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OXFORD 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: June 2026

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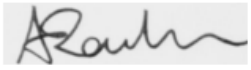
Report Reference Number	ASR2026
Date	June 2026

Local Responsibilities and Commitment

This ASR was prepared by the Environmental Sustainability Team of Oxford City Council with the support and agreement of Oxfordshire County Council colleagues.

This ASR has been approved by:



Cllr Anna Railton

(Oxford City Council's Cabinet Member for Planning and Zero Carbon Oxford)

Kate Holburn

(Deputy Director of Public Health & Communities, Oxfordshire County Council)

If you have any comments on this Annual Status Report please send them to the Environmental Sustainability Team at:

Town Hall, St Aldates – OX1 1BX (Oxford)
01865 249811 or email us at: airquality@oxford.gov.uk

Executive Summary: Air Quality in Our Area

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.

Pollutants of Greatest Concern

The city of Oxford, as with many urban areas throughout the United Kingdom, is subject to poor air quality, particularly in areas with high levels of road traffic. In Oxford, Nitrogen dioxide (NO_2) is the pollutant of greatest concern. The entire city has been a designated an Air Quality Management Area (AQMA) for NO_2 since 2010.

Citywide, NO_2 concentrations fell by an average of 5.6% in 2025, decreasing from 18 µg/m³ in 2024 to 17 µg/m³. In places of high bus traffic, such as High Street, we have seen reductions of up to 19%, again largely due to the Zero Emission Bus Regional Areas (ZEBRA) scheme, through which 159 electric buses have been introduced into Oxford's bus fleet. The rapid transition away from diesel buses on core routes has delivered substantial reductions in tailpipe emissions, particularly in the city centre and along key radial corridors where bus movements are frequent and exposure is high such as High Street and St. Aldates. Despite the ZEBRA scheme being fully implemented by December of 2024, 2025 was the first year to see the full results of this intervention. An evaluation report of the ZEBRA scheme can be found here.

St. Clements, historically one of Oxford's highest NO_2 locations, and the last remaining site above our local annual mean target, has seen a marked improvement, with annual mean concentrations falling from 34 µg/m³ in 2024 to 28 µg/m³, a reduction of about 18%.

$PM_{2.5}$ concentrations increased slightly at both monitoring locations. At St. Ebbes, annual mean concentrations rose from 6 µg/m³ to 7 µg/m³, while Oxford High Street increased from 7 µg/m³ to 9 µg/m³. Although there was a slight increase, it is important to note that

$PM_{2.5}$ can be affected by long-range transport sources as well as local sources. Despite these increases, Oxford has consistently met all UK legal limits in recent years and in 2025 both sites remain well below the annual mean $PM_{2.5}$ concentration target of 10 µg/m³ for England by 2040.

Meeting Oxford's Local NO_2 Target

Oxford's Air Quality Action Plan (AQAP) 2021–2025 set an ambitious local objective to reduce annual mean nitrogen dioxide (NO_2) concentrations to 30 µg/m³ across the city by the end of 2025. Based on robust analysis of data from our monitoring sites citywide, the Council can now confirm that this target has been achieved. This represents a major milestone in Oxford's long-standing efforts to improve air quality and protect public health, particularly given the complexity of Oxford's transport system and the historically high levels of roadside NO_2 associated with traffic emissions.

Achieving this target is significant not only because it exceeds the national annual mean objective of 40 µg/m³, but because it demonstrates that sustained local action can deliver measurable improvements in air quality within an urban environment. Lower NO_2 concentrations are associated with reduced risks of respiratory and cardiovascular disease, improved quality of life for residents, and health benefits for vulnerable groups including children, older people, and those with existing health conditions. The achievement therefore marks an important contribution to tackling health inequalities and creating a healthier city.

This success reflects the cumulative impact of a coordinated package of interventions delivered in partnerships over several years. A central contribution has been made by the electrification of Oxford's bus fleet under the ZEBRA programme, which means electric buses account for 69% of the total bus mileage for the city.

The introduction of the Zero Emission Zone (ZEZ) in Oxford city centre in February of 2022 has also played a role. By incentivising the use of zero-emission vehicles and discouraging the most polluting traffic from entering the central area, the ZEZ has helped to reduce NO_2 concentrations in locations that have historically experienced exceedances in the city centre. The ZEZ has further helped to accelerate behaviour change, encouraging residents, businesses, and visitors to consider cleaner modes of travel and vehicle choices.

Oxfordshire County Council also introduced a congestion charge in October 2025 at four locations across the city. The impact of this scheme has not yet been analysed as there has not been enough time to gather air quality data. More analysis on the impact of the congestion charge should be made available in future ASRs.

Alongside regulatory and infrastructure-led measures, public awareness and engagement campaigns have supported progress by increasing understanding of air quality issues and promoting cleaner travel choices. Campaigns encouraging walking, cycling, public transport use, and reduced engine idling have helped build public support for air quality interventions and reinforce individual actions that collectively contribute to lower emissions. The OXONAIR website also allowed residents and visitors engage with air quality issues by providing accessible information from Oxford's monitoring network. By improving transparency and understanding of air pollution levels and trends, OXONAIR has supported informed decision-making, increased awareness of the health impacts of air pollution, and strengthened public support for air quality measures.

Despite reaching the local target set out in the AQAP (2021 – 2025), Oxford City Council recognises that more must be done, and the new AQAP (2026 – 2030) sets an even more ambitious local NO_2 target of 20 µg/m^3 to achieve across the city by 2030, going beyond the UK's legal limit of 40 µg/m^3. This reflects the understanding that no level of air pollution is truly safe and underscores the city's commitment to achieving the lowest and safest possible levels.

Oxford City Council is well on track to meet the new "20 by 30" local annual mean NO_2 target. Figure 14 in Appendix D shows that 73% of all sites are already at or below 20 µg/m^3.

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. NO_2 has a clear local pattern and is mostly concentrated where it is emitted: in urban areas and by busy roads, due to its relatively short lifetime (a few hours).
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, sea spray, and dust from soil or volcanic activity, as well as human made sources such as smoke from fires, emissions from industry and vehicles, and wear from tyres and brakes. When emitted, these particles can stay in the air for days or weeks, and travel distances of hundreds of miles. As a result, PM concentrations measured locally are often influenced by distant activities, many of which fall outside the jurisdiction or control of local authorities. PM_{10} refers to particles under 10 micrometres. Fine particulate matter or $PM_{2.5}$ are particles under 2.5 micrometres.
Ozone (O_3)	Ozone (O_3) is not emitted directly into the atmosphere in significant quantities, but is a secondary pollutant produced by reaction between nitrogen dioxide (NO_2) and hydrocarbons, in the presence of sunlight. Peak O_3 episodes are therefore strongly linked to typical summer weather conditions (high temperatures, sunny weather), giving rise to the so called "*summer smog*".

Air Quality in Oxford: Trends in 2025

Oxford's most recent source apportionment study (February 2025) showed that the largest contributor to nitrogen oxides (NO + NO_2) emissions was the transport sector, accounting for 44% of total emissions of these pollutants. This is followed by industry and services (30%), domestic heating (26%), and other sources – including waste, agriculture, solvents and natural sources – contributing less than 1%.

For $PM_{2.5}$ emissions, the leading source is domestic heating (35%), followed by transport (24%), industry and services (24%), waste (8%), solvents (5%) and nature and agriculture (4%).

Between 2015 and 2025, average NO_2 levels in Oxford fell by 53%. Since 2021, the year the city launched the Air Quality Action Plan (2021 – 2025), average NO_2 levels have decreased by 26%. In 2025, for the third consecutive year, Oxford met all UK legal limits for NO_2 in places of relevant exposure.

Citywide, NO_2 concentrations fell by an average of 5.6% in 2025, decreasing from 18 µg/m³ in 2024 to 17 µg/m³. In places of high bus traffic, such as High Street, we have seen reductions of up to 19%, again largely due to the Zero Emission Bus Regional Areas (ZEBRA) scheme, through which 159 electric buses have been introduced into Oxford's bus fleet. The rapid transition away from diesel buses on core routes has delivered

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[1] For a more detailed breakdown of PM2.5 and PM10, go to section 3.2.2

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is truly safe[2] and underscores the city's commitment to achieving the lowest and safest possible levels.

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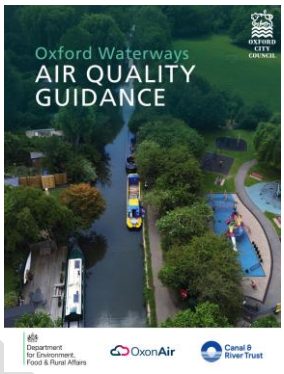
Actions to Improve Air Quality

The following lists all the air quality measures that the City Council and its partners have delivered over the last LAQM reporting year (June 2025 to June 2026) to improve air quality in the city. The list is presented in chronological order:

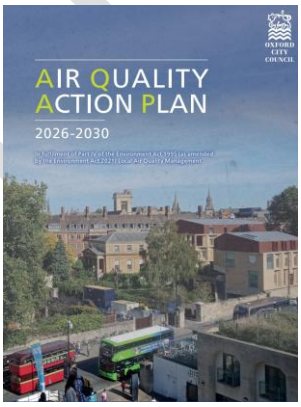
June 2025: Oxford City Council was awarded £21m from Green Heat Network Fund to enable the council to explore the potential for Oxford's first District Heat Network (DNC) (link to press release). The project is expected to significantly reduce city-wide emissions coming from buildings.

[2] In recent years, several studies seemed to indicate the existence of harmful effects of air pollution at levels below air quality standards previously considered to be safe. However, it was only on the 22nd September 2021, when the World Health Organization (WHO) updated its global air quality guidelines for outdoor air pollution, that clear evidence was finally provided of the damage air pollution inflicts on human health at much lower concentrations than previously understood.

October 2025: Oxfordshire County Council introduced a temporary congestion charge to help manage traffic during the extended closure of Botley Road. The short-term traffic measure is designed to reduce congestion, make bus journeys faster, allow for new and improved bus routes, make walking and cycling safer, reduce local air pollution and improve the health of our communities (link to congestion charge webpage). Traffic filters will replace the congestion charge once Botley Road is reopened to traffic in August 2026.



January 2026: To mark Clean Air Night on 22nd January, Oxford City Council published its Air Quality Waterways Guidance to support the boating community in Oxford by promoting sustainable and safe practices, particularly around heating and fuel use to improve air quality and protect public health.



February 2026: Oxford City Council approved a new Air Quality Action Plan (2026 – 2030), committing the city to a more ambitious target to protect residents' health and continue driving down air pollution. The new local annual mean (NO_2) target of 20 µg/m³ to be achieved across the city by 2030 aligns with the World Health Organization recommendations as well as latest EU Air Quality Directive (link to press release).

March 2026: Oxford City Council extended its electric cargo bike delivery partnership for another six months (March – August 2026). Cycle courier Velocity Ltd will continue to support traders in the adoption of sustainable delivery methods. Since its launch in March 2024, the partnership has made around 7,831 deliveries covering approximately 21,926 miles and supporting 27 businesses.

June 2026: Oxford City Council achieved its local annual mean target for NO_2 as set out in the Air Quality Action Plan (2021 – 2025). For the first time ever, all sites of relevant exposure (as per the LAQM guidelines) have seen an NO_2 annual mean below 30 ug/m^3.

Conclusions and Priorities

Oxford's 2025 air quality monitoring results show the following:

Nitrogen Dioxide (NO_2)

- NO_2 was monitored at a total of 118 sites in the city in 2025.
- Oxford City Council has met its 2025 local annual mean target of 30 µg/m^3, a commitment laid out in the city's AQAP (2021 – 2025) at all sites considered to be of relevant exposure under LAQM.
- Three sites (outside the purview of LAQM monitoring requirements[3]) were found to be in breach of Oxford's local annual mean target for NO_2 (30 µg/m^3). These locations are: Headington Hill (TF19), and Oxford's ring road (TF27 and TF36).
- None one of the 118 sites were found to be in breach of the UK's legal annual mean limit value of 40 µg/m^3 for NO_2 in 2025.
- None of the 118 sites is likely to have been in breach of the hourly mean objective[4] for NO_2 (200µg/m^3) – this was the case for the ninth consecutive year.
- In 2025, NO_2 levels decreased (on average) by 5.6% across the city, and by an average of 14% on high bus traffic routes (High Street and St Aldates) when in comparison with the previous reporting year of 2024. 2025 was the first full year in which we have fully seen the positive decrease in air pollution due to the introduction of 159 new electric buses in the city.
- Over the last decade (2015-2025), NO_2 levels have reduced in the city (on average) by 53%, with 26% of those reductions alone occurring since 2021, the year the city launched its previous Air Quality Action Plan 2021-2025[5].

[3] Headington Hill and Oxford's ring roads are not considered a location of relevant exposure (i.e., a location where members of the public are likely to be regularly present for a period of time appropriate to the averaging period of the annual mean limit value). The purpose of monitoring at these locations relates solely with the evaluation of the possible impacts' future interventions (traffic filters) can cause in terms of traffic displacement. They are not subject to our AQAP local annual mean target.

[4] According to LAQM TG22, only annual means NO_2 that are equal or above 60 µg/m^3 represent locations where exceedances of the hourly mean of this pollutant are likely.

[5] The AQAP 2021 – 2025 has been superseded by the AQAP 2026 – 2030 which was formally adopted in February 2026. The reporting period for the year 2025 relates to the previous AQAP which ran until the end of 2025.

The full 2025 dataset of diffusion tube monthly mean values is provided in Table A.4 in Appendix A.

Particulate Matter (PM_{10} and $PM_{2.5}$)

PM_{10} and $PM_{2.5}$ were both monitored by automatic continuous monitors at AURN St Ebbes (urban background) and Oxford High Street (roadside) in 2025.

- The PM_{10} annual means obtained for these sites were of 10 and 17 µg/m^3. respectively. These values are both below the current UK legal annual mean limit of this pollutant (40 µg/m^3). St. Ebbes was below the WHO recommended annual mean for PM_{10} (15 µg/m^3) but Oxford High Street was slightly above.
- The $PM_{2.5}$ annual means obtained for these sites were of 7 and 9 µg/m^3 respectively. These values are below the current UK legal annual mean limit of this pollutant (10 µg/m^3 by 2040) and above the WHO recommended annual mean (5 µg/m^3).

Ozone (O_3)

Ozone measurements obtained from the automatic monitor at AURN St Ebbes exceeded the legal air quality objectives for this pollutant 145 times, during a total of 22 days in 2025. AURN St. Ebbes has therefore not met the AQ objectives for this pollutant in 2025.

Priorities for 2026:

Oxford City Council's priorities for the next reporting year are well defined and align with the city's new AQAP (2026 – 2030). During the next reporting year, Oxford City Council and its partners are prioritising:

- The delivery of trial traffic filters in Oxford city to reduce congestion and continue to drive down levels of NO_2 once Botley Road reopens to traffic in August 2026; and
- The updating of the Oxford City Council's Air Quality Planning Guidance.

How to get Involved

One key to changing the current threat of air pollution is educating the communities most impacted by it, providing them with the knowledge that allows them to make more informed choices, not only on how they can reduce their personal exposure to air pollution, but also on how they can contribute to the reduction of air pollution levels in the city.

In September 2023, Oxford City Council (in partnership with all the Districts in Oxfordshire and Oxfordshire County Council) launched the air quality website for Oxfordshire: OXONAIR.

This platform provides residents and visitors with a wealth of useful information and guidance on Oxford's air quality. It includes access to real-time data from all current air quality monitoring locations, historical data, pollution trends, air quality forecasts, and a free subscription-based alert system. Users can also find updates on the latest air quality projects, as well as access to relevant policy documents, modelling studies, and reports.

Both the City and County Councils are strongly committed to reducing air pollution in the city, and very good progress has been made over the last few years to that regards. However, air pollution is not a problem that the City Council and its partners are able to completely solve on their own - everyone deserves to breathe clean air, but it is important to highlight that everyone also has a role to play in improving air quality levels in the city, as our everyday decisions can have a powerful impact on the air we breathe. Some of the questions to ask ourselves are:

- ✓ Do I burn wood for a nice ambiance or for disposal?
- ✓ Can I pledge to replace a quarter of my car journeys with cycling or public transport?
- ✓ How can I prioritise other ways of getting my children to school like walking, cycling or car sharing?

We all have a huge role to play, and we can all be part of the solution. Encouraging walking and cycling in the city not only has a positive impact on air quality levels, but it also has multiple other benefits, including increasing the health of wellbeing of all those who live, work and visit Oxford.

Other ways of getting involved

- ✓ If you are a teacher or a person responsible for running an environment club or something similar with young people, please have a look at our Air Quality Toolkit which contains a series of interesting scientific air quality activities (linked with national curricula), and which promote an understanding of the causes and impacts of air pollution with the aim to reduce children's exposure to air pollutants, within the school and through their travel.
- ✓ If you live in an area where idling of car engines is a concern, please have a look at the design resources that Oxford City Council has made available to the general public, and which you can download and use to run anti-idling campaigns in your local area.

- ✓ Do you have a wood burner, or are you thinking about getting one? Please be aware that the entire administrative area of Oxford has been a Smoke Control Area since December 2024. Visit our website to learn more about the health impacts of wood burning and the steps you must follow to use a wood burner in a cleaner, more efficient, and legally compliant way.
- ✓ If you are a boater, have a look at the specific air quality waterways guidance that we have recently released to help you burn better and breathe better.
- ✓ Look out within your local communities for active groups which have specific interest in air quality matters (ex: Local Friends of the Earth or CAG Oxfordshire);
- ✓ You can also contact Oxford City Council's air quality team directly at any time for any air quality related matter via the following email: airquality@oxford.gov.uk;

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1 Local Air Quality Management

This report provides an overview of air quality in Oxford 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 Oxford 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.

2 Actions to Improve Air Quality

2.1 Air Quality Management Areas

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

A summary of AQMAs declared by Oxford City Council can be found in Table 2.1. The table presents a description of the AQMA that is currently designated within the city of Oxford. Figure 12: Map of the city's AQMA, provides a map of Oxford's current AQMA and a link to Oxfordshire's air quality website (OXONAIR), where all the air quality monitoring locations in relation to this AQMA and latest values measured can be found. The air quality objective pertinent to the current AQMA designation is:

- ✓ NO_2 annual mean.
- ✓ NO_2 hourly mean.

Table 2.1 – Declared Air Quality Management Areas

AQMA Name	Date of Declaration	Pollutants and Air Quality Objectives	One Line Description	Is air quality in the AQMA influenced by roads controlled by Highways England?	Highest Concentration: Declaration	Highest Concentration: Current Year	Number of Years Compliant with Air Quality Objective	Name and Date of AQAP Publication	Web Link to AQAP
The city of Oxford	Declared 2010	NO_2 annual and hourly mean	The whole administrative area of Oxford City Council	YES	78 µg/m^3	28 µg/m^3	NO_2 hourly mean: 9 years NO_2 annual mean: 3 years	AQAP (2026-2030) February 2026	Visit the AQAP for Oxford's city-wide AQMA here

☒ **Oxford City Council confirm the information on UK-Air regarding their AQMA is up to date.**

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

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

Defra's appraisal of last year's ASR concluded that the evidence provided by Oxford City Council in its latest AQ ASR, and the conclusions reached, were accepted for all sources and pollutants. Oxford was also commended for its robust actions to improve air quality such as:

- Zero Carbon Oxfordshire Partnership
- Air Quality Action Plan 2026 – 2030

Oxford City Council was also commended for having easy to use mapping of monitoring locations.

Oxford 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 30 measures are included within Table 2.2, with the type of measure and the progress Oxford 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 2.2.

More detail on these measures can be found in Oxford City Council's Air Quality Action Plan. Key completed measures are:

- Delivery of the city's new Air Quality Action Plan, covering the period 2026 – 2030.
- Continued expansion of the City Council's fleet of electric vehicles.
- Continued progression of the preparation of the ZEZ expansion.
- Continued roll out of EV chargers across the city.
- Implementation of congestion charge at four locations across the city. This will be replaced with traffic filters alongside the reopening of Botley Road, planned for August 2026.

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

- Introduction of trial traffic filters by Oxfordshire County Council.
- To continue the expansion of the City Council's fleet of electric vehicles.
- To continue the roll out of EV chargers across the city.

- The use of the AQ LAT tool and policy scenarios to inform policy and growth ambitions.

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

- Neighbouring local authorities (South, Vale, Cherwell and West Oxfordshire District Councils);
- Oxfordshire County Council (The Highways Authority);
- Canal & River Trust;
- Birmingham University;
- Oxford University;
- Oxford Direct Services;
- Ricardo Energy & Environment;
- Velocity Cycle Couriers Ltd

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

- The potential for long term lack of central government funding to help local authorities implementing future air quality measures – the fact that DEFRA's Air Quality grant has been paused is an important motive of concern as it may negatively impact the capacity for the City Council to continue to deliver important measures to reduce air pollution at local level in future years.
- The Council is currently operating within a period of significant organisational uncertainty arising from the proposed Local Government Reorganisation (LGR). This presents a particular challenge in relation to the development and delivery of the Air Quality Action Plan for the period 2026–2030. At present, it is unclear whether the City Council will continue to exist as a standalone authority over the lifetime of the forthcoming AQAP, or whether responsibilities for air quality management will transfer to a new or reorganised authority. While the AQAP (2026 – 2030) has been approved and formally adopted, uncertainty remains regarding future governance arrangements and the longer-term role of the City Council in delivering the actions set out within it.

