A distance correction was not undertaken for site DT72 as this site is located close to a junction but in line with a relevant receptor point further along the road.

The $43.4 \mu\text{g}/\text{m}^3$ annual average nitrogen dioxide concentration recorded at site DT12 during 2025 is a considerable fall from the value of $48.0 \mu\text{g}/\text{m}^3$ recorded in 2024, continuing the steady downward trend in nitrogen dioxide concentration at this location. The long term trend at site DT72 is less clear. This site showed an improvement in 2022 and 2023 but a slight increase again in 2024. In 2025, the site returned its lowest value since monitoring began which may be an indication that air quality is now starting to improve in this area. The site showed improvement with a significant reduction in

comparison with 2024. Continued monitoring is needed to determine the long term air quality trend at this location.

Sites DT12 and DT72 both failed the state 1 assessment⁶ of the Bradford CAZ carried out by JAQU during 2023 which covered the period January 2023 to June 2023 and were subject to detailed source apportionment studies. Options to achieve further air quality improvement in these AQMAs were discussed and evaluated with JAQU resulting in an announcement of a further £8million Government grant for electric buses for Bradford being announced during 2025.⁷

As detailed in section 2.1 City of Bradford MDC is currently proposing to retain all current AQMAs until the JAQU CAZ state assessment is passed at all monitoring sites within the Bradford CAZ.

Recent compliance with annual average NO2 objective

Two locations where passive diffusion tube monitoring previously returned an annual average concentration of greater than 40µg/m³ prior to 2025 have now returned annual average concentrations below 40µg/m³. These locations are;

- DT105 Manchester Road
- DT191 Low Mill, Keighley

Site DT105 also previously failed the JAQU state 1 assessment. but in 2025 returned its lowest annual average concentration since monitoring began (35.5 µg/m³). During 2025 DT105 was compliant with both the UK air quality limit value and the national local air quality objective.

⁶ The process of state assessment is undertaken by the Government's Joint Air Quality Unit and assesses progress against meeting national air quality standards. Unlike the LAQM process undertaken by local authorities to establish AQMAs the state assessment has no regard for the presence of relevant receptor points. A roadside location will fail the state assessment if there is public access to a location even if members of the public spend very little time there. This is different to an AQMA which is only declared if members of the public regularly spend periods of time at a location that are comparable with the averaging time of the air quality objectives. The Bradford CAZ must remain in place until the state assessment is met and predicted to remain met with or without the CAZ in place. The first state 1 assessment of the Bradford CAZ considered data for the period January 2023 to June 2023 only.

⁷ [£8 million grant to bring zero emission buses to Bradford | Bradford Telegraph and Argus](#)

Site DT191 is a kerbside site adjacent to the A6035 in Keighley where a planning proposal for an apartment block on the opposite side of the road was approved in July 2022 (21/00583/MAF). The tube is being used to assess air quality in the locality before and after the development takes place. Since monitoring commenced in 2021 concentrations at DT191 have fluctuated however, in 2025 the location returned an average annual concentration below the NO₂ objective for the first time since monitoring at this location commenced. At the opposite side of the road (where the relevant development has been approved) concentrations are well below the objective concentration (26µg/m³ recorded in 2024 and 23.8µg/m³ in 2025).

No AQMA is proposed at site DT191 as it is not a relevant location and there is currently no other relevant location within the vicinity of the site considered to be at risk of exceeding air quality objectives.

Update on areas of previous air quality concern

At the following locations elevated concentrations of nitrogen dioxide have been measured in the past and have previously been considered at risk of exceeding national air quality objectives.

- Harrogate Road / Killinghall junction
- Saltaire crossroads
- Rooley Lane / Tong Street
- Canal Road

Figure A.7 (Appendix A) shows annual mean nitrogen dioxide concentrations at monitoring locations around the Harrogate Road / Killinghall Road junction for the period 2021 to 2025. The locations of the monitoring sites in this area are shown on Figure D.10. The last recorded exceedance of the annual average objective in this area was recorded in 2018 at site DT42. Since 2018 concentrations in this area have significantly reduced at all sites and are now well within the annual average objective. In 2025 concentrations in this area were consistently lower at all sites than those recorded in 2024.

Figure A.8 (Appendix A) shows annual mean nitrogen dioxide concentrations at monitoring locations around Saltaire crossroads for the period 2021 to 2025. The locations of the monitoring sites in this area are shown on Figure D.11. During 2025 all monitoring sites in this area continued to meet the annual average nitrogen dioxide air quality objective. The majority of sites showed further improvement in 2025 compared to 2024 with with an

average improvement across the area of $1.27\mu\text{g}/\text{m}^3$. Monitoring around Saltaire crossroads will continue during 2026 and a further update on pollutant concentrations in this area provided in the 2027 ASR report.

Figure A.9 (Appendix A) shows annual mean nitrogen dioxide concentrations at monitoring locations around Rooley Lane and Tong Street for the period 2021 to 2025. The location of the monitoring sites in this area are shown on Figure D.13. The last recorded exceedance of the annual average objective in this area was in 2018 at site DT64 (Tong Street). Since 2021 all sites in this area have consistently been within the nitrogen dioxide annual average objective level. All sites in this area showed a decrease in annual NO_2 concentrations during 2025 compared to 2024. The largest improvement arose at the DT89 (Tong Street) with a decrease of $1.8\mu\text{g}/\text{m}^3$. Since 2021 air quality across this area has continued to improve.

Figure A.10 presents NO_2 annual mean concentrations around the Canal Road area between 2021 to 2025. The location of the monitoring sites in this area are shown on Figure D.12. There were no exceedances of the annual average nitrogen dioxide objective in this area in 2025. There has been ongoing improvement in air quality in this area since 2021 with all of the 2025 values being lower than those recorded in 2024. The highest decrease in concentration in this area was $1.9\mu\text{g}/\text{m}^3$ at location DT111.

Update on other areas

In addition to the AQMAs and other areas of previous concern, City of Bradford MDC also undertakes air pollution monitoring around the city centre and at other locations which are considered likely to be impacted on by planning proposals or major highways works.

Greengates crossroads

Figure A.11 (Appendix A) presents annual mean nitrogen dioxide concentrations around Greengates crossroads. The location of Greengates crossroads is shown in Figure D.3. Monitoring was undertaken in this area between 2016 and 2021 to measure baseline concentrations prior to a major junction improvement scheme. A full air quality impact assessment for the scheme was undertaken by consultants to accompany the planning application for the scheme and is available to view here: [Link to Greengates crossroads planning application on City of Bradford MDC website](#)

The pre-2019 baseline monitoring in this area identified exceedances of the annual average nitrogen dioxide objective but since the introduction of the scheme air quality has generally improved. Monitoring was re-established in 2022 following completion of the

junction improvement scheme. Since 2022 all locations in this area have consistently shown concentrations well below the annual average NO₂ objective. During 2025 the majority of sites recorded a slight decrease in annual average NO₂ concentrations compared to 2024. The rate of improvement in this area appears to be slowing down now that the junction improvements are well established and traffic has adjusted to the changes. Monitoring in this area will be continued throughout 2026. A further update will be provided in the 2027 ASR.

City centre

Figure A.12 presents NO₂ annual mean concentrations at monitoring locations around the city centre between 2021 and 2026. The location of these monitoring sites are shown in Figure D.14.

During 2025 there continued to be major improvements in air quality at most long term monitoring sites across the city centre. This was due to the completion of works to pedestrianise a large proportion of the city centre which were ongoing throughout 2023, 2024 and 2025. The greatest improvements continued to be seen on Market Street which is now completely closed to all traffic.

Monitoring was first established on Market Street during 2021 at the request of local residents concerned about emissions from buses and taxis outside their homes. During the first year of monitoring the annual average nitrogen dioxide air quality objective was exceeded at site DT167 (a roadside location outside the residential building). In 2025 levels at the site reduced by over 28µg/m³ compared to 2021, bringing it down to 16.5µg/m³ from an initial level of 45.3 µg/m³. 11.1µg/m³ of this reduction took place between 2025 and 2024.

There have also been considerable improvements in air quality on Sunbridge Road where access to through traffic has been removed. Here improvements of over 12µg/m³ have been recorded since the improvement works were undertaken.

During 2019 Godwin Street was identified as being at high risk of exceeding the annual mean objective for nitrogen dioxide during development of the CAZ business case. Four triplicate monitoring sites (DT161, DT162, DT163 and DT164) were therefore established on Godwin Street in 2020. An exceedance of the annual average nitrogen dioxide objective was recorded at site DT161 on Godwin Street during 2022.

During autumn 2023 works took place on Godwin Street to reduce it from three lanes to two and the right turn into Sunbridge Road was removed. Details of the scheme are

available here [Information on Godwin Street changes on CBMDC website](#). Since completion of these works Godwin Street has shown considerable improvements in air quality during both 2023 and 2024. In 2025 all monitoring sites on Godwin Street remained well below the annual average objective level.

Due to the amount of change that has taken place to the city centre road network during 2023, 2024 and 2025 trend data from the city centre monitoring sites in recent years needs to be treated with caution. Monitoring will be continued where possible to evaluate the impact of these changes and to identify any other areas that have experienced significant changes in traffic levels / types as a result of the works. Additional monitoring has already been established in some areas where buses have been relocated to.

Figure A.13 (Appendix A) presents annual mean nitrogen dioxide concentrations around the Parry Lane area of the district for the period 2021 to 2025. Baseline monitoring in this area was initially commenced in 2016 in response to plans for a large diesel operated Short Term Operating Reserve (STOR) in the area. The location of Parry Lane is shown in Figure D.3. There have been no exceedances of the annual average objective at these locations since monitoring began and levels have remained fairly stable over the 2021 to 2025 period, with further reductions taking place between 2024 and 2025. The greatest reduction was $2.5\mu\text{g}/\text{m}^3$ at DT160. To date the STOR has not been developed but other changes are taking place in this area including the introduction of a new business park / fast food restaurant. The area includes the proposed site of the recently approved hydrogen testbed which will include a hydrogen production and refuelling facility.

Figure A.14 (Appendix A) presents annual mean nitrogen dioxide concentrations at other planning baseline sites around the district for the period 2021 to 2025. These sites have been established to monitor baseline conditions prior to implementation of new developments. The location of these sites are available in the GIS tool.

Site DT139 is close to a secondary school on Thornton Road as shown on Figure D.4. The site was fully developed during 2020/2021 with the school opening in November 2021. The baseline monitoring was established in 2016 when the council became aware of proposals for a new school on this site which is adjacent to a busy main road. The monitoring helped to inform the exposure assessment undertaken for the site and influenced the final layout of the site which was redesigned to reduce the children's exposure to air pollution based on advice from the air quality and public health teams.

Further information about the air quality assessment in relation to this school can be found here: [Link to Eden School planning application on City of Bradford MDC website](#). The

2025 concentration measured at this site was $27.9\mu\text{g}/\text{m}^3$. This is higher than the levels recorded before the development of the school site but is lower than the value recorded in 2024 and remains well within the annual average objective level.

Site DT78 was located on Aireworth Road and provided base line monitoring close to a site which has planning permission for the development of an Energy from Waste (EfW) facility. There has been limited development on the site to date. Concentrations measured at this location were consistently well below the $40\mu\text{g}/\text{m}^3$ objective level and remained fairly stable after the Covid-19 outbreak in 2020. Due to the stability of concentrations at this site and all levels being well below the annual average objective, CBMDC ceased monitoring at this location at the start of 2025. The last annual average concentration measured at this site was $16.8\mu\text{g}/\text{m}^3$ in 2024. Monitoring will be recommenced in the future if there is indication that the EfW application is being progressed to the point of reaching full operational status.

During 2025 a large amount of other monitoring was collected from around the district to assist with the longer term evaluation of the CAZ. These results have been included in this report for completeness but have not been subject to a detailed analysis for the purpose of this report as the CAZ evaluation is a separate process to annual LAQM reporting and has to be undertaken against air quality limit values not air quality objectives.

City of Bradford MDC has continued its monitoring activities into 2026 but with a reduction in the number of diffusion tube sites in locations where levels over the last 5 years have been consistently below $30\mu\text{g}/\text{m}^3$ and a reduction in the number of sites measured with triplicate tubes. Some additional tubes have been added to the monitoring network, especially around the city centre where there have been recent changes to traffic routes and location of bus stops as a result of the recent pedestrianisation works.

3.2.2 Particulate Matter (PM₁₀)

Table A.6 in Appendix A: Monitoring Results compares the ratified and adjusted monitored PM₁₀ annual mean concentrations for the past five years with the air quality objective of $40\mu\text{g}/\text{m}^3$.

Table A.7 in Appendix A compares the ratified continuous monitored PM₁₀ daily mean concentrations for the past five years with the air quality objective of $50\mu\text{g}/\text{m}^3$, not to be exceeded more than 35 times per year.

There have been no exceedances of the annual mean or 24 hour PM₁₀ objectives in Bradford since 2016.

There is no clear trend shown in the PM₁₀ monitoring results during the 2021-2025 period. In 2025 there was an overall increase in PM₁₀ concentrations across all sites in comparison with concentrations in previous years, with no differentiation between roadside or urban background sites. As both roadside and background sites showed increases this suggests that the levels of PM₁₀ measured in Bradford during 2025 were strongly influenced by factors other than traffic pollution.

During 2025, all PM₁₀ monitoring locations across the district showed a number of daily exceedances of 50µg/m³. The number of exceedances at CM2 (Keighley) and CM8 (Tong Street) was 3. At CM6 (Shipley Airedale Road) the number of exceedances was significantly higher than in previous years at 12.

Overall, the majority of these exceedances can be attributed to weather related pollution episodes (PM₁₀ imported from outside the Bradford District) and localised bonfire night activities. However, at CM6 between the 1st – 3rd December 2025, emergency electrical repair work was carried out on the footpath that abuts the monitoring station. This work included cutting sandstone paving slabs resulting in high concentration of particulate matter being recorded. Evidence of this work can be seen in Figure 10.

Although all PM₁₀ monitoring locations across the district showed an increase in exceedances in comparison with 2024, none of the locations exceeded the current PM₁₀ annual objectives.

Table 3.1 Contributing factors to daily exceedances of PM₁₀

	6th – 10th March Regional pollution episode	19th – 21st March Regional pollution episode	25th October - 8th November Halloween / bonfire night localised activity	1st December - 3rd December (Groundworks adjacent to CM6)
CM2 - Keighley	0 exceedances	2 exceedances	0 exceedances	0 exceedances
CM6 – Shipley Airedale Road	3 exceedances	3 exceedances	2 exceedances	3 exceedances
CM8 – Tong St	0 exceedances	2 exceedances	1 exceedance	0 exceedances

**Figure 10: Emergency Repair Works
Adjacent to Shipley Airedale Road Air
Quality Station**

All real-time PM₁₀ data collected at Tong St (CM8) and Keighley (CM2) has been verified and ratified by Air Quality Data Management Services (www.aqdm.co.uk) on behalf of City of Bradford MDC. The particulate analyser at Shipley Airedale Road (CM6) is affiliated to the AURN, data from this site is available from [Automatic Urban and Rural Network \(AURN\) - DEFRA UK Air - GOV.UK](#).

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.

Figure A.17 in Appendix A shows the trends in annual mean PM_{2.5} concentrations.

The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023 require that in England by the end of 2040:

- An annual average of 10 µg/m³ for PM_{2.5} is not exceeded at relevant monitoring stations.
- Population exposure to PM_{2.5} is at least 35% less by the end of 31st December 2040 compared with the average population exposure in the baseline three-year period from 1st January 2016 to 31st December 2018.

PM_{2.5} concentrations measured at Bradford's three real time monitoring sites have remained below 10 µg/m³ over the last 5 years. There is no clear improvement trend at any location. Further national and local interventions may be needed to achieve the long-term population exposure target in Bradford.

The Shipley Airedale Road (CM6) site has recently become an affiliated AURN site for PM_{2.5} and an additional AURN PM_{2.5} monitoring site is expected to be established at a suburban background site in Bradford in 2026. Results from these sites will be included in future ASR reports.

All real-time PM_{2.5} data collected at Tong St (CM8) and Keighley (CM2) has been verified and ratified by Air Quality Data Management Services (www.aqdm.co.uk) on behalf of City of Bradford MDC. The particulate analyser at Shipley Airedale Road (CM6) is affiliated to the AURN, data from this site is available from: [Site Information for Bradford Shipley Airedale Road\(UKA01090\) - DEFRA UK Air - GOV.UK](#)

Low-cost Analyser Network (PM₁₀ & PM_{2.5})

In October 2021 City of Bradford MDC successfully applied for an Air Quality Grant to develop a Particulate Reduction Strategy. As part of this programme 12 additional low cost analysers (Zephyrs) were procured and deployed around the district from June 2023 onwards. The analysers have been placed mainly in housing areas with some being targeted specifically at areas where significant levels of domestic smoke emissions are known to be occurring. The units have MCERTS certification for PM₁₀ & PM_{2.5} measurements. All the analysers were co-located prior to being placed in the field and one unit from the batch is co-located with the more accurate real time analyser at the Keighley air pollution station. Results from the Zephyr units are adjusted by the manufacture using algorithms on an ongoing basis to help maintain precision and a local drift correction is applied to the annual results by directly comparing the Zephyr readings with those from the real time analyser.

A further 6 Zephyr PM₁₀ sensors were deployed in the Bradford District during the latter part of 2024 as part of a new West Yorkshire regional network of 36 Zephyr sensors. Results from these sensors are available on the West Yorkshire Particle Information dashboard [Air quality dashboard](#). One of the Zephyrs from this batch is also co-located at the Keighley real time monitoring site and the results in this report have been scaled against this data.

The Zephyr data is indicative monitoring that has not been annualised. It is not suitable for direct comparison with air quality objectives and is provided in this report for information only.

Figure D.16 in Appendix D shows the current location of the low-cost sensor network. Results for 2025 are given in Tables C.9 - C.11.

Zephyr PM₁₀ Data

In 2025 the average PM₁₀ concentrations recorded at the low-cost sensor sites varied between 8.2µg/m³ at Ilkley and 17.1µg/m³ at Apperley Bridge. The site at Apperley Bridge is located close to a canal marina and is likely to be influenced by solid fuel burning activities on canal boats.

The Zephyr sensors located at the Keighley air pollution station returned a value of 11.7 µg/m³ and 12.3 µg/m³ during 2025 compared with the value of 13.4µg/m³ measured at the co-located real time site PM₁₀ analyser (following application of monthly co-location scaling

factors). This indicates a slight under read on the co-located Zephyr sensors during this period. This is considered an acceptable level of variation for an indicative sensor network.

Zephyr PM_{2.5} Data

During 2025 average PM_{2.5} concentrations recorded by the low-cost sensor sites varied between 5.4µg/m³ in Ilkley and Silsden, to 11.5ug/m³ at Apperley Bridge marina. The site at Apperley Bridge is located close to a canal marina and is likely to be influenced by solid fuel burning activities on canal boats.

The Zephyr analysers located at Keighley air pollution station measured a value of 7.5µg/m³ and 8.0µg/m³ during 2025 compared with a value of 8.3µg/m³ at the co-located real time reference analyser (following application of monthly co-location scaling factors). This indicates a slight under read on the co-located Zephyr sensors during this period, this is considered an acceptable level of variation for an indicative sensor network.

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)
CM2	Keighley	Urban Centre	406058	441273	NO ₂ , PM ₁₀ , PM _{2.5}	No	N/A	Chemiluminescent, TEOM	N/A	5.0	2.7
CM3	Manningham Lane	Roadside	415582	434457	NO ₂	Yes	AQMA order 2, CAZ	Chemiluminescent	4.0	1.5	1.5
CM4	Manchester Road / Mayo Avenue	Roadside	415933	430569	NO ₂	Yes	AQMA order 1, CAZ	Chemiluminescent	2.0	2.0	1.5
CM5	Thornton Road	Roadside	415870	433054	NO ₂	Yes	AQMA order 3, CAZ	Chemiluminescent	0.0	2.0	1.5
CM6	Shipley Airedale Road	Roadside	416974	433245	NO ₂ , PM ₁₀ , PM _{2.5}	Yes	AQMA order 4, CAZ	Chemiluminescent, /FIDAS	2.0	2.0	2.7
CM7	Rook Lane	Roadside	417860	430705	NO ₂	No	CAZ	Chemiluminescent	1.0	1.5	1.5
CM8	Tong Street	Roadside	419188	430213	NO ₂ , PM ₁₀ , PM _{2.5}	No	CAZ	Chemiluminescent, TEOM	0.0	5.8	2.7

Notes:

(1) N/A if not applicable

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

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

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DT5	LP6, Harrogate Rd	Roadside	417982	434886	NO ₂	no	5.4	1.3	No	2.6
DT12A, DT12B, DT12C	Fence behind Treadwell Mills AQMS	Roadside	416970	433259	NO ₂	no	0.5	3.4	No	2.3
DT21	LP1, Outside 12 Prospect St	Urban Background	404719	440613	NO ₂	no	0.5	3.0	No	2.6
DT30	Bus Stop, Outside 29 Saltaire Rd, Across from Methodist Church	Roadside	413861	437772	NO ₂	CAZ	1.7	2.2	No	2.3
DT31	Traffic Light, Outside 80 Bradford Rd	Roadside	413527	437713	NO ₂	CAZ	9.6	1.6	No	2.2
DT39A, DT39B, DT39C	Post - Outside 'YD Legal Services'	Roadside	417927	434799	NO ₂	no	5.9	1.2	No	2.3
DT42A, DT42B, DT42C	Parking sign post, next to fish and chip shop	Roadside	417902	434751	NO ₂	no	1.5	1.4	No	2.2
DT49	LP2, Outside 9 Moorhead Ln	Roadside	413600	437653	NO ₂	CAZ	5.0	1.8	No	2.3
DT50	Small Post, Outside 203 Bradford Rd, on row of Shops	Roadside	413510	437732	NO ₂	CAZ	3.4	2.0	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)
DT64	LP211, 451 Tong Street, across from KFC	Roadside	419342	430114	NO ₂	no	0.4	2.9	No	2.5
DT68, DT69, DT70	Keighley AQ Station - Need keys! (Triplicate)	Urban Centre	406060	441274	NO ₂	no	4.5	8.0	Yes	3.4
DT71A, DT71B, DT71C	LP45, Near AQ Station	Roadside	415580	434461	NO ₂	Yes, AQMA 2, CAZ	8.3	2.6	No	2.6
DT72	LP2, Outside 8 Queens Rd	Roadside	415573	434521	NO ₂	Yes, AQMA 2, CAZ	0.0	3.1	No	2.5
DT73A, DT73B, DT73C	LP61, Canal Road (opp garden centre)	Kerbside	415438	435834	NO ₂	CAZ	22.0	0.5	No	2.4
DT76	LP12, Rook Ln/Law St at 52 Tong St	Kerbside	418268	430732	NO ₂	CAZ	5.5	0.6	No	2.5
DT79	LP in Centre of Centenary Square	Urban Centre	416282	432966	NO ₂	CAZ	19.0	70.0	No	2.5
DT86	LP2, Otley Rd, Near Crossroads	Roadside	417894	434753	NO ₂	no	0.4	2.5	No	2.5
DT88	LP 181, Outside 'Vapes and Phones' shop, 289 Tong Street	Roadside	418829	430399	NO ₂	no	0.6	2.4	No	2.3
DT89A, DT89B, DT89C	LP201, Carpark, 2 Broadstone Way	Roadside	419188	430213	NO ₂	no	4.6	3.9	No	2.4

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DT91A, DT91B, DT91C	LP on Corner of Dove Street / Saltaire Rd	Roadside	413697	437723	NO ₂	CAZ	0.1	2.4	No	2.5
DT92	LP125, outside 'Chilli Chicks', Harrogate Rd	Roadside	419006	437217	NO ₂	no	2.0	2.0	No	2.2
DT93	LP 130B, by Crossroads	Roadside	419003	437308	NO ₂	no	3.0	1.3	No	2.5
DT94	Outside Greengates Primary, Stockhill Rd	Roadside	419076	437345	NO ₂	no	13.6	1.1	No	2.5
DT101	LP39, Outside 235 Bingley Rd	Roadside	413418	437725	NO ₂	CAZ	8.0	1.1	No	2.3
DT103	LP15, to the left of AQMS	Roadside	415925	430572	NO ₂	Yes, AQMA 1, CAZ	4.8	3.4	No	2.7
DT104A, DT104B, DT104C	LP17, to the right of AQMS	Roadside	415961	430558	NO ₂	Yes, AQMA 1, CAZ	7.5	3.9	No	2.5
DT105	LP outside 793 Manchester Rd	Roadside	415780	430504	NO ₂	Yes, AQMA 1, CAZ	3.7	3.1	No	2.8
DT106	LP, behind brick wall on Smiddles Ln by crossroads	Roadside	415702	430701	NO ₂	Yes, AQMA 1, CAZ	17.8	3.6	No	2.3
DT108A, DT108B	LP18, Near AQMS	Roadside	415891	433045	NO ₂	Yes, AQMA 3, CAZ	0.9	4.3	No	2.6

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DT108C										
DT109	LP20, Next to AQMS	Roadside	415858	433061	NO ₂	Yes , AQMA 3, CAZ	0.9	4.3	No	2.7
DT111	LP18, 18 Midland Terrace	Roadside	416015	435028	NO ₂	CAZ	3.0	2.3	No	2.3
DT112A DT112B DT112C	LP19, Across from DT174	Kerbside	415024	436743	NO ₂	CAZ	9.2	1.0	No	2.4
DT116	LP 41, Near to Outside of 148 Sticker Ln	Roadside	418564	432218	NO ₂	CAZ	11.3	2.6	No	2.6
DT118	LP1, Fearnville Drive	Roadside	418666	432470	NO ₂	no	15.4	1.3	No	2.4
DT120A DT120B DT120C	LP60, Corner of Leeds Rd and Hubert St	Roadside	417991	432926	NO ₂	CAZ	2.0	6.6	No	2.6
DT121	LP40, Corner by Flats, 101 Bradford Rd	Roadside	414546	436933	NO ₂	CAZ	7.1	2.6	No	2.4
DT122	LP33, Outside 170 Bradford Rd	Roadside	414567	436811	NO ₂	CAZ	8.0	2.3	No	2.2
DT123	LP5, Outside Shipley CoE School	Kerbside	414660	436974	NO ₂	CAZ	7.8	0.5	No	2.5

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DT123A	LP On corner of Otley Rd/Sunny Bank	Roadside	414766	437113	NO ₂	CAZ	26.0	1.4	No	2.5
DT124	LP4, Outside 143 Otley Rd	Roadside	414620	436924	NO ₂	CAZ	6.3	2.4	No	2.4
DT125	LP20, Outside 165 Bradford Rd	Roadside	414674	436471	NO ₂	CAZ	8.3	2.5	No	2.6
DT126	LP On pelican crossing outside Muirhead Dental Sugery	Kerbside	414643	436505	NO ₂	CAZ	11.0	0.6	No	2.5
DT127	LP36, Outside 228 Keighley Rd	Roadside	415044	435558	NO ₂	CAZ	10.4	0.4	No	2.5
DT128	LP11, Outside flats 37 Frizley Gardens	Urban Background	415331	435796	NO ₂	CAZ	5.0	2.9	No	2.6
DT129	LP24, Valley View, Valley Rd	Roadside	415089	436637	NO ₂	CAZ	20.0	2.6	No	2.7
DT130	LP1, Midland Rd	Roadside	415839	434674	NO ₂	CAZ	14.6	3.4	No	2.5
DT131	Fox Corner, Shipley near train station	Kerbside	414856	437605	NO ₂	CAZ	19.0	0.7	No	2.7
DT132	LP36, Outside 'Aro Market' Manningham Ln	Roadside	415717	434265	NO ₂	CAZ	3.5	1.1	No	2.3
DT133	LP121, Across from Audi Garage	Roadside	416260	434581	NO ₂	CAZ	-	2.2	No	2.5

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DT134	LP2, Across from 1 Rylstone St	Roadside	406940	441922	NO ₂	no	13.0	1.1	No	2.2
DT135	LP9, Outside 28 Hard Ings Rd	Roadside	406582	442028	NO ₂	no	6.8	2.3	No	2.6
DT136	LP13, Outside 6 Hard Ings Rd	Roadside	406540	442038	NO ₂	no	0.5	2.7	No	2.6
DT137	LP15, Next to 150 Lawkhholme Ln	Roadside	406475	442046	NO ₂	no	4.1	2.7	No	2.4
DT138	LP31, Next to round about, Hard Ings Rd	Roadside	406255	442140	NO ₂	no	-	2.3	No	2.7
DT139	LP91, Across from 'Delish Café' Thornton Rd	Roadside	414396	433648	NO ₂	CAZ	20.0	2.1	No	2.3
DT143A, DT143B, DT143C	LP64, Outside 384A Great Horton Rd Shops, 'Letz Talk Phone Shop'	Kerbside	414902	432251	NO ₂	CAZ	1.7	0.5	No	2.4
DT144	LP26, Horton Gange Rd, Opposite Grange Medical Centre	Kerbside	414908	432312	NO ₂	CAZ	6.3	1.0	No	2.7
DT146	LP3, Outside Copthorne Primary School, All Saints Rd	Roadside	415005	432231	NO ₂	CAZ	16.0	5.0	No	2.3
DT149A, DT149B	LP53, Outside 4 Cemetery Rd	Roadside	413750	433573	NO ₂	no	5.9	2.5	No	2.8

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)
DT149C										
DT151	LP3, Outside 12 Allerton Rd	Roadside	413700	433687	NO ₂	no	2.5	2.3	No	2.6
DT152	LP119, Outisde 620 Thornton Rd	Roadside	413835	433665	NO ₂	no	1.5	2.7	No	2.4
DT160	LP8, Laisterdyke, by Battye Street	Roadside	418644	432898	NO ₂	CAZ	12.0	2.3	No	2.3
DT161	LP6, Bottom of Godwin St	Roadside	416148	433102	NO ₂	CAZ	0.1	1.8	No	2.3
DT162A DT162B DT162C	LP7, Middle of Godwin St	Roadside	416148	433134	NO ₂	CAZ	0.1	2.7	No	2.4
DT163	LP8, Top of Godwin St	Roadside	416147	433158	NO ₂	CAZ	0.1	1.7	No	2.6
DT164	Fall pipe, Middle of Godwin St, Across from DT162	Roadside	416139	433134	NO ₂	CAZ	0.1	1.7	No	2.5
DT167	LP4, Market St - Ivebridge House	Kerbside	416392	433046	NO ₂	CAZ	2.5	0.6	No	2.5
DT172	LP47, Across from DT278	Roadside	415590	434478	NO ₂	Yes, AQMA 2, CAZ	12.0	2.5	No	2.5
DT173	LP 62 Canal Road, Opp DT73.	Roadside	415442	435799	NO ₂	CAZ	60.0	1.9	No	2.5

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DT174	LP18, Opposite Carwash, Valley Rd	Roadside	415029	436771	NO ₂	CAZ	100.0	2.2	No	2.6
DT175	Green LP, Outside 1 Myrtle Pl, Across from DT91	Roadside	413709	437745	NO ₂	CAZ	3.4	2.0	No	2.4
DT176	LP3, across from DT49	Roadside	413597	437628	NO ₂	CAZ	0.1	1.6	No	2.4
DT177A DT177B DT177C	LP30, Near Dress Shop	Roadside	413501	437732	NO ₂	CAZ	2.7	3.7	No	2.3
DT179	LP40, Across from DT101	Roadside	413417	437708	NO ₂	CAZ	5.5	2.5	No	2.4
DT180	Traffic Sign, Outside Methodist Church	Roadside	413856	437784	NO ₂	CAZ	4.5	1.8	No	2.4
DT183	No right turn sign, Near Tesco Express ATM, Sunbridge Rd	Roadside	416215	433059	NO ₂	CAZ	7.1	1.1	No	2.4
DT184	No Right turn sign, Sunbridge rd on Junction w Upper Millergate	Kerbside	416217	433071	NO ₂	CAZ	3.1	0.6	No	2.4
DT185	LP3 Market St, Across from DT167	Roadside	416381	433054	NO ₂	CAZ	2.4	1.9	No	2.5

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DT186	LP81A, Across road from DT281	Roadside	415743	430482	NO ₂	no	7.5	2.9	No	2.5
DT187	LP outside 18 Scholed St	Roadside	415715	430669	NO ₂	Yes, AQMA 1, CAZ	2.6	2.5	No	2.5
DT188	LP20, Mayo Ave, Outside Morrisons	Roadside	415979	430522	NO ₂	Yes, AQMA 1, CAZ	32.0	1.8	No	2.4
DT190	LP30, Bradford Rd, Near Steps out of ALDI	Roadside	406495	441280	NO ₂	no	-	2.6	No	2.5
DT191	LP29, Across from corner of Low Mill Ln/Bradford Rd	Kerbside	406508	441310	NO ₂	no	-	0.5	No	2.5
DT192	LP32, Outside 144 Mayo Avenue	Roadside	416218	430420	NO ₂	Yes, AQMA 1, CAZ	10.7	3.7	No	2.5
DT194	LP61, 282 Rooley Ln	Roadside	417184	430315	NO ₂	CAZ	11.0	4.0	No	2.5
DT195	LP60, Across from DT194 (Cross over)	Roadside	417178	430344	NO ₂	CAZ	24.0	2.7	No	2.4
DT196	LP74, 71 Rooley Lane	Roadside	417369	430370	NO ₂	CAZ	5.9	2.4	No	2.5
DT197	LP116, Outside Rooley Ln Medical centre	Roadside	417845	430739	NO ₂	CAZ	6.9	2.6	No	2.7
DT198	LP128 Rooley Lane/Gardiner Row	Roadside	417929	430974	NO ₂	CAZ	0.4	2.6	No	2.6

