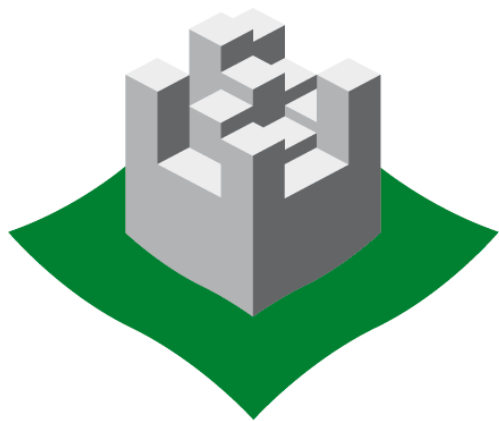




Exeter
City Council

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: 30 June 2026

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Local Responsibilities and Commitment

This ASR was prepared by the Environmental Health and Licensing Team of Exeter City Council with the support and agreement of the following officers and departments:

Simon Lane, Head of Environment and Waste, Exeter City Council

This ASR is awaiting formal approval from the Director of Public Health at Devon County Council. An updated version will be provided once a signature from the Director of Public Health has been received.

If you have any comments on this ASR please send them to the Environmental Health & Licensing Team via email to environmental.protection@exeter.gov.uk.

Executive Summary: Air Quality in Our Area

Air Quality in Exeter City

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

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

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

Table ES 1 - Description of Key Pollutants

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

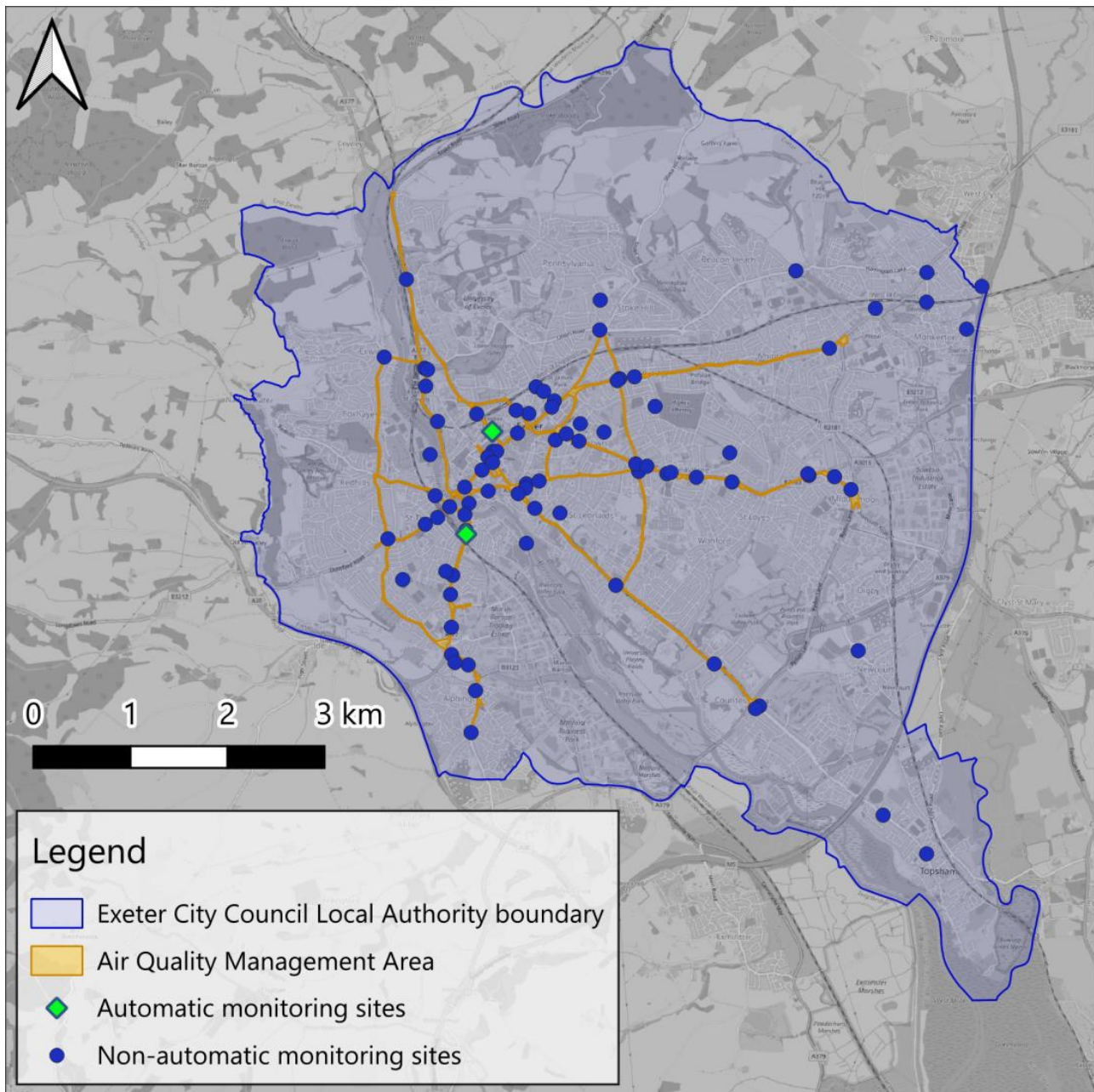
During 2025, Exeter City Council monitored the air quality in Exeter using 84 non-automatic sites (diffusion tubes) monitoring nitrogen dioxide (NO₂) levels, and two automatic sites

monitoring NO₂ outside the Royal Albert Memorial Museum and particulates (PM_{2.5} and PM₁₀) at Alphington Street.

Exeter City Council has a monitoring network that is designed to identify the areas with the highest levels of nitrogen dioxide, at the locations where the objectives apply. Most of the monitoring sites are therefore on residential properties in close proximity to the busiest roads and junctions in the city. The results of the monitoring conducted by the City Council is not generally representative of typical or average conditions across the city. Instead, it is indicative of the worst-case locations.

Exeter City Council declared an Air Quality Management Area (AQMA) in 2011 because levels of nitrogen dioxide (NO₂) exceeded both the annual average and the short-term objectives for that pollutant. A map of the AQMA is shown below in Figure ES1 and in [Appendix D](#).

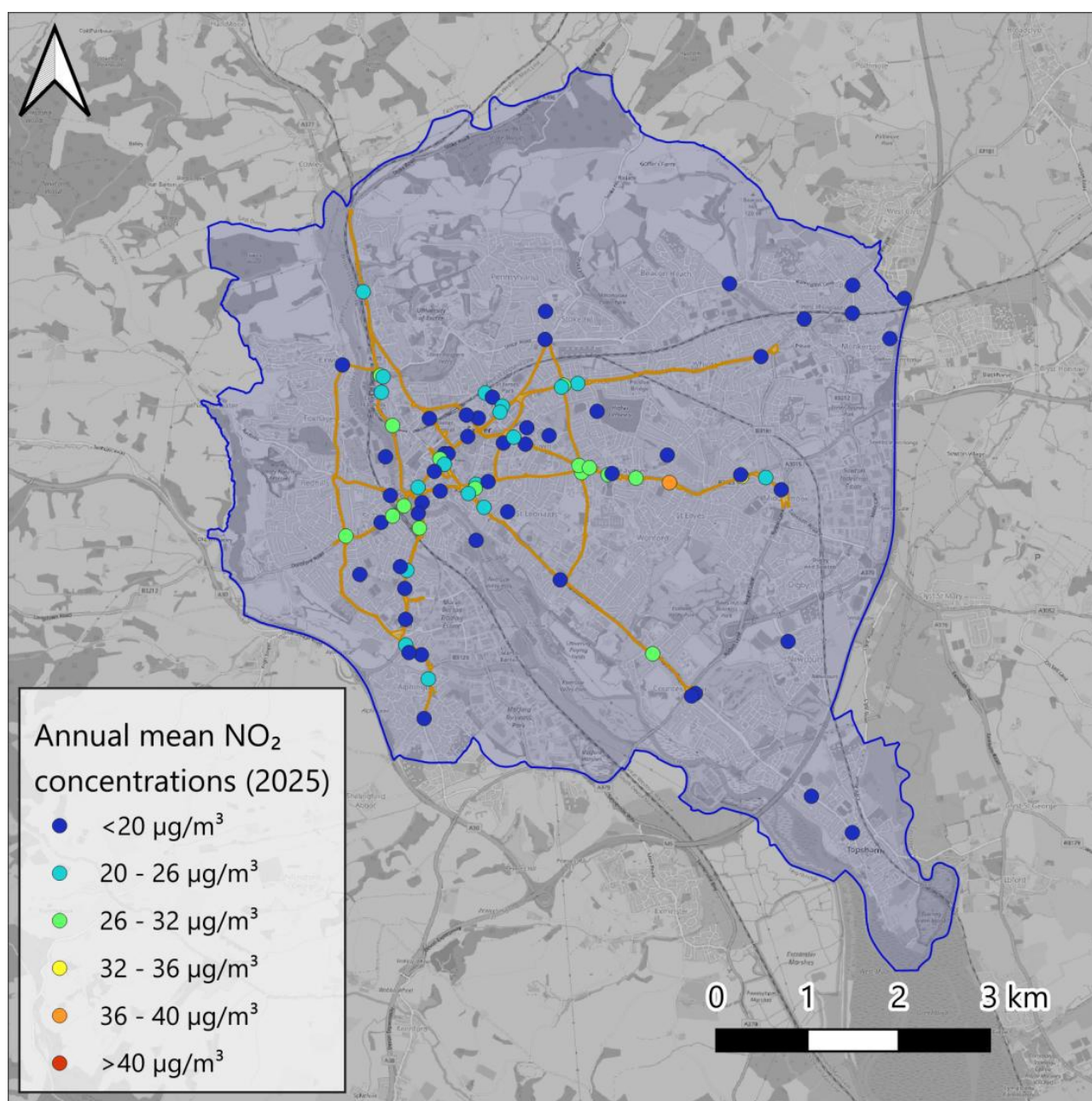
Figure ES1: Map of Exeter AQMA



The Air Quality Action Plan (AQAP) contains measures to reduce pollution levels in the AQMA. The previous AQAP covered the period 2019-2024. It was published following a significant consultation and engagement process which reached nearly 3000 people. The plan is available online at [this link](#). The Council recognises that this Action Plan has expired and a new AQAP is currently being drafted alongside an Air Quality Strategy for Exeter and both are due to go out to consultation at the end of June 2026.

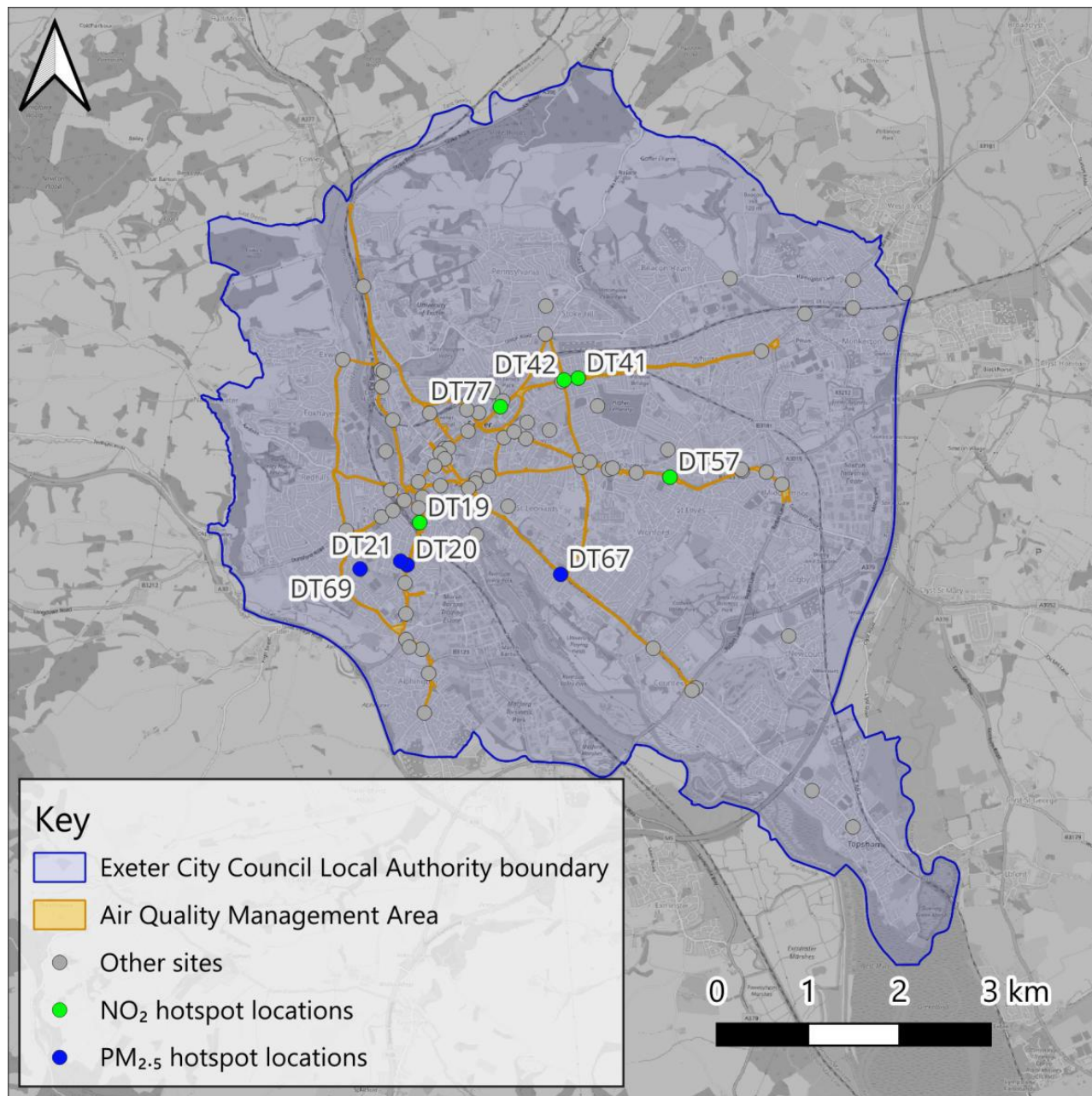
There have been overall improvements city-wide in the level of nitrogen dioxide over the last five years. The key problem area remains in East Wonford Hill (DT57) within the Heavitree Corridor where there was non-compliance with the UK annual mean limit values in 2021-2023. All sites were compliant with the legal nitrogen dioxide levels in 2024 and 2025 but the majority of sites are still above the WHO Guideline of $20 \mu\text{g}/\text{m}^3$. Most sites away from arterial roads are within the WHO Guideline value. The hotspot locations to focus assessment on are Pinhoe Road, Heavitree corridor and Alphington Road as shown in Figure ES3.

Figure ES2: Map showing annual mean nitrogen dioxide concentrations during 2025 (non-automatic sites)



Annual mean concentrations of PM_{2.5} fluctuated at Alphington Road site between 2021 and 2025 infrequently above the UK target value for 2030 (10 µg/m³) and above the WHO Guideline target value (5 µg/m³). Hotspot locations to focus assessment on are Pinhoe Road, the Heavitree corridor and Alphington Road as shown in Figure ES3.

Figure ES3: Map showing location of nitrogen dioxide and particulate hotspots

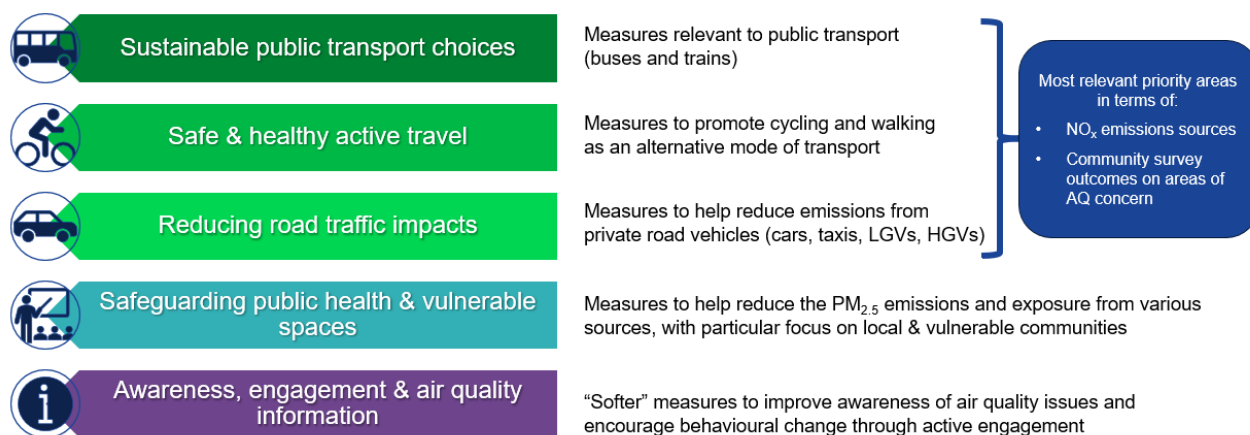


Actions to Improve Air Quality

The proposed priority action areas for Exeter City Council in respect of air quality are outlined in Figure ES4.

Figure ES4 Proposed priority action areas for Exeter City Council

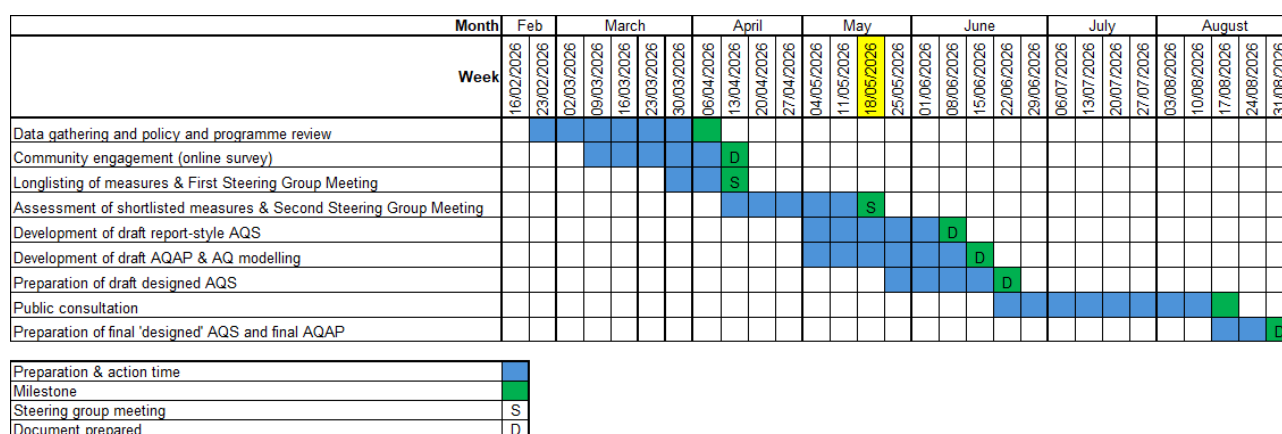
Exeter City AQAP & AQS Actions Areas



Conclusions and Priorities

No areas in the city are thought to exceed the national objectives for nitrogen dioxide, PM_{2.5} and PM₁₀ concentrations in 2025. NO₂ levels in Exeter in 2025 are below those measured in 2024 and well below pre-pandemic concentrations. There is now sufficient data to confirm that only one location (East Wonford Hill) has been above the annual mean objective in the previous three years to 2025 (exceedance in 2023 only).

Exeter City Council is currently drafting a new Air Quality Action Plan and Strategy to further improve air quality for the whole City. The timeline for the production of the Strategy and Plan is shown below in Figure ES5.

Figure ES5: Timeline for production of new Air Quality Strategy and Action Plan

How to get Involved

What you can do to lower air pollution

- Walk, cycle or use public transport when you can
- If driving, turn your engine off when you're stationary
- Compost garden waste instead of burning it – alternatively you can use the Council's garden waste collection service or dispose of it for free at one of the city's two civic amenity sites.
- Do not burn waste materials. For example, rubber or old furniture

What you can do to reduce your exposure to air pollution

- When walking or cycling, use side streets with lower volumes of traffic
- When walking, keep to the side of the pavement that is furthest away from the road
- Plan outdoor exercise or your child's play time in spaces away from busy roads
- Avoid rush hour times when you exercise outdoors or take your child out to play

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1 Local Air Quality Management

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

The statutory air quality objectives applicable to LAQM in England are presented in Table E.1 [in Appendix E](#).

2 Actions to Improve Air Quality

2.1 Air Quality Management Areas

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

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

- NO₂ annual mean.
- NO₂ hourly mean.

The previous ASR outlined a proposal to amend the AQMA to just a small area around East Wonford Hill, the part of the AQMA that was exceeding the air quality objectives for nitrogen dioxide. However, Exeter City Council made the decision not to proceed with amending the AQMA during a meeting on 20 November 2025 (Minutes available here: [Agenda item - Air Quality - Exeter City Council](#)) and instead allocated resources for the drafting of an Air Quality Strategy and Air Quality Action Plan for the whole City.

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
Exeter AQMA 1	Declared 2007, Amended 2011	NO ₂ Annual Mean	An area encompassing the radial routes into the city and other major routes	No	70 µg/m ³	34.4 µg/m ³	2 years	Exeter AQAP 2019-2024	www.exeter.gov.uk/airpollution
Exeter AQMA 1	Declared 2007, Amended 2011	NO ₂ Hourly Mean	An area encompassing the radial routes into the city and other major routes	No	65 µg/m ³	83.9 µg/m ³	7 years	Exeter AQAP 2019-2024	www.exeter.gov.uk/airpollution

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

☒ Exeter City Council confirm that all current AQAPs have been submitted to Defra.

