Nuneaton and Bedworth Borough Council

2026 Annual Status Report

July 2026



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Nuneaton & Bedworth

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: July 2026

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Local Responsibilities and Commitment

This ASR was prepared by the Environmental Health Department of Nuneaton and Bedworth Borough Council with the support and agreement of the following officers and departments:

- Environmental Protection Team

This ASR has been approved by:

- WCC Transport Planner for Walking, Cycling and Wheeling
- WCC Project and Programme Management Team
- NBBC Licensing Officers
- WCC Strategy and Policy Team, Transport
- WCC Road Safety Education Officer
- WCC Transport Planning (Active Travel) Team
- NBBC Home Energy Efficiency Officers

This ASR has been signed off by a Director of Public Health for Warwickshire County Council – Dr Shade Agboola.

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Executive Summary: Air Quality in Our Area

Air Quality in Nuneaton and Bedworth

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. PM_{10} refers to particles under 10 micrometres. Fine particulate matter or $PM_{2.5}$ are particles under 2.5 micrometres.

Air pollution within Nuneaton and Bedworth is predominantly caused by road traffic emissions. Within the borough, there is no longer any declared Air Quality Management Areas (AQMA). In May 2025, the Leicester Road Gyratory AQMA (AQMA 1) was revoked due to continued compliance for over ten years. The final remaining AQMA, Midland Road / Corporation Street AQMA (AQMA 2), was revoked in February 2026 and therefore was in place for the full year of 2025 monitoring.

In 2025, the highest annual mean concentration of 28.6 µg/m^3 was recorded at NB29. The annual mean NO_2 concentration across the diffusion tube network has decreased by an average of 3.6 µg/m^3 over the past five years, indicating an improvement in air quality within the Borough.

Actions to Improve Air Quality

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

The Environmental Improvement Plan[1] sets out actions that will drive continued improvements to air quality and to meet the new national interim and long-term targets for fine particulate matter ($PM_{2.5}$), the pollutant of most harmful to human health. The Air Quality Strategy[2] provides more information on local authorities' responsibilities to work towards these new targets and reduce fine particulate matter in their areas.

The Road to Zero[3] details the Government's approach to reduce exhaust emissions from road transport through a number of mechanisms, in balance with the needs of the local community. This is extremely important given that cars are the most popular mode of personal travel and the majority of AQMAs are designated due to transport emissions.

Nuneaton and Bedworth Borough Council have several ongoing initiatives and strategies in place to improve local air quality.

In February 2024, Warwickshire County Council (WCC) approved the Warwickshire Local Cycling and Walking Infrastructure Plan (LCWIP) which strives to encourage walking, cycling and wheeling through creating an attractive and safe environment. This aims to reduce vehicle emissions through increased use of active travel modes. During 2025, WCC has not progressed any of the programmed schemes laid out within the LCWIP. This is due to the prioritisation of resources towards other transport and infrastructure commitments which has meant that standalone walking and cycling schemes in NBBC

[1] Defra. Environmental Improvement Plan 2023, January 2023

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

[3] DfT. The Road to Zero: Next steps towards cleaner road transport and delivering our Industrial Strategy, July 2018

have not progressed as originally envisaged within the LCWIP. However, there has been some active travel infrastructure delivered within new development sites:

- B04 - Bedworth cross-town centre links (North-South) – Partially completed
- N13 - North Nuneaton, Top Farm development – Partially completed
- N14 - North Nuneaton, St Nicolas Park/Callendar Farm developments – Partially completed
- N26 - Gipsy Lane development, site connections – Partially completed
- N32 - Bridleway/Footpath (Raven Way – Golf Drive) – Partially completed

The Bedworth cross-town centre links relates to the Toucan Crossing that has been delivered at Sergeant Simon Valentines Way, providing walking/cycling crossing between town centre and Miners Welfare Park.

These are active travel links that have been delivered as part of the planning process and contributes to the overall offer of active travel routes within the Borough, but no stand-alone active travel corridors or schemes have been progressed in Nuneaton and Bedworth.

Further information promoting active travel can be found on the WCC website here.

WCC is working to deliver numerous initiatives focused on improving local air quality. This includes the WCC Road Safety Education Team who continue to deliver the programme, at no cost, to all primary schools within the county. This programme launched in 2017 and aims to provide children with the essential knowledge and skills for safe and active travel. This has co-benefits through its positive impact on both young people's wellbeing and the local air quality. During 2025 approximately 50% of all Warwickshire Primary Schools were actively engaged, with this figure growing year on year.

The Clean Air and Cars Idling Campaign aims to encourage school participation for Clean Air Day. WCC's Road Safety Education Team provides schools with a range of resources aimed at reducing vehicle idling. Nine schools within the borough have agreed to participating in such activities.

In NBBC, efforts have been focused on the following initiatives:

Electric Vehicle Charging Infrastructure

- £3.295 million funding from the Local Electric Vehicle (LEVI) funding from the Central Government will be used to roll out charging infrastructure over the coming years.

- Much of the progress to date remains at a strategic and procurement stage rather than individual site delivery. For example, procurement has progressed where contracts should be sent to ChargePoint operators to be signed during the summer of 2026. Delivery will be phased over multiple years, with a focus on areas where residents do not have access to off street parking.
- Resident engagement is encouraged through the dedicated EV web pages and suggests for future locations of the EV charging points are welcomed. WCC is also trialling cable protectors to enable home charging on terraced streets. WCC launched a survey to gather residents views.

Living Streets

WCC Road Safety Education Team are currently working in partnership with the UK Charity, Living Streets, to offer targeted schools the opportunity to access Living Streets Walk to School Outreach project. The aim of the project is to encourage children and their families to overcome barriers to walking to school. This project is funded through Active Travel England and is forming part of our wider Safe and Active Schools offering. It has a direct, positive impact on local air quality and awareness, particularly around schools, by encouraging and supporting modal shift. Across Warwickshire schools participating are seeing an increase in journeys being made actively. Eight schools, located in NBBC, actively engaged with this programme during 2025.

Electric Buses

- WCC, in collaboration with Coventry City Council and the Combined Authority, have secured funding through several schemes to deliver additional EV buses and associated charging infrastructure. The delivery of the Coventry All -Electric Bus Scheme and Warwickshire Zero Emission Bus Regional Area 2 (DfT ZEBRA 2) is now fully completed.
- Within the borough, 41 new zero-emission buses are now operational across the Nuneaton and Bedworth network.

Taxi Policy

- The Taxi Policy came into effect in October 2023.
- Since then, Nuneaton and Bedworth Borough Council no longer accepts vehicle licence applications for hackney carriages and private hire vehicles that are Euro 4 or lower.

- NBBC are now considering updating the vehicle licensing policy to discontinue Euro 5 vehicles, which will further lessen emissions from the taxi fleet across the borough. This policy is in place to ensure that high polluting vehicles are replaced by lower emission, cleaner vehicles.

Improvements to Nuneaton and Bedworth Borough Council's Fleet

- The council have procured the route optimisation software to reduce miles travelled by waste collection vehicles.
- Work is now progressing towards implementation, to better plan waste collection routes and road sweeping. The aim is to reduce the miles travelled and impact on local air quality.
- Orders for some new waste collection vehicles have been placed - to replace some of the older vehicles, thus improving emissions, these will be in service next year.

Control Domestic Emissions

- During 2025, the following domestic control services were completed: 1 loft insulation, 1 cavity wall insulation, 7 loft insulations, 1 Cavity wall insulation, 19 solar panels, 2 air source heat pumps and 2 high retention storage heaters. 2 Batteries for solar and 16 external wall insulations. This was funded through the Home Upgrade Grant Phase 2 (HUG2) government-funded scheme which is aimed at improving energy efficiency for private sector housing. NBBC has been granted £700,000.00 which will provide improvements for approximately 46 more properties in 2026.
- The energy efficiency of NBBCs own housing stock has been improved with 118 central heating upgrades in 2025, the majority of which were full heating systems
- As part of the Social Housing Decarbonisation Fund (SHDF) Wave 2.1, an additional 63 houses have benefited from external wall insulation and 20 have received loft top up insulation in 2025.

The council are working closely with Warwickshire Public Health, mainly through the Warwickshire and Coventry Air Quality Alliance. Discussions are ongoing with the Development Control Officers, to develop Planning Policy for the allocation of damage costs money obtained through the planning process to guide projects striving to improve air quality.

The brand-new Bedworth Physical Activity Hub has opened, replacing the Leisure Centre which was built in 1970's. A number of sustainable initiatives have been incorporated into the design including air source heat pumps for pool heating and domestic hot water, and solar panels on top of the sports hall. Significant reductions in gas consumption have already been noted, ensuring a reduction in fossil fuel and a positive impact on local air quality.

Conclusions and Priorities

The annual mean NO_2 concentration across the diffusion tube network has decreased by an average of 3.6 µg/m^3 over the past five years. In 2025, the highest annual mean concentration of 28.6 µg/m^3 was recorded at NB29. This site is located on Midland Road within the Midland Road/Corporation Street AQMA (AQMA 2) which was revoked in February 2026 due to continued compliance for five consecutive years. Therefore, all monitoring locations across the diffusion tube network reported NO_2 annual mean concentration below the annual mean objective (40 µg/m^3).

A local Air Quality Strategy is under development to prevent and reduce polluting activities. The timescale of delivery will be dependent on staff resources. All the diffusion tubes have been retained within the location of the recently revoked AQMAs to continue to monitor NO_2 concentrations in the area which has historically been identified as having the poorest air quality in the borough.

Within the borough there are numerous strategies and initiatives in place which aim to continue to improve the local air quality and ensure public health. There is a focus on promoting active travel and alternatively fuelled vehicles to reduce vehicular emissions through minimising car dependency and encouraging sustainable travel modes. These key priorities are further explored within the Nuneaton and Bedworth Borough Council Air Quality Action Plan (AQAP).

How to get Involved

With vehicle emissions being the predominant source of air pollution in Nuneaton and Bedworth, it is important for members of the public to consider ways they can switch to more sustainable modes of transport including making use of public transport, walking or cycling, car or lift sharing, and considering low emission vehicles.

WCC are looking at progressing the Warwickshire Local Cycling and Walking Infrastructure Plan (LCWIP) further by expanding the active travel infrastructure within Nuneaton and Bedworth. This will allow members of the public to have great accessibility to alternative travel options.

Additionally, with many individuals in the borough making very similar journeys daily, the Warwickshire community carshare page can be used to reduce both congestion and vehicular emissions.

WCC's Active Travel and Road Safety Education team are delivering numerous initiatives focused on improving local air quality through encouraging young people to participate in sustainable transport methods. These include the 'Park and Stride' scheme and the Safe and Active Schools programme.

WCC Road Safety Education Team are currently working in partnership with the UK Charity, Living Streets, to offer targeted schools the opportunity to access Living Streets Walk to School Outreach project. The aim of the project is to encourage children and their families to overcome barriers to walking to school. It has a direct, positive impact on local air quality and awareness, particularly around schools, by encouraging and supporting modal shift. Across Warwickshire schools participating are seeing an increase in journeys being made actively. Eight schools, located in NBBC, actively engaged with this programme during 2025.

Additionally, Warwickshire Safe and Active Schools programme equips children with the essential knowledge and skills needed to travel safely and actively. During 2025, 19 schools in NBBC have actively engaged with Warwickshire Safe and Active Schools Programme, completing personalised school Action Plans

Further information promoting active travel can be found on the WCC website here.

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1 Local Air Quality Management

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

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

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

2 Actions to Improve Air Quality

2.1 Air Quality Management Areas

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

In May 2025, the Leicester Road Gyratory AQMA (AQMA 1) was revoked after more than 10 years of compliance.