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DT199	LP202, Opposite DT89, Walk Across	Roadside	419178	430193	NO ₂	no	25.0	3.5	No	2.8
DT200	LP212, Across road from DT64	Roadside	419328	430099	NO ₂	no	21.0	2.2	No	2.5
DT201	LP35, Outside 250 Bowling Back Ln	Roadside	418108	432322	NO ₂	CAZ	20.0	1.8	No	2.5
DT202	LP2, Across from 15 Parry Ln	Roadside	418135	432272	NO ₂	CAZ	0.3	2.2	No	2.5
DT203	LP43, Bowling Back Ln, Opposite tip entrance	Roadside	418345	432366	NO ₂	CAZ	24.0	1.3	No	2.5
DT204	LP9, Laisterdyke, Across from DT160	Roadside	418640	432870	NO ₂	CAZ	16.7	3.0	No	2.4
DT205	LP6, Across from 17 Killinghall Rd	Roadside	418597	433111	NO ₂	CAZ	12.8	3.3	No	2.2
DT206	LP5, Outside 17 Killinghall Rd	Roadside	418579	433109	NO ₂	CAZ	1.8	2.7	No	2.4
DT207	LP92, Across Road from DT42, Outside 'Shabys'	Roadside	417912	434759	NO ₂	no	0.2	3.9	No	2.3
DT208	LP5, Outside 21 Harrogate Rd	Roadside	417966	434884	NO ₂	no	20.0	1.4	No	2.4
DT209A , DT209B	LP57, Across from corner of Leeds Rd and Cracoe Rd	Roadside	417960	432907	NO ₂	CAZ	0.4	5.0	No	2.5

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DT209C										
DT211A DT211B DT211C	LP63B, Manchester Rd	Roadside	415922	431089	NO ₂	CAZ	2.7	2.4	No	2.5
DT212A DT212B DT212C	LP11, Outside 49 Rooley Avenue	Roadside	416398	430194	NO ₂	CAZ	11.0	3.7	No	2.4
DT213	LP12, Opposite DT212, Rooley Avenue	Roadside	416390	430213	NO ₂	CAZ	13.0	1.3	No	2.4
DT214	LP 45, 221 Bierley Ln, Opp Lay-by	Roadside	417714	429298	NO ₂	no	12.3	1.7	No	2.5
DT215	LP corner of 2 Sheldon Ridge	Roadside	417707	429380	NO ₂	no	5.6	1.6	No	2.4
DT216	LP2, outside 17 Shetcliffe Lane	Roadside	418853	430309	NO ₂	no	3.6	1.3	No	2.5
DT217	LP3, outside 28 Shetcliffe Lane	Roadside	418829	430288	NO ₂	no	4.5	1.6	No	2.5
DT218	LP 78 & 067, 567 Sticker Ln	Roadside	418292	431290	NO ₂	CAZ	14.3	2.0	No	2.7
DT219	LP 76, Outside 528 Sticker Ln	Roadside	418303	431328	NO ₂	CAZ	12.8	2.6	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)
DT222A , DT222B , DT222C	LP next to empty lot, near Lister Ave	Roadside	417861	431486	NO ₂	CAZ	31.4	5.3	No	2.5
DT223A , DT223B , DT223C	LP outside 707 Wakefield Rd, Across road from DT222A	Roadside	417862	431536	NO ₂	CAZ	2.8	2.0	No	2.4
DT224	LP24, Opposite 'Discovery House', Barkerend Road	Roadside	417117	433431	NO ₂	CAZ	19.0	5.0	No	2.3
DT225A , DT225B , DT225C	LP21, Outside Solicitors, Across from DT224	Kerbside	417087	433444	NO ₂	CAZ	2.3	0.5	No	2.3
DT227	LP50, Next to 234 Otley Rd	Roadside	417054	434165	NO ₂	CAZ	-	3.8	No	2.4
DT228A , DT228B , DT228C	LP80, Outside 435 Killinghall Rd	Roadside	418090	434429	NO ₂	CAZ	3.7	2.9	No	2.5
DT229	LP83, Outside 352 Killinghall Rd	Roadside	418059	434509	NO ₂	CAZ	0.3	2.2	No	2.5
DT230	LP18, Outside 48 Gain Ln	Roadside	418784	434409	NO ₂	no	11.1	3.7	No	2.4

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DT231	LP17, Across from 48 Gain Ln	Roadside	418791	434424	NO ₂	no	42.0	3.6	No	2.3
DT232	LP24, Outside 78 Killinghall Rd	Roadside	418563	433432	NO ₂	CAZ	16.3	3.1	No	2.4
DT233	LP23, Outside 105 Killinghall Rd	Roadside	418546	433430	NO ₂	CAZ	1.5	3.5	No	2.4
DT234A , DT234B , DT234C	LP106, Midland Terrace opp DT111	Roadside	416019	434990	NO ₂	CAZ	19.0	2.5	No	2.3
DT235A , DT235B , DT235C	LP3, Outside 21 Marlborough Ave	Roadside	415474	434456	NO ₂	Yes, AQMA 2, CAZ	5.0	2.5	No	2.6
DT236	LP19, Across from 63 Whetley Ln	Roadside	414498	433935	NO ₂	CAZ	8.0	4.1	No	2.4
DT237	LP20, Across from DT236	Roadside	414536	433981	NO ₂	CAZ	5.5	2.5	No	2.5
DT238	LP5, Outside 26 Whetley Ln	Roadside	414290	433759	NO ₂	CAZ	6.5	3.7	No	2.4
DT239A , DT239B , DT239C	LP6, Across from DT238	Roadside	414268	433765	NO ₂	CAZ	4.0	4.2	No	2.4

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DT240A DT240B DT240C	LP92, Across from DT139	Roadside	414403	433665	NO ₂	CAZ	0.5	4.7	No	2.2
DT241	LP15, Outside 237 Cemetery Rd	Roadside	413840	432676	NO ₂	no	8.4	1.6	No	2.6
DT242	LP18, Outside 97 Clayton Rd	Roadside	413721	432067	NO ₂	no	6.2	2.4	No	2.5
DT243	LP17, Outside 110 Clayton Rd	Roadside	413729	432097	NO ₂	no	5.8	1.9	No	2.5
DT246	LP013, Outside 65 Horton Grange Rd	Roadside	414722	432432	NO ₂	CAZ	7.0	1.9	No	2.5
DT247	Metal LP13A outside 66 Horton Grange Road, opposite to 246	Roadside	414731	432443	NO ₂	CAZ	6.0	1.8	No	2.4
DT248	LP34, Outside St Oswalds CofE Primary	Roadside	414499	431676	NO ₂	CAZ	8.3	2.1	No	2.4
DT249	LP10, Outside 76 Southfield Ln	Roadside	414862	431173	NO ₂	CAZ	2.9	1.3	No	2.6
DT250	LP12, Across from DT249	Roadside	414788	431184	NO ₂	CAZ	16.0	2.3	No	2.6
DT251	LP7, Outside 50 Southfield Rd	Roadside	415222	431010	NO ₂	CAZ	16.0	1.8	No	2.5
DT252	LP6, Outside 35 Southfield Rd	Roadside	415228	431031	NO ₂	CAZ	13.0	1.9	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)
DT254	LP17, Outside 98 Fair Rd	Roadside	414637	430131	NO ₂	no	6.3	2.0	No	2.3
DT255	LP16, Across from DT254	Roadside	414629	430122	NO ₂	no	6.0	1.8	No	2.3
DT262A , DT262B , DT262C	LP12, Outside 50 Cleckheaton Rd	Roadside	415894	429519	NO ₂	no	5.6	4.0	No	2.6
DT270	LP21, On main Parade of shops, Bingley Rd	Roadside	413719	437665	NO ₂	CAZ	3.7	3.0	No	2.5
DT271	LP22, Across from DT270	Roadside	413723	437678	NO ₂	CAZ	2.8	2.1	No	2.6
DT272	On traffic light sign, 293 Barkerend Rd	Roadside	417661	433528	NO ₂	no	10.0	5.0	No	2.6
DT273	LP167, across from ASDA and bank	Roadside	419138	437213	NO ₂	no	10.0	3.0	No	2.5
DT274	LP at Greengates crossroads	Roadside	419107	437314	NO ₂	no	23.5	3.5	No	2.6
DT277	Hot Crazes building - Market St	Kerbside	416398	433050	NO ₂	CAZ	0.1	6.2	No	2.2
DT278	LP46, Outside 255 Manningham Ln	Roadside	415570	434477	NO ₂	Yes, AQMA 2, CAZ	7.5	2.0	No	2.6

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DT279	LP3, Listerhills Rd, near junction with Thornton Rd	Roadside	415591	433141	NO ₂	CAZ	30.0	1.8	No	2.5
DT280	LP32, Thornton Rd, Near junction with Listerhills Rd	Roadside	415665	433175	NO ₂	CAZ	11.0	1.7	No	2.5
DT281	LP79B, Outside 805 Manchester Rd	Roadside	415771	430476	NO ₂	Yes, AQMA 1, CAZ	3.7	2.6	No	2.6
DT282	LP9, Outside 75 Bolton Rd	Roadside	404458	446757	NO ₂	no	3.5	1.5	No	2.6
DT283	LP237, On corner of Cardigan St / Sand Beds	Roadside	410565	430351	NO ₂	no	2.1	2.5	No	2.8
DT284	LP262, On Corner of Foster St / West End	Roadside	410585	430112	NO ₂	no	6.5	1.4	No	2.6
DT285	LP 8 Brighthouse Road Near Cottages after Tesco	Roadside	410584	430114	NO ₂	no	1.0	1.1	No	2.6
DT286	By Greengates Primary, By corner of Stockhill Rd/Harrogate Rd	Roadside	419103	437334	NO ₂	no	13.0	2.6	No	2.6
DT293	Concrete LP on Cotewall Rd, West Bowling	Urban Background	415950	431453	NO ₂	CAZ	6.4	0.7	No	2.7
DT294	LP on Corner of Ryan St/Cotewall Rd	Urban Background	415950	431453	NO ₂	CAZ	10.4	4.5	No	2.7

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)
DT309	LP 38, Outside 243 Otley Rd	Kerbside	417165	434401	NO ₂	CAZ	6.5	0.5	No	2.5
DT310	LP opposite DT192, near 145 Mayo Ave	Roadside	416260	430422	NO ₂	CAZ	10.5	2.7	No	2.5
DT311A DT311B DT311C	LP21A, manchester Rd, Near Flats - 18J Heddon Grove	Roadside	416302	432187	NO ₂	CAZ	12.3	2.3	No	2.8
DT312	LP2, Ireland St	Suburban	410492	439334	NO ₂	no	0.7	0.3	No	2.9
DT313	LP34, Outside 34 Keighley Rd	Suburban	404134	446061	NO ₂	no	0.6	1.7	No	2.4
DT314	LP39, Sunbridge Rd, Across from juncton with paradise st	Roadside	415677	433309	NO ₂	CAZ	18.0	3.0	No	2.5
DT315	LP37, Thornton Rd, In front of big advert sign	Roadside	415570	433268	NO ₂	CAZ	20.4	1.9	No	2.6
DT316	LP2, Well St, outside Park House	Roadside	416709	433099	NO ₂	CAZ	0.2	3.3	No	2.7
DT317	LP142, Next to 9 Myrtle Ct Flats, Main St	Suburban	410903	438892	NO ₂	no	2.0	2.0	No	2.8
DT318	LP6, Chelwood Drive, outside school gates	Suburban	411552	433368	NO ₂	no	7.6	0.9	No	2.9

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)
DT319	LP14, Chelwood Drive, by parking spaces	Suburban	411460	433447	NO ₂	no	10.2	1.6	No	2.7
DT320	LP13, Outside 45 Dawnay Rd	Urban Background	415016	431575	NO ₂	CAZ	8.1	1.1	No	2.6
DT321	LP10, Outside 60 Dawnay Rd	Urban Background	415039	431646	NO ₂	CAZ	8.2	1.1	No	2.6
DT322	LP3, Drake St	Roadside	416563	432965	NO ₂	CAZ	10.3	1.4	No	2.4
DT323	LP23, Outside Lidgett Green Primary School, Cemetery Road	Roadside	413818	432892	NO ₂	no	30.0	2.1	No	2.5
DT324	LP3, Directly outside Sunrise House, Leeds Rd	Roadside	416762	433049	NO ₂	CAZ	2.7	3.2	No	2.6
DT325	LP3, Directly outside LIV apartments, George St	Roadside	416781	432970	NO ₂	CAZ	2.4	1.9	No	2.6
DT326	LP56, Outside 33 Browgate	Roadside	415473	439551	NO ₂	no	11.8	1.7	No	2.6
DT327	LP on path between houses 23 and 41 Gibson St	Suburban	417906	432793	NO ₂	CAZ	12.6	1.4	No	2.6
DT328	LP4, outside 38 Wellington St, across from timber works	Suburban	418844	432566	NO ₂	no	1.0	2.4	No	2.7

Notes:

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

(2) N/A if not applicable.

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

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
CM2	406058	441273	Urban Centre	full year	96.6	22	21	20.0	17.6	18.8
CM3	415582	434457	Roadside	full year	96.6	32	27	25.4	22.1	18.9
CM4	415933	430569	Roadside	full year	98.9	38	33	31.8	28.6	28.7
CM5	415870	433054	Roadside	full year	94.4	34	31	28.3	26.7	22.4
CM6	416974	433245	Roadside	full year	94.7	41	37	35.0	35.1	32.9
CM7	417860	430705	Roadside	full year	93.3	35	32	30.9	27.3	27.0
CM8	419188	430213	Roadside	full year	98.7	23	25	23.1	21.5	21.4

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

Notes:

The annual mean concentrations are presented as µg/m³.

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

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

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

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

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

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

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
DT5	417982	434886	Roadside	100.0	89.0	28.3	29.0	27.0	27.8	25.4
DT12A, DT12B, DT12C	416970	433259	Roadside	100.0	98.6	50.6	49.3	47.8	48.0	44.4
DT21	404719	440613	Urban Background	100.0	81.3	8.0	8.8	8.1	7.1	7.3
DT30	413861	437772	Roadside	100.0	58.2	31.3	28.8	27.1	25.7	26.1
DT31	413527	437713	Roadside	100.0	98.6	41.4	40.5	39.4	37.8	34.5
DT39A, DT39B, DT39C	417927	434799	Roadside	100.0	71.7	28.2	26.5	26.1	26.7	24.4
DT42A, DT42B, DT42C	417902	434751	Roadside	100.0	98.6	33.1	31.3	29.6	30.3	27.9
DT49	413600	437653	Roadside	100.0	98.6	25.9	22.0	21.0	21.4	21.5
DT50	413510	437732	Roadside	100.0	84.6	41.8	39.0	35.2	35.1	30.5
DT64	419342	430114	Roadside	100.0	98.6	32.7	28.8	28.1	27.0	26.6
DT68, DT69, DT70	406060	441274	Urban Centre	100.0	98.6	22.0	21.1	19.9	18.7	18.4

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
DT71A, DT71B, DT71C	415580	434461	Roadside	100.0	90.9	29.7	34.0	29.2	30.1	29.7
DT72	415573	434521	Roadside	100.0	98.6	48.8	44.4	44.2	47.7	42.9
DT73A, DT73B, DT73C	415438	435834	Kerbside	100.0	98.6	38.0	36.0	35.0	33.2	31.5
DT76	418268	430732	Kerbside	100.0	84.6	27.0	20.6	23.9	23.0	21.4
DT79	416282	432966	Urban Centre	100.0	64.0	24.6	23.9	23.9	20.8	20.0
DT86	417894	434753	Roadside	100.0	98.6	28.0	28.9	25.3	27.1	24.7
DT88	418829	430399	Roadside	100.0	89.0	27.8	24.2	23.8	24.2	22.8
DT89A, DT89B, DT89C	419188	430213	Roadside	100.0	98.6	29.9	28.5	26.5	26.6	24.8
DT91A, DT91B, DT91C	413697	437723	Roadside	100.0	98.6	30.5	27.1	26.6	25.7	24.5
DT92	419006	437217	Roadside	100.0	98.6		26.0	24.5	22.2	24.7
DT93	419003	437308	Roadside	100.0	81.3		23.7	21.6	21.3	20.8
DT94	419076	437345	Roadside	100.0	90.9		17.9	15.5	16.6	15.7

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
DT101	413418	437725	Roadside	100.0	98.6	37.9	33.2	30.9	31.9	30.3
DT103	415925	430572	Roadside	100.0	90.9	37.6	32.2	30.8	30.8	30.0
DT104A, DT104B, DT104C	415961	430558	Roadside	100.0	98.6	41.0	34.8	32.7	34.1	31.5
DT105	415780	430504	Roadside	100.0	98.6	37.6	39.9	39.4	42.5	35.5
DT106	415702	430701	Roadside	100.0	90.9	24.0	24.4	22.3	22.5	22.5
DT108A, DT108B, DT108C	415891	433045	Roadside	100.0	98.6	33.2	30.0	29.3	29.9	26.2
DT109	415858	433061	Roadside	100.0	98.6	32.3	29.2	27.3	28.1	25.1
DT111	416015	435028	Roadside	100.0	98.6	33.8	31.5	30.1	29.6	27.7
DT112A, DT112B, DT112C	415024	436743	Kerbside	100.0	98.6	28.7	25.7	23.3	22.7	22.3
DT116	418564	432218	Roadside	100.0	83.2	20.6	22.6	19.9	20.3	19.2
DT118	418666	432470	Roadside	100.0	98.6	22.1	24.1	22.1	21.8	20.6
DT120A, DT120B, DT120C	417991	432926	Roadside	100.0	98.6	30.6	30.5	30.6	30.1	28.0

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
DT121	414546	436933	Roadside	100.0	90.9	22.1	21.3	19.2	18.5	18.2
DT122	414567	436811	Roadside	100.0	89.0	30.4	29.0	27.3	26.2	26.3
DT123	414660	436974	Kerbside	100.0	81.3	34.3	34.0	29.8	29.6	30.5
DT123A	414766	437113	Roadside	100.0	90.9	34.3	32.3	28.6	30.1	30.5
DT124	414620	436924	Roadside	100.0	89.0	31.6	30.2	27.0	28.0	26.3
DT125	414674	436471	Roadside	100.0	98.6	18.5	19.2	16.4	16.5	15.4
DT126	414643	436505	Kerbside	100.0	98.6	20.1	19.2	18.0	17.4	17.1
DT127	415044	435558	Roadside	100.0	92.3	37.5	35.7	33.3	34.4	30.7
DT128	415331	435796	Urban Background	100.0	98.6	12.5	12.6	11.3	11.1	11.3
DT129	415089	436637	Roadside	100.0	81.3	28.2	26.2	25.2	24.8	26.1
DT130	415839	434674	Roadside	100.0	98.6	31.3	28.3	28.2	29.0	27.0
DT131	414856	437605	Kerbside	100.0	98.6	39.1	37.6	34.1	31.2	29.4
DT132	415717	434265	Roadside	100.0	98.6	37.8	37.2	31.9	33.2	30.8

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
DT133	416260	434581	Roadside	100.0	89.0	32.1	30.9	28.1	29.7	27.2
DT134	406940	441922	Roadside	100.0	92.3	35.4	33.7	32.1	31.5	29.2
DT135	406582	442028	Roadside	100.0	98.6	29.7	28.0	26.3	25.0	24.7
DT136	406540	442038	Roadside	100.0	98.6	29.6	30.7	28.8	27.0	24.1
DT137	406475	442046	Roadside	100.0	71.7	34.1	35.3	32.5	31.7	29.9
DT138	406255	442140	Roadside	100.0	98.6	33.5	33.8	32.6	30.1	30.4
DT139	414396	433648	Roadside	100.0	83.2	25.3	30.7	28.9	28.7	27.9
DT143A, DT143B, DT143C	414902	432251	Kerbside	100.0	39.0	33.3	36.2	36.6	35.9	30.1
DT144	414908	432312	Kerbside	100.0	98.6	28.9	31.8	29.5	23.9	24.6
DT146	415005	432231	Roadside	100.0	73.6	20.9	23.1	22.0	19.9	19.9
DT149A, DT149B, DT149C	413750	433573	Roadside	100.0	98.6	28.1	30.9	31.0	30.0	28.8
DT151	413700	433687	Roadside	100.0	98.6	25.3	29.1	28.4	29.1	27.8

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
DT152	413835	433665	Roadside	100.0	98.6	30.7	35.4	34.0	36.2	33.3
DT160	418644	432898	Roadside	100.0	56.3	24.4	23.8	22.5	23.6	21.1
DT161	416148	433102	Roadside	100.0	84.6	43.2	40.6	39.2	34.5	33.9
DT162A, DT162B, DT162C	416148	433134	Roadside	100.0	98.6	38.9	37.1	35.4	30.6	32.9
DT163	416147	433158	Roadside	100.0	98.6	36.5	36.8	35.1	30.3	34.0
DT164	416139	433134	Roadside	100.0	89.0	34.0	34.1	33.6	32.1	31.6
DT167	416392	433046	Kerbside	100.0	83.2	45.3	39.1	36.2	27.6	16.5
DT172	415590	434478	Roadside	100.0	98.6	30.2	30.7	28.0	27.8	27.4
DT173	415442	435799	Roadside	100.0	98.6	32.1	29.6	25.9	28.5	27.7
DT174	415029	436771	Roadside	100.0	81.3	23.3	23.3	21.0	20.0	21.6
DT175	413709	437745	Roadside	100.0	98.6	27.2	27.6	26.9	25.4	24.7
DT176	413597	437628	Roadside	100.0	98.6	19.4	19.8	18.7	18.2	18.5

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
DT177A, DT177B, DT177C	413501	437732	Roadside	100.0	98.6	32.3	30.1	29.6	29.1	27.3
DT179	413417	437708	Roadside	100.0	98.6	30.9	30.6	29.2	28.4	27.7
DT180	413856	437784	Roadside	100.0	90.9	19.7	21.4	20.7	18.1	19.8
DT183	416215	433059	Roadside	100.0	50.0	38.4	38.8	39.4	30.4	25.9
DT184	416217	433071	Kerbside	100.0	73.6	36.5	37.5	37.1	30.4	25.1
DT185	416381	433054	Roadside	100.0	69.8	37.8	35.8	33.0	25.6	20.0
DT186	415743	430482	Roadside	100.0	98.6	21.4	23.0	21.3	20.5	21.0
DT187	415715	430669	Roadside	100.0	90.9	25.9	25.6	24.3	26.7	24.8
DT188	415979	430522	Roadside	100.0	90.9	25.1	26.1	24.6	25.0	24.9
DT190	406495	441280	Roadside	100.0	98.6	26.5	25.3	27.1	26.5	23.8
DT191	406508	441310	Kerbside	100.0	92.3	44.7	45.5	42.0	44.7	39.4
DT192	416218	430420	Roadside	100.0	83.2	22.4	23.4	21.7	21.6	23.3
DT194	417184	430315	Roadside	100.0	98.6	25.3	24.8	23.6	25.2	22.7

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
DT195	417178	430344	Roadside	100.0	83.2	30.9	30.1	29.9	27.2	26.6
DT196	417369	430370	Roadside	100.0	81.3	28.8	28.9	28.7	25.4	27.4
DT197	417845	430739	Roadside	100.0	84.6	25.3	27.9	26.4	26.8	25.0
DT198	417929	430974	Roadside	100.0	90.9	29.0	30.2	29.4	29.2	30.1
DT199	419178	430193	Roadside	100.0	92.3	18.7	20.7	19.9	20.0	18.8
DT200	419328	430099	Roadside	100.0	89.0	20.7	21.0	19.7	20.1	18.4
DT201	418108	432322	Roadside	100.0	89.0	30.0	28.0	28.2	29.0	25.3
DT202	418135	432272	Roadside	100.0	98.6	22.0	21.2	20.6	22.1	19.9
DT203	418345	432366	Roadside	100.0	98.6	23.6	25.6	25.5	24.5	23.4
DT204	418640	432870	Roadside	100.0	98.6	19.2	20.6	20.1	20.2	20.0
DT205	418597	433111	Roadside	100.0	81.3	24.4	26.0	25.3	26.7	25.7
DT206	418579	433109	Roadside	100.0	98.6	29.4	30.9	28.2	29.2	28.1
DT207	417912	434759	Roadside	100.0	92.3	22.4	24.5	23.3	24.5	23.7

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
DT208	417966	434884	Roadside	100.0	98.6	19.4	21.9	20.6	20.5	20.3
DT209A, DT209B, DT209C	417960	432907	Roadside	100.0	98.6	33.1	31.3	30.8	33.9	31.1
DT211A, DT211B, DT211C	415922	431089	Roadside	100.0	98.6	41.4	44.1	38.2	38.6	36.2
DT212A, DT212B, DT212C	416398	430194	Roadside	100.0	98.6	25.6	23.9	23.1	24.0	21.6
DT213	416390	430213	Roadside	100.0	98.6	22.3	23.0	21.7	22.1	20.2
DT214	417714	429298	Roadside	100.0	90.9	20.9	21.0	19.7	20.2	19.3
DT215	417707	429380	Roadside	100.0	98.6	15.9	16.7	15.7	15.7	14.4
DT216	418853	430309	Roadside	100.0	90.9	16.4	17.8	16.5	16.1	14.9
DT217	418829	430288	Roadside	100.0	65.4	15.6	16.9	14.7	15.8	13.7
DT218	418292	431290	Roadside	100.0	98.6	30.1	29.1	28.5	28.0	25.7
DT219	418303	431328	Roadside	100.0	98.6	25.6	25.9	23.0	24.6	21.3
DT222A, DT222B, DT222C	417861	431486	Roadside	100.0	98.6	21.0	23.8	22.3	23.0	22.2

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
DT223A, DT223B, DT223C	417862	431536	Roadside	100.0	98.6	36.8	38.5	37.3	39.0	36.6
DT224	417117	433431	Roadside	100.0	81.3	26.4	25.3	23.3	24.7	23.0
DT225A, DT225B, DT225C	417087	433444	Kerbside	100.0	89.0	33.3	35.0	32.6	33.4	31.4
DT227	417054	434165	Roadside	100.0	35.2	20.9	22.4	20.8	21.3	22.0
DT228A, DT228B, DT228C	418090	434429	Roadside	100.0	98.6	32.3	35.0	32.3	33.4	32.3
DT229	418059	434509	Roadside	100.0	98.6	22.9	25.2	22.2	23.3	21.4
DT230	418784	434409	Roadside	100.0	98.6	19.0	20.9	19.8	19.3	19.2
DT231	418791	434424	Roadside	100.0	89.0	17.7	19.6	18.2	17.6	17.1
DT232	418563	433432	Roadside	100.0	98.6	23.0	22.8	23.2	22.0	21.7
DT233	418546	433430	Roadside	100.0	98.6	25.5	27.6	26.5	27.2	26.8
DT234A, DT234B, DT234C	416019	434990	Roadside	100.0	98.6	30.1	31.0	29.5	27.9	27.0
DT235A, DT235B, DT235C	415474	434456	Roadside	100.0	98.6	32.5	35.3	34.1	34.4	32.5

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
DT236	414498	433935	Roadside	100.0	98.6	22.2	23.8	23.6	23.3	22.9
DT237	414536	433981	Roadside	100.0	98.6	23.9	26.1	25.8	25.0	24.6
DT238	414290	433759	Roadside	100.0	83.2	24.4	26.6	25.1	25.4	25.9
DT239A, DT239B, DT239C	414268	433765	Roadside	100.0	98.6	30.3	34.5	33.0	31.9	29.4
DT240A, DT240B, DT240C	414403	433665	Roadside	100.0	98.6	30.0	33.2	32.0	32.4	25.6
DT241	413840	432676	Roadside	100.0	89.0	21.4	24.9	24.2	22.3	22.7
DT242	413721	432067	Roadside	100.0	89.0	17.3	19.6	18.3	19.2	19.2
DT243	413729	432097	Roadside	100.0	90.9	21.7	23.4	22.8	22.0	21.6
DT246	414722	432432	Roadside	100.0	98.6	26.3	27.8	26.1	26.2	26.5
DT247	414731	432443	Roadside	100.0	98.6	20.9	24.0	23.8	23.5	23.4
DT248	414499	431676	Roadside	100.0	90.9	26.6	28.5	26.5	26.4	26.3
DT249	414862	431173	Roadside	100.0	33.2	25.9	28.7	26.9	26.4	21.8

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
DT250	414788	431184	Roadside	100.0	92.3	20.5	23.8	23.1	23.7	20.4
DT251	415222	431010	Roadside	100.0	98.6	22.7	25.4	23.9	22.5	23.8
DT252	415228	431031	Roadside	100.0	89.0	29.5	30.5	29.3	30.0	27.9
DT254	414637	430131	Roadside	100.0	90.9	18.5	20.5	18.6	18.0	17.6
DT255	414629	430122	Roadside	100.0	90.9	16.4	19.6	19.0	18.2	17.7
DT262A, DT262B, DT262C	415894	429519	Roadside	100.0	98.6	26.6	27.6	25.1	25.6	24.3
DT270	413719	437665	Roadside	100.0	98.6		33.4	31.4	29.6	27.9
DT271	413723	437678	Roadside	100.0	90.9		35.3	34.2	32.9	29.6
DT272	417661	433528	Roadside	100.0	92.3		25.1	23.7	24.7	22.8
DT273	419138	437213	Roadside	100.0	83.2		23.0	20.6	18.9	20.1
DT274	419107	437314	Roadside	100.0	75.5		25.9	25.5	24.4	24.4
DT277	416398	433050	Kerbside	100.0	31.3		34.0	33.9	26.5	17.5
DT278	415570	434477	Roadside	100.0	75.5		38.8	37.1	39.3	36.1

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
DT279	415591	433141	Roadside	100.0	98.6		26.3	28.4	27.9	27.0
DT280	415665	433175	Roadside	100.0	84.6		31.6	31.5	25.4	28.0
DT281	415771	430476	Roadside	100.0	81.3		41.2	39.8	38.6	35.5
DT282	404458	446757	Roadside	100.0	89.0		24.4	23.4	22.6	20.2
DT283	410565	430351	Roadside	100.0	98.6		18.6	18.1	16.5	15.7
DT284	410585	430112	Roadside	100.0	48.6		18.1	18.1	16.4	15.3
DT285	410584	430114	Roadside	100.0	67.3		14.6	14.0	13.0	13.3
DT286	419103	437334	Roadside	100.0	89.0		24.2	21.2	21.5	21.6
DT293	415950	431453	Urban Background	100.0	98.6			17.4	20.3	20.4
DT294	415950	431453	Urban Background	100.0	98.6			23.5	23.9	21.2
DT309	417165	434401	Kerbside	100.0	98.6				27.2	26.5
DT310	416260	430422	Roadside	100.0	90.9				24.9	24.0
DT311A, DT311B, DT311C	416302	432187	Roadside	100.0	98.6				24.1	24.9

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
DT312	410492	439334	Suburban	100.0	98.6				15.3	16.1
DT313	404134	446061	Suburban	100.0	98.6				24.3	23.6
DT314	415677	433309	Roadside	100.0	92.3				21.6	17.5
DT315	415570	433268	Roadside	100.0	98.6				24.1	25.2
DT316	416709	433099	Roadside	100.0	98.6				33.5	31.9
DT317	410903	438892	Suburban	100.0	90.9				16.5	16.4
DT318	411552	433368	Suburban	100.0	71.7				9.2	9.3
DT319	411460	433447	Suburban	100.0	73.6				9.7	9.8
DT320	415016	431575	Urban Background	100.0	90.9				13.2	14.1
DT321	415039	431646	Urban Background	100.0	89.0				13.9	14.9
DT322	416563	432965	Roadside	100.0	75.5					20.7
DT323	413818	432892	Roadside	100.0	90.9					17.9
DT324	416762	433049	Roadside	100.0	98.6					26.7

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
DT325	416781	432970	Roadside	100.0	81.3					23.5
DT326	415473	439551	Roadside	100.0	98.6					27.8
DT327	417906	432793	Suburban	100.0	90.9					19.5
DT328	418844	432566	Suburban	100.0	73.1					17.1

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

☒ Diffusion tube data has been bias adjusted.