2.2 Progress and Impact of Measures to address Air Quality in Exeter City Council

DEFRA's appraisal of last year's ASR concluded "the report is well structured, detailed, and provides the information specified in the Guidance". Comments were provided by DEFRA to help inform future reports including this one and are outlined in Table 2 below:

Table 2: DEFRA Appraisal comments on 2025 ASR and actions taken in response

	DEFRA Appraisal comments on 2025 ASR	Action taken to address
1	Last year's ASR appraisal comments have been included and addressed. This is commended.	No action needed.
2	ECC have stated that the Diffusion Tube Monitoring Calendar provided was adhered to, which is commended.	No action needed.
3	ECC have not stated whether the diffusion tube data needed distance correcting. This needs to be amended before final submission.	The diffusion tube data for 2025 did not need distance correcting.
4	An appropriate appendix has been provided about the amendment of the AQMA. This is welcomed and commended.	No action needed.
5	Good trend graphs have been included with comparison with the AQO. This is commended.	No action needed.
6	Clear maps of monitoring locations and AQMA boundaries have been included. This is commended.	The same maps of monitoring locations and AQMA and some additional maps provided in the Executive Summary of this year's ASR
7	There are few pollutant names that haven't been subscripted e.g NO ₂ should be NO ₂ . This should be amended.	Noted and actioned in this ASR. ²

Exeter City 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 2.3. Twenty-six measures are included within Table 2.3, with the type of measure and the progress Exeter City 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 2.3.

More detail on these measures can be found in their respective Action Plans. Key completed measures are:

- Safe and health active travel:
 - Green Circle Scheme.

Exeter City Council expects the following measures to be completed over the course of the next reporting year:

- Reducing road traffic impacts:
 - City traffic signal control improvements.
 - Exeter City Council Hackney carriage vehicle fleet transition to Ultra Low Emission Vehicles.
 - Electric vehicle charging point network.
 - Moving Traffic Order (MTO) Enforcement.
- Awareness, engagement and air quality information:
 - Clean Air Day 2026.

Exeter City Council's priorities for the coming year are:

- Sustainable transport choices:
 - Upgrade Stagecoach bus fleet operating within Exeter to fully electric vehicles.
- Safe and healthy active travel:
 - Increase cycle parking city-wide.
 - Extend the Live and Move strategy to additional local areas.

Exeter City Council worked to implement these measures in partnership with the following stakeholders during 2025:

- Devon County Council:

- Transport Planning
 - Public Health
- Great Western Railway
- Devon Wildlife Trust
- University of Exeter
- Stagecoach

The principal challenges and barriers to implementation that Exeter City Council anticipates facing are:

- Resource limitations in terms of staffing at Environmental Health, Exeter City Council.
- Local government reorganisation within Devon.

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

- Upgrade Stagecoach bus fleet operating within Exeter to fully electric vehicles:
 - Limitation in deploying electric vehicle Stagecoach fleet relates to limitation in charging infrastructure at bus depot; relying on Exeter City Council and National Grid to deliver.

Exeter City Council anticipates that the measures stated above and in Table 2.3 will maintain compliance in Exeter's AQMA.

Table 2.3 – Progress on Measures to Improve Air Quality with priority air quality actions numbers 4, 9 and 10 highlighted

No.	Measure Title	Category	Classification	Estimated year measure to be introduced	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure status (Existing / Additional)	Target reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to date	Comments/ Potential Barriers to Implementation
Action Area 1 – Sustainable public transport choices														
1	Alignment of air quality priorities with Devon and Torbay Local Transport Plan 4 on public transport	Transport planning and infrastructure	Bus route improvements	2025	2040	DCC Transport Planning, Network Rail, Great Western Railway, Stagecoach	DCC	Fully funded	£2.5 - £3 million (2026-2027 budget for Exeter schemes only)	Implementation (Existing)	Modelled average NO ₂ concentration reduction on Heavitree corridor at roadside monitoring sites as a result of reduction in modal shift away from private vehicle use: 0.5 µg/m ³ (low uptake) 1.0 µg/m ³ (high uptake)	Achievement of objectives in LTP4	15-min or better bus frequency along key inter-urban routes (Exeter through to Cranbrook, Crediton, Cullompton, Newton Abbot). Continued delivery of the Devon Metro rail network, including half hour frequency improvements on East Devon line (to Honiton) and Tarka Line (to Barnstaple). Opening of Marsh Barton railway station in 2023.	The LTP4 sets out a number of aspirational schemes over a 15-year period, therefore schemes will be at various stages of development and unforeseen challenges with scheme delivery may arise. Delivery of LTP4 measures can also be impacted by uncertainty associated with Local Government Reorganisation (LGR), alongside the complexity of coordinating schemes across multiple partners and authorities, with the development of the Combined County Authority (CCA) being a new delivery partner.
2	Alignment of air quality priorities with Devon Bus Services Improvement Plan (BSIP)	Transport planning and infrastructure	Introduction /increase of environmental funding through permit systems and economic instruments	2024	2030	DCC Transport Planning	DCC	Fully funded	£500k (2026-2027 budget for Exeter schemes only)	Implementation (Existing)		Achievement of objectives in BSIP	Implementation of bus priority improvements across Exeter's four major bus corridors to make services quicker and more attractive, including New North Road Bus Gate completed in 2024	Delivery of BSIP schemes in Exeter can be constrained by short-term funding timescales relative to the plan's ambition. The city also has an historic, constrained road network, with limited road capacity, which impacts the scale of bus priority schemes that can be delivered. Securing approval for these schemes within the remit of ongoing government restructure also presents a challenge.

No.	Measure Title	Category	Classification	Estimated year measure to be introduced	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure status (Existing / Additional)	Target reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to date	Comments/ Potential Barriers to Implementation
3	Maintain Park & Ride along key corridors	Alternatives to private vehicle use	Rail based Park & Ride	2024	Ongoing	DCC Transport Planning	DCC	Fully funded	n/a	Implementation (Existing)		Number of spaces used at P&R sites	Four Park & Ride sites currently in operation on Honiton Road, Sowton, Matford and Digby. Parking is free of charge; pay to use the bus only.	n/a
4	Upgrade Stagecoach bus fleet operating within Exeter to fully electric vehicles	Promoting Low Emission Transport	Company Vehicle Procurement -Prioritising uptake of low emission vehicles	2026	2030	Stagecoach	Stagecoach, DfT	Partially funded	£60 million	Implementation (Additional)	Modelled average NO ₂ concentration reduction on Heavitree corridor at roadside monitoring sites as a result of EV bus fleet transition: 3.1 µg/m ³	Number of EV buses procured and in operation	£9 million secured from Department for Transport to support upgrades. 30 EV buses have been procured to date, total fleet in operation in Exeter is 170 vehicles.	Limitation in deploying EV fleet relates to limitation in charging infrastructure at bus depot; relying on National Grid to deliver.
Action Area 2 – Safe and healthy active travel														
5	Alignment of air quality priorities with extended city-wide cycle and walking network delivered by the Exeter LCWIP	Transport planning and infrastructure	Cycle network	2023	2030	DCC Transport Planning	ECC, DCC	Partially funded	Around £1.5 million (2026-2027 budget for Exeter schemes only)	Implementation (Existing)	Modelled average NO ₂ concentration reduction on Heavitree corridor at roadside monitoring sites as a result of reduction in modal shift away from private vehicle use: 0.5 µg/m ³ (low uptake) 1.0 µg/m ³ (high uptake)	Achievement of objectives in LCWIP Target of 50% of work commute trips made by active travel by 2030	E9 cycle route from Magdalen Road to Exeter City Centre developed in 2023.	Implementation of the Exeter LCWIP can also be impacted by physical limitations within the existing urban environment. Restricted highway space and competing demands can result in delivery challenges. Provision of more space for walking and cycling can often involve removing space for other Highway users. Furthermore, since LCWIPs are not funded programmes, long-term funding for schemes is uncertain.
6	Reintroduction of city-wide cycle hire scheme across Exeter	Transport Planning and Infrastructure	Public cycle hire scheme	2024	Ongoing	DCC Transport Planning, Sprintco	ECC, DCC	Fully funded	n/a	Implementation (Existing)		Number of cycles-for-hire deployed city-wide	Sprintco are running a pilot e-bike hire scheme from March 2026, with 10 docking stations currently around the city.	Successful implementation relies on a large enough user base in order to achieve critical mass coverage to ensure long-term sustainability of the project.

No.	Measure Title	Category	Classification	Estimated year measure to be introduced	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure status (Existing / Additional)	Target reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to date	Comments/ Potential Barriers to Implementation
7	Live and Move Strategy	Promoting travel alternatives	Intensive active travel campaign and infrastructure	2021	Ongoing	ECC Place Partnership, DCC	ECC	Fully funded	Around £1 million per year Phase 3 of Newtown scheme - £500k	Implementation (Existing)		Achievement of objectives in Live and Move Strategy	Newtown Live and Move pilot scheme is being implemented October 2025 to January 2026 – Continued detailed design stage and contractor engagement /appointment. March 2026 – Phase One commenced.	n/a
8	Green Circle scheme	Promoting travel alternatives	Promotion of walking	2025	2025	ECC, Great Western Railway, Devon Wildlife Trust, Devon County Council, University of Exeter	ECC	Fully funded	£25k per year	Implementation (Existing)		Number of people using the Green Circle - measured by counts of foot/cycle traffic or via regular surveys	As a result of the joint initiative between Exeter City Council, Great Western Railway, the Devon Wildlife Trust, Devon County Council and the University of Exeter, the Green Circle was relaunched in September 2025 as part of the national Railway 200 celebrations, connecting riverside parks with walking and cycling routes and goes through 7/8 wards within the city.	n/a
9	Increase cycle parking city-wide	Promoting travel alternatives	Promotion of cycling	2027	2030	DCC	DCC	Not funded - to be explored in a feasibility study	£50k - £100k (to be refined during feasibility study)	Planning (Additional)		Not funded - to be explored in a feasibility study	Planning and feasibility study to commence from 2027.	None to date.
10	Extend the Live and Move strategy to additional local areas	Promoting travel alternatives	Intensive active travel campaign and infrastructure	2027	Continuous	ECC Place Partnership	ECC	Not funded - to be explored in a feasibility study	£100k - £500k (to be refined during feasibility study)	Planning (Additional)		Number of additional Live and Move schemes delivered	Planning and feasibility study to commence from 2027.	None to date.
Action Area 3 – Reducing road traffic impacts														
11	One-way access for specific roads	Traffic management	Strategic highway improvements, Re-prioritising road space away from cars, including Access management, Selective vehicle priority, bus priority, high vehicle occupancy lane	2023	2040	DCC Transport Planning	DCC	Fully funded	n/a	Implementation (Existing)	Not modelled - anticipated moderate impact in reduction of NO ₂ concentrations	Number of road configurations changed to one way as part of LTP4	Additional pavement space being used by hospitality businesses on Magdalen Road following semi-pedestrianisation.	n/a
12	City traffic signal control improvements	Traffic management	UTC, Congestion management, traffic reduction	2025	2026	DCC Transport Planning	DCC	Fully funded	n/a	Implementation (Existing)	Not modelled - anticipated moderate impact in reduction of NO ₂ concentrations	Number of traffic signals changed as part of LTP4	Local road-efficiency improvements are ongoing, most recently improving junctions along Heavitree Road (e.g., intersection of Fore St., North St. & Church St.).	n/a
13	Electric car clubs	Alternatives to private vehicle use	Car Clubs	2026	Ongoing	DCC Transport Planning, Co Wheels	DCC	Fully funded	n/a	Implementation (Existing)	Not modelled - anticipated low impact in reduction of NO ₂ concentrations - dependent on uptake	Number of journeys made via Co Wheels car club	A new DCC-supported car club launched on 18 March 2026 in Exeter, operated by Co Wheels.	Successful implementation relies on a large enough user base in order to achieve critical mass coverage to ensure long-term

No.	Measure Title	Category	Classification	Estimated year measure to be introduced	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure status (Existing / Additional)	Target reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to date	Comments/ Potential Barriers to Implementation
														sustainability of the project.
14	Exeter City Council Hackney-carriage vehicle fleet transition to Ultra Low Emission Vehicles	Promoting Low Emission Transport	Taxi Licensing conditions	2024	2026	ECC	Owners of vehicles	Fully funded	n/a	Implementation (Existing)	Not modelled - anticipated moderate impact in reduction of NO ₂ concentrations	Number of Hackney carriage taxis transitioned to ULEV/EV	n/a	n/a
15	Electric vehicle charging point network	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	2022	2026	DCC Transport Planning	DCC	Fully funded	n/a	Implementation (Existing)	Not modelled - anticipated moderate impact in reduction of NO ₂ concentrations	Usage of charging points	145 publicly-operated charging stations currently in place, 26 of which are operated by Devon County Council	Major barriers associated with the deployment of EV charging infrastructure in public car parks include commercial viability of the site given the high upfront costs required for the installation of charging infrastructure and the uncertain return on investment and connection to the national grid and local electricity network capacity;
16	Moving Traffic Order (MTO) Enforcement	Traffic management	UTC, Congestion management, traffic reduction	2026	2026	DCC Transport Planning	DCC	Fully funded	n/a	Implementation (Existing)	Not modelled - anticipated moderate impact in reduction of NO ₂ concentrations	Number of MTO violations, with aim for number to decrease over time	Moving Traffic Order operational from early 2026.	n/a
17	Promotion of cargo bikes for local businesses	Freight and Delivery Management	Other	2027	Continuous	DCC	DCC	Not funded	< £10k	Planning (Additional)	Not modelled - anticipated low impact in reduction of NO ₂ concentrations, limited by uptake	Number of cargo bikes in operation around the city	Planning and consultation with businesses to commence from 2027.	None to date.
18	Guide private-hire taxi fleet during EV transition	Promoting Low Emission Transport	Taxi Licensing conditions	2027	2030	ECC	ECC	Not funded	< £10k	Planning (Additional)	Not modelled - anticipated moderate impact in reduction of NO ₂ concentrations	Reduction in number of conventional private-hire taxis on the road	Planning and consultation with private hire taxi operators to commence from 2027.	None to date.
Action Area 4 – Safeguarding public health and vulnerable communities														

No.	Measure Title	Category	Classification	Estimated year measure to be introduced	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure status (Existing / Additional)	Target reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to date	Comments/ Potential Barriers to Implementation
19	Liveable Exeter	Other	Other	2024	Ongoing	ECC, DCC Transport Planning	ECC, DCC	Fully funded	n/a	Implementation (Existing)	Not modelled - anticipated moderate impact in reduction of NO ₂ concentrations	Achievement of objectives in LCWIP	Ongoing	n/a
20	Smoke Control Area	Other	Other	2024	Ongoing	ECC	ECC	Not funded	Approx. £30K	Implementation (Existing)	Not modelled - anticipated moderate impact in reduction PM _{2.5} concentrations	Number of SCA violations, with aim for number to decrease over time	In operation, here: https://exeter.gov.uk/clean-safe-city/air-quality/smoke-control-areas/ Ongoing discussions on potential to revise scope of existing SCAs.	n/a
21	Greater alignment with existing local and regional policy and public engagement strategies (Net Zero, Public Health, Transport)	Other	Other	2026	Ongoing	ECC City-Wide Net Zero, DCC Public Health	ECC, DCC	Fully funded	n/a	Implementation (Existing)	No direct impact in reducing emissions; however, may indirectly reduce exposure to roadside NO ₂ concentrations through public awareness	Achievement of objectives in carbon plan, net zero plan, etc.	Ongoing	n/a
22	Increase urban greening	Other	Other	2027	Continuous	ECC, DCC Public Health	ECC, DCC Public Health	Not funded - to be explored in a feasibility study	£50k - £100k (to be refined during feasibility study)	Planning (Additional)	No direct impact in reducing emissions; however, will directly reduce exposure to roadside NO ₂ concentrations	Increase in number/size of urban greening schemes	Planning and feasibility study to commence from 2027.	None to date.
Action Area 5 – Awareness, engagement and air quality information														

No.	Measure Title	Category	Classification	Estimated year measure to be introduced	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure status (Existing / Additional)	Target reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to date	Comments/ Potential Barriers to Implementation
23	Supporting city-wide air quality events	Public information	Via the Internet	2026	2026	ECC City-Wide Net Zero, DCC Public Health	ECC	Fully funded	n/a	Implementation (Existing)	No direct impact in reducing emissions; however, may indirectly reduce exposure to roadside NO ₂ concentrations through public awareness	Rate of engagement with social media posts and activities during clean air events	ECC supported activities during Clean Air Day 2026 on Thursday 18 th June 2026.	Level of support and influence limited by availability of funding
24	Improve accessibility to air quality information in Exeter	Public information	Via the Internet	2027	Continuous	Exeter City Council	ECC	Not funded	< £10k	Planning (Additional)	No direct impact in reducing emissions; however, may indirectly reduce exposure to roadside NO ₂ concentrations through public awareness	Website traffic / clicks on air quality-related pages	Planning of communications strategy to commence from 2027.	None to date.
25	Expand air quality monitoring and establishing sensor network	Other	Other	2027	2030	ECC	ECC	Not funded - to be explored in a feasibility study	£100k - £500k (to be refined during feasibility study)	Planning (Additional)	No direct impact in reducing emissions; however, may indirectly reduce exposure to roadside NO ₂ concentrations through public awareness	Number of additional monitoring stations / sensors in operation	Planning and feasibility study to commence from 2027.	Alignment with additional AURN stations will require alignment with Defra's long-term monitoring strategies
26	Encourage switching off engines when stationary	Public information	Via the Internet	2027	Continuous	ECC	ECC	Not funded	< £10k	Planning (Additional)	Not modelled - anticipated moderate impact in reduction of NO ₂ concentrations especially in areas with high bus/coach activity (e.g., Sidwell Street, outside Exeter Stadium)	Reduction in NO ₂ at key areas where idling is an issue (e.g., Sidwell Street)	Planning of communications strategy to commence from 2027.	None to date.

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 than 2.5 micrometres) has a significant impact on human health, including premature mortality, allergic reactions, and cardiovascular diseases.

The Department of Health and Social Care's [Public Health Outcomes Framework](#) tool shows that the fraction of mortality attributable to particulate air pollution in Exeter for 2024 was 4.2% (no more recent data is available). This is below the regional figure for the South West (4.3%) and the national level of 5.3%. Exeter therefore has levels of particulate matter which are causing harm, but this problem is less severe than in the majority of the country. The data is available [at this link](#). These mortality fractions are based on PM_{2.5} annual mean concentrations of 5.5 µg/m³ (for Exeter as a whole), 5.8 µg/m³ (for the south west) and 7.1 µg/m³ (England). These indicate that concentrations of fine particulate matter in Exeter are slightly lower than the south west regional figure, and much lower than the national figure.

Since August 2018, Exeter City Council has been directly monitoring roadside PM_{2.5} concentrations in Exeter at two sites, i.e. CM1 at RAMM and CM2 at Alphington Street. However, faults with the equipment at CM1 mean that data from this site is not available for this reporting period. In 2025, the PM_{2.5} annual mean concentration at the CM2 roadside measurement location was 10.1 µg/m³. The annual average limit value for PM_{2.5} is 20 µg/m³ so there is no suggestion that this level is being exceeded in Exeter.

However, the Environmental Targets (Fine Particulate Matter) (England) Regulations 2023 introduce a target for national government of 10 µg/m³ as an annual mean, to be achieved by 2040. The Regulations also introduce a population exposure reduction target for national

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

government; that there is at least a 35% reduction in population exposure by the end of 31st December 2040, as compared with the average population exposure in the three-year period from 1st January 2016 to 31st December 2018.

DEFRA has brought forward the Environmental Improvement Plan 2023 for England in order to achieve these targets. The Plan set interim targets that by January 2028:

- An annual average of 12 $\mu\text{g}/\text{m}^3$ for $\text{PM}_{2.5}$ is not exceeded at any monitoring station.
- Population exposure to $\text{PM}_{2.5}$ is at least 22 per cent less than in 2018.

The $\text{PM}_{2.5}$ annual mean of 10.1 $\mu\text{g}/\text{m}^3$ at CM2 in 2025, is below the interim target of 12 $\mu\text{g}/\text{m}^3$.

Despite these being targets for central government, Exeter City Council still has a duty to reduce emissions of and exposure to this pollutant. The measures discussed above to reduce NO_2 emissions will also be effective in reducing many local $\text{PM}_{2.5}$ sources.

Approximately 60% of Exeter is designated as Smoke Control Areas. Controls on solid fuel combustion appliances and fuels are likely to have restricted $\text{PM}_{2.5}$ emissions in these areas to some extent.

Exeter City Council is taking the following measures to address $\text{PM}_{2.5}$:

- Considering revision of Smoke Control Area to cover 100% of the City.
- Use of planning process to ensure developments involving wood burning stoves are compliant with the legislation applicable to the Smoke Control Areas.

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

This section sets out the monitoring undertaken within 2025 by Exeter City 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

Exeter City Council undertook automatic (continuous) monitoring at two 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 [Council's webpages on air quality](#) present automatic monitoring results for Exeter City Council, with automatic monitoring results also available through the [UK-Air website](#).

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

Exeter City Council undertook non-automatic (i.e. passive) monitoring of NO₂ at 84 sites during 2025, including one site with two co-located diffusion tubes alongside the continuous monitor at the RAMM museum (CM1) for determining the local bias adjustment. 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 and on the [Council's webpages on air quality](#). 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 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.

No changes were made to the monitoring network in 2025.

The national bias adjustment figure (0.89, from the March 2026 spreadsheet) has been used to adjust the diffusion tube data in this Annual Status Report because the data capture by the Exeter Roadside (CM1) continuous analyser was below 90%. Further information is available in Appendix C.

No sites measured an exceedance of the annual average objective in 2025. This is the second year when all measurements have been below the objective and marks a significant milestone in the continued improvement of the city's air quality.

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. There have been no exceedances in the last five years.

The diffusion tube data show no locations measured an exceedance of the proxy for the hourly objective in 2025 (an annual average of 60µg/m³).