Table 2.2 – Progress on Measures to Improve Air Quality

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
Priority Air Quality Actions														
24	Delivery of Oxford Core Transport Schemes (explore opportunities for implementation of Workplace Paring levy + introduction of Traffic Filters)	Traffic Management	Workplace Parking Levy/ Traffic Filters	2021	2023-2024	Oxford City Council + Oxfordshire County Council	LAs own budgets, Bus Service Improvement Plan (BSIP), future income raised by the WPL	Partially funded	£5-8m (excludes funding for complementary bus and walking and cycling improvements)	**Completed**	NOx and PM reductions have been estimated here	Traffic counts, numbers of people travelling by bus, cycling, or walking, number of businesses enrolled, enforcement stats. Reduction of NOx, PM_{10} and $PM_{2.5}$ concentrations	The Traffic Filters trial is still planned to commence once Botley Road reopens. Botley Road is expected to open in August 2026. As an interim to tackle congestion, the county council implemented a temporary congestion charge. The scheme started on Wednesday 29 October 2025	The project programme is currently being reviewed. Further details, including updated programme will be published on the county council's webpages at the appropriate time: https://www.oxfordshire.gov.uk/residents/workplace-parking-levy
7	Delivery of city-wide campaign on how to implement DEFRA's best practice on the use of open fires and wood burning stoves, and on how to reduce burning of inappropriate fuel	Public Information	Via Leaflets/ Via the Internet/ Via other mechanisms	2021	2022	Oxford City Council + Friends of the Earth+ River Trust	DEFRA AQ Grant	Fully Funded	£45,000	**Completed**	NOx reduction not estimated, but communication campaigns can increase awareness of up to 12% and behaviour change of up to 6% (Clean Air Day)	Reduction of nuisance complaints, Reduction of NOx, PM_{10} and $PM_{2.5}$ concentrations	Oxford City Council published an Air Quality Waterways Guidance supporting the boat dwelling community on best practice for burning	Oxford's 'Do You Fuel Good?' campaign has been made available here
15	Electrification of Oxford's city bus fleet	Promoting Low Emission Transport	Company vehicle procurement - prioritising uptake of low emission vehicles	2021	2024	Department for Transport (DfT) + Oxfordshire County Council Transport Planning Team + Local bus operators	DfT via Zero Emission Bus Regional Area (ZEBRA) (£32.8m) + Local sus Operators (£43.7m) + Oxfordshire County Council (£6m)	Partially funded	>£10 million	**Completed**	Oxford's Source Apportionment Study (published in February 2025) estimates a reduction of 28% (from 32% to 4%) in the contribution of buses to the city's total road NOx emissions	Number of buses delivered	The ZEBRA project was completed in December 2024, meaning 2025 was the first calendar year to see the air quality improvements from the base year of 2023 (prior to project delivery)	A comprehensive mixed-methods study was undertaken, led by the University of Birmingham and funded by the National Institute for Health & Care Research (NIHR), with collaboration between transport, climate action and public health colleagues. Electric buses reducing air and noise pollution in Oxford, research suggests Provisional data suggests that bus fleet electrification has reduced roadside citywide nitrogen dioxide (NO_2) concentrations across Oxford by an average of 10 per cent from 2023 to 2024, and up to 24 per cent in areas of high bus traffic such as St Aldates and High Street
1	Work with schools, vulnerable groups and hard to reach communities to raise awareness of air pollution and promote Active Travel	Public Information + Promoting Travel Alternatives	Student Assemblies + Air Quality campaigns + Promotion of Cycling and Walking	2021	Annually 2021-2025	Oxford City Council + Oxfordshire County Council + Friends of the Earth	Active Travel Fund, LAs annual budget	Fully Funded	< £10k	**Completed**	NOx reduction not estimated, but increase of up to 23% in walking rates and reduction of up to 30% car journeys was observed with the delivery of the active travel programme WOW + communication campaigns can increase awareness of up to 12% and behaviour change of up to 6% (Clean Air Day)	Number of walking, cycling, scooting, car, and park & stride trips, Number of participating schools and deprived areas and of activities delivered	Community Outreach Active Travel Programme was delivered in 2025 which includes a range of walking and cycling initiatives which help to promote healthy travel behaviours. In 2025, 2277 people in Oxfordshire were reached and supported to walk, ride and wheel for travel, reaching 1000 more people than last year	Some examples of projects include women and children's cycling lessons at Florence Park, bikeability delivered to 45 staff members from Oxford University Hospitals, Joy Riders at Rosehill taught 43 adults and 10 children to cycle, and 14 individuals from Barton and Carfax

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2	Support city-wide events that aim to accelerate the uptake of sustainable transport	Public Information/ Promoting Low Emission Transport/ Freight and Delivery Management	Webinars/ Summits Physical Events	2021	Annually 2021-2025	Oxford City Council + Other Partners (ex: Green TV)	Sponsorship	Fully Funded	Not estimated	**Completed**	NOx reduction not estimated, but communication campaigns can increase awareness of up to 12% and behaviour change of up to 6% (Clean Air Day)	Total amount of attendees and Businesses participating, number of businesses adopting sustainable delivery options, number of business compliant with the ZEZ	.Go Electric Oxford City was a community event on 1 November in Oxford showcasing EVs, e-bikes, energy efficiency solutions, heat pumps and more	Support is on-going and delivered on an annual basis
3	Support projects that increase Oxford's Air Quality/AQ & Health evidence base	Public Information	Other	2021	Annually 2021-2025	Oxford City Council + Oxfordshire County Council (Public Health/Innovation Teams)	Several types of funding possible (Innovate UK, DEFRA AQ Grant, UKRI)	Partially funded	Not estimated (Successful bids and projects will be added on a regular basis)	**Completed**	Not directly applicable – NOx reduction not estimated	Total amount of partnerships created; number of AQ/health studies delivered	Oxfordshire County Council completed the air quality modelling project to understand population exposure	The data was fed into the air quality life course assessment tool (AQLAT), a tool that provides health and economic baseline figures and savings from applied air pollution interventions demonstrating local health impacts caused by air pollution
4	Develop partnership work with NHS, commissioners, and providers to increase awareness of air pollution amongst patients and reduce their personal exposure to air pollution	Public Information	Via the Internet/ Via other mechanisms	2021	2021-2025	Oxford City Council + Oxfordshire County Council (Public Health Team)	LAs annual budget	Not funded yet	Not estimated	Completed	NOx reduction not estimated, but communication campaigns can increase awareness of up to 12% and behaviour change of up to 6% (Clean Air Day)	Number of workshops /training sessions delivered, reduction in number of hospital admissions for COPD patients	Oxfordshire County Council has commissioned Cambridge Environmental Research Consultants (CERC) to model interventions for NHS partners	The CERC report has been shared with NHS partners
5	Improve air quality communication on our website and associated websites to assist the public in accessing reliable information about air pollution	Public Information	Via the Internet	2021	Q1 2023	Oxford City Council + all other DCs in Oxfordshire + Oxfordshire County Council	DEFRA AQ Grant	Fully Funded	£162,500	**Completed**	NOx reduction not estimated, but communication campaigns can increase awareness of up to 12% and behaviour change of up to 6% (Clean Air Day)	Number of website visitors, Number of website downloads, Reduction of public requests for AQ information,	In 2025, there were 12k active users, a 175% increase in users since 2024.	The website has budget allocated for ongoing maintenance
6	Explore opportunities to use green infrastructure to reduce exposure to poor AQ levels	Public Information	Other	2021	2021-2025	Oxford City Council + Oxfordshire County Council + Highways England	LA annual budget + Other sources of funding (still to be identified)	Partially funded	Not estimated (Successful bids and projects will be added on a regular basis)	**Completed**	Reduction of up to 50% in exposure to air pollution levels where green infrastructure is installed (Greater London Authority)	Air Quality data, number of species planted	Oxford City Council published its Urban Forest Strategy in November 2021. It recognises that the urban forest can help to reduce air pollution. In Oxford, our urban forest is estimated to filter 65 tonnes of airborne pollutants each year	In June 2026 Oxford City Council will publish an updated spatiotemporal Tree Canopy Cover Report which will show canopy cover levels by ward (2009 – 2022)
8	Work with the District and County Councils on a	Public Information	Via Leaflets/ Via the Internet/	2021	2021-2025	Oxford City Council + all other DCs in Oxfordshire +	LAs annual budget	Fully Funded	Staff time only	**Completed**	NOx reduction not estimated, but communication	Number of campaigns run together between all the	Oxfordshire County Council developed a communication plan last year and	

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	coordinated approach to public awareness and education		Via other mechanisms			Oxfordshire County Council					campaigns can increase of awareness of up to 12% and behaviour chang	District Councils	has maintained it to enable co-ordinated air quality communications across the county. An Oxon Air LinkedIn page was set up in 2025 to share air quality updates to raise awareness. The page gained 52 followers and 303 organic impressions	
9	Introducing a Euro VI LEZ for buses in Oxford	Promoting Low Emission Transport	Low Emission Zone (LEZ) or Clean Air Zone (CAZ)	2021	2022	Oxford City Council + Oxfordshire County Council + local bus operators	LAs annual budget, CBTF	Fully Funded	Staff time only	Withdrawn	Estimated reductions of between 5% to 12.8% of total city Road NOx emissions (Ricardo's Source Apportionment Study)	LEZ Euro VI Approved bus database	This measure has been superseded by AQAP measure 15	
10	Introducing Ultra Low emission standards for Hackney Carriage Vehicles	Promoting Low Emission Transport	Taxi Licensing conditions	2021	2025	Oxford City Council	LAs annual budget	Fully Funded	Staff time only	On Hold	Up to 0.1% total city Road NOx emissions (From Ricardo EE's latest source Apportionment Study – February 2025)	Amount of New HCV Applications, enforcement stats	Oxford City Council agreed to postpone the introduction of the final ULEV new emission standards for Hackney Carriage Vehicles until 2028 to align with Local Government Reorganisation (LGR)	You can find the decision here
11	Delivery of Zero Emission Zone (measures to incentivise zero emission vehicles or place restrictions on other vehicles in Oxford)	Promoting Low Emission Transport/ Traffic Management	Low Emission Zone (LEZ) or Clean Air Zone (CAZ) / Road User Charging (RUC)/ Congestion charging	2021	2021-2025	Oxford City Council + Oxfordshire County Council	LAs annual budget, DEFRA AQ Grant and other sources of funding	Partially Funded	ZEZ Pilot - £267,400	**Completed**	recorded NO_2 reductions of up to 18% on the affected streets ZEZ Pilot evaluation monitoring report published here	Behavioural responses, AQ monitoring, ANPR counts	The city centre ZEZ Pilot was launched on 28th February 2022. Details of this now active scheme can be found here	A consultation for the ZEZ expansion is expected in spring 2026
12	Increase the amount of EV charging infrastructure in the City.	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging,	2021	2021-2025	Oxford City Council + Oxfordshire County Council	Innovate UK, AQ DEFRA Grant, OLEV Grant scheme, LAs budget	Fully Funded	Not estimated	**Completed**	NOx reduction not estimated	Number of EV Chargers Installed	The Local EV Infrastructure (LEVI) fund was successfully bid for. Identified sites are moving into feasibility and will be delivered by autumn	The LEVI procurement process, including the tendering evaluation and contract award stages took longer than anticipated and delayed the start of installations
13	Expansion of City Council's EV Fleet (Electrification of 25% of vehicle fleet)	Promoting Low Emission Transport	Company Vehicle Procurement - Prioritising uptake of low emission vehicles	2021	2023	Oxford City Council	Innovate UK, LAs annual budget	Fully Funded	Not estimated	**Completed**	NOx reduction not estimated	Number of Electric vehicles purchased	Oxford Direct Services (ODS) added 159 vehicles to its fleet between 2021 and 2025	35% of the total fleet is now EV
14	Development of an EV Strategy for Oxfordshire	Policy Guidance and	Other Policy	2021	2021	Oxfordshire County Council + other DCs	LAs own budget	Fully Funded	Not estimated	**Completed**	NOx reduction not estimated	Publication of EV strategy and adoption of Strategy by all	Oxfordshire EV Infrastructure Strategy (OEVIS)	Oxford City Council has also published in July 2022 an EV strategy specific for the city of Oxford, which sets out EV infrastructure targets for 2026, 2030, and 2040 to meet our Net Zero targets. This

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		Development Control										District Councils	was adopted and published	includes metrics for ensuring car clubs are situated in city car parks to encourage the move away from car ownership, residential electric charging to stay in step with the increase in EV ownership and the move to electric for the council fleet
16	Delivery of Oxford's Energy Super Hub	Promoting Low Emission Transport/ Promoting Low Emission Plant	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, E charging. Replacement of combustion sources	2021	2022	Oxford City Council + Partners	Innovate UK	Fully Funded	£41 million	**Completed**	10,000 tonnes of CO_2 per year saving by 2021, rising to 25,000 tonnes per year by 2032 + up to 22% reduction of NO2 emissions from transport by 2032	Number of EV chargers and Ground Source Heat Pumps (GSHP) installed, number of EVs purchased, AQ monitoring	Oxford City Council delivered 42 new fast and ultra-rapid charging points (powered entirely by renewable energy)	All relevant info about this project can be found at the ESO website here
17	Delivery of Air Quality Benefits through Planning System (Reduce amount of car parking in the city + increase EV charging infrastructure + require more efficient/less pollutant domestic heating technologies)	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance/ Other Policy	2021	Annually 2021-2025	Oxford City Council	LAs own budget	Fully Funded	Not estimated	**Completed**	NOx and PM reductions not estimated	Number of developments with EV chargers /number of EV chargers installed number of Planning conditions discharged	Already being delivered through Oxford's Local Plan. New air quality policies under Oxford's proposed new local plan 2040 include the obligation of developers to comply with the city's current and future local annual mean targets for NO_2	
18	Delivery of eco-moorings (electric bollards) at the visitor moorings in Aristotle Lane	Promoting Low Emission Transport + Promoting Low Emission Plant	Other Policy	2021	2024	Oxford City Council (Environmental Sustainability Team) + Canal & River Trust	DEFRA Air Quality Grant	Fully Funded	£100k - £500k	**Completed**	Reduced NOx and $PM_{2.5}$ emissions from diesel generators and wood burning	Electricity usage Number of boats using eco-moorings Number of smoke complaints	On the 23rd May 2025, Oxford City Council and the Canal and River Trust delivered six "eco-moorings" at the towpath visitors' moorings of Aristotle Lane, on the Oxford Canal. The power points at these moorings can now provide electric power for up to six visiting boaters to reduce their reliance on diesel engines, generators and wood burners for their day-to-day energy needs	The sockets have range of capacity, with five 16-amp sockets and one 32-amp socket which will support the charging of electric propulsion boats (e-boats) All sockets will also have the capability to become 32-amp in the future, based on demand
19	Upgrade Energy Efficiency of City Council's Housing stock	Promoting Low Emission Plant	Other Policy	2021	Annually 2021-2025	Oxford City Council	LAs own budget	Partially funded	Not estimated	**Completed**	NOx and PM reductions not estimated	Number of boiler upgrades, insulations and high efficiency storage heaters installed per year	From April 2025 – March 2026, 11 Air Source Heat Pumps (ASHPs) were installed and 438 boilers have been upgraded, funded through HRA. We also had 281 insulation upgrades in 2025	Access to properties and refusals continue to be the major barrier to the roll out of retrofit in the Council's housing stock

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													funded by SHDF 2.1	
20	Provide Energy advice services: employ Energy advice Officers to visit Council homes and advise tenants, whilst also identifying energy saving improvements to the properties	Promoting Low Emission Plant	Other Policy	2021	Annually 2021-2025	Oxford City Council	LAs own budget	Fully Funded	Not estimated	**Completed**	NOx and PM reductions not estimated	Total amount of home visits and of energy savings per year	From 1st November 2024 - 1st October 2025 Better Housing Better Health conducted 432 warm and well assessments as well as 107 home visits in Oxford. BHBH have also had 180 partner referrals into BHBH, 205 new incomes identified, 235 energy supplier/tariff enquiries and 42 energy efficiency referrals	In house energy advice services for our own tenants are no longer resourced. City Council tenants and all residents in Oxford can access the BHBH service which provides free energy and cost of living advice
21	Use of central government's ECO Flexible Eligibility funding to identify and designate households as eligible under the Affordable Warmth Scheme	Promoting Low Emission Plant	Other Policy	2021	Annually 2021-2025	Oxford City Council	ECO Flexible Eligibility funding	Partially funded	Not estimated	**Completed**	NOx and PM reductions not estimated	Total amount of households being granted with energy efficiency improvements	In 2025/2026 financial year the City Council signed 35 declarations for ECO4 Flex. A further 13 properties (3 still in progress) benefited from the Home Upgrade Grant (HUG2) Scheme which saw 43 retrofit measures including: solar PV, Cavity Wall Insulation, Ventilation, Loft Insulation, ASHP, Wet Central Heating, Heating Controls installed. In 2025 the Warm Homes Local Grant resulted in 4 installations of retrofit measures	The main barriers to the uptake of ECO Flex remain the same, mainly due to lack of installers and overly complicated application process. The scheme has been extended until December 2026 for installers to complete ongoing works, but we are not accepting any new applications. To address these barriers Oxford City Council has been promoting these schemes as well as the recently launched Warm Homes: Local Grant funding
22	Implementation of a new city-wide Smoke Control Order	Promoting Low Emission Plant	Other Policy	2021	2024	Oxford City Council (Environmental Sustainability and Regulatory Services Teams)	DEFRA (via Air Quality New Burdens Smoke Control Areas grant (£11,710 x3) + Oxford City Council's own budget	Partially Funded	£10k - £50k	**Completed**	PM reductions not measured yet given the fact that its only in place for 4 months – Effective air quality impacts expected to be measured over the next reporting period	Reduction of the amount of nuisance complaints	The new city-wide Smoke Control Area has been in place since 1st December 2024	
23	Encourage the development of local heat networks	Promoting Low Emission Plant	Other Policy	2021	Annually 2021-2025	Oxford City Council	LAs own budget	Fully Funded	Not estimated	**Completed**	NOx and PM reductions not estimated	Number of planning applications using heat networks	Preliminary Market Engagement is ongoing to scope market interest in the development and delivery of HNs in the city	If a District Heat Network is developed, successful, it could provide low or zero carbon heat to major heat users in Oxford, providing a key deliverable of the Zero Carbon Oxford Action Plan and removing a large number of gas boilers, supporting air pollution targets

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25	Delivery of sustainable transport measures such as cycling improvements and bus priority lanes	Transport Planning and Infrastructure/ Traffic management	Cycle network/ Bus priority	2021	2021-2025	Oxford City Council + Oxfordshire County Council	DfT Active Tranche 2 & Growth Deal	Fully funded	£44m approx. for sustainable transport schemes on three Oxford radial routes and other locations	**Completed**	NOx and PM reductions not estimated	Local cycling and walking infrastructure plans (LCWIP) 50% increase by 2030 (Active Lives Survey)	In 2025/26, funding was secured to support the design and delivery of a range of active travel and public realm improvements across Oxford, including corridor schemes, city centre enhancements, neighbourhood measures, and cycle parking. Safety improvements to walking and cycling infrastructure have been delivered through targeted programmes, with upgrades such as new crossings, traffic calming, and footway interventions	Ongoing maintenance schemes have also improved the quality of cycle infrastructure on key routes across the city. Feasibility work has been completed to support future delivery of area-wide walking and cycling improvements, while options development and implementation of road safety measures on strategic routes and side roads is progressing through dedicated safety funding programmes
26	Roll-out of Controlled Parking Zones (CPZ) and Low Traffic Neighbourhoods (LTN)	Traffic Management	Traffic reduction	2021	2021-2023	Oxfordshire County Council	Department for Transport (Emergency Active Travel Fund); LAs own budget	Fully Funded	£1m approx. for CPZs £311,000 for LTNs	**Completed**	NOx and PM reductions measured	Implementation of the new CPZs and LTNs	Iffley Controlled Parking Zone was approved in November 2024 and became operational in February 2025	Funded by Oxford City Council's Community Infrastructure Levy, the county council is currently undertaking a review of seven existing CPZs across the city consultation. As part of these reviews, the county council will be updating parking restrictions including providing additional kerbside space for cycle and hire e-bike and e-scooter parking, and for car club vehicles
27	Work with businesses to explore the inclusion of innovative sustainable travel modes into their current business models	Freight and Delivery Management	Delivery and Service plans/ Freight Partnerships for city centre deliveries	2021	Annually 2021-2025	Oxfordshire County Council + Oxford City Council	DEFRA AQ Grant; LAs own budget, Energy Saving Trust	Partially funded	Not estimated	**Completed**	NOx and PM reductions not estimated	Number of businesses adopting sustainable travel modes	In March 2026, Oxford City Council extend for another 6 months its partnership with Velocity Cycle Courriers to continue to offer to Oxford businesses same-day and next-day zero-emission deliveries by electric cargo bike to destinations within the ring road Under the partnership, businesses can book deliveries to be carried out by a Velocity rider using the dedicated Oxford's Covered Market e-cargo bike, supported by Velocity's fleet of e-cargo bikes	The contract will run from March until August 2026

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													Oxford City Council subsidises 50% of each delivery, with participating businesses paying the remaining cost. This subsidy has allowed the partnership to continue for as long as possible, enabling businesses to continue to explore zero emission deliveries for longer	
28	Explore opportunities for implementation of consolidation centre to address city centre freight emissions	Freight and Delivery Management	Freight Consolidation Centre	2021	2026	Oxfordshire County Council + Oxford City Council+ Oxford University	LAs annual budget, and other sources of funding, Horizon Europe/Innovate UK	Partially funded	Not estimated (pending feasibility)	**Completed**	NOx reduction not estimated	estimated CO2 savings; parcels delivered by cargo bike per day by m2 of consolidation hub; number of businesses enrolled	Oxfordshire County Council trialled a Mini Consolidation Hub at Oxford Parkway to support Pedal & Post cargo-bike deliveries into North Oxford, with operations starting in December; Pedal & Post has since entered liquidation and the hub has been decommissioned, and P&P delivery data will be used to compare depot- and hub-based operations	
29	Work with schools to reduce exposure to air pollution by reducing the need to travel during drop off/pick up times (ex: School Streets)	Alternatives to private vehicle use/ Promoting Travel Alternatives	Other	2021	2025	Oxfordshire County Council	Active Travel fund for LAs in England	Partially funded	£60,000 approx. for School Streets	**Completed**	NOx reduction not estimated	Number of streets closed; schools enrolled	School Streets: • Tyndale Primary School Street trial began on 13/05/24 with ANPR Camera intervention made permanent from January 2025 • Sandhills Primary School Street trial began on 04/06/24 with ANPR Camera intervention made permanent from January 2025. Extension of school street approved, implementation likely to take place in May • St Mary and St John Primary School Street trial began on 13/05/24 with ANPR Camera intervention made permanent from January 2025 • New Hinksey School Street trial began on 04/06/24 with ANPR Camera	• A formal review for phase 2 school streets has not yet been reported however University of Birmingham completed a review of phase 1 and found school streets reduced NO2 concentrations during peak school times when children's exposure is highest. The strongest improvements were seen at St. Ebbes Primary School where concentrations fell by around 50 % during restricted periods, exceeding reductions seen at nearby urban background monitoring sites, indicating a clear local intervention effect

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													intervention made permanent from January 2025 • Continuing to engage with a number of schools on potential future active travel initiatives, including school streets and school zones	
30	Support Bikeability (free cycling lessons provided to pupils)	Promoting Travelling alternatives	Promotion of Cycling	2021	2021-2025	Oxfordshire County Council	DfT via The Bikeability Trust charity	Partially funded	Not estimated	Completed	NOx reduction not estimated	Number of schools enrolled	Bikeability continues to be rolled out to schools across the county	

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[6], 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.

