Rushcliffe Borough 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

Information	Rushcliffe Borough Council Details
Local Authority Officers	Laura Straughan & Caroline McCaffrey
Department	Environmental Health
Address	Rushcliffe Borough Council Rushcliffe Arena Rugby Road West Bridgford NG2 7YG
Telephone	0115 9819911
E-mail	environmentalhealth@rushcliffe.gov.uk
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Local Responsibilities and Commitment

This Annual Status Report (ASR) was prepared by the Environmental Health Service of Rushcliffe Borough Council (RBC) with the support and agreement of the following officers and departments:

- RBC Development Control;
- RBC Policy Planning;
- RBC Communities;
- RBC Economic Growth;
- RBC Streetwise;
- RBC Human Resources;
- Ellie Jaycock and Sean Parks - Transport Planning and Programme Development Place Department, Nottinghamshire County Council;
- R Wellings - Bus Policy, Partnership and Major Projects, East Midlands Combined County Authority (EMCCA); and
- Jo Marshall - Public Health and Commissioning Manager, Public Health Adult Social Care and Health, Nottinghamshire County Council.

This ASR has been approved by:



Dave Banks

Director - Neighbourhoods and Deputy Chief Executive, Rushcliffe Borough Council

This ASR has been signed off on behalf of the Nottinghamshire County Councils Director of Public Health and Communities by



Jo Marshall

Public Health and Commissioning Manager, Nottinghamshire County Council

If you have any comments on this ASR, please send them to the Environmental Health Service at:

Rushcliffe Borough Council

Rushcliffe Arena

Rugby Road

West Bridgford

NG2 7YG

Tel: 0115 9819911

environmentalhealth@rushcliffe.gov.uk

Executive Summary: Air Quality in Our Area

Air Quality in Rushcliffe Borough Council

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

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

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

Table ES 1 - Description of Key Pollutants

Pollutant	Description
Nitrogen Dioxide (NO_2)	Nitrogen dioxide is a gas which is generally emitted from high-temperature combustion processes such as road transport or energy generation.
Sulphur Dioxide (SO_2)	Sulphur dioxide (SO_2) is a corrosive gas which is predominantly produced from the combustion of coal or crude oil.
Particulate Matter (PM_{10} and $PM_{2.5}$)	Particulate matter is everything in the air that is not a gas. Particles can come from natural sources such as pollen, as well as human made sources such as smoke from fires, emissions from industry and dust from tyres and brakes. PM_{10} refers to particles under 10 micrometres. Fine particulate matter or $PM_{2.5}$ are particles under 2.5 micrometres.

Road traffic is the main source of air pollution within the Rushcliffe Borough and nitrogen dioxide (NO_2) and particulate matter (particularly $PM_{2.5}$) are the primary pollutants of concern. Nitrogen dioxide is a brown gas with the chemical formula NO_2. It is chemically related to nitric oxide (NO) and together NO and NO_2 are known as NO_X. NO_X is released into the atmosphere when fuels are burned, for example petrol or diesel in a car engine, or

natural gas in a domestic central heating boiler. NO_2 can affect our health and evidence indicates high levels can inflame the airways of our lungs, and over the long term can affect how well our lungs work. The concentration of NO_2 is measured as micrograms per cubic metre of air (μg m^{-3}) and to protect health the Government has set air quality standards. The hourly objective which is the concentration of NO_2 in the air averaged over a period of one hour, aims to ensure we are not exposed to high concentrations for short periods of time. The annual objective which is the concentration of NO_2 in the air averaged over a period of one year, aims to protect us over the longer term.

Particulate matter (PM) is a generic term used to describe a complex mixture of solid and liquid particles of varying size, shape, and composition. Some particles are emitted directly (primary PM); others are formed in the atmosphere through complex chemical reactions (secondary PM). The composition of PM varies greatly and depends on many factors, such as geographical location, emission sources and weather.