It is certain that previous exceedances of the objective at the Blackboy Road / Pinhoe Road junction (DT42 and DT43) have been permanently resolved given that they had fallen below 40µg/m³ in 2018 and therefore have been below the objective for more than six years. Other sites (Alphington Street DT19, Livery Dole DT52, Salutory Mount DT54, Fore Street Heavitree inbound DT56 and Honiton Road DT58) were above the annual average objective in 2019 but have not been since then. This means that there have now been six years of results that are below the objective level, three of which were unaffected by COVID-19 and lockdowns. The only site where levels over the annual average objective have been measured in any of the last three years (2023, 2024 and 2025) is East Wonford Hill (DT57) with an exceedance in 2023 but results from this location exhibit a consistent downward trend. The Council had intended to follow the approach in the statutory guidance and the last DEFRA Annual Status Report Appraisal Report (published in 2025) to amend the AQMA to reflect areas of compliance in 2023, 2024 and 2025. The proposal was to reduce the AQMA to just the East Wonford Hill area in 2026. However, the Council made the decision to keep the AQMA boundary as it currently is and to put resource in to producing an Air Quality Strategy for the whole of Exeter.

Exeter City Council considers that the monitoring network in 2025 had a good coverage of all areas where exceedances might occur at a relevant location, as well as any areas which might be expected to see significant traffic growth (as a result of new developments, etc). Monitoring was focused at expected hotspots and relevant worst-case locations. No amendments to the existing network have taken place for 2025.

3.2.2 Particulate Matter (PM₁₀)

Exeter City Council operated two continuous PM₁₀ analysers between August 2018 and 2023. However, faults with the equipment at CM1 (RAMM) meant that data from that site was not available from 2024 onwards.

Table A.6 and Figure A.2 in Appendix A: Monitoring Results compare the ratified and adjusted monitored PM₁₀ annual mean concentrations for the past five years with the air quality objective of 40µg/m³. In 2025, the PM₁₀ annual mean concentration at the CM2 roadside measurement location was 17.0 µg/m³. Whilst the last five years' results for the annual mean PM₁₀ concentrations have been well below the objective, there has been a fairly steady increase in concentrations as shown by Figure A.2 from 12.0 µg/m³ in 2021 to 17.0 µg/m³ in 2025 at the CM2 Alphington Road site (an increase of 5 µg/m³).

Table A.7 and Figure A.3 in Appendix A compare the number of ratified continuous PM₁₀ daily mean results above the air quality objective of 50 µg/m³ (not to exceed 35 per year) for the past five years. There were seven exceedances during 2025 at the CM2 Alphington Road site which is quite noticeable compared to previous years (but well within the limit of 35 exceedances per year). There were no exceedances during 2021, 2023 and 2024 at CM2 location, and only one in 2022.

There were a lot of roadworks on Alphington Road during 2025 and it is suspected that the increase on stationary idling vehicles plus the potential increase in dust from the roadworks has caused the increase in particulate matter exceedances at this location.

3.2.3 Particulate Matter (PM_{2.5})

Exeter City Council operated two continuous PM₁₀ analysers between August 2018 and 2023. However, faults with the equipment at CM1 (RAMM) meant that data from that site was not available from 2024 onwards.

Table A.8 and Figure A.4 in Appendix A: Monitoring Results compare the ratified and adjusted monitored PM_{2.5} annual mean concentrations for the past five years with the air quality interim 2040 target of 20µg/m³. In 2025, the PM_{2.5} annual mean concentration at the CM2 roadside measurement location was 10.1 µg/m³ which is well below the target.

Whilst the last five years' results for the annual mean PM_{2.5} concentration have been well below the objective, there has been a fairly steady increase in concentrations as shown by Figure A.4 from 7.5 µg/m³ in 2021 to 10.1 µg/m³ in 2025 at the CM2 Alphington Road site (an increase of 2.6 µg/m³). Trends in PM_{2.5}

There were a lot of roadworks on Alphington Road during 2025 and it is suspected that the increase on stationary idling vehicles plus the potential increase in dust from the roadworks has caused the increase in particulate matter exceedances at this location.

3.2.4 Ozone (O₃)

Ozone is not a local air pollutant, so Exeter City Council is not legally responsible for reporting or mitigating any exceedances of the above objective. This is the responsibility of DEFRA. However, Exeter City Council has the facility to measure ozone levels. Figure A.5 in Appendix A presents the long-term ozone trends that have been measured.

Table A.9 in Appendix A shows the number of 8-hour running mean ozone concentrations over 100 µg/m³ per year over the last five years. 'Moderate' air pollution (which requires action by citizens who are vulnerable to the health impacts of air pollution) is triggered when the latest 8-hour running mean concentration is greater than 100 µg/m³. There should be no more than ten incidences per year of 8-hour running mean concentrations being greater than 100 µg/m³ and there were no such incidences in 2025.

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) ⁽²⁾	Distance to Kerb of nearest Road (m) ⁽¹⁾	Inlet Height (m)
CM1	Exeter Roadside	Kerbside	291939	92830	NO2	Yes	AQMA 1	Chemiluminescent; Optical Light Scattering; UVA	0.0	1.0	1.7
CM2	Alphington Street	Roadside	291670	91773	PM10, PM2.5	Yes	AQMA 1	Optical Light Scattering	12.0	3.0	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).

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)	Distance to Kerb of Nearest Road (m)	Tube Co-located with a Continuous Analyser	Height (m)
DT1	High Street /Castle Street	Kerbside	292199	92814	NO2	YES, Exeter AQMA	50.0	0.5	No	2.0
DT2	Longbrook Street	Kerbside	292315	93016	NO2	NO	0.0	1.0	No	1.7
DT3	New North Road	Kerbside	292185	93049	NO2	YES, Exeter AQMA	0.0	1.0	No	2.0

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)	Distance to Kerb of Nearest Road (m)	Tube Co-located with a Continuous Analyser	Height (m)
DT4	Queen Street	Roadside	291779	93011	NO2	YES, Exeter AQMA	0.0	1.5	No	2.0
DT5, DT6	RAMM 2	Kerbside	291944	92626	NO2	YES, Exeter AQMA	0.0	1.0	No	2.0
DT7	High Street Guildhall	Roadside	291984	92626	NO2	YES, Exeter AQMA	0.0	2.0	No	1.7
DT8	North Street	Kerbside	291895	92569	NO2	YES, Exeter AQMA	0.0	1.0	No	2.0
DT9	South Street	Roadside	291943	92511	NO2	YES, Exeter AQMA	4.0	2.5	No	1.7
DT10	Market Street	Kerbside	291833	92433	NO2	YES, Exeter AQMA	0.0	1.0	No	1.7
DT11	Magdalen Street	Roadside	292291	92292	NO2	YES, Exeter AQMA	6.0	2.0	No	1.7
DT12	Magdalen Street façade	Kerbside	292422	92320	NO2	YES, Exeter AQMA	0.0	1.0	No	1.7
DT13	Archibald Road	Roadside	292590	92743	NO2	NO	0.0	1.5	No	2.0
DT14	Heavitree Road inbound	Roadside	292832	92731	NO2	YES, Exeter AQMA	0.0	10.0	No	1.7
DT15	Heavitree Road outbound	Kerbside	292703	92807	NO2	YES, Exeter AQMA	0.0	1.0	No	1.7
DT16	Holloway Street	Kerbside	292378	92039	NO2	YES, Exeter AQMA	0.0	1.0	No	1.7
DT17	Carder's Court, Shilhay	Roadside	291699	92091	NO2	NO	0.0	15.0	No	2.0

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)	Distance to Kerb of Nearest Road (m)	Tube Co-located with a Continuous Analyser	Height (m)
DT18	Rear of Gervase Avenue	Roadside	291657	91973	NO2	YES, Exeter AQMA	5.0	18.0	No	2.0
DT19	Alphington Street	Kerbside	291669	91812	NO2	YES, Exeter AQMA	0.0	1.0	No	1.7
DT20	Alphington Road inbound	Roadside	291532	91349	NO2	YES, Exeter AQMA	0.0	2.0	No	1.7
DT21	Queen's Road	Urban Background	291460	91390	NO2	NO	8.0	2.0	No	1.7
DT22	Alphington Road outbound	Roadside	291509	91151	NO2	YES, Exeter AQMA	0.0	8.0	No	1.7
DT23	Alphington Road outer	Roadside	291518	90813	NO2	YES, Exeter AQMA	15.0	2.0	No	1.7
DT24	Church Road Alphington	Roadside	291691	90425	NO2	YES, Exeter AQMA	0.0	1.5	No	1.7
DT25	Church Road II	Kerbside	291767	90160	NO2	YES, Exeter AQMA	0.0	1.0	No	1.7
DT26	Alphington Cross	Roadside	291520	90531	NO2	YES, Exeter AQMA	0.0	1.8	No	1.7
DT27	Cowick Street (Cowick Lane)	Kerbside	290864	91725	NO2	YES, Exeter AQMA	0.0	1.0	No	1.7
DT28	Cowick Street (inbound)	Roadside	291249	91874	NO2	YES, Exeter AQMA	0.0	4.0	No	1.7
DT29	Cowick Street (outbound)	Roadside	291376	91944	NO2	YES, Exeter AQMA	0.0	1.5	No	1.7
DT30	Cowick Street (Exe Bridges)	Roadside	291500	92055	NO2	YES, Exeter AQMA	0.0	2.0	No	2.0

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)	Distance to Kerb of Nearest Road (m)	Tube Co-located with a Continuous Analyser	Height (m)
DT31	Okehampton Street	Roadside	291351	92169	NO2	YES, Exeter AQMA	0.0	4.0	No	1.7
DT32	Station Road	Roadside	290826	93598	NO2	YES, Exeter AQMA	0.0	2.1	No	1.7
DT33	Bonhay Road (St Clements Lane)	Roadside	291253	93299	NO2	YES, Exeter AQMA	0.0	2.0	No	1.7
DT34	Red Cow Village	Kerbside	291242	93483	NO2	YES, Exeter AQMA	0.0	1.0	No	1.7
DT35	Red Cow II	Kerbside	291272	93468	NO2	YES, Exeter AQMA	0.0	1.0	No	1.7
DT36	Cowley Bridge Road	Roadside	291054	94399	NO2	YES, Exeter AQMA	0.0	4.0	No	1.7
DT37	Pennsylvania	Kerbside	292391	93291	NO2	NO	0.0	1.0	No	1.7
DT38	York Road School	Roadside	292469	93245	NO2	NO	3.5	2.5	No	1.7
DT39	York Road	Kerbside	292579	93146	NO2	NO	1.5	0.1	No	1.7
DT40	Union Road	Roadside	293047	93877	NO2	NO	0.0	1.0	No	1.7
DT41	Pinhoe Road inbound	Roadside	293405	93395	NO2	YES, Exeter AQMA	0.0	3.0	No	1.7
DT42	Pinhoe Road (Polsloe Road)	Kerbside	293251	93375	NO2	YES, Exeter AQMA	0.0	1.0	No	1.7
DT43	Blackboy Road (Polsloe Road)	Roadside	293227	93356	NO2	YES, Exeter AQMA	0.0	2.0	No	1.7

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)	Distance to Kerb of Nearest Road (m)	Tube Co-located with a Continuous Analyser	Height (m)
DT44	Beacon Heath	Kerbside	295068	94487	NO2	NO	10.0	1.0	No	1.7
DT45	Venny Bridge	Kerbside	295888	94101	NO2	NO	8.0	1.0	No	1.7
DT46	Pinhoe	Kerbside	296418	94470	NO2	NO	20.0	0.1	No	1.7
DT47	Langaton Lane	Urban Background	296984	94327	NO2	NO	12.0	0.5	No	1.7
DT49	Pinhoe Road (Fairfield Avenue)	Roadside	295413	93689	NO2	NO	0.0	5.0	No	1.7
DT50	East John Walk	Urban Background	293091	92825	NO2	NO	1.5	N/A	No	1.7
DT51	Magdalen Road (Barrack Road)	Kerbside	293448	92419	NO2	YES, Exeter AQMA	0.0	1.0	No	1.7
DT52	Livery Dole	Roadside	293418	92497	NO2	YES, Exeter AQMA	0.0	1.5	No	2.0
DT53	Rowancroft	Kerbside	293533	92473	NO2	YES, Exeter AQMA	0.0	0.2	No	1.7
DT54	Salutary Mount	Roadside	293738	92396	NO2	YES, Exeter AQMA	4.5	1.5	No	1.7
DT55	Fore Street Heavitree outbound	Roadside	293781	92409	NO2	YES, Exeter AQMA	6.0	4.0	No	1.7
DT56	Fore Street Heavitree inbound	Roadside	294043	92359	NO2	YES, Exeter AQMA	0.0	2.0	No	1.7

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)	Distance to Kerb of Nearest Road (m)	Tube Co-located with a Continuous Analyser	Height (m)
DT57	East Wonford Hill	Roadside	294410	92310	NO2	YES, Exeter AQMA	0.0	2.0	No	2.0
DT58	Honiton Road	Roadside	295203	92378	NO2	YES, Exeter AQMA	20.0	1.5	No	1.7
DT59	Honiton Road façade	Roadside	295191	92395	NO2	NO	0.0	15.0	No	2.0
DT60	Sidmouth Road lamp post	Roadside	295466	92365	NO2	YES, Exeter AQMA	7.0	2.0	No	1.7
DT61	Sidmouth Road Middlemoor	Roadside	295636	92232	NO2	NO	0.0	10.0	No	2.0
DT62	Newcourt Way	Roadside	295710	90571	NO2	YES, Exeter AQMA	17.0	2.0	No	2.0
DT63	Topsham Road (Countess Wear)	Roadside	294694	90001	NO2	NO	0.0	5.0	No	1.7
DT64	Bridge Road (Countess Wear)	Roadside	294652	89974	NO2	NO	0.0	15.0	No	1.7
DT65	High Street Topsham	Kerbside	296415	88477	NO2	YES, Exeter AQMA	0.0	1.0	No	1.7
DT66	Topsham Road (Tollards Road)	Roadside	294227	90435	NO2	YES, Exeter AQMA	0.0	1.5	No	1.7
DT67	Topsham Road (Barrack Road)	Roadside	293213	91245	NO2	NO	0.0	10.0	No	2.0
DT68	Riverside Valley Park	Urban Background	292291	91678	NO2	NO	n/a	N/A	No	1.7

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)	Distance to Kerb of Nearest Road (m)	Tube Co-located with a Continuous Analyser	Height (m)
DT69	Cowick Barton Playing Fields	Urban Background	291016	91304	NO2	NO	n/a	N/A	No	2.0
DT70	Exwick Playing Fields	Urban Background	291298	92593	NO2	NO	n/a	N/A	No	2.0
DT71	Heavitree Pleasure Ground	Urban Background	294387	92611	NO2	NO	n/a	N/A	No	1.7
DT72	Ladysmith School/Pretoria Road	Roadside	293617	93090	NO2	NO	1.5	1.5	No	2.0
DT73	Pennsylvania Road	Urban Background	293052	94185	NO2	NO	6.0	2.0	No	2.0
DT75	Chudleigh Road	Roadside	291721	89727	NO2	NO	0.0	4.0	No	2.0
DT76	Mill Lane	Urban Background	291555	90449	NO2	NO	8.5	1.0	No	2.0
DT77	Sidwell Street	Kerbside	292553	93082	NO2	NO	6.0	1.0	No	1.7
DT78	Station Road Pinhoe	Other	296415	94165	NO2	NO	1.5	1.5	No	2.0
DT79	Tithebarn Link Road	Roadside	296827	93886	NO2	NO	2.0	2.0	No	2.0
DT80	Exeter Road	Roadside	295967	88876	NO2	NO	14.5	3.0	No	1.7
DT81	St. Leonards Road	Roadside	292637	91991	NO2	NO	0.0	2.0	No	2.0

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)	Distance to Kerb of Nearest Road (m)	Tube Co-located with a Continuous Analyser	Height (m)
DT82	Newtown	Urban Background	292847	92911	NO2	NO	0.0	3.5	No	2.0
DT83	New Bridge St	Roadside	291655	92258	NO2	YES, Exeter AQMA	0.0	2.0	No	1.7
DT84	Lower Coombe St	Roadside	291897	92217	NO2	NO	2.0	10.0	No	1.7
DT85	Bonhay Road (bridge)	Roadside	291375	92935	NO2	YES, Exeter AQMA	3.0	2.0	No	1.7
DT86	Western Way (Acorn)	Roadside	292281	92246	NO2	YES, Exeter AQMA	3.0	1.0	No	1.7
DT87	South Gate	Roadside	292206	92190	NO2	YES, Exeter AQMA	3.0	1.0	No	1.7

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
CM1	291939	92830	Kerbside	98.7	98.7	19.2	17.9	16.4	17.1	17.4

☒ 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
DT1	292199	92814	Kerbside	100.0	100.0	20.9	15.7	17.5	18.1	17.6
DT2	292315	93016	Kerbside	100.0	100.0	21.4	19	20	18.9	17.3
DT3	292185	93049	Kerbside	80.8	80.8	22.6	20.1	19.6	19	18.8
DT4	291779	93011	Roadside	92.3	92.3	19	16.6	17.4	16.1	16.3
DT5, DT6	291984	92626	Kerbside	92.3	92.3	21.3	17.8	17.3	17.9	17.8
DT7	291895	92569	Roadside	100.0	100.0	20.4	18.1	18.3	19.6	20.2
DT8	291943	92511	Kerbside	90.4	90.4	27.9	24	23.9	28.8	26.0
DT9	291833	92433	Roadside	100.0	100.0	24.2	20.6	20.2	20.5	20.1
DT10	292291	92292	Kerbside	100.0	100.0	23.4	20.7	20.1	19.7	19.9
DT11	292422	92320	Roadside	100.0	100.0	24.7	22.5	22	21	20.9
DT12	292590	92743	Kerbside	82.7	82.7	23.8	22.9	18.7	18.6	19.4
DT13	292832	92731	Roadside	92.3	92.3	16.8	15.2	15.7	14.3	14.1
DT14	292703	92807	Roadside	100.0	100.0	16.5	14.6	14.5	14	15.6
DT15	292378	92039	Kerbside	90.4	90.4	28	24	25.8	23.8	24.6
DT16	291699	92091	Kerbside	100.0	100.0	26.6	21.9	21.5	23.5	23.0
DT17	291657	91973	Roadside	100.0	100.0	18.3	15.7	15.9	16.1	15.9
DT18	291669	91812	Roadside	100.0	100.0	19.2	17.5	17.6	17.5	20.8
DT19	291532	91349	Kerbside	100.0	100.0	35.7	33.1	34.3	31.5	31.0
DT20	291460	91390	Roadside	84.6	84.6	27.4	24.3	24.5	23.6	23.3
DT21	291509	91151	Urban Background	100.0	100.0	11.7	10.1	9.9	9.7	13.2
DT22	291518	90813	Roadside	92.3	92.3	21.2	20.6	18.4	17.2	19.8
DT23	291691	90425	Roadside	100.0	100.0	20.6	18.7	18.1	16.5	18.9
DT24	291767	90160	Roadside	90.4	90.4	24.3	18.5	17.8	17.2	19.9
DT25	291520	90531	Kerbside	80.8	80.8	19.8	20.9	22.1	20.1	19.7
DT26	290864	91725	Roadside	100.0	100.0	25.6	22.5	23.8	22.9	23.5
DT27	291249	91874	Kerbside	100.0	100.0	31.6	30.1	31.2	29.9	28.2
DT28	291376	91944	Roadside	92.3	92.3	19.9	17.5	18.1	17.1	19.5
DT29	291500	92055	Roadside	100.0	100.0	29.8	28.7	29.2	28.1	28.8

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
DT30	291351	92169	Roadside	100.0	100.0	28.2	26.7	27.5	26.5	25.3
DT31	290826	93598	Roadside	84.6	84.6	20.6	18.7	19	18.6	19.6
DT32	291253	93299	Roadside	100.0	100.0	21.2	20.3	20.7	19.6	19.8
DT33	291242	93483	Roadside	90.4	90.4	24.7	21.8	22.6	22.8	23.8
DT34	291272	93468	Kerbside	100.0	100.0	32.1	29.7	31.7	27.1	28.6
DT35	291054	94399	Kerbside	100.0	100.0	26	23.1	24.2	23.1	23.8
DT36	292391	93291	Roadside	100.0	100.0	27.5	26.5	25.9	24.2	24.6
DT37	292469	93245	Kerbside	90.4	90.4	23.2	21.6	21.5	20.5	16.2
DT38	292579	93146	Roadside	100.0	100.0	23	20.7	20.3	19	19.8
DT39	293047	93877	Kerbside	100.0	100.0	31.2	27.8	26.9	25.2	25.0
DT40	293405	93395	Roadside	100.0	100.0	21	19.3	18.7	17.7	19.7
DT41	293251	93375	Roadside	100.0	100.0	24	22.3	23.5	22.3	25.0
DT42	293227	93356	Kerbside	100.0	100.0	30.6	28	29.6	28.6	30.6
DT43	295068	94487	Roadside	100.0	100.0	23.5	20.6	21	21.8	22.4
DT44	295888	94101	Kerbside	100.0	100.0	15.1	13.6	14.6	12.8	14.3
DT45	296418	94470	Kerbside	90.4	90.4	16.6	15.3	15.2	15.6	16.6
DT46	296984	94327	Kerbside	100.0	100.0	21.8	18.6	20.5	19.1	17.3
DT47	296494	93782	Urban Background	100.0	100.0	15.1	12.7	13.1	10.8	12.5
DT49	293091	92825	Roadside	90.4	90.4	15.8	15.9	13.7	13.8	14.3
DT50	293448	92419	Urban Background	90.4	90.4	11.6	10.4	9.7	9.6	11.7
DT51	293418	92497	Kerbside	100.0	100.0	29.4	27.6	27.9	26.4	26.2
DT52	293533	92473	Roadside	100.0	100.0	34.9	32.3	34.7	32	27.6
DT53	293738	92396	Kerbside	100.0	100.0	32.1	27.2	28.6	27.1	26.1
DT54	293781	92409	Roadside	92.3	92.3	37.3	33.5	32.2	31.4	29.6
DT55	294043	92359	Roadside	90.4	90.4	23.4	20.7	20.9	19.9	20.8
DT56	294410	92310	Roadside	100.0	100.0	32.2	30.5	30.6	28.5	27.7
DT57	295203	92378	Roadside	100.0	100.0	42.2	40.4	40.5	38.1	34.2
DT58	295191	92395	Roadside	100.0	100.0	35.4	31.7	33.5	32.2	29.4
DT59	295466	92365	Roadside	100.0	100.0	16	14.9	14.9	13.7	15.8

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
DT60	295636	92232	Roadside	100.0	100.0	26.8	25	24.7	23.6	22.8
DT61	295710	90571	Roadside	100.0	100.0	19.2	17.5	17.5	16.6	22.0
DT62	294694	90001	Roadside	100.0	100.0	14.7	13.6	13.5	12.6	13.6
DT63	294652	89974	Roadside	90.4	90.4	20.7	17.4	19.1	17.7	17.4
DT64	296415	88477	Roadside	100.0	100.0	16.9	15.6	15	13.8	14.9
DT65	294227	90435	Kerbside	100.0	100.0	22.1	18.7	18.7	17.7	18.6
DT66	293213	91245	Roadside	100.0	100.0	30	27.9	28.8	27.5	26.6
DT67	292291	91678	Roadside	100.0	100.0	19.1	19.2	18.3	17.2	17.4
DT68	291016	91304	Urban Background	65.4	65.4	11.7	9.9	10.3	10.1	9.4
DT69	291298	92593	Urban Background	92.3	92.3	9.3	8.9	8.3	7.2	9.4
DT70	294387	92611	Urban Background	100.0	100.0	15.9	13.9	12.7	15.1	15.2
DT71	293617	93090	Urban Background	84.6	84.6	9.1	8.7	7.8	7.2	8.3
DT72	293052	94185	Roadside	100.0	100.0	12.2	10.5	10.9	9.7	11.8
DT73	292056	93043	Urban Background	100.0	100.0	8.3	7.8	7.6	7.2	13.5
DT75	291555	90449	Roadside	100.0	100.0	13.7	12.6	12.3	12.1	12.4
DT76	292553	93082	Urban Background	90.4	90.4	12.3	11.3	11.5	11	12.7
DT77	296415	94165	Kerbside	100.0	100.0	23.8	20.5	21.6	22.5	25.3
DT78	296827	93886	Other	100.0	100.0	13.4	12.5	13.5	12.1	13.0
DT79	295967	88876	Roadside	100.0	100.0	17.3	15.4	15.8	15.2	16.3
DT80	292637	91991	Roadside	100.0	100.0	16.4	16.6	16.6	15.2	14.5
DT81	292847	92911	Roadside	100.0	100.0	13.9	12.2	11.9	11.1	12.9
DT82	291655	92258	Urban Background	100.0	100.0	12.6	12	11.9	11.3	11.8
DT83	291897	92217	Roadside	92.3	92.3	24	22.5	22.7	21.8	23.6
DT84	291375	92935	Roadside	82.7	82.7	18.6	15.4	16.5	17	19.1
DT85	291375	92935	Roadside	90.4	90.4	-	26.9	27.1	26.6	26.3

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
DT86	292279	92258	Roadside	100.0	100.0	-	-	-	28	26.5
DT87	292195	92210	Roadside	92.3	92.3	-	-	-	22.4	22.1

☒ 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**.