According to the city's latest source apportionment study (published in February 2025, and which includes data from the National Atmospheric Emissions Inventory – NAEI 2022), domestic combustion is the sector that contributes the most to total $PM_{2.5}$ emissions in the city, with domestic wood burning, contributing to a staggering 70% of those emissions within that sector.

In Oxford, $PM_{2.5}$ is measured at two automatic monitoring locations within the city: AURN St Ebbes (Urban Background) and Oxford High Street (Roadside site). In 2025, AURN St Ebbes and Oxford High Street measured $PM_{2.5}$ annual means of 7 and 9 µg/m3 respectively. These results are below the UK's $PM_{2.5}$ national annual mean limit value of 10 µg/m3 (which was introduced by the Environment Act 2021 and needs to be achieved by all local authorities in the UK by 2040) and are just slightly above WHO's recommended $PM_{2.5}$ annual mean guidance level of 5 µg/m^3 (considered to be the safest level to date to human health).

Oxford City Council considers that many of the measures designed to reduce levels of nitrogen dioxide set out in the city's current AQAP will also contribute to reducing levels of $PM_{2.5}$, and the City Council will always continue to develop AQAPs that include air quality measures that can contribute to a reduction of local $PM_{2.5}$ emissions.

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

In December 2024, the entire administrative area of the city of Oxford became a Smoke Control Area (SCA). This was a very important step for reducing local $PM_{2.5}$ emissions associated with the burning of poor quality and unauthorised fuels. In 2025, Oxford City Council had 2 smoke nuisance investigations coming from residential chimneys, 4 coming from residential canal boats, and 60 service requests for bonfires.

In 2025, Oxfordshire County Council acquired the Air Quality Life-course Assessment Tool (AQLAT) from the University of Birmingham. This initiative, jointly funded by the five districts in Oxfordshire and the county council, will integrate county-wide air quality modelling with the AQLAT tool. This integration aims to provide detailed health and economic benefits of reducing air pollution at a ward-level resolution.

Figure 1 shows the results from the AQLAT tool. This tool utilises high-resolution modelled air pollution data[7] and indicates that the annual health burden attributable to air pollution in Oxford includes up to 63 early deaths, 12 strokes, 53 cases of asthma, 5 cases of lung cancer, and 22 cases of heart disease. The burden on the NHS was estimated to be £259,000, the productivity costs £72,000 and the social care costs £127,000.

Several interventions were modelled and the health and economic savings were calculated. These insights will support evidence-based decision-making and targeted interventions to improve air quality and public health outcomes in Oxford.

Air quality and its health impacts are not experienced equally, with poorer communities facing disproportionate exposure and outcomes. As a Marmot Place, Oxfordshire is committed to reducing these inequalities, with a particular focus on giving children the Best Start in Life. Our action plan therefore includes measures that aim to reduce children's exposure to air pollution in the most affected areas. Oxfordshire County Council created a map that identified populations most vulnerable to air pollution to enable targeted interventions to address health inequalities. The middle-layer super output areas (MSOAs) deemed to be most vulnerable to air pollution are shown

Figure 1 - AQLAT modelled beta results of the health burden to air pollution in Oxford

Commented [CM1]: Melissa to update the infographic below.

[7] https://www.oxfordshire.gov.uk/sites/default/files/file/environment-and-planning/FM1488_CERC_Oxfordshire_B5_09Jan26.pdf

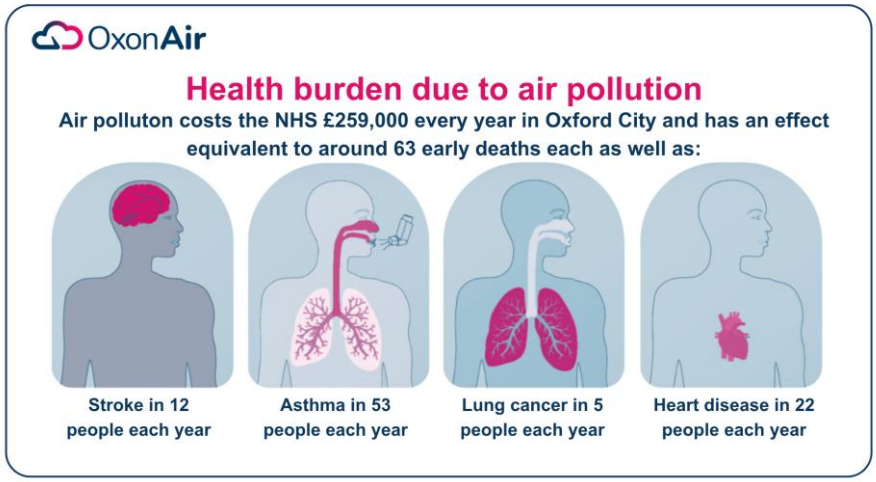
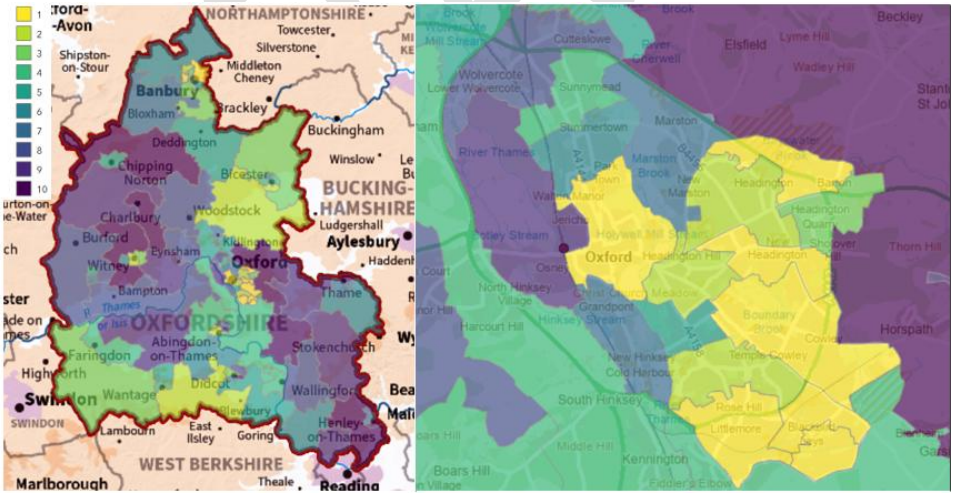


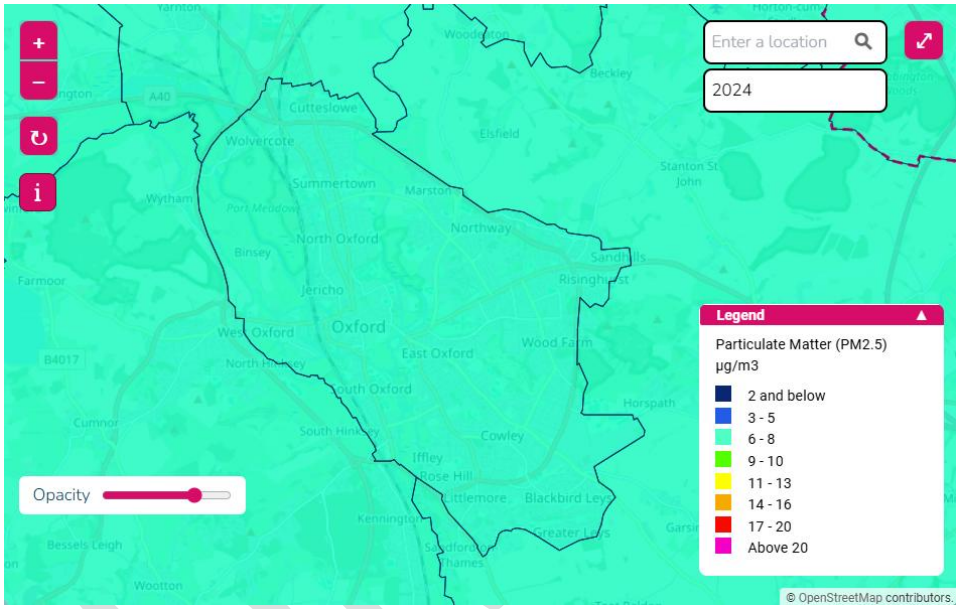
Figure 2 - Oxfordshire County Council air quality vulnerability map[8]



[8] The air quality vulnerability map scores areas that are most vulnerable to air pollution with 1 being the most vulnerable (yellow) and 10 (dark blue) being least vulnerable. The map used modelled air pollutant data, AQLAT data, deprivation data (general population, children and older people), hospital admissions for asthma, and vulnerable setting counts for schools, childcare, care homes, community centres, hospitals and GPs.

Oxfordshire's air quality website (OXONAIR) also shows the latest Defra modelled map of the annual mean $PM_{2.5}$ levels for Oxford (year 2024)[9].

Figure 3 - Modelled map of annual mean concentrations for $PM_{2.5}$ in Oxford (2024)



The Public Health Outcomes Framework provides a list of indicators that provide useful insight on how well public health is being improved and protected and concentrates on two high-level outcomes (healthy life expectancy and differences in life expectancy and healthy life expectancy between communities) to be achieved across the public health system. The latest version of this framework was published in February 2025 and present useful air quality metrics for the year 2023. It estimates that in Oxford, 5.3% of deaths from all causes in those aged 30+ are attributable to $PM_{2.5}$ alone.

Like what has been observed in previous years, Oxford's performance is, in general, worse when compared to other district councils in Oxfordshire for these types of indicators. Given the fact that air pollution tends to be much higher in highly urban areas compared to

[9] The latest available modelled maps on OXONAIR are for the year 2024. The modelled maps for the year 2025 will only be made available later in 2026.

the rest of Oxfordshire, which is much more rural in nature, this should not come as a surprise.

While the Public Health Outcomes Framework provides valuable data on air quality and health, it is not the only source. The Oxfordshire Data Hub - hosted by the County Council - is a publicly accessible platform offering a wide range of data and intelligence about Oxfordshire. It serves as a go-to resource for detailed information on Oxford City, including population, health, deprivation, environment, and more.

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

This section sets out the monitoring undertaken within 2025 by Oxford 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

Oxford City Council undertook automatic (continuous) monitoring at 3 sites during 2025. Table A.1 in Appendix A shows the details of the automatic monitoring sites. One of our automatic sites was offline for six months of the year while the Oxford Town Hall was under renovations (Oxford Centre Roadside). The OxonAir page presents automatic monitoring results for Oxford City Council, with automatic monitoring results also available through the UK-Air website .

Maps showing the location of the monitoring sites are provided in Figure 13 of 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

Oxford City Council undertook non- automatic (i.e. passive) monitoring of NO_2 at 118 sites during 2025 Table A.2 in Appendix A presents the details of the non-automatic sites.

Maps showing the location of the monitoring sites are provided here. 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.

For the purposes of deciding which locations to monitor, the City Council considers in the first instance locations where there is relevant public exposure. It is important that assessments focus on locations where members of the public are likely to be regularly present for a period of time appropriate to the averaging period of the objective. Monitoring is carried out in line with DEFRA's Technical Guidance LAQM.TG22.

Approximately half of the monitoring locations are within central Oxford at locations where the City Council believes relevant exposure is most likely to be significant. The remaining locations are outside of the central area, again prioritised by locations where relevant exposure is most likely.

The monitoring of NO_2 via diffusion tubes, cannot be undertaken at every location on a continuous basis. The City Council therefore makes the most of available resources by implementing a rotational system on a percentage of monitoring sites every year, ensuring such sites are covered on average every 2 to 3 years.

One important aspect of monitoring is to be able to demonstrate trends in air quality over long time periods. To do so, the City Council continues monitoring at several of the same sites' year on year, so that the results reported can show long-term temporal trends.

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)

In 2025, NO_2 was monitored at three locations in Oxford using automatic continuous monitors and at 117 locations using passive monitoring (diffusion tubes).

The UK's annual mean air quality objective for NO_2 is 40 µg/m^3.

In 2025, Oxford High Street measured annual mean for NO_2 was of 17 µg/m^3. At AURN Oxford Centre Roadside saw an annual mean of 21 µg/m^3, and AURN St Ebbes was 11 µg/m^3. This objective was therefore met at all automatic monitoring stations in 2024.

Table A.3 and Table A.4 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 40µg/m^3. Note that the concentration data presented represents the concentration at the location of the monitoring site, following the application of bias adjustment and annualisation, as required (i.e. the values are exclusive of any consideration to fall-off with distance adjustment).

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

Table A.5 in Appendix A compares the ratified continuous monitored NO_2 hourly mean concentrations for the past five years with the air quality objective of 200µg/m^3, not to be exceeded more than 18 times per year. Figure 4 below shows the 20-year long term trend for levels of measured NO_2 at Oxford's three automatic monitoring stations. The results are expressed in µg/m^3

Figure 4 - Long term trends of annual mean NO_2 of Oxford's automatic monitoring sites, 2004-2025

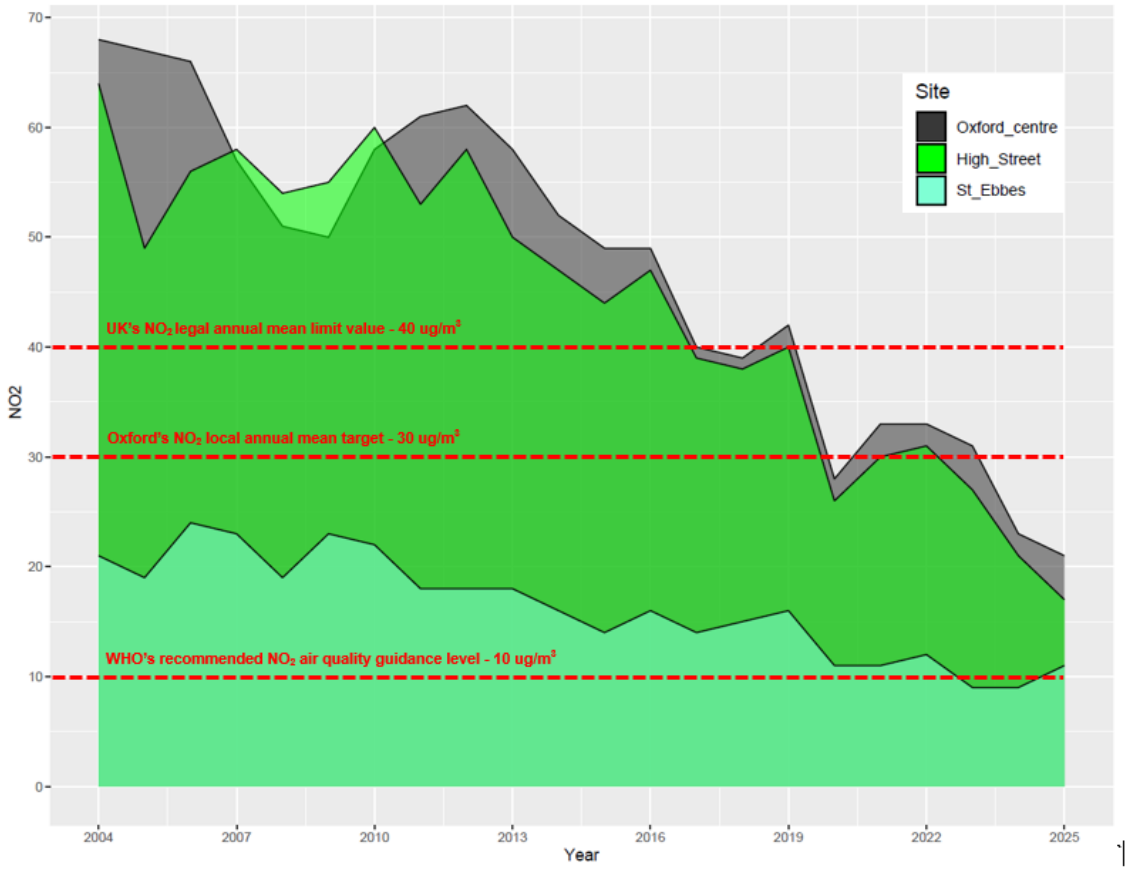


Figure 3 shows that overall, the NO_2 levels measured in Oxford at the locations of our automatic monitoring sites have decreased since 2004.

2025 was the first full calendar year following the completion of the Zero Emission Bus Regional Area (ZEBRA) scheme. This means that the air quality benefits associated with the electric buses are now considered to be evident, and the reduction in NO_2 levels recorded at both of Oxford's automatic roadside monitoring stations can be largely attributed to the introduction of 150 fully electric buses which now account for approximately 69% of the city's total bus mileage.

The electric bus rollout was made possible by a successful £32.5 million funding bid submitted by Oxfordshire County Council, in collaboration with local bus operators Oxford Bus Company and Stagecoach. The funding was awarded by the Department for Transport (DfT) in March 2022 under the ZEBRA scheme.