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

Notes:

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

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

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

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

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

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

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

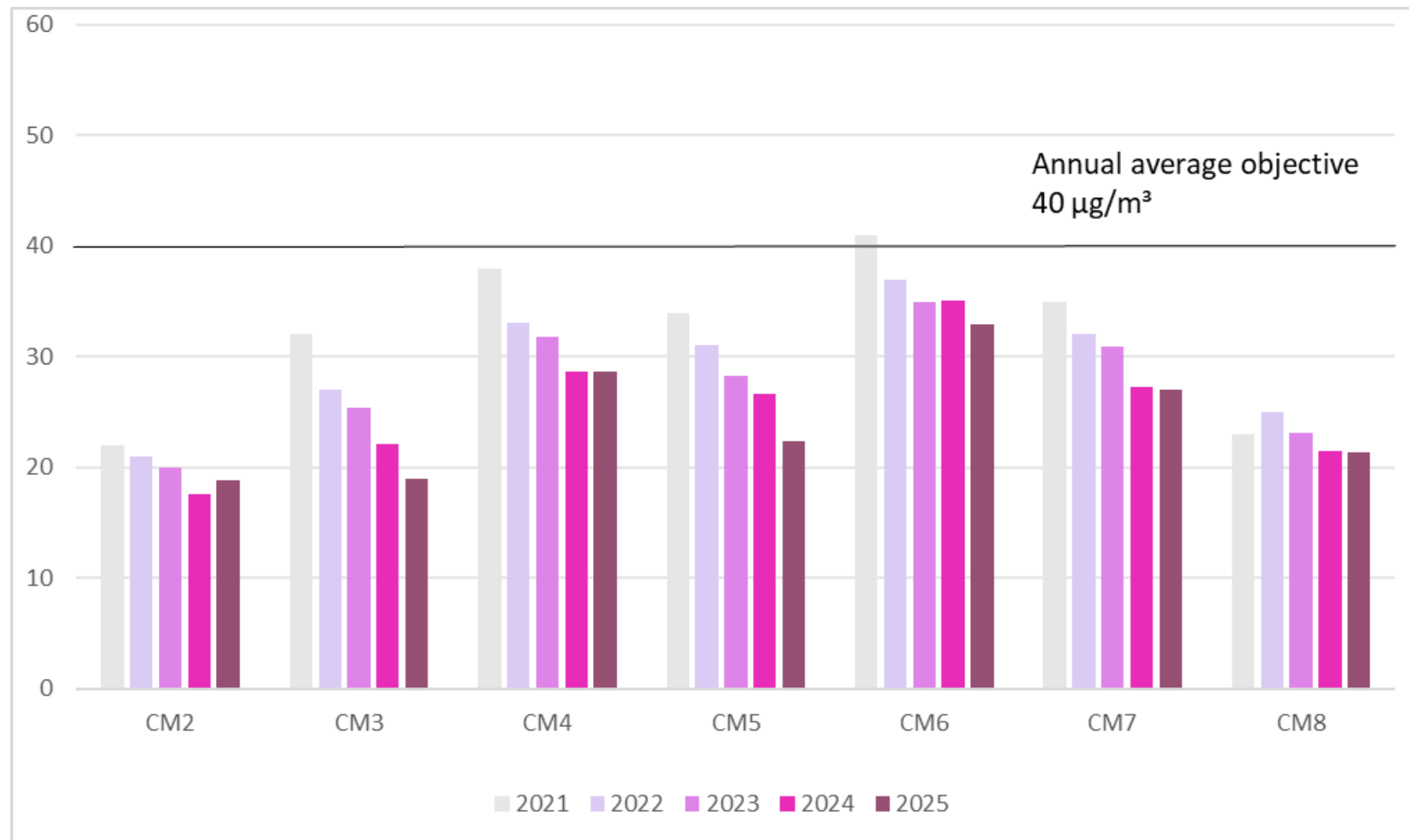
Figure A.1 – Trends in Annual Mean NO₂ concentration at automatic monitoring sites in Bradford

Figure A.2: Trends in Annual Mean NO₂ Concentrations at all background sites

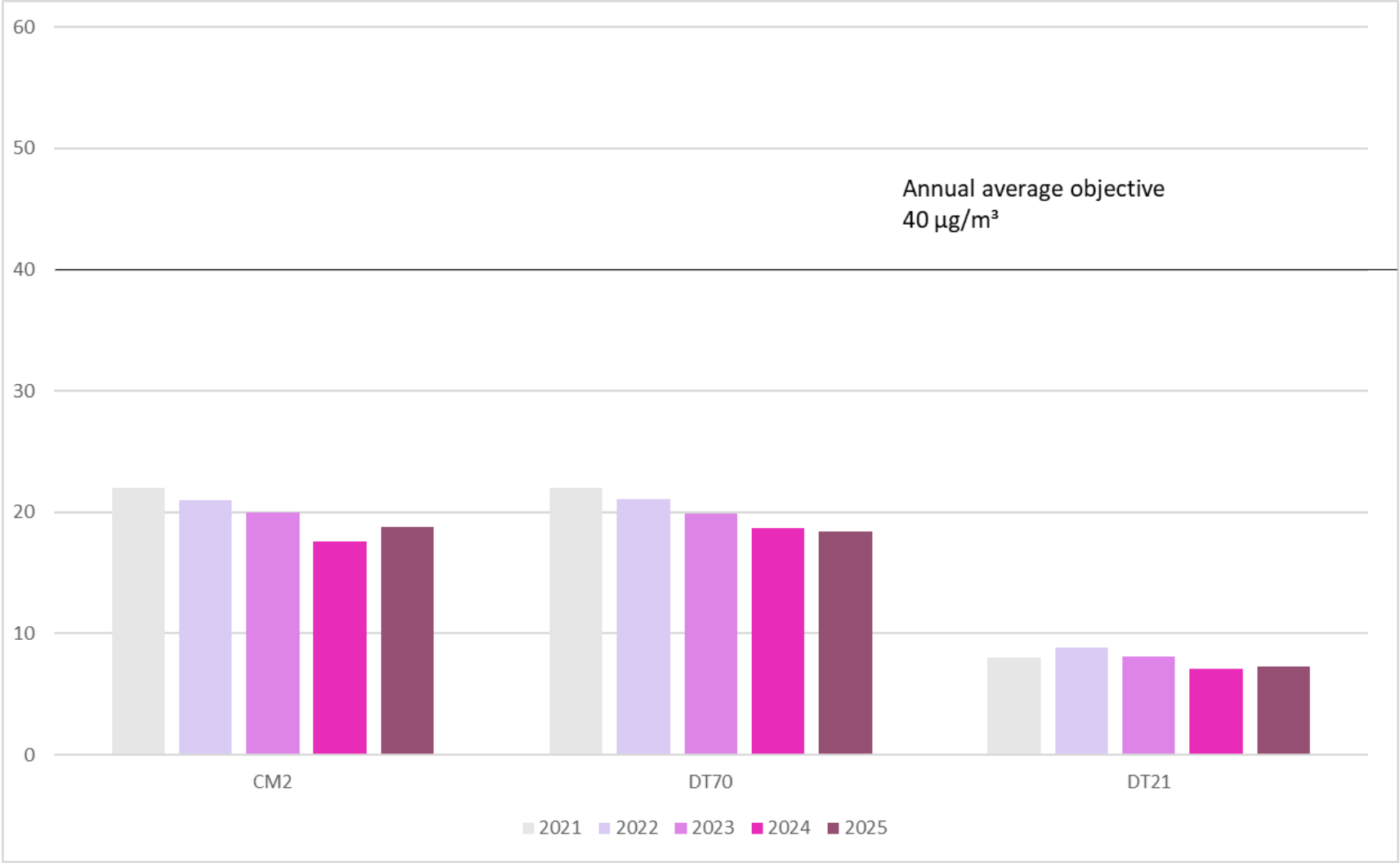


Figure A.3: Trends in Annual Mean NO₂ Concentrations in Mayo Avenue AQMA (order 1)

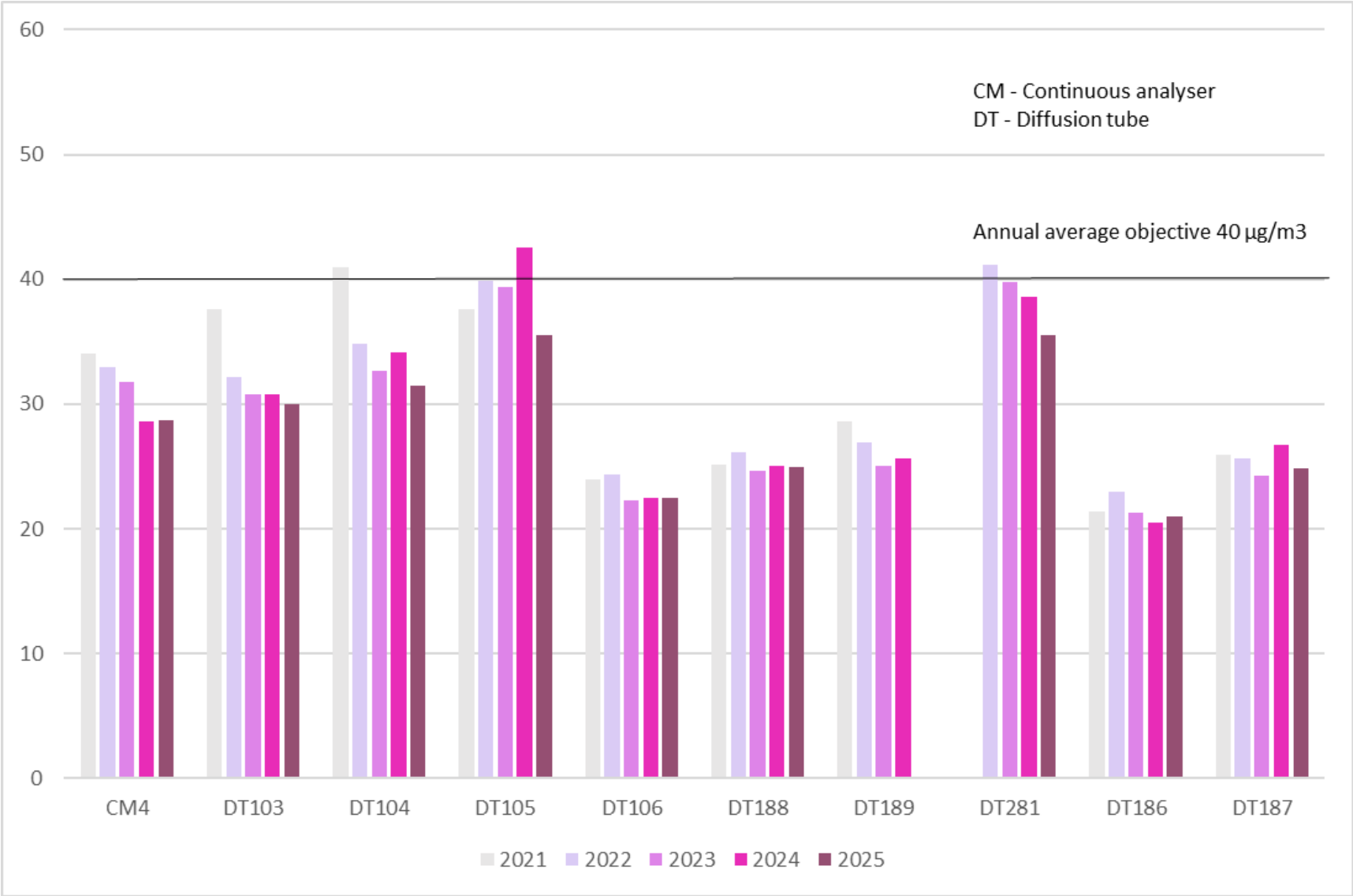


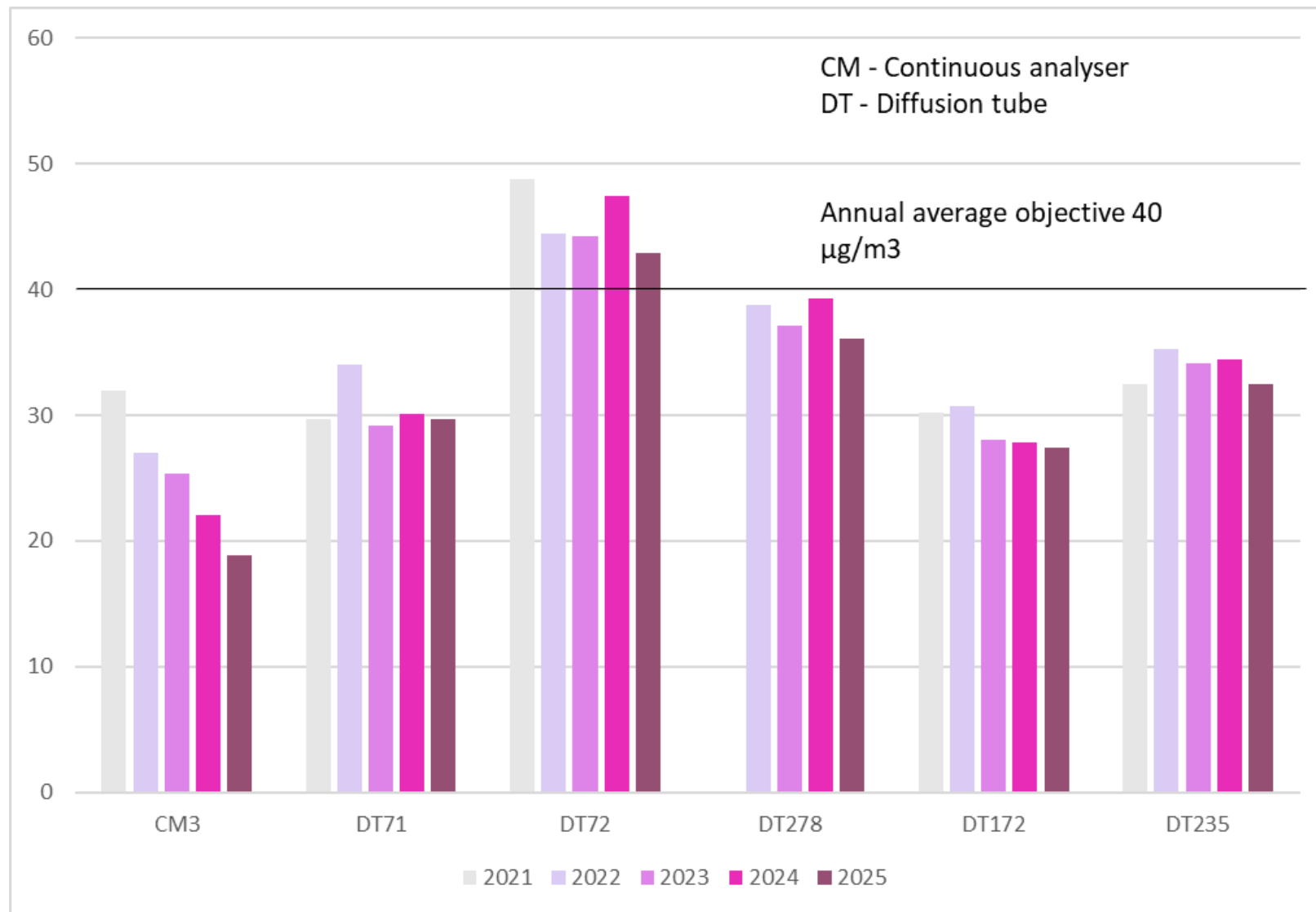
Figure A.4: Trends in Annual Mean NO₂ Concentrations in Manningham Lane AQMA (order 2)

Figure A.5: Trends in Annual Mean NO₂ Concentrations in Thornton Road AQMA (order 3)

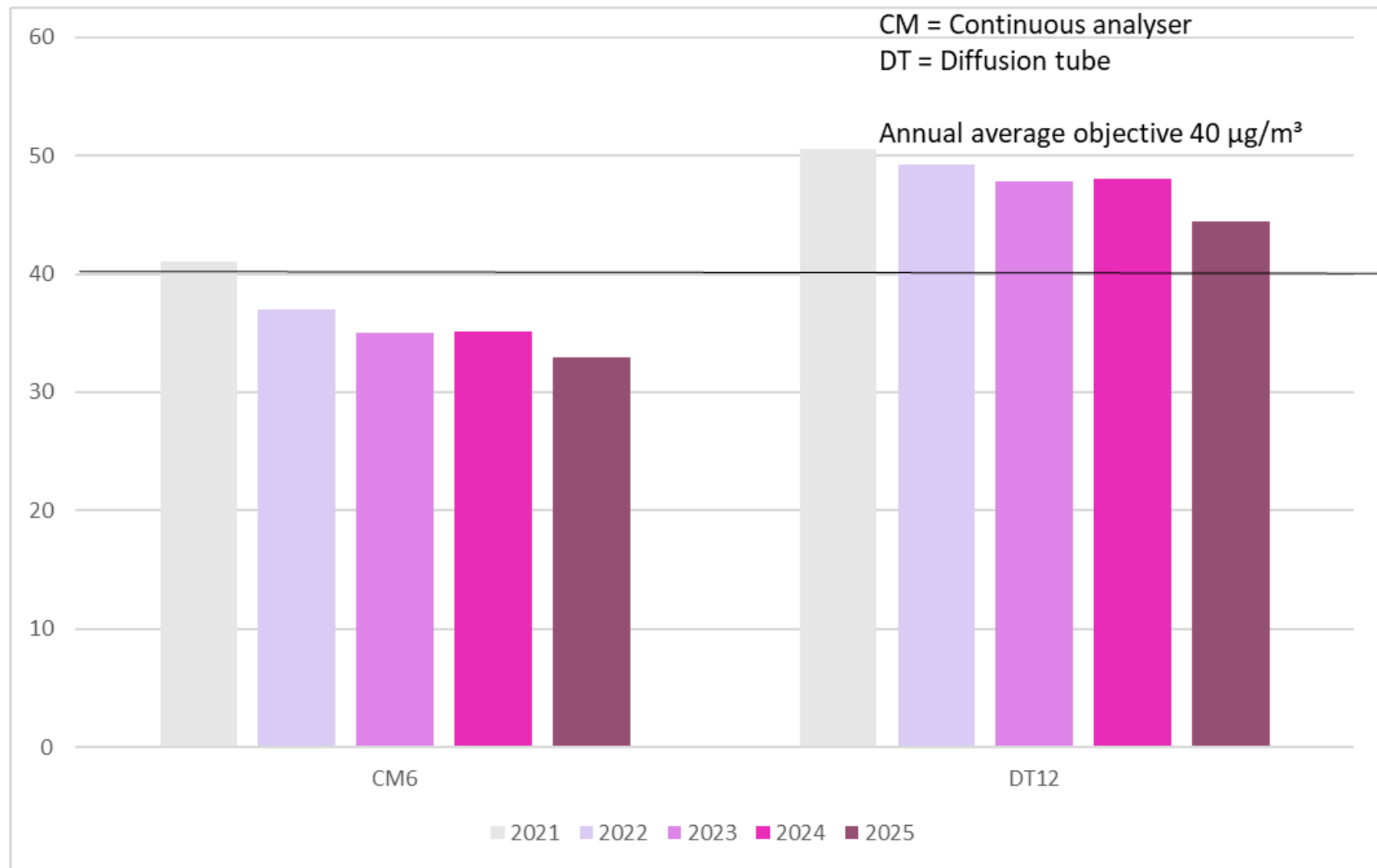
Figure A.6: Trends in Annual Mean NO₂ Concentrations in Shipley Airedale Road AQMA (order 4)

Figure A.7: Trends in Annual Mean NO₂ Concentrations around Harrogate Road / Killinghall junction

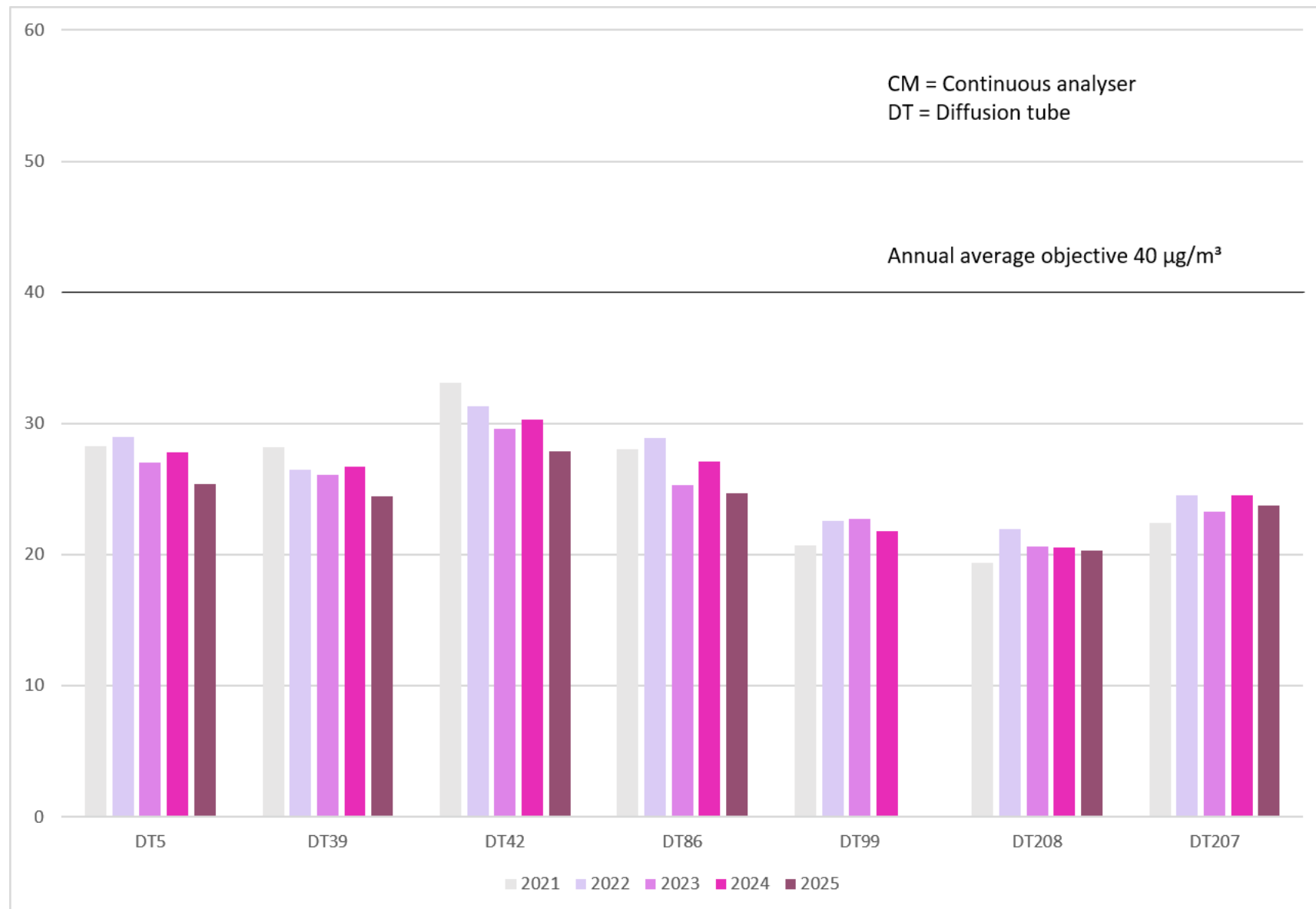


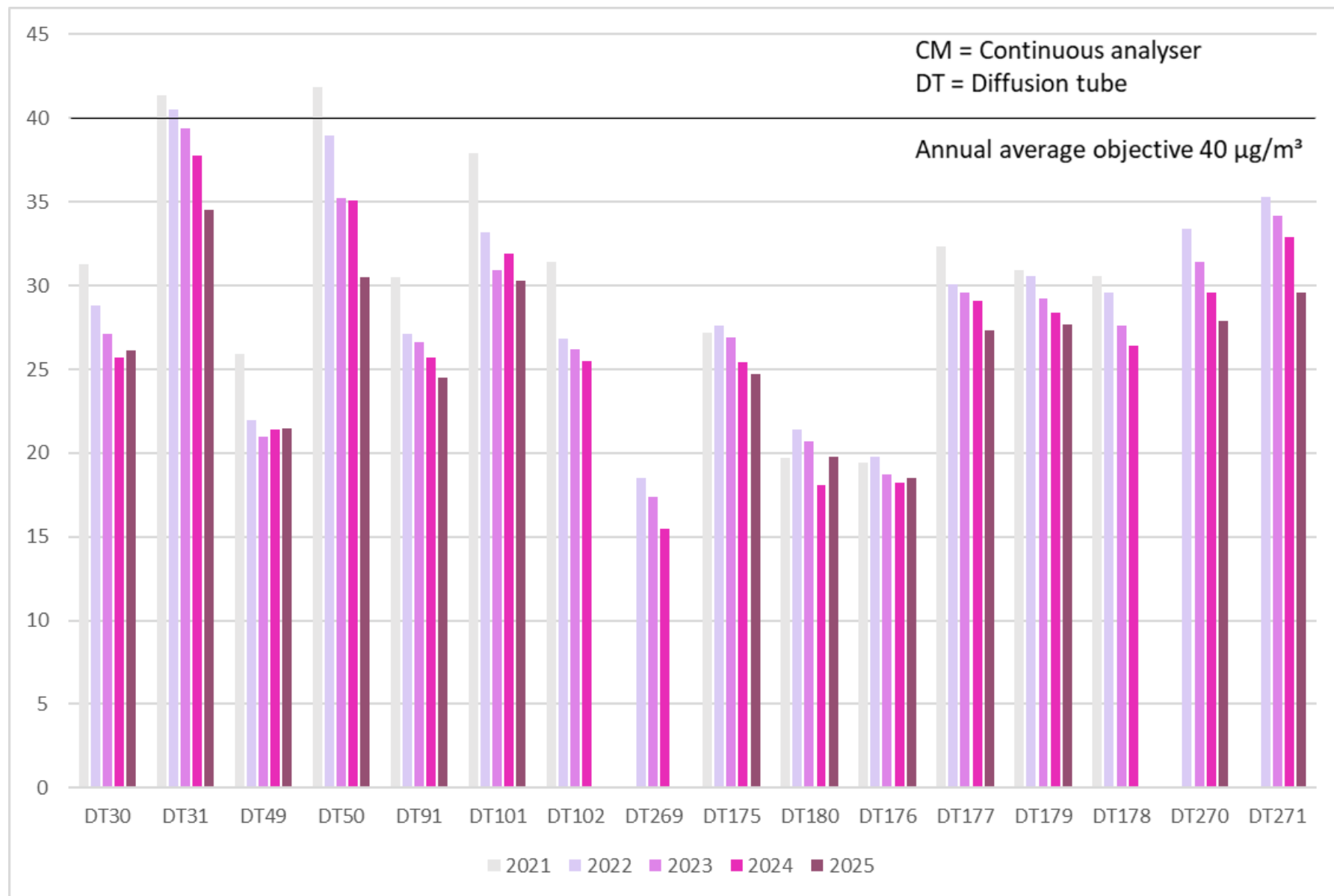
Figure A.8 Trends in Annual Mean NO₂ Concentrations around Saltaire Crossroads

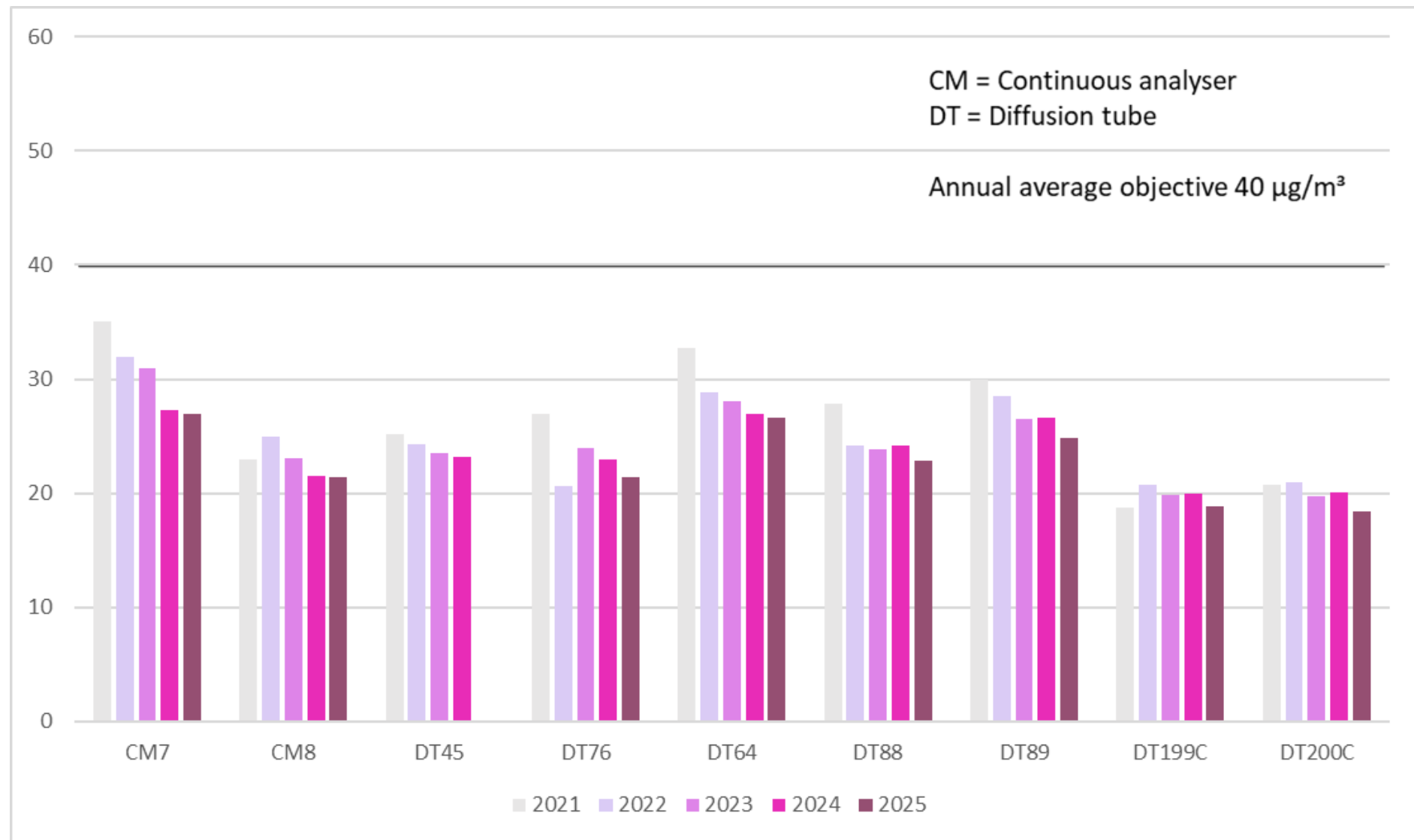
Figure A.9: Trends in Annual Mean NO₂ Concentrations around Rooley Lane and Tong Street

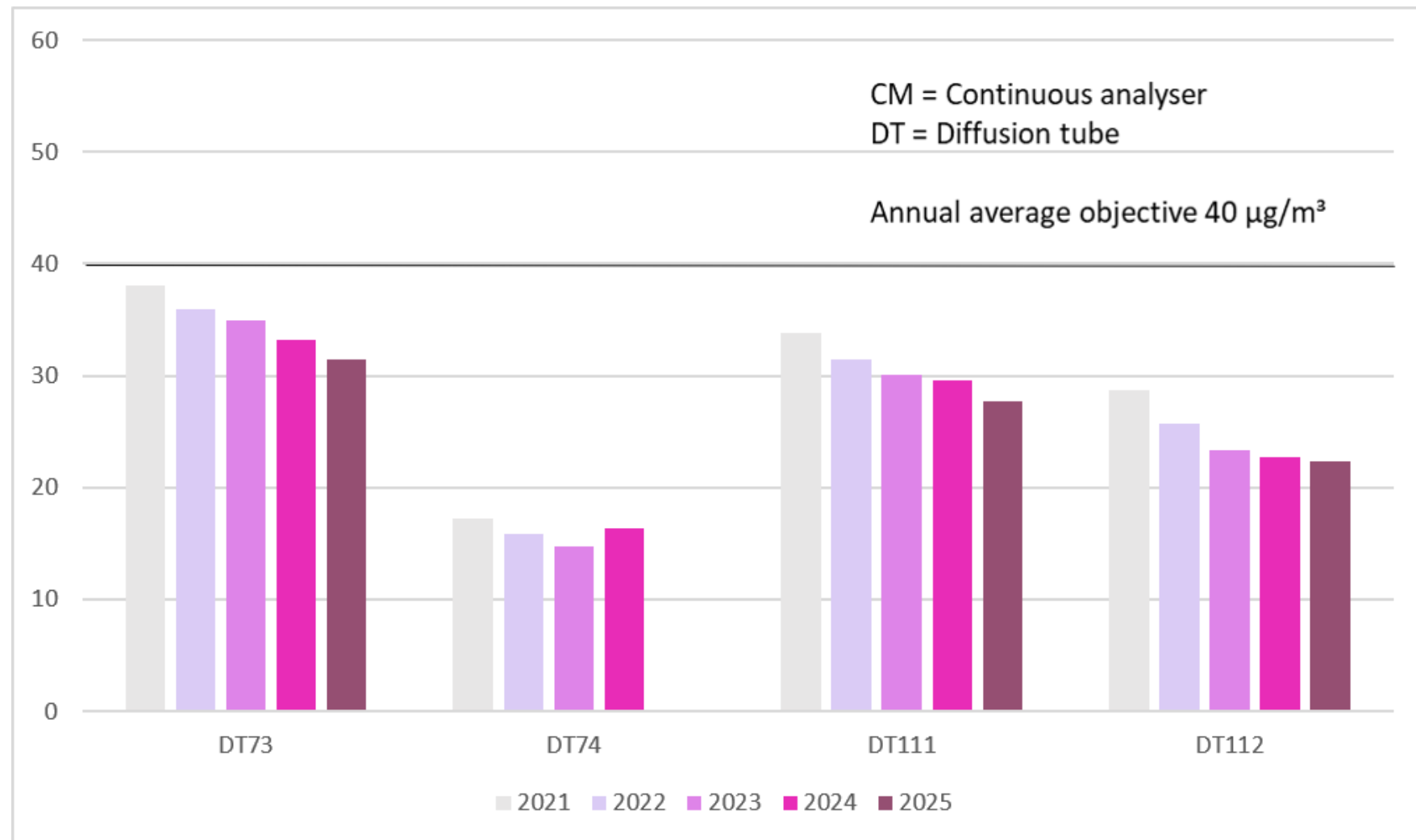
Figure A.10: Trends in Annual Mean NO₂ Concentrations around Canal Road

Figure A.11: Trends in Annual Mean NO₂ Concentrations around Greengates Crossroads