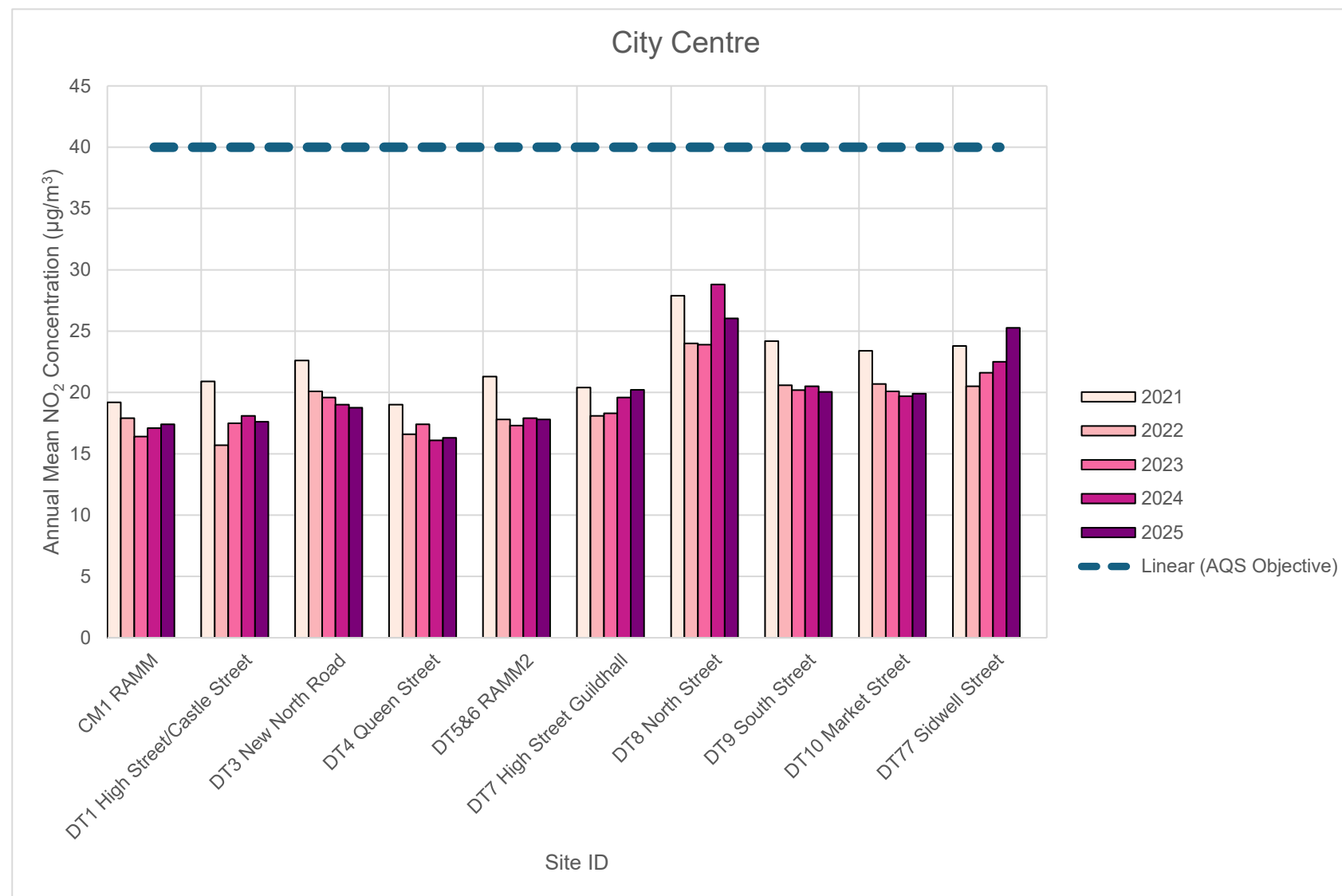
NO₂ annual means exceeding 60 $\mu\text{g}/\text{m}^3$, indicating a potential exceedance of the NO₂ 1-hour mean objective are shown in **bold and underlined**.

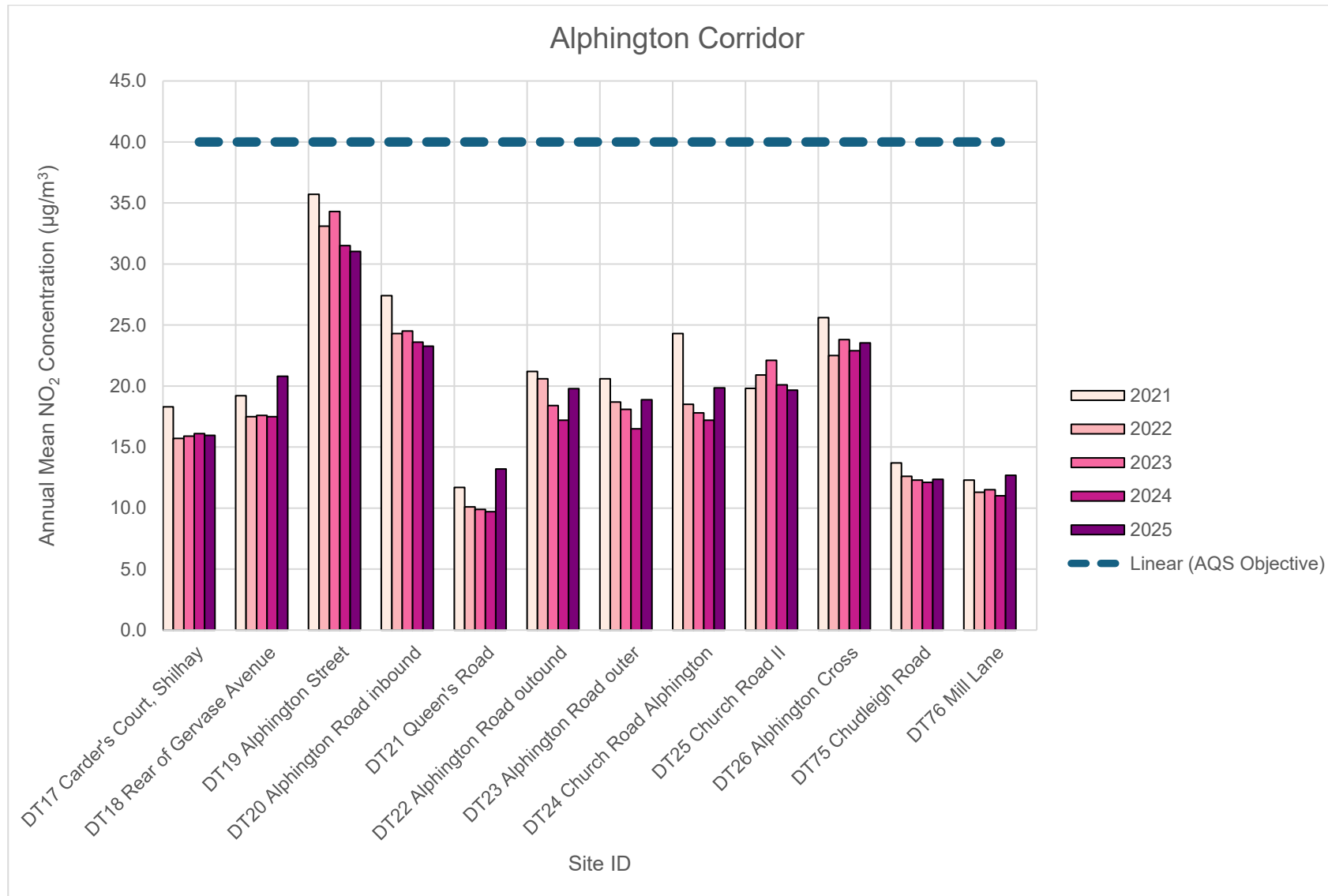
Means for diffusion tubes have been corrected for bias. All means have been “annualised” as per LAQM.TG22 if valid data capture for the full calendar year is less than 75%. See Appendix C for details.

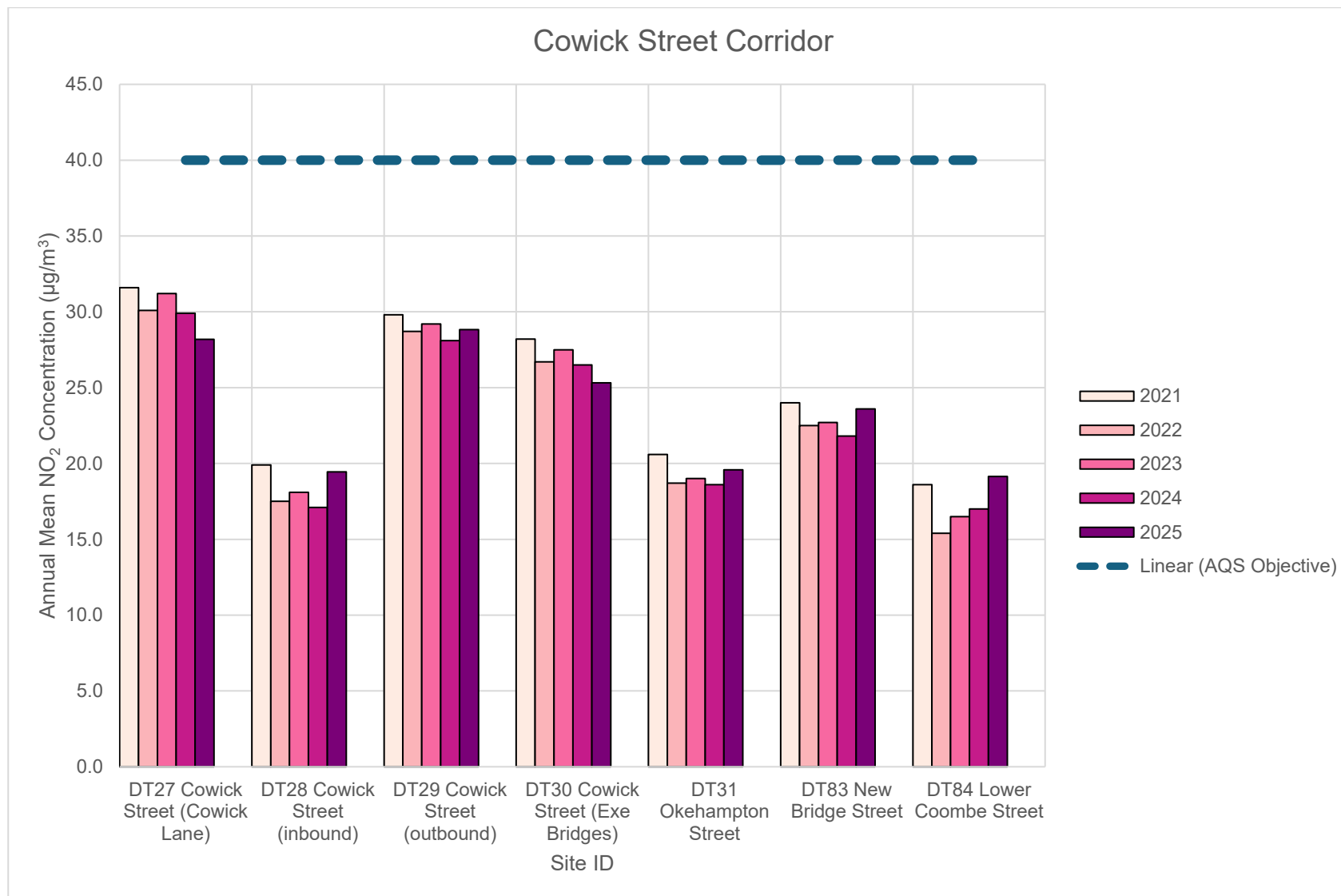
Concentrations are those at the location of monitoring and not those following any fall-off with distance adjustment.

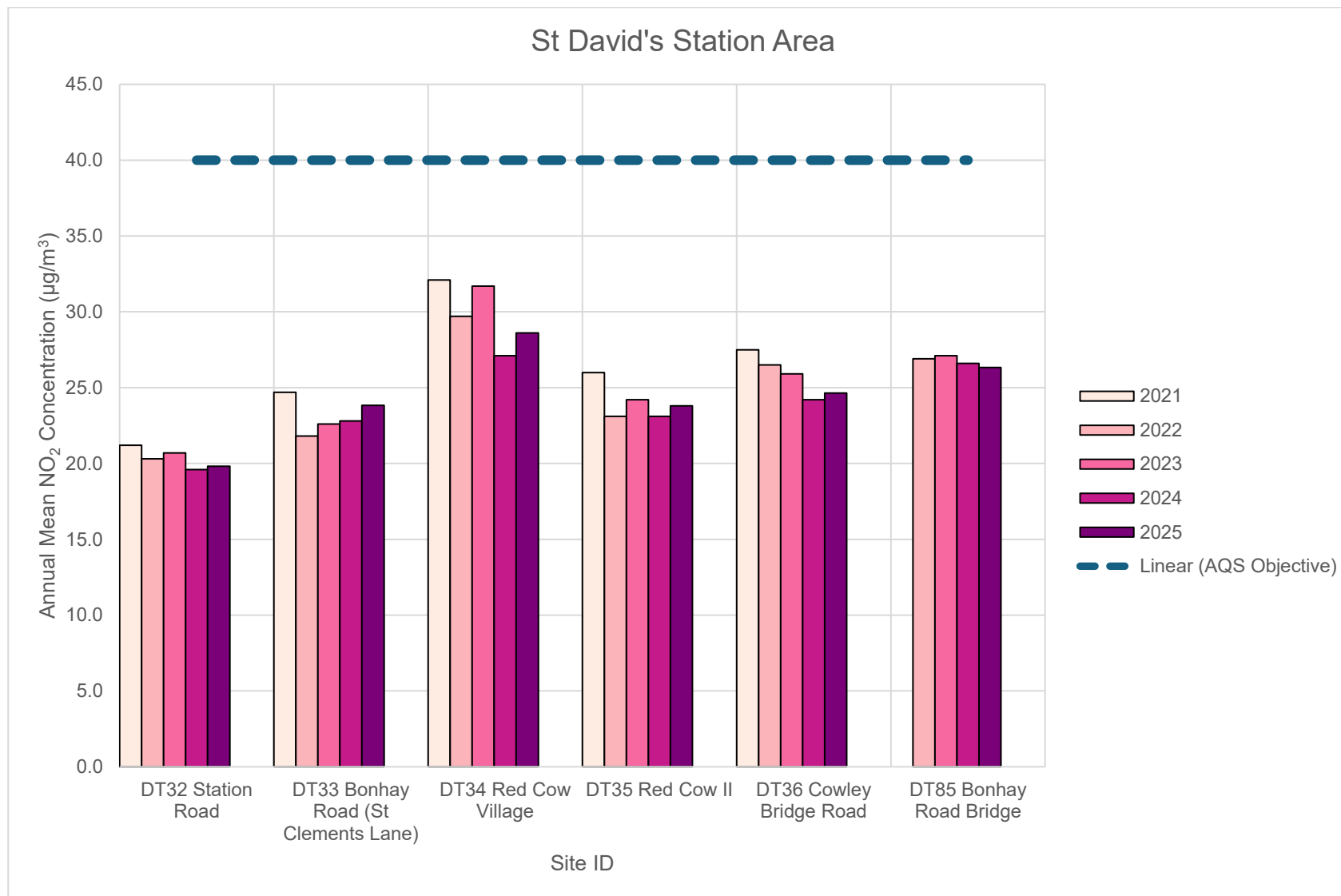
(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

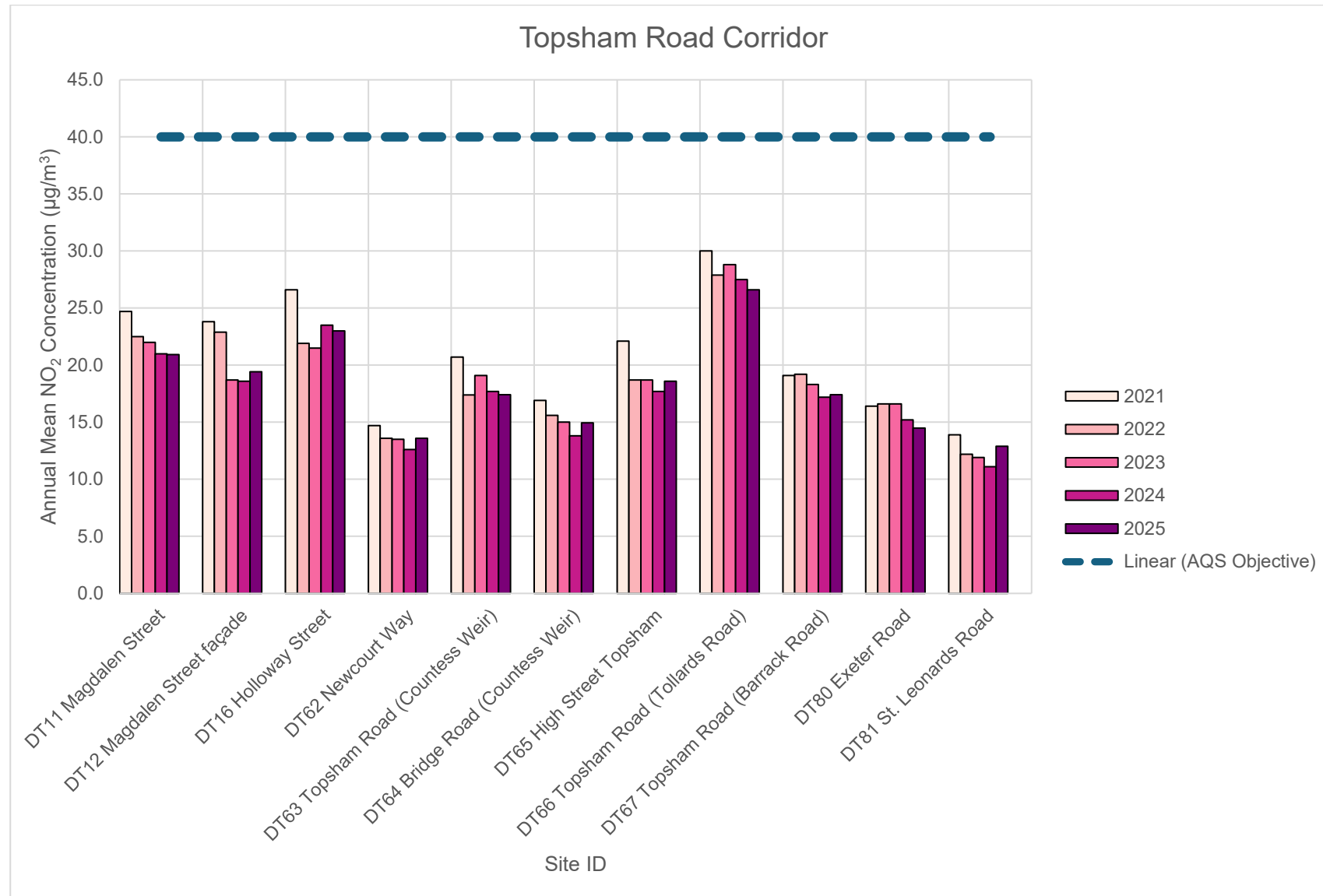
(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