In February 2026, the Midland Road / Corporation Street AQMA (AQMA 2) was revoked as concentrations had been compliant for five consecutive years since 2020.

A local Air Quality Strategy is under development to prevent and reduce polluting activities. The timescale of delivery will be dependent on staff resources. All the diffusion tubes have been retained within the locations of the recently revoked AQMAs to continue to monitor NO_2 concentrations in the area which has historically been identified as having the poorest air quality in the borough.

2.2 Progress and Impact of Measures to address Air Quality in Nuneaton and Bedworth Borough Council

Defra's appraisal of last year's ASR concluded: The report is well structured, detailed, and provides the information specified in the Guidance. The following comments are designed to help inform future reports:

1. AQMA 2 has shown compliance with the air quality objective for annual mean NO2 for 5 years consecutively. NBBC should consider revocation of this AQMA.
   AQMA 2 was revoked in February 2026 and NBBC are now commencing work on the development of an Air Quality Strategy.
2. Priorities for the coming year are very clearly set out, and the selection of a top three measures highlighted in yellow is welcomed.
   This has been continued within this year's ASR.

3. The Council have obtained approval from the Direction of Public Health. This is welcomed and encouraged in future reports.
4. It is noted there were changes to the diffusion tube network in 2024, justification was provided in the ASR.
   This has been continued within this year's ASR as further changes have been made to the diffusion tube network in 2025.
5. The Council has addressed the comments from the previous year's appraisal letter. This is welcomed.
   This has been continued in this year's ASR.

Nuneaton and Bedworth Borough Council has taken forward a number of direct measures during the current reporting year of 2025 in pursuit of improving local air quality. Details of all measures completed, in progress or planned are set out in Table 2-1. There are five measures included within Table 2-1, with the type of measure and the progress Nuneaton and Bedworth Borough Council have made during the reporting year of 2025 presented. Where there have been, or continue to be, barriers restricting the implementation of the measure, these are also presented within Table 2-1.

More detail on these measures can be found in Nuneaton and Bedworth Borough Council's AQAP published in 2022. The AQAP aims to address air quality through the following key measures:

- Support and collaborate with WCC on traffic management measures directly impacting midland road.
- Promote behaviour change away from single occupancy private vehicle use.
- Promote the use of alternatively fuelled vehicles.
- Develop policies to support better air quality.
- Control domestic emissions.

Nuneaton and Bedworth Borough Council's priorities for the coming year are:

- Promoting behaviour change away from single occupancy private vehicle use through numerous strategies including promotion of cycling and walking, school and workplace travel plans and active travel campaigns, and living streets – walk to school outreach project.
- Promoting the use of alternatively fuelled vehicles through increasing the number of electric vehicles charging points. WCC are working to deliver charge points across the county with progress to date remaining at a strategic and procurement stage.

Contracts with ChargePoint operators are anticipated to be signed during the summer of 2026 with delivery phased over multiple years.

- Control domestic emissions through home energy efficiency improvements. Many upgrades were completed during 2025 including seven loft insulations, one cavity wall insulation and 19 solar panels. It is anticipated that a further 46 properties will undergo improvements in 2026 following further funding.

Nuneaton and Bedworth Borough Council worked to implement these measures in partnership with the following stakeholders during 2025:

- Warwickshire County Council;
- Warwickshire County Council Highway Authority;
- Consultant in Public Health, Warwickshire; and
- Transforming Nuneaton team.

The principal challenges and barriers to implementation that Nuneaton and Bedworth Borough Council anticipates facing are:

- Non statutory function will require additional resources to implement. Staff shortages in Planning and Environmental Health continue to be the main barrier to implementation as statutory duties take priority. This matter will hopefully be addressed in 2026.
- Following a change of administration, WCC has called for a review on previous commitments on Net Zero and climate change – this may be a barrier to NBBC delivering schemes which improve local air quality.
- Limited funding for projects such as the Transforming Nuneaton (TFN) project. Upgrades to the Ring Road are high cost and significant funding that had been secured has been reallocated in cost reduction measures. Some additional funding has been secured from s106 agreements.

Nuneaton and Bedworth Borough Council anticipate that the measures stated above and in Table 2-1 will help to continue to achieve compliance and further improve air quality within the Borough. Although NBBC no longer has any declared AQMAs, air quality will continue to be incorporated in decision making and planning to protect public health and drive sustained improvements.

Table 2-1 – Progress on Measures to Improve Air Quality

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
Priority Air Quality Actions														
1	Promote Behaviour Change away from Single Occupancy Private Vehicle Use	Promoting Travel Alternatives	Encourage/ facilitate home working, active travel campaign & infrastructure, Personalised Travel Planning, Promotion of Cycling, Promotion of Walking, School Travel Plans, Workplace Travel Planning	Ongoing and 2021 onwards	Ongoing for the measure as a whole,	WCC and NBBC	WCC	Ongoing	>£10 million for all aspects of the measure	Ongoing projects	n/a – strategic measure which will also assist in achievement of air quality objective in AQMA	Monitoring strategy for LTP	Ongoing work with schools and businesses, and travel plans through planning system. The Warwickshire Local Cycling and Walking Infrastructure Plan (LCWIP) approved in February 2024 aimed to create a safe and attractive environment for walking, wheeling and cycling, so that these modes become the natural choices for shorter journeys and outdoor recreation. However, the current administration at Warwickshire County Council (WCC) has prioritised resources towards other transport and infrastructure commitments which has meant that standalone walking and cycling schemes in NBBC have not progressed as originally envisaged within the LCWIP. Though, active travel infrastructure has continued to be delivered through development-led schemes (e.g. via S106), and the LCWIP routes remain the strategic basis for identifying future investment opportunities should funding and priorities allow. The table below summarises the LCWIP completions/partial completions. Information promoting active travel (walking, wheeling and cycling) can be found on WCC website. Including, active travel maps, cycle training and active travel schemes. **ACTIVE TRAVEL – SCHOOLS** WCC Active Travel team are delivering various initiatives which have a positive impact on air quality, as detailed below; WCC's Road Safety Education Team continues to deliver the Safe and Active Schools programme at no cost to all primary schools across the county. Warwickshire County Council's Road Safety Education Team continues to deliver the Safe and Active Schools programme to Warwickshire primary schools, identifying opportunities to collaborate with partner organisations and charities to strengthen the existing offering. Whilst it is not mandatory for primary schools to participate in this programme, during 2025 approximately 50% of all Warwickshire Primary Schools were actively engaged, with this figure growing year on year.	A number of initiatives across the borough encourage walking and cycling, these are not costed specifically as they are wider measures to reduce emissions. The main barrier for delivery of LCWIP projects in NBBC are due to funding being reallocated to the Physical Activity Hub in Bedworth and lack of stakeholder support for A47 schemes. The current administration at WCC has halted any progress of LCWIP schemes which were planned for NBBC The TNP incorporates cycling infrastructure improvements, but reallocation of funds means that several planned schemes have been halted.

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
													Warwickshire Safe and Active Schools programme equips children with the essential knowledge and skills needed to travel safely and actively. During 2025 (January 2025 - December 2025), 19 schools in NBBC have actively engaged with Warwickshire Safe and Active Schools Programme, completing personalised school Action Plans In addition to the above, three schools, whilst not completing a personalised Action Plan have received input from the Road Safety Education Team. **Living Streets - Walk to School Outreach (WTSO) Project** WCC Road Safety Education Team are currently working in partnership with the UK Charity, Living Streets to offer targeted schools the opportunity to access Living Streets Walk to School Outreach project. The aim of the project is to encourage children and their families to overcome barriers to walking to school. This project is funded through Active Travel England and is forming part of our wider Safe and Active Schools offering. It has a direct, positive impact on local air quality and awareness, particularly around schools, by encouraging and supporting modal shift. Across Warwickshire schools participating are seeing an increase in journeys being made actively. Eight schools, located in NBBC, actively engaged with this programme during 2025. **Living Streets - School Route Audits:** In addition to the Walk to School Outreach Project, Living Streets have funding to offer School Route Audits to Warwickshire Schools. This is a new initiative for 2026 and may be piloted in NBBC Schools. **Clean Air & Cars Idling Campaign** WCCs Road Safety Education Team provides schools with a range of resources to support Clean Air Day, and campaigns aimed at reducing vehicle idling. These resources include banners and animated materials designed to communicate key messages effectively to pupils, parents, and the wider school community. Nine schools in NBBC have already, or demonstrated a commitment, to take part in one or both initiatives.	

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
													Partnership Working: Warwickshire Road safety education Team continues to seek opportunities to work collaboratively to increase journeys made actively, and therefore contribute to improvements in Air Quality, and works closely with WCC Eco Schools and the Charity, Let's Go Zero.	
2	Promote the use of Alternatively Fuelled Vehicles	Promoting Low Emission Transport	Priority Parking for LEVs, procuring alternative refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging, taxi emission incentives, taxi licensing conditions	Ongoing and 2021 onwards	Ongoing with aim to become carbon neutral by 2030	WCC and NBBC	DfT, Office for Low Emission Vehicles (OLEV), Energy Savings Trust (EST), WCC	Ongoing	£1-10 million	Ongoing – some EV charging points already completed	n/a – strategic measure which will also assist in achievement of air quality objective in AQMA	Proportion of alternatively fuelled vehicles in the fleet on Warwickshire's roads	All new developments are required to have Electric Vehicle (EV) charging points in line with the Air Quality SPD. EV charging points will increase in NBBC as funding will allow. WCC are continuing work to deliver charge points using the £3.295m Local Electric Vehicle (LEVI) funding from Central Government which will be used to rollout charging infrastructure over the coming years. WCC's focus is on providing widespread and evenly distributed coverage for the whole county. Much of the progress to date remains at a strategic and procurement stage rather than individual site delivery. For example, procurement has progressed where contracts should be sent to be ChargePoint operators to be signed during the summer of 2026. Delivery will be phased over multiple years, with a focus on areas where residents do not have access to off-street parking. While final numbers and locations are still being confirmed, Nuneaton and Bedworth remains a priority area within the programme, reflecting current levels of provision and air-quality need. WCC is continuing to work with NBBC colleagues to identify suitable sites and coordinate delivery where possible, though much will be led by what is possible for the ChargePoint operator to install given on street constraints and access to power. Alongside the LEVI programme, existing and legacy ChargePoint sites within the borough have been kept operational where feasible and are being considered as part of the Council's wider transition to its new charging contracts. In addition, WCC has secured specific funding through the Government's LEVI programme to explore and deliver solutions for residents who park on-street but do not have access to off-street parking. This includes trialling and, where feasible, rolling out cross-pavement charging solutions (such as charging channels or flush-fitted pavement systems) that	EV charging infrastructure to be implemented over next few years in line with Carbon Reduction Strategy. High cost, but grants and private sector funding available and will be actively targeted. The change of administration at WCC has called for a review on previous commitments on Net Zero and climate change – this may be a barrier to NBBC delivering schemes which improve local air quality.

