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2026 Air Quality Annual Status Report

June 2026



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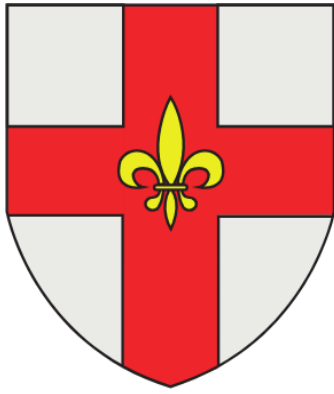
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CITY OF
Lincoln
COUNCIL

2026 Air Quality Annual Status Report (ASR)

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

Date: June 2026

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Executive Summary: Air Quality in Our Area

Air Quality in Lincoln

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.

Nitrogen Dioxide (NO₂):

City of Lincoln Council monitored the concentration of NO₂ across the city in 2025 via the following methods:

- Passively, via a diffusion tube monitoring network of 19 sites.
- Automatically, via a continuous analyser located on Canwick Road.

During 2025, all passive and automatic sites reported NO₂ annual mean concentrations lower than 10% below the air quality objective of 40 µg/m³ (i.e. below 36 µg/m³). The maximum NO₂ annual mean concentration at a single diffusion tube monitoring site was 25.5 µg/m³ (Site 3), whilst the NO₂ annual mean concentration at the automatic monitoring station on Canwick Road was 20.1 µg/m³ (LCR). In relation to the previous reporting year, the NO₂ concentration decreased at all 18 diffusion tube sites present in both monitoring years, with the decreases ranging from -2.0 µg/m³ (Site 4) to -7.6 µg/m³ (Site 3). In contrast, the NO₂ annual mean concentration at the automatic monitoring station on Canwick Road (LCR) increased by 2.2 µg/m³ in 2025, relative to that recorded in the previous reporting year of 2024. However, the NO₂ concentrations recorded by both the passive and automatic monitoring networks in 2025 remain significantly below the annual mean air quality objective of 40 µg/m³.

Particulate Matter (PM₁₀):

City of Lincoln Council monitored the concentration of PM₁₀ across the city in 2025 via the following methods:

- Automatically, via a continuous analyser located on Broadgate.

During 2025, the PM₁₀ annual mean concentration at the automatic monitoring station on Broadgate was 20.6 µg/m³ (B). In relation to the previous reporting year, the PM₁₀ concentration increased by 1.6 µg/m³ in 2025, from the 19.0 µg/m³ recorded in 2024. However, the PM₁₀ annual mean concentration remains significantly below the air quality objective of 40 µg/m³.

Actions to Improve Air Quality

Whilst air quality has improved significantly in recent decades, there are some areas where local action is needed to protect people and the environment from the effects of air pollution. City of Lincoln Council and its partners are implementing a range of measures to further improve air quality across the city. These range of measures can be grouped into four key categories:

Category 1 – Public Information:

City of Lincoln Council continue to raise awareness of air quality amongst the public and outline measures that individuals can take to improve air quality. The City of Lincoln Council website has recently been updated to signpost individuals to the Clean Air Lincolnshire Website where actions to improve air quality are outlined.

Category 2 – Traffic Management:

Lincolnshire County Council's Highways Department are working to improve the flow of traffic through the city. For example, major schemes such as the 'North Hykeham Relief Road' and the 'Lincoln Eastern Bypass' have been developed to improve the efficiency of vehicle movements across the city. Lincolnshire County Council are also working to improve the road signalling at major junctions to give priority to buses, which will reduce journey times and make public transport more desirable to residents of Lincoln. To date, there have been 15 bus priority technology signals installed across the city.

Category 3 – Low Emission Transport:

City of Lincoln Council continue to promote low emission transport by facilitating the uptake of electric vehicles (EVs). For example, a total of 81 EV charging points have been installed across the city, including one 50 KW super rapid charging point and 56 new rapid charging points for residents without access to off-road parking. A usage survey was undertaken in early 2025 over three months which indicated that there is currently sufficient capacity within City of Lincoln Council operated car parks.

During 2025, City of Lincoln Council have been working with Lincolnshire County Council's Sustainable Travel Team as part of the Local Electrical Vehicle Infrastructure (LEVI) fund to ensure that there is sufficient future provision for residents with limited access to off-road parking in the city. As part of the LEVI pilot scheme, three charge points were installed in Lincoln in April 2025; Stamp End, Moorland Avenue and Laughton Way, and are now operational.

Category 4 – Travel Alternatives:

Lincolnshire County Council are working with businesses and schools to develop workplace and school travel plans. An online website has been launched for business and organisations to develop travel plans; the planning department are signposting this if conditioned as part of a planning requirement. All local authority schools have an adopted travel plan. An updated travel plan is required as part of the planning process for school improvements. The [Sustainable Modes of Travel to School \(SMOTS\) Strategy](#) is available to schools to assist in developing a travel plan.

Air Quality Strategy:

Following the revocation of the Lincoln AQMA in April 2025, City of Lincoln Council are in the process of developing an Air Quality Strategy. This is in accordance with Section 1.41 of LAQM.TG22 which states:

“Following revocation of all AQMAs in a local authority area, local authorities in England should put in place a local air quality strategy to ensure air quality remains a high profile issue and to ensure it is able to respond quickly should there be any deterioration in condition. It is recommended that local authorities in England who have not had to designate AQMAs and project AQAPs draw up a local Air Quality Strategy”.

The first draft of the Air Quality Strategy has been completed and is currently undergoing consultation with public health, planning and climate change colleagues of City of Lincoln Council. The final Air Quality Strategy is expected to be completed and published by the end of 2026. An update on the Air Quality Strategy being formally adopted will be provided in the next update of this report (i.e. the 2027 ASR). The Air Quality Strategy will set out the key actions that the City of Lincoln Council are taking to further improve air quality.

Conclusions and Priorities

During 2025, the NO₂ annual mean objective was not exceeded at any passive (diffusion tube) or automatic (continuous analyser) monitoring site. This is a continuing trend that has been observed across the city during the last five consecutive years (2021 – 2025) and has resulted in the revocation of the Lincoln AQMA in April 2025, which was declared in December 2001 for exceedances of the NO₂ annual mean objective. This indicates the significant improvement in the concentration of NO₂ across Lincoln during the last five reporting years with concentrations now significantly below 10% of the annual mean objective of 40 µg/m³ (i.e. below 36 µg/m³). The concentration of PM₁₀ was also observed to be below the relevant air quality annual mean objective of 40 µg/m³, indicating that Lincoln has continued to experience good air quality during 2025.

Despite the significant improvements in air quality resulting in the revocation of the AQMA, City of Lincoln Council are continuing to implement a range of measures to ensure that the concentrations of NO₂ and PM₁₀ remain low. During 2026, City of Lincoln Council's main priorities are:

- **Air Quality Strategy:** Following the revocation of the Lincoln AQMA in April 2025, City of Lincoln Council have worked to produce an Air Quality Strategy. A first draft of the Air Quality Strategy has been produced and is currently out for consultation with public health, planning and climate change colleagues of City of Lincoln Council. The feedback from the consultation will be actioned during 2026 to produce a final version of the Air Quality Strategy, which will be finalised in 2026.

- **Clean Air Lincolnshire Project:** The Lincolnshire Clean Air Project was funded by a Defra Air Quality Grant in 2023 and involved working with eight secondary schools across Lincolnshire. A [website](#) was developed which provides an overview of air quality in Lincolnshire, the health effects of poor air quality, and actions that can be taken to improve air quality. The engagement consisted of four sessions with an emphasis on local air quality data collection and health impacts. The Clarity air quality monitors secured through the Defra grant remained in place at the eight original secondary school during 2025. This is to continue throughout 2026, when the project will close at the end of the year.
- **North Hykeham Relief Road:** Outline Business Case prepared and submitted to the Department for Transport (DfT) for funding support in July 2019, with £110 million being awarded from the Government's Large Local Majors Programme in November 2020. Planning approval was granted in May 2024. A public enquiry was held in July 2025 following feedback from the DfT. Full construction operation commenced May 2026, with the works expected to be completed by summer 2029.

How to get Involved

City of Lincoln Council acknowledge that the main source of air pollution within the city is from road transport. Therefore, a key way in which the public are encouraged to get involved with helping to improve air quality within the city is through sustainable travel alternatives. The following are suggested alternatives to private vehicle usage that would help continue to improve the air quality within Lincoln:

- **Public Transport:** The use of bus facilities, which in turn reduces the pollutant concentration by reducing congestion through less numbers of vehicles on the road (new Public Transport Hub).
- **Active Travel:** Walking or cycling where your journey allows. Choosing to walk or cycle instead of using a private vehicle reduces the number of vehicles on the road and also has a co-benefit of improvements to public health.
- **Car / Lift Sharing:** Where a number of individuals are making a similar journey, such as travelling to work or school, car sharing reduces the number of vehicles on the road and, therefore, the amount of emissions being released. This can be promoted via workplace or school travel plans.
- **Fuel Efficient Vehicles:** Choosing a vehicle that meets the specific needs of the owner, fully electric, hybrid fuel and more fuel-efficient vehicles are available.

There are a range of publicly available local policies relating to / influencing air quality, and are detailed below:

City of Lincoln Council Policies:

- [City of Lincoln Council's Environmental Policy](#)
- [Lincoln 2030 Climate Action Plan](#) / [Summary](#)

Lincolnshire County Council Policies:

- [Local Transport Plan 5](#)
- [Lincolnshire Cycling Strategy](#)
- [Lincolnshire Electric Vehicle Strategy](#)
- [Lincolnshire Walking Strategy](#)
- [Sustainable Modes of Transport to School \(SMOTS\) Strategy](#)
- [Lincoln Transport Strategy](#)
- [Lincolnshire Bus Service Improvement Plan \(BSIP\)](#)

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1 Local Air Quality Management

This report provides an overview of air quality in Lincoln 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 Lincoln Council to improve air quality and any progress that has been made.

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

2 Actions to Improve Air Quality

2.1 Air Quality Management Areas

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

Following the revocation of the Lincoln AQMA in April 2025, City of Lincoln Council does not currently have any declared AQMAs and, therefore, has no formally adopted AQAP. However, City of Lincoln Council are in the process of producing an Air Quality Strategy which will outline the measures which are currently being pursued to further improve air quality. Table 2.1 outlines these additional measures.

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

Defra's appraisal of last year's ASR concluded that:

- 1. The inclusion of the screen capture of the national bias adjustment factor spreadsheet was appreciated, providing clear evidence of the applied adjustment and enhancing transparency.**
 - Although a local bias adjustment factor was applied to the 2025 diffusion tube monitoring data, a screenshot of the national bias adjustment factor spreadsheet (version 03/26) has been included in this report for transparency and to provide a comparison to the locally calculated bias adjustment factor which was applied.
- 2. Comprehensive trend graphs and analysis have been included for all monitoring data, including diffusion tubes results, which is commendable.**
 - The trend graphs included in this report have been split by geographical area so that trends can be identified across different parts of Lincoln.
- 3. Excellent discussion on particulate matter, including estimations of PM_{2.5} concentrations.**
 - PM_{2.5} has been estimated from the PM₁₀ concentration in this report.

4. Considering incomplete data from the local co-location site, the council clearly explained the choice to make use of the national bias adjustment factor, which is welcomed.

- Due to sufficient data capture at the co-location site, a local bias adjustment factor has been applied to the diffusion tube monitoring data in this report. As this factor is lower than the national factor, a comparison table is provided to show that there is no impact on concentrations being below the air quality objective, regardless of whether the national or local factor is used. The local factor was used as it was deemed to be more representative of local conditions.

5. The City of Lincoln Council has maintained annual mean NO₂ concentrations well below the national Air Quality Strategy (AQS) objective over the past five years, both within and outside the former AQMA. This demonstrates effective implementation of air quality measures and strong governance in sustaining clean air levels.