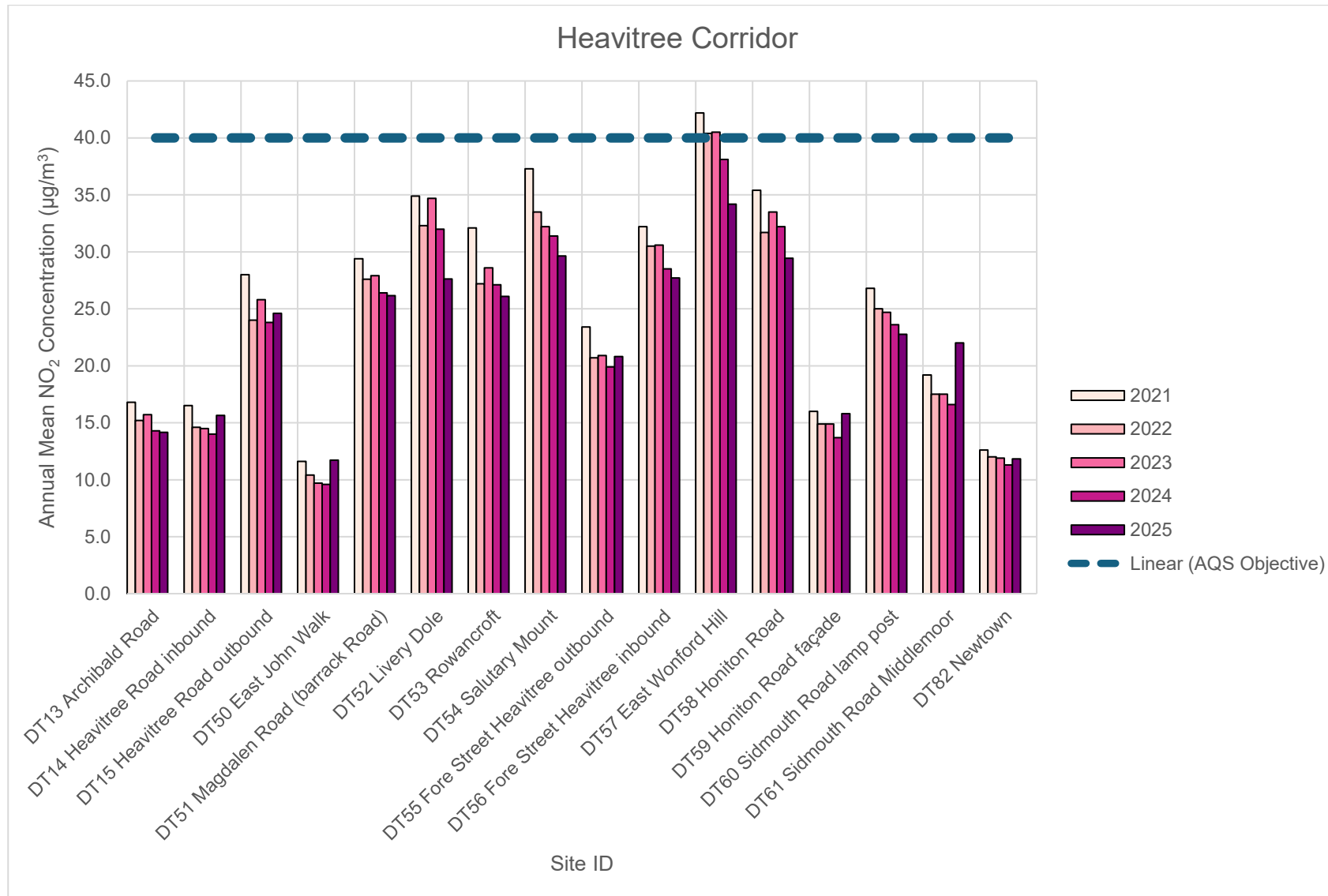
Figures A.1 – Trends in Annual Mean NO₂ Concentrations

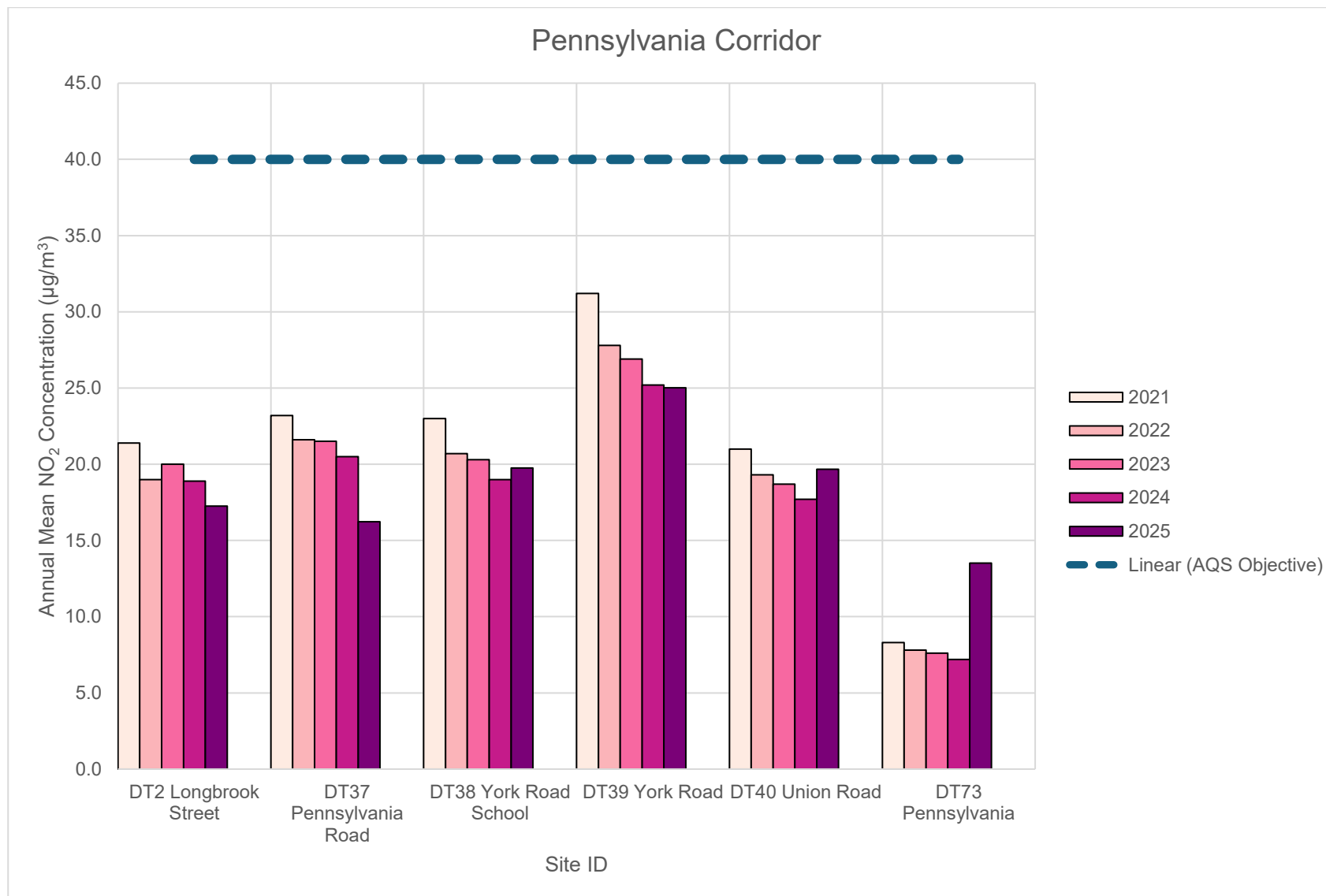


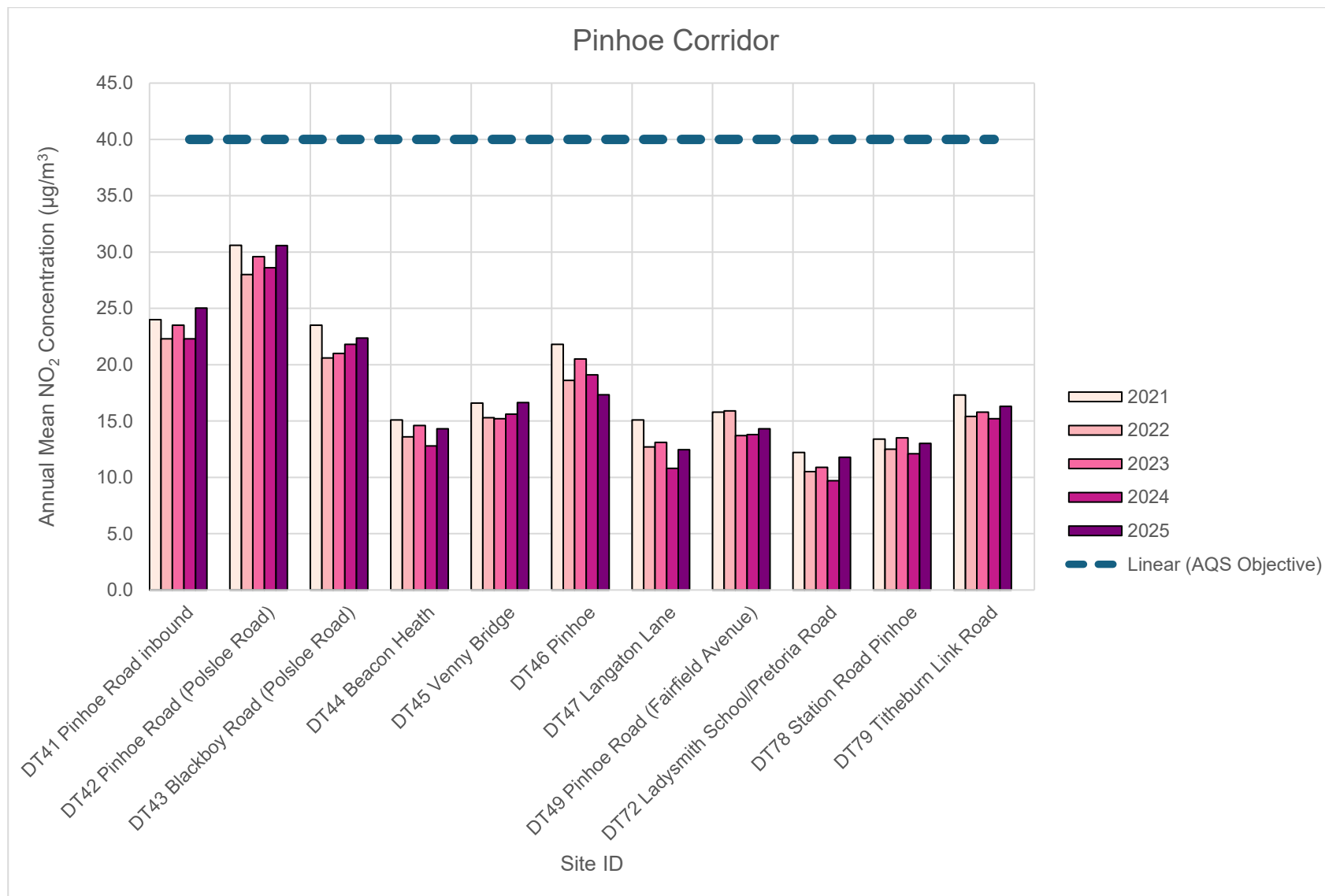












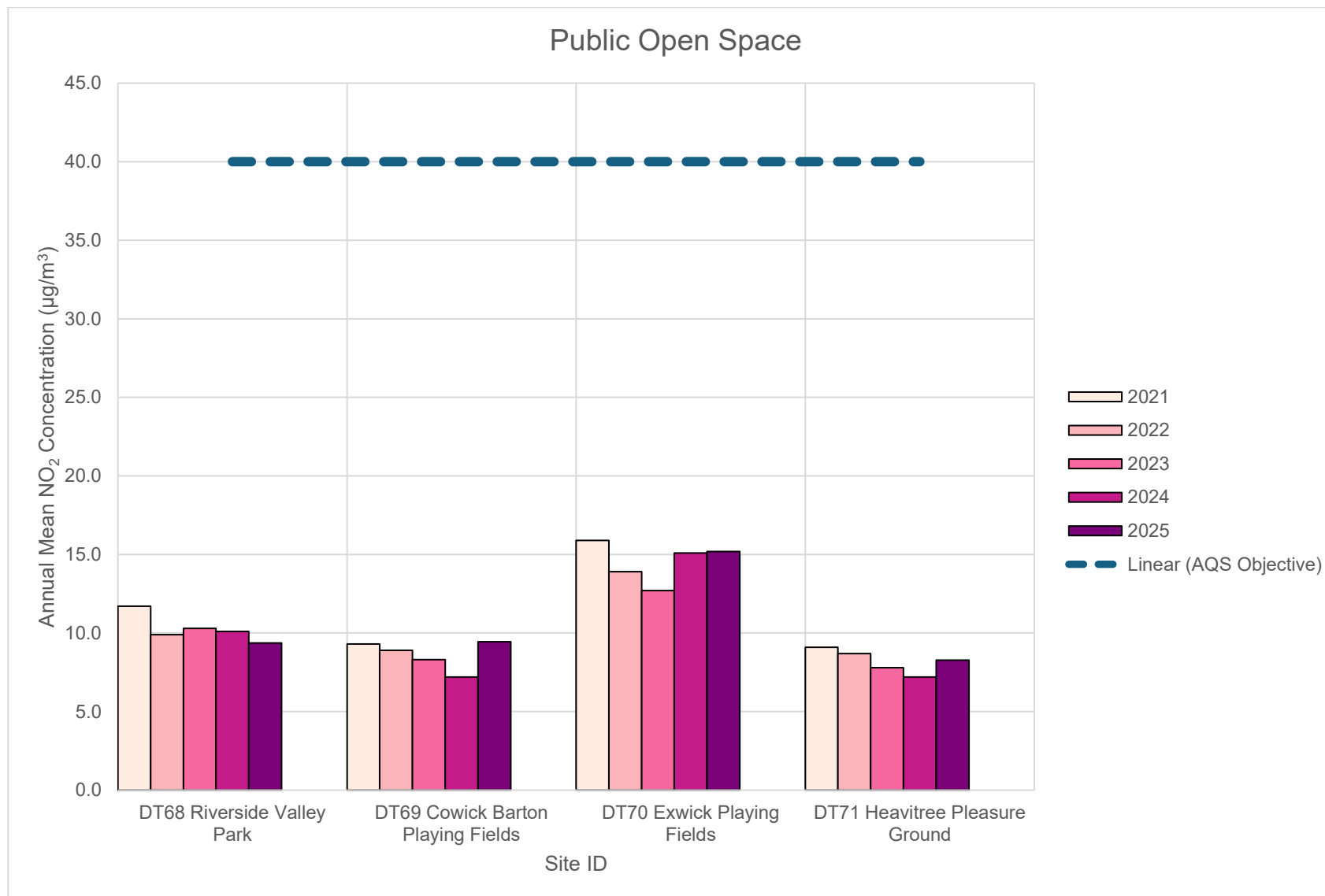


Table A.5 – 1-Hour Mean NO₂ Monitoring Results, Number of 1-Hour Means > 200µg/m³

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
CM1	291939	92830	Kerbside	N/A	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
CM1	291939	92830	Kerbside	N/A	N/A	13.9	17.1	18.8	-	-
CM2	291670	91773	Roadside	N/A	100	12.0	14.7	15.2	14.1	17.0

☐ **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%).

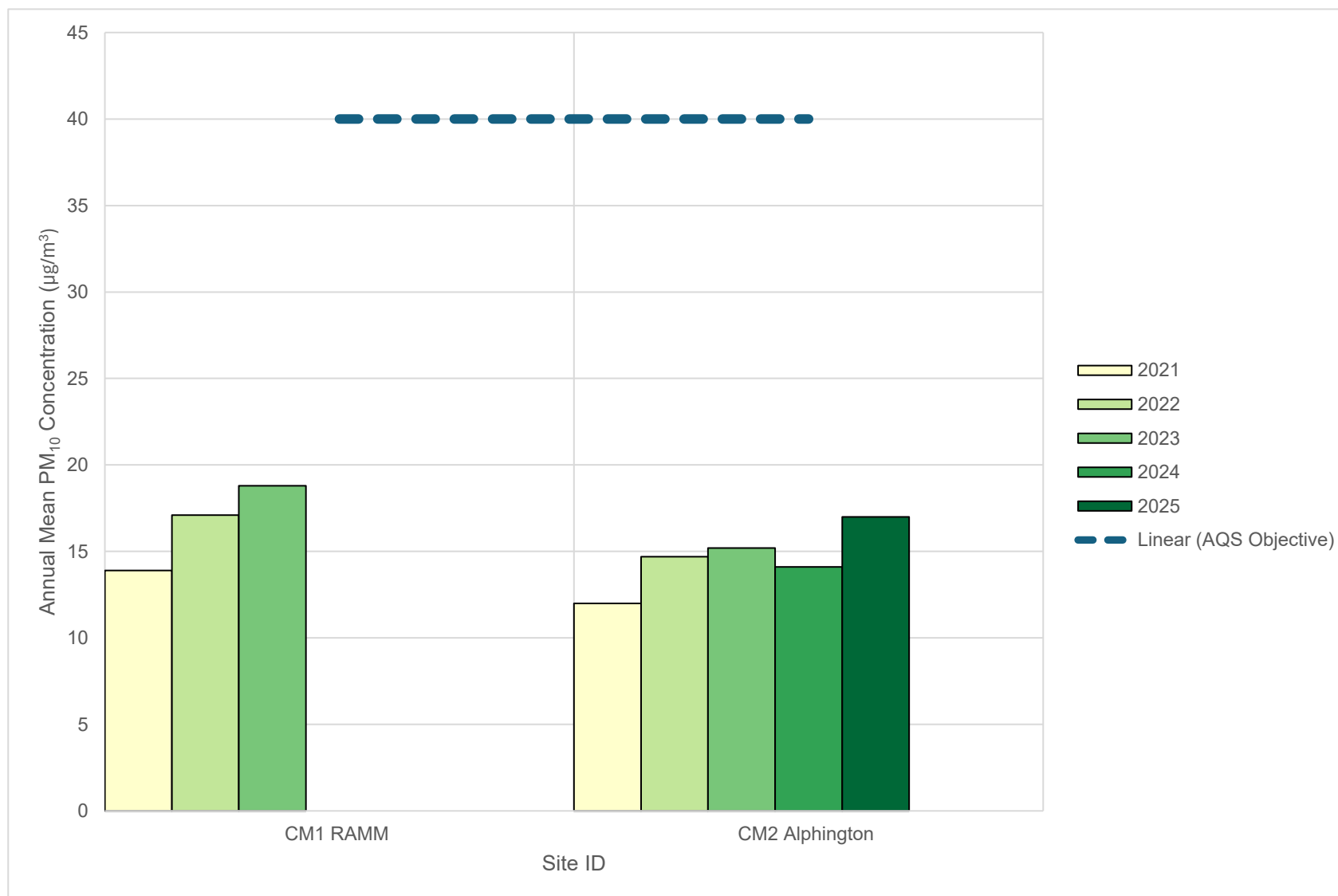
Figure A.2 – Trends in Annual Mean PM₁₀ Concentrations

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
CM1	291939	92830	Kerbside	N/A	N/A	1	2	0	-	-
CM2	291670	91773	Roadside	N/A	100	0	1	0	0	7

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%).

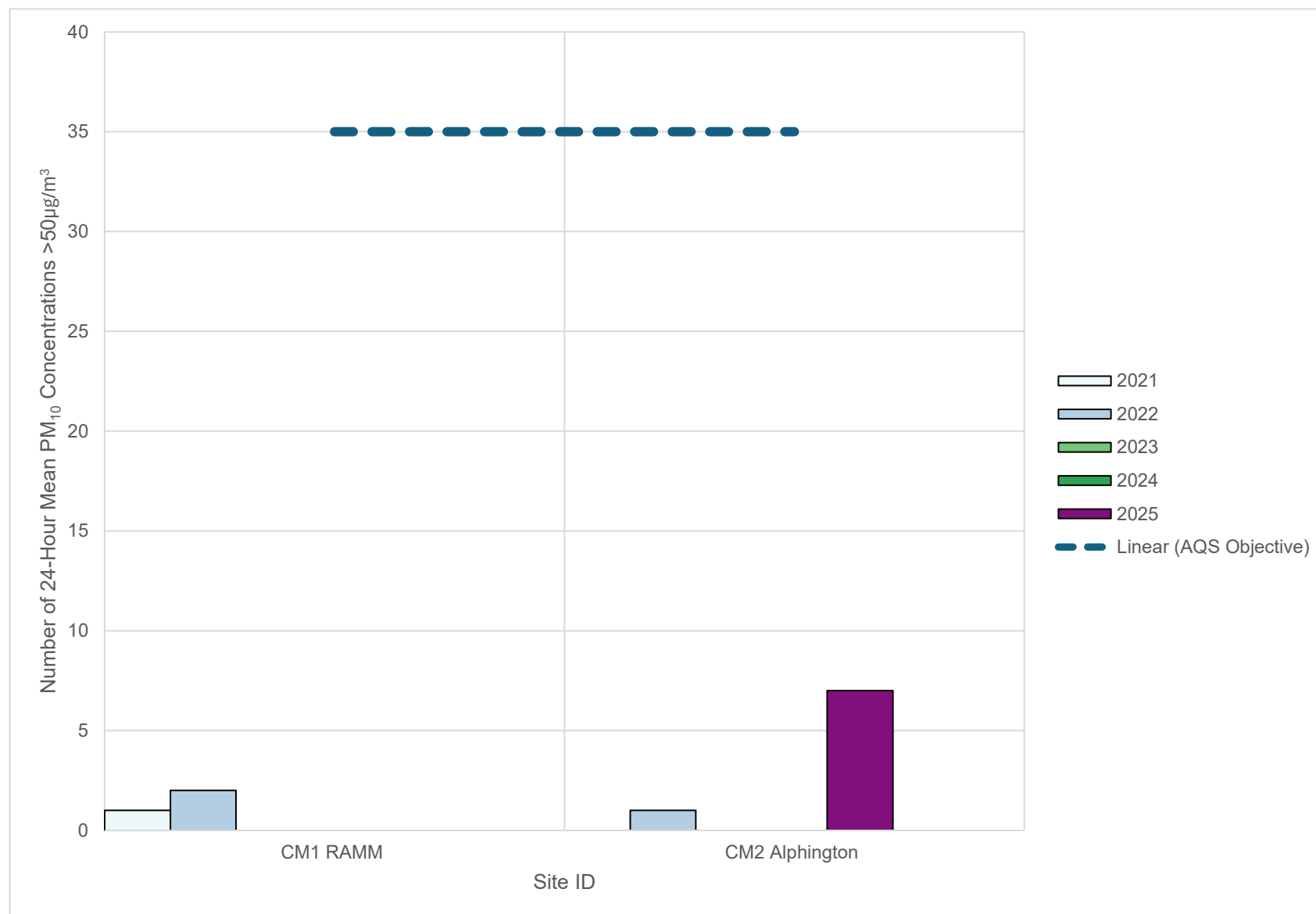
Figure A.3 – Trends in Number of 24-Hour Mean PM₁₀ Results > 50µg/m³

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
CM1	291939	92830	Kerbside	N/A	N/A	8.4	11.1	13.2	-	-
CM2	291670	91773	Roadside	N/A	100	7.5	9.0	8.8	8.5	10.1

 **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.

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%).