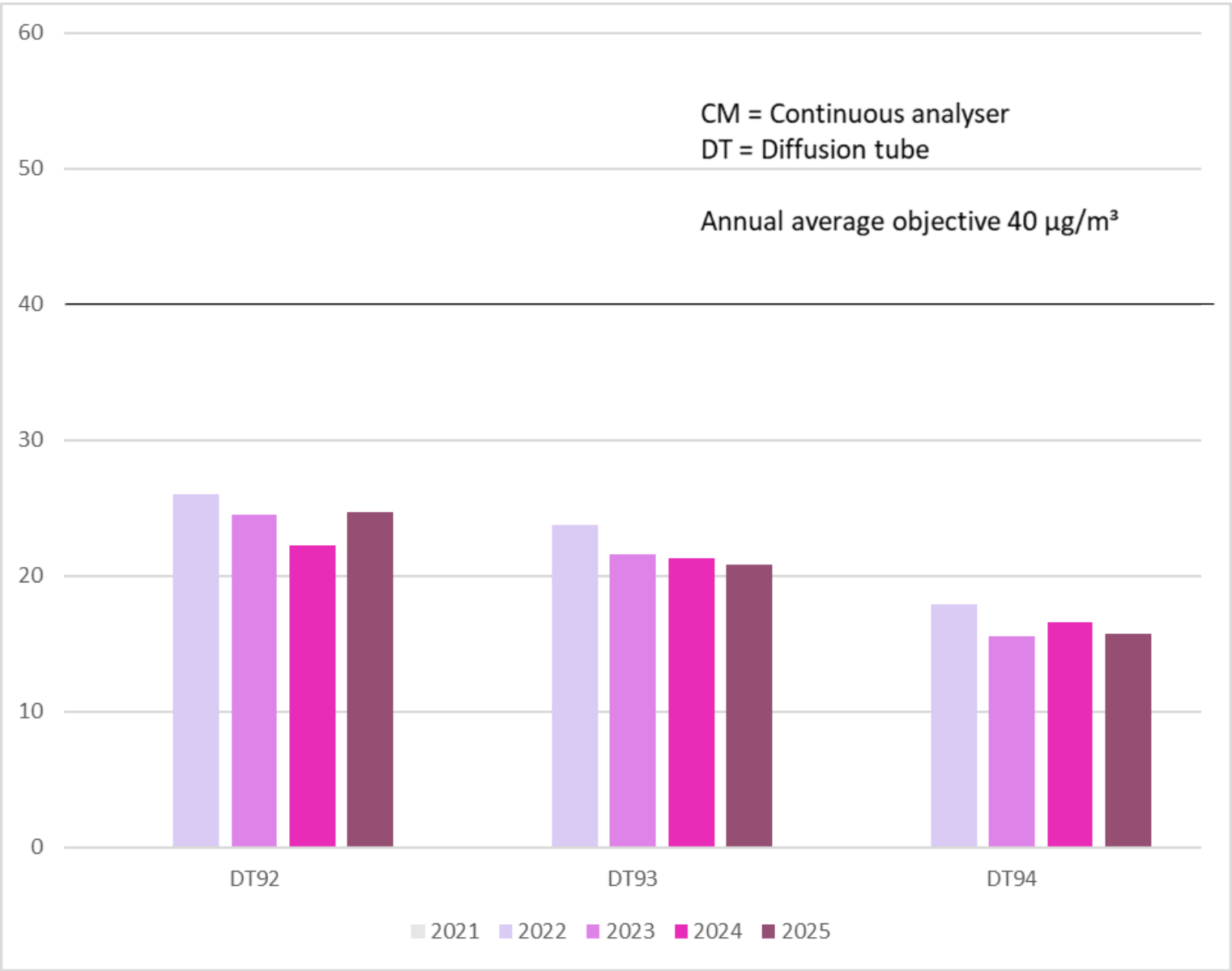


Figure A.12: Trends in Annual Mean NO₂ Concentrations at long term city centre sites

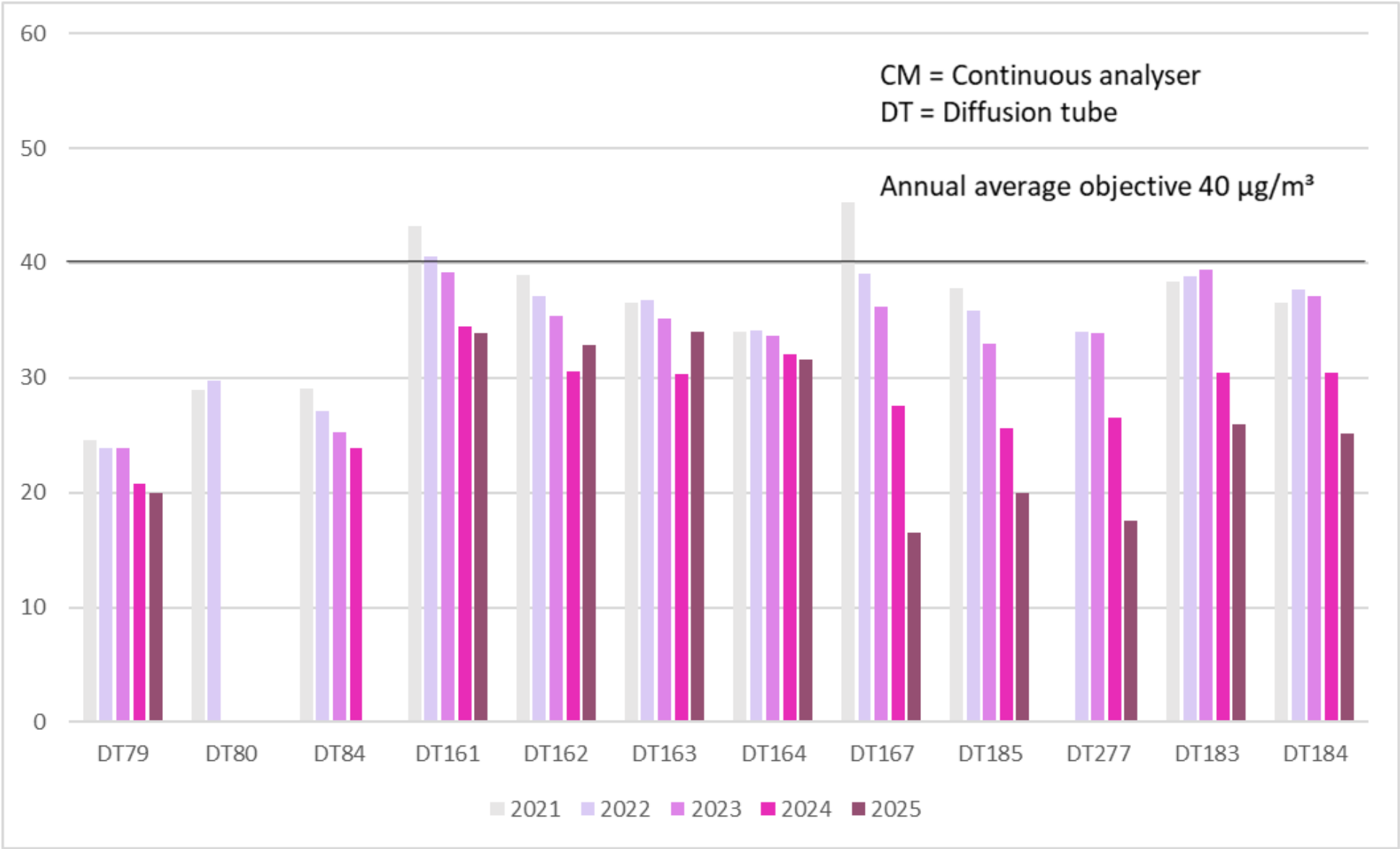


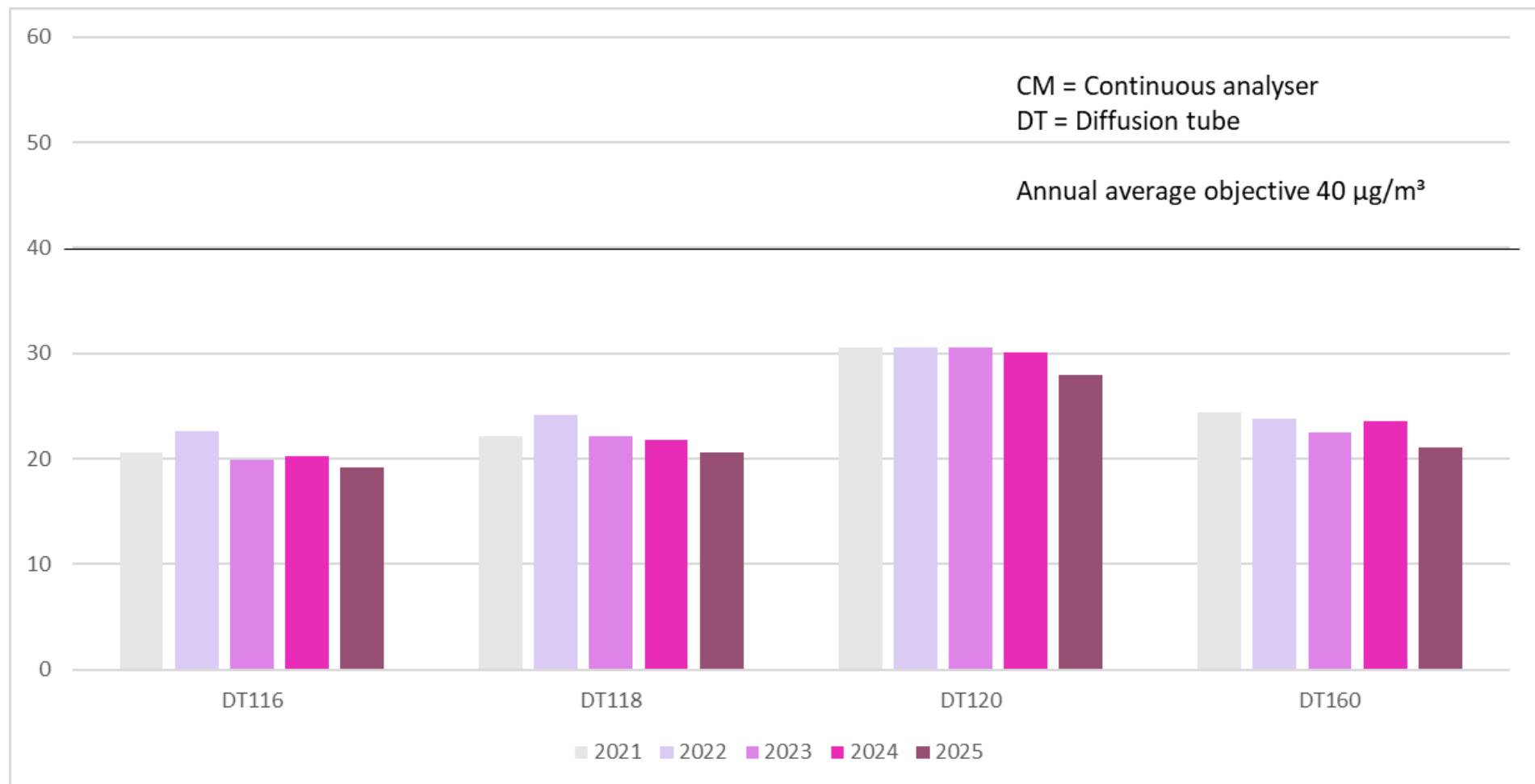
Figure A.13: Trends in Annual Mean NO₂ Concentrations around Parry Lane and Leeds Road

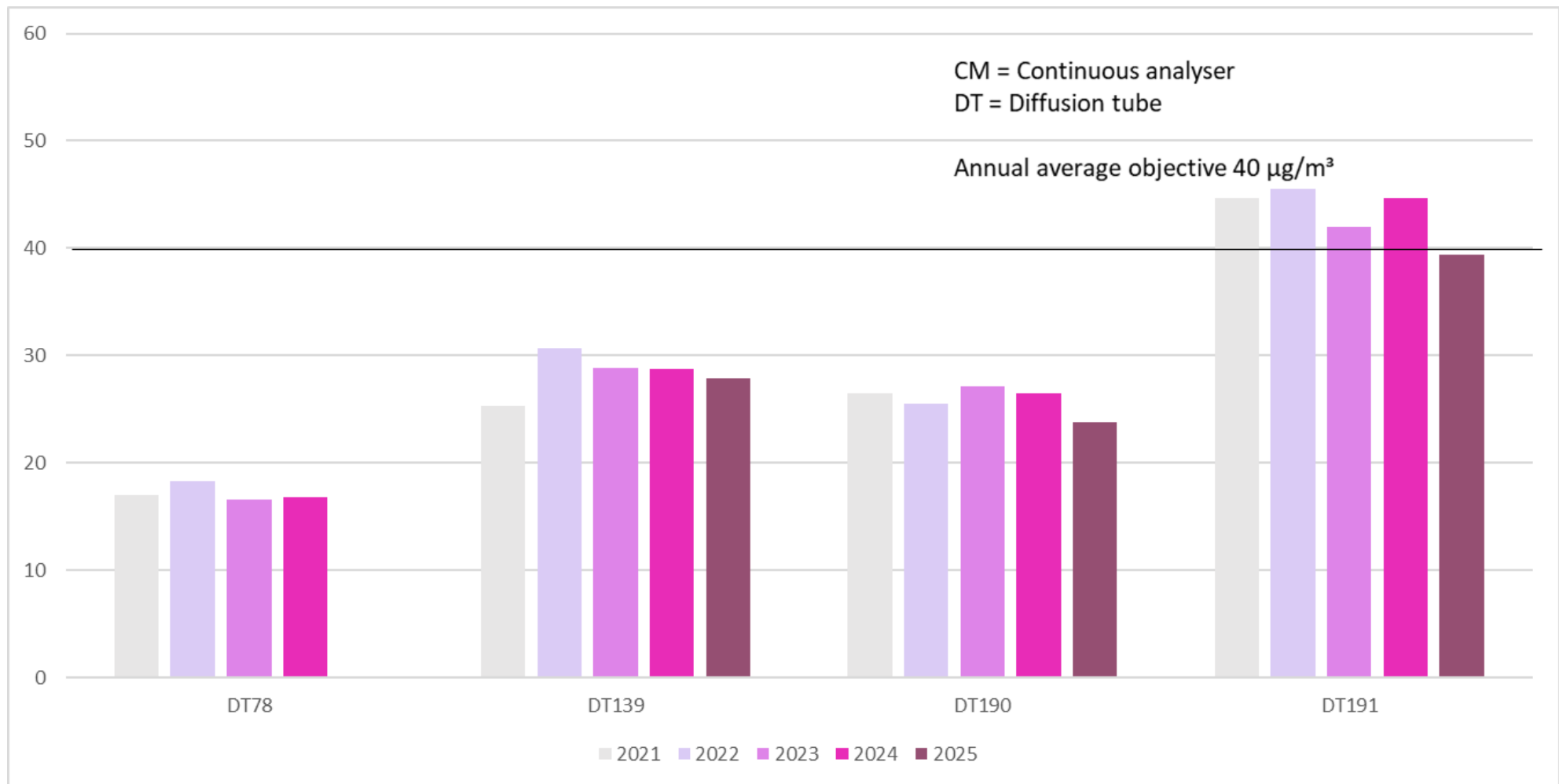
Figure A.14: Trends in Annual Mean NO₂ Concentrations at planning baseline sites

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

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
CM2	406058	441273	Urban Centre	full year	96.6	0 (61.0)	0	0	0	0
CM3	415582	434457	Roadside	full year	96.6	0	0	0	0	0
CM4	415933	430569	Roadside	full year	98.9	0	0	0	0	0
CM5	415870	433054	Roadside	full year	94.4	0 (93.3)	0	0	0	0
CM6	416974	433245	Roadside	full year	94.7	0 (99.7)	0	0	0	0
CM7	417860	430705	Roadside	full year	93.3	0 (129.4)	0	0	0	0
CM8	419188	430213	Roadside	full year	98.7	0	0	0	0	0

Notes:

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

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

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

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

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

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

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
CM2	406058	441273	Urban Centre	full year	94.3	12	13	12.2	12.3	13.4
CM6	416974	433245	Roadside	full year	99.9	17	17	16.4	15.2	18.3
CM8	419188	430213	Roadside	full year	76.9	14	14	14.4	13.7	14.6

Notes:

The annual mean concentrations are presented as µg/m³.

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

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

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

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

Figure A.15 – Trends in Annual Mean PM₁₀ Concentration

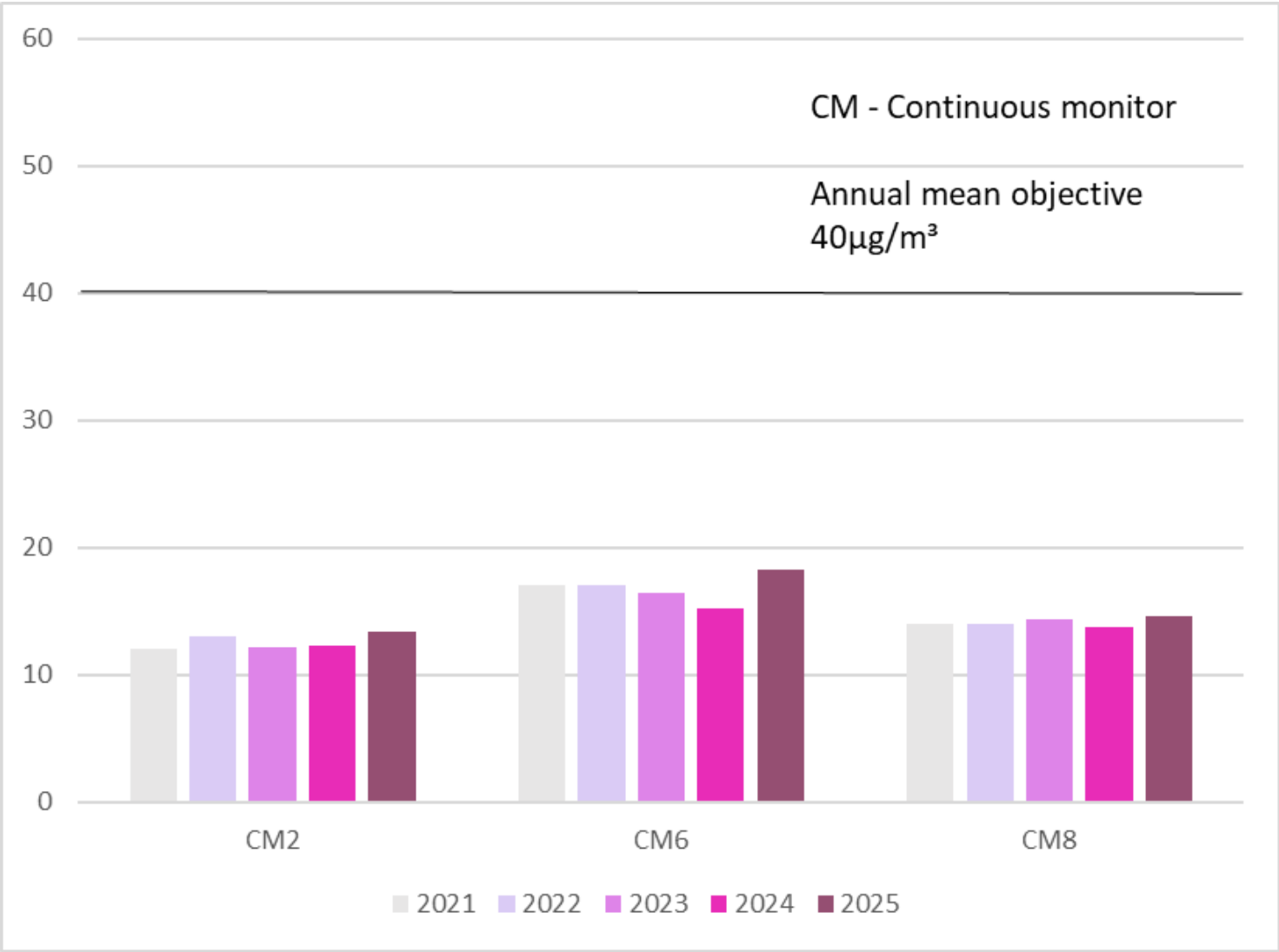


Table A.7 – 24-Hour Mean PM₁₀ Monitoring Results, Number of PM₁₀ 24-Hour Means > 50µg/m³

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
CM2	406058	441273	Urban Centre	full year	94.3	0	2	2	0	3
CM6	416974	433245	Roadside	full year	99.9	1	6	3	0	12
CM8	419188	430213	Roadside	full year	76.9	0	3	1	0	3 (25.8)

Notes:

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

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

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

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

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

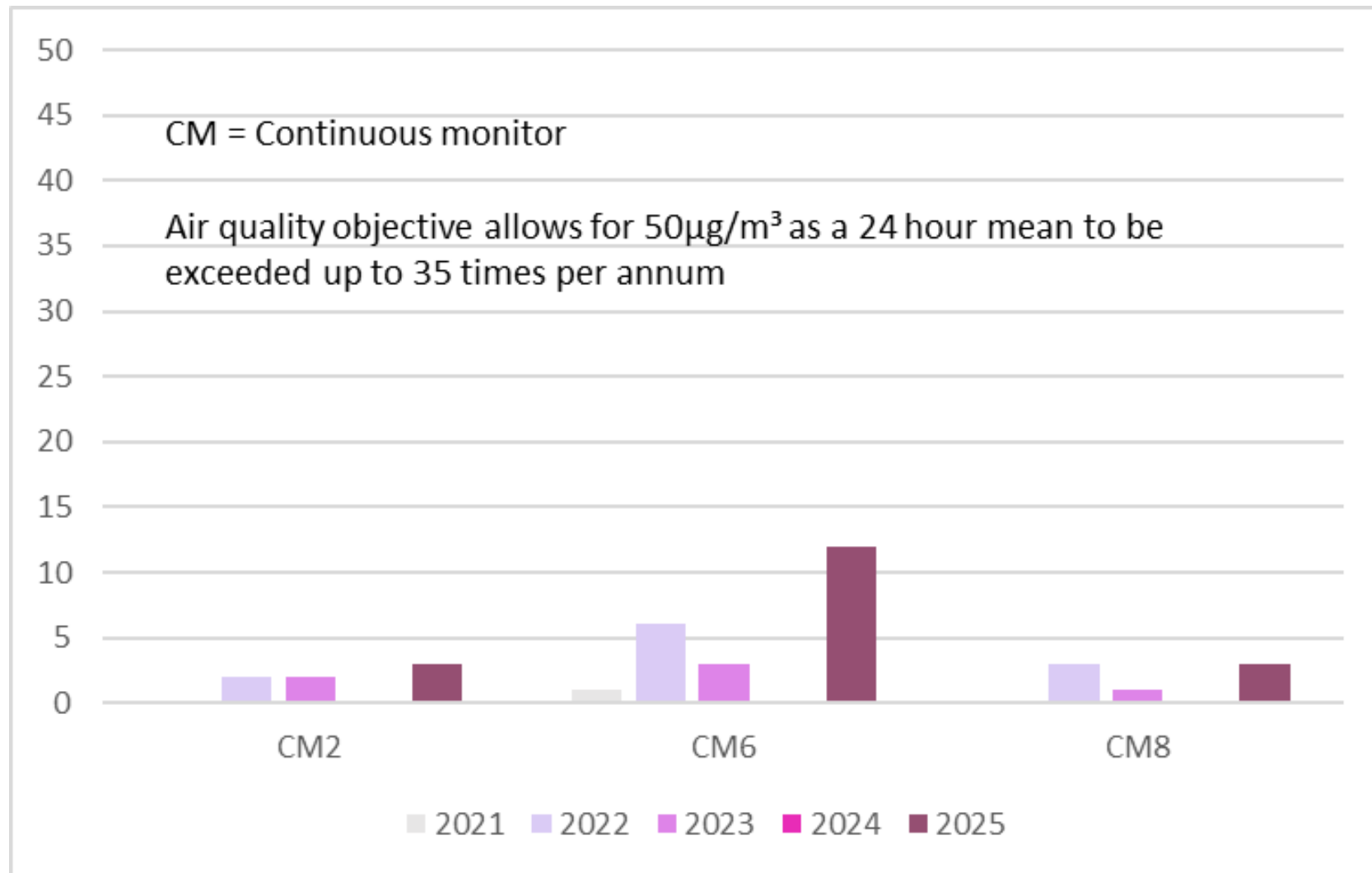
Figure A.16 – Trends in Number of 24-Hour Mean PM₁₀ Results > 50µg/m³

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

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
CM2	406058	441273	Urban Centre	full year	89.3	7	9	7.7	7.7	8.3
CM6	416974	433245	Roadside	full year	99.9	9	9	8.4	8	9.1
CM8	419188	430213	Roadside	full year	75.5	8	8	7.1	7.4	8.7

Notes:

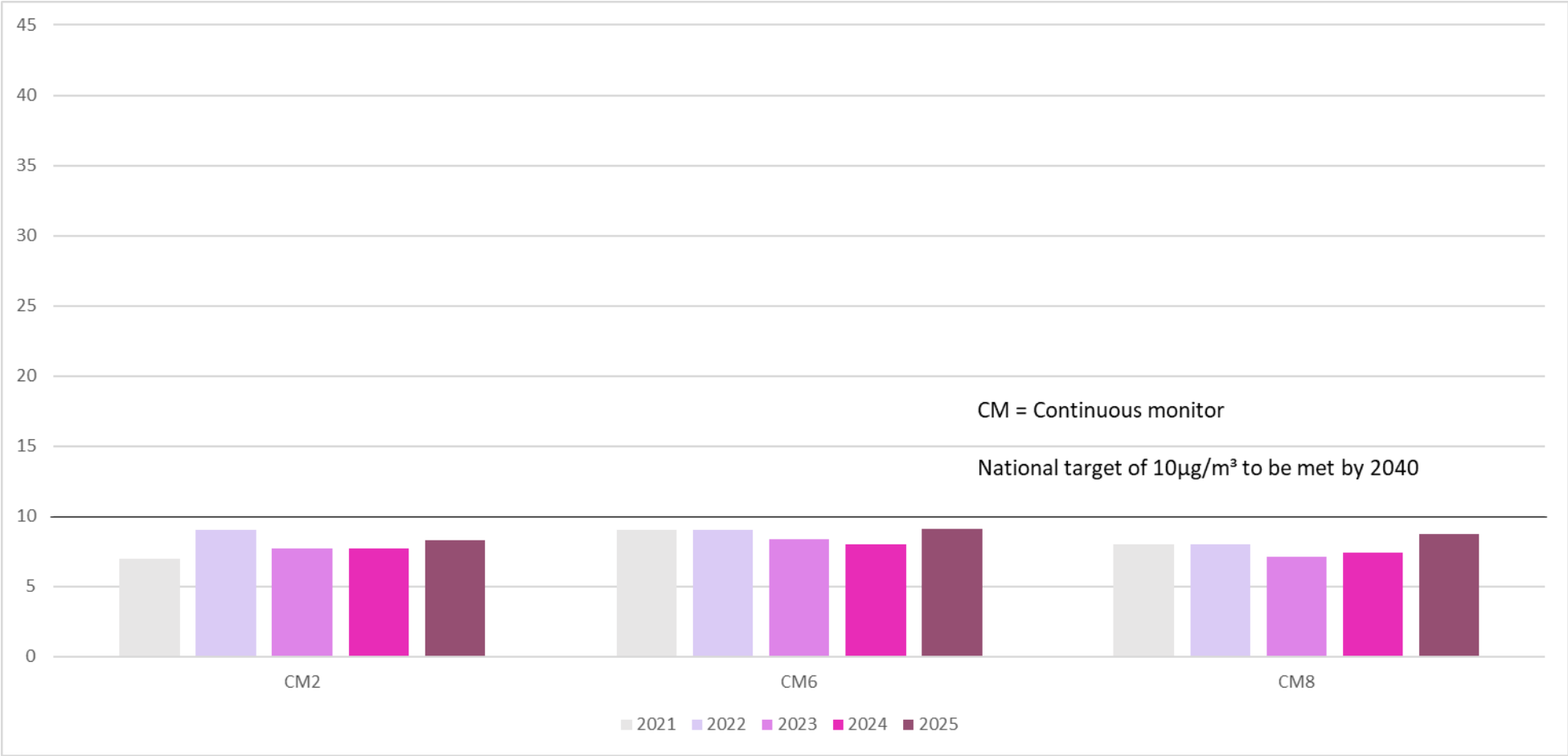
The annual mean concentrations are presented as µg/m³.

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

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

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

Figure A.17 – Trends in Annual Mean PM_{2.5} Concentrations



Appendix B: Full Monthly Diffusion Tube Results for 2025

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

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted	Annual Mean: Distance Corrected to Nearest Exposure	Comment
DT5	417982	434886	37.6	27.8	29.4	22.0	21.1	26.0		25.0	27.6	27.7	32.8	29.7	27.6	25.4	-	
DT12A	416970	433259	59.1	41.9	55.6	49.7	46.1	47.3	44.5	48.9	52.7	47.1	49.9	49.9	-	-	-	Triplicate Site with DT12A, DT12B and DT12C - Annual data provided for DT12C only
DT12B	416970	433259	55.8	41.1	52.4	43.1	43.9		44.1	48.3	48.9	44.9	53.5		-	-	-	Triplicate Site with DT12A, DT12B and DT12C - Annual data provided for DT12C only
DT12C	416970	433259	61.5	38.5	50.7		45.3	48.5	44.0	49.4	49.3	45.2	55.4		48.3	44.4	43.4	Triplicate Site with DT12A, DT12B and DT12C - Annual data provided for DT12C only
DT21	404719	440613	13.1	9.9	11.2	8.1	5.0	4.7	4.6	5.7	8.1			10.7	7.9	7.3	-	
DT30	413861	437772	37.5	34.4			22.2	22.7	19.3				31.8	29.7	27.6	26.1	-	
DT31	413527	437713	46.8	36.8	45.9	41.6	35.0	32.8	33.9	26.3	37.5	37.2	42.6	36.7	37.5	34.5	-	
DT39A	417927	434799		24.5	29.7	30.0			21.8	23.8	29.3		30.9	29.1	-	-	-	Triplicate Site with DT39A, DT39B and DT39C - Annual data provided for DT39C only
DT39B	417927	434799	36.5	23.3	31.5	27.9			22.8	23.2	32.2		34.4	28.3	-	-	-	Triplicate Site with DT39A, DT39B and DT39C - Annual data provided for DT39C only
DT39C	417927	434799		19.5	30.1	25.2			20.5	24.1	30.4		33.5	29.4	28.0	24.4	-	Triplicate Site with DT39A, DT39B and DT39C - Annual data provided for DT39C only
DT42A	417902	434751	40.8	31.5	33.0	25.3	26.0	28.1	23.2	25.7	31.4	29.5	32.5	31.0	-	-	-	Triplicate Site with DT42A, DT42B and DT42C - Annual data provided for DT42C only
DT42B	417902	434751	45.2	28.9	34.1	32.2	30.3	28.8	26.0	24.4	27.2	32.6	31.3	32.3	-	-	-	Triplicate Site with DT42A, DT42B and DT42C - Annual data provided for DT42C only
DT42C	417902	434751		28.3	32.5	24.7	29.5	29.0	27.9	25.4	31.5	31.8	34.9	32.4	30.3	27.9	-	Triplicate Site with DT42A, DT42B and DT42C - Annual data provided for DT42C only
DT49	413600	437653	32.8	25.2	24.9	24.0	21.6	18.3	18.8	17.9	22.9	23.1	27.2	26.7	23.4	21.5	-	
DT50	413510	437732		33.9	35.4	37.3	25.2	28.8	33.6	26.7		35.8	38.9	35.9	33.1	30.5	-	
DT64	419342	430114	34.2	32.3	31.3	30.2	30.9	22.3	27.8	21.9	27.9	28.1	31.1	29.9	28.9	26.6	-	