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													allow cables to be safely accommodated without creating trip hazards. This strand of work is particularly relevant in areas with a high proportion of terraced housing and on-street parking, such as parts of Nuneaton and Bedworth, and is being progressed alongside the wider public charging programme. WCC have launched a survey to gather residents views at the following link - https://www.warwickshire.gov.uk/news/article/7553/residents-asked-for-views-on-cross-pavement-ev-charging WCC has also adopted an approach that will allow WCC to make parking spaces adjacent to EV charge points 'EV-charging only'. This will make it easier for drivers to access the charge points and hopefully give future EV drivers confidence to swap their vehicles, lowering emissions. WCC are committed to making it easy for people in Warwickshire to switch to EVs and maintain a web page which provides information on the location of charging points, different types of EV charger and what WCC are doing to support the switch to EV vehicles. All Electric Buses WCC in collaboration with Coventry City Council and the Combined Authority, secured funding through several schemes to deliver additional EV buses and associated charging infrastructure. The delivery of the Coventry All -Electric Bus Scheme and Warwickshire Zero Emission Bus Regional Area 2 (DfT ZEBRA 2) is now fully completed. With 41 new zero emission all electric buses now in operation across the Nuneaton and Bedworth network. This is supported by the installation of a charging infrastructure at the Stagecoach Midlands depot in Nuneaton, including solar panels to collect and store energy – to power the system. National Express Coventry have also allocated approximately 20-no. zero emission all electric buses to run on the cross-boundary service 20 (Nuneaton-Bedworth-Coventry), through the Coventry All-Electric Bus City Scheme. In summary all-electric buses are now fully operating on the Nuneaton and Bedworth bus network. With EV buses serving the following routes: National Express (Service No. 20); Stagecoach Midlands (Service No. 56/56B and 148) An additional 12 EV buses are anticipated to run on several more routes throughout NBBC, this will be co-funded by the £1.3million partnership contribution from WCC to the Coventry All Electric Bus Scheme, enabling EV buses to run on 4 more	

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
													local bus routes within NBBC (Service No. 73A/73B, 74/74A/74B/74S/75, 78/78A and 79. The investment towards improving Warwickshire's bus fleet will hopefully help with modal shift and support Warwickshire achieving Net Zero and continue to improve air quality. <u>Taxis Policy</u> the Vehicle Policy relating to taxis came into effect in October 2023. NBBC no longer accepts vehicle licence applications for hackney carriages and private hire vehicles that are Euro 4 or less. Licences must be reviewed annually, ensuring that more polluting vehicles are replaced by cleaner vehicles. NBBC are now considering updating the vehicle licensing policy to discontinue Euro 5 vehicles, which will further lessen emissions from the taxi fleet across the borough. <u>Improvements to NBBC fleet</u> the software for route optimisation has ben procured. Work is now progressing towards implementation, to better plan waste collection routes and road sweeping. The aim is to reduce the miles travelled and impact on local air quality. Orders for some new waste collection vehicles have been placed - to replace some of the older vehicles, thus improving emissions, these will be in service next year.	
3	Control Domestic Emissions	Promoting Low Emission Plant	Regulations for fuel quality for stationary and mobile sources	2022	n/a	NBBC	NBBC	Ongoing	<£10K unless a significant project on solid fuel burning is progressed	Ongoing projects	n/a – strategic measure which will also assist in achievement of air quality objective in AQMA	Level of solid fuel burning	2025 saw the completion of: 7 loft insulations, 1 Cavity wall insulation, 19 solar panels, 2 air source heat pumps and 2 high retention storage heaters. 2 Batteries for solar and 16 external wall insulations. Funded through the Home Upgrade Grant Phase 2 (HUG2) government-funded scheme aimed at improving energy efficiency for Private Sector housing. NBBC has been allocated £700,000.00 which will provide improvements for approximately 46 more properties in 2026. The energy efficiency of NBBCs own housing stock has been improved by; 118 central heating upgrades, the majority of which were full heating systems. As part of the Social Housing Decarbonisation Fund (SHDF) Wave 2.1 an additional 63 houses have benefited from external wall insulation and 20 have received loft top up insulation in 2025. NBBC housing stock has also benefited from retrofit design energy efficient measures, including: 54 houses fitted with new windows, and 26 houses fitted with new external doors.	Very difficult to quantify any change in the level of solid fuel burning without detailed survey work. Cost of measure already within existing budgets. The SHDF Wave 2.1 programme completed 31 January 2026 – there are no further External Wall Insulations planned.

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4	Develop Policies to Support Better Air Quality	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance, Low emission strategy, other policy, regional groups	Ongoing and 2021 onwards	n/a – ongoing collaborative working	NBBC	Mainly from existing budgets at both Borough and County level. Planning system generates funding, which could be used for measures within this Action Plan.	Ongoing	<£10K unless significant projects are progressed	Ongoing, SPD already completed	n/a – strategic measure which will also assist in achievement of air quality objective in AQMA	n/a as no specific projects identified as yet	The 2020 Air Quality SPD is being reviewed to incorporate up to date legislation, including the government target for annual mean concentration and population exposure reduction target for PM2.5 under the Environment Act 2021. Based on Defra's interim guidance published 2024, the SPD will require applicants to provide evidence in their planning applications that they have identified key sources of air pollution and taken appropriate action to minimise emission of PM2.5. Once finalised the updated SPD is due to be adopted in 2026. NBBC work closely with Warwickshire Public Health, mainly through the Warwickshire and Coventry Air Quality Alliance. Discussions are ongoing with Development Control Officers, to develop Planning Policy for the allocation of damage costs money obtained through the planning process to projects to improve air quality. In 2024 funding of £3.8 million was secured via the Department for Energy and Net Zero through the Public Sector Decarbonisation Scheme grant, alongside £400,000 from Sport England and a further £470,000 from NBBC to reduce the fossil fuel consumption at the Pingles public Swimming and Leisure Centre, located in Nuneaton. Works have progressed; the gas boilers have now been removed. The centre is now reliant on commercial heat pumps, along with a new air management system, further supported by solar panels. The brand-new Bedworth Physical Activity Hub has opened, replacing the Leisure Centre which was built in 1970's. A number of sustainable initiatives have been incorporated into the design including air source heat pumps for pool heating and domestic hot water, and solar panels on top of the sports hall. Significant reductions in gas consumption have already been noted, ensuring a reduction in fossil fuel and a positive impact on local air quality.	Non statutory function will require additional resources to implement. Staff shortages in Planning and Environmental Health continue to be the main barrier to implementation as statutory duties take priority. This matter will hopefully be addressed in 2026.
5	Support and Collaborate with Warwickshire County Council on Traffic Management Measures Directly Impacting Midland Road	Traffic Management	Strategic Highway Improvements	2021 onwards	The scheme will be phased with the first phase due to be completed 2024. The whole scheme is anticipated to be completed by the end of 2025	WCC and NBBC	Developer contributions, Transforming Nuneaton project	Funding secured by WCC	>£10 million (including existing programme)	In planning phase	Reductions large enough to achieve the annual mean NO_2 at all relevant monitoring locations	Traffic flows on Midland Road, Nuneaton, and resulting nitrogen dioxide concentrations	The Transforming Nuneaton Programme (TNP) which included significant highway improvement schemes within the town centre, predicted to have a positive impact on air quality has been subjected to significant funding reductions. This means that the regeneration programme has had to be scaled back. However, the funding shortfall for the Wheat Street part of the scheme has been plugged from s106 contributions. Detailed design works was completed in 2025; construction works have now commenced. This first phase of the scheme will result in a better flow of traffic and much better and safer provision for	Upgrades to the Ring Road are high cost. Significant funding that had been secured has been reallocated in cost reduction measures. Some additional funding has been secured from s106 agreements.

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
													walking and cycling, as it includes a new cycle path, segregated footpath and cycle crossing. Completion is anticipated Winter 2026. The Leicester Road gyratory part of the scheme is progressing. A planning application was submitted in Autumn 2024; land negotiations are ongoing. Providing planning permission is granted and certain land acquired, full detailed design is now anticipated to be completed by Autumn 2026 with demolition of the Empire Gym now expected in 2027 (to make way for the scheme). The start of the highway's construction is projected to commence in the summer of 2028. WCC provides regular updates of the TNP on their website.	

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

As detailed in Policy Guidance LAQM.PG22 (Chapter 8) and the Air Quality Strategy[4], local authorities are expected to work towards reducing emissions and/or concentrations of fine particulate matter ($PM_{2.5}$)). There is clear evidence that $PM_{2.5}$ (particulate matter smaller 2.5 micrometres) has a significant impact on human health, including premature mortality, allergic reactions, and cardiovascular diseases.

Whilst there is currently no automatic monitoring data available within the Borough, the DEFRA background map concentrations[5] can be used as estimates for $PM_{2.5}$ concentrations. For 2025, the maximum predicted concentration was 9.3 µg/m^3 located in the South Bedworth. Therefore, estimated background concentrations fall significantly below the annual mean objective of 20 µg/m^3 and below the Environment Act target of 10 µg/m^3, to be achieved by the end of 2040.

The Public Health Outcomes Framework data tool[6] compiled by Public Health England quantifies the mortality burden of $PM_{2.5}$ within England on a country and local authority scale. The fraction of mortality attributable to $PM_{2.5}$ in Nuneaton and Bedworth (5.4%) is slightly higher than that seen across the West Midlands region (5.3%) and the England average (5.3%).

Nuneaton and Bedworth Borough Council is taking the following measures to address $PM_{2.5}$:

- An automatic monitoring station for the national $PM_{2.5}$ monitoring network has been installed within the Borough and is due to be commissioned in the summer of 2026. This data will be available to NBBC and reported in future ASRs.
- NBBC continues to aim to raise awareness of the impacts of woodburning stoves and open fires on local $PM_{2.5}$ concentrations. However, due to the continued lack of staffing, this has not been possible. A proposal has been put forward for the role of an air quality officer. This would enable air quality to be given a higher priority within

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

[5] Defra. Background Maps | LAQM

[6] Public Health Outcomes Framework | Fingertips | Department of Health and Social Care

NBBC enabling, $PM_{2.5}$, woodburning stoves, Smoke Control Areas and development of an air quality strategy, working towards improving public health across the borough.

- Nuneaton and Bedworth's Air Quality Supplementary Planning Guidance is currently being reviewed to incorporate up to date legislation, including the government target for annual mean concentration and population exposure reduction target for $PM_{2.5}$ under the Environment Act 2021. Based on Defra's interim guidance published 2024, the SPG will require applicants to provide evidence in their planning applications that they have identified key sources of air pollution and taken appropriate action to minimise emission of $PM_{2.5}$. Once finalised the updated SPG is due to be adopted in 2026.
- When appropriate, planning conditions are included to limit dust from construction sites as part of the planning process.
- The council will continue to inspect processes with environmental permits as per Defra guidance – to ensure emissions to atmosphere are controlled.
- NBBC work with other regulatory organisations when appropriate, for example – Environment Agency, when investigating complaints of commercial fires and dust.

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

This section sets out the monitoring undertaken within 2025 by Nuneaton and Bedworth Borough 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

Nuneaton and Bedworth Borough Council does not undertake automatic (continuous) monitoring.

3.1.2 Non-Automatic Monitoring Sites

Nuneaton and Bedworth Borough Council undertook non-automatic (i.e. passive) monitoring of NO_2 at a total of 39 sites during 2025. Table A.1 in Appendix A presents the details of the non-automatic sites.

For 2025, five monitoring sites were removed from the network: AQM, NB04, NB24, NB43, NB49. Site AQM was located on a decommissioned automatic monitoring station and therefore the site was no longer relevant for local bias adjustment. The site also was not located at a representational residential location. NB04, NB24, NB43 and NB49 all recorded consistently low concentrations for five years and therefore the decision was made to remove these sites and relocate elsewhere in the borough.

In 2025, five new monitoring locations were added to the network: NB59, NB60, NB61, NB62 and NB63. The location of Site NB59 on Back Street was chosen due to significant road alterations planned nearby as part of the Transforming Nuneaton project. Site NB60 is located at the Bus Station on Harefield Road and is also located within a close vicinity to planned road alterations. NB61, NB62 and NB63 are located on Higham Lane, St Nicolas Park Dr, and Weddington Road within an established residential area in the vicinity of a large strategic housing allocation (SHA1) to the North of Nuneaton. This development will deliver 1,700 new homes and associated infrastructure including a secondary school and

two primary schools. Therefore, the purpose of relocating the diffusion tubes is to determine the impact of the additional houses and associated traffic on the local air quality.