- The Lincoln AQMA was revoked in April 2025 due to continued compliance with the air quality objective. City of Lincoln Council are producing an Air Quality Strategy to further improve air quality and ensure concentrations remain below the air quality objective following the revocation of the AQMA.

6. While the existing monitoring network shows compliance, exploring the addition of targeted monitoring near growing traffic corridors or redevelopment area could help identify any emerging hotspots early, especially post-AQMA revocation.

- City of Lincoln Council continually review the monitoring network due to new developments or traffic schemes. For example, Site 13 was added to the diffusion tube monitoring network at the start of 2025 to assess levels close to student accommodation that has been developed over the last few years.

City of Lincoln Council has taken forward a number of direct measures during the current reporting year of 2025 in pursuit of improving local air quality. Details of all measures completed, in progress or planned are set out in Table 2.1. A total of 13 measures are included within Table 2.1, with the type of measure and the progress City of Lincoln Council have made during the reporting year of 2025 presented. Where there have been, or continue to be, barriers restricting the implementation of the measure, these are also presented within Table 2.1.

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

- **Measure 1 – Develop Air Quality Strategy:** City of Lincoln Council will continue to produce an Air Quality Strategy that sets out the key actions to be taken to further improve air quality. This is to ensure that the concentrations remain below the air quality objective for all pollutants in all areas, especially following the revocation of the Lincoln AQMA. The Air Quality Strategy is currently undergoing consultation with the final version expected to be adopted by the end of 2026.
- **Measure 2 – Clean Air Lincolnshire Project:** The Clean Air Lincolnshire Project has engaged with eight secondary schools across Lincolnshire, with the intention to create behaviour changes which improve the air quality and health outcomes for residents in the surrounding areas. The project is to end during 2026.
- **Measure 13 – Smoke Control Area Enforcement Policy:** City of Lincoln Council have drafted the Smoke Control Area enforcement policy. This policy is expected to be passed through the City of Lincoln Council's committed cycle during 2026.

City of Lincoln Council's priorities for the coming year are:

- **Air Quality Strategy:** City of Lincoln Council are to action the feedback from the consultation to produce a final version of the Air Quality Strategy, which is expected to be finalised and adopted by the end of 2026.
- **Clean Air Lincolnshire Project:** City of Lincoln Council are to continue to support the Clean Air Lincolnshire Project, which is expected to close at the end of 2026.
- **North Hykeham Relief Road:** City of Lincoln Council are to continue to support the development of the North Hykeham Relief Road, with construction commencing in May 2026.

Table 2.1 – 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	Develop Air Quality Strategy	Policy Guidance and Development Control	Other policy	2025	2026	City of Lincoln Council	City of Lincoln Council	Funded	< £10k	Planning	N/A	Develop Air Quality Strategy	First draft of Air Quality Strategy produced and is currently out for initial consultation with public health, planning and climate change colleagues.	-
2	Clean Air Lincolnshire Project	Public Information	Other	2022 – Planning Phase 2023 – Implementation Phase	2026	Lincolnshire County Council City of Lincoln Council Other Lincolnshire District Councils Selected Schools	Defra Air Quality Grant	Funded	£50k - £100k	Implementation	Not known	None	Website has been developed and can be viewed at: https://cleanairlincs.org.uk/ . During 2023. The project worked with eight secondary schools across Lincolnshire. The engagement consisted of four sessions with an emphasis on local air quality data collection and health impacts. In 2024, the same eight schools completed air quality campaigns in their schools and attended an end of project event on Clean Air Day. A proposed spending plan is being agreed with public health colleagues for the remaining DEFRA grant. The remaining funds will be used to promote indoor air quality improvement measures from solid fuel burning and other pollutant sources, and idling traffic at level crossings. The intention is to promote behaviour changes that improve the air quality and health outcomes for residents in the surrounding areas and within the home.	The project will close at the end of 2026.
3	North Hykeham Relief Road	Traffic Management	Strategic highway improvements, Re-prioritising road space away from cars, inc Access management, Selective vehicle priority, bus priority, high vehicle occupancy lane	2006 – Planning Phase Implementation; Phase TBC	2029	Lincolnshire County Council	Lincolnshire County Council Central Government Third Party Developer Contributions	Partially Funded	>£10 million	Implementation	-	-	Outline Business Case prepared and submitted to DfT for funding support in July 2019, with £110 million being awarded in Nov 2020 by the DfT coming from government's Large Local Majors programme. The remaining budget will be funded by Lincolnshire County Council and developer contributions, which the	-

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
													council will forward fund. Planning approval granted in May 2024 Legal orders and compulsory purchase and side road orders approved by Highways and Transport Scrutiny Committee Monday 10th June. Legal orders for North Hykeham Relief published October 2024. Funding from Central Government still not announced. A Public Enquiry was held in July 2025 following feedback from the DfT. The current scheme cost, included in the council's outline business case for funding, is £155 million. A groundbreaking ceremony was held on Tuesday 17 March 2026 to mark the start of the project, the construction team will now gradually ramp up over the coming weeks on site up before construction on site is in full operation from early May. The North Hykeham Relief Road is expected to open during Summer 2029.	
4	Provision of Electric Vehicle Recharge Points in City of Lincoln Council Car Parks	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	2010 – Planning Phase; 2012 – Current Implementation Phase	Ongoing	City of Lincoln Council	City of Lincoln Council	Not funded	-	Implementation	Not known	Number of EV recharge points available in City of Lincoln Council car parks.	Total of 81 recharge points installed. This includes a 50KW super rapid charge point and 56 new rapid charge points for residents without access to off road parking. No further EV points were installed in Council Car Parks during 2024. A usage survey was undertaken over three months early in 2025, which indicated that there is currently sufficient capacity within City of Lincoln Council operated car parks.	City of Lincoln Council was awarded a grant in February 2023 by the Office for Zero Emission Vehicles (OZEV) as part of their On Street Resident Chargepoint Scheme along with match funding from Connected Kerb.
5	Cycling Infrastructure	Transport Planning and Infrastructure	Cycle network	Ongoing	Ongoing	Lincolnshire County Council	Lincolnshire County Council Department for Transport	Partially Funded	£1 million - £10 million	Implementation	Not known	Length of new cycleway	"Network continues to be developed as funding allows. Development of Local Cycling and Walking Network Plan on-going to	With the reduction of budgets from DfT delivery of infrastructure

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
													assist in identifying future schemes. Separate cycleway constructed along the entire LEB, with provision also included to replicate the same along the NHRR. Also, improvement for cyclists were made on Wigford Way and Brayford Wharf East as part of LCC's award from the Access Fund. Lincoln Sincil Bank rejuvenation - The Sincil Bank improvement project aims to revitalise the area for both local residents and businesses. Provision of a new green corridor for cyclists and pedestrians along Sincil Bank, between the entrance to Lincoln City Football Club's LNER Stadium and Kesteven Street. This includes the provision of a northbound cycleway; planted areas; and the resurfacing of several sections footway and carriageway along Sincil Bank. The 'highway' works were completed as of 21st March 2025. Remaining landscaping and signage works will be completed by spring 2026.	enhancements has been limited. An options report for proposals for the development of Wigford Way in Lincoln has been completed as part of the Lincoln Town Deal. All four options include cycling infrastructure.
6	Real-Time Bus Passenger Information	Transport Planning and Infrastructure	Bus route improvements	2006 – 2010 – Planning Phase; 2008 – 2010 – Implementation Phase	Ongoing	Lincolnshire County Council; Principal bus operators	Lincolnshire County Council Department for Transport	Not Funded	-	Implementation	Not known	% of stops or routes with real-time info	Real time information is now available for all services provided by the three main operators within Lincoln. Real-time feed now provided direct to Traveline. Information also displayed at new Transport Hub and available via commercial and operator-owned Apps. All vehicles operating in the City have now been fitted with tracking software to active bus priority access at signalised junctions. The Lincoln bus network during the day is very comprehensive with coverage across the whole	-

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
													city. At night though, services curtailed at 19:00, which for a city the size of Lincoln, could be considered early. BSIP funding has allowed services in the city to be extended up to 23:00 Monday to Thursday, and on Friday & Saturday to 00:00. Since its introduction in April 2024, over 30,000 passengers have made use of these extended evening services. Part of Lincolnshire's BSIP aim to grow bus patronage is to improve the passenger experience through deployment of real time information (RTI) displays at key locations across the county. RTI displays give a greater level of confidence to travelling passengers on the status of their bus.	
7	Bus Priority Measures at Traffic Signals	Traffic Management	Strategic highway improvements, Re-prioritising road space away from cars, including Access management, Selective vehicle priority, bus priority, high vehicle occupancy lane	2013 – Planning Phase	Ongoing	Lincolnshire County Council	Lincolnshire County Council	Fully Funded	£500k - £1 million	Implementation	Not known	Number of signals with bus priority	A total of 15 signalised junctions across the City now incorporate bus priority technology. Additional junctions in the north of the City to now be upgraded following the award of the contract to LCC's provider for these works R2P and agreement with traffic signals.	-
8	Park and Ride	Alternatives to private vehicle use	Bus based Park & Ride	Ongoing	Ongoing	"Lincoln BIG Stagecoach Waitrose"	Lincolnshire County Council; Lincoln BIG	Partially Funded	-	Implementation	Not known	Number of passengers carried	This is service is currently operating with a grant from Lincoln BIG, with discussions for a potential permanent location being considered as part of the development /consultation for the new Bus Strategy	Lincolnshire County Council were investigating the possibility of developing a Mobility Hub at the A15/A46 Nettleham roundabout in conjunction with potential highway improvements at this location. As

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
														part of policy LCC were also looking at hubs in other location in Lincoln and in the wider county area. However, as of April 2026, no further action on this project has happened, and due to changes in local government, the combined mayoral authority will become the strategic lead on transport and a new transport plan is being developed.
9	Business Travel Plans	Promoting Travel Alternatives	Workplace Travel Planning	Ongoing	Ongoing	Lincolnshire County Council	Lincolnshire County Council	-	-	Implementation	Not known	Number of businesses with adopted travel plans	Lincolnshire County Council provide online guidance and tools to enable businesses and organisations to develop their own travel plans. This is being signposted by planning if conditioned	Modeshift STARS is the Centre of Excellence for the delivery of Effective Travel Plans in Education, Business and Community settings. The scheme recognises schools, businesses and other organisations that have shown excellence in supporting cycling, walking and other forms of sustainable and active travel.

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
10	School Travel Plans	Promoting Travel Alternatives	School Travel Plans	Ongoing	Ongoing	Lincolnshire County Council	Lincolnshire County Council	-	-	Implementation	Not known	Number of schools with approved travel plans	All local authority schools have an adopted travel plan. An updated travel plan is required as part of the planning process for school improvements. Sustainable Modes of Travel to School (SMOTS) strategy is available to schools to assist in developing a travel plan.	-
11	Public Transport Information Provision	Promoting Travel Alternatives	Other	2025	Ongoing	Lincolnshire County Council and Citymapper	Lincolnshire County Council	-	-	Implementation	Not known		Lincolnshire County Council has launched a new partnership with the Citymapper app as the county's official journey planner for public transport. The collaboration brings together all public transport options in Lincolnshire - including the Callconnect on-demand bus service - into a single, easy-to-use app, and forms part of the Council's broader ambition to modernise local transport and deliver a more connected, data-informed network for communities across the region.	-
12	Promotion of Sustainable Transport to Work for City of Lincoln Council Staff	Promoting Travel Alternatives	Workplace Travel Planning	2010 – Planning Phase Implementation Phase Ongoing	Ongoing	City of Lincoln Council	City of Lincoln Council	-	-	Implementation	Not known	Change in travel to work behaviour	"Mode of Travel Survey completed 2023, City of Lincoln Council employee survey results: Car single journey = 55% Cycling = 7% Walking = 18% Bus = 8% Train = 3% Working from home 3 days per week = 38%. Updated travel survey due to take place in 2025."	Survey not updated in 2025 due to turn over in lead officer's post. To be reviewed in 2026.
13	Smoke Control Area Enforcement Policy	Policy Guidance and Development Control	Other policy	2026	2026	City of Lincoln Council	Defra Air Quality New Burdens Funding	Fully Funded	<£10k	Planning	Not known	Formal adoption of policy	Smoke Control Area enforcement policy has been drafted, with a view to it passing through the Council's committee cycle during 2026.	-

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

As detailed in Policy Guidance LAQM.PG22 (Chapter 8) and the Air Quality Strategy¹, local authorities are expected to work towards reducing emissions and/or concentrations of fine particulate matter (PM_{2.5}). There is clear evidence that PM_{2.5} (particulate matter smaller 2.5 micrometres) has a significant impact on human health, including premature mortality, allergic reactions, and cardiovascular diseases.