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted	Annual Mean: Distance Corrected to Nearest Exposure	Comment
DT68	406060	441274	30.2	26.0	21.1	22.3	13.1	16.6	13.6	13.3	20.4	18.1	26.2	23.0	-	-	-	Triplicate Site with DT68, DT69 and DT70 - Annual data provided for DT70 only
DT69	406060	441274	28.5	21.7	27.3	20.9	10.3		14.7	14.1	20.2	20.4	24.7	25.2	-	-	-	Triplicate Site with DT68, DT69 and DT70 - Annual data provided for DT70 only
DT70	406060	441274	26.7	24.9	25.0	22.0	14.9	14.7	14.2	14.9	18.9	20.6	24.7	23.5	20.0	18.4	-	Triplicate Site with DT68, DT69 and DT70 - Annual data provided for DT70 only
DT71A	415580	434461	41.6	32.2	33.6	33.4	29.7		33.4		32.3	32.7	34.6	30.5	-	-	-	Triplicate Site with DT71A, DT71B and DT71C - Annual data provided for DT71C only
DT71B	415580	434461	38.3	32.0	35.3	32.7	25.1	32.0	29.2		34.2	30.4	33.9	30.6	-	-	-	Triplicate Site with DT71A, DT71B and DT71C - Annual data provided for DT71C only
DT71C	415580	434461	43.2	31.7	33.6	27.8	29.2	30.5			33.7	32.3		30.0	32.3	29.7	-	Triplicate Site with DT71A, DT71B and DT71C - Annual data provided for DT71C only
DT72	415573	434521	50.5	45.3	53.3	59.0	39.4	45.1	39.5	45.6	47.6	45.2	48.5	44.8	46.6	42.9	-	
DT73A	415438	435834	43.1	33.0	33.6	38.7	25.1	29.1	27.2	35.4	34.2	31.9	35.4	34.8	-	-	-	Triplicate Site with DT73A, DT73B and DT73C - Annual data provided for DT73C only
DT73B	415438	435834	43.4	38.1	40.7	38.7	35.0	31.4	27.8	33.4	37.3	32.1	41.1	36.0	-	-	-	Triplicate Site with DT73A, DT73B and DT73C - Annual data provided for DT73C only
DT73C	415438	435834	43.4	33.3	41.2	36.2	31.3	25.7	26.2	30.0	35.6	32.5	37.9	35.2	34.2	31.5	-	Triplicate Site with DT73A, DT73B and DT73C - Annual data provided for DT73C only
DT76	418268	430732		25.6	31.1	23.3	22.2	18.5	18.9	18.9		23.6	27.7	24.1	23.3	21.4	-	
DT79	416282	432966	33.1	25.5	29.4	19.4				16.0	22.1	20.1		24.5	23.5	20.0	-	
DT86	417894	434753	34.9	23.7	31.0	29.5	24.3	25.3	19.8	24.5	29.8	27.9	28.0	27.3	26.9	24.7	-	
DT88	418829	430399	32.1	24.1	30.1	25.0	24.5	19.2		18.9	25.1	24.7	26.8	24.1	24.8	22.8	-	
DT89A	419188	430213	38.0	31.4	27.6	23.4	25.2	26.9	24.7	23.6	29.1	30.0	31.4	24.8	-	-	-	Triplicate Site with DT89A, DT89B and DT89C - Annual data provided for DT89C only
DT89B	419188	430213		23.9	28.3	26.5	26.0	25.7	25.0		29.5	26.4	28.5	25.9	-	-	-	Triplicate Site with DT89A, DT89B and DT89C - Annual data provided for DT89C only
DT89C	419188	430213	33.9	27.6	28.0	20.5	25.0	26.5	26.0	23.6	28.3	25.5	27.1	23.9	26.9	24.8	-	Triplicate Site with DT89A, DT89B and DT89C - Annual data provided for DT89C only
DT91A	413697	437723	38.2	27.4	28.0	23.5	22.0	25.8	22.0	22.9	28.0	28.3	32.9	28.9	-	-	-	Triplicate Site with DT91A, DT91B and DT91C - Annual data provided for DT91C only
DT91B	413697	437723	36.8	29.6	31.7	27.0		25.9	20.2	23.4	27.9	30.5	34.5	30.5	-	-	-	Triplicate Site with DT91A, DT91B and DT91C - Annual data provided for DT91C only

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DT91C	413697	437723	37.2	11.2	28.1	22.6	20.9	25.2	20.9	19.8	28.6	27.6	30.8	29.0	26.6	24.5	-	Triplicate Site with DT91A, DT91B and DT91C - Annual data provided for DT91C only
DT92	419006	437217	37.3	34.2	31.0	31.9	23.6	21.4	18.5	16.0	26.8	23.6	32.6	30.3	26.9	24.7	-	
DT93	419003	437308	34.8	28.1		25.6	18.3	16.2	17.9	17.3	21.9		27.9	22.2	22.6	20.8	-	
DT94	419076	437345	26.8		26.6	17.3	11.8	12.7	11.9	11.1	17.4	16.8	16.4	22.3	17.1	15.7	-	
DT101	413418	437725	47.2	38.6	41.7	37.1	29.7	23.1	25.4	23.2	29.9	30.8	39.2	34.1	32.9	30.3	-	
DT103	415925	430572	32.6	34.2	39.4	39.7	33.3	27.0	28.3	29.1		29.5	36.3	31.3	32.6	30.0	-	
DT104A	415961	430558	42.0	34.5	39.8	40.9	35.2	29.8	28.8	31.7	35.9	32.7	39.7	27.6	-	-	-	Triplicate Site with DT104A, DT104B and DT104C - Annual data provided for DT104C only
DT104B	415961	430558	36.9	37.0	40.9	38.8	39.8	27.4	26.5	29.1	36.2	31.7	38.5	28.5	-	-	-	Triplicate Site with DT104A, DT104B and DT104C - Annual data provided for DT104C only
DT104C	415961	430558	38.9	36.4	47.7	37.9	33.0	26.2	28.8	30.1	35.1	33.3	37.2	29.2	34.2	31.5	-	Triplicate Site with DT104A, DT104B and DT104C - Annual data provided for DT104C only
DT105	415780	430504	46.7	43.1	56.1	49.3	37.0	28.4	28.6	32.4	38.3	35.3	41.8	32.9	38.6	35.5	-	
DT106	415702	430701	32.9	26.5	29.6	27.6	16.1		18.2	22.0	27.5	23.1	27.5	23.7	24.4	22.5	-	
DT108A	415891	433045	31.5	30.8	38.7	30.4	24.2	23.3	27.8	25.8	31.5	27.8	34.7	27.9	-	-	-	Triplicate Site with DT108A, DT108B and DT108C - Annual data provided for DT108C only
DT108B	415891	433045		26.1	35.3	33.7	23.0	23.2	27.0	23.0	30.7	27.5	33.9	31.1	-	-	-	Triplicate Site with DT108A, DT108B and DT108C - Annual data provided for DT108C only
DT108C	415891	433045	36.0	26.1	33.9	30.5	22.2	21.5	22.8	25.8	29.4	25.8	34.5	25.9	28.5	26.2	-	Triplicate Site with DT108A, DT108B and DT108C - Annual data provided for DT108C only
DT109	415858	433061	33.0	26.5	35.0	32.2	23.0	21.4	23.1	21.5	29.8	26.0	30.3	28.5	27.3	25.1	-	
DT234A	416019	434990	39.9	31.9	33.2	29.1	22.9	24.6	21.3	25.2	33.3	30.1	39.4	36.3	-	-	-	Triplicate Site with DT234A, DT234B and DT234C - Annual data provided for DT234C only
DT234B	416019	434990	42.8	36.2	31.9	30.1	18.3	24.6	22.0	25.7	31.5	30.0	43.4	30.7	-	-	-	Triplicate Site with DT234A, DT234B and DT234C - Annual data provided for DT234C only

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DT234C	416019	434990	33.1	31.0	32.8	30.2	18.8	23.5	18.8	25.2	29.7	28.4	34.3	31.2	29.3	27.0	-	Triplicate Site with DT234A, DT234B and DT234C - Annual data provided for DT234C only
DT112A	415024	436743	30.4	27.2	23.9	24.5	17.2	19.8	15.7	19.7	27.2	24.2	30.8	26.1	-	-	-	Triplicate Site with DT112A, DT112B and DT112C - Annual data provided for DT112C only
DT112B	415024	436743	40.5	24.2	27.9	25.9	17.4	21.4	17.0	20.4	28.0	25.3	29.5	29.0	-	-	-	Triplicate Site with DT112A, DT112B and DT112C - Annual data provided for DT112C only
DT112C	415024	436743	36.3	18.2	25.5	26.1	18.7	21.8	17.5	19.3	24.7	23.8	32.0	29.3	24.2	22.3	-	Triplicate Site with DT112A, DT112B and DT112C - Annual data provided for DT112C only
DT116	418564	432218	32.9	21.0	24.9		18.1	12.3	16.2		21.4	22.0	23.7	19.6	20.8	19.2	-	
DT118	418666	432470	32.7	22.0	28.3	20.8	17.3	18.5	21.3	18.0	21.2	23.7	26.4	21.2	22.3	20.6	-	
DT120A	417991	432926	32.6	32.2	36.9	29.2	24.4	29.8	28.3	27.5	31.7	34.4	30.2	33.2	-	-	-	Triplicate Site with DT120A, DT120B and DT120C - Annual data provided for DT120C only
DT120B	417991	432926	45.6	20.3	36.5	31.7	26.6	32.2	28.5	26.1	32.2	33.4	33.6	30.9	-	-	-	Triplicate Site with DT120A, DT120B and DT120C - Annual data provided for DT120C only
DT120C	417991	432926	43.8	29.3	33.2	27.3	23.5	28.8	26.9	24.3	29.2	29.7	32.2	29.2	30.4	28.0	-	Triplicate Site with DT120A, DT120B and DT120C - Annual data provided for DT120C only
DT121	414546	436933	27.6	18.7	22.5	15.1	14.7	16.3	15.5		19.3	22.1	24.4	23.8	19.8	18.2	-	
DT122	414567	436811	39.1	26.3	33.5	25.2		27.3	23.9	24.1	31.4	29.2	30.2	27.1	28.6	26.3	-	
DT123	414660	436974	41.5	33.5	33.4	32.2		31.8	28.4		33.2	30.8	35.6	34.0	33.1	30.5	-	
DT123A	414766	437113	44.5	37.8	39.0	35.9	30.7	23.3	26.0	30.2		31.7	36.4	34.3	33.2	30.5	-	
DT124	414620	436924	32.5	30.0	32.0	24.9		24.2	26.2	25.6	27.7	30.3	33.8	28.7	28.6	26.3	-	
DT125	414674	436471	29.7	23.8	11.4	16.6	12.3	9.4	12.5	12.8	17.1	16.8	20.5	20.7	16.7	15.4	-	
DT126	414643	436505	30.3	20.2	23.9	18.8	16.0	9.2	14.0	13.3	20.3	17.5	23.5	20.4	18.6	17.1	-	
DT127	415044	435558		37.2	40.4	42.7	37.0	27.0	23.1	30.6	34.5	32.1	36.1	29.9	33.4	30.7	-	

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DT128	415331	435796	20.9	13.6	16.1	12.4	8.7	8.0	7.7	8.5	13.4	10.8	15.5	14.9	12.3	11.3	-	
DT129	415089	436637	36.1	26.5	31.8			24.7	24.1	26.6	28.8	25.4	32.3	30.0	28.4	26.1	-	
DT130	415839	434674	37.3	33.1	32.5	31.6	22.6	22.5	26.7	27.3	28.8	30.7	31.6	30.6	29.3	27.0	-	
DT131	414856	437605	44.1	29.1	32.8	30.9	25.2	28.7	27.1	30.5	33.6	35.4	36.7	33.1	31.9	29.4	-	
DT132	415717	434265	45.7	32.3	34.6	31.9	18.2	35.7	31.0	27.7	40.6	37.9	38.2	34.0	33.5	30.8	-	
DT133	416260	434581	39.7	29.4	36.5	32.6	24.2	24.1	23.0	25.3	30.1	29.2	35.9		29.5	27.2	-	
DT134	406940	441922		31.2	32.6	31.1	29.7	30.9	32.2	27.4	31.8	34.8	36.3	30.5	31.7	29.2	-	
DT135	406582	442028	32.4	24.6	31.8	26.8	19.5	22.2	24.5	23.6	27.5	29.3	29.3	32.0	26.8	24.7	-	
DT136	406540	442038	16.3	18.5	32.7	26.9	22.9	23.2	25.3	19.2	32.4	29.8	30.8	32.8	26.2	24.1	-	
DT137	406475	442046	47.4	35.9	32.4			28.9	28.1	29.5	32.4		33.7	35.1	33.3	29.9	-	
DT138	406255	442140	36.1	29.4	33.9	34.3	36.8	29.6	32.5	30.0	34.6	33.0	36.8	30.3	33.1	30.4	-	
DT139	414396	433648	43.0	26.5	33.7	26.5	26.1		26.6	23.4	38.7	30.0		32.5	30.3	27.9	-	
DT143A	414902	432251	44.0	33.1	38.3	39.3								37.0	-	-	-	Triplicate Site with DT143A, DT143B and DT143C - Annual data provided for DT143C only
DT143B	414902	432251	45.8	34.2	46.6	41.6								33.1	-	-	-	Triplicate Site with DT143A, DT143B and DT143C - Annual data provided for DT143C only
DT143C	414902	432251	40.3	39.0	45.7	41.6								38.9	39.6	30.1	-	Triplicate Site with DT143A, DT143B and DT143C - Annual data provided for DT143C only
DT144	414908	432312	36.6	28.7	31.3	31.3	25.1	24.3	19.1	23.2	30.9	23.3	29.7	23.3	26.7	24.6	-	
DT146	415005	432231	30.4		27.1			15.4	16.1	14.0	22.4	19.8	24.7	24.1	21.3	19.9	-	
DT149A	413750	433573	42.3	34.2	34.9	30.3	20.5	31.0	29.1	27.8	31.7	32.2	34.6	32.3	-	-	-	Triplicate Site with DT149A, DT149B and DT149C - Annual data provided for DT149C only
DT149B	413750	433573	42.0	35.1	35.5	32.2	25.1	29.6	28.6	26.6	34.4	30.8	33.2	31.2	-	-	-	Triplicate Site with DT149A, DT149B and DT149C -

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																		Annual data provided for DT149C only
DT149C	413750	433573	34.8	29.2	32.5	32.6	26.3	28.6	28.9	25.6	32.9	31.4	36.0	33.6	31.3	28.8	-	Triplicate Site with DT149A, DT149B and DT149C - Annual data provided for DT149C only
DT151	413700	433687	36.7	34.9	42.8	36.2	25.9	25.3	20.4	25.9	31.5	26.7	34.6	28.3	30.3	27.8	-	
DT152	413835	433665	43.7	34.3	41.2	43.7	35.8	30.4	34.2	32.8	36.3	34.2	38.2	32.6	36.2	33.3	-	
DT160	418644	432898	31.8	25.1	31.1	19.7	19.5						28.3	26.1	25.6	21.1	-	
DT161	416148	433102			26.6	22.1	39.3	38.1	38.1	42.1	40.4	38.0	42.5	39.6	36.9	33.9	-	
DT162A	416148	433134	46.4	37.1	43.6	45.5	32.0	33.1	30.1	35.9	39.3	34.2	41.3	38.6	-	-	-	Triplicate Site with DT162A, DT162B and DT162C - Annual data provided for DT162C only
DT162B	416148	433134	40.1	36.4	41.4	41.7	24.3	29.8	28.2	31.4	34.5	33.1	36.5	36.3	-	-	-	Triplicate Site with DT162A, DT162B and DT162C - Annual data provided for DT162C only
DT162C	416148	433134	45.9	35.6	35.9	42.6	34.1	31.4	26.6	32.4	39.5	33.8	41.3	33.9	35.8	32.9	-	Triplicate Site with DT162A, DT162B and DT162C - Annual data provided for DT162C only
DT163	416147	433158	47.1	33.0	38.9	43.9	28.8	34.8	27.5	32.9	41.0	37.7	44.7	38.6	36.9	34.0	-	
DT164	416139	433134	44.8	30.0	35.1	29.9		34.2	32.6	33.7	33.1	32.5	39.2	35.7	34.4	31.6	-	
DT167	416392	433046	29.0	23.7			12.6	12.3	12.2	14.4	19.0	17.9	22.5	20.2	18.0	16.5	-	
DT172	415590	434478	39.5	27.7	32.0	29.2	20.1	31.0	27.9	28.6	32.9	29.8	32.9	30.0	29.7	27.4	-	
DT173	415442	435799	40.9	27.3	33.7	33.2	22.9	29.2	24.0	27.6	32.1	28.1	36.0	31.3	30.1	27.7	-	
DT174	415029	436771	29.7	26.7	28.0	21.8	16.4	17.2			21.5	22.8	26.4	26.4	23.4	21.6	-	
DT175	413709	437745	39.1	28.1	28.3	24.3	22.6	25.3	25.1	22.1	27.0	24.6	31.6	27.9	26.8	24.7	-	
DT176	413597	437628	26.1	19.9	23.3	19.4	17.9	16.5	15.5	18.4	21.2	17.8	24.2	23.4	20.1	18.5	-	
DT177A	413501	437732	41.9	32.8	36.5	36.3	14.2	23.2	25.0	24.7	27.4	27.3	32.1	27.5	-	-	-	Triplicate Site with DT177A, DT177B and DT177C - Annual data provided for DT177C only

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted	Annual Mean: Distance Corrected to Nearest Exposure	Comment
DT177B	413501	437732	40.5	32.6	35.5	30.0	28.7	25.2	27.5	27.5	28.9	29.3	30.9	29.5	-	-	-	Triplicate Site with DT177A, DT177B and DT177C - Annual data provided for DT177C only
DT177C	413501	437732		29.5	37.2	33.6	30.0	21.8	30.3	25.6	29.2	29.0	31.7	29.2	29.7	27.3	-	Triplicate Site with DT177A, DT177B and DT177C - Annual data provided for DT177C only
DT179	413417	437708	42.0	31.1	38.1	34.2	23.7	28.7	23.1	25.9	32.6	28.7	29.2	29.8	30.1	27.7	-	
DT180	413856	437784	34.9	24.0	25.9	23.2	12.9		12.9	14.5	21.3	21.2	28.0	23.9	21.5	19.8	-	
DT183	416215	433059		27.8	34.6			22.5	22.1		26.8			30.1	27.2	25.9	-	
DT184	416217	433071	38.4	33.3	30.8		19.4	21.9	22.3		27.7		33.0	24.8	27.3	25.1	-	
DT185	416381	433054	32.4	19.8	30.6	24.3		14.2	12.4	14.2	25.0		28.6		21.9	20.0	-	
DT186	415743	430482	30.6	26.1	29.0	29.2	16.8	13.2	13.4	17.5	26.0	22.1	29.6	24.9	22.8	21.0	-	
DT187	415715	430669	29.7	20.8	35.8	34.1	21.2		23.7	22.2	25.6	26.1	32.4	27.3	26.9	24.8	-	
DT188	415979	430522	33.8	24.0	36.1	30.6	24.6		24.3	19.2	26.8	22.7	30.7	28.2	27.1	24.9	-	
DT190	406495	441280	38.7	24.7	28.1	24.8	21.5	21.9	24.2	20.2	24.2	24.6	31.7	28.9	25.8	23.8	-	
DT191	406508	441310		41.2	46.5	50.7	43.3	47.0	43.2	37.8	48.2	32.8	42.2	40.8	42.8	39.4	-	
DT192	416218	430420	33.8	22.9	31.2	28.2	19.0		20.3		25.6	23.9	28.0	25.1	25.3	23.3	-	
DT194	417184	430315	31.9	26.8	29.0	21.6	23.5	20.9	20.8	21.9	26.4	22.9	30.2	23.7	24.7	22.7	-	
DT195	417178	430344	43.6	28.6	33.0	26.3	20.3		27.5	27.1		29.2	30.7	28.5	29.0	26.6	-	
DT196	417369	430370	44.9	32.8	33.8	28.9	23.5	28.0	24.8	24.6	31.4			30.8	29.8	27.4	-	
DT197	417845	430739			30.2	35.3	28.2	19.1	21.5	23.3	26.8	25.9	30.9	30.6	27.1	25.0	-	
DT198	417929	430974	40.0	29.6	38.3	35.9	28.0		27.5	30.0	32.9	34.9	37.0	30.2	32.8	30.1	-	
DT199	419178	430193		27.8	28.6	21.6	23.3	11.4	17.8	14.8	19.1	16.6	22.0	22.7	20.5	18.8	-	
DT200	419328	430099	27.7	19.5	22.1	22.5	18.7	12.9	18.6	14.0	19.4		25.3	20.9	20.0	18.4	-	

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted	Annual Mean: Distance Corrected to Nearest Exposure	Comment
DT201	418108	432322	41.8	25.8	30.9	15.7		23.3	26.1	21.2	29.8	32.3	27.7	29.2	27.5	25.3	-	
DT202	418135	432272	33.2	21.8	28.3	16.7	17.0	14.0	19.6	14.7	21.5	25.4	25.5	24.2	21.6	19.9	-	
DT203	418345	432366	41.7	25.5	30.9	18.8	21.8	19.4	22.8	20.5	23.8	26.9	30.3	27.0	25.5	23.4	-	
DT204	418640	432870	32.3	25.9	29.0	22.9	17.7	15.2	16.2	15.0	20.0	21.7	24.4	23.8	21.7	20.0	-	
DT205	418597	433111	38.5	30.2	30.5	25.0	26.3	23.6			27.5	25.6	27.0	28.3	28.0	25.7	-	
DT206	418579	433109	44.3	25.8	35.0	28.7	24.3	29.0	26.4	27.9	33.6	30.7	33.8	31.8	30.5	28.1	-	
DT207	417912	434759		25.4	29.6	24.5	29.8	21.6	20.5	22.3	27.2	26.4	29.1	26.8	25.8	23.7	-	
DT208	417966	434884	33.8	21.8	27.5	19.7	19.6	14.3	13.4	19.6	22.7	21.4	28.1	26.5	22.0	20.3	-	
DT209A	417960	432907	46.0	36.1	38.1	35.5	23.2	33.5	26.3	24.8	34.3	32.8	34.6	32.6	-	-	-	Triplicate Site with DT209A, DT209B and DT209C - Annual data provided for DT209C only
DT209B	417960	432907	50.1	36.1	38.7	32.2	29.9	32.9	31.4	29.1	36.6	37.1	37.5	35.0	-	-	-	Triplicate Site with DT209A, DT209B and DT209C - Annual data provided for DT209C only
DT209C	417960	432907	49.6	38.6	38.6	29.7	23.9	34.3	28.3	30.4	36.7	32.1	37.5	31.0	33.8	31.1	-	Triplicate Site with DT209A, DT209B and DT209C - Annual data provided for DT209C only
DT211A	415922	431089	57.7	37.2	50.3	42.7	37.1	29.2	36.5	33.5	40.5	33.3	48.1	38.3	-	-	-	Triplicate Site with DT211A, DT211B and DT211C - Annual data provided for DT211C only
DT211B	415922	431089	56.6	34.8	48.9	40.3	29.9	23.0	37.5	38.5	42.5	39.0	42.2	40.2	-	-	-	Triplicate Site with DT211A, DT211B and DT211C - Annual data provided for DT211C only
DT211C	415922	431089	52.3	34.6	41.1	42.7	41.7	31.8	36.3	34.8	43.4	37.0	39.5	39.7	39.4	36.2	31.9	Triplicate Site with DT211A, DT211B and DT211C - Annual data provided for DT211C only
DT212A	416398	430194	28.5	21.0	31.8	26.4	21.5	14.2		19.8	24.6	23.5	24.6	24.8	-	-	-	Triplicate Site with DT212A, DT212B and DT212C - Annual data provided for DT212C only
DT212B	416398	430194	32.0	26.8	30.8	27.4	20.8	16.2	19.5	17.7	25.8	23.1	29.3	25.3	-	-	-	Triplicate Site with DT212A, DT212B and DT212C - Annual data provided for DT212C only
DT212C	416398	430194	28.2	22.1	27.0	25.3	21.5	17.1	19.1	17.8	24.9	24.0	27.7	23.2	23.5	21.6	-	Triplicate Site with DT212A, DT212B and DT212C -

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																		Annual data provided for DT212C only
DT213	416390	430213	33.8	25.1	29.1	13.5	17.6	15.2	16.3	18.3	25.2	21.4	25.2	26.4	21.9	20.2	-	
DT214	417714	429298	28.3	19.0	24.6	16.8	17.2	17.2	17.9		23.7	21.8	23.8	23.0	21.0	19.3	-	
DT215	417707	429380	23.6	16.5	21.7	13.2	11.6	10.1	10.3	11.6	17.2	17.4	21.0	17.1	15.7	14.4	-	
DT216	418853	430309	23.5	10.5	22.6		10.5	10.5	12.7	13.8	18.1	18.1	19.7	19.9	16.2	14.9	-	
DT217	418829	430288		15.5		13.2		9.4		9.8	16.5	15.8	18.7	16.7	14.6	13.7	-	
DT218	418292	431290	41.5	27.5	34.3	29.4	26.2	25.0	22.9	19.2	27.6	24.0	33.5	28.7	27.9	25.7	-	
DT219	418303	431328	26.1	27.4	27.5	25.5	17.0	16.1	19.4	16.6	25.4	23.3	29.8	26.2	23.2	21.3	-	
DT222A	417861	431486	28.0	24.1	29.7	27.8			18.7	16.0	22.1	22.3	28.6	24.5	-	-	-	Triplicate Site with DT222A, DT222B and DT222C - Annual data provided for DT222C only
DT222B	417861	431486	31.1	29.2	32.8	28.7		15.4	18.7	17.7	24.9	22.4	29.9	25.4	-	-	-	Triplicate Site with DT222A, DT222B and DT222C - Annual data provided for DT222C only
DT222C	417861	431486	26.5	24.6	29.3	31.9	25.0	14.4	17.6	17.2	26.2	24.8	31.9	22.4	24.1	22.2	-	Triplicate Site with DT222A, DT222B and DT222C - Annual data provided for DT222C only
DT223A	417862	431536	46.2	37.4	39.9	43.6	36.9	30.9	38.9	32.2	37.0	35.5		32.6	-	-	-	Triplicate Site with DT223A, DT223B and DT223C - Annual data provided for DT223C only
DT223B	417862	431536	55.6	43.8	48.7	49.6	41.0	35.8	41.3	34.4	38.3	38.3	47.2	37.1	-	-	-	Triplicate Site with DT223A, DT223B and DT223C - Annual data provided for DT223C only
DT223C	417862	431536	48.1	40.9	40.9	39.6	44.0	32.1	37.7	37.0	37.5	36.4		33.8	39.8	36.6	32.3	Triplicate Site with DT223A, DT223B and DT223C - Annual data provided for DT223C only
DT224	417117	433431	36.1	18.5	30.2		18.0	17.5		20.4	25.9	27.4	30.6	28.2	25.1	23.0	-	
DT225A	417087	433444		31.0		28.2	21.5	30.6		26.9	33.6		37.8	35.9	-	-	-	Triplicate Site with DT225A, DT225B and DT225C - Annual data provided for DT225C only
DT225B	417087	433444	48.4	33.9	40.7	33.9	24.1	35.8		26.5	33.7	36.0	41.2	39.0	-	-	-	Triplicate Site with DT225A, DT225B and DT225C - Annual data provided for DT225C only

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DT225C	417087	433444	48.4	30.5	36.1	33.3	26.2	30.3		25.6	34.0	37.3	37.3		34.2	31.4	-	Triplicate Site with DT225A, DT225B and DT225C - Annual data provided for DT225C only
DT227	417054	434165	31.0				20.9					22.3		23.8	23.9	22.0	-	
DT228A	418090	434429	45.7	35.4	35.2		24.7	40.4	31.5	29.9	37.1	36.3	38.0	33.6	-	-	-	Triplicate Site with DT228A, DT228B and DT228C - Annual data provided for DT228C only
DT228B	418090	434429	51.6	38.4	37.1	30.1	28.9	39.3	32.9	34.3	38.7	35.1	37.9	37.2	-	-	-	Triplicate Site with DT228A, DT228B and DT228C - Annual data provided for DT228C only
DT228C	418090	434429	46.5	34.7	31.7	33.0	29.0	39.1	28.7	27.9	37.2	36.1	43.7	31.1	35.1	32.3	-	Triplicate Site with DT228A, DT228B and DT228C - Annual data provided for DT228C only
DT229	418059	434509	33.3	26.6	28.7	22.4	19.3	17.1	19.2	21.0	24.7	20.8	23.7	26.4	23.3	21.4	-	
DT230	418784	434409	32.1	20.9	26.3	22.2	14.3	16.4	16.9	16.5	21.8	21.7	25.1	20.8	20.9	19.2	-	
DT231	418791	434424	33.9	17.5	23.3	15.8	12.0	16.7	15.1	13.0	18.1		21.8	21.5	18.6	17.1	-	
DT232	418563	433432	36.0	27.8	29.0	20.5	16.5	22.4	20.7	17.7	26.0	22.6	31.2	18.7	23.6	21.7	-	
DT233	418546	433430	43.3	25.6	37.0	28.3	21.8	25.7	26.5	24.2	29.2	29.1	33.4	30.4	29.1	26.8	-	
DT111	416015	435028	41.1	13.6	34.2	33.2	27.1	28.5	26.9	28.4	32.0	27.6	37.8	34.0	30.1	27.7	-	
DT235A	415474	434456	40.1	36.3	42.2	41.3	26.7	35.3	27.2	31.9	37.6	32.1	37.2	36.4	-	-	-	Triplicate Site with DT235A, DT235B and DT235C - Annual data provided for DT235C only
DT235B	415474	434456	46.6	38.4	42.4	43.5	31.6	32.1	27.7	33.6	37.6	33.2	39.1	39.6	-	-	-	Triplicate Site with DT235A, DT235B and DT235C - Annual data provided for DT235C only
DT235C	415474	434456	40.5	36.4	38.0	40.4	29.1	31.4	24.3	35.5		30.9	36.9	37.5	35.4	32.5	-	Triplicate Site with DT235A, DT235B and DT235C - Annual data provided for DT235C only
DT236	414498	433935	35.9	27.8	29.2	27.6	19.9	19.4	18.4	18.8	27.8	23.6	28.0	27.1	24.9	22.9	-	
DT237	414536	433981	35.8	28.7	26.8	30.1	29.2	22.3	21.2	21.8	30.1	21.2	29.5	27.8	26.7	24.6	-	
DT238	414290	433759	39.0	31.4	34.2	30.3	24.7	22.9	19.8			24.1	32.6	28.7	28.2	25.9	-	

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DT239A	414268	433765	37.8	31.3	32.3	33.8	24.8	28.9		28.0	36.1	32.6	31.6	28.9	-	-	-	Triplicate Site with DT239A, DT239B and DT239C - Annual data provided for DT239C only
DT239B	414268	433765	45.8	33.1	32.6	31.1	28.0	38.6		28.6	37.1		36.9	31.8	-	-	-	Triplicate Site with DT239A, DT239B and DT239C - Annual data provided for DT239C only
DT239C	414268	433765	46.3	34.4	34.4	34.8	23.7	34.4	24.8	28.0	36.5	32.5	34.8	32.1	32.0	29.4	-	Triplicate Site with DT239A, DT239B and DT239C - Annual data provided for DT239C only
DT240A	414403	433665	38.7	29.8		28.6	26.1	20.3	24.0	22.9	27.2	32.1	29.3	28.5	-	-	-	Triplicate Site with DT240A, DT240B and DT240C - Annual data provided for DT240C only
DT240B	414403	433665	40.6	35.3		25.6	21.9		25.1	24.2	29.8	27.7	31.2	28.9	-	-	-	Triplicate Site with DT240A, DT240B and DT240C - Annual data provided for DT240C only
DT240C	414403	433665	38.4	27.2	37.5	27.2	23.1	17.5	23.8	14.4	27.3	26.3	32.2	26.9	27.8	25.6	-	Triplicate Site with DT240A, DT240B and DT240C - Annual data provided for DT240C only
DT241	413840	432676	34.9	25.2	26.1	23.4	22.0	21.2	21.2	24.6	28.1	23.1	25.9		24.7	22.7	-	
DT242	413721	432067	30.3	25.3	27.1	24.0	17.3	15.4	14.4	13.3	21.7	19.7	25.8		20.9	19.2	-	
DT243	413729	432097	27.7	28.8	26.8	26.7	22.4		16.9	18.8	26.0	21.7	22.6	23.4	23.5	21.6	-	
DT246	414722	432432	38.4	32.8	33.9	26.8	23.3	27.3	23.8	24.6	32.2	26.0	32.7	29.1	28.8	26.5	-	
DT247	414731	432443	34.6	25.7	35.5	28.7	24.3	18.7	18.3	18.3	27.2	22.8	25.3	28.8	25.4	23.4	-	
DT248	414499	431676	40.3	31.9	32.9	28.7	19.6		27.5	21.9	29.4	28.2	31.7	27.3	28.6	26.3	-	
DT249	414862	431173	29.5									27.4	29.0	25.9	27.7	21.8	-	
DT250	414788	431184		23.0	26.1	28.6	23.0	12.7	22.1	14.1	21.3	19.8	26.6	26.3	22.2	20.4	-	
DT251	415222	431010	32.8	28.4	32.5	28.0	21.3	21.1	25.6	20.2	26.7	24.6	27.5	25.3	25.9	23.8	-	
DT252	415228	431031	37.4	34.4	35.5	35.0	22.3	24.8		24.3	29.1	30.5	34.0	29.8	30.3	27.9	-	
DT254	414637	430131	24.9	14.0	23.5	19.5	15.0		17.2	13.5	19.9	22.2	18.7	22.7	19.1	17.6	-	
DT255	414629	430122	20.5	20.1	25.7	23.9	17.0	14.4	15.7		19.4	16.8	20.6	19.7	19.2	17.7	-	