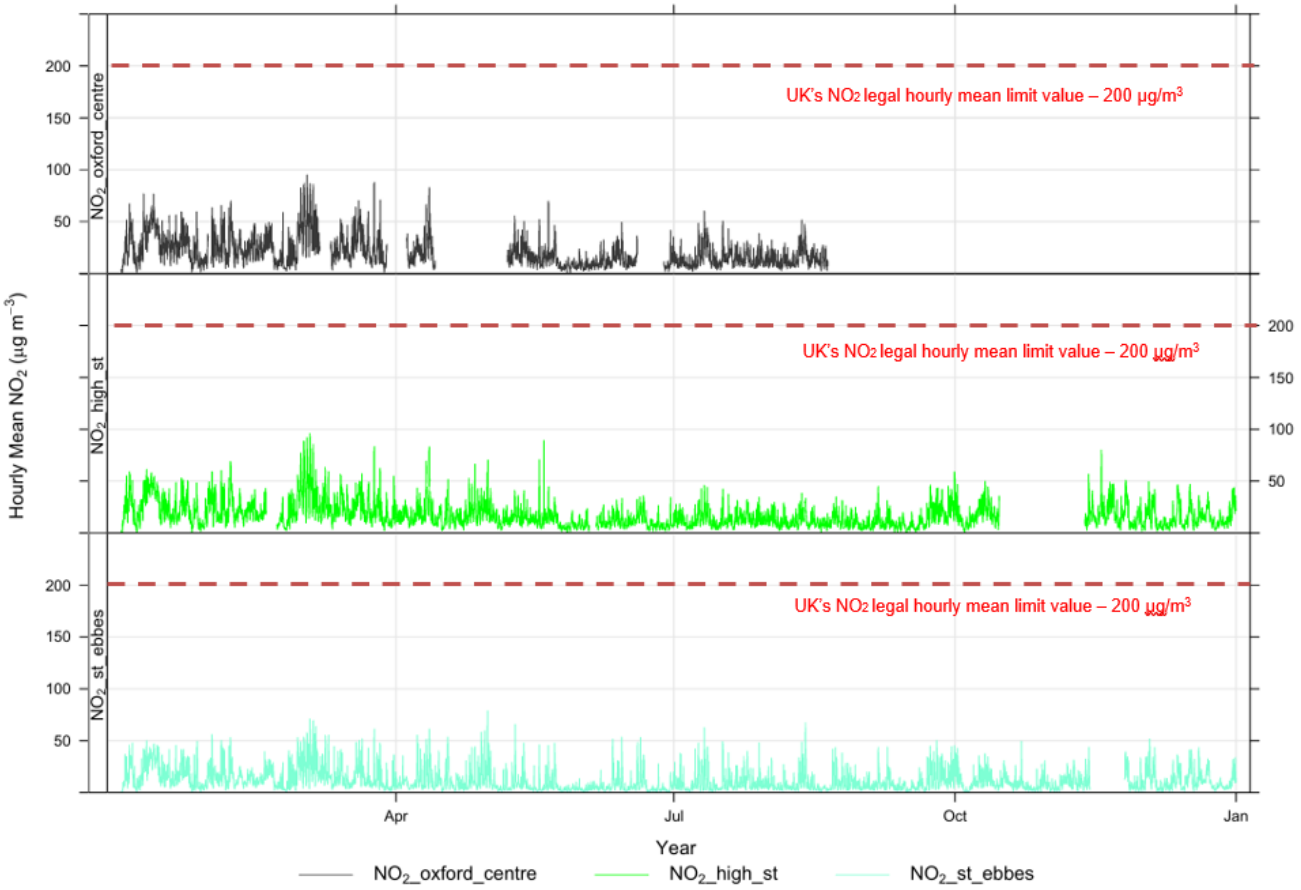
In 2025, the NO_2 levels measured at Oxford Centre Roadside fell by 8.7% whilst Oxford High Street fell by 19%. This reduction further demonstrates the positive environmental impact of transitioning to a cleaner bus fleet.

For detailed information on time variations, daily means, and basic statistics of NO_2 at Oxford's three automatic monitoring stations please refer to Appendix F.

The AQ objective for hourly mean NO_2 concentration is 200 $\mu g/m^3$ and may be exceeded up to 18 times per calendar year. The time series of hourly averaged concentrations of NO_2 for the 3 automatic monitoring sites is compared against the UK's legal hourly mean limit value (dashed red line) in Figure 5 below. The results are expressed in $\mu g/m^3$.

Table A.5 in Appendix A compares the ratified continuous monitored NO_2 hourly mean concentrations for the past five years with the air quality objective of 200$\mu g/m^3$, not to be exceeded more than 18 times per year.

Figure 5 – Time series of hourly averaged concentrations of NO_2 at Oxford's automatic monitoring sites, 2025



None of the three automatic monitoring sites had any exceedances of the hourly mean NO_2 limit value (200 µg/m^3) in 2025. NO_2 at all 3 sites were always recorded within the DEFRA "Low" Air Quality band in 2025.

NO_2 Results from the non-automatic monitoring (diffusion tubes)

The main observations of the monitoring carried out in 2025 using non-automatic monitoring are as follow:

- NO_2 was monitored at a total of 118 sites in the city in 2025.
- Oxford City Council has met its 2025 local annual mean target of 30 µg/m^3, a commitment laid out in the city's AQAP (2021 – 2025) at all sites considered to be of relevant exposure under LAQM.
- Three sites (outside the purview of LAQM monitoring requirements[10]) were found to be in breach of Oxford's local annual mean target for NO_2 (30 µg/m^3). These locations are: Headington Hill (TF19), and Oxford's ring road (TF27 and TF36).
- None one of the 118 sites were found to be in breach of the UK's legal annual mean limit value of 40 µg/m^3 for NO_2 in 2025.
- None of the 118 sites is likely to have been in breach of the hourly mean objective[11] for NO_2 (200µg/m^3) – this was the case for the ninth consecutive year.
- In 2025, NO_2 levels decreased (on average) by 5.6% across the city, and by an average of 14% on high bus traffic routes (High Street and St Aldates) when in comparison with the previous reporting year of 2024. 2025 was the first full year in which we have fully seen the positive decrease in air pollution due to the introduction of 159 new electric buses in the city.

[10] Headington Hill and Oxford's ring roads are not considered a location of relevant exposure (i.e., a location where members of the public are likely to be regularly present for a period of time appropriate to the averaging period of the annual mean limit value). The purpose of monitoring at these locations relates solely with the evaluation of the possible impacts' future interventions (traffic filters) can cause in terms of traffic displacement. They are not relevant to our AQAP local targets.

[11] According to LAQM TG22, only annual means NO_2 that are equal or above 60 µg/m^3 represent locations where exceedances of the hourly mean of this pollutant are likely.

- Over the last decade (2015-2025), NO_2 levels have reduced in the city (on average) by 52%, with 26% of those reductions alone occurring since 2021, the year the city launched its previous Air Quality Action Plan 2021-2025[12].

3.2.2 Particulate Matter (PM_{10} and $PM_{2.5}$)

In 2025, PM_{10} and $PM_{2.5}$ data were monitored by automatic continuous monitors at Oxford High Street and AURN St Ebbes. Table A.6 in Appendix A: Monitoring Results compares the ratified and adjusted monitored PM_{10} annual mean concentrations for the past five years with the air quality objective of 40µg/m^3. Table A.7 in Appendix A compares the ratified continuous monitored PM_{10} daily mean concentrations for the past five years with the air quality objective of 50µg/m^3, not to be exceeded more than 35 times per year.

In 2025, Oxford High Street (roadside) registered a PM_{10} annual mean of 17 µg/m^3. AURN St. Ebbes (urban background) of 10 µg/m^3. The annual mean PM_{10} concentration tends to be slightly higher at roadside sites, when compared to urban background sites, due to the contribution of PM_{10} emissions from road transport sources, predominantly from non-exhaust sources (brakes, tyres, and road wear), as well as the impact of resuspension due to vehicle movements.

The annual mean AQ objective for PM_{10} is 40 µg/m^3. This objective was fully met at both monitoring sites in 2025. There was a slight increase in PM_{10} monitored at both sites compared to 2024, with Oxford High Street increasing from 13 µg/m^3 and AURN St. Ebbes increasing from 9 µg/m^3.

The UK legal target for $PM_{2.5}$ requires for a maximum annual mean concentration of 10 µg/m^3 to be achieved by 2040, with a new interim target of 12 µg/m^3 expected to be achieved by the end of January 2028.

The monitored annual mean of $PM_{2.5}$ that was obtained in 2025 was of 9 µg/m^3 at Oxford High Street and of 6 µg/m^3 at AURN St. Ebbes. These annual means are very similar, both of them are in compliance with the new UK air quality target and relatively close to the annual mean of the 5 µg/m^3 which is recommended by WHO guidelines for this pollutant.

As observed with PM_{10}, there was a slight increase in $PM_{2.5}$ annual mean concentrations at both monitoring locations, with Oxford High Street increasing from 7 µg/m^3 and AURN St. Ebbes increasing from 6 µg/m^3.

The observed increase in both PM_{10} and $PM_{2.5}$ in 2025 is likely driven by regional and transboundary sources rather than local emissions at the start of the year. For example, from January to March 2025, data from both Oxford monitoring sites shows short-term spikes that closely correspond with elevated PM_{10} and $PM_{2.5}$ episodes recorded in

London. London authorities state the "Very High $PM_{2.5}$ and PM_{10} pollution episode on 10th March":

*"Corresponded with the **arrival of air that had passed at low altitude over large areas of Europe**, accumulating pollution from urban, industrial, and agricultural sources enroute. At a similar time, wind speeds dropped locally, resulting in poor dispersion of locally generated emissions and allowed a build-up of the imported particulate pollution."*

It is likely that the episodes seen at the start of the year contributed to an overall increase in annual mean concentrations for both pollutants. Figures 6 – 9 below show similar spikes simultaneously in Oxford as in London.

Figure 10 and Figure 11 show the long-term trends of PM_{10} and $PM_{2.5}$ concentrations measured at Oxford High Street and AURN St. Ebbes.

Figure 6 - AURN St. Ebbes PM_{10} Daily Mean

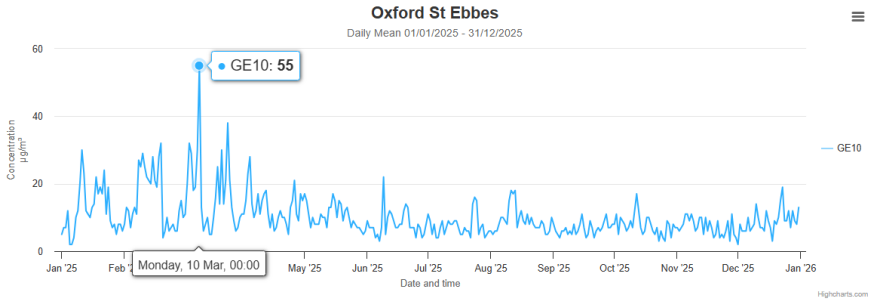


Figure 7 - Oxford High Street PM_{10} Daily Mean

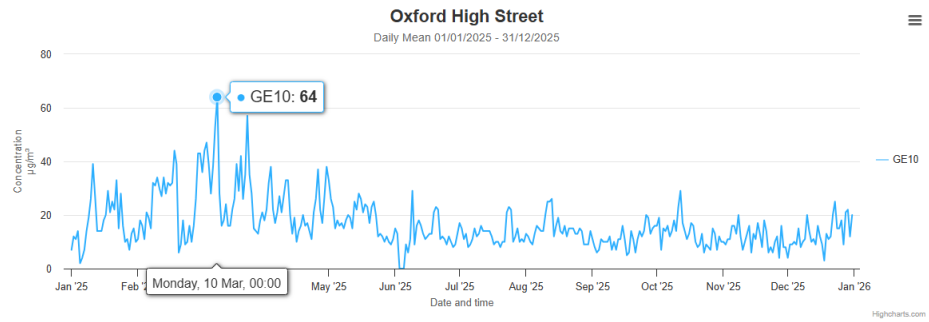


Figure 8 - AURN St. Ebbes $PM_{2.5}$ Daily Mean

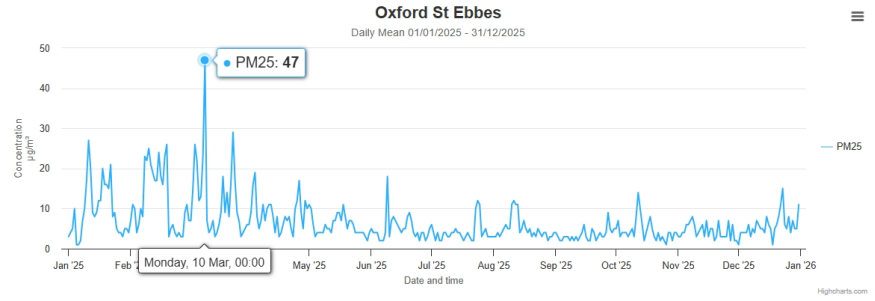


Figure 9 - Oxford High Street $PM_{2.5}$ Daily Mean

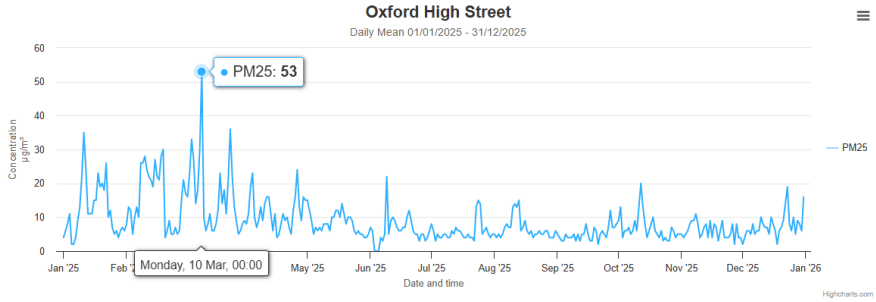


Figure 10 - Long term trends in annual mean PM10 at Oxford's continuous monitoring sites, 2011 - 2025

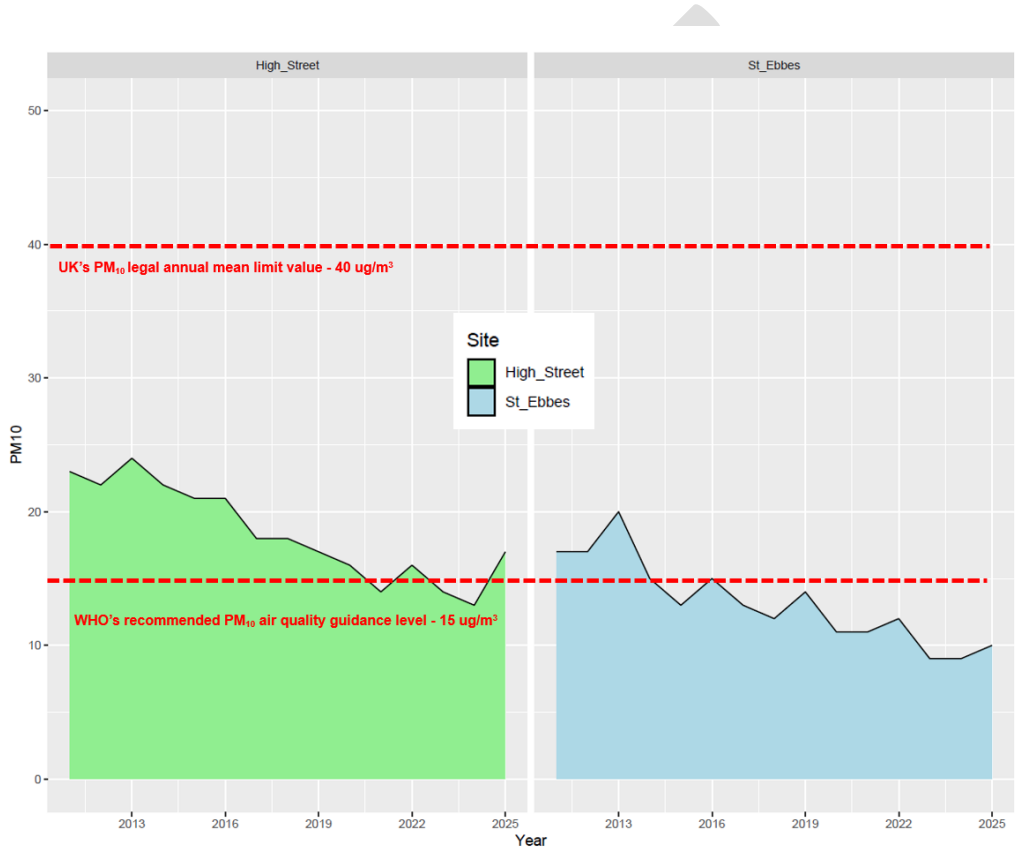
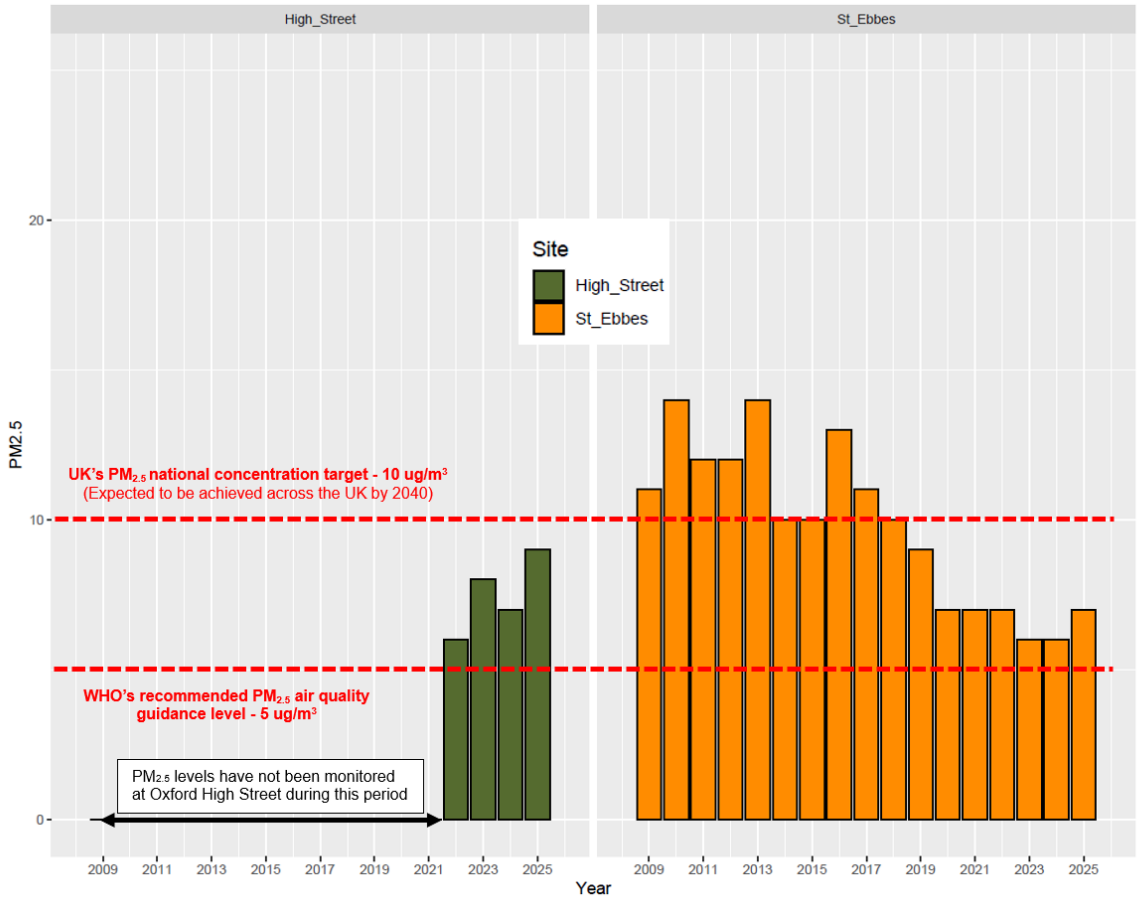


Figure 11 - Long term trends in annual mean $PM_{2.5}$ at Oxford's continuous monitoring stations, 2009 - 2025



3.2.3 Ozone

In Oxford, O_3 is measured at AURN St. Ebbes. The UK's Air Quality objective for daily maximum on an 8-hour running mean is 100 µg/m^3 not to be exceeded more than 10 days a year.

The data capture of O_3 at AURN St. Ebbes in 2025 was of 99.4%.

In 2025, this site exceeded the AQ daily objective for ozone 145 times, during a total of 22 days during the year. AURN St. Ebbes has not met the AQ objectives for this pollutant in 2025.

The highest concentrations measured in 2025 were 143 µg/m^3.

OXONAIR's page registers the biggest air pollution episodes affecting Oxfordshire, and makes note of increased ozone pollution recorded for 21 days from April to August 2025.

According to the report, these ozone pollution peaks were linked to:

"*Air arriving from **northern Europe** (Belgium, the Netherlands, Germany, and Poland), where it likely picked up pollutants that contribute to ozone formation.*"

A detailed report on how Oxfordshire was impacted by these ozone episodes can be viewed here.