Diffusion tubes NB15, NB20, NB22, NB23, NB35, NB54, NB61, NB62 and NB63 are all located within the vicinity of SHA1. The monitoring results at these sites will be discussed in more details below.

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. Maps showing the location of the monitoring sites are provided in Appendix D.

3.2 Individual Pollutants

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

3.2.1 Nitrogen Dioxide (NO_2)

Table A.1 and A.2 in Appendix A compare the ratified and adjusted monitored NO_2 annual mean concentrations for the past five years with the air quality objective of 40 µg/m^3. Note that the concentration data presented represents the concentration at the location of the monitoring site, following the application of bias adjustment and annualisation, as required (i.e. the values are exclusive of any consideration to fall-off with distance adjustment).

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

In 2025, the highest annual mean concentration of 28.6 µg/m^3 was recorded at both NB29. This site is located on Midland Road within the Midland Road/Corporation Street AQMA (AQMA 2) which was revoked in February 2026 due to continued compliance for five consecutive years. Therefore, all monitoring locations across the diffusion tube network reported NO_2 annual mean concentration below the annual mean objective (40 µg/m^3).

Table 3.1 shows the changes in NO_2 concentrations at the non-automatic sites between 2021 and 2025.The annual mean NO_2 concentration across the diffusion tube network has decreased by an average of 3.6 µg/m^3 over the past five years.

Since 2024, the Bermuda Connection Scheme has been operational, and the Bermuda Bridge has been open to traffic. The impact this has had on local air quality during operation can be assessed through the concentration recorded at site NB47. In 2025, the annual mean concentration recorded at NB47 was 13.2 µg/m^3. This concentration is consistent with the past five years of monitoring data at this site. Diffusion tubes NB46 and NB48 are located on the route approaching the Bermuda Bridge. Annual mean NO_2 concentrations for 2025 are shown to remain stable relative to the past five years. This highlights that the fully operational bridge has had minimal impact on air quality. This will continue to be assessed in future years as more data becomes available.

The diffusion tubes sites NB15, NB20, NB22, NB23, NB35, NB54, NB61, NB62 and NB63 are all located within the vicinity of SHA1. For all existing sites, the monitored concentrations are shown to follow a similar trend to the past five years. For the three new sites, NB61, NB62 and NB63, concentrations of 16.0 µg/m^3, 19.9 µg/m^3 and 13.5 µg/m^3 were recorded respectively, falling well below the AQS objective. Over the next few years, the trend in concentrations can be assessed further to determine the impact of the development.

In Figure A.1, the trends in annual mean NO_2 concentrations over the past five years at monitoring sites within AQMA 2 (revoked February 2026) are presented. Figure A.2 and Figure A.3 presents the trend in measured annual mean NO_2 concentrations at the remainder of the monitoring sites located within Nuneaton and Bedworth.

There were no annual mean NO_2 concentration greater than 60 µg/m^3 in 2025, indicating that an exceedance of the 1-hour mean NO_2 objective was highly unlikely.

Table 3-1 – Changes in Nitrogen Dioxide Levels at Non-Automatic Monitoring Sites Between 2021 – 2025

Diffusion Tube ID	2021 NO_2 Monitoring Result (µg/m^3)	2025 NO_2 Monitoring Result (µg/m^3)	Difference (µg/m^3)
NB01	15.5	13.3	-2.2
NB02	14.7	11.8	-2.9
NB06	26.4	22.4	-4.0
NB07	26.1	21.0	-5.1

Diffusion Tube ID	2021 NO_2 Monitoring Result ($\mu g/m^3$)	2025 NO_2 Monitoring Result ($\mu g/m^3$)	Difference ($\mu g/m^3$)
NB09	23.8	20.1	-3.7
NB15	23.3	18.8	-4.5
NB17	24.9	19.9	-5.0
NB20	23.0	19.7	-3.3
NB22	20.3	18.4	-1.9
NB23	25.9	22.3	-3.6
NB25	25.2	21.0	-4.2
NB26	24.8	22.0	-2.8
NB27	-	27.2	-
NB28	29.8	25.4	-4.4
NB29	35.2	28.6	-6.6
NB30	35.2	28.5	-6.7
NB31	25.3	19.5	-5.8
NB35	16.8	14.2	-2.6
NB36	28.1	22.8	-5.3
NB37	28.3	22.8	-5.5
NB41	27.1	22.9	-4.2
NB44	24.9	21.8	-3.1
NB45	26.4	21.4	-5.0
NB46	14.1	13.4	-0.7
NB47	14.9	13.2	-1.7
NB48	19.8	17.7	-2.1
NB50	27.0	24.6	-2.4
NB51	20.9	20.0	-0.9
NB53	23.2	20.5	-2.7
NB54	-	11.8	-
NB55	-	25.4	-
NB56	-	25.3	-
NB57	-	20.8	-
NB58	-	21.0	-
NB59	-	24.9	-
NB60	-	20.7	-
NB61	-	16.0	-
NB62	-	19.9	-
NB63	-	13.5	-

Appendix A: Monitoring Results

Table A.1 – Details of Non-Automatic Monitoring Sites

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
NB01	142 Norman Avenue	Urban Background	435969	291303	NO_2	NO	N/A	N/A	No	1.8
NB02	5 Conifer Close	Urban Background	436427	287646	NO_2	NO	N/A	N/A	No	2.1
NB06	Tudor Ct Bowling Green Ln	Roadside	434313	285292	NO_2	NO	11.0	0.9	No	2.9
NB07	115 Newtown Rd Bedworth	Roadside	435345	286992	NO_2	NO	6.0	4.4	No	2.4
NB09	Church, Manor Ct Rd	Roadside	435634	292280	NO_2	YES - AQMA 2	1.5	2.2	No	2.4
NB15	Bridge Grove, Leicester Rd	Roadside	436883	292302	NO_2	YES - AQMA 1	8.0	1.4	No	2.3
NB17	Balti Hut, 41 Bond Gate	Roadside	436393	291987	NO_2	NO	0.0	1.3	No	2.3
NB20	17 Old Hinckley Rd	Roadside	436604	292202	NO_2	NO	0.0	6.9	No	2.0
NB22	62 Old Hinckley Rd	Roadside	436810	292306	NO_2	YES - AQMA 1	0.0	8.8	No	1.9
NB23	46 Leicester Rd Nuneaton	Roadside	436841	292280	NO_2	YES - AQMA 1	0.0	4.5	No	2.1
NB25	25 Central Avenue	Roadside	435814	292274	NO_2	YES - AQMA 1	0.0	6.4	No	2.1
NB26	26 Central Avenue	Roadside	435759	292311	NO_2	YES - AQMA 1	0.0	4.6	No	2.1
NB27	92 Corporation St	Roadside	435950	292113	NO_2	YES - AQMA 2	0.0	4.8	No	2.4
NB28	138 Corporation St	Roadside	435893	292205	NO_2	YES - AQMA 2	0.0	4.7	No	2.4

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
NB29	16 Midland Road	Roadside	435626	292343	NO_2	YES - AQMA 2	0.0	4.0	No	2.1
NB30	52 Midland Road	Roadside	435554	292378	NO_2	YES - AQMA 2	0.0	3.8	No	2.1
NB31	376 Longford Road	Roadside	435146	284563	NO_2	YES - AQMA 2	0.0	12.7	No	2.5
NB35	60 Watling St	Roadside	439268	293547	NO_2	NO	0.0	11.7	No	1.9
NB36	78 Coventry Rd Exhall	Roadside	435217	285246	NO_2	NO	0.0	2.3	No	2.3
NB37	19 Croft Road Nuneaton	Roadside	435051	291594	NO_2	NO	0.0	5.8	No	2.0
NB41	11 Newtown Rd (salon)	Roadside	435619	287042	NO_2	NO	0.0	4.8	No	2.0
NB44	503 Heath End Rd	Roadside	434298	290930	NO_2	NO	2.0	2.3	No	2.2
NB45	80 Heath End Rd	Roadside	435593	290728	NO_2	NO	4.6	2.5	No	2.4
NB46	30 Bermuda Rd	Roadside	435135	290583	NO_2	NO	0.0	9.2	No	2.0
NB47	10 The Bridleway	Roadside	435452	290087	NO_2	NO	0.0	4.6	No	2.0
NB48	288 Heath End Rd	Roadside	435066	290689	NO_2	NO	0.0	8.5	No	2.1
NB50	66 Coventry Rd Exhall	Roadside	435201	285198	NO_2	NO	0.0	8.3	No	2.3
NB51	Abbey Green School	Roadside	435638	292357	NO_2	NO	0.0	5.0	No	2.2
NB53	McDonnell Drive	Roadside	434846	284736	NO_2	NO	39.0	16.0	No	2.1
NB54	139 The Long Shoot	Roadside	439049	292781	NO_2	NO	0.0	17.0	No	2.1
NB55	70 Queens Road	Roadside	435806	291733	NO_2	NO	1.5	1.5	No	2.4
NB56	123 Queens Road	Roadside	435653	291727	NO_2	NO	0.0	2.5	No	2.1
NB57	201 Queens Road	Roadside	435455	291748	NO_2	NO	6.0	1.0	No	2.2
NB58	267 Queens Road	Roadside	435287	291783	NO_2	NO	0.0	4.0	No	1.9
NB59	Back Street	Roadside	436419	291998	NO_2	NO	18.0	3.0	No	2.7
NB60	Bus Station, Harefield Road	Roadside	436251	291949	NO_2	NO	25.0	2.0	No	2.7
NB61	Higham Lane (lamp post 193)	Roadside	437237	293120	NO_2	NO	18.0	1.0	No	2.1

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
NB62	St Nicolas Park Dr (LP 217)	Roadside	438165	292479	NO_2	NO	9.0	0.5	No	2.6
NB63	299 Weddington Rd	Roadside	436347	293519	NO_2	NO	0.0	14.0	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.2 – Annual Mean NO_2 Monitoring Results: Non-Automatic Monitoring (µg/m^3)