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DT262A	415894	429519	30.4		30.9	27.6	20.6	21.3	19.1	21.7	30.2	28.1	33.2	23.4	-	-	-	Triplicate Site with DT262A, DT262B and DT262C - Annual data provided for DT262C only
DT262B	415894	429519	38.0	27.3	31.0	26.3	21.7	20.9	17.2	23.3	31.2		32.7	28.5	-	-	-	Triplicate Site with DT262A, DT262B and DT262C - Annual data provided for DT262C only
DT262C	415894	429519	39.8	26.1	28.6	24.1	21.0	20.2	16.3	22.7	29.9	30.5	35.1	27.9	26.4	24.3	-	Triplicate Site with DT262A, DT262B and DT262C - Annual data provided for DT262C only
DT270	413719	437665	43.8	35.4	34.2	29.3	19.3	30.6	27.5	24.0	31.2	32.4	32.0	29.9	30.3	27.9	-	
DT271	413723	437678	43.0	37.6	37.9	38.3	30.1	26.1	25.8	26.1		30.2	31.6	32.3	32.2	29.6	-	
DT272	417661	433528		24.8	29.8	27.4	24.0	19.5	19.2	20.5	28.0	27.1	29.8	23.5	24.8	22.8	-	
DT273	419138	437213	34.0		23.2		17.5	17.5	16.8	16.2	20.5	23.3	27.0	26.1	21.9	20.1	-	
DT274	419107	437314	36.6			28.3	25.0		22.1	21.5	25.6	24.4	28.6	29.9	26.5	24.4	-	
DT277	416398	433050	31.2	20.2	25.8		12.2								21.4	17.5	-	
DT278	415570	434477	49.3	37.3	39.7	35.4	42.4	46.4	39.9			34.7		32.1	39.3	36.1	28.0	
DT279	415591	433141	40.9	30.2	36.8	35.9	25.4	26.6	22.4	24.5	25.9	26.4	31.9	30.9	29.4	27.0	-	
DT280	415665	433175		31.5	42.1	36.6	25.4	24.7	20.9	23.9	37.9	30.9		33.5	30.5	28.0	-	
DT281	415771	430476	43.8	37.9	50.2	53.7	39.3	25.7	29.7	36.4	36.8	36.0			38.6	35.5	-	
DT282	404458	446757	28.3	21.7	21.3	21.7	18.9	18.9	19.2	18.6	24.6		26.7	23.3	21.9	20.2	-	
DT283	410565	430351	27.2	19.5	21.5	14.2	15.1	15.8	10.8	12.0	16.8	15.1	23.4	17.8	17.1	15.7	-	
DT284	410585	430112	26.9		19.8					15.9		15.0	17.2	18.9	18.6	15.3	-	
DT285	410584	430114		16.1	20.8	16.0	14.3			9.9		13.0	12.1	14.0	14.5	13.3	-	
DT286	419103	437334	34.3	24.1	27.0	23.6	17.3	20.9	15.9	17.5	24.8		27.6	28.7	23.4	21.6	-	
DT293	415950	431453	31.8	21.5	25.4	21.3	12.4	22.3	14.6	14.7	22.0	25.0	33.0	26.1	22.2	20.4	-	
DT294	415950	431453	39.7	24.8	29.9	22.8	14.5	14.6	18.5	18.7	29.7	20.1	26.8	23.5	23.0	21.2	-	

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	Annual Mean: Distance Corrected to Nearest Exposure	Comment
DT309	417165	434401	42.9	26.3	31.9	27.3	23.8	26.7	25.5	21.7	28.0	28.5	35.4	31.9	28.8	26.5	-	
DT310	416260	430422	39.7	22.5	29.8	28.4	17.8		23.4	21.1	26.8	28.3	29.0	25.4	26.1	24.0	-	
DT311A	416302	432187	39.0	34.0	34.2	33.5	22.8	16.3	15.8	21.1	27.3	25.6	35.9	32.0	-	-	-	Triplicate Site with DT311A, DT311B and DT311C - Annual data provided for DT311C only
DT311B	416302	432187	30.2	34.2	33.1	29.3	25.7	16.2	16.6	20.6	27.5	25.7	35.0	32.1	-	-	-	Triplicate Site with DT311A, DT311B and DT311C - Annual data provided for DT311C only
DT311C	416302	432187	36.8	33.3	34.4	35.8	21.7	15.8	15.2	20.6	27.2	23.6	31.6	29.3	27.1	24.9	-	Triplicate Site with DT311A, DT311B and DT311C - Annual data provided for DT311C only
DT312	410492	439334	26.0	19.3	21.1	14.9	12.2	15.1	13.1	12.3	16.9	17.9	22.5	21.9	17.5	16.1	-	
DT313	404134	446061	35.2	23.8	30.2	26.0	22.5	22.0	18.2	22.6	25.3	26.2	31.1	28.5	25.7	23.6	-	
DT314	415677	433309		13.3	27.2	24.0	14.6	14.5	12.8	14.9	19.5	19.4	25.5	24.4	19.0	17.5	-	
DT315	415570	433268	37.8	27.0	30.5	29.1	21.1	21.4	21.6	21.7	29.5	25.1	37.9	30.2	27.4	25.2	-	
DT316	416709	433099	35.4	41.1	48.0	47.5	31.9	25.1	24.8	30.9	32.3	31.8	37.1	34.0	34.6	31.9	-	
DT317	410903	438892	25.4	17.0	21.2	16.8	11.8		12.9	14.6	20.7	17.2	21.1	21.0	17.8	16.4	-	
DT318	411552	433368	14.3	12.4	15.0	10.8		6.3	6.1	6.0			11.8	12.5	10.4	9.3	-	
DT319	411460	433447	13.7	14.4	14.7	10.4	7.2	6.8	6.2				12.4	12.5	10.7	9.8	-	
DT320	415016	431575	21.6	15.7	20.9	13.3	10.2		9.7	9.9	17.1	14.2	21.0	18.4	15.3	14.1	-	
DT321	415039	431646	22.1	15.2	21.1	17.8	10.3	10.6		10.7	17.2	15.6	20.9	18.4	16.2	14.9	-	
DT322	416563	432965	36.0				15.7	16.1	13.7	18.6	27.1	23.8	29.6	27.0	22.5	20.7	-	
DT323	413818	432892	21.6	21.6	29.7	24.5	18.8	11.7	11.3	14.6		18.3	22.8	21.5	19.5	17.9	-	
DT324	416762	433049	39.6	28.5	39.1	28.4	24.8	19.9	23.0	22.9	31.7	27.1	35.0	32.6	29.0	26.7	-	
DT325	416781	432970	34.8	27.3	28.7	24.8	15.9			20.2	26.7	23.3	31.9	26.4	25.6	23.5	-	
DT326	415473	439551	39.8	30.6	34.8	33.3	17.0	34.0	32.9	29.5	35.0	33.5	11.2	33.4	30.2	27.8	-	

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted	Annual Mean: Distance Corrected to Nearest Exposure	Comment
DT327	417906	432793	32.7	24.5		19.3	14.5	17.2	17.6	16.8	20.2	21.4	26.9	25.3	21.2	19.5	-	
DT328	418844	432566		17.7	23.7	16.9	14.1	12.6	15.8	10.9	16.9		24.5		16.9	17.1	-	

- ☒ All erroneous data has been removed from the NO₂ diffusion tube dataset presented in Table B.1
- ☒ Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG22
- ☒ National bias adjustment factor used
- ☒ Where applicable, data has been distance corrected for relevant exposure in the final column
- ☒ CBMDC confirm that all 2025 diffusion tube data has been uploaded to the Diffusion Tube Data Entry System

Notes:

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

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

See Appendix C for details on bias adjustment and annualisation.

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

New or Changed Sources Identified Within City of Bradford MDC During 2025

City of Bradford MDC routinely screens planning applications against the West Yorkshire Low Emission Planning Guidance to determine if they are likely to have a minor, medium or major impact on local air quality. [Link to West Yorkshire Low Emission Planning Guidance](#)

Previously, all planning applications with new parking spaces were required to provide type 1 mitigation in the form of EV charging points but this requirement has now been updated to reflect the new EV charging Building Regulations (Approved Document S). Under the new requirements all housing applications are required to provide 1 EV charging point per dwelling (unless they can demonstrate a valid exemption under the Building Regulations) and only commercial premises with more than 10 parking spaces need to provide an EV charging strategy.

Applications with the potential to impact on relevant receptor points during the construction and demolition phases are required to provide construction dust risk assessments and management plans.

Major impact developments additionally require a full air quality impact assessment and damage cost calculation. Some major developments are required to provide additional site-specific type 3 emission mitigation strategies.

Where a new development has potential to introduce new relevant receptor points into an area considered at risk of exceeding air quality objectives an exposure assessment is also required.

Table C.1 shows medium and major applications for which mitigation was achieved in 2025. Additional mitigation in the form of EV charging and CEMPs was obtained on many other minor applications not detailed in this table. A total of 65 full planning applications, 108 pre-planning applications and 16 condition discharge consents were considered by the CAP team during 2025.

Table C1: Planning mitigation 2025

Planning reference	Proposal	Current Status	Mitigation	Further comments
25/00842/MAF	Construction of 295 dwellings, open space, landscaping, and associated infrastructure	Pending Consideration	EV Charging, CEMP, Travel Plan, Type 3 emission mitigation.	Recommended that additional bespoke emission mitigation measures are implemented on the site of a value which is proportional to offset the emission damage cost.
25/01715/MAF	Construction of 147 dwellings, open space, landscaping and associated infrastructure	Pending consideration	EV Charging, CEMP, Travel Plan.	AQ screening assessment reviewed. No issues arising.
22/04280/MAF	Demolition of existing premises and construction of a mixed-use development comprising community sports and leisure centre, retail units, food outlets, offices and leisure uses with associated multi-storey car park	Pending consideration	EV Charging, CEMP, Travel Plan, Type 3 emission mitigation.	Recommended that the eatery above the retail and office space should offer only indoor dining. Recommended that additional bespoke emission mitigation measures are implemented on the site of a value which is proportional to offset the emission damage cost.
25/02212/MAF	Construction of data centre and associated infrastructure, access, parking and landscaping	Pending Consideration	EV Charging, CEMP, Control of generator type and stack	Support for the application subject to signing of unilateral undertaking to pay Industrial Decarbonisation contributions for HVO generator emissions until

			heights, Control of fuel type to HVO, limitations on generator testing periods, 3 year stack testing regime,	such time a Water Source Heat Pump has been constructed to facilitate transfer of waste heat to the neighbouring energy centre.
25/03232/MAF	Hybrid planning application for a phased development comprising: 1) the demolition of existing buildings, other than the Oastler Centre, and structures within the site and site preparatory works; 2) detailed planning permission for the erection of 97 dwellings (Use Class C3) and associated means of access, parking, landscaping and associated infrastructure works; 3) outline planning permission with all matters reserved for mixed use development comprising the erection up to 903 dwellings and up to 7,000sqm of	Pending Consideration	EV Charging, CEMP, Travel Plan, Type 3 emission mitigation, Provision of low carbon energy measures.	AQ screening assessment reviewed. No issues arising.

	retail and community uses (Use Classes E and F2), a new public park, other hard and soft landscaping, car and cycle parking and other associated infrastructure and engineering works - This application is accompanied by an Environmental Statement.			
24/04590/MAO	Outline planning application for residential development of up to 75 dwellings requesting consideration of access	Pending Consideration	EV Charging, CEMP.	AQ screening assessment reviewed. No issues arising.
25/00238/FUL	Construction of roadside service facility, including petrol filling station (sui generis) with 4 pump island forecourt and canopy, ancillary retail shop, 2 No jet wash bays, 2 No EV car charging bays and car parking arrangements	Granted	EV Charging, CEMP.	Stage I and stage II vapour fuel recovery required to minimise emissions of hydrocarbons to air.
24/04889/MAO	Outline planning application for up to 1,000 new dwellings (Use Class C3), 95,000 sq ft of employment floorspace (Use Class B2 and/or B8), land for a primary school (Use	Pending Consideration	EV Charging, CEMP, Travel Plan,	Recommended that additional bespoke emission mitigation measures are implemented on the site of a value which is

	Class F1) and a neighbourhood centre (up to 1,000 sqm) with potential uses including: commercial, business and service (Use Class E); local community uses (Use Class F2); residential (Use Class C3); pubs/drinking establishments (Use Class Sui Generis); and hot food takeaways (Use Class Sui Generis). Including associated landscaping and infrastructure (all matters reserved except access to the site, but not within). This application is accompanied by an Environmental Statement.		Type 3 emission mitigation.	proportional to offset the emission damage cost.
25/01094/MAF	53 No affordable dwellings, landscaping and associated infrastructure	Pending Consideration	EV Charging, CEMP, Travel plan.	AQ screening assessment reviewed. No issues arising.
25/02807/MAF	Residential development of 147 No dwellings with associated vehicular access, open space and sustainable urban drainage system.	Pending Consideration	EV Charging, CEMP, Travel Plan.	AQ screening assessment reviewed. No issues arising.
25/03289/FUL	Construction of two semi-detached houses	Pending Consideration	Air quality exposure	Application not supported by clean air team.

			assessment required.	Recommended that application should not be determined until air quality conditions at the site have been suitability assessed, requires a prolonged period of air quality monitoring.
25/02996/FUL	Construction of restaurant (Use Class E (b)) with drive-through facility and car parking, associated access, servicing, hard and soft landscaping and other associated works.	Pending Consideration	EV Charging, CEMP, AQ Screening.	Concerns with AQ screening assessment highlighted. Further Assessment requested.
25/03296/MAF	Demolition of existing assisted living accommodation and redevelopment of site to create 69 assisted living (social rent) apartments with communal and ancillary areas, parking, access, substation, landscaping and associated works	Pending Consideration	EV Charging, CEMP, Travel Plan	AQ screening assessment reviewed. No issues arising.
25/03558/MAF	78-bedroom care home (Use Class C2) with associated car parking, landscaping, and ancillary accommodation	Granted	EV Charging, CEMP, Travel Plan	AQ screening assessment reviewed. No issues arising.

25/03695/MAF	Construction of 116 dwellings with new access onto Wilson Road, public green space, and associated infrastructure	Pending Consideration	EV Charging, CEMP, Travel Plan	AQ screening assessment reviewed. No issues arising.
25/03438/MAO	Outline application for construction of residential development including associated infrastructure works. All matters reserved except means of access into (but not within) the site from Highgate Grove and Lingfield Terrace	Pending Decision	EV Charging, CEMP, Travel Plan.	AQ screening assessment reviewed. No issues arising.
23/04430/MAO	Outline application for residential development of land for 120 dwellings requesting consideration of access	Pending Consideration	EV Charging, CEMP, Travel Plan.	AQ screening assessment reviewed. No issues arising.
25/04193/MAF	Creation of new vehicular access from Skipton Road and installation of new section of estate access road, alongside removal of trees and construction of a Multi-Storey Car Park (Sui generis) and associated retaining structures; scheme of hard and soft landscaping and	Pending Consideration	EV Charging, CEMP, Travel Plan, Sustainability measures	AQ screening assessment reviewed. No issues arising. Recommended the use of planning conditions to secure sustainable low carbon measures.

	enabling works to create a level plateau			
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City of Bradford MDC has also considered the air quality impact assessment of the following major improvement schemes.

Table C2: Improvement schemes under air quality consideration

Highways Scheme	Scheme overview	Status	Air quality work undertaken
Hard Ings Road improvement scheme	Increased road capacity to reduce congestion and provision of enhanced cycling and walking provision	Completed	Planning air quality impact assessments completed by third party and reviewed by CAP team Before and post scheme (5-year monitoring) completed in house. Air quality generally improved during the post-check monitoring period.
West Bradford Junctions Improvement Scheme	Upgrades planned at the junctions of Great Horton Road and Horton Grange Road, Thornton Road and Cemetery Road, and Toller Lane and Whetley Hill to reduce congestion	Great Horton Road and Horton Grange works completed 2023.	Baseline air quality monitoring completed Air quality impact assessments completed by third party and reviewed by CAP team
Harrogate Road and New Line Junction Improvement Scheme	Substantial widening of all four arms of Greengates junction and new P-Loop junction to facilitate movements from Harrogate Road. Improved signalling and facilities for walking and cycling.	Completed	Planning air quality impact assessments completed by third party and reviewed by CAP team Baseline monitoring completed in house by CAP team. Scheme completed in 2022. Post scheme monitoring now in place for 5 years. Air quality impact assessments completed by third party and reviewed by CAP team
Bradford Interchange Access scheme (Transforming Cities Fund)	New pedestrian access into Bradford Interchange to improve access to the	Partial improvements are completed. Full redevelopment in line with outline plans still	CAP team advised on exposure reduction issues and provision of EV infrastructure.

	interchange from key development sites in the city centre enhancing the experience and journey times for bus and rail users	subject to funding availability.	Long-term air quality monitoring ongoing in the city centre.
South Bradford Park & Ride and Expressway (Transforming Cities Fund)	Provision of a bus-based Park and Ride facility in south Bradford adjacent to M606 motorway and upgrades to active travel routes.	Public consultation completed in 2023. Active travel routes and bus route upgrades in implementation phase. Park and Ride provision subject to future funding availability.	CAP team advised on air quality impact assessment requirements and provision of EV infrastructure / low emission buses. Extensive baseline air quality monitoring in place along south Bradford road corridors.
West Bradford Supercycle highway extension (Transforming Cities Fund)	Access, safety and amenity improvements for cyclists and pedestrians between Bradford city centre and the West of the city, including the education quarter via creation of a 7km of dedicated cycleway along Thornton Road.	Phase 1 - Sunbridge Road to Thornton Road completed in 2025 Phase 2- Thornton Road to Spring Head Road in delivery phase Phase 3 - extension to Thornton Village planned but not confirmed	CAP team advised on air quality impact assessment requirements. Some air quality monitoring in place along the route. Scheme passes through Thornton Road AQMA New city centre EV bike hire scheme set up in March 2026 with direct access to completed phase of the scheme and the wider Leeds-Bradford cycle superhighway

Additional Air Quality Works Undertaken by City of Bradford MDC During 2025

During 2025, City of Bradford MDC continued to monitor and evaluate the impact of the CAZ in conjunction with the government's Joint Air Quality Unit (JAQU) (more recently DEFRA). Bradford's CAZ has not yet passed the state 1 assessment stage and is still considered by DEFRA to be in exceedance of national air quality limit values. City of Bradford MDC continues to work closely with DEFRA to identify any additional improvement measures that will bring forward compliance with the air quality limit values

and allow future removal of the CAZ. During 2025 an additional £8million pounds of funding was provided by the government for electric buses following CAZ source apportionment work identifying retrofitted diesel buses as a significant contributor to remaining air quality exceedances in some parts of the district.

QA/QC of Diffusion Tube Monitoring

City of Bradford MDC undertakes diffusion tube monitoring across the district. As far as possible this is normally undertaken in line with the diffusion tube monitoring calendar provided by DEFRA with collections taking place within 2 days of the suggested collection date. The calendar is available on the [LAQM helpdesk website](#). Due to the number of diffusion tubes deployed by City of Bradford MDC tubes are normally collected over four days within the recommended tube collection week.

Table C3: Diffusion tube collection dates in Bradford in 2025

Target collection date	Actual collection dates	Maximum deviation from target period
8th January 2025	13 th January - 16 th January 2025	+6 days (due to bad weather)
5th February 2025	3 rd February - 6 th February 2025	0
5th March 2025	3 rd March - 6 th March 2025	0
2nd April 2025	31 st March - 4 th April 2025	0
30th April 2025	28 th April - 1 st May 2025	0
4th June 2025	2 nd June - 5 th June 2025	0
2nd July 2025	30 th June - 3 rd July 2025	0
6th August 2025	4 th August - 7 th August 2025	0
3rd September 2025	1 st September - 4 th September 2025	0
1st October 2025	29 th September - 2 nd October 2025	0
5th November 2025	3 rd November - 6 th November 2025	0
3rd December 2025	1 st December - 4 th December 2025	0

During the 2025 period all diffusion tubes deployed by City of Bradford MDC were supplied and analysed by Gradko using the 50% TEA in acetone method.

Gradko participate in the Inter-Laboratory comparison scheme AIR PT. This is an independent analytical proficiency-testing (PT) scheme, operated by LGC Standards and supported by the Health and Safety Laboratory (HSL). AIR PT is a new scheme, started in April 2014, which combines two long running PT schemes: LGC Standards STACKS PT

scheme and HSL WASP PT scheme. AIR PT offers a number of test samples designed to test the proficiency of laboratories undertaking analysis of chemical pollutants in ambient indoor, stack and workplace air. One such sample is the AIR NO₂ test sample type that is distributed to participants in a quarterly basis. The results of this scheme are published annually.

The latest available AIR PT NO₂ diffusion tube results for Gradko are shown in Table C.4. Gradko have consistently achieved good precision results over the past 3 years providing a good level of confidence in their results.

Table C.4: Diffusion tube precision testing results for Gradko 2025

	2023 Good	2023 Bad	2024 Good	2024 Bad	2025 Good	2025 Bad
Precision testing results by year (50% TEA in acetone method)	16	0	11	0	18	0

Diffusion Tube Annualisation

Defra has developed a diffusion tube data processing tool to assist local authorities in processing their NO₂ diffusion tube monitoring data. More information about the tool is available here [Link to LAQM website](#).

Annualisation of the City of Bradford MDC data (where necessary) for 2025 has been undertaken using this tool. Annualisation is required for any site with data capture less than 75% but greater than 25%.

Annualisation was undertaken using data from the following national monitoring network sites which meet the criteria for annualisation calculations as set out in Box 7.9 of LAQM.TG(22). All these sites lie within 50 miles of the City of Bradford MDC district.

- Leeds Centre
- Dewsbury Ashworth Grange
- Manchester Piccadilly

Details of all the City of Bradford MDC diffusion tubes that required annualisation for the 2025 period (along with the annualisation factors calculated using the diffusion tube data processing tool) are shown in Table C.5.

Table C.5 – Annualisation Summary (concentrations presented in $\mu\text{g}/\text{m}^3$)

Diffusion Tube ID	Annualisation Factor Dewsbury Ashworth Grange	Annualisation Factor Leeds Centre	Annualisation Factor Manchester Piccadilly	Average Annualisation Factor	Raw Data Annual Mean	Annualised Annual Mean
DT30	1.0284	1.0408	1.0133	1.0275	27.6	28.3
DT39A	0.9490	0.9446	0.9504	0.9480	-	-
DT39B	0.9490	0.9446	0.9504	0.9480	-	-
DT39C	0.9490	0.9446	0.9504	0.9480	28.0	26.5
DT79	0.9453	0.9083	0.9318	0.9285	23.5	21.8
DT137	0.9621	0.9788	0.9866	0.9759	33.3	32.5
DT143A	0.8303	0.8337	0.8105	0.8248	-	-
DT143B	0.8303	0.8337	0.8105	0.8248	-	-
DT143C	0.8303	0.8337	0.8105	0.8248	39.6	32.7
DT146	1.0135	0.9938	1.0364	1.0145	21.3	21.6
DT160	0.9192	0.9005	0.8728	0.8975	25.6	23.0
DT183	1.0105	1.0563	1.0383	1.0350	27.2	28.2
DT184	0.9929	1.0088	0.9911	0.9976	27.3	27.2
DT185	0.9666	1.0078	0.9960	0.9901	21.9	21.7
DT217	1.0382	0.9894	1.0319	1.0198	14.6	14.8
DT227	1.0540	0.9579	0.9898	1.0006	23.9	23.9
DT249	0.8951	0.7977	0.8719	0.8549	27.7	23.7
DT277	0.9011	0.9210	0.8489	0.8904	21.4	19.0
DT284	0.9276	0.8572	0.9064	0.8971	18.6	16.7
DT285	1.0383	0.9773	0.9744	0.9967	14.5	14.4
DT318	0.9580	0.9876	0.9726	0.9727	10.4	10.2

DT319	0.9888	1.0178	0.9774	0.9947	10.7	10.6
DT328	1.0988	1.1193	1.0803	1.0995	16.9	18.6

Diffusion Tube Bias Adjustment Factors

The diffusion tube data presented within the 2025 ASR have been corrected for bias using an adjustment factor. Bias represents the overall tendency of the diffusion tubes to under or over-read relative to the reference chemiluminescence analyser. LAQM.TG22 provides guidance with regard to the application of a bias adjustment factor to correct diffusion tube monitoring. Triplicate co-location studies can be used to determine a local bias factor based on the comparison of diffusion tube results with data taken from NO_x/NO₂ continuous analysers. Alternatively, the national database of diffusion tube co-location surveys provides bias factors for the relevant laboratory and preparation method.

City of Bradford MDC have applied a national bias adjustment factor of 0.92 to the 2025 monitoring data obtained from the National Diffusion Tube Bias Adjustment Factor Spreadsheet version 03/26 which was the latest version available at the time of writing. This factor has been derived from studies at 18 separate locations.

National Diffusion Tube Bias Adjustment Factor Spreadsheet						Spreadsheet Version Number: 03/26				
Follow the steps below in the correct order to show the results of relevant co-location studies						This spreadsheet will be updated at the end of June 2026				
Data only apply to tubes exposed monthly and are not suitable for correcting individual short-term monitoring periods						LAQM Helpdesk Website				
Whenever presenting adjusted data, you should state the adjustment factor used and the version of the spreadsheet										
This spreadsheet will be updated every few months: the factors may therefore be subject to change. This should not discourage their immediate use.										
The LAQM Helpdesk is operated on behalf of Defra and the Devolved Administrations by Bureau Veritas, in conjunction with contract partners AECOM and the National Physical Laboratory.						Spreadsheet maintained by the National Physical Laboratory. Original compiled by Air Quality Consultants Ltd.				
Step 1:		Step 2:	Step 3:	Step 4:						
Select the Laboratory that Analyses Your Tubes from the Drop-Down List		Select a Preparation Method from the Drop-Down List	Select a Year from the Drop-Down List	Where there is only one study for a chosen combination, you should use the adjustment factor shown with caution. Where there is more than one study, use the overall factor ⁵ shown in blue at the foot of the final column.						
If a laboratory is not chosen, we have no data for this laboratory.		If a preparation method is not chosen, we have no data for this method at this laboratory.	If a year is not chosen, we have no data	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 ²	Year ³	Site Type	Local Authority	Length of Study (months)	Diffusion Tube Mean Conc. (Dm) (µg/m ³)	Automatic Monitor Mean Conc. (Cm) (µg/m ³)	Bias (B)	Tube Precision ⁴	Bias Adjustment Factor (A) (Cm/Dm)
Gradko	50% TEA in acetone	2025	UB	City Of London Corporation	12	24	22	8.4%	G	0.92
Gradko	50% TEA in acetone	2025	R	City Of London Corporation	12	31	28	9.8%	G	0.91
Gradko	50% TEA in acetone	2025	R	Lb Hounslow	10	31	25	22.1%	G	0.82
Gradko	50% TEA in Acetone	2025	UC	Falkirk Council	11	27	25	6.1%	G	0.94
Gradko	50% TEA in Acetone	2025	UB	Falkirk Council	11	11	15	-22.6%	G	1.29
Gradko	50% TEA in acetone	2025	KS	Marylebone Road Intercomparison	12	37	31	17.7%	G	0.85
Gradko	50% TEA in acetone	2025	SU	Redcar And Cleveland Borough Council	12	11	9	29.0%	G	0.78
Gradko	50% TEA in Acetone	2025	R	London Borough Of Merton	12	27	22	22.7%	G	0.81
Gradko	50% TEA in acetone	2025	UB	London Borough Of Wandsworth	12	20	18	3.0%	G	0.92
Gradko	50% TEA in acetone	2025	R	London Borough Of Richmond Upon Thames	12	15	18	-17.8%	G	1.22
Gradko	50% TEA in acetone	2025	KS	London Borough Of Richmond Upon Thames	10	30	26	15.3%	G	0.86
Gradko	50% TEA in acetone	2025	B	London Borough Of Richmond Upon Thames	12	13	13	1.5%	G	0.99
Gradko	50% TEA in acetone	2025	R	Sandwell Mbc	11	28	24	16.6%	G	0.86
Gradko	50% TEA in acetone	2025	UB	Sandwell Mbc	11	19	20	-5.2%	G	1.05
Gradko	50% TEA in acetone	2025	UB	City Of York Council	12	13	12	13.4%	G	0.88
Gradko	50% TEA in acetone	2025	R	City Of York Council	12	20	19	6.6%	G	0.94
Gradko	50% TEA in acetone	2025	R	City Of York Council	10	16	15	7.0%	G	0.93
Gradko	50% TEA in acetone	2025	R	City Of York Council	11	21	18	18.1%	G	0.85
Gradko	50% TEA in acetone	2025	Overall Factor ⁵ (18 studies)					Use	0.92	

A summary of bias adjustment factors used by City of Bradford MDC over the past five years is presented in Table C.6.

Table C.6 – Bias Adjustment Factor

Monitoring Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2025	National	03/26	0.92
2024	National	04/25	0.88
2023	National	03/24	0.83
2022	National	03/23	0.82
2021	National	03/22	0.83

Notes:

Although the national bias correction factor of 0.92 has been used throughout this report a local bias adjustment factor was also calculated for the Bradford Keighley automatic station, this returned a value of 0.94. To maintain consistency, the national bias factor has historically always been used to adjust for bias in Bradford with the exception of 2020 when interruptions to diffusion tube supplies necessitated the use of the local bias.

Table C.7 shows the impact of using the local bias factor of 0.94 on the results for sites deemed within the main report to be still over the air quality objective.

The choice of bias factor makes no difference to the reported number of non-compliant sites at relevant receptors, but the levels of exceedance are slightly higher using the local bias.

Table C.7: Impact of local versus national bias factor on non-compliant sites

Site number	Site location	National bias corrected annualised mean at measurement point	Local bias corrected annualised mean at measurement point	Distance corrected national bias annualised mean	Distance corrected local bias annualised mean
DT12	Shipley Airedale Road	44.4	45.6	43.4	44.5
DT72	Queen's Road	42.9	43.9	n/a	n/a

NO₂ Fall-off with Distance from the Road

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

The information used in the Diffusion Tube Data Processing Tool to calculate the fall off with distance values for diffusion tubes with annual results greater than 36µg/m³ during 2025 are summarised in Table C.8 below.

During 2025 site DT191 returned values greater than 36µg/m³ but could not be distance corrected as the distance from a relevant receptor point lies outside the limits of the distance correction tools. This tube is not included in Table C.8.

Table C.8 – Non-Automatic NO₂ Fall off With Distance Calculations (concentrations presented in µg/m³)

Site ID	Distance (m): Monitoring Site to Kerb	Distance (m): Receptor to Kerb	Monitored Concentration (Annualised and Bias Adjusted)	Background Concentration	Concentration Predicted at Receptor	Comments
DT12A, DT12B, DT12C	3.4	3.9	44.4	16.4	43.4	Predicted concentration at Receptor above AQS objective.
DT211A, DT211B, DT211C	2.4	5.1	36.2	12.9	31.9	
DT223A, DT223B, DT223C	2.0	4.8	36.6	15.6	32.3	
DT278	2.0	9.5	36.1	13.9	28.0	

QA/QC of Automatic Monitoring

City of Bradford MDC's air quality analysers are type approved as recommended in LAQM.TG1 (00) Review and Assessment: Monitoring air quality and LAQM.TG4 (00) Review and assessment: Pollutant specific guidance. All the real time data provided in this report is independently ratified data from council operated analysers except for the Mayo Avenue site (CM4) & Shipley Airedale Road PM_{2.5} & PM₁₀ (CM6) which are affiliated to the Defra AURN network.

City of Bradford MDC is currently contracted to provide Local Site Operator (LSO) support for the Mayo Avenue and Shipley Airedale Road (PM₁₀ & PM_{2.5}) sites which normally includes the undertaking of regular manual calibrations and checks.

The day-to-day operation of the Council's own automatic network is managed by the Sustainability Department. The monitoring officer located within this team undertakes trouble shooting activities associated with the equipment operation (e.g. initial investigation of site malfunctions, communication resets, filter changes etc.) and is also responsible for the maintenance and upkeep of the sites to ensure the inlets remain free from obstacles and any damage to the sites or pest infestations are dealt with promptly. The monitoring officer liaises directly with the data management contractor and is generally able to provide a same day response to any concerns raised with the data or lack of

communications during the working week. Where necessary the monitoring officer places a call out to the service and maintenance provider (currently Signal group) and ensures that repairs are carried out promptly and to the council's satisfaction.

Regular manual calibration of the monitoring equipment is essential to ensure the quality of the data collected is of a high standard. Routine calibration of the City of Bradford MDC sites is usually undertaken twice per month. Calibrations are undertaken by members of the Sustainability Department. Additional calibrations are undertaken by the Signal group engineers following any interruption to the systems such as a breakdown or routine service.

During calibration visits a manual zero and span calibration check is performed. The methodology used is essentially that found in the AURN Local Site Operators and the manufacturer's instruction manual.

The basic steps are:

- Pre-calibration check of the general site condition and status of the analyser, before the zero and span checks are performed.
- Zero check to verify the performance of the analyser in the absence of the gas being monitored.
- Span check to verify the response of the analyser to gas of a known concentration.
- Post calibration check of the general site condition and status of the analyser on completion of all calibration routines.

A record of each analyser zero and span check is fully documented and sent to the data management contractor. Records of a calibrations are kept for up to 5 years.

The gases used for onsite span calibration checks at the Bradford owned air pollution stations are supplied by Air Liquide Ltd. Calibration gases for the Mayo Avenue AURN site are supplied by BOC Ltd. Calibration gases are traceable via European Accreditation DIN EN 45001 and DIN EN ISO 900. The tolerance of the nitrogen dioxide and nitric oxide in air mixes is typically $\pm 5\%$. Zero air is generated internally in the Ambirak, and the scrubbers are changed when necessary, in accordance with manufacturer's recommendations and the LSO Site Manual for the Ambirak.

Signal Group (the equipment supplier) provide six monthly routine service and maintenance visits and provide an emergency repair and breakdown service for the Bradford monitoring network. They normally respond to any call outs within 24 to 48 hours

of the call being placed. Having a high-quality service and maintenance contract in place is essential to maintain high levels of good quality data capture across the Bradford monitoring network.

All data generated by the Bradford automatic analysers is independently collected and ratified by an external contractor. The current data management service provider is Air Quality Data Management (AQDM), a well-established and respected air quality data management supplier. More information about AQDS can be found here:

<https://www.aqdm.co.uk/Geoff%20Broughton.html> AQDM remotely checks the operational status of all the Bradford monitoring sites on a daily basis (apart from the Mayo Avenue AURN site and AURN PM₁₀ & PM_{2.5} analyser at Shipley Airedale Road which are checked by the AURN data management team) and provide regular updates to the council on air quality conditions around the district. At the end of each year, they provide a fully verified and ratified data set for every site to be used as the basis for ASR reporting. Having an independent data management contractor in place ensures the Bradford air quality data is of a high standard and any problems with the equipment are identified early thereby minimising data loss and ensuring high percentage data capture at all sites.