Appendix A: Monitoring Results

Table A.1 – Details of Automatic Monitoring Sites

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA?	Which AQMA? (1)	Monitoring Technique	Distance to Relevant Exposure (m) (1,2)	Distance to kerb of nearest road (m) (1)	Inlet Height (m)
CM1	AURN Oxford Centre	Roadside	451359	206157	NO_2	YES	Oxford city wide AQMA	Chemiluminescent	1	3	2.5
CM2	Oxford High Street	Roadside	451677	206272	NO_2 PM_{10} $PM_{2.5}$	YES	Oxford city wide AQMA	Chemiluminescent and Mass spectrometry	1	2	1.5
CM3	AURN St. Ebbes	Urban Background	451118	205353	NO_2 PM_{10} $PM_{2.5}$ O_3	YES	Oxford city wide AQMA	Chemiluminescence, Mass spectrometry and UV Absorption	10	2	2.5

Notes:

(1) N/A if not applicable

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

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

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DT1	St Ebbe's	UB	451118	205353	NO2	YES/Oxford city-wide AQMA	10	2	YES	2.5
DT2	Weirs Lne./Abingdon Rd. LP1	RS	451904	204215	NO2	YES/Oxford city-wide AQMA	2	2	NO	3
DT3	LP 52 Abingdon Rd.	RS	451914	204154	NO2	YES/Oxford city-wide AQMA	3	2	NO	3
DT4	Boundary Brook Rd/ Iffley Rd	RS	452961	204662	NO2	YES/Oxford city-wide AQMA	3	2	NO	3
DT5	Lenthall Rd Allotments	UB	452818	203448	NO2	YES/Oxford city-wide AQMA	5	N/A	NO	1.5
DT7	Oxford Rd/ Between Towns Rd	RS	454472	204246	NO2	YES/Oxford city-wide AQMA	3	2	NO	3
DT8	Oxford Rd(Cowley) LP13	RS	454355	204296	NO2	YES/Oxford city-wide AQMA	3	1	NO	3
DT14	Windmill Rd. W	RS	454554	207102	NO2	YES/Oxford city-wide AQMA	0	2.5	NO	3
DT15	London Rd./BHF	RS	454433	207058	NO2	YES/Oxford city-wide AQMA	0	2.5	NO	3
DT16	Headley Way/London Rd. LP2	RS	453982	206817	NO2	YES/Oxford city-wide AQMA	1	2	NO	3
DT18	The Roundway	RS	455596	207367	NO2	YES/Oxford city-wide AQMA	0	5	NO	3
DT20	Barton Lane LP2	RS	454999	207759	NO2	YES/Oxford city-wide AQMA	3	1	NO	3
DT25	Cuttleslowe Rbout 3 Elsfield Rd.	RS	450419	210256	NO2	YES/Oxford city-wide AQMA	5	2	NO	3
DT26	Cuttleslowe 3 Summers Place	RS	450389	210189	NO2	YES/Oxford city-wide AQMA	1	2	NO	3
DT27	Wolvercote 78 Sunderland Ave.	RS	449824	210198	NO2	YES/Oxford city-wide AQMA	1	1	NO	3
DT28	Wolvercote 51 Sunderland Ave	RS	449856	210162	NO2	YES/Oxford city-wide AQMA	1	1	NO	3
DT29	Pear Tree P&R N Gateway	RS	449530	210734	NO2	YES/Oxford city-wide AQMA	10	4	NO	3
DT30	Osney Lne/Hollybush Row	RS	450668	206053	NO2	YES/Oxford city-wide AQMA	2	2	NO	3
DT31	Beckett St.	RS	450566	206227	NO2	YES/Oxford city-wide AQMA	5	2	NO	3
DT32	Royal Oxford Hotel	RS	450674	206273	NO2	YES/Oxford city-wide AQMA	0	2.5	NO	3

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) [1]	Distance to kerb of nearest road (m) [2]	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DT33	Botley RD/ Mill St	RS	450409	206224	NO2	YES/Oxford city-wide AQMA	1	1	NO	3
DT35	Botley Rd /Hillview Rd	RS	450029	206207	NO2	YES/Oxford city-wide AQMA	1	2	NO	3
DT36	Botley Rd N (Prestwich Place)	RS	449657	206245	NO2	YES/Oxford city-wide AQMA	1	2	NO	3
DT39	St Aldates	RS	451359	206157	NO2	YES/Oxford city-wide AQMA	0	2	YES	2.5
DT40	Queen St.	RS	451270	206144	NO2	YES/Oxford city-wide AQMA	0	2	NO	3
DT41	Bonn Square	RS	451216	206133	NO2	YES/Oxford city-wide AQMA	0	2	NO	3
DT42	New Rd.	RS	451073	206191	NO2	YES/Oxford city-wide AQMA	2	3.5	NO	3
DT43	Park End St.	RS	450885	206275	NO2	YES/Oxford city-wide AQMA	2	1	NO	3
DT44	Hythe Bridge St.	RS	450795	206343	NO2	YES/Oxford city-wide AQMA	0	2	NO	3
DT45	Worcester St.	RS	450942	206424	NO2	YES/Oxford city-wide AQMA	2	2	NO	3
DT46	Beaumont St.	RS	451167	206519	NO2	YES/Oxford city-wide AQMA	2	1	NO	3
DT47	George St. / Magdalen St.	RS	451222	206387	NO2	YES/Oxford city-wide AQMA	2	0.5	NO	3
DT48	George St.	RS	450981	206344	NO2	YES/Oxford city-wide AQMA	1	0.5	NO	3
DT49	Cornmarket St.	RS	451322	206242	NO2	YES/Oxford city-wide AQMA	0	2	NO	3
DT50	High St. / Turl St.	RS	451467	206222	NO2	YES/Oxford city-wide AQMA	1	2.5	NO	3
DT51	50 High St.	RS	451900	206250	NO2	YES/Oxford city-wide AQMA	0	2.5	NO	3
DT52	Longwall St.	RS	451972	206283	NO2	YES/Oxford city-wide AQMA	1	1	NO	3
DT53	Magdalen Bridge	RS	452099	206117	NO2	YES/Oxford city-wide AQMA	10	2	NO	3
DT55	St Clements	RS	452326	205992	NO2	YES/Oxford city-wide AQMA	2	0.5	NO	3
DT56	High St.	RS	451576	206232	NO2	YES/Oxford city-wide AQMA	2.5	0.2	NO	3
DT57	Speedwell St. / St. Aldates	RS	451407	205807	NO2	YES/Oxford city-wide AQMA	1	3	NO	3

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) [1]	Distance to kerb of nearest road (m) [2]	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DT58	Folly Bridge	RS	451437	205529	NO2	YES/Oxford city-wide AQMA	1	1	NO	3
DT59	Thames St.	RS	451353	205643	NO2	YES/Oxford city-wide AQMA	1	3	NO	3
DT60	New Butterwyke P./ Thames St.	RS	451248	205710	NO2	YES/Oxford city-wide AQMA	5	2	NO	3
DT64	Thames St. / Oxpens Rd.	RS	450887	205825	NO2	YES/Oxford city-wide AQMA	5	1	NO	3
DT65	Speedwell St. / Littlegate	RS	451206	205780	NO2	YES/Oxford city-wide AQMA	1	2	NO	3
DT68	Norfolk St.	RS	451030	205962	NO2	YES/Oxford city-wide AQMA	0	1.5	NO	3
DT69	Paradise Square	RS	450982	205973	NO2	YES/Oxford city-wide AQMA	0	1	NO	3
DT70	Castle St.	RS	451062	206067	NO2	YES/Oxford city-wide AQMA	0	1.5	NO	3
DT71	BP City Motors	RS	449617	210216	NO2	YES/Oxford city-wide AQMA	5	5	NO	3
DT72	Cowley Rd./ James Street	RS	452761	205745	NO2	YES/Oxford city-wide AQMA	1	1	NO	3
DT73	Walton Street LP18	RS	450960	206590	NO2	YES/Oxford city-wide AQMA	1	1	NO	3
DT76	St Giles	RS	451226	206504	NO2	YES/Oxford city-wide AQMA	0	2	NO	3
DT77	St Clements 2	RS	452451	205999	NO2	YES/Oxford city-wide AQMA	0	1	NO	3
DT79	Old Abingdon Rd.	RS	451908	203919	NO2	YES/Oxford city-wide AQMA	5	1.5	NO	3
DT80	Hollow way Road	RS	454651	204270	NO2	YES/Oxford city-wide AQMA	4	1	NO	3
DT81	Cowley Rd/ Union Street	RS	452805	205731	NO2	YES/Oxford city-wide AQMA	0	2	NO	3
DT82	Summertown Parade	RS	450806	208978	NO2	YES/Oxford city-wide AQMA	2	1	NO	3
DT83	A44 Woodstock Rd.	RS	449681	210263	NO2	YES/Oxford city-wide AQMA	8	0.5	NO	2
DT84	226 Botley Rd.	RS	449273	206274	NO2	YES/Oxford city-wide AQMA	10	1.5	NO	3
DT85	St Clements 3	RS	452625	206068	NO2	YES/Oxford city-wide AQMA	2.5	1	NO	3
DT86	72 Blackbird Leys	RS	455134	202841	NO2	YES/Oxford city-wide AQMA	6	1.5	NO	2

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) [1]	Distance to kerb of nearest road (m) [2]	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DT87	New Inn Hall St	RS	451164	206246	NO2	YES/Oxford city-wide AQMA	0	0.5	NO	2
DT88	St Michaels St	RS	451205	206341	NO2	YES/Oxford city-wide AQMA	0	0.5	NO	2
DT89	Turl St/Market St	RS	451439	206330	NO2	YES/Oxford city-wide AQMA	1	0.5	NO	2
DT90	Rose Hill (Ashhurst Way)	RS	453368	203323	NO2	YES/Oxford city-wide AQMA	7	2	NO	2.5
DT91	Garsington Rd (Premier Place)	RS	455267	203719	NO2	YES/Oxford city-wide AQMA	2	0.5	NO	2
DT92	BB Leys (Cuddesdon Way)	RS	455702	203062	NO2	YES/Oxford city-wide AQMA	6	3	NO	2.5
DT93	Marston Ferry Rd	RS	451363	208785	NO2	YES/Oxford city-wide AQMA	15	1	NO	2.5
DT94	Broad St LP6	RS	451360	206427	NO2	YES/Oxford city-wide AQMA	4	0.1	NO	2.2
DT95	Broad S -Lbay	RS	451433	206438	NO2	YES/Oxford city-wide AQMA	4	0.1	NO	2.2
DT96	45 Oxford Road	RS	453698	203059	NO2	YES/Oxford city-wide AQMA	1	1.5	NO	2.6
DT97	14 Green Road flats	RS	455540	207352	NO2	YES/Oxford city-wide AQMA	0	5.5	NO	2.4
TF1	Oxey Mead Lake 1	UB	447817	210695	NO2	NO	(2) (3)	19	NO	1.5
TF2	Oxey Mead Lake 2	RS	447945	210710	NO2	NO	(2) (3)	6	NO	1
TF3	Oxey Mead Lake 3	RS	448247	210661	NO2	NO	(2) (3)	1	NO	2
TF4	Wolvercote Village	RS	449145	209732	NO2	YES/Oxford city-wide AQMA	10	2	NO	3
TF5	Wolvercote Primary School	RS	449740	209866	NO2	YES/Oxford city-wide AQMA	8	2	NO	2.5
TF6	306 Woodstock Road	RS	450300	209379	NO2	YES/Oxford city-wide AQMA	10	2	NO	3
TF7	339 Banbury Road	RS	450602	209634	NO2	YES/Oxford city-wide AQMA	10	2	NO	3
TF8	191 Woodstock Road	RS	450695	208278	NO2	YES/Oxford city-wide AQMA	9	2	NO	2.5
TF9	48 Woodstock Road	RS	451009	207199	NO2	YES/Oxford city-wide AQMA	6	2	NO	2.5
TF10	99 Banbury Road	RS	451035	207953	NO2	YES/Oxford city-wide AQMA	10	2	NO	2.5
TF11	9 S. Park Road	RS	451626	206893	NO2	YES/Oxford city-wide AQMA	5	1	NO	2.5
TF12	15 Banbury Road	RS	451170	207087	NO2	YES/Oxford city-wide AQMA	10	2	NO	3

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) [1]	Distance to kerb of nearest road (m) [2]	Tube Co-located with a Continuous Analyser?	Tube Height (m)
TF13	Walton Street 76	RS	450625	207212	NO2	YES/Oxford city-wide AQMA	2	1	NO	3
TF14	69 Kingston Road	RS	450545	207728	NO2	YES/Oxford city-wide AQMA	3	1	NO	2.5
TF15	Park End Street	RS	450789	206269	NO2	YES/Oxford city-wide AQMA	2	1	NO	2.5
TF16	St Aldates 61	RS	451420	205729	NO2	YES/Oxford city-wide AQMA	1	0.5	NO	2
TF17	23 Iffley Rd/Stanley Rd	RS	452718	205090	NO2	YES/Oxford city-wide AQMA	6	1	NO	2.5
TF18	143 Morrell Avenue	RS	453263	205962	NO2	YES/Oxford city-wide AQMA	6	1	NO	2.5
TF19	Headington Hill	RS	453248	206468	NO2	YES/Oxford city-wide AQMA	(2) (3)	0.5	NO	2
TF20	Marston Rd/St Michaels Primary	RS	452853	206925	NO2	YES/Oxford city-wide AQMA	10	1.5	NO	2.5
TF21	189 Headley Way	RS	453795	207074	NO2	YES/Oxford city-wide AQMA	10	1	NO	2.5
TF22	255 London Rd/Gladstone Rd	RS	455154	207362	NO2	YES/Oxford city-wide AQMA	10	1.5	NO	2.5
TF23	JR Hospital	RS	453861	207513	NO2	YES/Oxford city-wide AQMA	5	1	NO	2
TF24	Marston Ferry Rd/Cherwell Drive	RS	452739	208351	NO2	YES/Oxford city-wide AQMA	(2) (3)	1	NO	2.5
TF25	39 Marsh Lane	RS	453186	208209	NO2	YES/Oxford city-wide AQMA	10	1.5	NO	2.5
TF26	Northway/Cutteslowe Park	RS	451091	210175	NO2	YES/Oxford city-wide AQMA	(2) (3)	1	NO	1.5
TF27	Northern Bypass/Phillips Tyres	RS	452691	209225	NO2	YES/Oxford city-wide AQMA	(2) (3)	0.5	NO	1.5
TF28	Horspath Driftway	RS	455454	205164	NO2	YES/Oxford city-wide AQMA	10	1	NO	2
TF29	109 Old Road	RS	455138	206375	NO2	YES/Oxford city-wide AQMA	9	2	NO	2.5
TF30	99 Oliver Road	RS	455405	204262	NO2	YES/Oxford city-wide AQMA	10	2.5	NO	2.5
TF31	Brasenose Farm/Eastern Bypass	RS	455602	204986	NO2	YES/Oxford city-wide AQMA	(2) (3)	1	NO	2
TF32	22 Garsington Road	RS	454690	204160	NO2	YES/Oxford city-wide AQMA	9	2	NO	3
TF33	119 Barns Road	RS	454490	203748	NO2	YES/Oxford city-wide AQMA	4	1.5	NO	2.5

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
TF34	Oxford Road/Newmans Road	RS	453717	203250	NO2	YES/Oxford city-wide AQMA	10	1	NO	2.5
TF36	Wolvercote Meadows 1	RS	448095	208830	NO2	NO	(2) (3)	1	NO	1.5
TF37	Wolvercote Meadows 2	RS	448688	210123	NO2	NO	(2) (3)	1.5	NO	2
TF38	Church Cowley Rd	RS	453417	204026	NO2	YES/Oxford city-wide AQMA	4	2.5	NO	2
LT1	26 Prince St	RS	452786	205860	NO2	YES/Oxford city-wide AQMA	4	0.5	NO	2.5
LT4	138-146 Morrell Av	RS	453575	206037	NO2	YES/Oxford city-wide AQMA	4	2	NO	2.5
LT5	189 Divinity Rd	RS	453576	205938	NO2	YES/Oxford city-wide AQMA	2	1	NO	2.5
LT7	126 The Slade	RS	454930	206287	NO2	YES/Oxford city-wide AQMA	3	0.5	NO	2.5
LT8	East Oxford Primary School	UB	452903	205776	NO2	YES/Oxford city-wide AQMA	3	12	NO	2.5
LT14	94 Howard St	RS	453138	204917	NO2	YES/Oxford city-wide AQMA	3	1	NO	2.5
LT16	103-139 Hurst St	RS	452985	205185	NO2	YES/Oxford city-wide AQMA	4	1	NO	2.5

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.

(3) These sites have not been put in place to directly assess the level of human exposure to air pollution, but instead to measure the potential impact of future transport schemes on traffic displacement. They are located in isolated areas, (mostly around Oxford's ring road), at a considerable distance from residential zones, and hence they are not relevant for the direct purposes of the LAQM regime.

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

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2025 (%) (2)	2021	2022	2023	2024	2025
CM1	451359	206157	Roadside	51%	51%	33	33	31	23	21
CM2	451677	206272	Roadside	90%	90%	30	31	27	21	17
CM3	451118	205353	Urban Background	96%	96%	11	12	9	9	11

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

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

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

Notes:

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

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

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

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

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

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

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

Diffusion Tube ID	Site Name	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	St Ebbes	451118	205353	UB	100	100	11	11	9	8	9
DT2	Weirs Lne./Abingdon Rd. LP1	451904	204215	RS	100	100	25	21	18	17	17
DT3	LP 52 Abingdon Rd.	451914	204154	RS	92	92	27	27	24	23	22
DT4	Boundary Brook Rd/ Iffley Rd	452961	204662	RS	100	100	26	27	23	21	19
DT5	Lenthall Rd Allotments	452818	203448	UB	100	100	11	10	8	8	10
DT7	Oxford Rd/ Between Towns Rd	454472	204246	RS	100	100	30	30	28	23	19
DT8	Oxford Rd(Cowley) LP13	454355	204296	RS	100	100	29	29	25	24	22
DT14	Windmill Rd. W	454554	207102	RS	100	100	30	28	27	24	19
DT15	London Rd./BHF	454433	207058	RS	100	100	23	23	21	19	17
DT16	Headley Way/London Rd. LP2	453982	206817	RS	100	100	22	21	18	16	15
DT18	The Roundway	455596	207367	RS	100	100	24	23	20	19	18
DT20	Barton Lane LP2	454999	207759	RS	100	100	23	20	18	17	17
DT25	Cuttleslowe Rbout 3 Elsfield Rd.	450419	210256	RS	92	92	28	25	24	23	24
DT26	Cuttleslowe 3 Summers Place	450389	210189	RS	100	100	34	32	28	26	25
DT27	Wolvercote 78 Sunderland Ave.	449824	210198	RS	100	100	22	20	19	16	17
DT28	Wolvercote 51 Sunderland Ave	449856	210162	RS	100	100	24	20	20	18	18
DT29	Pear Tree P&R N Gateway	449530	210734	RS	100	100	21	21	18	17	16
DT30	Osney Lne/Hollybush Row	450668	206053	RS	100	100	22	20	17	14	15
DT31	Beckett St.	450566	206227	RS	100	100	25	23	17	17	21

Diffusion Tube ID	Site Name	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
DT32	Royal Oxford Hotel	450674	206273	RS	92	92	27	25	21	19	20
DT33	Botley RD/ Mill St	450409	206224	RS	100	100	22	18	16	16	20
DT35	Botley Rd /Hillview Rd	450029	206207	RS	92	92	26	24	19	17	18
DT36	Botley Rd N (Prestwich Place)	449657	206245	RS	92	92	19	16	13	11	13
DT39	St Aldate's	451359	206157	RS	100	100	33	33	32	25	20
DT40	Queen St.	451270	206144	RS	100	100	21	22	21	17	17
DT41	Bonn Square	451216	206133	RS	100	100	21	22	20	18	14
DT42	New Rd.	451073	206191	RS	92	92	29	29	22	16	15
DT43	Park End St.	450885	206275	RS	75	75	28	27	24	19	18
DT44	Hythe Bridge St.	450795	206343	RS	92	92	23	23	18	18	18
DT45	Worcester St.	450942	206424	RS	92	92	29	31	25	25	23
DT46	Beaumont St.	451167	206519	RS	100	100	24	22	18	19	19
DT47	George St. / Magdalen St.	451222	206387	RS	100	100	26	23	25	24	21
DT48	George St.	450981	206344	RS	83	83	26	24	21	21	20
DT49	Cornmarket St.	451322	206242	RS	100	100	21	18	16	15	14
DT50	High St. / Turl St.	451467	206222	RS	83	83	25	23	21	17	15
DT51	50 High St.	451900	206250	RS	100	100	35	31	25	21	16
DT52	Longwall St.	451972	206283	RS	92	92	34	32	26	25	22
DT53	Magdalen Bridge	452099	206117	RS	100	100	19	17	16	13	13
DT55	St Clements	452326	205992	RS	100	100	39	**43**	38	34	28
DT56	High St.	451576	206232	RS	83	83	38	35	31	25	19
DT57	Speedwell St. / St. Aldate's	451407	205807	RS	100	100	32	29	27	21	17
DT58	Folly Bridge	451437	205529	RS	100	100	27	23	23	20	18
DT59	Thames St.	451353	205643	RS	100	100	22	19	17	15	14
DT60	New Butterwyke P./ Thames St.	451248	205710	RS	100	100	27	23	20	17	17
DT64	Thames St. / Oxpens Rd.	450887	205825	RS	100	100	18	16	13	13	15
DT65	Speedwell St. / Littlegate	451206	205780	RS	100	100	26	22	20	17	16
DT68	Norfolk St.	451030	205962	RS	100	100	24	22	22	16	14