PM_{2.5} Monitoring:

City of Lincoln Council do not undertake any routine monitoring of PM_{2.5}. However, in accordance with the methodology outlined in Box 7.7 of LAQM.TG22, the concentration of PM_{2.5} can be estimated using the PM_{coarse} split – the fraction of PM between 10 µg/m³ and 2.5 µg/m³ (i.e. PM₁₀ minus PM_{2.5}). The PM_{coarse} split factor can either be locally or nationally² derived. In 2025, the national factor for PM_{coarse} split for roadside sites was 6.7.

Data from the Automatic Urban and Rural Network (AURN) monitoring station Chesterfield Roadside was used to calculate a local factor for PM_{coarse} split of 5.1. This site was used as it is the closest AURN site to the Broadgate site that measures both PM₁₀ and PM_{2.5} and is an Urban Traffic site so is likely to be representative of the Broadgate site, which is classified as a roadside site. The local factor of PM_{coarse} split (5.1) was applied to the Broadgate 2025 annual mean PM₁₀ concentration (20.6 µg/m³) as per the methodology outlined in Box 7.7 of LAQM.TG22. The local factor was chosen over the national factor due to it being a smaller value and, therefore, provides a more conservative approach. Section 3.2.3 provides further details on the calculation of the local factor. Once the factor is applied, a PM_{2.5} concentration of 15.5 µg/m³ is estimated at the Broadgate site in 2025.

PM_{2.5} Background Concentrations:

The Defra Background Maps³ for Lincoln in 2025 suggests that the annual average PM_{2.5} concentration at 35 locations (1km x 1km grid square resolution) is 6.5 µg/m³, whilst the

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

² Defra. Estimating PM_{2.5} from PM₁₀ Measurements. Available at: <https://laqm.defra.gov.uk/air-quality/air-quality-assessment/estimating-pm2-5-from-pm10-measurements/>

³ Defra. Data Archive – Background Mapping Data for Local Authorities (2021), November 2024.

maximum and minimum PM_{2.5} annual mean concentration at a given location is 6.9 µg/m³ and 6.2 µg/m³, respectively. In the absence of any PM_{2.5} monitoring, the data from the background maps suggests that the concentration of PM_{2.5} across Lincoln is relatively low. However, City of Lincoln Council are continuing to implement measures that further reduce the concentration of PM_{2.5}, due to the impact that exposure to such pollutant has on public health, even at low levels.

Impact of PM_{2.5} on Public Health:

According to the Public Health Outcomes Framework⁴ developed by Public Health England, the fraction of adult mortality attributable to PM_{2.5} in Lincoln is 5.8%, which is slightly higher than the average for the whole of England (5.3%). This highlights the health burden of PM_{2.5} upon residents in Lincoln. Therefore, City of Lincoln Council are continuing to implement measures that reduce the concentration of PM_{2.5} across Lincoln.

Smoke Control Areas:

Smoke Control Areas (SCAs) are designated zones in which it is an offence to emit smoke from a chimney of a building, from a furnace, or from any fixed boiler. It is also an offence to acquire an unauthorised fuel for use within a SCA unless it is used within an exempt appliance (exempted from the controls which generally apply in SCAs).

The entire area of City of Lincoln Council's administrative boundary has been declared as a SCA. An enforcement policy for SCA has currently been drafted by City of Lincoln Council and is due to be passed through the committee cycle during 2026. An update on the SCA enforcement policy will be provided in the next update of this report in 2027.

Measures to Address PM_{2.5}:

Whilst the majority of measures outlined in Table 2.1 were introduced with the primary aim of reducing concentrations of NO₂, the measures are also likely to have a co-benefit of simultaneously reducing concentrations of PM_{2.5}. This is because these measures target a reduction in vehicle flow and provide vehicle usage as well as the uptake of sustainable modes of transport.

The measures which will help to reduce concentrations of PM_{2.5} across Lincoln include:

⁴ Public Health England – Public Health Outcomes Framework.

- Creation of the Lincolnshire Clean Air Project, which was funded by a Defra Air Quality Grant. The project has involved the creation of a [website](#) and working with eight secondary schools across Lincolnshire.
- Development of a cycle network and infrastructure, including the Local Cycling and Walking Network Plan.
- Incentive schemes to increase the number of ULEV or bicycles for City of Lincoln's vehicle fleet through salary sacrifice and car share.
- Additional installation of EV charging points across the city and provision for more EV charging. City of Lincoln Council have been working with Lincolnshire County Council Sustainable Travel Team as part of the Local Electric Vehicle Infrastructure (LEVI) fund, which has resulted in three EV charging points being installed across Lincoln in 2025. Lincolnshire County Council have identified potential areas where additional EV charging points are required, of which a number are in Lincoln.

(Note: Whilst the switch to ULEVs will have some benefits in reducing emissions of road traffic related PM_{2.5}, City of Lincoln Council recognise that the use of such vehicles will still give rise to PM_{2.5} emissions from tyre and brake pad wear, so efforts will still be made to reduce reliance on private vehicles by promoting more sustainable modes of travel).

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 Lincoln Council and how it compares with the relevant air quality objectives. In addition, monitoring results are presented for a five-year period between 2021 and 2025 to allow monitoring trends to be identified and discussed.

3.1 Summary of Monitoring Undertaken

3.1.1 Automatic Monitoring Sites

City of Lincoln Council undertook automatic (continuous) monitoring at two sites during 2025. One site is located on Broadgate and measures concentrations of PM₁₀, whilst the other site is located on Canwick Road and measures concentrations of NO₂. The Canwick Road site is part of the Automatic Urban and Rural Network (AURN) and is co-located with triplicate diffusion tubes to allow for a local bias adjustment factor to be calculated.

Table A.1 shows the details of the automatic monitoring sites. 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 Lincoln Council undertook non-automatic (i.e. passive) monitoring of NO₂ at 19 sites during 2025, which is an increase of one new site from that in the previous reporting year. As the Canwick Road site is a triplicate co-location, a total of 21 diffusion tubes made up the monitoring network each month, resulting in 252 diffusion tubes being deployed across Lincoln during the 2025 monitoring year.

Table A.2 presents the details of the non-automatic sites. Maps showing the location of the monitoring sites are provided in Appendix D. Further details on Quality Assurance/Quality Control (QA/QC) for the diffusion tubes, including bias adjustments and any other adjustments applied (e.g. annualisation and/or distance correction), are included in Appendix C.

3.2 Individual Pollutants

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

3.2.1 Nitrogen Dioxide (NO₂)

Table A.3 and Table A.4 compare the ratified and adjusted monitored NO₂ annual mean concentrations for the past five years with the air quality objective of 40 µg/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).

During 2025, the maximum NO₂ annual mean concentration across the diffusion tube monitoring network was 25.5 µg/m³ (Site 3), meaning that the NO₂ annual mean objective of 40 µg/m³ was not exceeded at any monitoring location within Lincoln. This site has recorded the maximum annual mean concentration over the last five years (2021 – 2025). In relation to the previous reporting year of 2024, across the 18 sites present in both years, the NO₂ concentration decreased at all 18 sites, with decreases in the concentration of NO₂ ranging from -2.0 µg/m³ (Site 4) to -7.6 µg/m³ (Site 3). This indicates that there has been a significant improvement in the concentration of NO₂ during 2025 in Lincoln, with the concentrations remaining further below 10% of the air quality objective (i.e. 36 µg/m³). Although, it should be noted that a lower bias adjustment factor has been applied to the 2025 monitoring data, than that applied to the 2024 monitoring data (see Table C.3). Therefore, any comparisons between the two reporting years should be treated with caution. For diffusion tubes, the full 2025 dataset of monthly values is provided in Appendix B. Note that the concentration data presented in Table B.1 includes distance corrected values, only where relevant.

At the automatic monitoring station on Canwick Road (LCR), the 2025 NO₂ annual mean concentration was 20.1 µg/m³, which is an increase from the 17.9 µg/m³ in the previous reporting year. However, despite the gradual increase, the annual mean concentration of NO₂ is still significantly below the air quality objective of 40 µg/m³. This reiterates the point noted from the diffusion tube monitoring that there is no air quality concern regarding the concentration of NO₂ within Lincoln, which is an important trend to observe following the revocation of the Lincoln AQMA in April 2025. Therefore, the data from both the passive

and automatic monitoring networks indicates that the NO₂ concentrations have remained below the air quality objective in the first year since the revocation of the Lincoln AQMA.

Table A.5 compares the ratified continuous monitored NO₂ hourly mean concentrations for the past five years with the air quality objective of 200 µg/m³, not to be exceeded more than 18 times per year. During 2025, the hourly objective was not exceeded on any occasion as the maximum hourly mean concentration recorded at the Canwick Road automatic monitoring station was 100.6 µg/m³ (8th January, 7pm). Additionally, as outlined in Section 7.97 of LAQM.TG22, a diffusion tube annual mean NO₂ concentration greater than 60 µg/m³ can be used as a proxy for an exceedance of the 1-hour mean objective. However, as no single diffusion tube site recorded an NO₂ annual mean concentration greater than 60 µg/m³, it can be inferred that the NO₂ 1-hour objective of 200 µg/m³ was unlikely to have been breached at any site during 2025.

3.2.2 Particulate Matter (PM₁₀)

Table A.6 compares the ratified and adjusted monitored PM₁₀ annual mean concentrations for the past five years with the air quality objective of 40 µg/m³. The annual mean PM₁₀ concentration recorded at the automatic monitoring station on Broadgate (B) in 2025 was 20.6 µg/m³ in 2025, which is a slight increase from that reported in the previous reporting year (19.0 µg/m³). However, the PM₁₀ annual mean concentration remains significantly below the air quality objective of 40 µg/m³.

Table A.7 compares the ratified continuous monitored PM₁₀ daily mean concentrations for the past five years with the air quality objective of 50 µg/m³, not to be exceeded more than 35 times per year. In 2024, the 24-hour mean concentration of 50 µg/m³ was exceeded on six occasions, which is a slight increase from the one exceedance in the previous year. However, the six exceedances remain well below the 35 times of the air quality objective.

3.2.3 Particulate Matter (PM_{2.5})

City of Lincoln Council do not undertake any automatic monitoring of PM_{2.5}. However, as outlined in Section 2.3, a PM_{2.5} concentration has been estimated for the Broadgate site, by applying a local factor for PM_{coarse} split to the PM₁₀ concentration recorded.