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2025 (%) (2)	2021	2022	2023	2024	2025
NB01	435969	291303	Urban Background	98.9	98.9	15.5	15.0	14.6	12.7	13.3
NB02	436427	287646	Urban Background	98.9	98.9	14.7	14.0	12.4	11.3	11.8
NB06	434313	285292	Roadside	98.9	98.9	26.4	26.5	24.1	23.7	22.4
NB07	435345	286992	Roadside	90.9	90.9	26.1	24.8	23.3	24.3	21.0
NB09	435634	292280	Roadside	98.9	98.9	23.8	24.7	21.0	20.4	20.1
NB15	436883	292302	Roadside	98.9	98.9	23.3	22.2	21.1	20.5	18.8
NB17	436393	291987	Roadside	98.9	98.9	24.9	25.3	22.7	-	19.9
NB20	436604	292202	Roadside	98.9	98.9	23.0	22.0	20.6	19.8	19.7
NB22	436810	292306	Roadside	90.9	90.9	20.3	19.9	18.5	17.9	18.4
NB23	436841	292280	Roadside	90.6	90.6	25.9	26.2	23.7	27.3	22.3
NB25	435814	292274	Roadside	98.9	98.9	25.2	25.9	23.5	23.1	21.0
NB26	435759	292311	Roadside	98.9	98.9	24.8	25.6	23.3	22.9	22.0
NB27	435950	292113	Roadside	98.9	98.9	-	31.5	28.5	28.7	27.2
NB28	435893	292205	Roadside	98.9	98.9	29.8	30.2	27.1	26.6	25.4
NB29	435626	292343	Roadside	98.9	98.9	35.2	34.5	31.6	30.8	28.6
NB30	435554	292378	Roadside	98.9	98.9	35.2	34.5	29.9	30.5	28.5
NB31	435146	284563	Roadside	98.9	98.9	25.3	23.7	21.0	20.4	19.5
NB35	439268	293547	Roadside	98.9	98.9	16.8	17.6	15.5	13.5	14.2
NB36	435217	285246	Roadside	98.9	98.9	28.1	27.3	24.3	23.2	22.8
NB37	435051	291594	Roadside	98.9	98.9	28.3	27.5	25.6	25.7	22.8
NB41	435619	287042	Roadside	98.9	98.9	27.1	25.2	23.2	22.9	22.9
NB44	434298	290930	Roadside	98.9	98.9	24.9	24.0	21.6	21.0	21.8
NB45	435593	290728	Roadside	98.9	98.9	26.4	27.2	25.0	23.2	21.4
NB46	435135	290583	Roadside	98.9	98.9	14.1	15.2	12.3	12.3	13.4
NB47	435452	290087	Roadside	98.9	98.9	14.9	15.0	13.1	12.8	13.2
NB48	435066	290689	Roadside	98.9	98.9	19.8	18.5	16.9	17.3	17.7
NB50	435201	285198	Roadside	90.9	90.9	27.0	25.3	24.8	25.0	24.6
NB51	435638	292357	Roadside	98.9	98.9	20.9	21.2	20.9	21.1	20.0
NB53	434846	284736	Roadside	98.9	98.9	23.2	23.6	21.5	20.5	20.5
NB54	439049	292781	Roadside	98.9	98.9	-	-	12.5	11.9	11.8

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
NB55	435806	291733	Roadside	83.7	83.7	-	-	-	28.7	25.4
NB56	435653	291727	Roadside	71.3	71.3	-	-	-	30.8	25.3
NB57	435455	291748	Roadside	90.9	90.9	-	-	-	22.8	20.8
NB58	435287	291783	Roadside	98.9	98.9	-	-	-	21.6	21.0
NB59	436419	291998	Roadside	98.9	98.9	-	-	-	-	24.9
NB60	436251	291949	Roadside	90.9	90.9	-	-	-	-	20.7
NB61	437237	293120	Roadside	98.9	98.9	-	-	-	-	16.0
NB62	438165	292479	Roadside	98.9	98.9	-	-	-	-	19.9
NB63	436347	293519	Roadside	41.9	41.9	-	-	-	-	13.5

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

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

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

Notes:

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

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

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

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

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

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

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

Figure A.1 – Trends in Annual Mean NO_2 Concentrations in AQMA 2 (Revoked in February 2026)

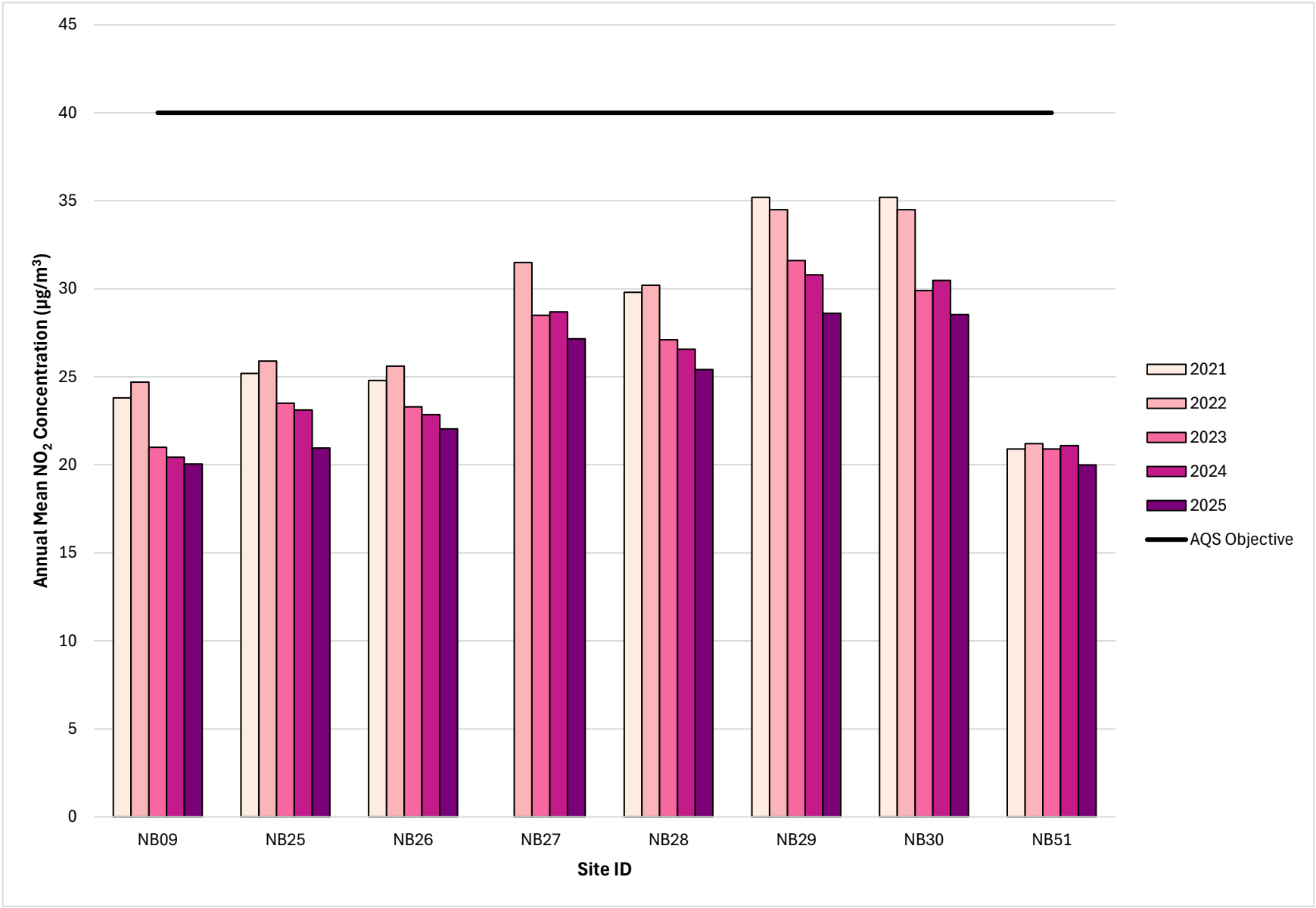


Figure A.2 – Trends in Annual Mean NO_2 Concentrations in Nuneaton (Outside AQMA)

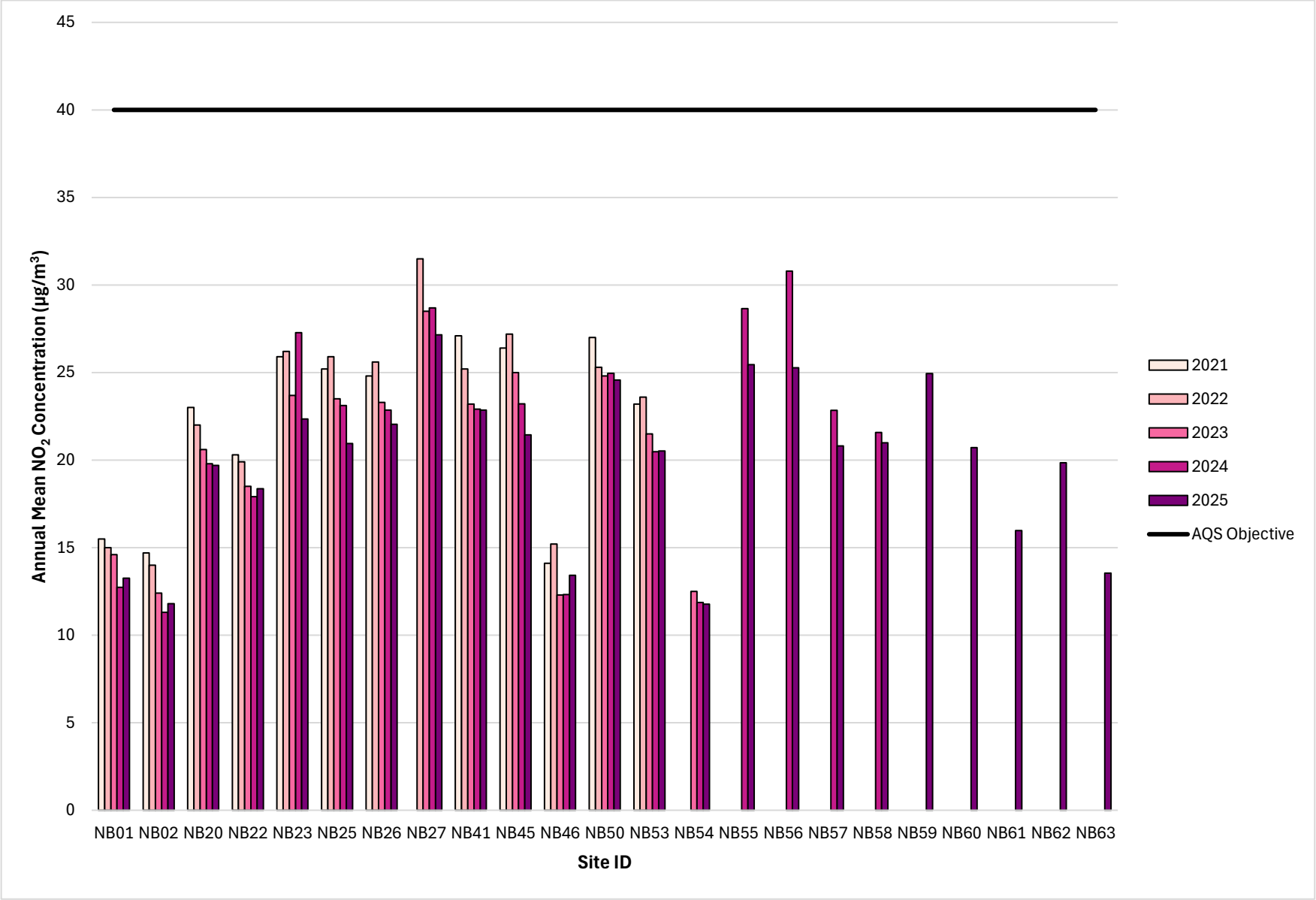
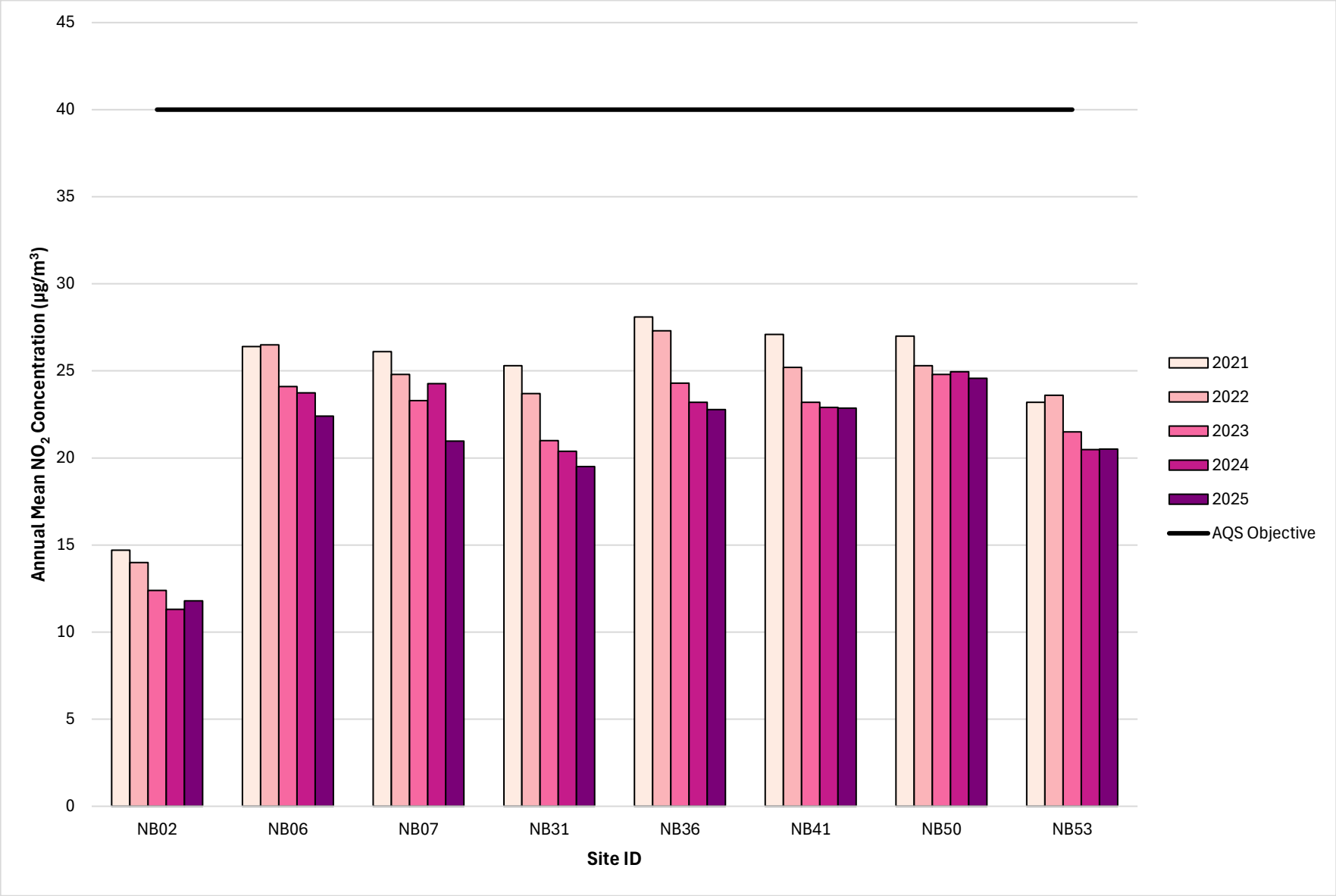