Diffusion Tube ID	Site Name	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
DT69	Paradise Square	450982	205973	RS	100	100	20	18	16	13	15
DT70	Castle St.	451062	206067	RS	100	100	27	22	18	15	14
DT71	BP City Motors	449617	210216	RS	100	100	28	27	24	24	23
DT72	Cowley Rd./ James Street	452761	205745	RS	83	83	20	27	23	21	18
DT73	Walton Street LP18	450960	206590	RS	100	100	18	18	15	15	15
DT76	St Giles	451226	206504	RS	100	100	24	22	23	21	20
DT77	St Clements 2	452451	205999	RS	100	100	30	35	34	29	22
DT79	Old Abingdon Rd.	451908	203919	RS	100	100	20	18	17	15	17
DT80	Holloway Road	454651	204270	RS	100	100	35	34	31	29	24
DT81	Cowley Rd/ Union Street	452805	205731	RS	100	100	30	19	16	15	14
DT82	Summertown Parade	450806	208978	RS	100	100	21	17	17	16	15
DT83	A44 Woodstock Rd.	449681	210263	RS	100	100	32	30	27	28	24
DT84	226 Botley Rd.	449273	206274	RS	100	100	20	18	15	12	13
DT85	St Clements 3	452625	206068	RS	92	92	29	30	28	25	22
DT86	72 Blackbird Leys	455134	202841	RS	100	100	18	16	15	13	12
DT87	New Inn Hall St	451164	206246	RS	83	83	17	15	13	14	14
DT88	St Michaels St	451205	206341	RS	92	92	17	14	13	14	14
DT89	Turl St/Market St	451439	206330	RS	100	100	19	15	13	12	13
DT90	Rose Hill (Ashhurst Way)	453368	203323	RS	100	100	20	19	17	14	17
DT91	Garsington Rd (Premier Place)	455267	203719	RS	100	100	36	28	25	24	21
DT92	BB Leys (Cuddesdon Way)	455702	203062	RS	100	100	19	16	14	13	13
DT93	Marston Ferry Rd	451363	208785	RS	100	100	15	13	11	10	10
DT94	Broad St LP6	451360	206427	RS	100	100	NM	14	13	14	14
DT95	Broad S -Lbay	451433	206438	RS	83	83	NM	14	16	14	15
DT96	45 Oxford Road	453698	203059	RS	100	100	NM	NM	25	21	22
DT97	14 Green Road flats	455540	207352	RS	100	100	NM	NM	18	16	16

Diffusion Tube ID	Site Name	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
TF1	Oxey Mead Lake 1	447817	210695	UB	100	100	NM	9	11	7	8
TF2	Oxey Mead Lake 2	447945	210710	RS	100	100	NM	13	14	11	12
TF3	Oxey Mead Lake 3	448247	210661	RS	100	100	NM	25	21	19	20
TF4	Wolvercote Village	449145	209732	RS	100	100	NM	13	11	9	11
TF5	Wolvercote Primary School	449740	209866	RS	100	100	NM	14	12	10	12
TF6	306 Woodstock Road	450300	209379	RS	92	92	NM	15	13	13	13
TF7	339 Banbury Road	450602	209634	RS	100	100	NM	23	21	20	18
TF8	191 Woodstock Road	450695	208278	RS	100	100	NM	20	17	16	17
TF9	48 Woodstock Road	451009	207199	RS	100	100	NM	20	18	16	17
TF10	99 Banbury Road	451035	207953	RS	92	92	NM	19	18	16	16
TF11	9 S. Park Road	451626	206893	RS	100	100	NM	17	15	15	15
TF12	15 Banbury Road	451170	207087	RS	100	100	NM	17	14	13	14
TF13	Walton Street 76	450625	207212	RS	92	92	NM	20	16	14	15
TF14	69 Kingston Road	450545	207728	RS	100	100	NM	15	11	11	12
TF15	Park End Street	450789	206269	RS	92	92	NM	36	29	21	20
TF16	St Aldates 61	451420	205729	RS	83	83	NM	28	21	18	16
TF17	23 Iffley Rd/Stanley Rd	452718	205090	RS	100	100	NM	26	20	17	15
TF18	143 Morrell Avenue	453263	205962	RS	100	100	NM	16	13	12	14
TF19	Headington Hill	453248	206468	RS	92	92	NM	**70**	**53**	**43**	35
TF20	Marston Rd/St Michaels Primary	452853	206925	RS	92	92	NM	16	12	10	9
TF21	189 Headley Way	453795	207074	RS	92	92	NM	22	18	15	17
TF22	255 London Rd/Gladstone Rd	455154	207362	RS	100	100	NM	25	21	19	18
TF23	JR Hospital	453861	207513	RS	100	100	NM	23	20	17	16

Diffusion Tube ID	Site Name	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
TF24	Marston Ferry Rd/Cherwell Drive	452739	208351	RS	100	100	NM	16	12	11	12
TF25	39 Marsh Lane	453186	208209	RS	100	100	NM	17	15	13	14
TF26	Northway/Cutteslowe Park	451091	210175	RS	100	100	NM	23	19	17	18
TF27	Northern Bypass/Phillips Tyres	452691	209225	RS	92	92	NM	**42**	32	29	32
TF28	Horspath Driftway	455454	205164	RS	100	100	NM	22	18	16	17
TF29	109 Old Road	455138	206375	RS	92	92	NM	15	13	12	12
TF30	99 Oliver Road	455405	204262	RS	100	100	NM	34	25	24	26
TF31	Brasenose Farm/Eastern Bypass	455602	204986	RS	100	100	NM	**43**	34	32	28
TF32	22 Garsington Road	454690	204160	RS	92	92	NM	20	17	14	16
TF33	119 Barns Road	454490	203748	RS	100	100	NM	16	16	13	15
TF34	Oxford Road/Newmans Road	453717	203250	RS	83	83	NM	35	27	26	24
TF36	Wolvercote Meadows 1	448095	208830	RS	100	100	NM	36	29	31	33
TF37	Wolvercote Meadows 2	448688	210123	RS	67	67	NM	**42**	26	24	23
TF38	Church Cowley Rd	453417	204026	RS	100	100	NM	NM	21	20	20
LT1	26 Prince St	452786	205860	RS	100	100	17	13	11	9	11
LT4	138-146 Morrell Av	453575	206037	RS	100	100	16	13	12	10	11
LT5	189 Divinity Rd	453576	205938	RS	100	100	18	12	10	9	10
LT7	126 The Slade	454930	206287	RS	100	100	26	22	19	16	17
LT8	East Oxford Primary School	452903	205776	UB	100	100	15	13	12	10	11
LT14	94 Howard St	453138	204917	RS	100	100	16	13	11	9	10
LT16	103-139 Hurst St	452985	205185	RS	100	100	16	13	11	10	12

☒ **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%).

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

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2025 (%) (2)	2021	2022	2023	2024	2025
CM1	451359	206157	Roadside	51.43%	51.43%	0	1	0	8 (112)	0 (85)
CM2	451677	206272	Roadside	90.39%	90.39%	0	0	0	0	0
CM3	451118	205353	Urban Background	96.45%	96.45%	0	0	0	0	0

Notes:

Results are presented as the number of 1-hour periods where concentrations greater than 200µg/m^3 have been recorded.

Exceedances of the NO_2 1-hour mean objective (200µg/m^3 not to be exceeded more than 18 times/year) are shown in **bold**.

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

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

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

Table A.6 – Annual Mean PM_{10} Monitoring Results (µg/m³)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2025 (%) (2)	2021	2022	2023	2024	2025
CM2	451677	206272	Roadside	99.3%	99.3%	14	16	14	13	17
CM3	451118	205353	Urban Background	99.9%	99.9%	11	12	9	9	10

☒ **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 PM_{10} 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%).

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

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2025 (%) (2)	2021	2022	2023	2024	2025
CM2	451677	206272	Roadside	99.3%	99.3%	0	2	0	0	3
CM3	451118	205353	Urban Background	99.9%	99.9%	1	0	0	0	1

Notes:

Results are presented as the number of 24-hour periods where daily mean concentrations greater than 50µg/m^3 have been recorded.

Exceedances of the PM_{10} 24-hour mean objective (50µg/m^3 not to be exceeded more than 35 times/year) are shown in **bold**.

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

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

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

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

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2025 (%) (2)	2021	2022	2023	2024	2025
CM2	451677	206272	Roadside	99.3%	99.3%	NM	6	8	7	9
CM3	451118	205353	Urban Background	99.9%	99.9%	7	7	6	6	7

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

Notes:

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

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

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

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

Appendix B: Full Monthly Diffusion Tube Results for 2025

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

DT ID	Site Name	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 (0.78)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
DT1	St Ebbes	451118	205353	12	17.4	14.6	11.9	11.5	8.3	10.1	8.8	10.8	10.3	14.5	14.3	12	9		
DT2	Weirs Lne./Abingdon Rd. LP1	451904	204215	30.3	28.8	27.1	22.5	19	15.5	17.4	18.9	20.8	19.3	25.9	22.9	22.4	17		
DT3	LP 52 Abingdon Rd.	451914	204154	41	35	32	NA	20.4	26.2	22.5	23.4	29.3	26.8	33.4	24.1	28.6	22		
DT4	Boundary Brook Rd/ Iffley Rd	452961	204662	27.5	33.7	27.4	21.8	25.5	21.3	19.7	19.5	24.1	23.1	29.5	22	24.6	19		
DT5	Lenthall Rd Allotments	452818	203448	19.7	18.4	12.8	10.2	15.2	7.5	7.4	8.7	10.8	11.4	14.0	12.4	12.4	10		
DT7	Oxford Rd/ Between Towns Rd	454472	204246	36.0	34.2	27.1	24.3	21.5	26.6	20.0	22.8	23.3	14.6	30.3	13.3	24.5	19		
DT8	Oxford Rd(Cowley) LP13	454355	204296	41.9	38.7	33.4	25.6	26.6	22.6	18.9	21.5	26.7	24.1	26.0	28.6	27.9	22		
DT14	Windmill Rd. W	454554	207102	41.1	30.5	23.3	20.6	22.0	23.0	21.3	19.9	21.0	24.5	23.3	21.0	24.3	19		
DT15	London Rd./BHF	454433	207058	11.6	30.9	28.9	26.9	22.6	17.9	14.8	21.3	22.7	18.1	25.2	21.8	21.9	17		
DT16	Headley Way/London Rd. LP2	453982	206817	25.7	27.5	25.8	23.8	21.4	13.7	16.3	13.9	13.3	17.3	18.5	17.9	19.6	15		
DT18	The Roundway	455596	207367	24.1	31.1	27.7	23.6	22.7	15.7	19.1	18.9	22.2	21.0	24.3	20.6	22.6	18		
DT20	Barton Lane LP2	454999	207759	23.3	34.3	29.1	26.5	19.4	14.8	16.5	16.8	15.3	18.6	23.1	18.6	21.4	17		
DT25	Cuttleslowe Rbout 3 Elsfield Rd.	450419	210256	50.5	37.9	34.4	28.3	27.6	22.9	19.5	22.6	26.4	NA	32.5	31.0	30.3	24		
DT26	Cuttleslowe 3 Summers Place	450389	210189	39.8	41.8	44.0	40.4	31.5	24.1	28.1	28.2	24.7	21.2	28.1	28.1	31.7	25		
DT27	Wolvercote 78 Sunderland Ave.	449824	210198	32.5	27.2	21.9	16.4	27.0	19.5	17.1	18.2	20.5	18.9	23.3	19.2	21.8	17		
DT28	Wolvercote 51 Sunderland Ave	449856	210162	32.2	31.4	28.2	20.2	21.6	19.3	21.4	17.9	18.5	21.2	23.9	23.0	23.2	18		
DT29	Pear Tree P&R N Gateway	449530	210734	33.3	24.9	21.6	17.4	18.4	14.7	15.6	13.7	17.9	18.3	23.1	20.4	19.9	16		
DT30	Osney Lne/Hollybush Row	450668	206053	31.4	22.2	25.3	15.2	18.7	14.5	16.0	16.5	18.5	14.1	23.0	20.2	19.6	15		
DT31	Beckett St.	450566	206227	37.4	29.1	29.9	23.1	27.3	26.8	34.6	21.3	25.9	24.0	28.2	22.0	27.5	21		
DT32	Royal Oxford Hotel	450674	206273	34.9	30.6	31.4	26.9	24.9	22.2	NA	21.6	23.6	22.0	23.8	21.9	25.8	20		
DT33	Botley RD/ Mill St	450409	206224	28.2	36.1	35.3	31.1	27.1	12.6	19.6	26.5	19.4	20.1	23.6	24.1	25.3	20		
DT35	Botley Rd /Hillview Rd	450029	206207	32.5	29.6	27.6	21.6	20.8	20.8	16.4	18.5	NA	20.9	23.4	19.9	22.9	18		
DT36	Botley Rd N (Prestwich Place)	449657	206245	24.4	24.7	19.3	15.3	NA	12.0	11.1	11.7	14.5	13.0	18.2	15.0	16.3	13		
DT39	St Aldate's	451359	206157	36.3	29.1	29.9	24.5	18.6	17.3	17.2	21.7	28.8	26.8	30.4	26.0	25.6	20		

DT ID	Site Name	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 (0.78)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
DT40	Queen St.	451270	206144	31.8	31.0	25.2	24.2	21.4	17.4	16.6	16.2	17.8	17.3	19.9	21.0	21.7	17		
DT41	Bonn Square	451216	206133	28.9	26.1	15.7	18.2	19.0	13.4	16.2	14.9	18.0	15.1	20.3	16.2	18.5	14		
DT42	New Rd.	451073	206191	26.2	25.6	NA	21.6	18.7	12.8	15.2	15.0	17.0	16.7	20.2	17.7	18.8	15		
DT43	Park End St.	450885	206275	31.1	32.6	NA	23.1	NA	19.3	21.8	18.3	19.7	21.8	NA	21.0	23.2	18		
DT44	Hythe Bridge St.	450795	206343	33.1	26.4	NA	23.2	24.8	19.2	21.5	19.7	22.0	18.7	23.0	22.0	23.1	18		
DT45	Worcester St.	450942	206424	40.3	28.4	33.6	32.2	27.2	28.8	25.7	29.5	29.6	24.8	NA	28.7	29.9	23		
DT46	Beaumont St.	451167	206519	33.1	34.1	27.1	24.7	18.1	21.5	19.0	20.2	22.3	17.7	23.3	27.5	24.1	19		
DT47	George St. / Magdalen St.	451222	206387	36.4	30.2	30.7	28.5	30.2	23.5	20.8	20.0	24.3	27.5	27.7	24.5	27.0	21		
DT48	George St.	450981	206344	35.2	32.8	26.0	27.4	23.1	20.9	20.0	21.0	24.1	NA	24.1	NA	25.5	20		
DT49	Cornmarket St.	451322	206242	28.1	25.3	20.8	16.5	17.8	12.2	12.3	12.1	16.6	15.1	20.1	18.6	18.0	14		
DT50	High St. / Turl St.	451467	206222	27.1	30.4	21.6	19.5	16.9	13.4	NA	12.9	NA	15.3	18.5	18.3	19.4	15		
DT51	50 High St.	451900	206250	25.8	30.1	27.6	21.5	29.9	14.5	14.1	14.4	17.7	18.1	19.7	18.6	21.0	16		
DT52	Longwall St.	451972	206283	36.4	38.1	32.3	NA	26.4	27.6	21.0	22.1	23.5	27.3	25.5	24.9	27.7	22		
DT53	Magdalen Bridge	452099	206117	22.2	26.3	18.4	15.9	12.1	10.7	10.5	11.0	14.7	14.1	16.1	17.0	15.8	13		
DT55	St Clements	452326	205992	50.2	41.3	42.7	34.6	33.2	37.3	31.3	28.3	36.7	33.5	35.4	30.9	36.3	28		
DT56	High St.	451576	206232	33.7	34.3	28.1	25.3	NA	19.4	16.9	17.9	23.1	NA	23.9	23.5	24.6	19		
DT57	Speedwell St. / St. Aldate's	451407	205807	31.7	26.5	23.1	19.1	19.3	18.7	21.0	17.7	18.8	20.2	22.7	20.5	21.6	17		
DT58	Folly Bridge	451437	205529	31.5	30.5	27.8	23.4	19.4	19.2	22.5	21.0	22.7	15.9	22.8	24.6	23.4	18		
DT59	Thames St.	451353	205643	21.1	26.7	26.5	17.8	20.4	14.4	18.5	14.7	14.9	15.6	14.6	17.2	18.5	14		
DT60	New Butterwyke P./ Thames St.	451248	205710	32.2	28.5	27.4	22.6	22.9	17.3	17.7	16.8	19.7	17.5	24.7	20.8	22.3	17		
DT64	Thames St. / Oxpens Rd.	450887	205825	24.6	23.7	22.7	20.1	16.5	17.3	19.0	16.2	16.9	14.2	15.9	16.2	18.6	15		
DT65	Speedwell St. / Littlegate	451206	205780	28.7	26.2	23.7	21.3	21.1	18.9	16.1	16.2	17.3	16.1	24.3	20.7	20.9	16		
DT68	Norfolk St.	451030	205962	26.5	22.4	21.1	17.5	19.9	14.8	13.5	14.5	16.2	14.0	16.8	14.7	17.7	14		
DT69	Paradise Square	450982	205973	26.8	25.3	21.4	18.9	18.4	15.2	14.5	16.0	19.1	14.3	20.8	19.2	19.2	15		
DT70	Castle St.	451062	206067	25.1	25.1	21.2	18.8	17.6	12.5	13.4	13.1	16.9	11.8	19.2	17.7	17.7	14		
DT71	BP City Motors	449617	210216	43.1	39.2	36.6	30.7	27.8	27.5	23.6	26.7	25.3	26.3	27.1	25.0	29.9	23		
DT72	Cowley Rd./ James Street	452761	205745	28.7	32.3	27.7	NA	NA	18.9	18.2	19.4	16.4	15.8	24.5	24.3	22.6	18		
DT73	Walton Street LP18	450960	206590	31.2	28.9	24.7	19.0	17.0	11.4	12.3	14.4	20.3	16.9	20.6	19.1	19.7	15		
DT76	St Giles	451226	206504	34.0	30.4	24.4	21.2	31.1	25.3	22.0	20.3	25.3	21.9	26.3	23.8	25.5	20		
DT77	St Clements 2	452451	205999	39.8	30.1	30.5	29.0	25.4	29.3	22.4	25.1	30.3	28.6	27.5	26.3	28.7	22		
DT79	Old Abingdon Rd.	451908	203919	32.6	24.6	24.8	20.7	16.9	16.1	16.6	19.5	20.6	18.7	23.2	22.7	21.4	17		

DT ID	Site Name	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 (0.78)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
DT80	Holloway Road	454651	204270	41.4	43.0	30.7	23.1	25.0	30.7	29.1	27.2	31.8	31.7	30.9	29.8	31.2	24		
DT81	Cowley Rd/ Union Street	452805	205731	24.9	26.2	21.2	16.1	16.4	14.2	12.9	11.9	15.2	16.0	18.6	18.3	17.7	14		
DT82	Summertown Parade	450806	208978	28.9	24.7	22.0	17.2	19.2	14.8	14.6	14.2	18.5	14.4	23.2	20.4	19.3	15		
DT83	A44 Woodstock Rd.	449681	210263	27.8	36.1	33.6	25.2	27.2	33.0	29.4	29.1	30.4	30.0	34.3	30.6	30.6	24		
DT84	226 Botley Rd.	449273	206274	24.8	26.0	17.9	15.5	14.8	15.0	11.9	13.2	15.3	14.3	16.7	16.8	16.9	13		
DT85	St Clements 3	452625	206068	35.8	36.5	33.5	27.2	32.0	22.5	22.4	22.7	NA	25.5	26.3	24.2	28.1	22		
DT86	72 Blackbird Leys	455134	202841	26.4	21.5	19.0	15.8	15.9	11.3	10.3	10.9	14.7	9.8	17.8	17.5	15.9	12		
DT87	New Inn Hall St	451164	206246	26.3	24.1	19.5	15.9	23.2	10.8	11.7	NA	NA	13.8	17.9	14.5	17.8	14		
DT88	St Michaels St	451205	206341	24.5	26.8	20.5	18.8	17.6	11.0	13.1	NA	13.8	14.9	17.5	13.6	17.5	14		
DT89	Turl St/Market St	451439	206330	22.3	24.9	17.8	15.3	19.6	9.7	10.9	9.8	12.4	15.0	19.0	17.6	16.2	13		
DT90	Rose Hill (Ashhurst Way)	453368	203323	26.8	26.4	21.2	17.0	17.0	12.9	11.0	13.6	18.1	16.0	20.1	18.5	18.2	17		
DT91	Garsington Rd (Premier Place)	455267	203719	32.3	34.4	31.6	25.6	27.6	26.8	27.0	20.2	24.0	23.3	28.1	22.3	26.9	21		
DT92	BB Leys (Cuddesdon Way)	455702	203062	27.3	27.6	21.4	16.9	18.3	10.0	10.1	10.8	13.2	13.8	18.7	16.2	17.0	13		
DT93	Marston Ferry Rd	451363	208785	24.2	19.5	14.5	10.8	14.2	8.5	9.4	8.7	10.2	11.7	14.2	13.7	13.3	10		
DT94	Broad St LP6	451360	206427	30.1	19.6	18.4	14.3	18.2	12.1	12.7	11.6	14.8	18.1	22.3	21.2	17.8	14		
DT95	Broad S -Lbay	451433	206438	28.7	NA	21.1	14.7	19.4	12.9	11.1	NA	15.7	18.6	21.6	21.7	18.6	15		
DT96	45 Oxford Road	453698	203059	36.4	34.9	34.2	24.6	27.3	22.7	26.7	20.5	22.8	26.7	29.0	26.5	27.7	22		
DT97	14 Green Road flats	455540	207352	29.0	29.2	26.0	20.1	20.4	17.0	16.7	15.5	18.1	20.4	19.0	19.5	20.9	16		
TF1	Oxey Mead Lake 1	447817	210695	14.6	15.4	15.2	14.6	10.9	7.0	6.5	7.8	8.3	9.0	9.0	11.8	10.8	8		
TF2	Oxey Mead Lake 2	447945	210710	20.1	22.3	21.3	21.5	15.7	9.8	10.7	12.6	12.2	11.5	14.0	14.7	15.5	12		
TF3	Oxey Mead Lake 3	448247	210661	30.8	35.7	37.2	34.8	26.1	21.2	24.5	22.7	19.0	21.5	21.6	19.4	26.2	20		
TF4	Wolvercote Village	449145	209732	20.7	19.3	16.7	17.4	12.4	8.8	9.6	9.6	11.8	11.5	15.2	15.2	14.0	11		
TF5	Wolvercote Primary School	449740	209866	18.2	22.7	20.8	16.7	12.3	9.3	9.3	11.2	13.6	13.2	17.0	14.1	14.9	12		
TF6	306 Woodstock Road	450300	209379	30.9	23.9	NA	18.2	12.8	12.9	12.9	12.9	16.1	14.5	18.2	17.4	17.3	13		
TF7	339 Banbury Road	450602	209634	31.9	29.9	25.6	23.1	16.6	19.0	16.4	18.2	22.6	21.6	27.0	24.0	23.0	18		
TF8	191 Woodstock Road	450695	208278	36.7	28.9	23.3	19.3	22.1	16.1	15.6	15.5	20.7	20.0	26.3	15.1	21.6	17		
TF9	48 Woodstock Road	451009	207199	34.1	28.1	23.5	21.0	19.9	17.6	14.8	15.9	19.4	20.6	23.6	20.5	21.6	17		
TF10	99 Banbury Road	451035	207953	29.9	27.4	23.2	19.0	19.6	15.4	15.4	14.1	17.0	16.0	22.6	NA	20.0	16		
TF11	9 S. Park Road	451626	206893	29.6	26.7	21.1	19.0	15.0	13.8	11.5	14.7	16.7	16.6	24.7	18.7	19.0	15		
TF12	15 Banbury Road	451170	207087	30.5	26.1	21.7	16.1	20.3	10.8	10.7	12.2	15.4	12.1	18.9	18.7	17.8	14		
TF13	Walton Street 76	450625	207212	32.1	25.1	18.2	17.8	12.6	NA	16.3	12.8	18.3	17.1	19.6	18.3	18.9	15		