The local PM_{coarse} factor was calculated using the PM₁₀ and PM_{2.5} concentrations recorded at the Chesterfield Roadside AURN monitoring station in 2025. The site had a data capture of 99.9% in 2025. The steps to calculate the local PM_{coarse} split factor, in accordance with the methodology in Box 7.7 of LAQM.TG22, are set out in the following:

Step 1: Calculate the PM_{coarse} at the reference site (Chesterfield Roadside)

- Chesterfield Roadside PM₁₀ annual mean concentration (2025) = 13.3 µg/m³.
- Chesterfield Roadside PM_{2.5} annual mean concentration (2025) = 8.2 µg/m³.
 - PM_{coarse} split (locally derived): 13.3 – 8.2 = 5.1 µg/m³.

Step 2: Subtract locally derived PM_{coarse} split from the Broadgate PM₁₀ concentration

- Broadgate PM₁₀ annual mean concentration (2025) = 20.6 µg/m³.
 - 20.6 – 5.1 = 15.5 µg/m³.

Step 3: Estimate the annual mean PM_{2.5} concentration at the Broadgate site

- Broadgate PM_{2.5} annual mean concentration (2025 estimated) = 15.5 µg/m³.

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)
LCR	Lincoln Canwick Road AURN (UKA00561)	Roadside	497962	370376	NO ₂	No	-	Chemiluminescent	0.0 ⁽³⁾	1.5	2.7
B	Broadgate	Roadside	497783	371282	PM ₁₀	No	-	Unheated BAM 1020	21.0	2.0	1.7

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).

(3) The location of the Lincoln Canwick Road (LCR) site is on a street with residential properties on the opposite side of the street to the monitoring station. However, it has been assumed that the concentrations recorded by the monitoring station are representative of the opposite side of the street where relevant exposure is located.

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)
1	The Avenue	Roadside	497107	371510	NO ₂	No	10.0	2.5	No	2.9
2	106 Yarborough Road	Roadside	496946	372027	NO ₂	No	0.0	7.0	No	2.7
3	Drill Hall, Broadgate	Roadside	497785	371300	NO ₂	No	0.0	2.5	No	2.9
4	City Hall	Urban Background	497326	371421	NO ₂	No	16.5	N/A	No	5.6
5, 6, 7	Canwick Road	Roadside	497962	370375	NO ₂	No	0.0	1.5	Yes	2.6
8	Dixon Street	Roadside	497190	370080	NO ₂	No	0.0	4.0	No	2.8
9	St Catherines	Roadside	497112	369351	NO ₂	No	4.5	2.5	No	2.3
10	High Street	Roadside	497467	370956	NO ₂	No	N/A	0.5	No	2.9
11	Carholme Road	Roadside	496590	371571	NO ₂	No	0.0	5.0	No	2.6
12	Monks Road	Roadside	497908	371421	NO ₂	No	1.5	0.5	No	2.8
13	Tritton Rd / Ruston Way	Roadside	496841	370924	NO ₂	No	2.5	3.5	No	2.8
14	Portland St / Archer St	Roadside	497835	370584	NO ₂	No	0.3	2.0	No	2.8
15	Skellingthorpe Rd East	Roadside	495541	369272	NO ₂	No	7.5	2.3	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)
16	Skellingthorpe Rd Central	Roadside	494158	370303	NO ₂	No	6.5	2.5	No	2.7
17	Skellingthorpe Rd West	Roadside	493543	370838	NO ₂	No	13.0	2.0	No	2.7
18b	South Park / High St	Roadside	497195	369616	NO ₂	No	3.5	1.0	No	2.8
19b	Newark Rd / Brant Rd	Roadside	496720	368181	NO ₂	No	0.0	2.4	No	2.8
20	Newland / Wigford Way	Roadside	497383	371250	NO ₂	No	0.0	6.0	No	2.9
21b	78 Canwick Road	Roadside	498005	370245	NO ₂	No	0.5	2.1	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
LCR	497962	370376	Roadside	93.7	93.7	20.8	19.1	17.8	17.9	20.1

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

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

☒ **Where exceedances of the NO₂ annual mean objective occur at locations not representative of relevant exposure, the fall-off with distance concentration has been calculated and reported concentration provided in brackets for 2025.**

Notes:

The annual mean concentrations are presented as µg/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
1	497107	371510	Roadside	100.0	100.0	21.7	19.1	25.1	25.4	19.3
2	496946	372027	Roadside	100.0	100.0	19.4	18.1	22.3	21.9	16.4
3	497785	371300	Roadside	100.0	100.0	24.2	23.6	31.6	33.1	25.5
4	497326	371421	Urban Background	100.0	100.0	9.6	8.6	11.1	10.8	8.8
5, 6, 7	497962	370375	Roadside	100.0	100.0	21.3	19.3	25.5	26.1	20.2
8	497190	370080	Roadside	100.0	100.0	20.6	18.7	24.9	25.1	18.7
9	497112	369351	Roadside	90.4	90.4	17.4	15.2	20.6	20.9	16.0
10	497467	370956	Roadside	100.0	100.0	15.9	14.2	19.4	19.5	16.1
11	496590	371571	Roadside	100.0	100.0	13.5	12.9	17.0	15.5	12.4
12	497908	371421	Roadside	100.0	100.0	18.0	18.7	24.4	23.8	18.4
13	496841	370924	Roadside	100.0	100.0	-	-	-	-	15.7
14	497835	370584	Roadside	100.0	100.0	18.8	17.7	23.7	25.4	19.1
15	495541	369272	Roadside	92.3	92.3	18.9	16.7	23.4	20.8	16.4
16	494158	370303	Roadside	100.0	100.0	14.0	12.4	17.2	16.3	12.3

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
17	493543	370838	Roadside	92.3	92.3	17.1	15.4	19.2	18.3	14.7
18b	497195	369616	Roadside	100.0	100.0	21.7	20.3	26.3	26.0	20.2
19b	496720	368181	Roadside	100.0	100.0	18.6	16.1	23.5	21.8	16.4
20	497383	371250	Roadside	100.0	100.0	16.1	13.8	18.3	18.2	14.8
21b	498005	370245	Roadside	100.0	100.0	17.9	17.9	23.3	24.0	18.0

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

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

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

Notes:

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

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

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

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

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

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

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

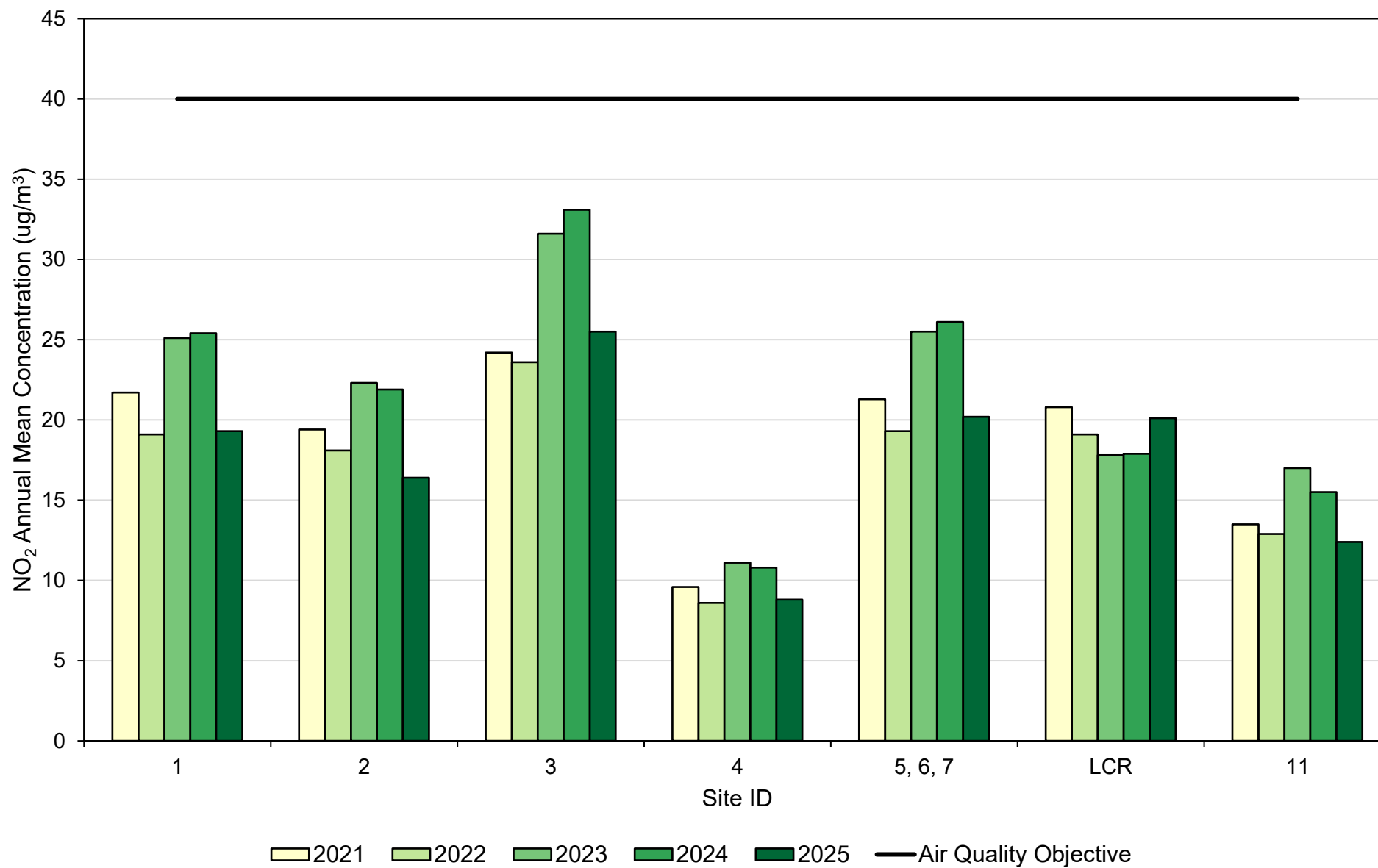
Figure A.1 – Annual Mean NO₂ Concentrations: Central Lincoln (1)

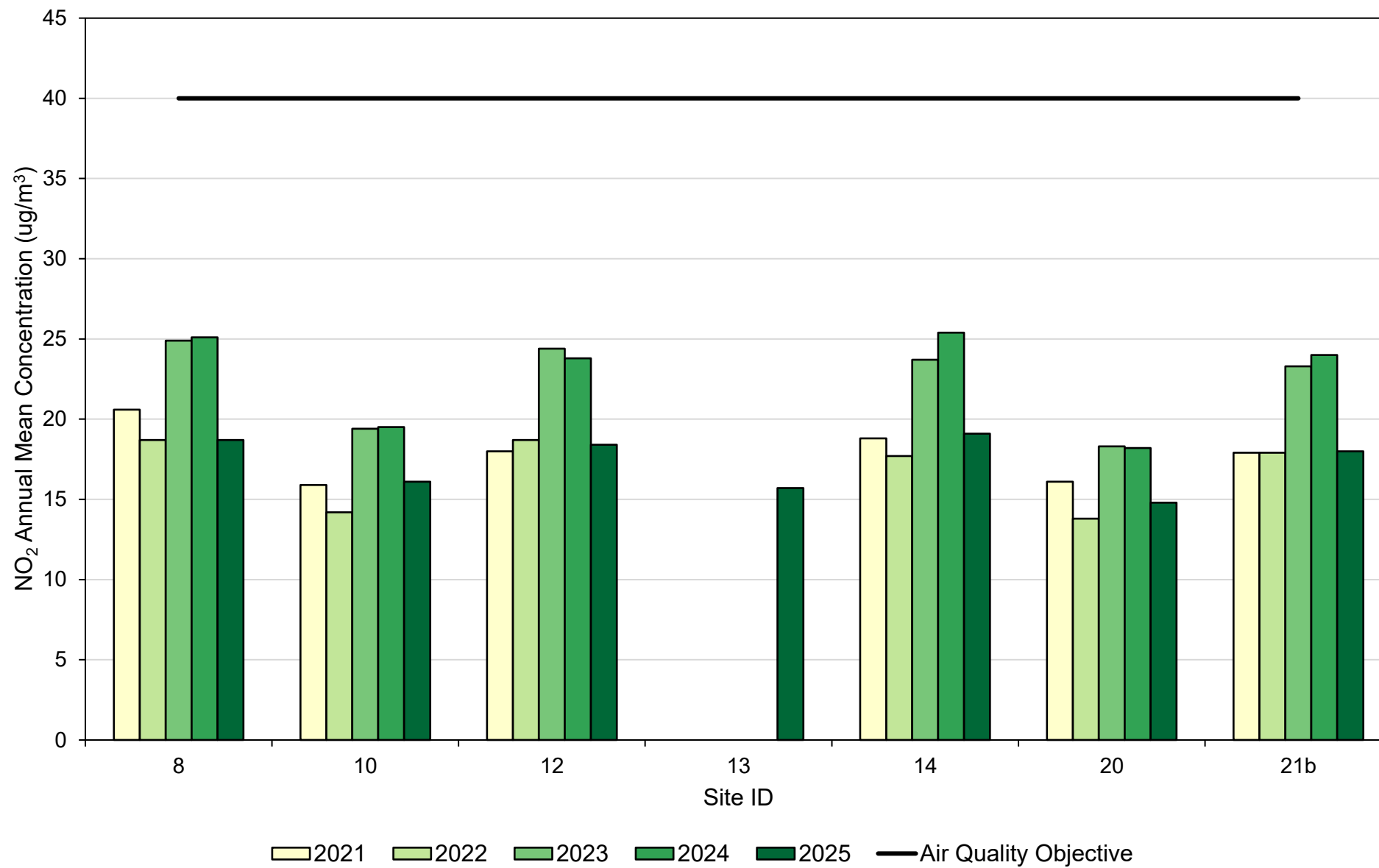
Figure A.2 – Annual Mean NO₂ Concentrations: Central Lincoln (2)