Figure A.3 – Trends in Annual Mean NO_2 Concentrations in Bedworth



Appendix B: Full Monthly Diffusion Tube Results for 2025

Table B.1 – NO_2 2025 Diffusion Tube Results ($\mu g/m^3$)

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted 0.88	Annual Mean: Distance Corrected to Nearest Exposure	Comment
NB01	435969	291303	25.5	19.0	19.0	13.2	10.3	8.2	8.8	10.9	13.9	14.9	18.6	18.6	15.1	13.3		
NB02	436427	287646	23.9	17.4	13.6	9.3	8.2	8.0	8.9	9.6	13.5	14.0	18.2	16.4	13.4	11.8		
NB06	434313	285292	34.8	30.4	29.7	21.5	20.6	23.2	19.0	24.1	23.3	24.9	27.8	26.4	25.5	22.4		
NB07	435345	286992		30.3	29.8	22.0	20.2	20.5	18.0	19.4	24.2	25.6	25.6	26.6	23.8	21.0		
NB09	435634	292280	31.7	28.3	31.8	20.4	18.2	16.4	17.0	17.0	18.4	23.1	25.8	25.5	22.8	20.1		
NB15	436883	292302	31.8	28.1	27.2	18.7	16.4	17.3	17.2	17.0	22.0	12.6	24.3	23.8	21.3	18.8		
NB17	436393	291987	29.0	25.7	31.2	24.6	19.6	15.4	16.4	16.8	18.1	21.9	25.4	26.6	22.6	19.9		
NB20	436604	292202	31.6	25.6	25.1	23.5	18.5	18.3	16.0	19.3	20.5	21.8	23.9	24.6	22.4	19.7		
NB22	436810	292306	28.5	23.1	20.2	17.3	16.4		25.3	17.2	18.6	19.5	21.8	21.8	20.9	18.4		
NB23	436841	292280	33.2	25.8	27.1	21.1	21.4	25.0		23.1	25.2	26.4	26.0	25.0	25.4	22.3		
NB25	435814	292274	33.1	28.0	29.0	19.8	17.6	19.6	19.5	21.1	21.9	24.2	25.9	26.2	23.8	21.0		
NB26	435759	292311	30.4	28.9	33.5	26.8	22.6	20.0	21.1	20.7	26.4	19.9	25.3	25.2	25.1	22.0		
NB27	435950	292113	38.2	32.1	34.7	24.6	25.1	27.7	42.9	27.9	26.4	30.2	32.1	28.5	30.9	27.2		
NB28	435893	292205	37.8	31.1	32.0	27.8	24.8	27.1	22.7	25.3	26.7	29.7	30.9	30.9	28.9	25.4		
NB29	435626	292343	42.2	32.8	35.6	31.4	26.4	31.6	30.2	33.8	30.9	32.8	30.7	31.7	32.5	28.6		
NB30	435554	292378	42.9	35.8	37.9	27.7	27.5	32.2	25.2	29.4	31.2	32.6	33.1	33.5	32.4	28.5		
NB31	435146	284563	28.6	27.0	29.8	16.7	20.8	15.1	20.9	18.3	19.1	20.4	23.9	25.6	22.2	19.5		
NB35	439268	293547	25.2	21.1	19.6	15.7	13.0	10.2	11.7	13.5	14.6	14.9	16.6	18.1	16.2	14.2		
NB36	435217	285246	38.1	32.2	29.4	20.7	20.2	20.9	19.6	22.6	25.2	25.4	26.4	30.0	25.9	22.8		
NB37	435051	291594	33.3	28.4	32.0	26.6	16.1	24.1	23.1	23.3	23.8	26.0	26.0	28.2	25.9	22.8		
NB41	435619	287042	35.4	29.2	32.6	27.2	23.5	18.9	19.5	23.3	22.7	25.3	25.9	28.4	26.0	22.9		
NB44	434298	290930	28.3	29.2	32.6	27.3	24.9	19.6	20.9	22.5	22.7	22.7	24.1	22.5	24.8	21.8		
NB45	435593	290728	34.7	31.2	30.1	23.3	17.4	21.0	15.4	21.8	21.9	18.9	29.3	27.4	24.4	21.4		
NB46	435135	290583	23.3	18.3	19.6	16.1	13.3	9.6	11.1	12.0	13.3	13.0	17.0	16.4	15.2	13.4		
NB47	435452	290087	24.0	19.5	19.0	14.8	12.0	9.3	9.3	12.1	9.9	15.1	17.2	18.1	15.0	13.2		
NB48	435066	290689	29.3	23.2	20.6	16.1	14.5	18.1	15.1	17.8	20.0	23.8	20.7	21.8	20.1	17.7		
NB50	435201	285198	36.2	31.8	27.8	24.6	21.4		22.6	24.8	27.0	26.9	32.3	31.8	27.9	24.6		

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted 0.88	Annual Mean: Distance Corrected to Nearest Exposure	Comment
NB51	435638	292357	31.5	27.2	31.1	22.7	19.2	18.7	16.8	19.0	19.2	19.7	24.3	23.3	22.7	20.0		
NB53	434846	284736	33.2	28.1	31.0	23.5	19.4	16.8	14.9	16.8	21.8	23.2	23.7	27.4	23.3	20.5		
NB54	439049	292781	17.8	17.3	17.4	10.3	11.3	9.0	10.6	10.5	12.9	13.5	14.3	15.7	13.4	11.8		
NB55	435806	291733			38.7	31.5	24.7	27.2	21.2	26.7	22.0	30.9	33.3	33.0	28.9	25.4		
NB56	435653	291727	37.2	31.3	39.6	27.9		25.1	27.4	24.9			31.6	32.2	30.8	25.3		
NB57	435455	291748		29.3	35.2	26.4	19.9	16.8	22.9	19.8	19.7	23.8	25.0	21.3	23.6	20.8		
NB58	435287	291783	29.2	25.7	34.4	20.4	23.9	20.2	22.3	20.3	22.0	21.8	22.8	23.3	23.8	21.0		
NB59	436419	291998	40.1	30.0	33.7	26.4	25.4	14.9	24.1	27.4	29.9	27.0	29.1	32.2	28.3	24.9		
NB60	436251	291949	30.7	25.7	28.6	20.3	19.4		31.8	17.4	19.3	19.0	23.4	23.3	23.5	20.7		
NB61	437237	293120	29.2	24.2	22.4	17.0	13.7	11.4	12.0	13.3	15.6	18.2	20.8	20.0	18.2	16.0		
NB62	438165	292479	34.0	27.5	28.2	18.7	19.4	17.0	16.5	17.1	18.4	20.5	27.5	25.8	22.6	19.9		
NB63	436347	293519		22.7						13.1		12.4	17.5	16.4	16.4	13.5		

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

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

☐ **Local bias adjustment factor used.**

☒ **National bias adjustment factor used.**

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

☒ **Nuneaton and Bedworth Borough Council confirm that all 2025 diffusion tube data has been uploaded to the Diffusion Tube Data Entry System.**

Notes:

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

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

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 Nuneaton and Bedworth Borough Council During 2025

The following planning applications within the Nuneaton and Bedworth Borough Council area were received in 2025 and identified to have the potential to impact on air quality in the district. Table C.1 details a list of planning applications which were commented on by the Environmental Health Department in terms of air quality. All applications can be viewed on the Planning Portal.

Table C.1 – Planning Applications with Air Quality Conditions in 2024

Date consultation received by Environmental Protection	Location	Details	Type of Application	Planning Application Number
04/03/2025	Heath End Farm, Heath End Road (Strategic Housing Allocation SHA2 - Land at Arbury)	Hybrid application: (a) Full application for the demolition of existing buildings and new vehicular, pedestrian & cycle access; (b) Outline application with all matters reserved (except access to public highway) for mixed-use development, comprising up to **1,525** dwellings (Use Class C3); a mixed use Local Centre with associated parking (Class E) of up to 0.66 ha; a 1 form entry Primary School (Use Class F1), and supporting infrastructure including pedestrian, cycle and vehicular access, landscaping and earthworks, surface water drainage and all other ancillary infrastructure and enabling works.	Hybrid application.	040707
10/04/2025	Land east of Plough Hill Road, Nuneaton	Full application for **160** dwellings, including access via Plough Hill Road and associated highway works, landscaping details including play provision, open space and	Full application	040812

Date consultation received by Environmental Protection	Location	Details	Type of Application	Planning Application Number
		sustainable urban drainage, enabling earthworks and all other associated infrastructure		
26/02/2025	Watling Street, Nuneaton (within Strategic Housing Allocation SHA1 - Top Farm North of Nuneaton)	Erection of a primary school with associated parking, playspace, landscaping, drainage and access arrangements and ancillary work (approval of all reserved matters on outline permission 034615)	Approval of RM	040796
09/12/2025	Former All Seasons Kennels, Watling Street, Nuneaton (within Strategic Housing Allocation SHA1 - Top Farm North of Nuneaton)	Full planning application for the development of **184** residential dwellings within Use Class C3, formation of amenity space, hard and soft landscaping works, provision of access and associated infrastructure and engineering works	Full application	041334
16/12/2025	Land north of Bermuda Road, Nuneaton	Development of 100% affordable retirement living apartment scheme (Use Class C3) together with all associated works including communal/ operational floorspace, ancillary facilities, car parking and landscaping works	Full application	041361

Additional Air Quality Works Undertaken by Nuneaton and Bedworth Borough Council During 2025

Nuneaton and Bedworth Borough Council has not completed any additional works within the reporting year of 2025.