DT ID	Site Name	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 (0.78)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
TF14	69 Kingston Road	450545	207728	26.3	22.5	15.6	15.8	12.3	10.7	10.8	10.6	15.2	13.9	17.9	16.2	15.7	12		
TF15	Park End Street	450789	206269	35.4	34.0	31.8	30.0	19.5	23.3	24.5	20.6	21.4	NA	21.5	26.4	26.2	20		
TF16	St Aldates 61	451420	205729	29.5	24.9	21.4	NA	18.6	15.6	19.5	14.8	19.1	NA	24.4	21.3	20.9	16		
TF17	23 Iffley Rd/Stanley Rd	452718	205090	34.6	14.1	20.4	19.7	16.4	18.1	16.9	15.0	16.9	18.2	26.0	21.1	19.8	15		
TF18	143 Morrell Avenue	453263	205962	25.7	54.3	16.1	14.4	14.4	11.3	10.3	10.4	13.0	13.4	18.9	17.1	18.3	14		
TF19	Headington Hill	453248	206468	56.4	57.8	33.5	58.1	40.1	52.1	NA	44.7	32.9	33.5	44.6	37.1	44.6	35		
TF20	Marston Rd/St Michaels Primary	452853	206925	NA	18.6	15.6	9.9	8.1	10.5	8.8	9.0	10.8	11.8	14.8	11.9	11.8	9		
TF21	189 Headley Way	453795	207074	32.3	32.0	22.0	21.0	16.1	14.2	12.8	13.9	18.5	NA	26.5	24.9	21.3	17		
TF22	255 London Rd/Gladstone Rd	455154	207362	38.4	26.8	26.7	23.9	15.8	21.0	17.8	16.7	21.0	22.6	27.5	24.4	23.6	18		
TF23	JR Hospital	453861	207513	27.2	32.2	23.7	25.0	15.8	15.7	16.1	16.4	15.3	16.1	23.5	21.9	20.7	16		
TF24	Marston Ferry Rd/Cherwell Drive	452739	208351	27.3	22.6	17.1	13.8	11.9	12.5	9.4	10.1	14.6	14.5	19.1	16.4	15.8	12		
TF25	39 Marsh Lane	453186	208209	31.0	31.0	18.8	17.5	15.1	13.8	12.3	12.2	15.9	15.1	21.6	17.1	18.5	14		
TF26	Northway/Cutteslowe Park	451091	210175	28.1	30.8	26.2	29.0	21.6	19.2	20.9	15.5	19.0	20.3	23.1	16.7	22.5	18		
TF27	Northern Bypass/Phillips Tyres	452691	209225	50.3	48.0	43.1	35.3	17.8	NA	20.1	39.1	46.6	26.8	60.1	60.4	40.7	32		
TF28	Horspath Driftway	455454	205164	30.4	28.9	21.1	21.6	19.5	20.0	16.0	17.2	20.8	22.4	29.1	22.0	22.4	17		
TF29	109 Old Road	455138	206375	27.4	23.6	11.7	12.9	NA	13.8	9.8	10.2	12.6	13.8	19.6	16.4	15.6	12		
TF30	99 Oliver Road	455405	204262	48.6	47.5	35.0	38.5	25.4	23.8	19.6	27.7	30.9	31.0	39.9	31.2	33.3	26		
TF31	Brasenose Farm/Eastern Bypass	455602	204986	51.2	34.7	31.1	40.8	34.9	39.0	39.8	33.5	26.1	34.9	40.1	31.8	36.5	28		
TF32	22 Garsington Road	454690	204160	22.4	29.8	24.6	NA	15.7	16.5	15.1	15.0	17.6	18.4	25.4	24.8	20.5	16		
TF33	119 Barns Road	454490	203748	28.5	26.1	23.5	18.6	19.8	13.7	11.1	11.5	14.5	15.6	23.2	18.6	18.7	15		
TF34	Oxford Road/Newmans Road	453717	203250	41.4	15.8	30.8	NA	28.9	33.9	30.4	31.2	31.0	NA	41.4	27.5	31.2	24		
TF36	Wolvercote Meadows 1	448095	208830	50.4	47.9	46.4	50.8	39.1	40.7	36.6	42.9	39.7	39.6	38.4	36.4	42.4	33		
TF37	Wolvercote Meadows 2	448688	210123	46.9	30.6	31.3	25.3	NA	NA	34.6	28.9	28.8	32.6	NA	NA	32.4	23		
TF38	Church Cowley Rd	453417	204026	33.7	30.5	27.6	26.0	20.2	22.0	21.0	19.0	24.4	24.5	29.4	26.6	25.4	20		
LT1	26 Prince St	452786	205860	24.0	18.8	15.8	13.3	13.5	8.5	7.9	7.9	11.0	12.2	17.3	16.1	13.9	11		
LT4	Morrell Av Bus Stop	453575	206037	21.6	21.2	17.8	14.6	10.5	9.6	9.8	9.2	10.5	12.1	15.0	14.8	13.9	11		
LT5	189 Divinity Rd	453576	205938	21.7	21.1	15.7	13.2	8.6	10.7	6.9	7.9	10.9	9.4	16.1	13.5	13.0	10		
LT7	126 The Slade	454930	206287	31.3	27.1	22.7	22.5	18.4	17.6	21.2	16.9	15.9	17.3	24.3	22.3	21.5	17		
LT8	East Oxford Primary School	452903	205776	26.4	19.5	18.7	15.0	13.4	9.0	7.7	9.1	11.5	12.3	17.6	15.5	14.6	11		
LT14	94 Howard St	453138	204917	24.4	9.1	17.0	14.2	15.0	8.0	8.0	9.4	11.2	11.6	16.6	14.1	13.2	10		

DT ID	Site Name	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 (0.78)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
LT16	103-139 Hurst St	452985	205185	26.9	24.2	15.6	14.4	13.2	8.5	8.0	9.1	13.0	12.9	18.6	15.4	15.0	12		

☒ **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.**

☒ **Oxford City 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 Oxford City Council During 2025

Oxford City Council has not identified any new sources relating to air pollution within the reporting year 2025.

Additional Air Quality Works Undertaken by Oxford City Council During 2025

Oxford City Council has not completed any additional works within the reporting year of 2025.

QA/QC of Diffusion Tube Monitoring

Oxford's diffusion tubes were supplied and analysed in 2025 by the accredited laboratory (SOCOTEC), using a 50% Triethanolamine (TEA) in acetone method, and using a standard operating procedure (ANU/SOP/1015) that meets the guidelines set out in DEFRA's Diffusion Tubes for Ambient NO_2 Monitoring: Practical Guidance.

SOCOTEC is subject to quality assurance testing as part of their accreditation. This involves an independent comparison to other laboratories, under the independent AIR-PT scheme. The results of the latest inter-comparisons are publicly available for scrutiny here.

All the diffusion tubes used in the 2025 monitoring campaign were replaced according to DEFRA's 2025 diffusion tube monitoring calendar ± 2 days due date tolerance.

Diffusion Tube Annualisation

Only one of the 117 diffusion tube monitoring locations has not recorded data capture of a minimum of 75% in 2025 (which is equivalent to a minimum of 9 or more valid monthly averages throughout the 12-month calendar year). This monitoring site was A24 Wolvercote Meadows 2 (TF37) which had a data capture of 67%.

Table C.1 – Annualisation Summary (concentrations presented in µg/m^3)

Site ID	Annualisation Factor St. Ebbes	Annualisation Factor Reading New Town	Average Annualisation Factor	Raw Data Annual Mean	Annualised Annual Mean
TF37	0.92	0.93	0.93	32.4	30.1

Diffusion Tube Bias Adjustment Factors

The diffusion tube data presented within the 2025 ASR have been corrected for bias using an adjustment factor. Bias represents the overall tendency of the diffusion tubes to under or over-read relative to the reference chemiluminescence analyser. LAQM.TG22 provides guidance with regard to the application of a bias adjustment factor to correct diffusion tube monitoring. Triplicate co-location studies can be used to determine a local bias factor based on the comparison of diffusion tube results with data taken from NO_x/NO_2 continuous analysers. Alternatively, the national database of diffusion tube co-location surveys provides bias factors for the relevant laboratory and preparation method.

Oxford City Council have applied a national bias adjustment factor of **0.78** to its 2025 diffusion tube monitoring data. This bias adjustment factor results from averaging the bias adjustment factors obtained from 17 studies conducted in 2025 from SOCOTEC Didcot (the same laboratory used by Oxford City Council) and using the same Acetone method (50% TEA).

This figure was obtained by consulting DEFRA's latest National Bias Adjustment Factor Spreadsheet, available here, (published in March 2026).

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

Table C.2 – Bias Adjustment Factor

Monitoring Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2025	National	03/2026	0.78
2024	National	04/2025	0.78
2023	Local	-	0.75
2022	Local	-	0.74

2021	Local	-	0.98

Oxford City Council has decided to use a national bias adjustment factor (**0.78**) to adjust its diffusion tube data (rather than using the bias obtained by its local co-location study at AURN Oxford centre, which in 2025 was of **0.82**), due to:

- The poor data capture obtained by this automatic monitoring station for NO_2 in 2025 (only of 51%), and which has resulted in only 4 periods of data (out of the normal 12) being considered valid for use in the calculation of Oxford's local bias adjustment factor – potentially bringing poor robustness to the analysis.

Table C.3 below shows the calculations of the council's local bias, which ended up being disregarded.

Table C.3 – Local Bias Adjustment Calculation

	Local Bias Adjustment Input 1
Periods used to calculate bias	4
Bias Factor A	0.82 (0.72 - 0.97)
Bias Factor B	21% (3% - 40%)
Diffusion Tube Mean (µg/m^3)	25
Mean CV (Precision)	6
Automatic Mean (µg/m^3)	21
Data Capture	94%
Adjusted Tube Mean (µg/m^3)	21 (18-25)

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 Oxford City Council required distance correction during 2025.

QA/QC of Automatic Monitoring

Oxford City Council currently operates three automatic monitoring sites. All routine calibration and maintenance is carried out by members of Oxford City Council's Environmental Quality team and performed in accordance with manufacturers' and Automated Urban Monitoring Network site operators' manual. Instrument drift is routinely checked by:

- a daily internal instrument calibration which is carried out automatically using an electronic calibration check;
- every two weeks a manual external instrument calibration is carried out by Oxford City Council using gas cylinders that can be traced back to reference standards for each pollutant;
- every six months an audit of instrument response is carried out by an external organization using independent gas calibration standards.

The above checks enable data to be examined subsequently for instrument drift, which is expected, or for faulty data which is usually not expected. Before final publication of the air quality annual monitoring results for comparison against current legislation, the air quality data needs to be ratified.

Data Ratification is a detailed manual check of the data set carried out on a quarterly basis in all our automatic monitoring stations covered by the full QA/QC process. It requires a longer-term view of the dataset, incorporating the results from the independent QA/QC audits of the monitoring stations.

All the automatic monitoring data obtained in 2025 and presented within this ASR has been fully ratified by Ricardo Energy & Environment, following in full all the national AURN QA/QC procedures[13]. Live and historic data from our 3 automatic monitoring sites can be found on the following websites:

- OXONAIR
- UK – Air
- AQ England

[13] AURN QA QC Manual

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

The instruments used at AURN St Ebbes and Oxford High Street to measure PM_{10} and $PM_{2.5}$ data (FIDAS), do not require the application of any correction factor. $PM_{2.5}$ data reported by the FIDAS instrument is automatically corrected to gravimetric equivalent by Ricardo Energy & Environment using the procedure described in TG22.

Automatic Monitoring Annualisation

All automatic monitoring locations within Oxford City Council recorded data capture of greater than 75% for all pollutants, with the exception of $PM_{2.5}$ at Oxford Centre Roadside.

Refurbishment works to the façade of Oxford City Town Hall, where the Oxford Centre Roadside automatic monitoring site is located, were carried out between August 2025 and February 2026. During this period, the monitoring station was taken offline for the full duration of the works. The presence of scaffolding and construction activity on the building façade posed a significant risk of dust ingress to the analyser inlet, which could have compromised data quality. To prevent the collection of unrepresentative or unreliable monitoring data, the site was therefore shut down for approximately five months (August – December 2025) while the refurbishment works were ongoing. This led to the complete data capture of NO_2 at this site to be 51.43% in 2025.

The NO_2 annual mean at Oxford Centre therefore had to be annualised. The procedure followed was the one described in box 7-9 of the LAQM TG22 for the annualisation of continuous monitoring data. Table C.5 below shows the annualisation procedure that was undertaken, and which includes reference to the sites used for this correction.

Table C.4 – Automatic NO_2 Annualisation Summary Oxford Centre (concentrations presented in µg/m^3)

Background Site	Annual Data Capture (%)	Annual Mean (A_m)	CM1	
			Period Mean (P_m)	Ratio (A_m / P_m)
Oxford St. Ebbes	96.45%	11	10.5	1.047619048
Reading New Town	99.01%	12	10.9	1.100917431
Average (R_a)			1.074268239	
Raw Data Annual Mean (M)			20	
Annualised Annual Mean (M x R_a)			21	

The period mean corresponds to the $PM_{2.5}$ averages that were obtained at the 2 AURN sites for the period:

29/01/2025 15:00 until 30/01/2025 11:00

07/03/2025 3:00 until 10/03/2025 13:00

29/03/2025 1:00 until 04/04/2025 11:00

13/04/2025 21:00 until 07/05/2025 10:00

19/06/2025 2:00 until 27/06/2025 15:00

20/08/2025 9:00until 31/12/2025 24:00

NO_2 Fall-off with Distance from the Road

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

Appendix D: Map of the City's AQMA

The Council previously declared Air Quality Management Areas (AQMA's) in central Oxford (2003) and at Green Road roundabout (2005), as those were the locations where the UK nitrogen dioxide objectives were not being met at the time. Following further detailed assessments (2008 and 2009); several additional areas were identified where the nitrogen dioxide objectives were being breached.

As such, in September 2010 the City Council made an Air Quality Management Order declaring the whole city an AQMA for NO_2. Figure 12 below shows (in blue) the area of the city currently covered by the AQMA for NO_2 and its boundaries. Figure 13 shows a print screen of OXONAir's interactive map, a resource where residents can identify all the locations where air quality monitoring was conducted throughout 2025 and the levels of NO_2 measured. All the monitoring locations are within Oxford's current AQMA, apart from the locations of diffusion tubes TF1, TF2, TF3.

Figure 12 - Boundary of Oxford's current city-wide AQMA for NO_2

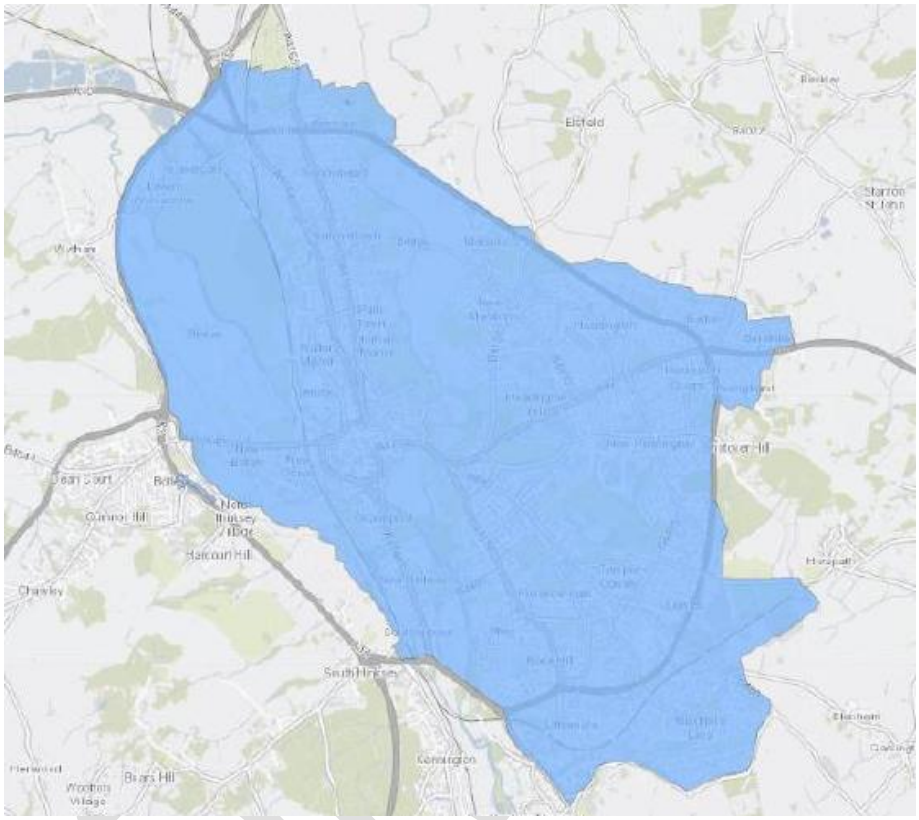
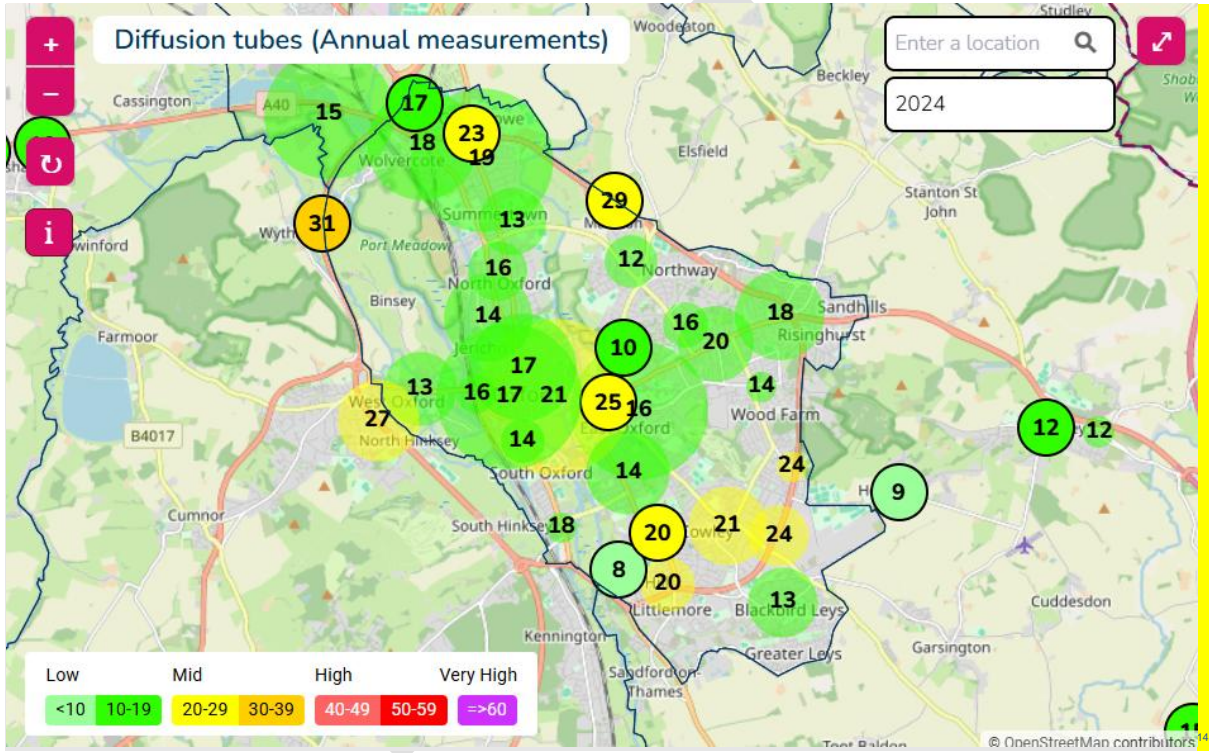


Figure 13 - Map of Non-Automatic Monitoring Site



[14] All of Oxford City Council diffusion tube locations and concentrations for the year 2025 can be found on the OXONAIR website after the publication of this annual status report.