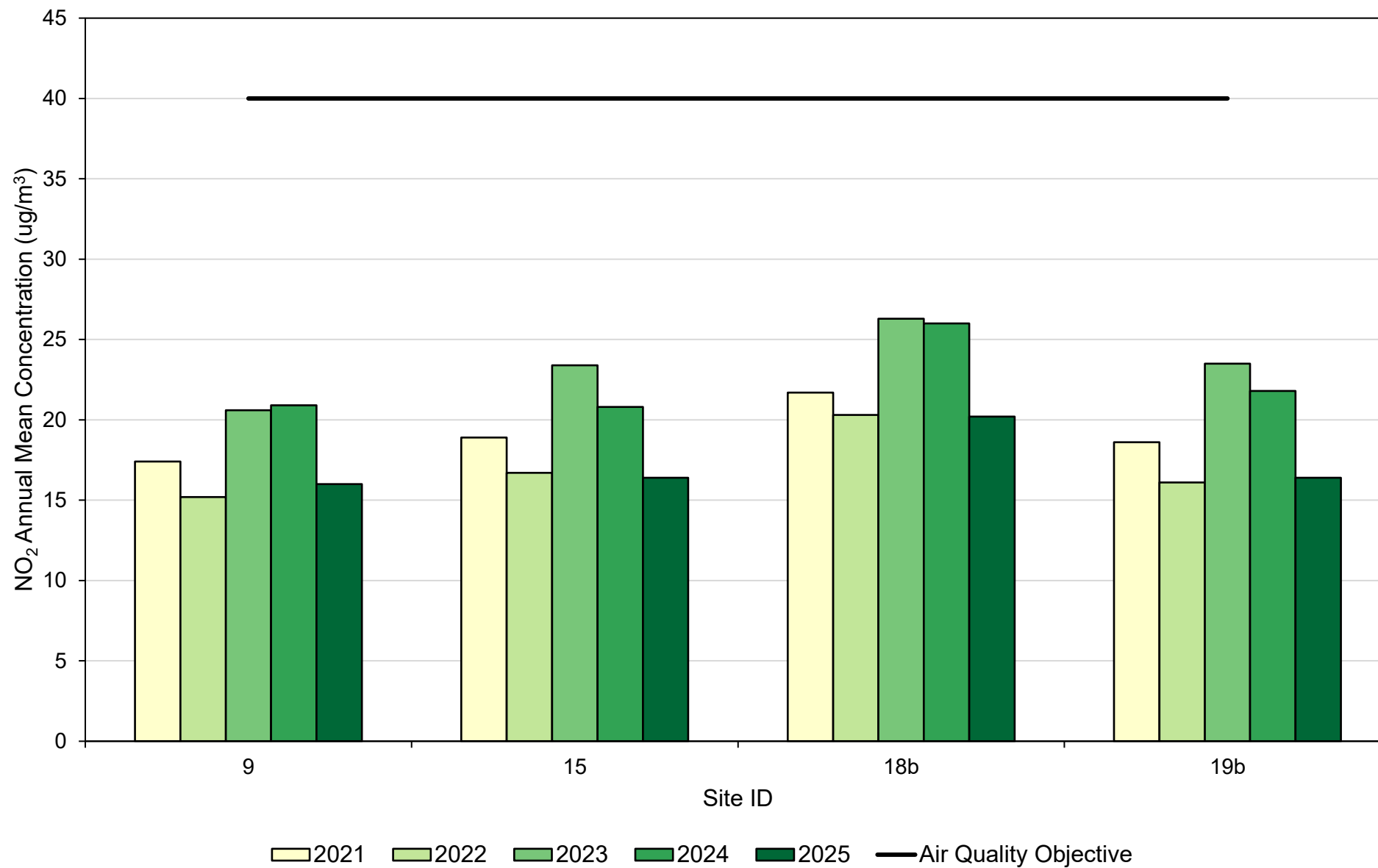
Figure A.3 – Annual Mean NO₂ Concentrations: South Lincoln

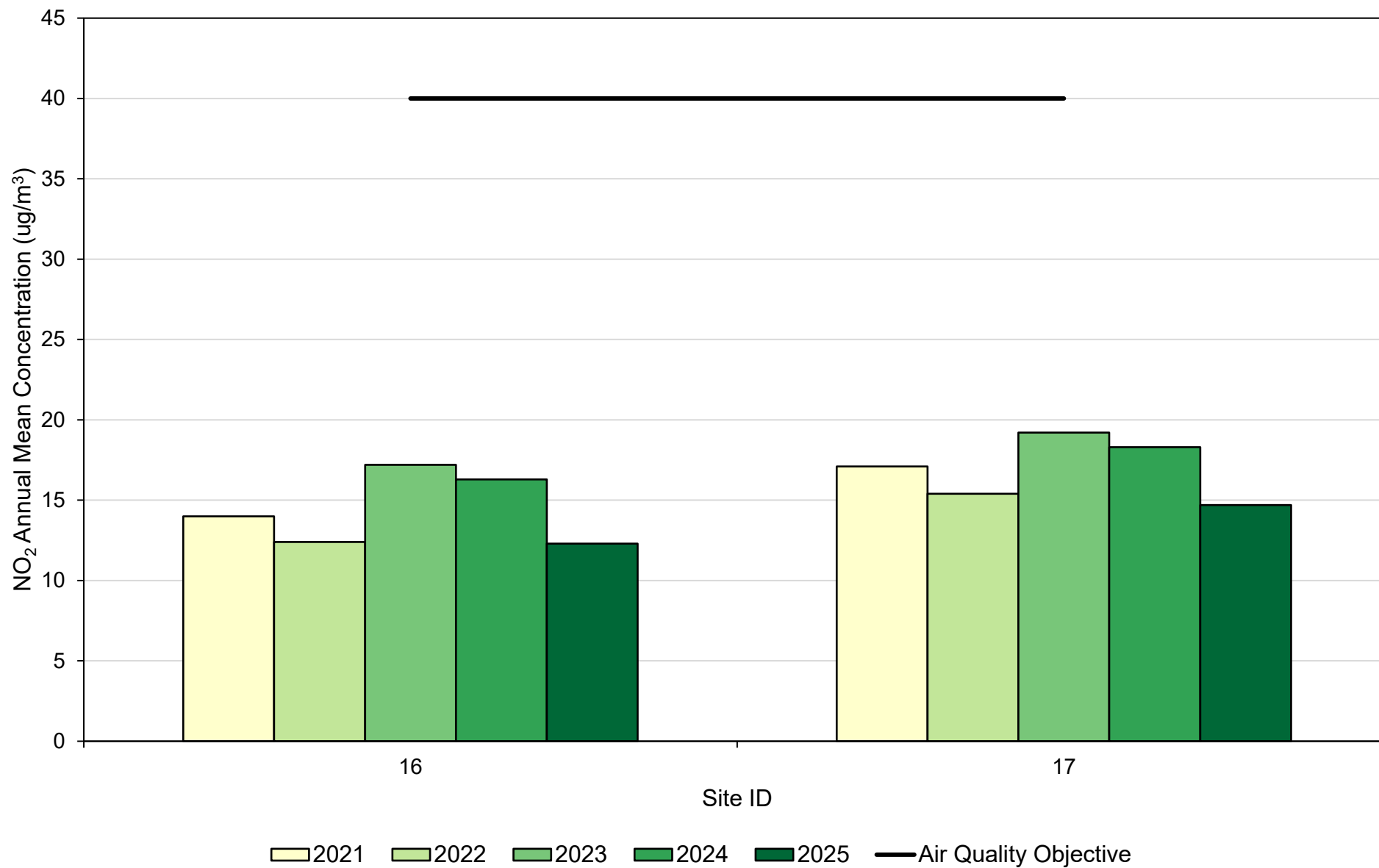
Figure A.4 – Annual Mean NO₂ Concentrations: West Lincoln

Table A.5 – 1-Hour Mean NO₂ Monitoring Results > 200 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
LCR	497962	370376	Roadside	93.7	93.7	0	0	0	0 (69)	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
B	497783	371282	Roadside	99.3	99.3	22.4	24.5	20.4	19.0	20.6

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

Notes:

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

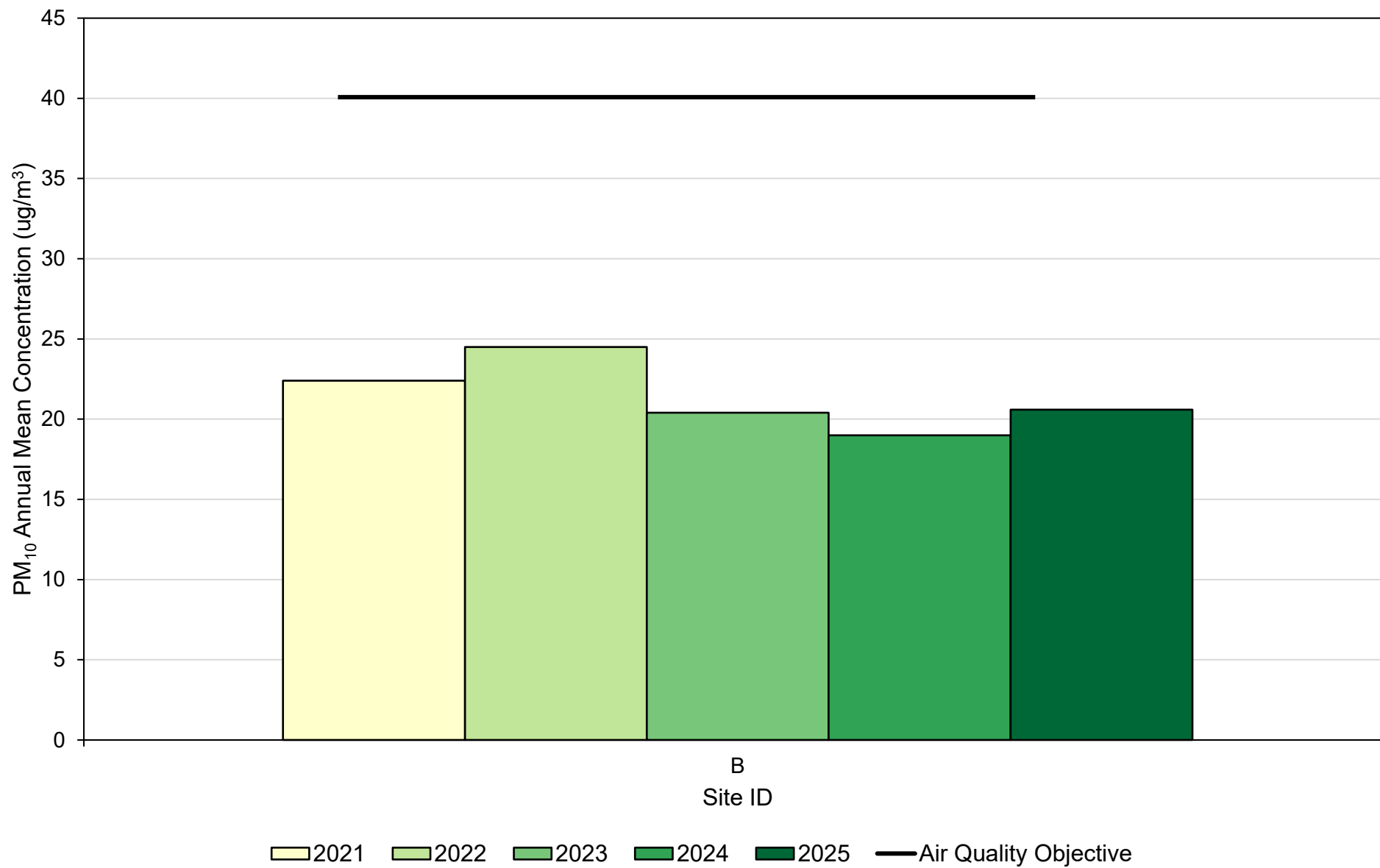
Figure A.5 – Annual Mean PM₁₀ Concentrations

Table A.7 – 24-Hour Mean PM₁₀ Monitoring Results > 50 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
B	497783	371282	Roadside	99.3	99.3	1	9	3	1	6

Notes:

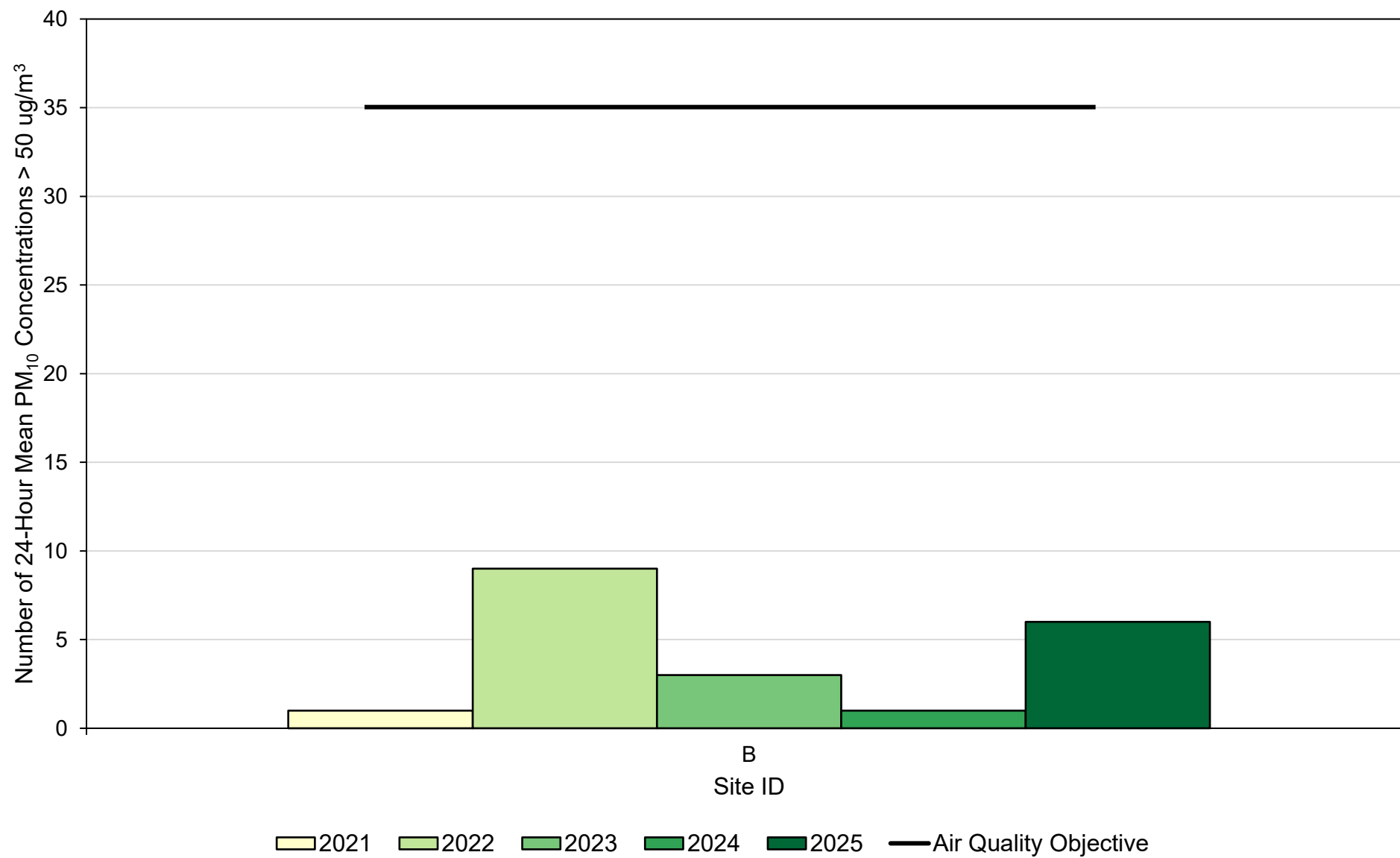
Results are presented as the number of 24-hour periods where daily mean concentrations greater than 50µg/m³ have been recorded.

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.6 – 24-Hour Mean PM₁₀ Monitoring Results > 50 µg/m³

Appendix B: Monthly Diffusion Tube Results for 2025

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

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.70)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
1	497107	371510	35.3	33.5	29.0	25.8	24.7	23.2	20.7	27.6	27.2	28.9	26.8	25.7	27.4	19.3		
2	496946	372027	30.6	23.8	21.5	17.7	20.1	22.5	21.4	21.1	22.9	27.6	25.2	25.4	23.3	16.4		
3	497785	371300	44.1	37.2	39.8	28.4	29.8	31.3	33.7	35.5	37.9	39.4	44.8	32.5	36.2	25.5		
4	497326	371421	19.1	15.4	14.4	10.9	7.6	9.9	9.9	9.6	11.9	12.1	14.3	14.3	12.4	8.8		
5	497962	370375	33.4	35.7	36.0	30.4	28.8	22.1	22.4	27.9	28.4	28.4	30.7	25.8	-	-		Triplicate Site with 5, 6 and 7 - Annual data provided for 7 only
6	497962	370375	32.4	36.0	34.5	28.9	27.4	21.1	23.9	26.4	25.3	26.0	30.2	26.7	-	-		Triplicate Site with 5, 6 and 7 - Annual data provided for 7 only
7	497962	370375	30.9	33.8	35.7	27.4	29.7	21.4	24.5	27.3	28.9	28.5	30.0	26.8	28.7	20.2		Triplicate Site with 5, 6 and 7 - Annual data provided for 7 only
8	497190	370080	23.6	31.7	34.2	26.6	27.7	21.6	26.3	26.8	26.1	25.7	25.5	23.6	26.6	18.7		
9	497112	369351	26.4	30.4	25.4	21.0	19.4	17.0	16.4	21.8	20.7	-	23.8	27.8	22.7	16.0		
10	497467	370956	31.1	30.9	27.3	23.7	15.3	20.1	17.7	16.0	20.4	23.0	23.8	24.7	22.8	16.1		
11	496590	371571	25.3	23.8	19.7	16.5	12.6	15.1	15.0	15.8	17.8	18.1	13.8	17.9	17.6	12.4		
12	497908	371421	35.3	29.7	28.3	22.4	19.0	24.5	19.1	24.6	25.7	26.7	29.9	29.2	26.2	18.4		
13	496841	370924	29.7	27.2	23.9	18.1	15.9	21.5	17.4	20.1	24.2	24.6	21.7	23.1	22.3	15.7		
14	497835	370584	31.7	33.4	34.5	28.0	28.8	22.5	22.9	25.1	24.5	27.9	22.9	23.2	27.1	19.1		
15	495541	369272	27.0	29.5	28.4	-	23.6	18.8	20.2	20.8	22.4	23.1	24.6	18.2	23.3	16.4		
16	494158	370303	21.9	21.2	22.8	15.8	15.0	11.7	18.2	15.0	16.5	15.9	19.6	15.4	17.4	12.3		

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.70)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
17	493543	370838	28.4	-	27.4	19.7	17.7	15.5	17.5	19.9	19.5	19.7	22.0	22.6	20.9	14.7		
18b	497195	369616	34.6	35.9	26.9	27.4	23.9	27.4	23.2	28.2	30.3	29.4	28.6	28.7	28.7	20.2		
19b	496720	368181	24.7	32.3	30.9	22.8	23.3	17.1	23.3	20.5	18.7	21.7	21.3	23.2	23.3	16.4		
20	497383	371250	27.9	25.2	24.1	18.8	17.1	16.1	15.9	18.0	18.9	22.1	24.5	24.4	21.1	14.8		
21b	498005	370245	33.7	30.7	27.5	22.6	21.4	23.3	23.1	23.0	27.4	27.6	31.3	15.8	25.6	18.0		

☒ 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.

☒ Local bias adjustment factor used.

☐ National bias adjustment factor used.

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

☒ City of Lincoln Council confirm that all 2025 diffusion tube data has been uploaded to the Diffusion Tube Data Entry System.

Notes:

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

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

See Appendix C for details on bias adjustment and annualisation.

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

New or Changed Sources Identified with Lincoln During 2025

City of Lincoln Council has not identified any new sources relating to air quality during the reporting year of 2025.

Additional Air Quality Works Undertaken by City of Lincoln Council During 2025

City of Lincoln Council has not completed any additional air quality works during the reporting year of 2025.

QA/QC of Diffusion Tube Monitoring

During the 2025 monitoring year, diffusion tubes were supplied and analysed by Gradko International, using the 20% TEA in water preparation method. Gradko International are a UKAS accredited laboratory and participate in the AIR-PT scheme for NO₂ diffusion tube analysis and Annual Field Intercomparison Exercise. These provide strict criteria relating to performance that participating laboratories must meet, ensuring that the reported NO₂ concentrations are of a high calibre. For all AIR-PT rounds for diffusion tubes analysed during 2025, Gradko International received the following scores:

- January – February 2025 (AIR-PT AR068) = 50%.
- April – June 2025 (AIR-PT AR069) = 75%.
- July – September 2025 (AIR-PT AR071) = 100%.
- October – December 2025 (AIR-PT AR072) = 100%.

The percentage score reflects the results deemed satisfactory based on the z-score of ± 2 .

Additionally, the precision of the NO₂ diffusion tubes (20% TEA in water) supplied by Gradko International was classified as 'good' for all 28 observations in 2025. This reflects the laboratory's performance and consistency in preparing and analysing the diffusion tubes, as well as the subsequent handling of the tubes in the field. Tubes are considered to have 'good' precision where the coefficient of variation of duplicate or triplicate diffusion

tubes for either or more monitoring periods during the year is less than 20%. Further information on the precision results is available on the [LAQM Website](#).