Daily air quality data from the Bradford Council operated network can be viewed daily on the Air Quality Net website operated by AQDS here: <https://www.ukairquality.net/>

Daily and summary air quality data from the Mayo Avenue and Shipley Airedale Road AURN sites can be viewed daily on the Air Quality England website here: [Bradford Mayo Avenue Latest Data - Air Quality monitoring service](#)

PM₁₀ and PM_{2.5} Monitoring Adjustment

The type of PM₁₀/PM_{2.5} monitor(s) utilised within City of Bradford MDC do not require the application of a correction factor. The data has been subject to independent ratification and verification checks by Air Quality Data Management.

Automatic Monitoring Annualisation

All automatic monitoring locations within the Bradford district recorded data capture of greater than 75% therefore it was not required to annualise any monitoring data.

NO₂ Fall-off with Distance from the Road

No automatic NO₂ monitoring locations within City of Bradford MDC required distance correction during 2025.

Summary of Low-Cost Air Quality Sensor Monitoring

Table C.1– Details of Low-Cost Sensor Sites

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	Sensor Type	In AQMA?	Which AQMA? ⁽¹⁾	Distance to Relevant Exposure (m) ^(1,2)	Distance to kerb of nearest road (m) ⁽¹⁾	Inlet Height (m)
Zephyr 1	Silsden	Background housing area	403927	446496	PM ₁₀ & PM _{2.5}	Earthsesne - Zephyr	No	-	3.0	1.5	Approx. 4.0
Zephyr 2	Saltaire	Suburban housing area	413805	437864	PM ₁₀ & PM _{2.5}	Earthsesne - Zephyr	No	-	1.6	0.5	Approx. 4.0
Zephyr 3	Ilkley	Background housing area	410698	447548	PM ₁₀ & PM _{2.5}	Earthsesne - Zephyr	No	-	13.0	2.5	Approx. 4.0
Zephyr 4	Girlington	Suburban housing area	413897	434243	PM ₁₀ & PM _{2.5}	Earthsesne - Zephyr	No	-	6.4	4.0	Approx. 4.0
Zephyr 5	Horton	Suburban housing area	414256	432358	PM ₁₀ & PM _{2.5}	Earthsesne - Zephyr	No	-	3.5	4.0	Approx. 4.0
Zephyr 6	East Bowling	Suburban housing area	417400	431652	PM ₁₀ & PM _{2.5}	Earthsesne - Zephyr	No	-	7.6	1.0	Approx. 4.0
Zephyr 7	Apperley Bridge	Background housing area (close to canal marina)	419050	437815	PM ₁₀ & PM _{2.5}	Earthsesne - Zephyr	No	-	4.5	100.0	Approx. 4.0

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	Sensor Type	In AQMA?	Which AQMA? ⁽¹⁾	Distance to Relevant Exposure (m) ^(1,2)	Distance to kerb of nearest road (m) ⁽¹⁾	Inlet Height (m)
Zephyr 8	Low Moor	Suburban housing area (close to industrial site)	416124	428586	PM ₁₀ & PM _{2.5}	Earthsesne - Zephyr	No	-	4.8	1.0	Approx. 4.0
Zephyr 9	Eccleshill	Suburban housing area (outside a primary school)	418562	436095	PM ₁₀ & PM _{2.5}	Earthsesne - Zephyr	No	-	17.0	1.0	Approx. 4.0
Zephyr 10	Little Horton	Suburban (outside a nursery school)	415671	432039	PM ₁₀ & PM _{2.5}	Earthsesne - Zephyr	No	-	10.0	1.0	Approx. 4.0
Zephyr 11	Buttershaw	Background (housing estate outside a primary school)	413716	429539	PM ₁₀ & PM _{2.5}	Earthsesne - Zephyr	No	-	7.4	1.5	Approx. 4.0
Zephyr 12	Keighley	Urban Centre (co-located with automatic monitoring site)	406058	441277	PM ₁₀ & PM _{2.5}	Earthsesne - Zephyr	No	-	3.0	13.5	Approx. 4.0
Zephyr 13	Keighley WYCA	Urban Centre (co-located with	406058	441277	PM ₁₀ & PM _{2.5}	Earthsesne - Zephyr	No	-	3.0	13.5	Approx. 4.0

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	Sensor Type	In AQMA?	Which AQMA? ⁽¹⁾	Distance to Relevant Exposure (m) ^(1,2)	Distance to kerb of nearest road (m) ⁽¹⁾	Inlet Height (m)
		automatic monitoring site)									
Zephyr 14	Riddlesden WYCA	Background housing area	408200	442402	PM ₁₀ & PM _{2.5}	Earthsesne - Zephyr	No	-	3.0	1.0	Approx. 4.0
Zephyr 15	Fagley WYCA	Background housing area	418108	434901	PM ₁₀ & PM _{2.5}	Earthsesne - Zephyr	No	-	6.5	1.0	Approx. 4.0
Zephyr 16	Baildon WYCA	Background housing area	414968	439740	PM ₁₀ & PM _{2.5}	Earthsesne - Zephyr	No	-	8.0	1.0	Approx. 4.0
Zephyr 17	Denholme WYCA	Background housing area	406788	433987	PM ₁₀ & PM _{2.5}	Earthsesne - Zephyr	No	-	9.5	1.5	Approx. 4.0
Zephyr 18	Bingley WYCA	Background housing area	411940	440158	PM ₁₀ & PM _{2.5}	Earthsesne - Zephyr	No	-	5.5	1.5	Approx. 4.0

Table C.2 – Monthly Air Quality Sensor Monitoring Results PM₁₀

Site ID	X OS Grid Ref (East ng)	Y OS Grid Ref (North ing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean Data
Zephyr 1	403927	446496	15.6	16.1	16.4	11.8	6.5	7	6.6	5.5	4.5	8.9	10.9	9	9.9
Zephyr 2	413805	437864	19.1	20	18.6	13.3	8	8.6	8	7.3	6.6	10.5	13.3	11.3	12.0
Zephyr 3	410698	447548	11.3	14.8	12.8	9.4	5.8	6.7	6	5.1	4.3	6.8	8.3	7.5	8.2
Zephyr 4	413897	434243	16.1	18.7	18.4	14.4	9.5	9.2	8.9	7.8	7	10.5	12.7	9.7	11.9
Zephyr 5	414256	432358	16.5	18	18.2	13.9	9	8.5	8.5	7.6	7.2	10.1	11.3	9.3	11.5
Zephyr 6	417400	431652	16.3	18.5	19.3	14.6	9.6	9.0	9.0	8.1	6.9	10.3	11.5	9.4	11.9
Zephyr 7	419050	437815	21.8	21.2	20.2	15.1	9.2	31.2	8.4	13.3	9.7	16.8	20.2	18.5	17.1
Zephyr 8	416124	428586	17.9	20.7	19.9	15.4	10	9.2	9	5.3	4.4	6.8	8.4	6.3	11.1
Zephyr 9	418562	436095	15.2	17.8	18	13.7	8.9	8.5	8.5	7.5	6.2	9.7	12.3	9.3	11.3

Site ID	X OS Grid Ref (East ing)	Y OS Grid Ref (North ing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean Data
Zephyr 10	415671	432039	17.2	18.8	18.9	14	9.1	8.8	8.5	7.6	7.2	10.1	11.3	9.3	12.0
Zephyr 11	413716	429539	12.6	17	17.9	13.5	8.8	8.5	8.5	7.9	5.9	10.1	10.5	8.6	10.8
Zephyr 12	406058	441277	18.9	19.8	19.1	13.6	8.7	8.5	7.9	7.9	6.9	9.1	10.8	18.5	11.7
Zephyr 13	406058	441277	-	-	24.7	15.0	10.7	9.6	13.9	9.3	8.5	8.0	12.8	10.7	12.3
Zephyr 14	408200	442402	16.3	17.4	17.9	13.5	8.7	8.7	8.6	7.6	5.8	11.4	-		11.6
Zephyr 15	418108	434901	15.5	18.7	18.8	14.7	9.7	9.4	9.3	8.5	6.7	10.6	14.9	10.1	12.2
Zephyr 16	414968	439740	15.3	17.9	18.1	13.4	8.9	8.8	8.7	8.3	5.5	10.0	10.8	9.4	11.3
Zephyr 17	406788	433987	11.8	15.3	15.9	13.1	9.1	9.0	9.0	8.0	5.9	11.1	-	-	10.8
Zephyr 18	411940	440158	14.4	17.8	17.1	12.9	8.2	8.1	8.2	7.2	5.2	6.3	10.2	9.3	10.4

Table C.11 – Monthly Air Quality Sensor Monitoring Results PM_{2.5}

Site ID	X OS Grid Ref (East ing)	Y OS Grid Ref (North ing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean Data
Zephyr 1	403927	446496	9.1	9.	9.8	7.6	4.3	4.3	4.6	3.7	2.4	5.0	7.1	4.8	6
Zephyr 2	413805	437864	12	12.5	11.7	9.1	5.6	5.8	5.9	5.2	4.2	6.4	9.0	6.7	7.8
Zephyr 3	410698	447548	7.1	9.5	8.5	6.7	4.3	4.7	4.6	3.9	2.4	4.0	5.6	4.3	5.4
Zephyr 4	413897	434243	10.5	12.1	12.0	10.1	6.8	6.4	6.7	5.7	4.6	6.7	9.2	5.9	8.1
Zephyr 5	414256	432358	10.9	11.7	12.1	9.9	6.6	6.1	6.4	5.6	4.8	6.6	8.2	5.7	7.9
Zephyr 6	417400	431652	10.5	11.9	12.6	10.1	6.8	6.3	6.7	5.9	4.4	6.5	8.0	5.5	7.9
Zephyr 7	419050	437815	14.6	13.8	13.2	10.6	6.7	26.8	6.3	8.1	6.4	9.8	13.0	9.3	11.5
Zephyr 8	416124	428586	11.6	13.4	13.0	10.7	7.2	6.4	6.7	5.9	4.6	7.0	9.1	6.3	8.5
Zephyr 9	418562	436095	10.1	11.9	11.9	9.8	6.4	6	6.4	5.6	4.1	6.3	8.9	5.7	7.7

Site ID	X OS Grid Ref (East ing)	Y OS Grid Ref (North ing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean Data
Zephyr 10	415671	432039	11.4	12.2	12.6	9.9	6.6	6.2	6.4	5.6	4.8	8.2	-	5.9	8.2
Zephyr 11	413716	429539	8.3	11.2	11.9	9.6	6.4	6.0	6.4	5.5	3.7	6.5	7.5	5.1	7.3
Zephyr 12	406058	441277	12.0	12.5	12.0	9.2	6.1	5.7	5.5	5.5	4.2	5.5	6.9	5.4	7.5
Zephyr 13	406058	441277	-	-	14.4	10.2	7.5	6.6	6.5	6.5	5.7	7.0	8.7	6.5	8.0
Zephyr 14	408200	442402	10.8	11.4	11.7	9.5	6.3	6.1	6.4	5.6	3.7	7.4	-	-	7.9
Zephyr 15	418108	434901	10.2	12.3	12.3	10.3	7.0	6.6	6.3	6.2	4.3	6.8	10.3	6.1	8.2
Zephyr 16	414968	439740	9.9	11.7	11.8	9.5	6.4	6.1	6.4	6.0	3.4	6.2	7.5	5.6	7.5
Zephyr 17	406788	433987	7.6	10.0	10.4	9.4	6.5	6.2	6.6	5.7	3.6	7.0	-	-	7.3
Zephyr 18	411940	440158	8.9	11.1	10.8	8.9	5.8	5.5	6.0	5.1	3.1	5.4	6.7	5.2	6.9

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

Figure D.1 – Map of Non-Automatic Monitoring Sites

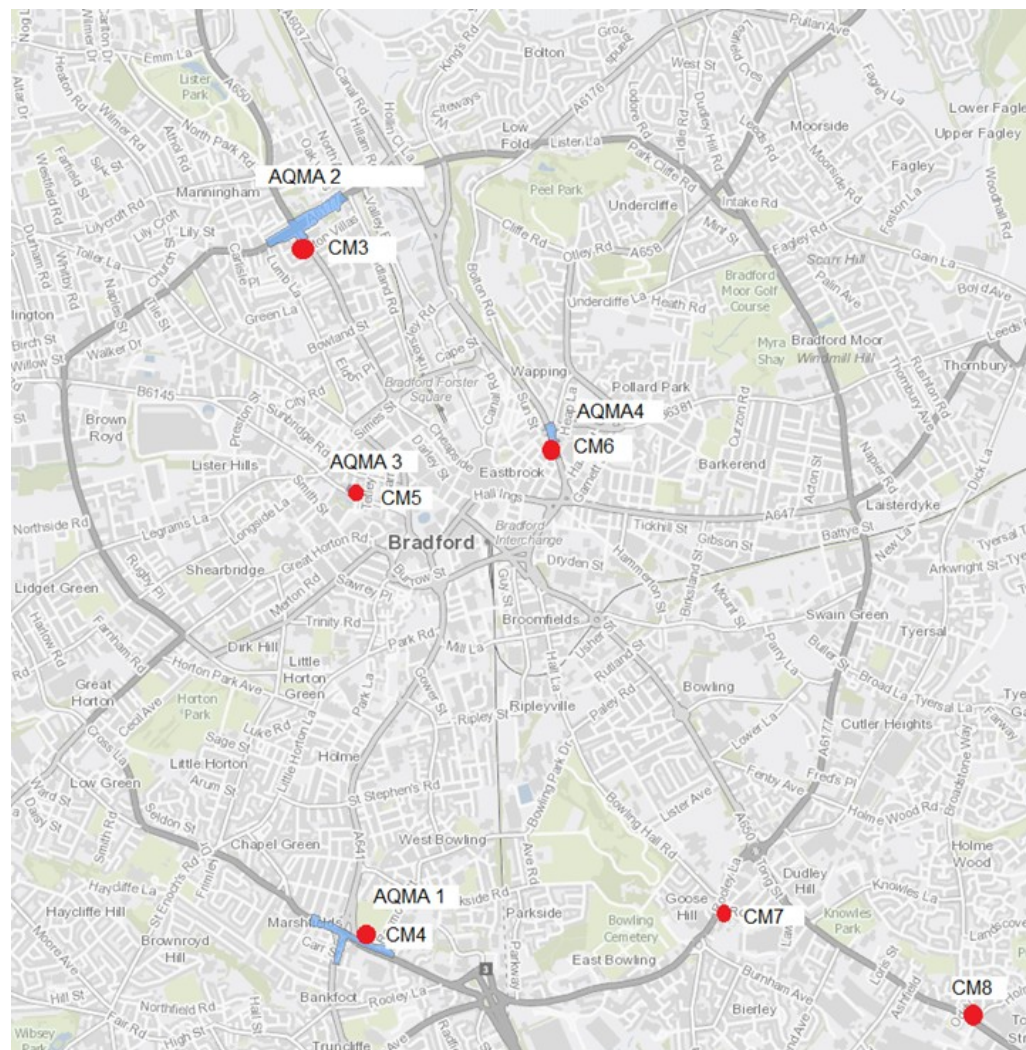


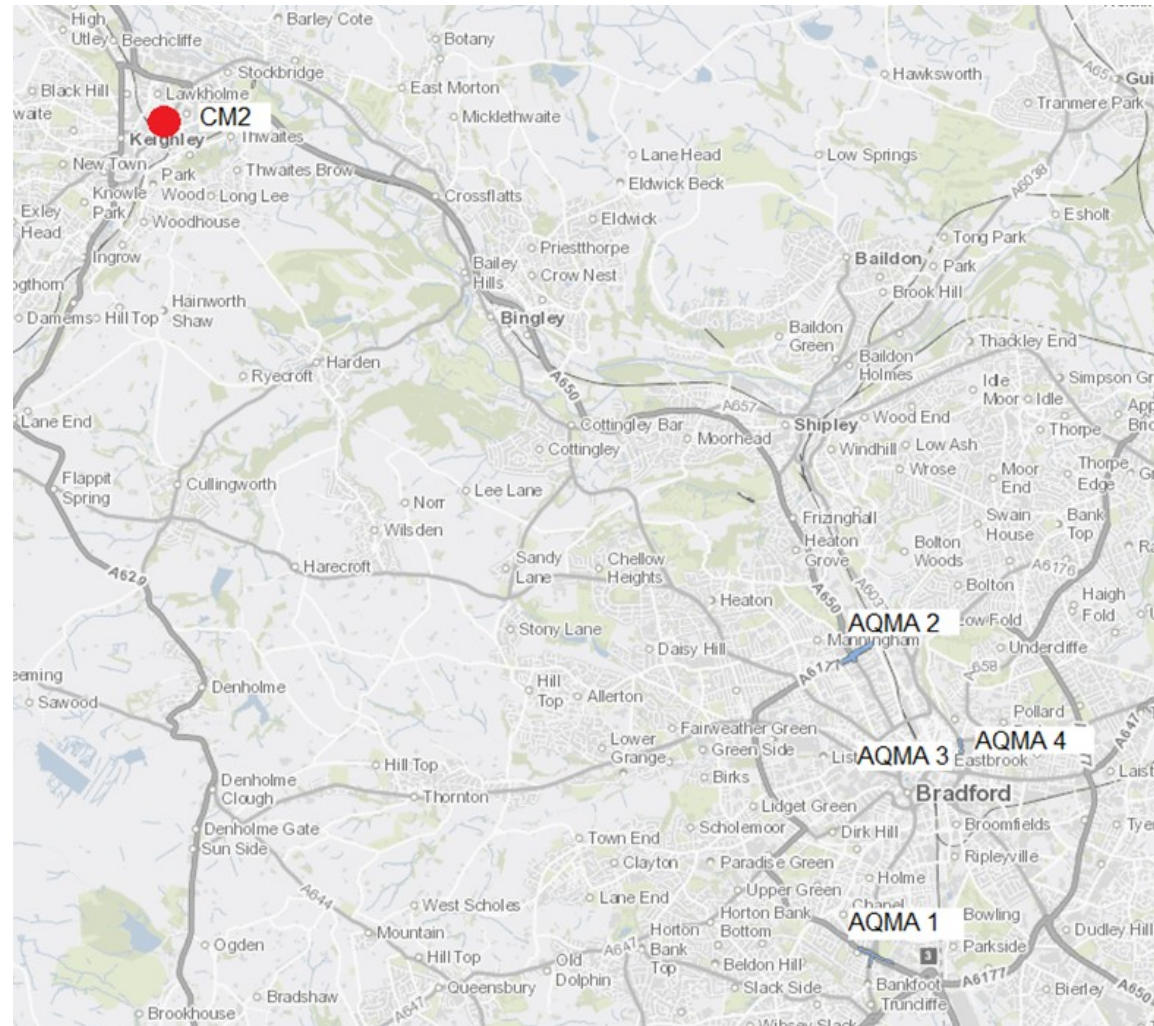
Figure D.2 – Map of AQMAs and Keighley automatic monitoring site

Figure D.3 – Map of previous areas of air quality concern

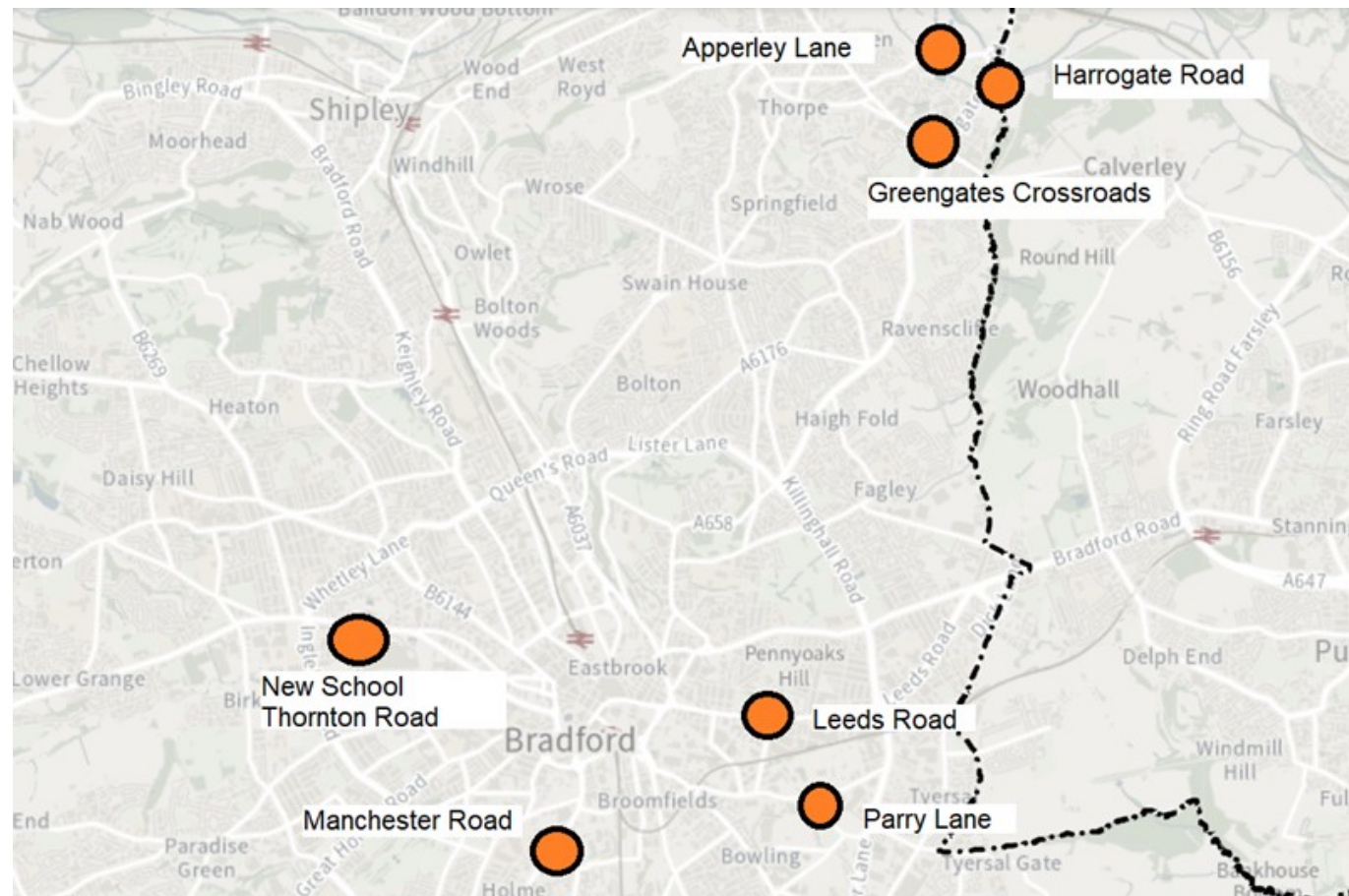


Figure D.4 – Map of other locations discussed in the report

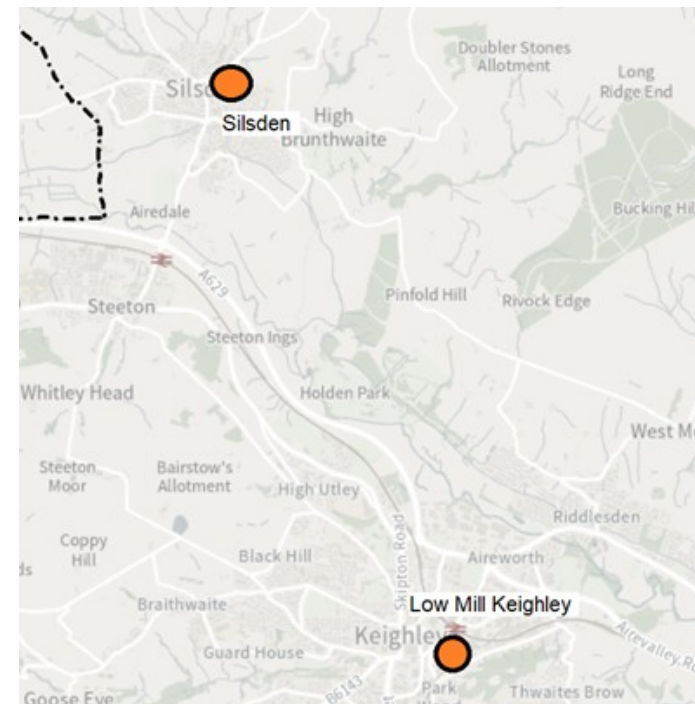
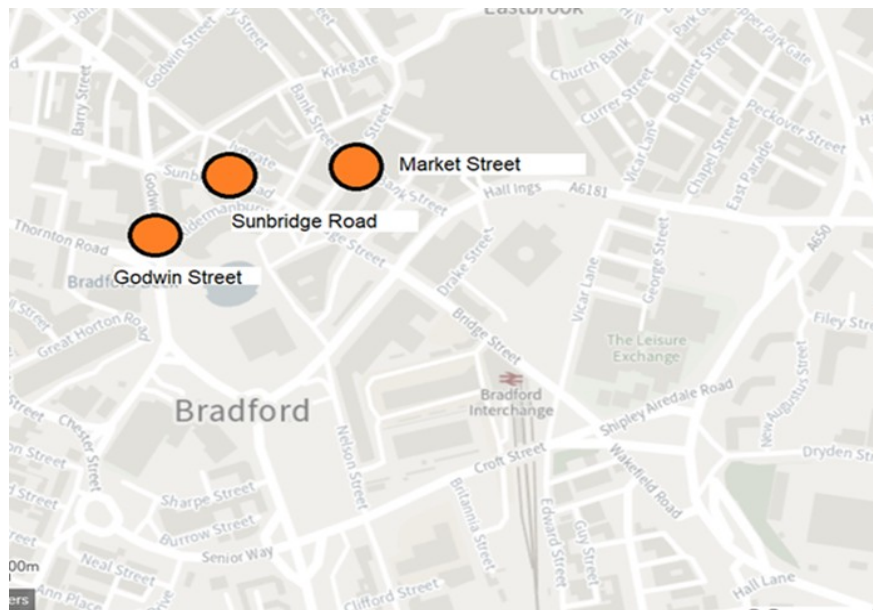
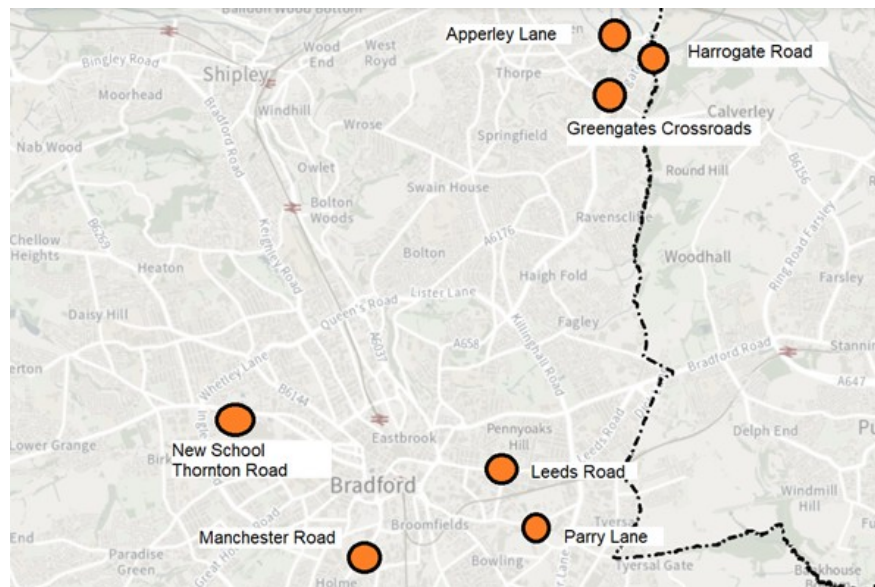
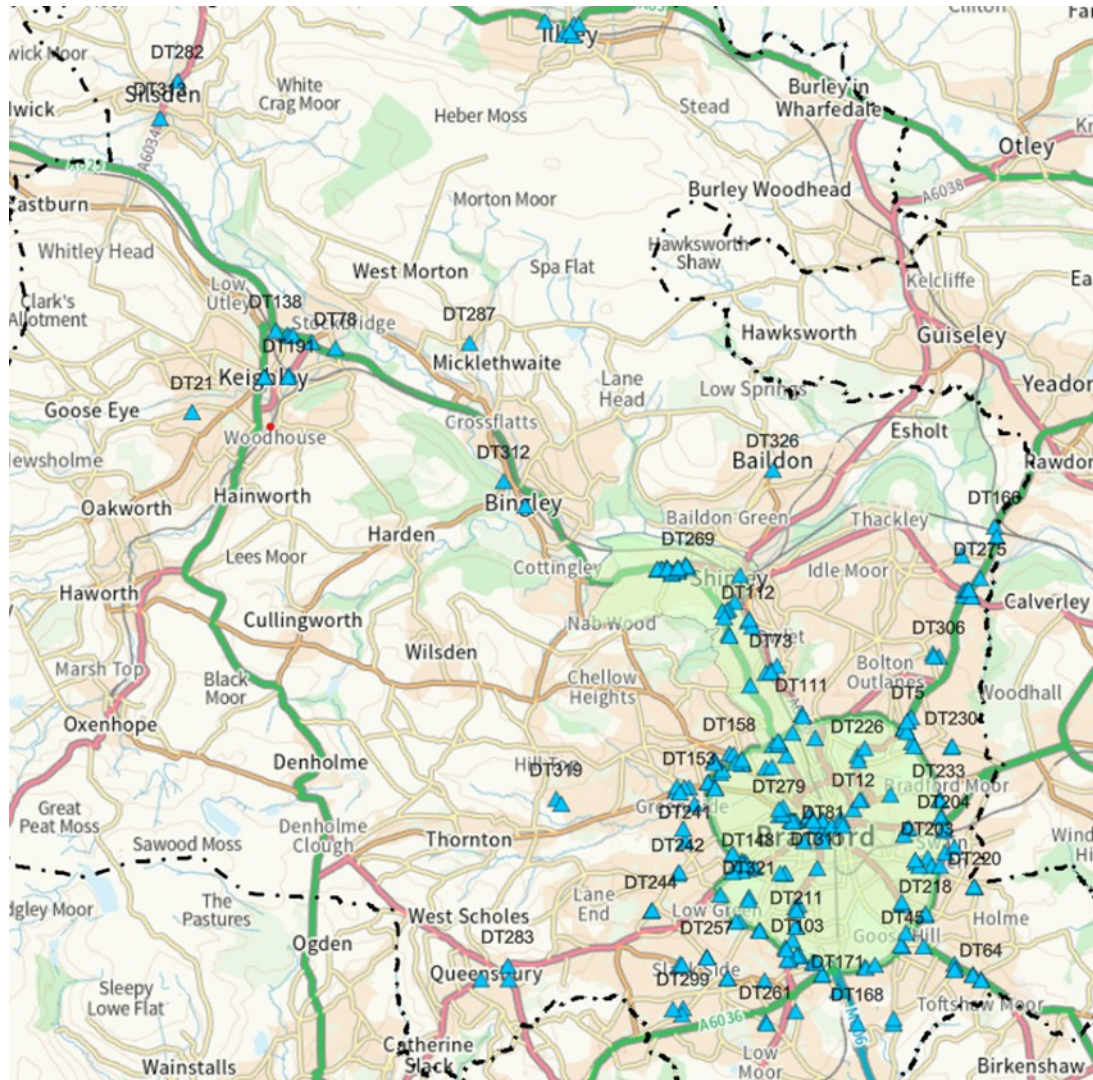


Figure D.5 – Map of all non-automatic monitoring sites in Bradford District



Exact locations available to view here:

[Interactive Monitoring Results Map](#)

Figure D.6 – Map of Non-Automatic Monitoring Sites in Mayo Avenue AQMA (order 1)