The main sources of man-made PM are the combustion of fuels (by vehicles, industry and domestic properties) and other physical processes such as tyre and brake wear. Natural sources include wind-blown soil and dust, sea spray particles, and fires involving burning vegetation. PM is often classified according to by aerodynamic size and referred to as

- coarse particles (PM_{10}; particles that are less than 10 microns (μm) in diameter)
- fine particles ($PM_{2.5}$; particles that are less than 2.5 μm in diameter)
- ultrafine particles ($PM_{0.1}$; particles that are less than 0.1 μm in diameter).

The strongest evidence for effects on health is associated with fine particles ($PM_{2.5}$)[1]. There is an extensive body of evidence that long-term exposure to PM increases mortality and morbidity from cardiovascular and respiratory diseases. Air pollution has a significant effect on public health, and poor air quality is the largest environmental risk to public health in the UK[2]. Epidemiological studies have shown that long-term exposure to air pollution (over years or lifetimes) reduces life expectancy, mainly due to cardiovascular and respiratory diseases and lung cancer. Short-term exposure (over hours or days) to elevated levels of air pollution can also cause a range of health impacts, including effects

[1] Public Health England Health Matters - Air Pollution, November 2018

[2] Public Health England (PHE) Health Matters - Air Pollution, November 2018

on lung function, exacerbation of asthma, increases in respiratory and cardiovascular hospital admissions and mortality.

Further details on the air quality standards can be found in Appendix E: Summary of Air Quality Objectives in England.

Road traffic is the largest source of NO_X emissions in the UK. NO_X emissions from burning fossil fuels are mainly as NO. However, some sources including diesel vehicles (particularly when moving slowly) can emit a lot of NO_X as NO_2 and these primary emissions of NO_2 can lead to high concentrations at the roadside. NO_2 is also formed in the atmosphere when there is a chemical reaction between NO and ozone, and this is known as secondary NO_2.

Rushcliffe Borough Council currently undertakes air quality monitoring for NO_2 at 29 monitoring sites across the Borough primarily in locations where traffic congestion may occur. These are all passive sites, monitoring NO_2 using diffusion tubes which take samples over a one-month period (approximately) and are useful for assessing the annual objective of 40µg m^{-3}. Diffusion tubes provide an inexpensive way of monitoring air quality at multiple sites and provide general indicators of concentrations and trends of pollutants over a period of time.

In general, over the last five-year period monitoring data shows a decline in the NO_2 concentrations across the Borough. Across the monitoring network the NO_2 annual mean concentrations recorded in 2025 remain well below the air quality objective. In general, the 2025 data is consistent with that recorded in 2024 indicating lifestyle changes required to deal with the COVID-19 pandemic continue to have a longer-term impact on population behaviour e.g. hybrid working which reduces traffic congestion at peak times. In addition, Zap Map[3], which is a charging point platform designed to support the electric vehicle (EV) community continues to report growth in the number of battery electric car registrations. The most recent data as of the end of May 2026 show there are over 2million fully electric cars on UK roads. In 2025 there were 473,348 new fully electric cars sold, which was 23.4% market share of all new cars registered that year. This is an increase of almost 92,000 more electric cars registered than in 2024.

[3] UK ev market share 2026: latest electric car registration stats | zapmap

In 2025 Rushcliffe Borough Council completed the revocation of the final two Air Quality Management Areas (AQMAs) in the Borough. An AQMA is an area where air pollutant concentrations exceed or are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives and both AQMAs had been declared for NO_2 and exceedance of the annual mean concentration objective of 40µg m^{-3}.

AQMA No 1 Trent Bridge covered an area of West Bridgford, including Lady Bay Bridge, Radcliffe Road, Trent Bridge and Loughborough Road junctions. This AQMA was declared in 2005 due to a NO_2 annual mean concentration of 47µg m^{-3} which is an exceedance of the Air Quality Standard objective (AQS) of 40µg m^{-3}. Air quality monitoring was undertaken at several locations within the AQMA via a continuous monitor (active monitoring) and a series of diffusion tubes (passive monitoring). By 2024 the monitoring data indicated the NO_2 annual mean concentrations at all locations in AQMA No 1 Trent Bridge remained below 30 µg m^{-3} for a sustained five-year period.