Diffusion Tube Deployment Calendar

During 2025, the diffusion tubes deployed by City of Lincoln Council adhered to the dates outlined on the Defra monitoring calendar.

Diffusion Tube Data Capture

During 2025, the diffusion tube monitoring network was well maintained by City of Lincoln Council, with all sites obtaining a data capture above 90%. Throughout the full monitoring year, a total of only three monthly concentrations were missing across the entire diffusion tube network, which included:

- Site 9 = 1 month missing (October);
- Site 15 = 1 month missing (April); and
- Site 17 = 1 month missing (February).

Therefore, from the 21 diffusion tubes deployed each month over the full monitoring year (12 months), a total of 252 monthly concentrations would have expected to have been received. Accounting for the three missing months, 249 data points were obtained from the diffusion tube monitoring network in 2025, resulting in an overall data capture of 98.8%.

Diffusion Tube Annualisation

As all diffusion tube monitoring sites within Lincoln recorded a data capture rate of 90% or greater, it was not required to annualise any diffusion tube data in 2025.

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 Lincoln Council have applied a local bias adjustment factor of 0.70 to the 2025 monitoring data. This is derived from the triplicate co-location at the Canwick Road AURN site, and the calculation of the local bias adjustment factor is shown in Table C.1.

Table C.1 – Local Bias Adjustment Calculation

	Local Bias Adjustment Input 1
Periods used to calculate bias	12
Bias Factor A	0.7 (0.66 - 0.76)
Bias Factor B	42% (32% - 52%)
Diffusion Tube Mean ($\mu\text{g}/\text{m}^3$)	28.7
Mean CV (Precision)	3.6%
Automatic Mean ($\mu\text{g}/\text{m}^3$)	20.2
Data Capture	94%
Adjusted Tube Mean ($\mu\text{g}/\text{m}^3$)	20 (19 - 22)

In comparison to the local factor (0.70), the national bias adjustment factor for 20% TEA in water diffusion tubes supplied and analysed by Gradko International was 0.89. This factor is derived from the latest version (03/26) of the national diffusion tube bias adjustment factor spreadsheet (as shown in Figure C.1).

Figure C.1 – National Bias Adjustment Factor Spreadsheet (03/26)

National Diffusion Tube Bias Adjustment Factor Spreadsheet						Spreadsheet Version Number: 03/26							
Follow the steps below <u>in the correct order</u> to show the results of <u>relevant</u> co-location studies						This spreadsheet will be updated at the end of June 2026 LAQM Helpdesk Website							
Data only apply to tubes exposed monthly and are not suitable for correcting individual short-term monitoring periods													
Whenever presenting adjusted data, you should state the adjustment factor used and the version of the spreadsheet This spreadsheet will be updated every few months: the factors may therefore be subject to change. This should not discourage their immediate use.													
The LAQM Helpdesk is operated on behalf of Defra and the Devolved Administrations by Bureau Veritas, in conjunction with contract partners AECOM and the National Physical Laboratory.						Spreadsheet maintained by the National Physical Laboratory. Original compiled by Air Quality Consultants Ltd.							
Step 1: Select the Laboratory that Analyses Your Tubes from the Drop-Down List		Step 2: Select a Preparation Method from the Drop-Down List		Step 3: Select a Year from the Drop-Down List		Step 4: Where there is only one study for a chosen combination, you should use the adjustment factor shown with caution. Where there is more than one study, use the overall factor ¹ shown in blue at the foot of the final column.							
If a laboratory is not shown, we have no data for this laboratory.		If a preparation method is not shown, we have no data for this method at this laboratory.		If a year is not shown, we have no data ¹		If you have your own co-location study then see footnote ¹ . If uncertain what to do then contact the Local Air Quality Management Helpdesk at LAQMHelpdesk@bureauveritas.com or 0800 0327953							
Analysed By ¹		Method ¹ If no preparation method, choose (All) from the pop-up list		Year ¹ If no year selection, choose (All)		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 ¹	Bias Adjustment Factor (A) (Cm/Dm)
Gradko		20% TEA in water		2025		R	Blackburn With Darwen Bo	11	22	17	25.0%	G	0.80
Gradko		20% TEA in water		2025		R	Bath & North East Somerset	12	23	20	13.4%	G	0.88
Gradko		20% TEA in water		2025		R	Monmouthshire County Council	12	26	22	13.8%	G	0.88
Gradko		20% TEA in water		2025		R	Gateshead Council	12	20	19	4.5%	G	0.96
Gradko		20% TEA in water		2025		R	Gateshead Council	12	20	18	9.3%	G	0.92
Gradko		20% TEA in water		2025		R	Gateshead Council	12	22	19	13.1%	G	0.88
Gradko		20% TEA in water		2025		R	Gateshead Council	11	22	19	18.8%	G	0.84
Gradko		20% TEA in water		2025		R	Gateshead Council	11	27	24	9.8%	G	0.91
Gradko		20% TEA in water		2025		R	Gedling Borough Council	12	27	24	11.3%	G	0.90
Gradko		20% TEA in water		2025		R	City Of Lincoln Council	12	29	20	42.3%	G	0.70
Gradko		20% TEA in water		2025		KS	Manglebone Road Intercomparison	12	37	31	17.4%	G	0.85
Gradko		20% TEA in water		2025		UB	Dudley Mbc	12	18	15	24.1%	G	0.81
Gradko		20% TEA in water		2025		R	Dudley Mbc	12	35	34	4.5%	G	0.96
Gradko		20% TEA in water		2025		R	Belfast City Council	10	22	22	0.6%	G	0.99
Gradko		20% TEA in water		2025		R	The Highland Council	11	15	12	22.9%	G	0.81
Gradko		20% TEA in water		2025		R	Eastleigh Borough Council	12	29	25	17.1%	G	0.85
Gradko		20% TEA in water		2025		UB	Eastleigh Borough Council	12	19	18	1.1%	G	0.99
Gradko		20% TEA in water		2025		R	Eastleigh Borough Council	12	20	19	8.5%	G	0.92
Gradko		20% TEA in water		2025		R	Cheshire West And Chester	12	28	28	-0.5%	G	1.00
Gradko		20% TEA in water		2025		R	Cheshire West And Chester	12	27	25	8.4%	G	0.92
Gradko		20% TEA in water		2025		R	Liverpool City Council	11	32	26	24.0%	G	0.81
Gradko		20% TEA in water		2025		KS	Liverpool City Council	10	46	40	15.9%	G	0.86
Gradko		20% TEA in water		2025		R	Nottingham City Council	10	25	24	3.3%	G	0.97
Gradko		20% TEA in water		2025		R	Belfast City Council	12	40	34	17.2%	G	0.85
Gradko		20% TEA in water		2025		R	Belfast City Council	12	33	31	6.5%	G	0.94
Gradko		20% TEA in water		2025		R	Wychavon District Council	12	27	26	5.5%	G	0.95
Gradko		20% TEA in water		2025		R	Worcestershire	12	12	13	-6.6%	G	1.07
Gradko		20% TEA in water		2025		KS	Brighton & Hove City Council	10	37	29	28.0%	G	0.78
Overall Factor ¹ (28 studies)												Use	0.89

The decision to apply the local factor is due to the diffusion tubes of the co-location study having 'good overall precision' and the Canwick Road AURN site having 'good overall data capture'. Additionally, as the co-location study is undertaken at an AURN site, the QA/QC at the site is completed in accordance with the national procedures. The Canwick Road AURN site is classified as a 'roadside' site, which is representative of the majority of diffusion tube sites across Lincoln also being classified as 'roadside' sites. Therefore, the local bias adjustment factor is considered to be representative of the local conditions.

Although the national factor is higher (0.89) than the local factor (0.70) and, therefore, more conservative, the application of either factor does not result in any exceedance of the NO₂ annual mean objective across Lincoln. A comparison of the application of the national or local bias adjustment factor is shown in Table C.2.

Table C.2 – Comparison of National and Local Bias Adjustment

Diffusion Tube ID	NO ₂ Annual Average (µg/m ₃)		
	Raw Data	Bias Adjusted (National Factor – 0.89)	Bias Adjusted (Local Factor – 0.70)
1	27.4	24.4	19.3
2	23.3	20.8	16.4
3	36.2	32.2	25.5
4	12.4	11.1	8.8
5, 6, 7	28.7	25.6	20.2
8	26.6	23.7	18.7
9	22.7	20.2	16.0
10	22.8	20.3	16.1
11	17.6	15.7	12.4
12	26.2	23.3	18.4
13	22.3	19.8	15.7
14	27.1	24.1	19.1
15	23.3	20.7	16.4
16	17.4	15.5	12.3
17	20.9	18.6	14.7
18b	28.7	25.5	20.2
19b	23.3	20.7	16.4
20	21.1	18.8	14.8
21b	25.6	22.8	18.0

A summary of bias adjustment factors used by City of Lincoln Council over the past five years is presented in Table C.3.

Table C.3 – Bias Adjustment Factor

Monitoring Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2025	Local	-	0.70
2024	National	04/25	0.84
2023	National	03/23	0.81
2022	Local	-	0.60
2021	Local	-	0.63

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.

During 2025, no diffusion tube site within Lincoln required distance correction.

QA/QC of Automatic Monitoring

The Lincoln Canwick Road (LCR) site is part of the AURN and, therefore, the data and QA/QC procedures are managed to the AURN standards. City of Lincoln Council perform local site operator (LSO) duties for the site, whilst Acoem provide the equipment support.

The Broadgate (B) site is run by the City of Lincoln Council. LSO duties, data management and QA/QC procedures are undertaken in-house by City of Lincoln Council staff, in accordance with a written procedure. Service, maintenance and equipment support is provided by Cura Terrae (CT).

PM₁₀ Monitoring Adjustment

Correction of the Beta Attenuation Monitor (BAM) at the Broadgate site is conducted in accordance with the methodology outlined in Section 7.168 of LAQM.TG22, which involves dividing the monitored concentrations by 1.2:

“The Met One PM₁₀ Unheated BAM 1020 can be used by local authorities after correction for slope by dividing the data by 1.2”.

The PM₁₀ annual mean concentrations presented in Table A.6 has been divided by 1.2.

Automatic Monitoring Annualisation

As the Lincoln Canwick Road (LCR) and Broadgate (B) automatic monitoring stations recorded a data capture rate of 93.7% and 99.3%, respectively, it was not required to annualise any automatic monitoring data in 2025.

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 NO₂ fall-off with distance calculator available on the LAQM Support website.

During 2025, the data from the Lincoln Canwick Road (LCR) and Broadgate (B) automatic monitoring station was not required to be corrected for distance to relevant exposure.