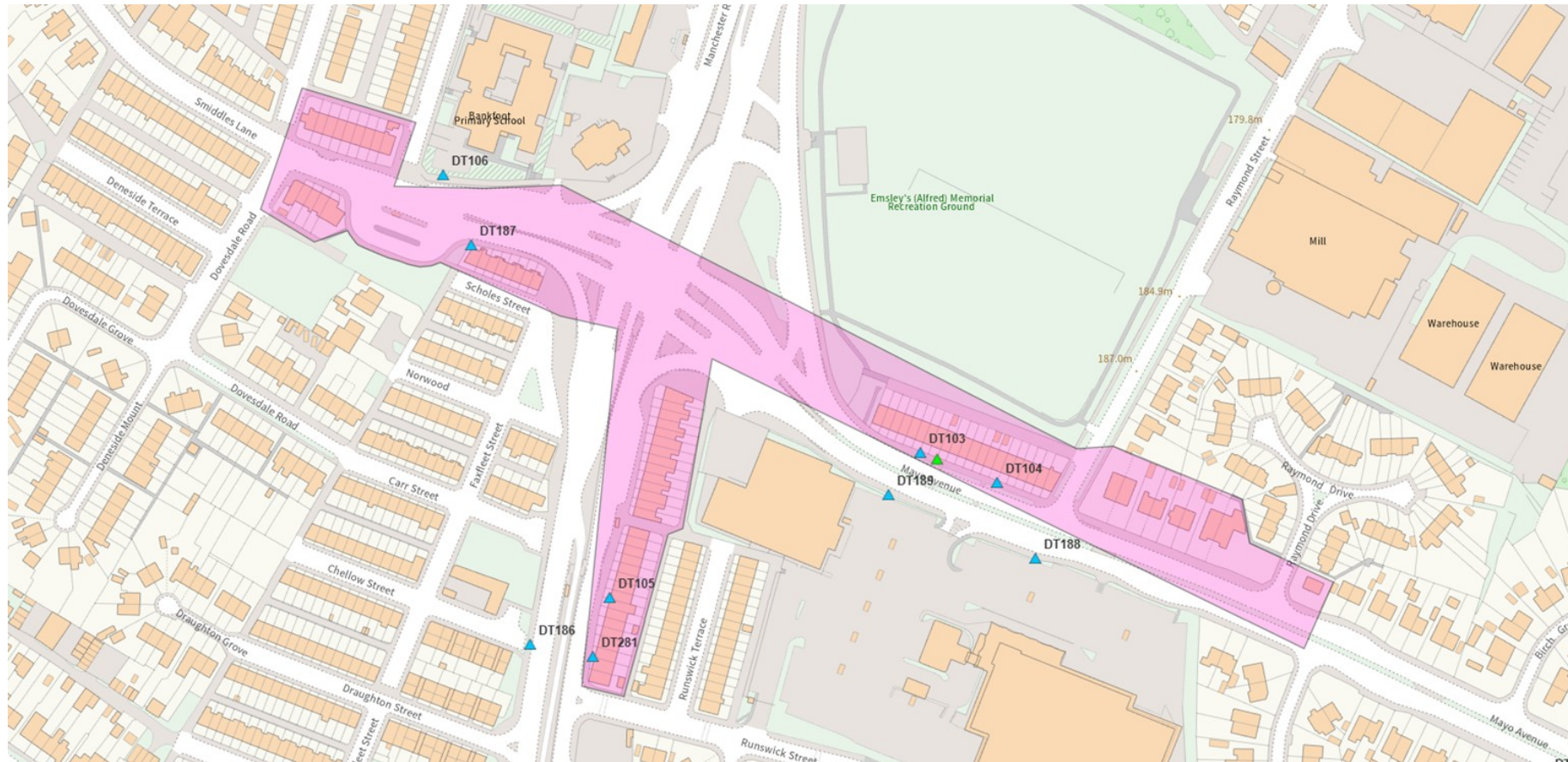


Figure D.7 – Map of Non-Automatic Monitoring Sites in Manningham Lane AQMA (order 2)

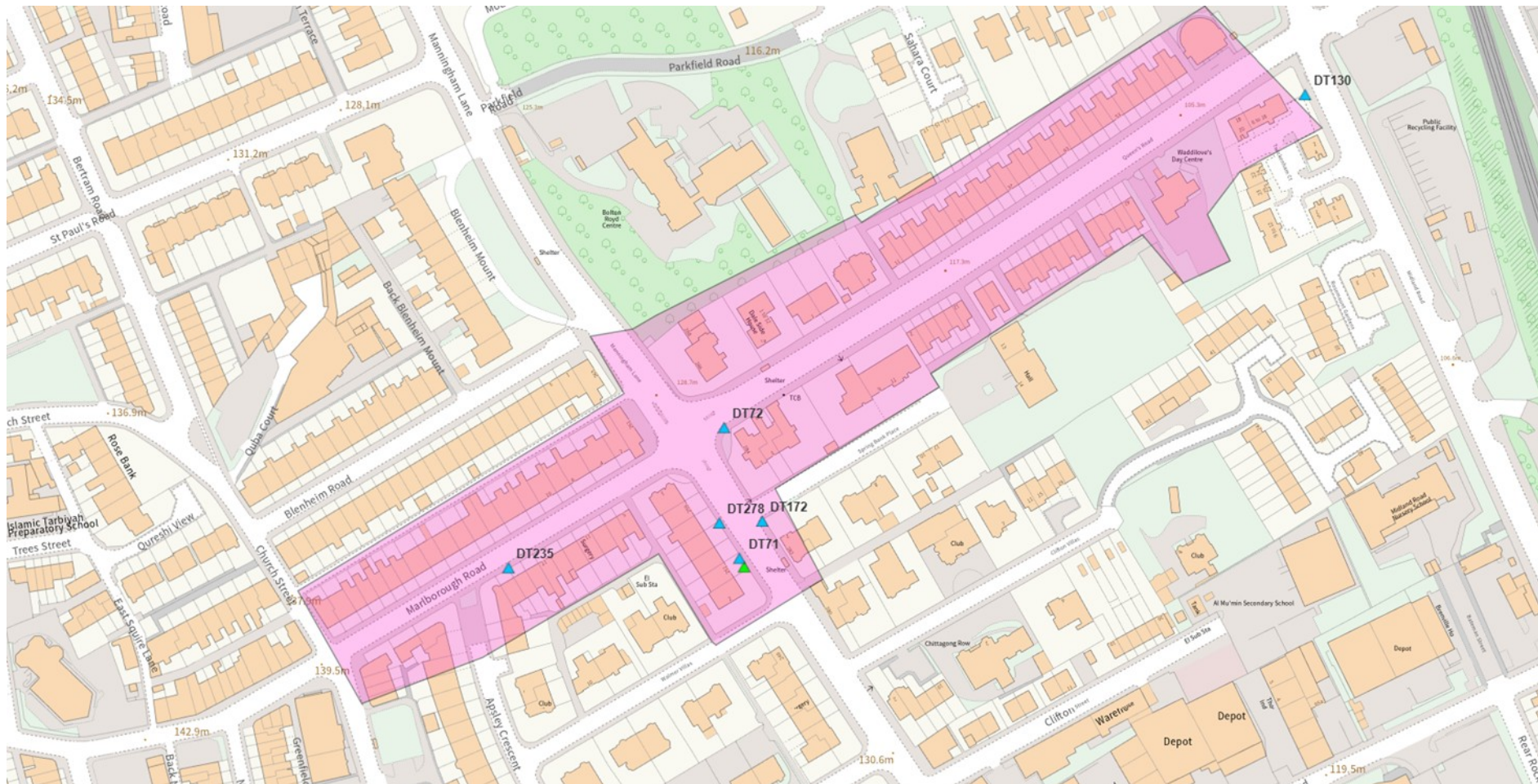


Figure D.8 – Map of Non-Automatic Monitoring Sites in and near Thornton Road AQMA (order 3)



Figure D.9 – Map of Non-Automatic Monitoring Sites in and near Shipley Airedale Road AQMA (order 4)



Figure D.10 – Map of Non-Automatic Monitoring Sites near Harrogate Road / Killinghall Road

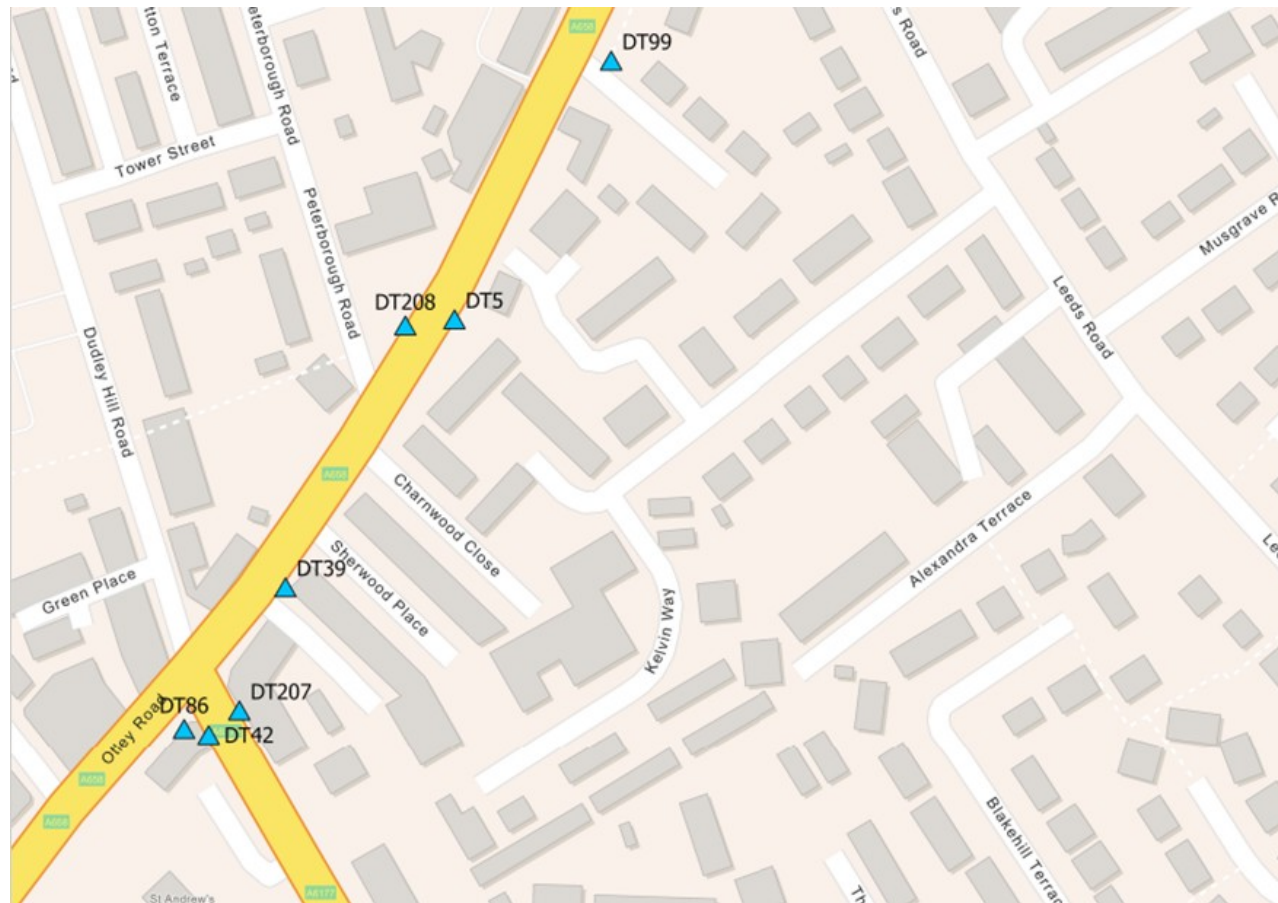


Figure D.11 – Map of Non-Automatic Monitoring Sites near Saltaire crossroads

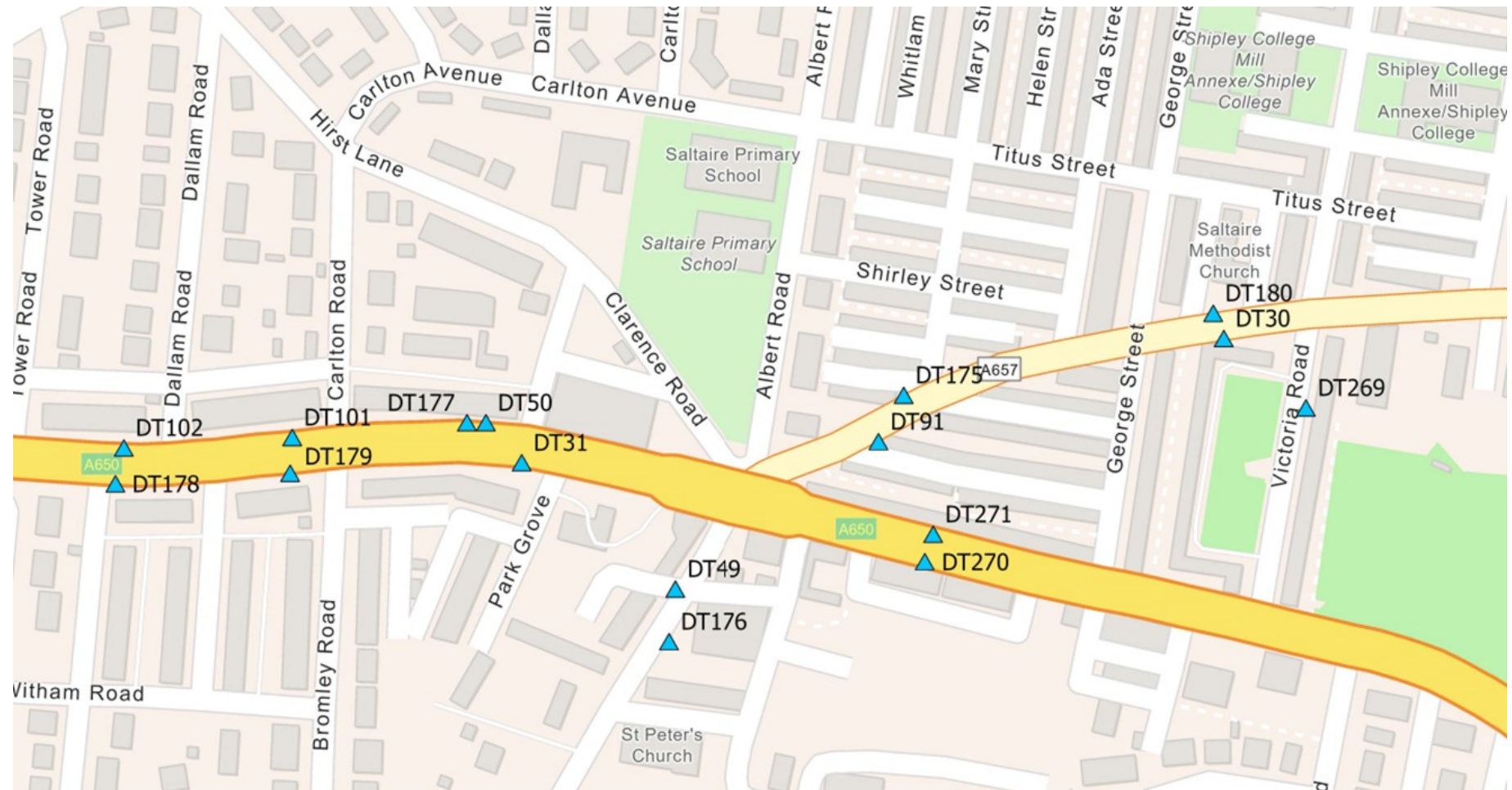


Figure D.12 – Map of Non-Automatic Monitoring Sites on Canal Road

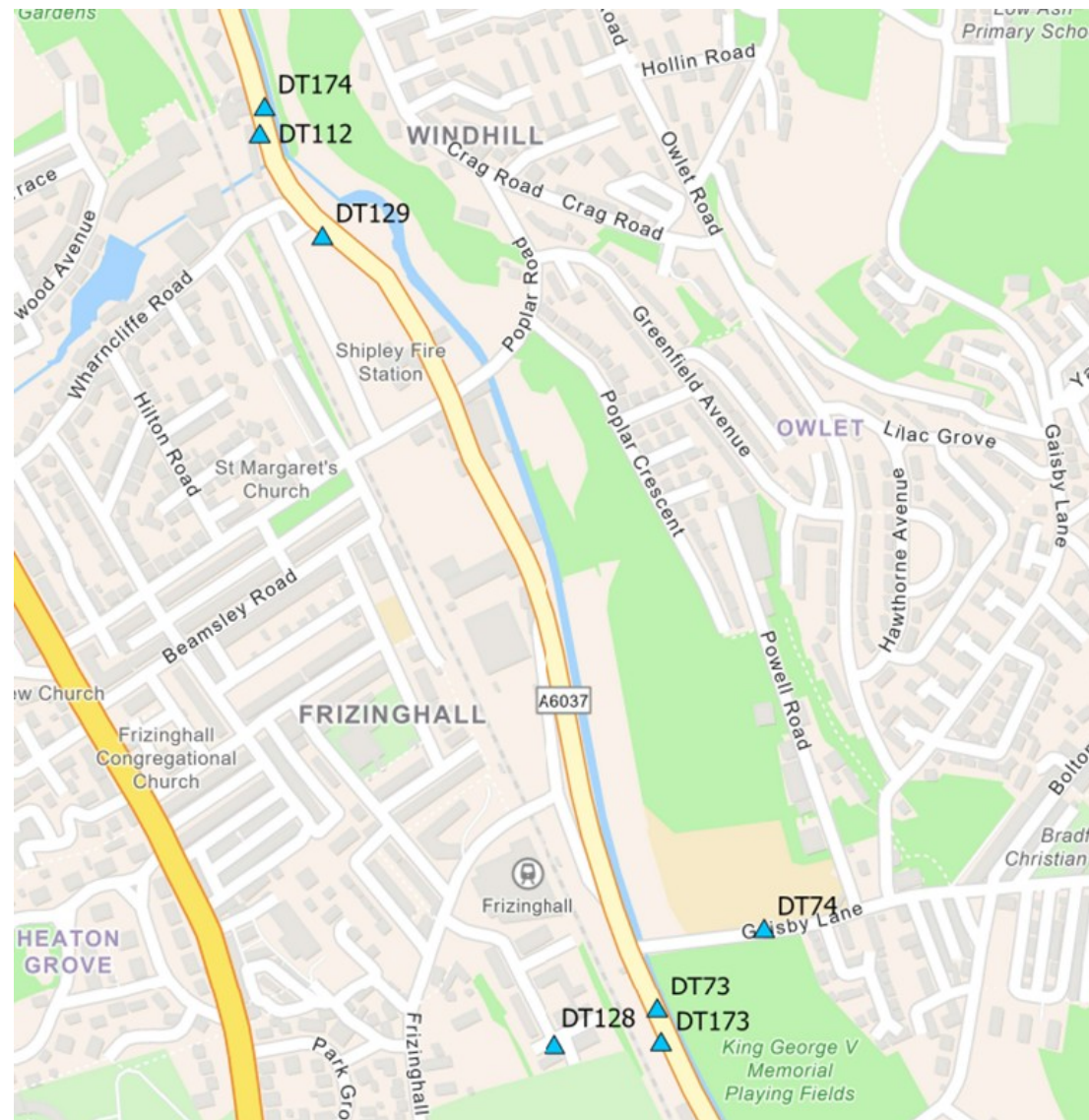


Figure D.13 – Map of Non-Automatic Monitoring Sites on Rooley Lane / Tong Street

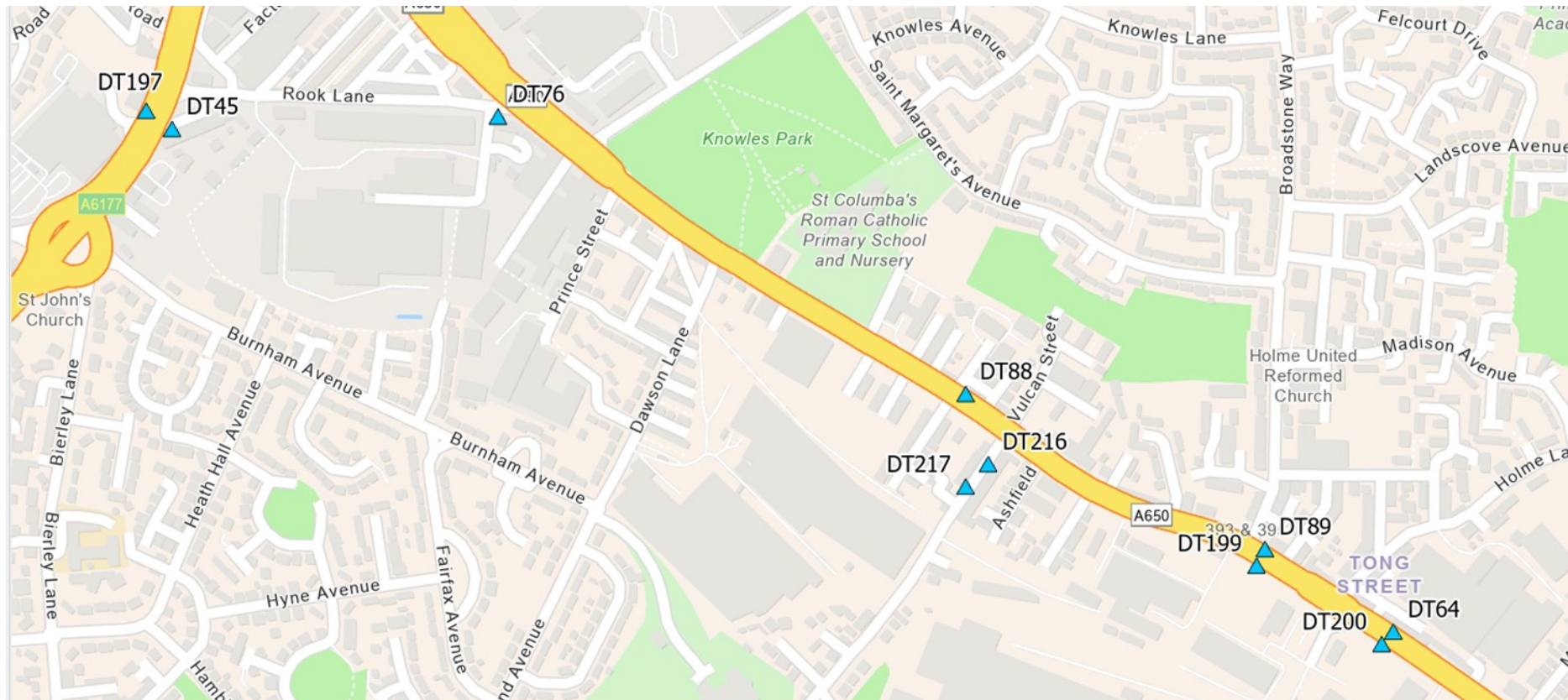


Figure D.14 – Map of Non-Automatic Monitoring Sites in the city centre

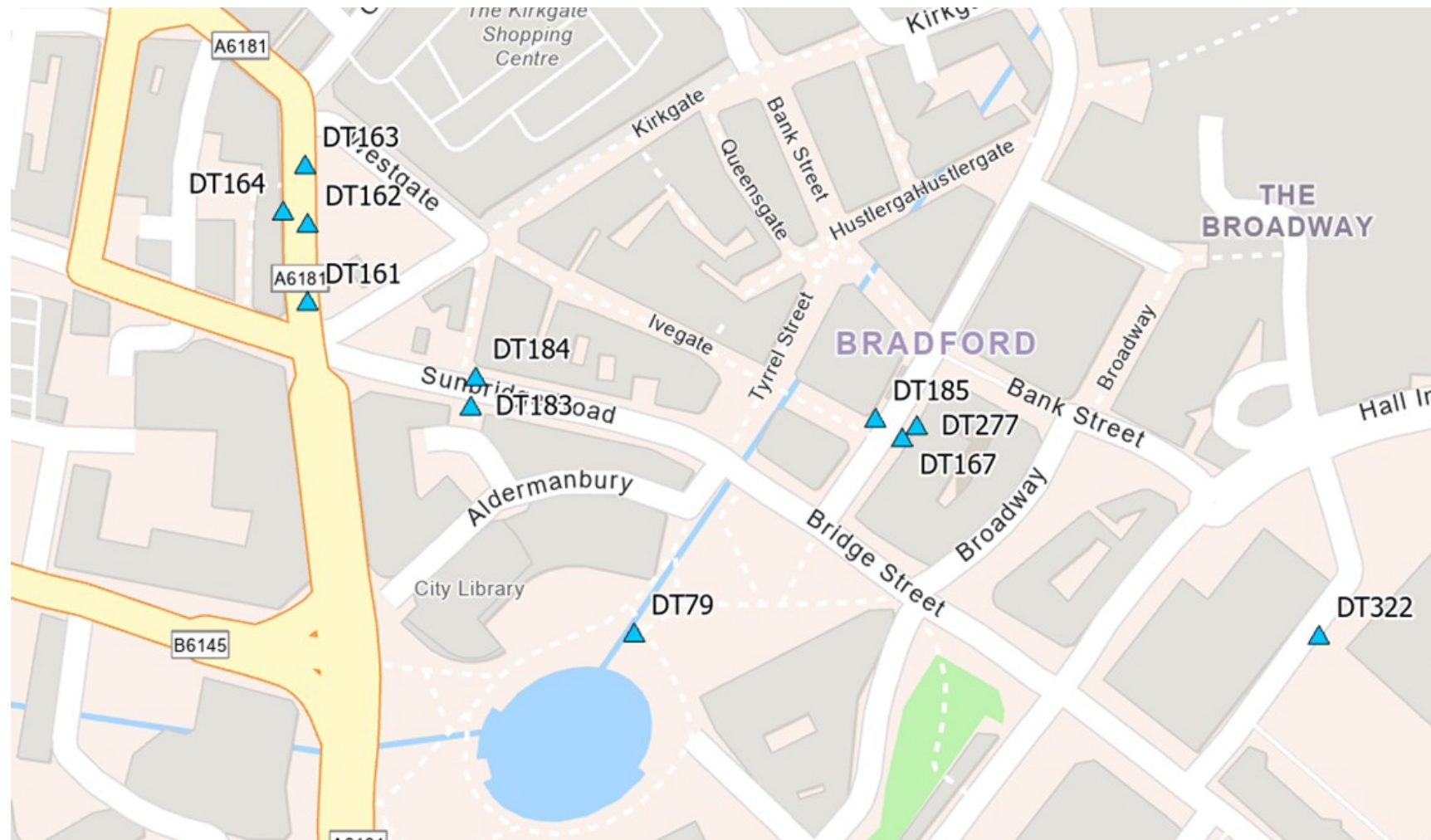


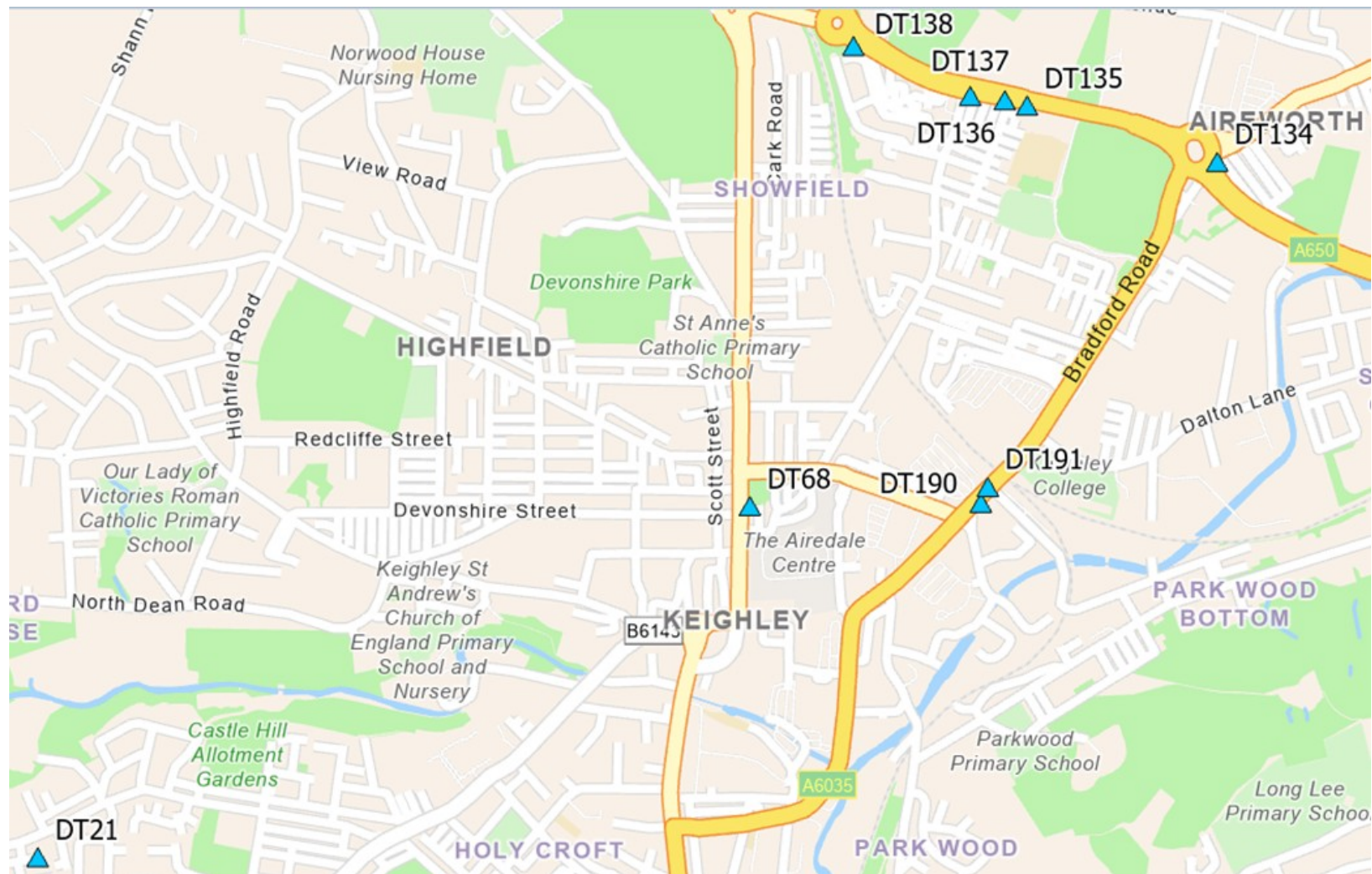
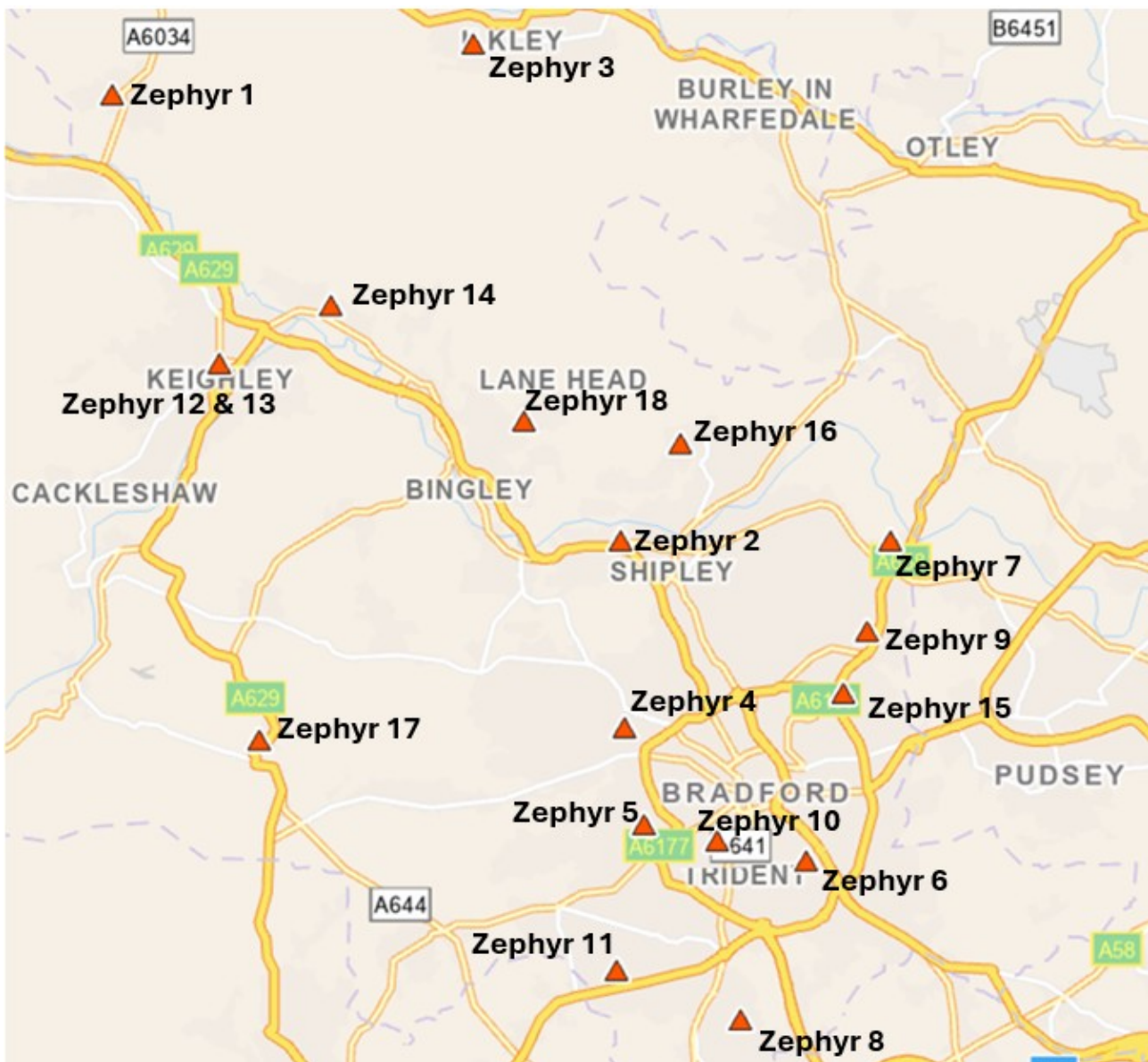
Figure D.15 – Map of Non-Automatic Monitoring Sites around Keighley

Figure D.16 – Map of Bradford low-cost sensor network



Appendix E: Summary of Air Quality Objectives in England

Table E.1 – Air Quality Objectives in England⁸

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

⁸ The units are in microgrammes of pollutant per cubic metre of air (µg/m³).

Glossary of Terms

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
ASR	Annual Status Report
Defra	Department for Environment, Food and Rural Affairs
DMRB	Design Manual for Roads and Bridges – Air quality screening tool produced by National Highways
DHN	District Heat Network – a scheme where many buildings are connected by pipework and provided with heat from a single locally based energy plant, increasingly from low emission energy centres
LAQM	Local Air Quality Management
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxides
WY PIIP	West Yorkshire Particulate Information Improvement Project - a project taking place across West Yorkshire to monitor PM2.5 and provide public information
PM ₁₀	Airborne particulate matter with an aerodynamic diameter of 10µm or less
PM _{2.5}	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
QA/QC	Quality Assurance and Quality Control
SO ₂	Sulphur Dioxide
CASP	Clean Air Schools Programme
WYCA	West Yorkshire Combined Authority

References

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