Figure 14 - % of Oxford Air Quality Monitoring Sites Below Relevant NO_2 Thresholds

Air Quality Monitoring

% of Oxford sites below relevant NO2 thresholds

Year	% Sites Below 40	% Sites Below 30	% Sites Below 20
2003	7.14%	7.14%	
2004	6.67%	6.67%	
2005	6.67%	6.67%	6.67%
2006	6.67%	6.67%	
2007	32.43%	18.92%	
2008	42.86%	11.43%	5.71%
2009	48.78%	14.63%	2.44%
2010	31.71%	9.76%	2.44%
2011	19.51%	9.76%	2.44%
2012	43.90%	9.76%	4.88%
2013	37.14%	14.29%	2.86%
2014	48.78%	26.83%	9.76%
2015	61.90%	26.98%	4.76%
2016	73.97%	28.77%	4.11%
2017	91.89%	68.92%	9.46%
2018	94.67%	66.67%	8.00%
2019	82.43%	52.70%	5.41%
2020	100.00%	91.89%	39.19%
2021	100.00%	82.22%	32.22%
2022	95.35%	82.17%	43.41%
2023	98.46%	92.31%	56.92%
2024	99.17%	96.67%	68.33%
2025	100.00%	97.50%	73.33%

Appendix E: Air Quality Objectives and WHO recommended guidelines

Table 16 – Air Quality Objectives in England[15]

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
Particulate Matter ($PM_{2.5}$)	10µg/m^3	Annual mean
Ozone (O_3)	100 µg/m^3 not to be exceeded more than 10 times a year	8-hour mean

Table 17 – World Health Organization recommended air pollution guidelines.

Pollutant	Recommended guidelines for each pollutant	
	Concentration (µg/m^3)	Measured as
Nitrogen Dioxide (NO_2)	200	1-hour mean
Nitrogen Dioxide (NO_2)	25	24-hour mean
Nitrogen Dioxide (NO_2)	10	Annual mean
Particulate Matter (PM_{10})	45	24-hour mean
Particulate Matter (PM_{10})	15	Annual mean
Particulate Matter ($PM_{2.5}$)	15	24-hour mean
Particulate Matter ($PM_{2.5}$)	5	Annual mean
Ozone (O_3)	60	Peak season[16]
Ozone (O_3)	100	8-hour mean

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

[16] Average of daily maximum 8 hour mean O_3 concentration in the six consecutive months with the highest six-month average O_3 concentration.

Appendix F: Time variations and calendar plots of Oxford's automatic monitoring

Figure 15 – NO_2 time variations at Oxford' automatic monitoring sites along calendar year 2025

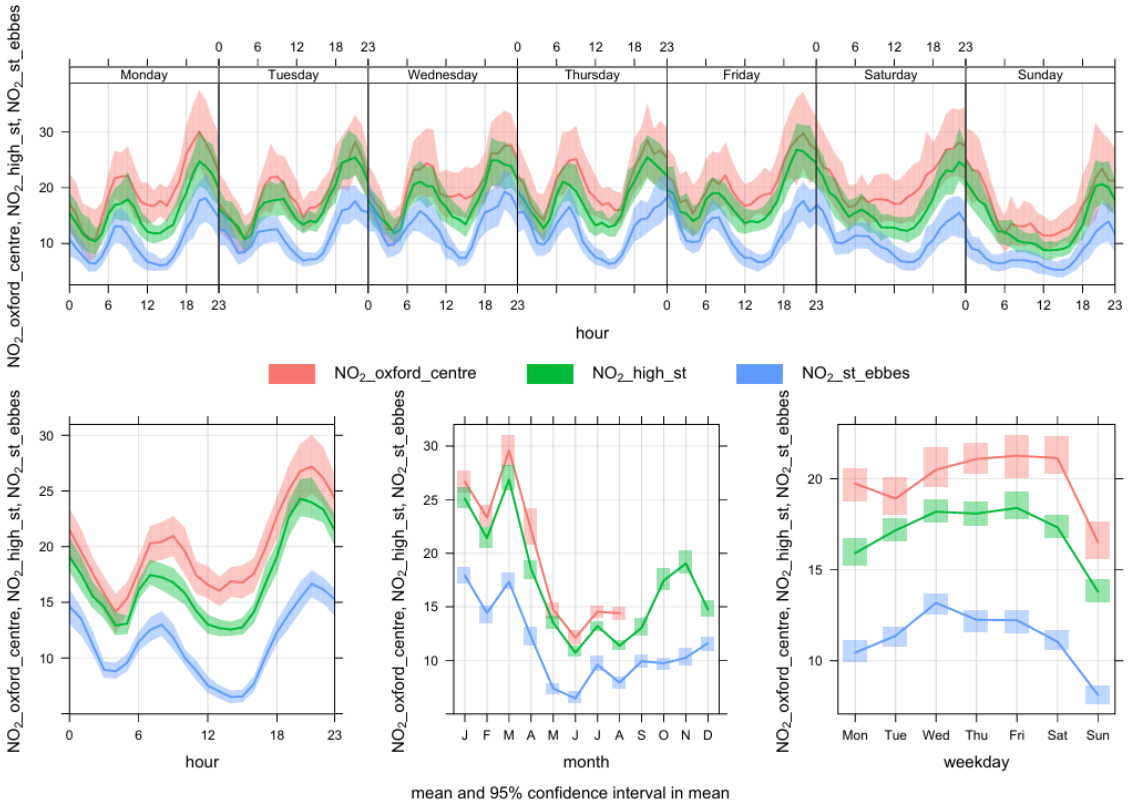


Figure 16 – Oxford's 3 NO_2 automatic monitoring sites (basic statistics 2025)

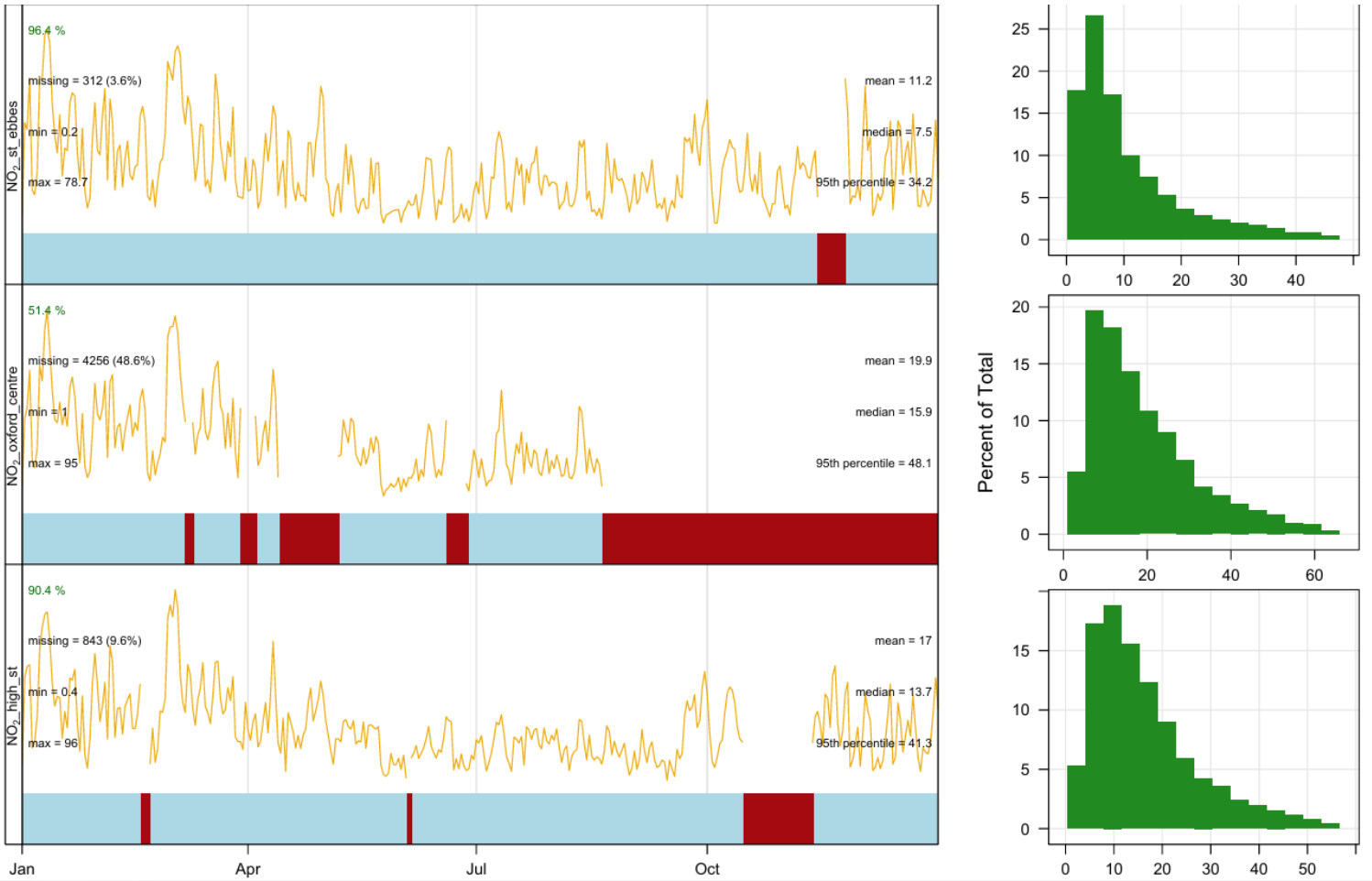


Figure 17 – Daily NO_2 average (Calendar Plot) at AURN Oxford Centre in 2025

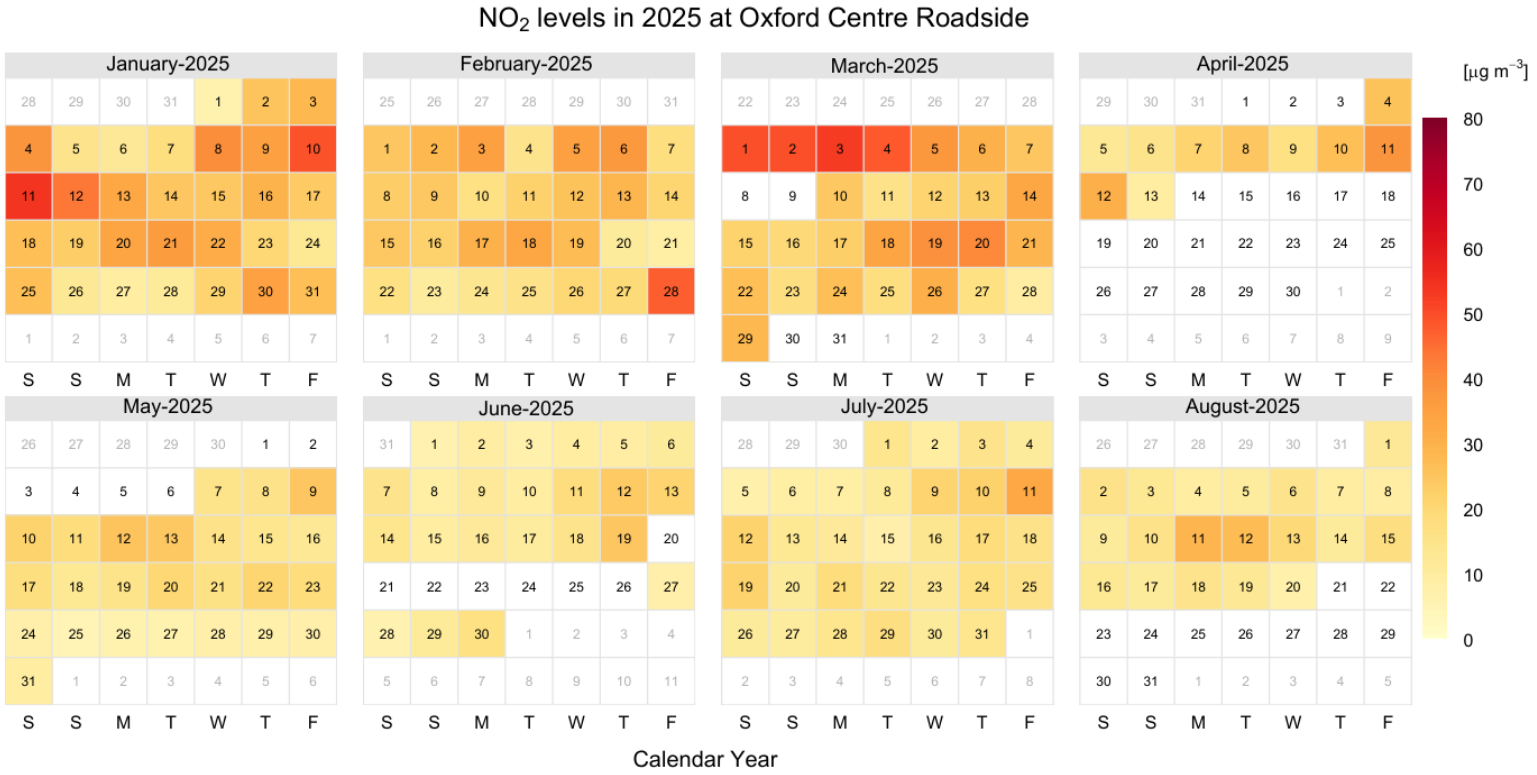


Figure 18 - Daily NO_2 average (Calendar Plot) at AURN St. Ebbes in 2025

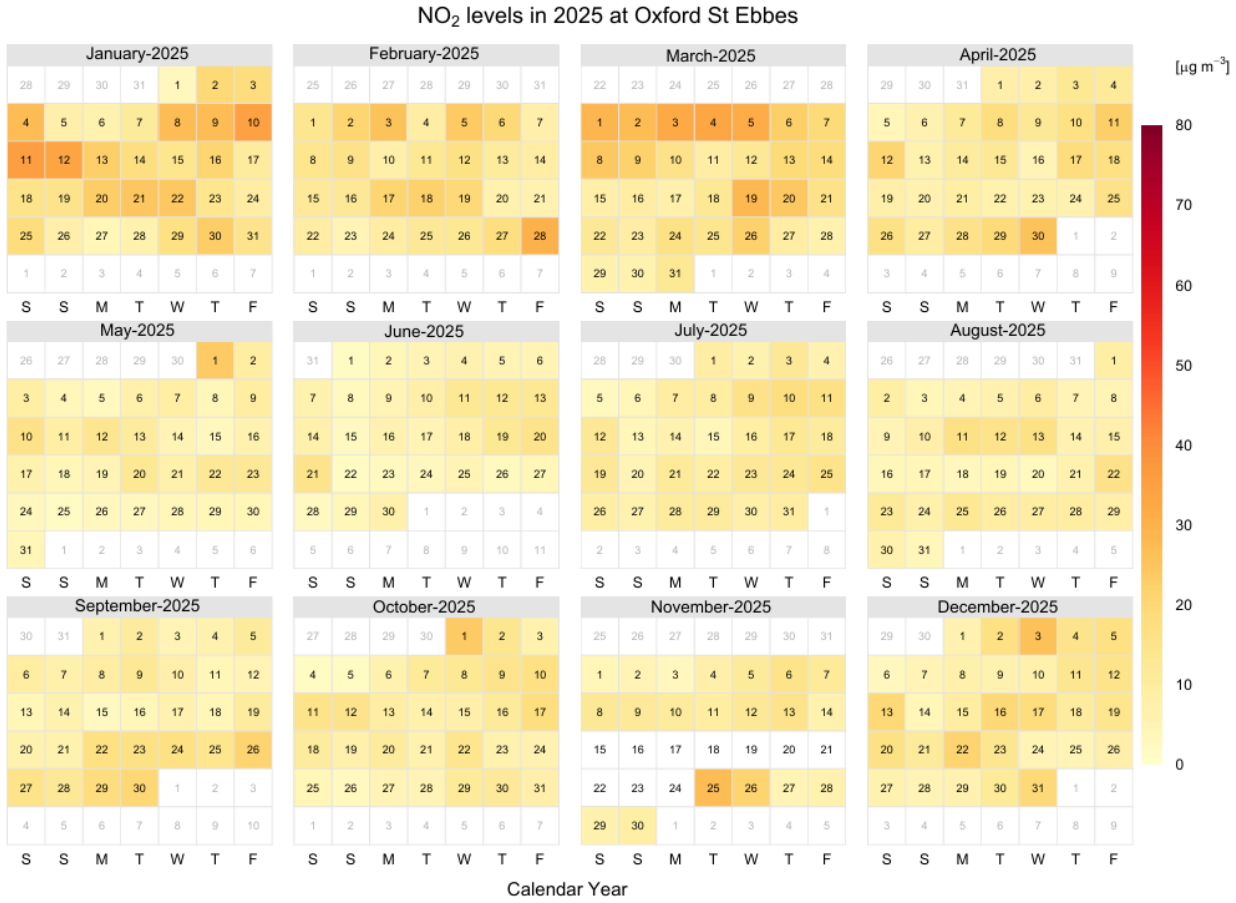
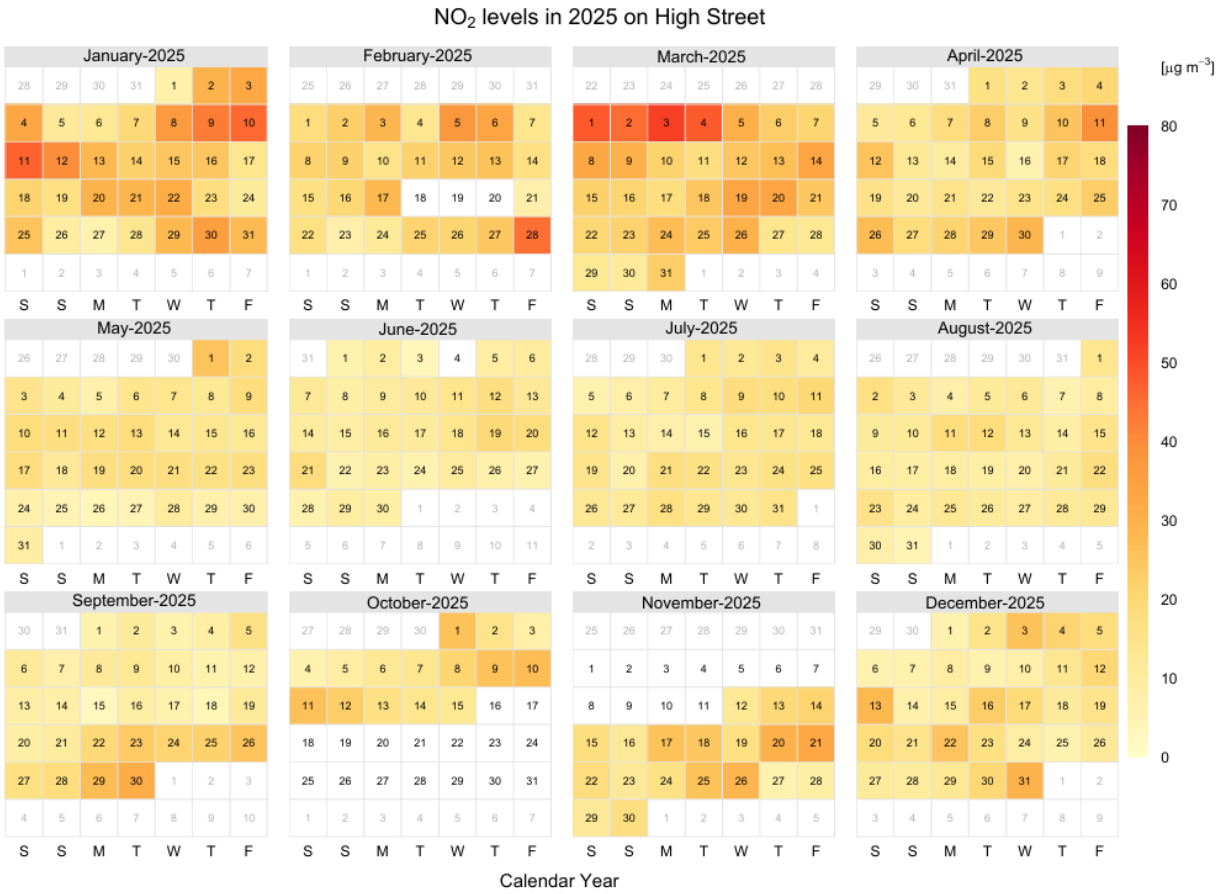


Figure 19 – Daily NO_2 average (Calendar Plot) at Oxford High Street in 2025



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

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