QA/QC of Diffusion Tube Monitoring

During 2025, diffusion tubes were supplied and analysed by Gradko International using the 20% triethanolamine (TEA) in water preparation method.

Gradko International is a UKAS accredited laboratory and participates in the AIR-PT Scheme (a continuation of the Workplace Analysis Scheme for Proficiency (WASP)) for

NO_2 diffusion tube analysis and the Annual Field Inter-Comparison Exercise. Strict performance criteria are required to be met by participating laboratories, ensuring reported NO_2 data are of a high standard. From the most recent set of AIR-PT results (Jul-Sep 2025, AR072:Oct-Dec 2025 and Jan-Feb 2026), Gradko scored 100% – the percentage score reflects the results deemed satisfactory based upon the z-score of ± 2.

During 2025, all diffusion tubes were exposed and changed in adherence (±2 days) with the 2025 Defra Diffusion Tube Monitoring Calendar.

Diffusion Tube Annualisation

As per LAQM.TG(22), annualisation is required for any site which has a data capture of less than 75%, but greater than 25%. Annualisation was therefore required to be completed for two diffusion tube monitoring sites (NB56 and NB63). The three closest continuous monitoring background locations with sufficient data capture which were selected to annualise the data were:

- Birmingham Ladywood
- Coventry Allesley
- Leamington Spa

These sites have a data capture of >85% and therefore could be used for annualisation.

Table C.1 presents the annualisation summary and is taken directly from the Diffusion Tube Data Processing Tool.

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

Site ID	Annualisation Factor Coventry Allesley	Annualisation Factor Leamington Spa	Annualisation Factor Birmingham Ladywood	Average Annualisation Factor	Raw Data Annual Mean	Annualised Annual Mean
NB56	0.9279	0.9189	0.9499	0.9322	30.8	28.7
NB63	0.9423	0.9186	0.9507	0.9372	16.4	15.4

Diffusion Tube Bias Adjustment Factors

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

based on the comparison of diffusion tube results with data taken from NO_x/NO_2 continuous analysers. Alternatively, the national database of diffusion tube co-location surveys provides bias factors for the relevant laboratory and preparation method.

Nuneaton and Bedworth Borough Council have applied a national bias adjustment factor of 0.88 to the 2025 monitoring data. A summary of bias adjustment factors used by Nuneaton and Bedworth Borough Council over the past five years is presented in Table C.3.

Figure C.1 – Bias Adjustment Factor Spreadsheet (06/26)

National Diffusion Tube Bias Adjustment Factor Spreadsheet — Spreadsheet Version Number: 06/26

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

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

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

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

Step 1:	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[3] 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[2]	If you have your own co-location study then see footnote[4]. If uncertain what to do then contact the Local Air Quality Management Helpdesk at LAQMHelpdesk@bureauveritas.com or 0800 0327953

Analysed By[1]	Method (To undo your selection, choose (All) from the pop-up list)	Year[2] (To undo your selection, choose (All))	Site Type	Local Authority	Length of Study (months)	Diffusion Tube Mean Conc. (Dm) (µg/m³)	Automatic Monitor Mean Conc. (Cm) (µg/m³)	Bias (B)	Tube Precision[4]	Bias Adjustment Factor (A) (Cm/Dm)
Gradko	20% TEA in water	2025	R	Blackburn With Darwen Bc	11	22	17	25.0%	G	**0.80**
Gradko	20% TEA in water	2025	R	Bath & North East Somerset	12	23	20	13.4%	G	**0.88**
Gradko	20% TEA in Water	2025	R	Monmouthshire County Council	12	26	22	13.8%	G	**0.88**
Gradko	20% TEA in water	2025	R	Gateshead Council	12	20	19	4.5%	G	**0.96**
Gradko	20% TEA in water	2025	R	Gateshead Council	12	20	18	9.3%	G	**0.92**
Gradko	20% TEA in water	2025	R	Gateshead Council	12	22	19	13.1%	G	**0.88**
Gradko	20% TEA in water	2025	R	Gateshead Council	11	22	19	18.8%	G	**0.84**
Gradko	20% TEA in water	2025	R	Gateshead Council	11	27	24	9.8%	G	**0.91**
Gradko	20% TEA in water	2025	R	Gedling Borough Council	12	27	24	11.3%	G	**0.90**
Gradko	20% TEA in water	2025	R	City Of Lincoln Council	12	29	20	42.3%	G	**0.70**
Gradko	20% TEA in water	2025	KS	Marylebone Road Intercomparison	12	37	31	17.4%	G	**0.85**
Gradko	20% TEA in water	2025	UB	Dudley Mbc	12	18	15	24.1%	G	**0.81**
Gradko	20% TEA in water	2025	R	Dudley Mbc	12	35	34	4.5%	G	**0.96**
Gradko	20% TEA in water	2025	R	Belfast City Council	10	22	22	0.6%	G	**0.99**
Gradko	20% TEA in water	2025	R	The Highland Council	11	15	12	22.9%	G	**0.81**
Gradko	20% TEA in water	2025	R	Eastleigh Borough Council	12	29	25	17.1%	G	**0.85**
Gradko	20% TEA in water	2025	UB	Eastleigh Borough Council	12	19	18	1.1%	G	**0.99**
Gradko	20% TEA in water	2025	R	Eastleigh Borough Council	12	20	19	8.5%	G	**0.92**
Gradko	20% TEA in water	2025	R	Cheshire West And Chester	12	28	28	-0.5%	G	**1.00**
Gradko	20% TEA in water	2025	R	Cheshire West And Chester	12	27	25	8.4%	G	**0.92**
Gradko	20% TEA in water	2025	R	Liverpool City Council	11	32	26	24.0%	G	**0.81**
Gradko	20% TEA in water	2025	KS	Liverpool City Council	10	46	40	15.9%	G	**0.86**
Gradko	20% TEA in water	2025	R	Nottingham City Council	10	25	24	3.3%	G	**0.97**
Gradko	20% TEA in water	2025	R	Belfast City Council	12	40	34	17.2%	G	**0.85**
Gradko	20% TEA in water	2025	R	Belfast City Council	12	33	31	6.5%	G	**0.94**
Gradko	20% TEA in water	2025	R	Wychavon District Council	12	27	26	5.5%	G	**0.95**
Gradko	20% TEA in water	2025	R	Worcestershire	12	12	13	-6.6%	G	**1.07**
Gradko	20% TEA in water	2025	KS	Brighton & Hove City Council	10	37	29	28.0%	G	**0.78**
Gradko	20% TEA in water	2025	R	Ards And North Down Borough Council	12	28	19	47.1%	G	**0.68**
Gradko	20% TEA in water	2025	R	Lisburn & Castlereagh City Council	12	21	19	10.8%	G	**0.90**
Gradko	20% TEA in water	2025		**Overall Factor[3] (30 studies)**				**Use**		**0.88**

Table C.3 – Bias Adjustment Factor

Monitoring Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2025	National	06/26	0.88
2024	National	06/25	0.84
2023	National	03/24	0.81
2022	National	03/23	0.83
2021	National	03/22	0.84

NO_2 Fall-off with Distance from the Road

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

automatic annual mean NO_2 concentrations corrected for distance are presented in Table B.1.

No diffusion tube NO_2 monitoring locations within Nuneaton and Bedworth Borough Council required distance correction for 2025.

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

Figure D.2 – Map of Non-Automatic Monitoring Site in AQMA 2 (Revoked February 2026)