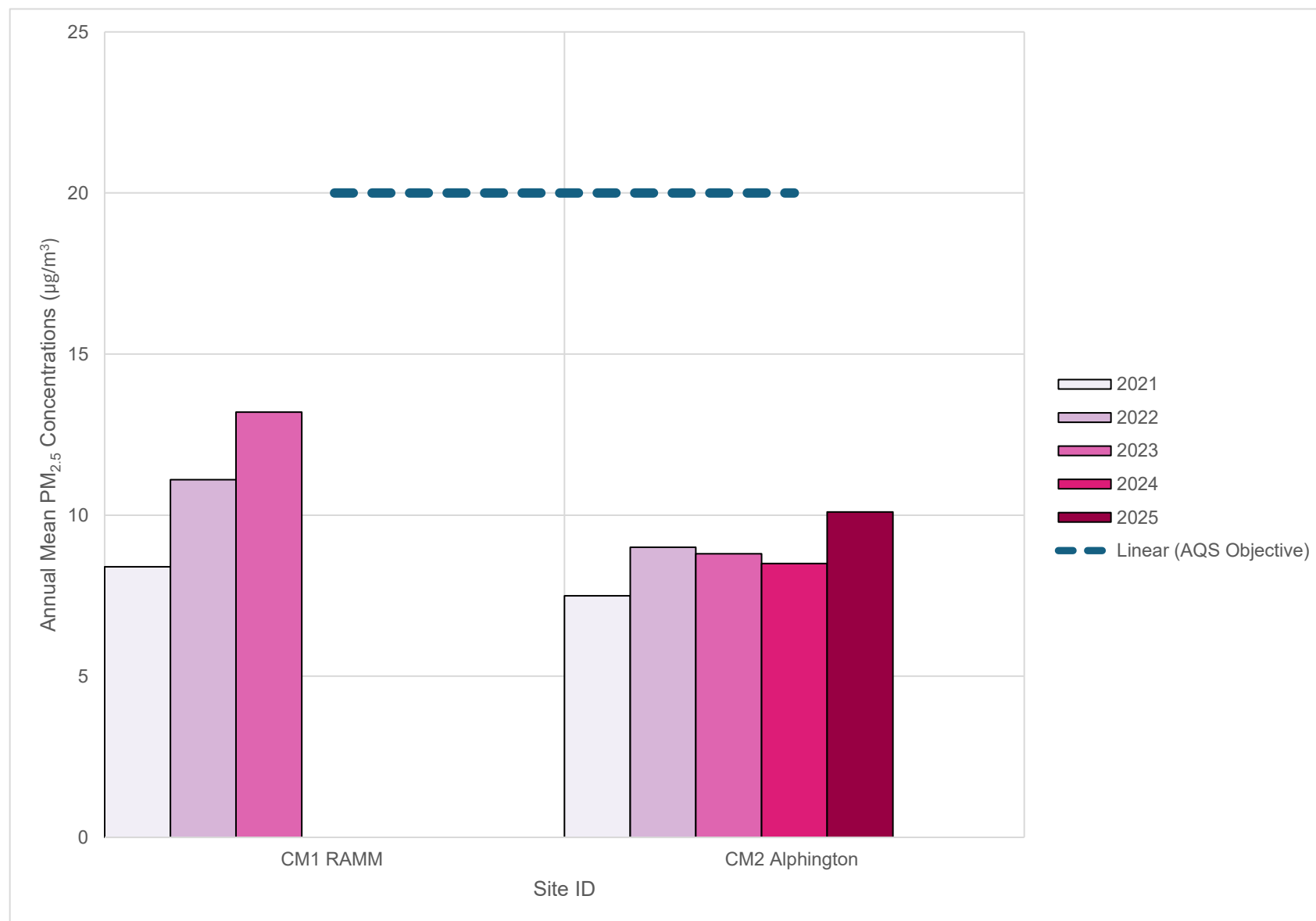
Figure A.4 – Trends in Annual Mean PM_{2.5} Concentrations

Table A.9 – Ozone Monitoring Results, Number of 8-Hour Means > 100µg/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
CM1	291939	92830	Kerbside	64.6	64.6	0	0	8 (74.6)	0 (69.5)	0 (84)

Notes:

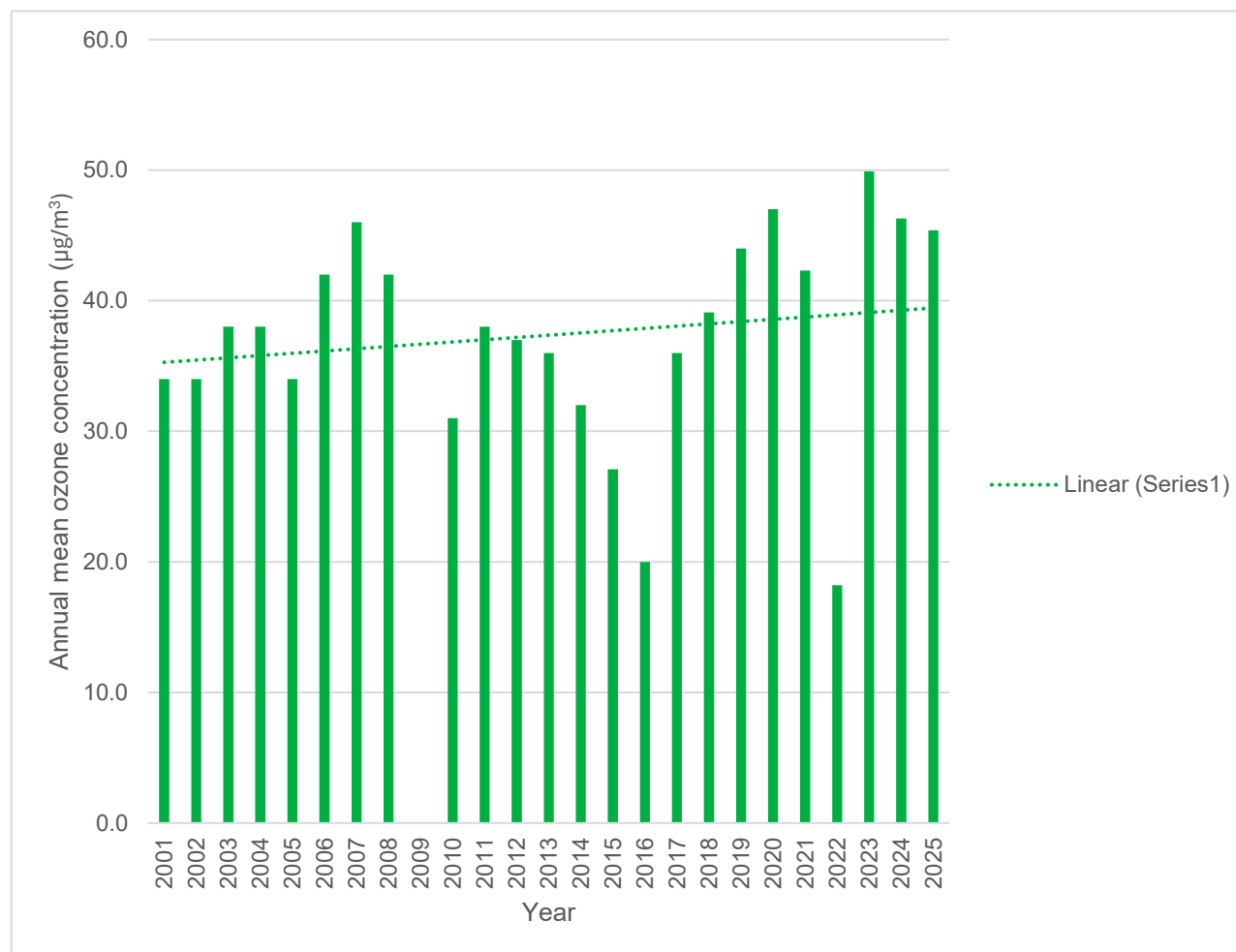
Results are presented as the number of 1-hour periods where concentrations greater than 100µg/m³ have been recorded.

Exceedances of the O₃ 1-hour mean objective (100µg/m³ not to be exceeded more than ten times/year) are shown in bold.

If the period of valid data is less than 85%, the relevant percentile of 8-hour running 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.5 Trends in annual mean ozone concentrations at Alphington Street automatic monitoring site

Appendix B: Full Monthly Diffusion Tube Results for 2025

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

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted <(0.89)>	Annual Mean: Distance Corrected to Nearest Exposure	Comment
DT1	292199	92814	22.9	22.4	19.7	23.0	14.2	15.6	14.5	18.7	17.2	18.7	27.3	23.5	19.8	17.6		
DT2	292315	93016	25.5	22.4	19.8	18.3	14.8	14.5	12.7	17.2	18.2	18.1	25.9	25.5	19.4	17.3		
DT3	292185	93049	24.6	22.0	22.2	20.5		18.3	14.8	21.2	19.0		23.8	24.4	21.1	18.8		
DT4	291779	93011	17.9	22.0	23.4	18.3	14.0	14.1	12.0	-	16.9	19.6	19.6	23.8	18.3	16.3		
DT5	291944	92826	23.9	22.2	25.4	19.3	16.6	13.1	14.3	-	16.4	18.8	23.5	25.5	-	-		Duplicate Site with DT5 and DT6 - Annual data provided for DT6 only
DT6	291944	92626	24.5	21.8	24.2	19.7	16.5	13.1	14.6	-	16.7	20.0	24.3	25.6	20.0	17.8		Duplicate Site with DT5 and DT6 - Annual data provided for DT6 only
DT7	291984	92626	28.0	23.7	22.3	25.0	19.5	18.1	15.2	22.3	23.8	23.8	25.2	25.8	22.7	20.2		
DT8	291895	92569	33.8	31.8	29.8	22.4		26.2	23.8	28.1	31.9	27.0	35.5	31.7	29.3	26.0		
DT9	291943	92511	23.0	20.9	23.2	21.8	18.5	19.7	20.8	21.6	23.0	23.9	28.7	25.3	22.5	20.1		
DT10	291833	92433	28.9	23.0	22.0	25.9	14.0	17.1	15.4	21.4	22.1	22.4	29.1	27.2	22.4	19.9		
DT11	292291	92292	29.9	26.6	24.1	21.8	19.3	16.0	16.5	21.7	22.6	24.1	30.7	28.7	23.5	20.9		
DT12	292422	92320	30.4	22.8	24.2	17.9	20.2	16.6	16.1	20.5	20.0	-	-	29.6	21.8	19.4		
DT13	292590	92743	20.1	20.6	19.1	17.9	10.1	10.2	9.9	14.2	14.8	16.0	-	21.8	15.9	14.1		
DT14	292832	92731	22.2	21.3	22.4	29.7	13.7	11.0	10.8	13.9	12.5	14.4	18.2	20.9	17.6	15.6		
DT15	292703	92807	30.5	32.4	32.1	27.7	26.5	21.8	-	24.5	21.3	24.0	30.7	32.4	27.6	24.6		
DT16	292378	92039	34.4	31.9	28.4	17.0	22.7	17.6	18.9	24.6	21.9	30.1	31.9	30.5	25.8	23.0		
DT17	291699	92091	21.0	17.4	17.8	21.3	15.5	13.9	14.3	18.0	16.6	17.5	19.7	22.0	17.9	15.9		
DT18	291657	91973	27.4	19.6	19.5	42.6	17.9	15.5	15.7	18.9	18.8	19.8	25.3	39.5	23.4	20.8		
DT19	291669	91812	44.1	38.8	46.3	23.7	37.7	28.8	29.8	37.2	32.9	35.7	41.9	21.6	34.9	31.0		
DT20	291532	91349	32.1	27.7	25.7	13.5	23.4	21.7	21.3	-	-	31.0	33.0	32.1	26.1	23.3		
DT21	291460	91390	18.2	14.5	16.5	29.0	8.3	6.3	6.1	10.2	30.7	8.6	15.0	14.7	14.8	13.2		
DT22	291509	91151	25.4	25.4	28.5	23.4	20.9	17.5	14.7	22.6	18.2	22.7	-	25.3	22.2	19.8		
DT23	291518	90813	29.5	25.9	24.3	19.8	17.9	14.3	11.0	21.3	19.9	20.8	25.6	24.3	21.2	18.9		
DT24	291691	90425	28.3	23.9	23.0	22.7	14.8	20.4	18.6	23.6	20.8	-	24.6	24.7	22.3	19.9		
DT25	291767	90160	30.8	25.2	24.8	22.6	-	15.6	15.0	21.2	17.6	-	26.0	22.2	22.1	19.7		
DT26	291520	90531	27.6	25.8	24.6	39.9	19.5	22.6	21.4	27.8	26.8	26.1	29.3	25.9	26.4	23.5		

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted <(0.89)>	Annual Mean: Distance Corrected to Nearest Exposure	Comment
DT27	290864	91725	36.8	40.2	38.1	22.5	30.9	32.6	24.4	34.8	9.1	33.5	38.8	38.4	31.7	28.2		
DT28	291249	91874	25.6	23.6	20.7	40.4	19.7	14.1	13.7	19.5	18.4	21.1	-	23.5	21.9	19.5		
DT29	291376	91944	41.2	31.2	39.1	30.8	33.4	26.4	22.1	35.9	30.0	30.7	32.9	35.1	32.4	28.8		
DT30	291500	92055	32.4	28.4	30.0	24.5	25.9	26.0	23.5	30.0	25.6	31.6	33.0	30.4	28.4	25.3		
DT31	291351	92169	30.2	21.6	21.9	23.0	18.4	-	16.2	21.9	20.0	22.6	-	24.1	22.0	19.6		
DT32	290826	93598	25.9	22.6	24.8	25.3	20.4	18.7	14.3	22.3	19.0	21.7	26.2	25.9	22.3	19.8		
DT33	291253	93299	30.1	27.1	28.6	35.5	-	21.6	21.9	24.3	22.2	26.6	29.9	26.7	26.8	23.8		
DT34	291242	93483	38.1	29.8	34.5	26.6	32.1	31.9	26.8	33.2	31.2	33.4	35.5	32.7	32.1	28.6		
DT35	291272	93468	32.9	26.6	25.4	25.4	24.7	23.9	21.9	25.3	28.4	28.7	29.2	28.6	26.7	23.8		
DT36	291054	94399	36.3	29.3	30.2	9.6	22.7	26.3	19.2	28.0	29.0	32.5	34.9	34.2	27.7	24.6		
DT37	292391	93291	13.5	10.2	10.5	21.7	5.6	18.3	15.6	21.4	23.6	-	31.1	29.0	18.2	16.2		
DT38	292469	93245	27.9	25.5	24.7	31.8	18.2	16.3	14.5	13.8	19.5	21.6	25.8	26.8	22.2	19.8		
DT39	292579	93146	37.6	31.3	33.0	23.9	25.4	21.4	18.3	26.5	25.0	28.9	34.1	31.8	28.1	25.0		
DT40	293047	93877	27.8	24.3	24.9	26.2	17.2	15.5	13.3	20.5	20.2	22.1	28.6	24.7	22.1	19.7		
DT41	293405	93395	33.6	27.8	25.0	39.7	23.7	23.9	19.8	28.9	26.7	28.7	31.3	28.4	28.1	25.0		
DT42	293251	93375	41.8	35.7	37.6	23.5	31.7	31.1	27.5	35.5	33.3	38.0	41.7	34.9	34.4	30.6		
DT43	293227	93356	30.1	26.8	25.5	15.4	23.0	24.3	23.7	25.6	23.0	26.1	31.0	26.9	25.1	22.4		
DT44	295068	94487	19.9	17.2	17.1	16.4	12.9	13.6	11.6	15.4	14.4	16.2	20.6	17.7	16.1	14.3		
DT45	295888	94101	23.3	19.5	16.9	18.7	-	16.1	15.0	17.9	17.9	18.0	22.1	20.5	18.7	16.6		
DT46	296418	94470	25.2	19.3	16.3	16.0	15.1	17.3	15.3	18.4	19.8	21.4	26.2	23.4	19.5	17.3		
DT47	296984	94327	18.1	15.7	14.8	17.3	11.1	8.6	8.2	15.1	12.9	12.9	17.4	15.9	14.0	12.5		
DT49	295413	93689	22.3	22.2	21.2	11.7	13.5	10.2	10.2	14.6	13.6	17.7	19.9	-	16.1	14.3		
DT50	293091	92825	14.0	15.4	12.1	32.5	7.3	7.2	6.1	9.5	9.2	-	15.6	15.8	13.2	11.7		
DT51	293448	92419	43.6	35.1	36.2	32.1	21.8	21.0	20.1	26.4	24.2	27.9	35.5	28.9	29.4	26.2		
DT52	293418	92497	35.5	33.4	35.4	29.6	28.8	32.0	26.3	29.0	27.6	28.4	32.1	34.4	31.0	27.6		
DT53	293533	92473	43.7	35.6	31.7	37.4	24.3	23.5	18.2	21.3	22.7	24.0	34.1	35.2	29.3	26.1		
DT54	293738	92396	44.0	34.0	34.4	33.7	29.8	-	21.7	29.2	33.8	34.2	39.3	32.2	33.3	29.6		
DT55	293781	92409	30.0	30.2	30.4	23.2	29.3	18.7	12.9	17.7	15.7	21.7	27.3	-	23.4	20.8		
DT56	294043	92359	50.6	27.7	23.9	43.5	20.0	30.8	19.7	29.0	31.4	28.3	37.6	31.1	31.1	27.7		
DT57	294410	92310	36.6	43.8	42.1	40.9	35.6	39.7	28.9	37.1	39.1	33.4	39.7	43.9	38.4	34.2		
DT58	295203	92378	41.4	37.0	35.1	18.3	34.8	29.2	26.2	33.4	29.5	34.2	37.5	40.4	33.1	29.4		

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 <(0.89)>	Annual Mean: Distance Corrected to Nearest Exposure	Comment
DT59	295191	92395	23.9	18.6	18.6	29.3	14.8	11.1	9.5	16.1	15.0	16.4	19.0	20.7	17.8	15.8		
DT60	295466	92365	32.9	28.5	30.9	28.2	23.9	19.9	16.3	23.2	22.3	23.3	28.6	29.0	25.6	22.8		
DT61	295636	92232	33.1	30.3	25.8	16.0	21.4	22.1	20.4	24.1	22.7	24.5	27.7	28.6	24.7	22.0		
DT62	295710	90571	19.8	18.0	16.4	19.3	11.1	9.8	9.9	13.5	12.7	15.2	18.8	18.9	15.3	13.6		
DT63	294694	90001	22.5	19.7	19.7	17.7	17.8	18.1	17.8	19.3	18.2	21.5	23.0	-	19.6	17.4		
DT64	294652	89974	20.4	18.9	19.3	22.7	14.7	10.7	12.2	14.6	14.2	15.4	19.2	19.2	16.8	14.9		
DT65	296415	88477	21.5	23.3	26.5	34.0	19.6	13.7	13.7	19.1	17.5	18.9	20.2	22.7	20.9	18.6		
DT66	294227	90435	40.0	30.4	32.7	24.2	26.4	26.9	22.1	31.6	30.0	30.7	32.4	31.3	29.9	26.6		
DT67	293213	91245	23.9	25.3	22.2	11.5	16.2	15.9	13.6	21.1	18.6	19.6	24.7	22.3	19.6	17.4		
DT68	292291	91678	18.8	15.1	-	9.6	8.3	5.1	6.8	10.5	10.0	-	-	-	10.5	9.4		
DT69	291016	91304	15.6	14.5	9.0	21.0	5.6	4.9	4.7	8.0	-	8.0	12.2	13.4	10.6	9.4		
DT70	291298	92593	24.0	19.6	20.9	8.6	17.6	11.5	12.1	18.2	16.9	17.1	16.3	21.9	17.1	15.2		
DT71	294387	92611	13.2	11.1	-	11.2	6.5	-	4.8	7.7	7.5	8.2	11.8	11.1	9.3	8.3		
DT72	293617	93090	19.4	14.8	12.3	27.7	7.8	7.4	8.5	10.6	9.9	11.6	14.7	14.5	13.3	11.8		
DT73	293052	94185	34.8	28.6	27.8	14.9	23.2	5.4	4.1	6.6	6.8	7.9	11.9	10.2	15.2	13.5		
DT75	291721	89727	21.0	17.9	16.8	13.7	11.0	8.2	8.5	11.6	11.9	13.4	15.0	17.5	13.9	12.4		
DT76	291555	90449	18.2	16.2	17.1	26.7	9.6	8.0	8.6	11.3	10.8	-	14.4	16.1	14.3	12.7		
DT77	292553	93082	32.6	28.1	24.5	11.6	25.7	27.7	27.0	29.5	32.2	32.3	35.1	34.3	28.4	25.3		
DT78	296415	94165	19.0	16.3	16.3	19.3	12.0	10.5	9.2	13.2	13.5	12.6	16.2	17.4	14.6	13.0		
DT79	296827	93886	22.0	22.9	22.4	19.6	14.9	11.8	9.0	19.1	16.6	15.3	21.4	24.9	18.3	16.3		
DT80	295967	88876	22.0	20.6	20.4	14.0	14.1	11.0	11.7	16.0	15.2	16.1	16.3	18.1	16.3	14.5		
DT81	292637	91991	21.5	16.6	16.1	24.6	10.0	7.4	7.7	12.0	11.2	13.2	15.4	18.0	14.5	12.9		
DT82	292847	92911	19.2	15.5	13.3	17.6	8.7	8.8	7.6	10.5	11.1	13.3	16.8	17.0	13.3	11.8		
DT83	291655	92258	28.8	26.1	26.7	34.3	23.4	-	20.8	24.2	25.0	25.6	29.7	27.2	26.5	23.6		
DT84	291897	92217	24.4	22.2	19.6	32.3	17.4	-	-	16.3	16.5	19.3	23.1	24.0	21.5	19.1		
DT85	291375	92935	31.7	29.7	35.2	24.9	29.7	26.6	25.4	30.1	27.3	-	31.4	33.4	29.6	26.3		
DT86	292281	92246	35.4	37.5	32.9	17.6	22.9	28.2	23.3	29.8	33.3	33.7	29.0	34.1	29.8	26.5		
DT87	292206	92190	33.4	27.3	-	22.5	21.0	20.5	20.4	23.1	26.8	25.2	24.2	29.1	24.9	22.1		

☒ 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.