Appendix D: Maps of Monitoring Locations

Figure D.1 – Map of Monitoring Sites (Lincoln Overview)

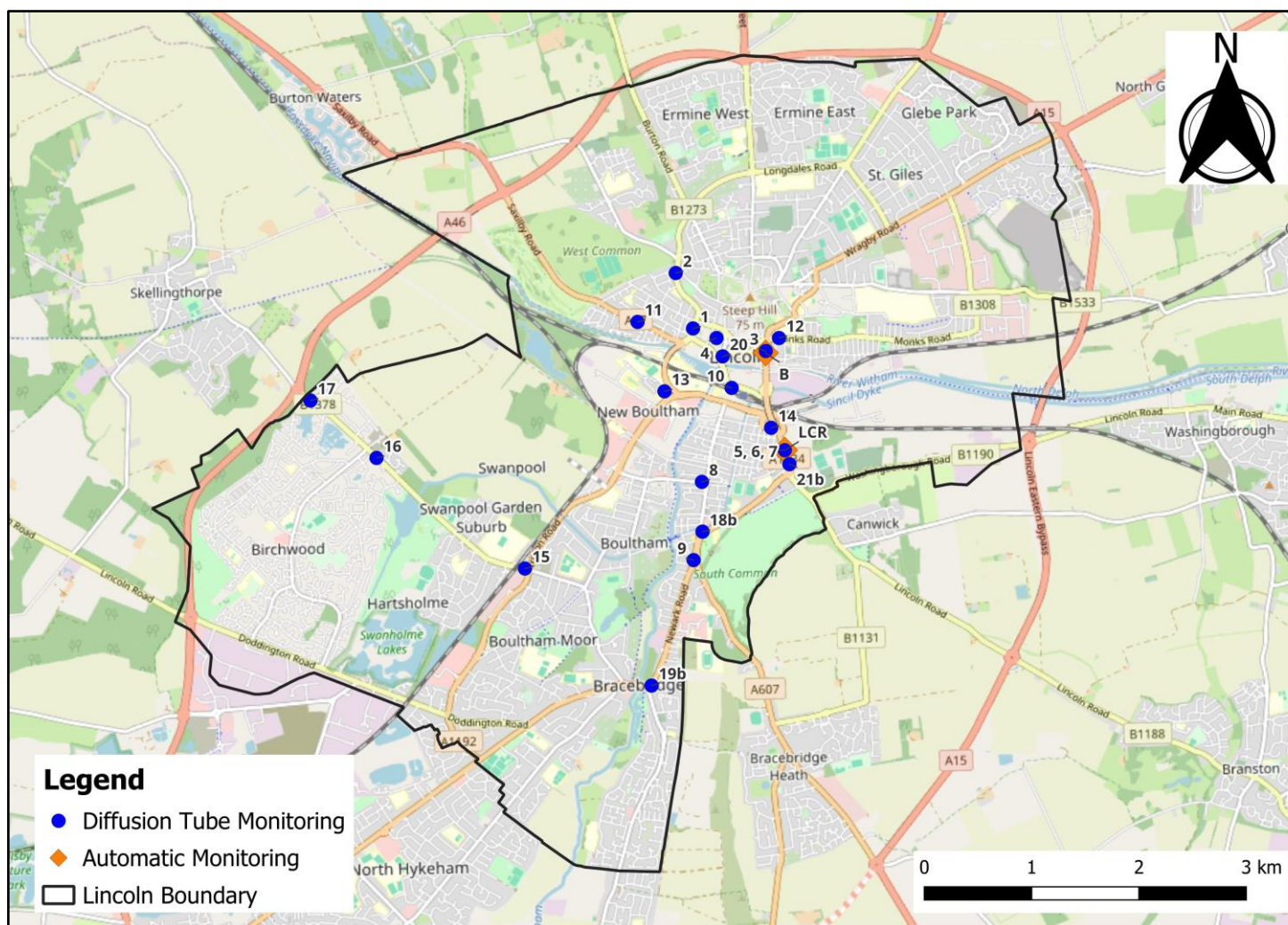


Figure D.2 – Map of Monitoring Sites (Central Lincoln)

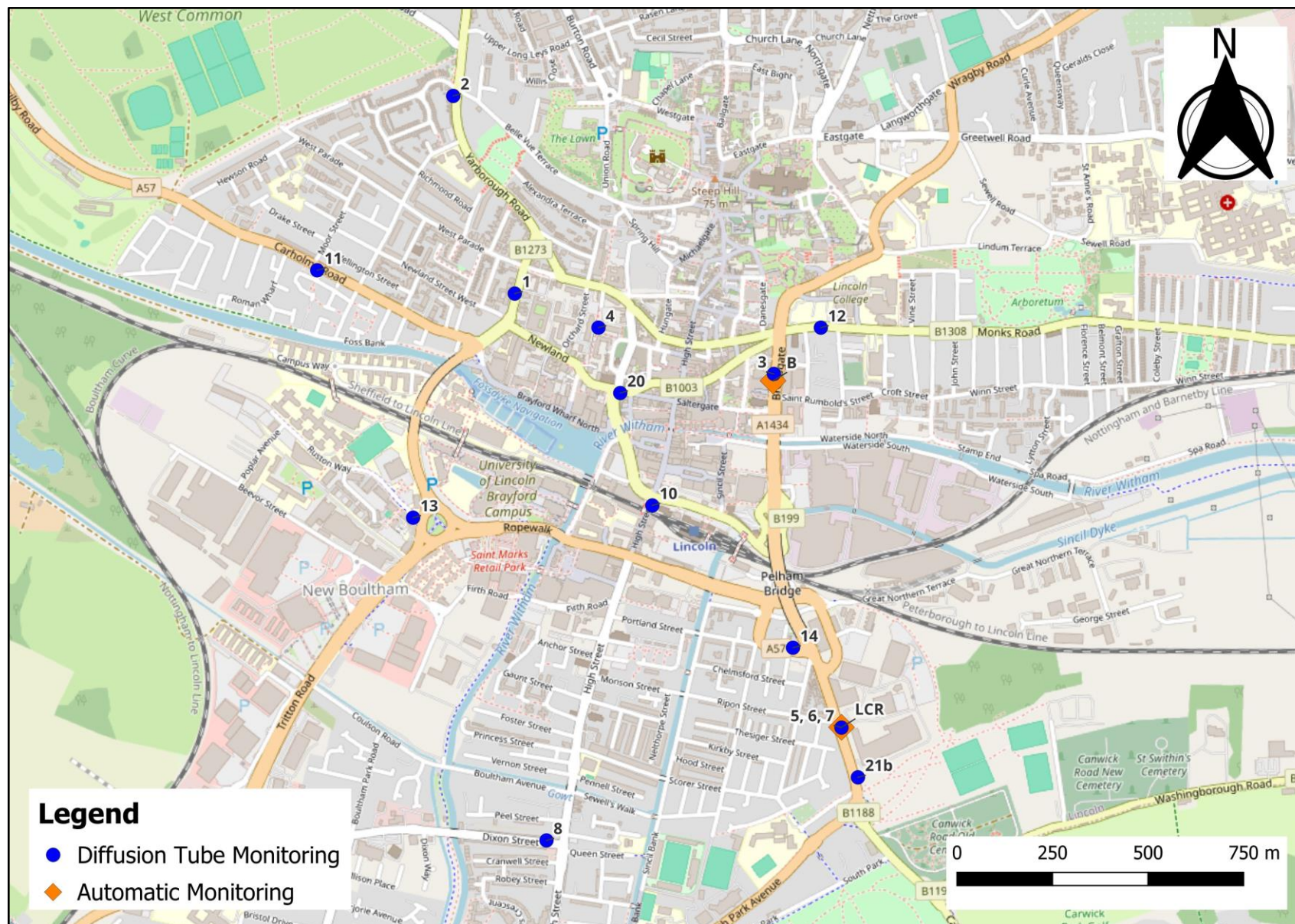


Figure D.3 – Map of Monitoring Sites (South Lincoln)

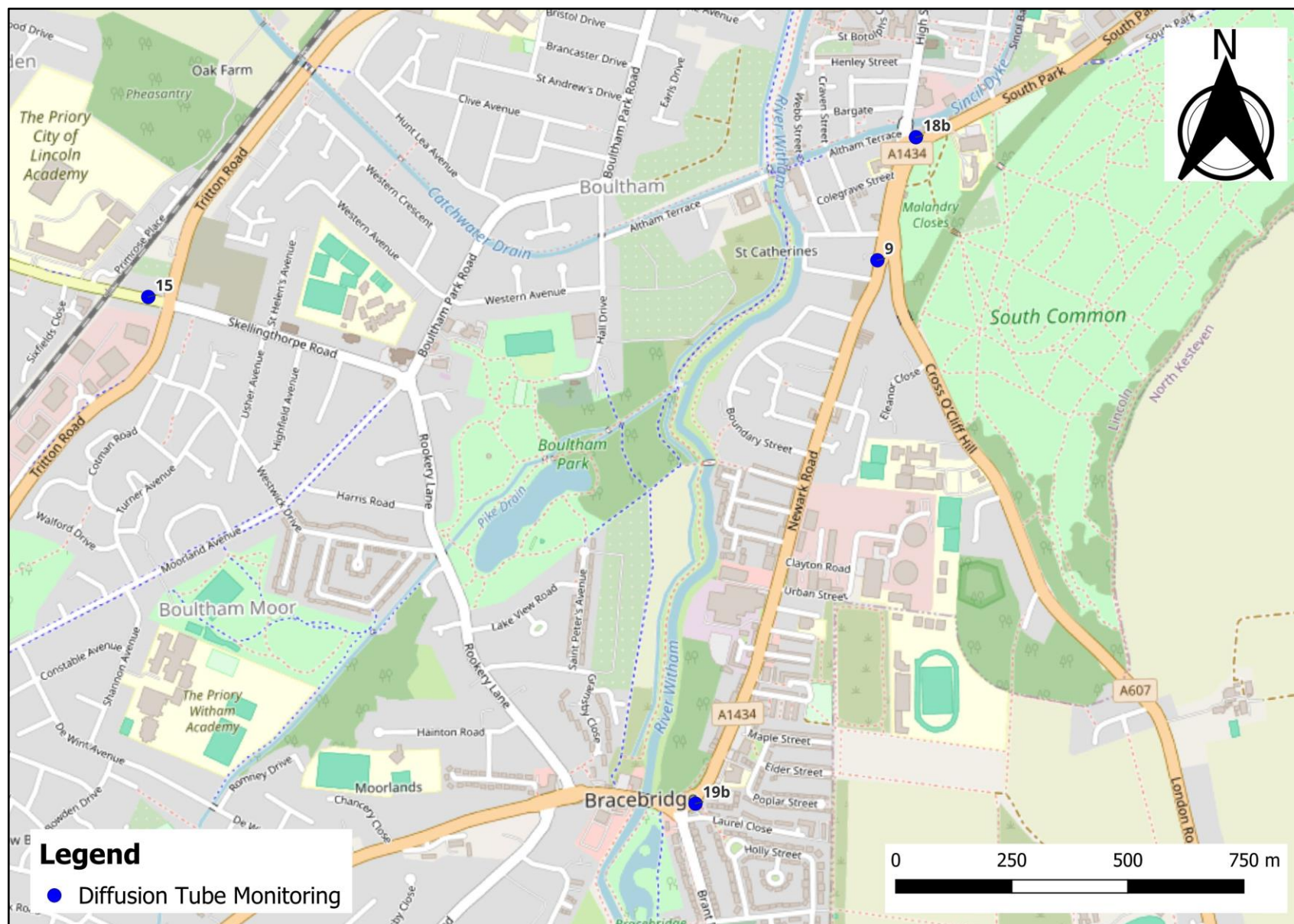


Figure D.4 – Map of Monitoring Sites (West Lincoln)



Appendix E: Summary of Air Quality Objectives in England

Table E.1 – Air Quality Objectives in England⁵

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

⁵ The units are in microgrammes of pollutant per cubic metre of air (µg/m³).

Glossary of Terms

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
ASR	Annual Status Report
Defra	Department for Environment, Food and Rural Affairs
DMRB	Design Manual for Roads and Bridges – Air quality screening tool produced by National Highways
LAQM	Local Air Quality Management
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxides
PM ₁₀	Airborne particulate matter with an aerodynamic diameter of 10µm or less
PM _{2.5}	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
QA/QC	Quality Assurance and Quality Control
SO ₂	Sulphur Dioxide

References

- Local Air Quality Management Technical Guidance LAQM.TG22. August 2022.
Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.
- Local Air Quality Management Policy Guidance LAQM.PG22. August 2022.
Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.
- Chemical hazards and poisons report: Issue 28. June 2022. Published by UK Health Security Agency
- Air Quality Strategy – Framework for Local Authority Delivery. August 2023.
Published by Defra.