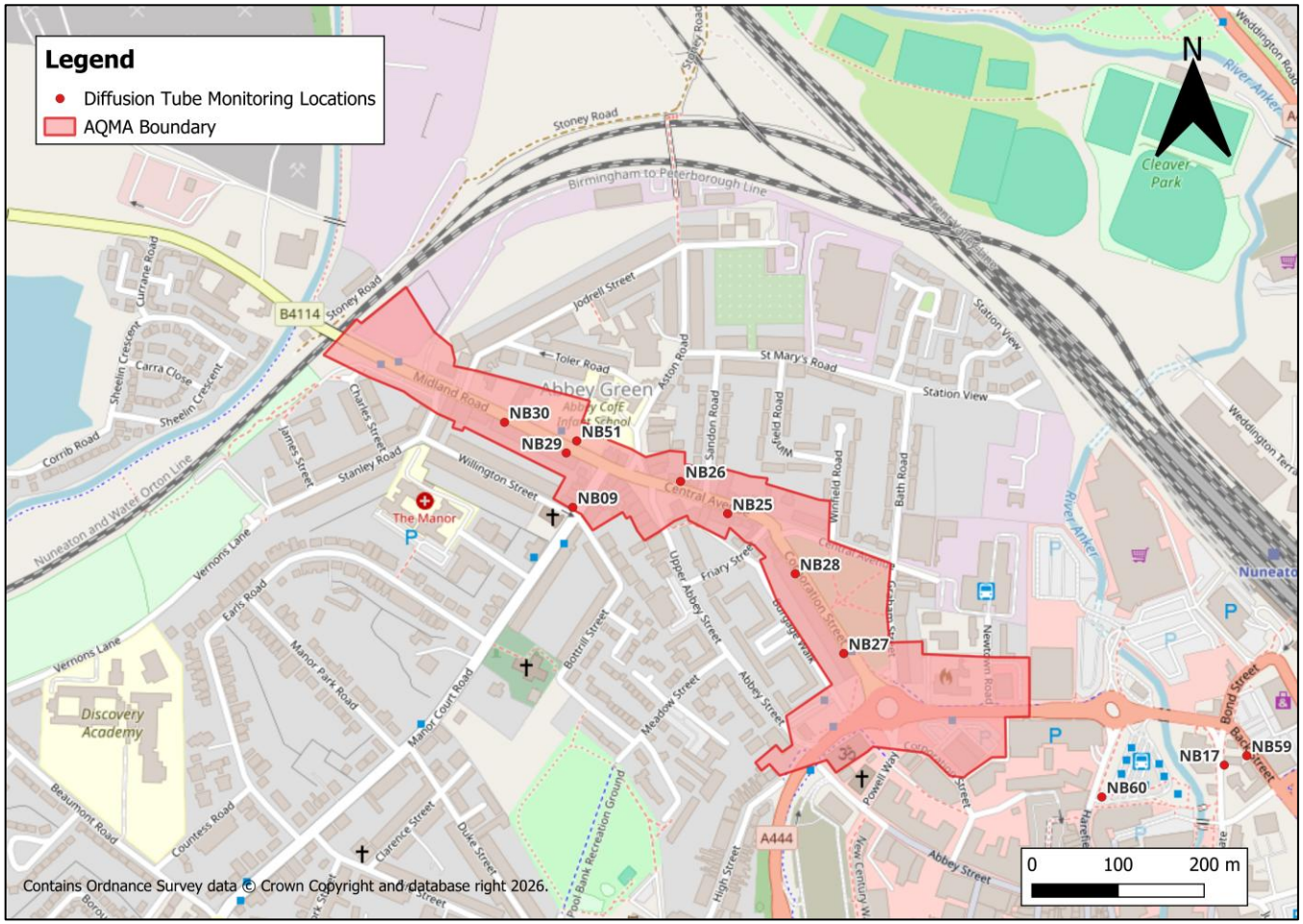


Figure D.2 – Map of Non-Automatic Monitoring Site in North Nuneaton

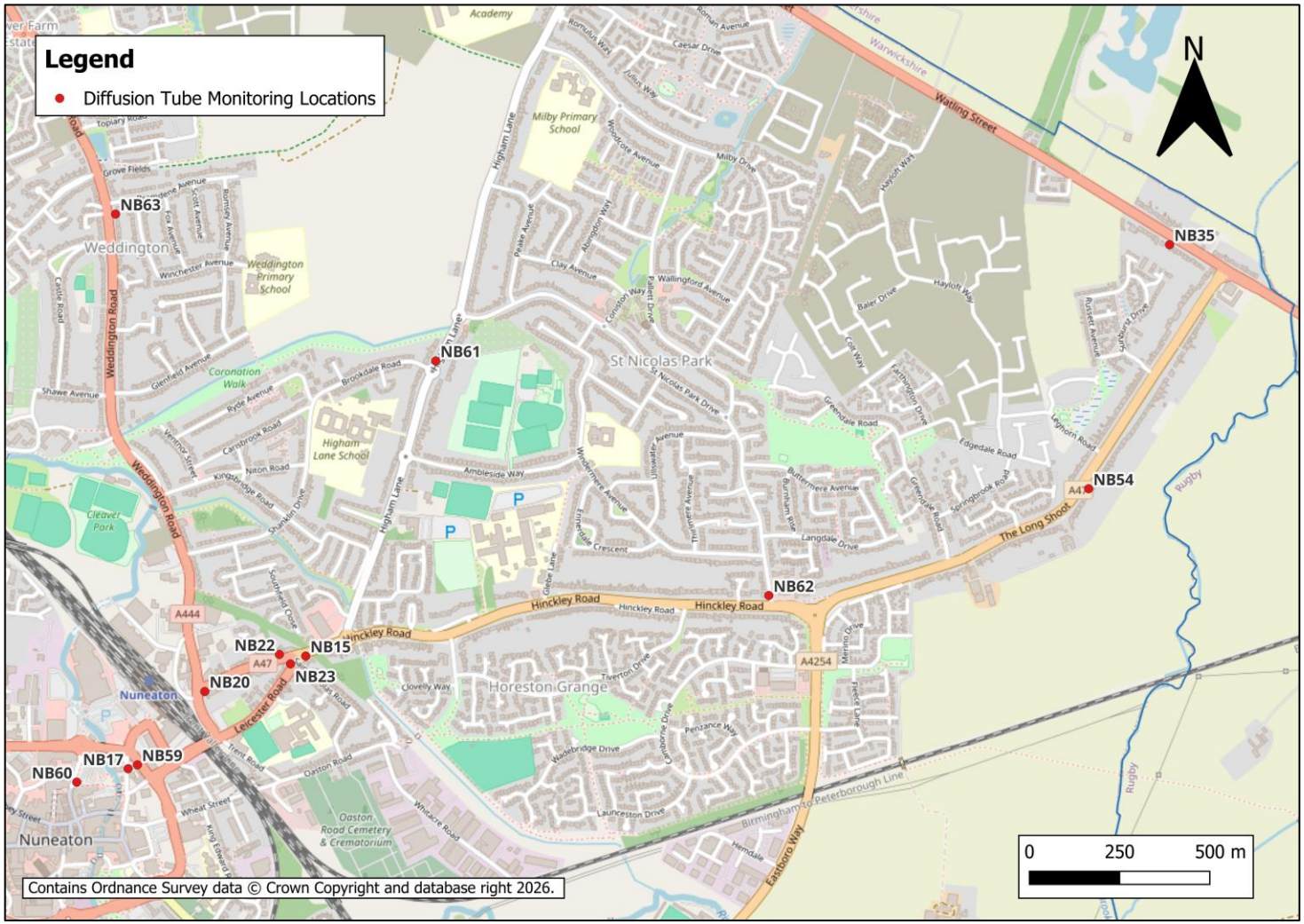


Figure D.3 – Map of Non-Automatic Monitoring Site in South Nuneaton

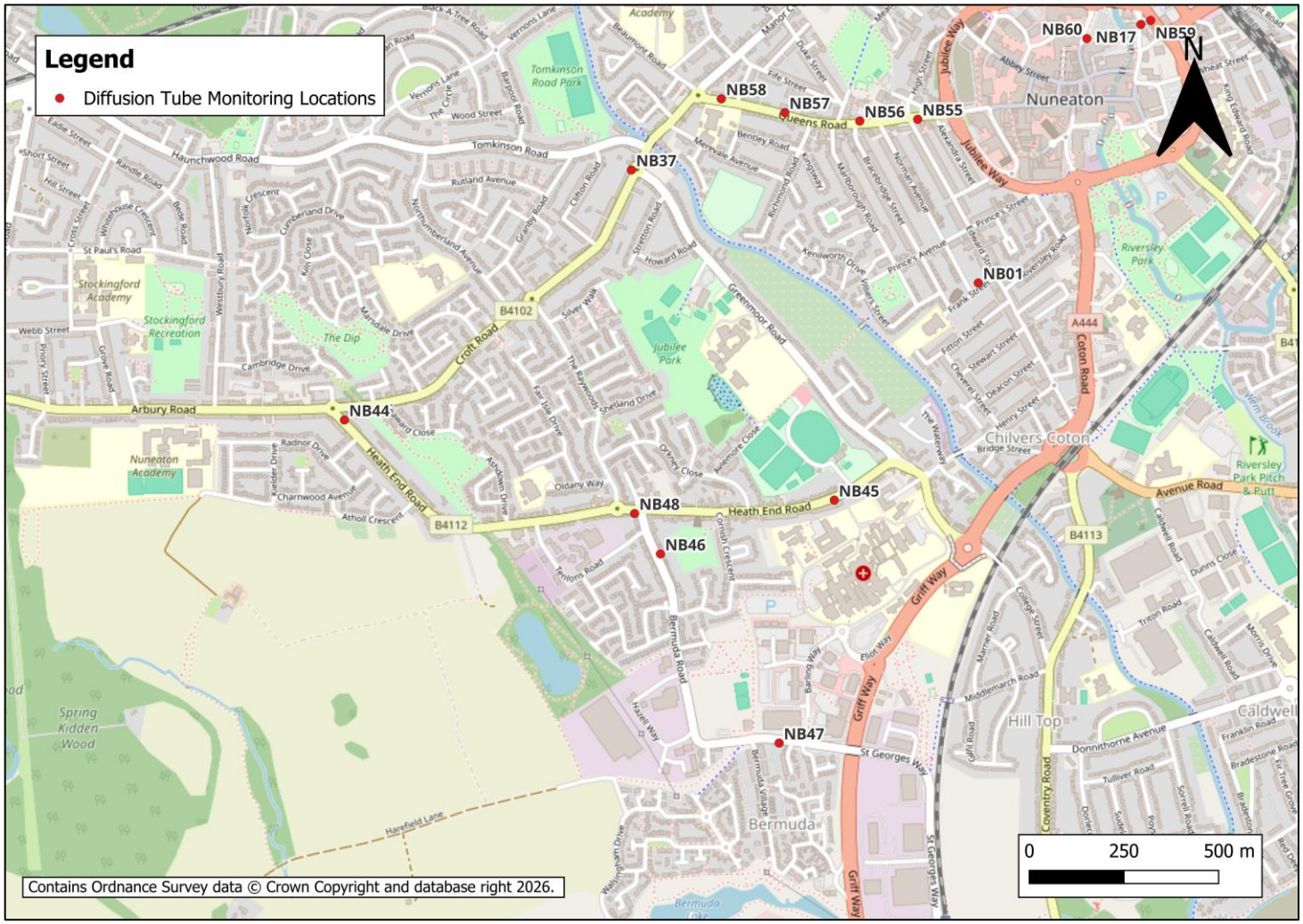
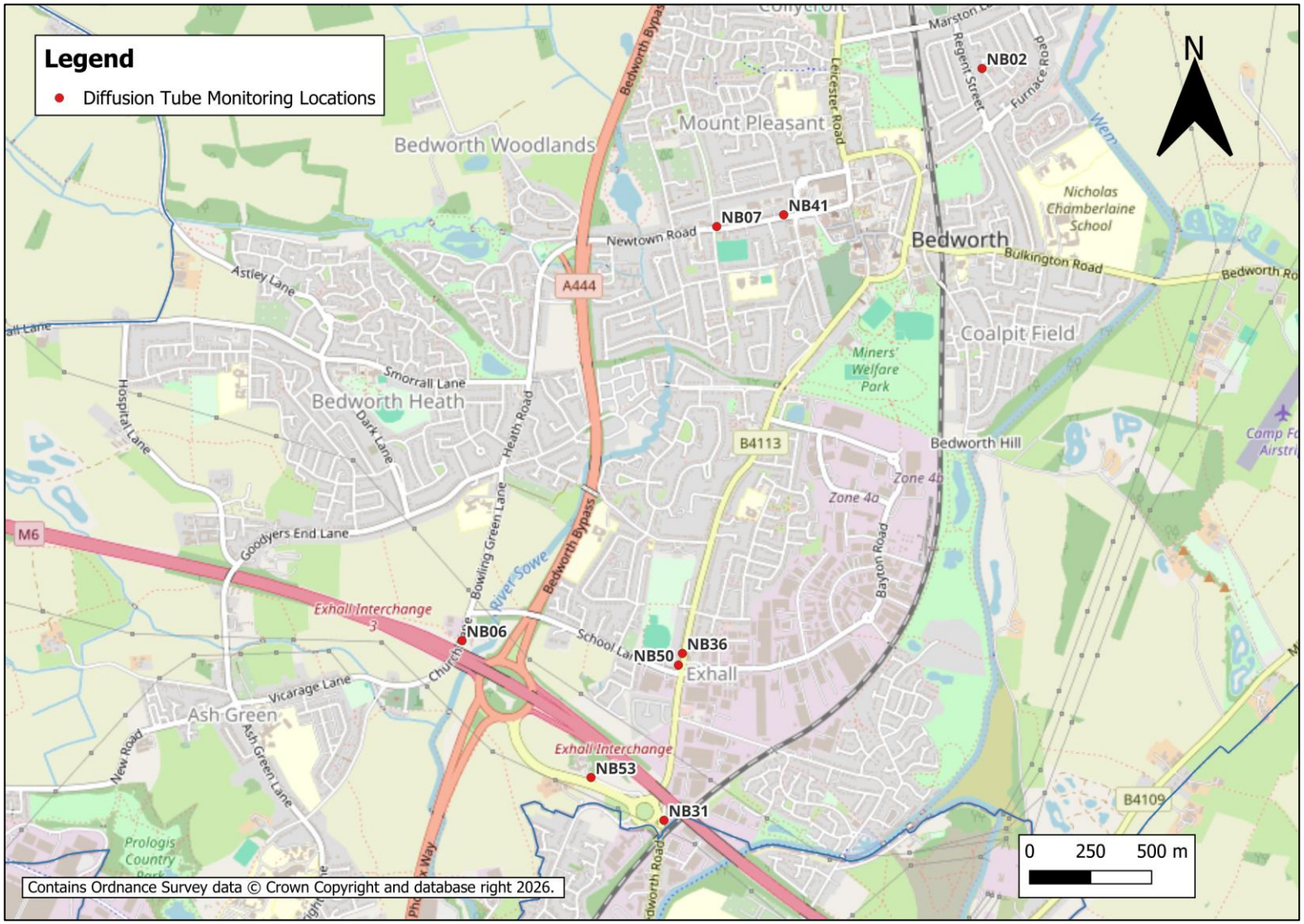


Figure D.4 – Map of Non-Automatic Monitoring Site in Bedworth



Appendix E: Summary of Air Quality Objectives in England

Table E.1 – Air Quality Objectives in England[7]

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

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

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

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- Public Health Outcomes Framework. 2019. Published by Department of Health and Social Care