☐ Local bias adjustment factor used.

☒ National bias adjustment factor used.

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

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

Notes:

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

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

See Appendix C for details on bias adjustment and annualisation.

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

New or Changed Sources Identified Within Exeter City Council During 2025

Exeter City Council has not identified any new sources relating to air quality within the year of 2025.

Additional Air Quality Works Undertaken by Exeter City Council During 2025

No additional air quality works were undertaken by Exeter City Council during 2025.

QA/QC of Diffusion Tube Monitoring

Exeter City Council uses Gradko diffusion tubes (20% TEA in water). Gradko Laboratories (GRADKO International Ltd., St. Martins House, 77 Wales Street, Winchester, Hants. SO23 0RH) hold UKAS accreditation, follow the procedures set out in the Harmonisation Practical Guidance and their performance was satisfactory in the centralised AIR NO₂ PT scheme for quality assurance and quality control.

The tube exposure period used generally follows the Diffusion Tube Monitoring Calendar provided by the Air Quality Support Helpdesk, i.e. an exposure time of 4 or 5 weeks, with an allowed variation in exposure time of ± 2 days. During 2025, the monitoring was completed in adherence with the 2025 Diffusion Tube Monitoring Calendar.

The tubes are stored in a fridge before they are exposed. Location sites and fixings follow the recommendations in the DEFRA practical guidance on the use of diffusion tubes for NO₂ monitoring, published in 2008. Two tubes (DT5 & DT6) are co-located with the continuous analyser at the Royal Albert Memorial Museum (RAMM), Queen Street (Exeter Roadside).

Data from the tubes are ratified and suspect data rejected by Exeter City Council, following the procedure in the DEFRA practical guidance. Random checks of the data in the reporting spreadsheet are also undertaken to ensure that no mistakes were made when inputting the data. Analysis of the data from the two tubes that are co-located with the continuous analyser shows that these have overall good precision.

Diffusion Tube Annualisation

Annualisation is required for any site with data capture less than 75% but greater than 25%. Only one diffusion tube monitoring location within Exeter City Council had a data capture of 75% during 2025. This diffusion tube monitoring location was DT68 Riverside Valley Park with only eight months' worth of reporting results available due to tubes going missing or containing insects which can compromise results.

The Diffusion Tube Data Processing Tool v6 was used to calculate annualisation for DT68 following the steps outlined in the spreadsheet. The NO₂ hourly concentrations measured at the Exeter roadside automatic monitoring site were entered into the spreadsheet (Step 2a Annualisation Inputs tab) which produced an Annualisation Factor of 1.1021 but as there is only one automatic monitoring site measuring NO₂ in Exeter, annualisation could not be carried out with only one set of data.

Table C.1 – Annualisation Summary (concentrations presented in µg/m³)

Site ID	Annualisation Factor Exeter Roadside	Annualisation Factor <Site 2 Name>	Annualisation Factor <Site 3 Name>	Annualisation Factor <Site 4 Name>	Average Annualisation Factor	Raw Data Annual Mean	Annualised Annual Mean
DT68	1.1021	-	-	-	-	-	-

Diffusion Tube Bias Adjustment Factors

The diffusion tube data presented within the 2026 ASR have been corrected for bias using an adjustment factor. Bias represents the overall tendency of the diffusion tubes to under or over-read relative to the reference chemiluminescence analyser. LAQM.TG22 provides guidance with regard to the application of a bias adjustment factor to correct diffusion tube monitoring. Triplicate co-location studies can be used to determine a local bias factor based

on the comparison of diffusion tube results with data taken from NO_x/NO₂ continuous analysers. Alternatively, the national database of diffusion tube co-location surveys provides bias factors for the relevant laboratory and preparation method.

Exeter City Council has applied a national bias adjustment factor of 0.89 from the National Diffusion Tube Bias Adjustment Factor Spreadsheet version number 03/26 released in March 2026 to the 2025 monitoring data as shown by the screenshot below:

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		
Data only apply to tubes exposed monthly and are not suitable for correcting individual short-term monitoring periods								The 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 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	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 To undo your selection, choose (All) from the pop-up list	Year To undo your 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 ²	Bias Adjustment Factor (A) (Cm/Dm)
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	Wychevon 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 ³ (28 studies)					Use 0.89					

A summary of bias adjustment factors used by Exeter City Council over the past five years is presented in Table C.2.

Table C.2 – Bias Adjustment Factor

Monitoring Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2025	National	03/26	0.89
2024	National	04/25	0.84
2023	National	03/24	0.81
2022	Local	-	0.77
2021	National	03/22	0.84

Table C.3 – Local Bias Adjustment Calculation

	Local Bias Adjustment Input 1	Local Bias Adjustment Input 2	Local Bias Adjustment Input 3	Local Bias Adjustment Input 4	Local Bias Adjustment Input 5
Periods used to calculate bias	11				
Bias Factor A	0.9 (0.83 – 0.99)				
Bias Factor B	11% (1% - 21%)				
Diffusion Tube Mean ($\mu\text{g}/\text{m}^3$)	20.0				
Mean CV (Precision)	1.7%				
Automatic Mean ($\mu\text{g}/\text{m}^3$)	18.0				
Data Capture	98%				
Adjusted Tube Mean ($\mu\text{g}/\text{m}^3$)	18 (17 – 20)				

Notes:

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

NO₂ Fall-off with Distance from the Road

Wherever possible, monitoring locations are representative of exposure. However, where this is not possible, the NO₂ concentration at the nearest location relevant for exposure has been estimated using the Diffusion Tube Data Processing Tool/NO₂ fall-off with distance calculator available on the LAQM Support website. No diffusion tube NO₂ monitoring locations within Exeter City Council required distance correction during 2025.

QA/QC of Automatic Monitoring

Neither of the two automatic analysers are part of the national network, however recommended QA/QC procedures from the AURN Local Site Operator's manual are followed. Curra Terrae service each analyser every six months.

Live PM₁₀ and PM_{2.5} data are available at this [page](#).

The PM data is collected, validated and ratified by Exeter City Council. Validation involves checking the data daily for instrumentation errors etc. and then visually screening the data on a weekly basis to mark any obviously spurious or unusual measurements. The Council

also undertakes data ratification on an approximately three-monthly basis as well as following site services. This involves:

- Comparison of data with other pollutants and other appropriate AURN network sites (roadside sites and other sites in the south west),
- Final checking and deletion of data marked as possibly erroneous,
- Removal of data from unrepresentative periods of operation (e.g. road works in immediate vicinity of site etc. where data is shown or believed to have been affected),
- Adjustment for issues identified during services etc.

The NO₂ data from Exeter Roadside is collected and ratified by the AURN. Network data from the site can be found at [this link](#). It is ratified every three months by NETCEN, and is reported in the QA / QC Data Ratification Report for the Automatic Urban Network. Data capture from the NO₂ analyser was 98.7% in 2025.

Plots of hourly average values for nitrogen dioxide, PM₁₀ and PM_{2.5} are shown below in Figures C.1, C.2 and C.3.

Figure C1: Hourly average value for NO₂ at Exeter Roadside monitoring site (CM1) during 2025

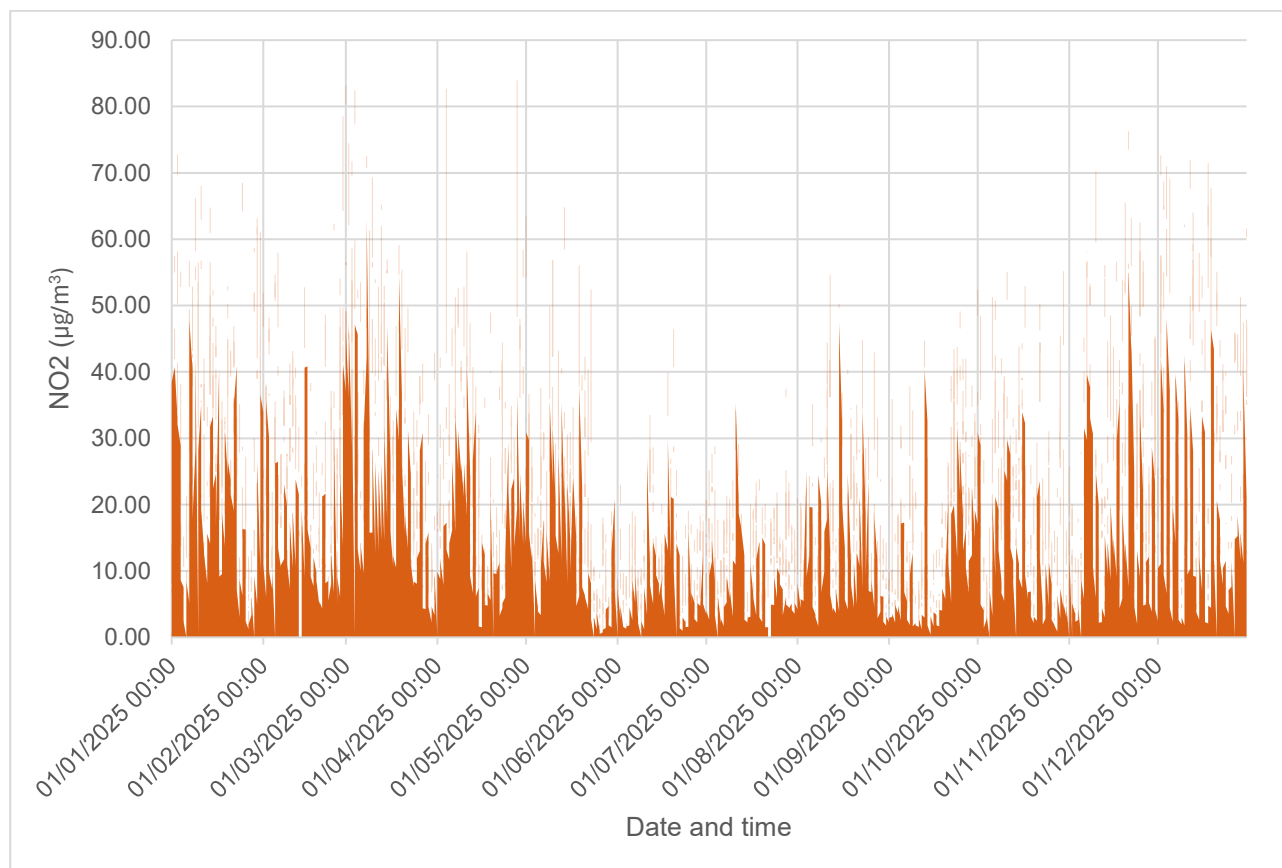


Figure C2: Hourly average value for PM₁₀ at Alphington Street monitoring site (CM2) during 2025

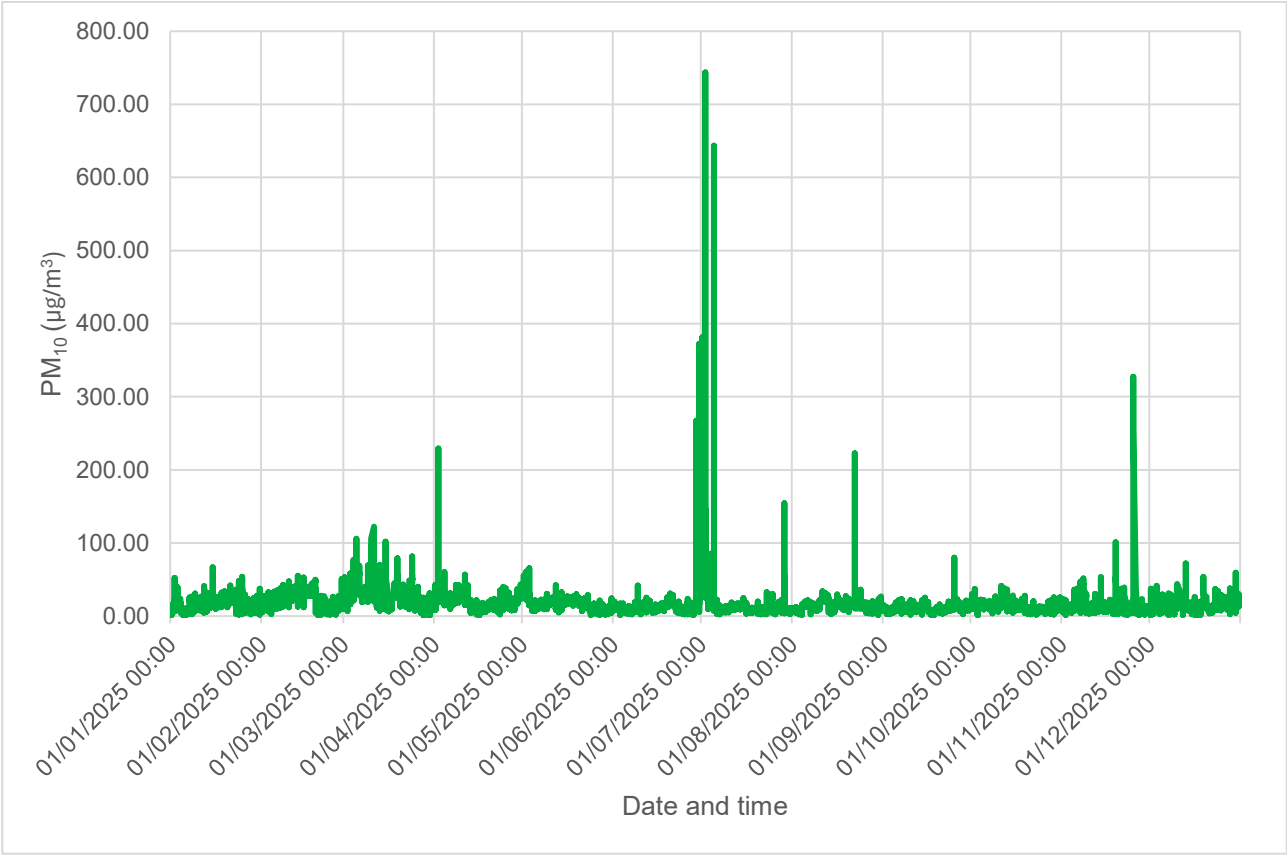
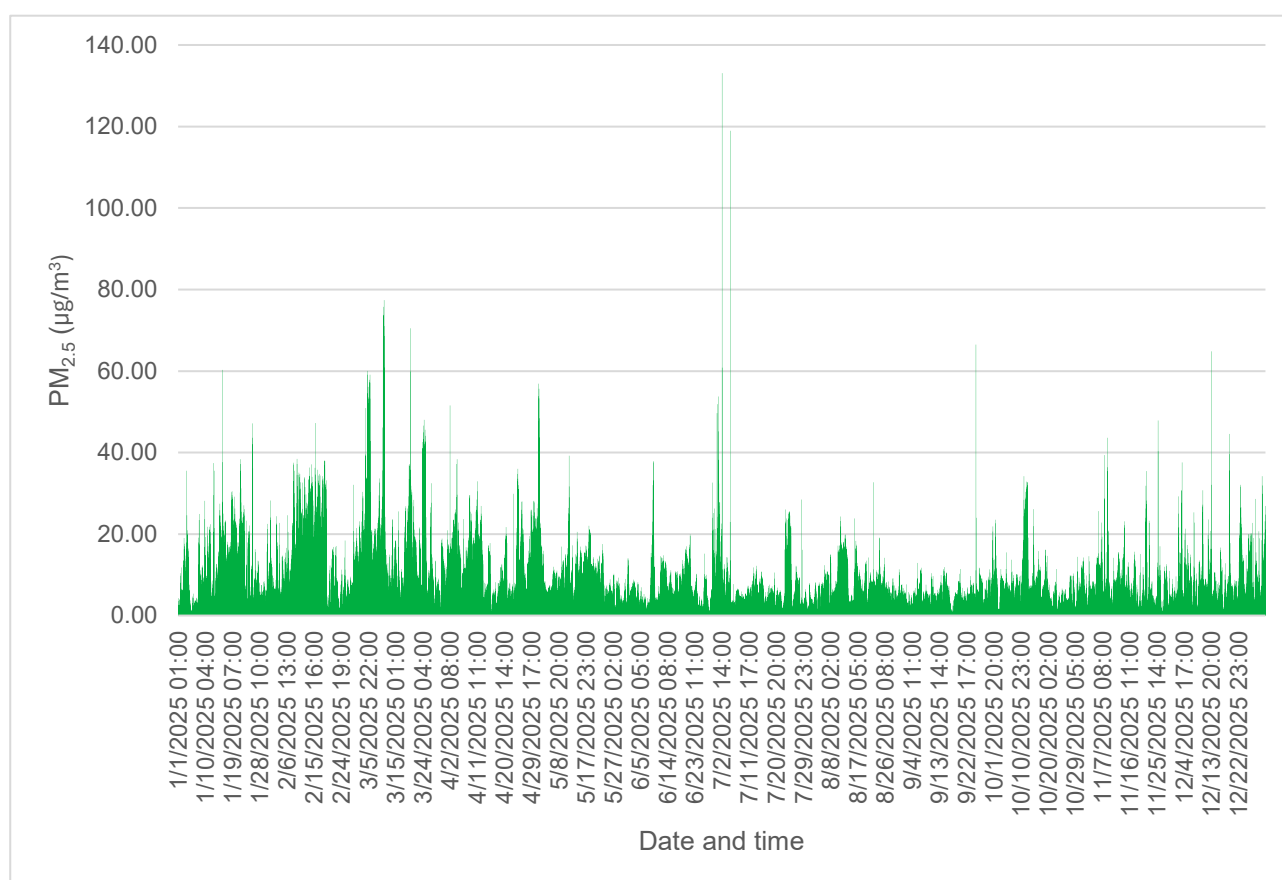


Figure C3: Hourly average value for PM_{2.5} at Alphington Street monitoring site (CM2) during 2025



PM₁₀ and PM_{2.5} Monitoring Adjustment

The type of PM₁₀/PM_{2.5} monitors utilised within Exeter City Council do not require the application of a correction factor.

Automatic Monitoring Annualisation

All automatic monitoring locations within Exeter City Council recorded data capture of greater than 75% therefore it was not required to annualise any monitoring data. In addition, any sites with a data capture below 25% do not require annualisation.

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 can be estimated using the NO₂ fall-off with distance calculator available on the LAQM Support website.

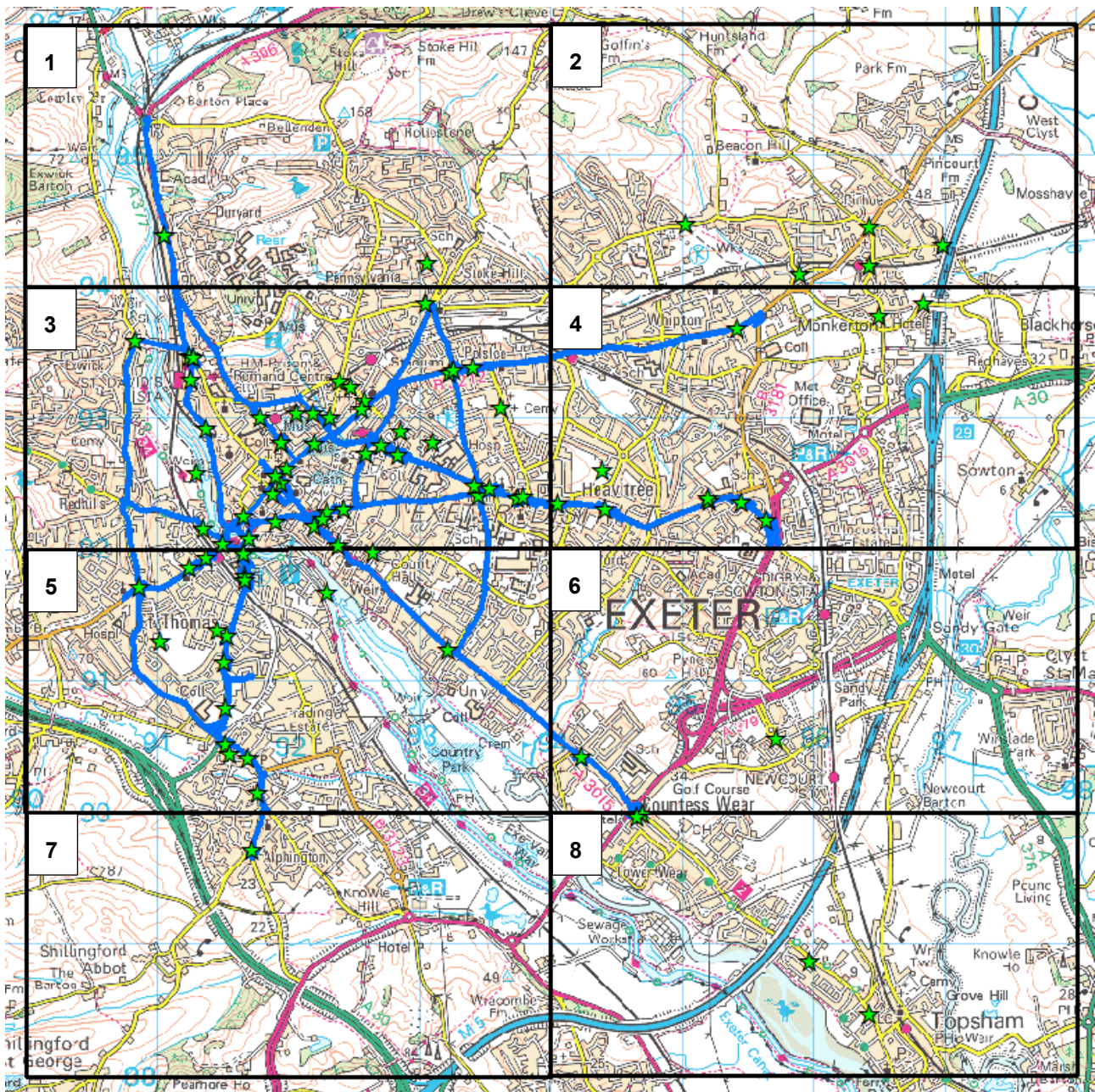
No automatic NO₂ monitoring locations within Exeter City Council required distance correction during 2025.

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

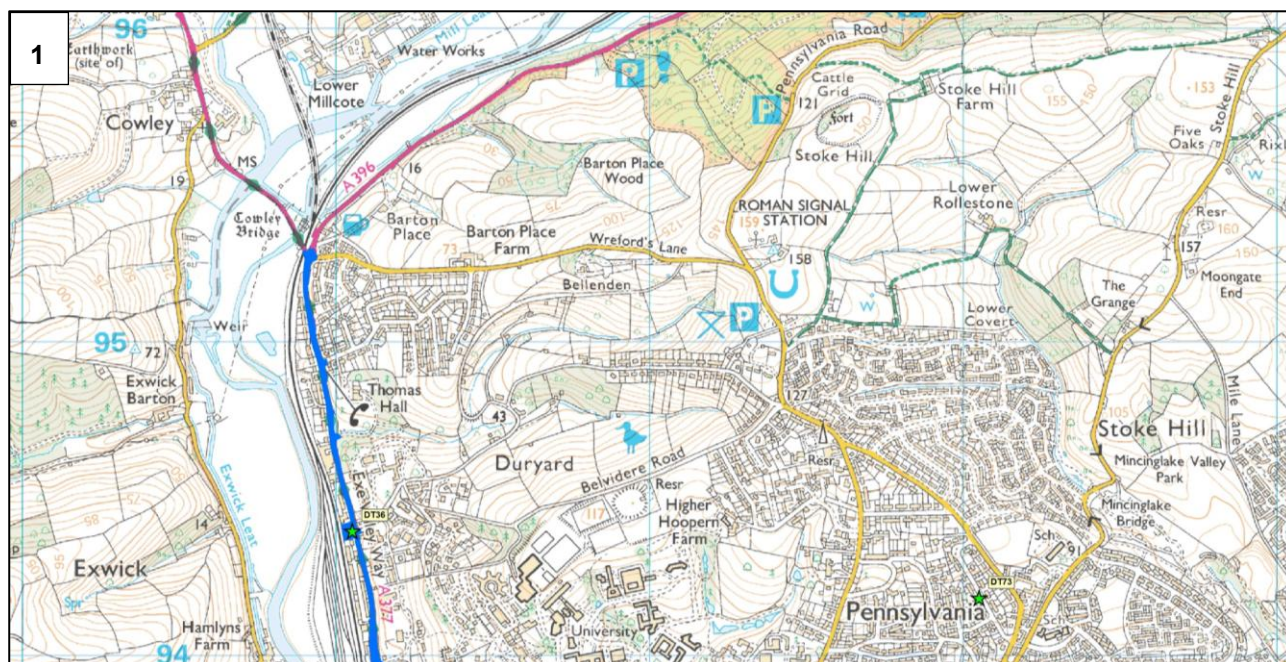
The monitoring locations and 2025 data can also be viewed using an online map [here](#).

Monitoring location = ★
AQMA = —

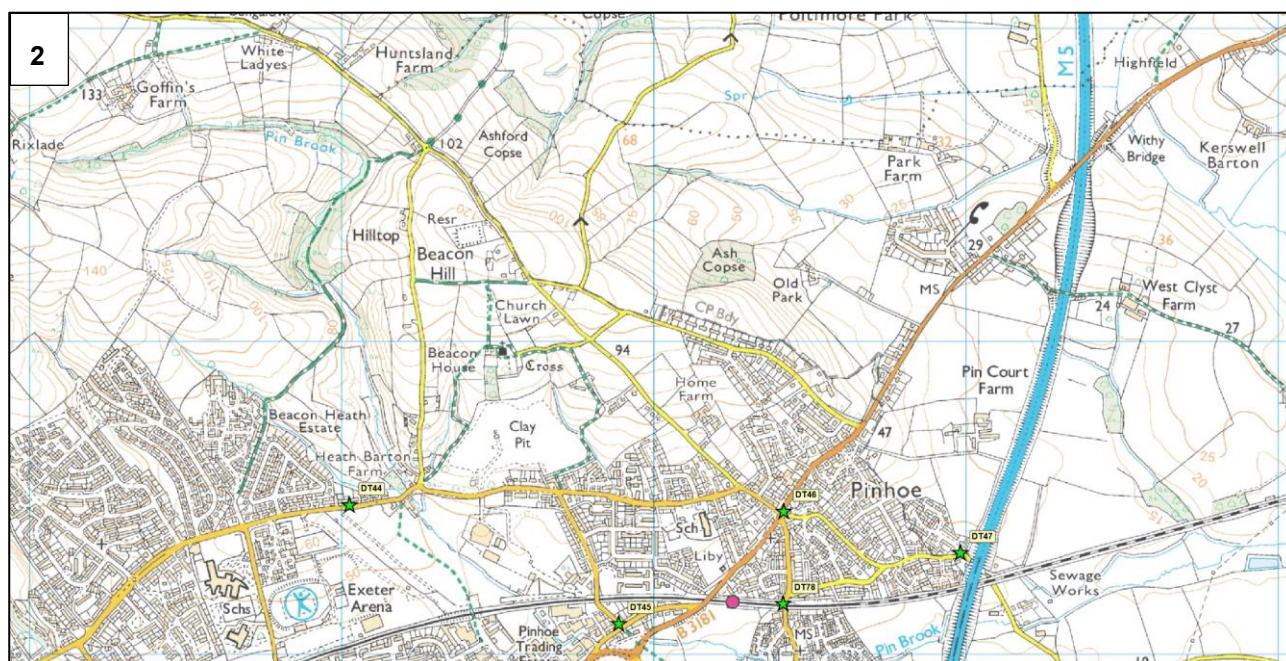
Figure D.1 – Map of Non-Automatic Monitoring Sites



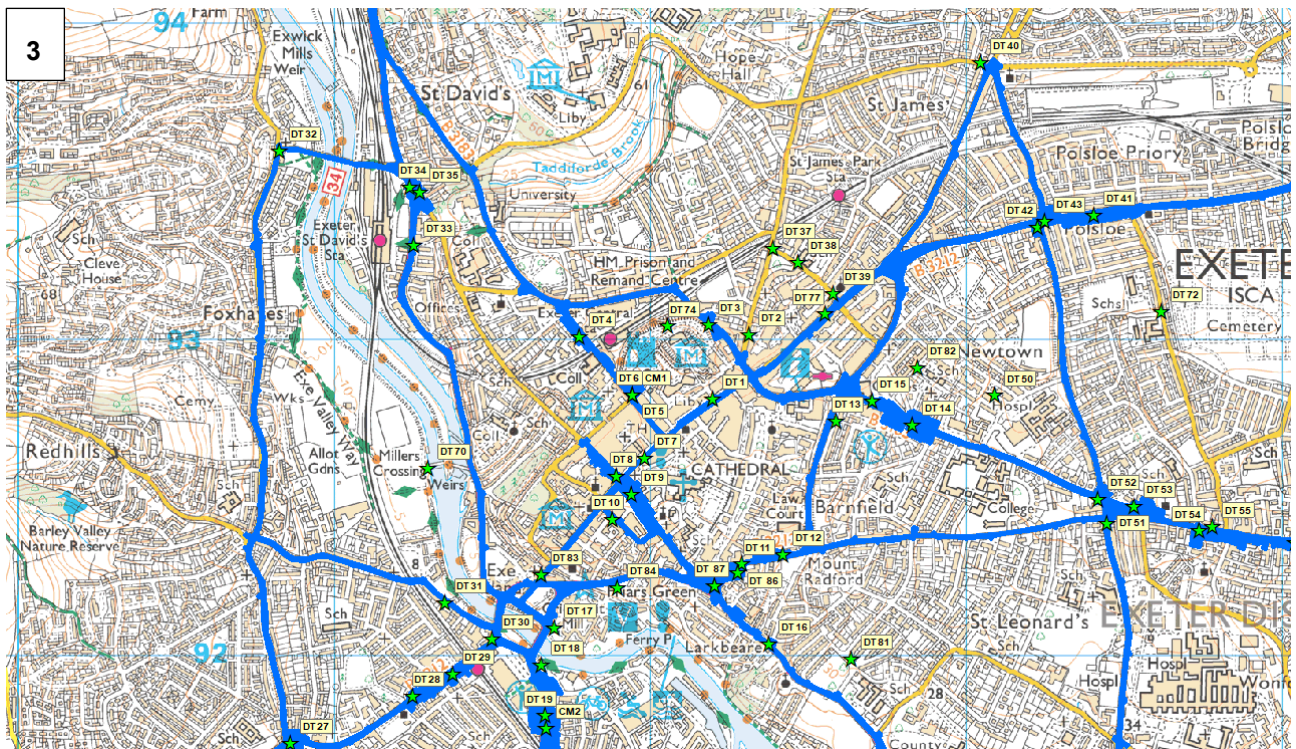
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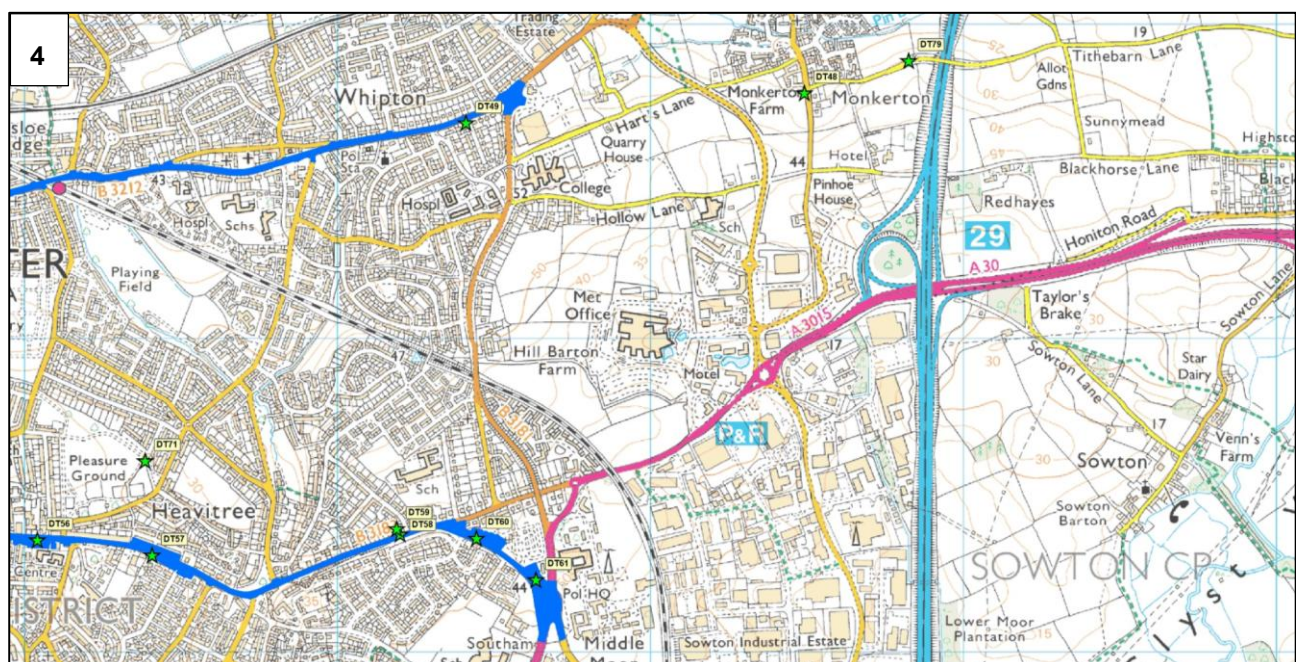
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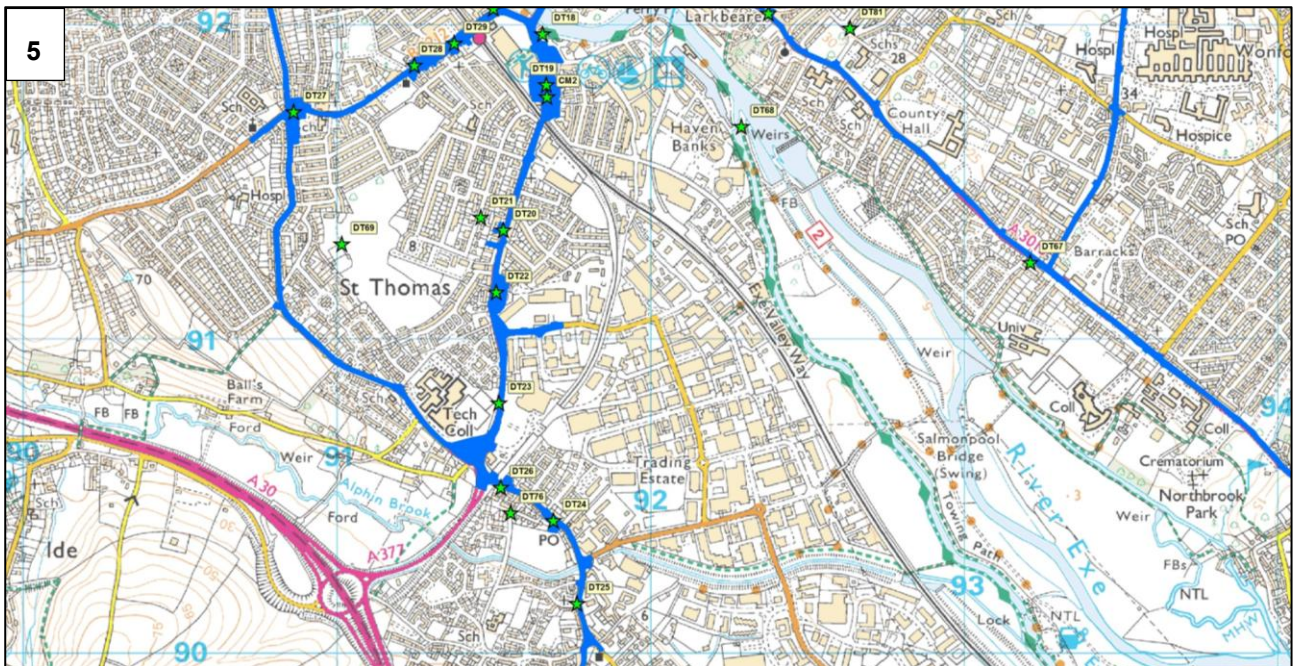
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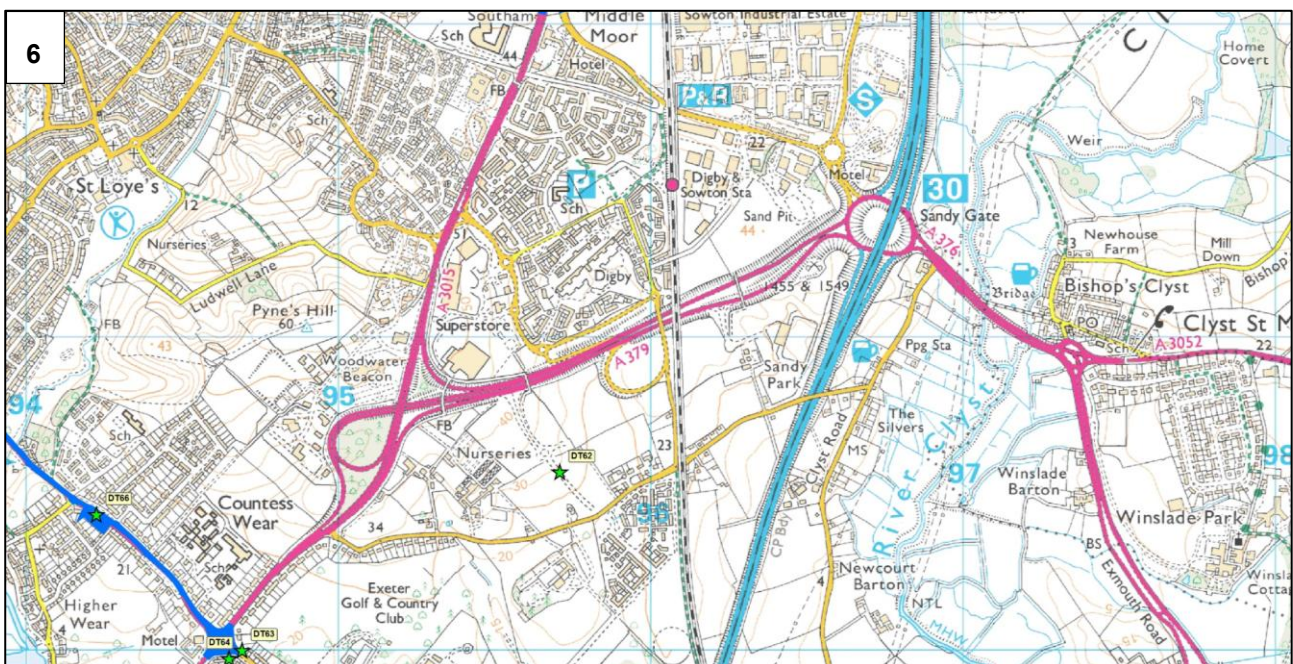
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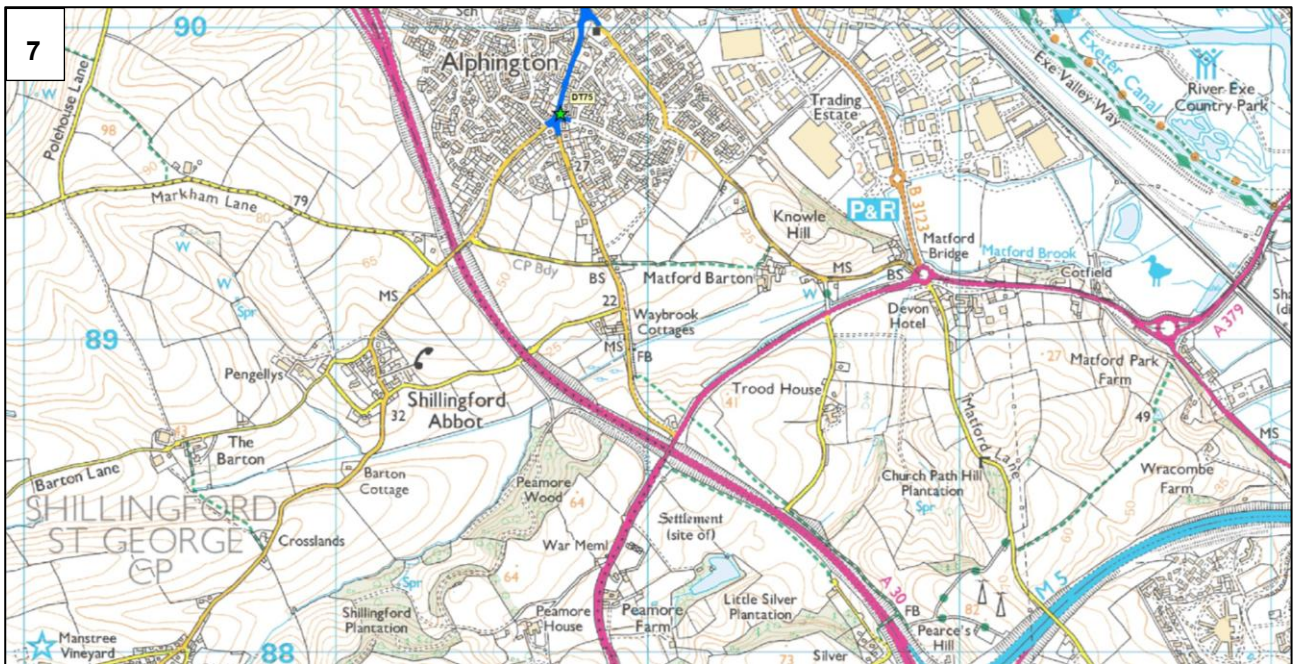
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Appendix E: Summary of Air Quality Objectives in England

Table E.1 – Air Quality Objectives in England²

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

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

Glossary of Terms

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