AQMA No 1/2011 Stragglethorpe Road at Radcliffe on Trent was located at the Stragglethorpe junction of the A52 dual carriageway which is one of the main easterly routes into/out of Nottingham. This AQMA was declared in 2011 due to a NO_2 annual mean concentration of 50.5µg m^{-3}. By 2021 the NO_2 annual mean concentrations in AQMA No 1/2011 Stragglethorpe Road were well below the annual mean concentration objective of 40µg m^{-3} .

As monitoring data across the two AQMAs had shown a sustained decrease in NO_2 annual mean concentrations for the previous five years work commenced towards the end of 2024 on the revocation of both AQMAs. This was completed with the signing of the Revocation Orders in May 2025. The revocation of the AQMAs was discussed in detail in the 2024 ASR. Revocation was completed in Spring 2025 with the Revocation Orders signed on the 14th May 2025.

As road traffic is the main source of pollutants Rushcliffe Borough Council work closely with National Highways who manage the A52 and A46 which run through the Borough (east to west and north to south, respectively); and Nottinghamshire County Council Places Departments who have responsibilities for the remainder of the highways across the Borough.

As good air quality is a cross-boundary issue Rushcliffe Borough Council also works closely with Nottingham City Council and the other local authorities across

Nottinghamshire to achieve improvements in air quality. The Environmental Health service continues to work with other local authorities and bodies (including the UK Health Security Agency (UKHSA), County Council Public Health and the Environment Agency) in the area through the Nottinghamshire Environmental Protection Working Group (NEPWG). Air quality is one of the core agenda items and recently an air quality oversight group was set up with a view to take forward and implement the Air Quality Strategy for Nottingham and Nottinghamshire 2020-2030.

Actions to Improve Air Quality

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

At a national level the Environmental Improvement Plan (EIP)[4] sets out actions that will drive continued improvements to air quality and to meet the new national interim and long-term targets for fine particulate matter ($PM_{2.5}$), the pollutant most harmful to human health. The EIP sets clear goals and targets—from cutting population exposure to $PM_{2.5}$ to human health by 30% by 2030 compared to 2018 levels, to creating or restoring 250,000 hectares of wildlife-rich habitat by 2030 – and provides the clarity and detail on the actions needed to deliver them.

The Air Quality Strategy[5] provides more information on local authorities' responsibilities to work towards these new targets and reduce fine particulate matter in their areas.

The Road to Zero[6] details the Government's approach to reduce exhaust emissions from road transport through a number of mechanisms, in balance with the needs of the local community. This is extremely important given that cars are the most popular mode of personal travel and the majority of Air Quality Management Areas (AQMAs) are designated due to elevated concentrations heavily influenced by transport emissions.

[4] Defra. Environmental Improvement Plan 202, December 2025

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

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

As traffic is the main cause of the air pollution within the Borough the core actions continue to be the integration of measures within the Local Transport Plan (LTP) which was previously implemented by Nottinghamshire County Council Transport Planners and National Highways. The LTP is now managed by the East Midlands Combined County Authority (EMCCA) who are now the Local Transport Authority. EMCCA has the responsibility for developing a single long term transport strategy in the form of a region wide LTP across the East Midlands. Rushcliffe Borough Council will continue to work with transport partners to improve air quality across the Borough. This requirement for collaboration is further strengthened in the above referenced national Air Quality Strategy which sets out a framework to enable local authorities to deliver for their communities and contribute to the long-term air quality goals, including the new targets for fine particulate matter ($PM_{2.5}$). In recognition of air quality as a public health issue the strategy requires the involvement of Directors of Public Health in local air quality action and better collaboration between lower and upper tier authorities.

Domestic burning is also a significant contributor to air pollution, particularly associated with emissions of fine particulate matter ($PM_{2.5}$). Following consultation with the public in 2024 the Council resolved to retain the existing Smoke Control Area (SCA) and not proceed with a proposed Borough-wide SCA. During 2025 we continued to highlight the link between domestic burning and air pollution and the associated health impacts via regular communications with residents particularly during the winter period. Rushcliffe Borough Council is currently working with Nottingham City Council and the other Nottinghamshire local authorities to develop a tender to procure an external provider to develop a Notts specific communications strategy to increase awareness of the impacts of domestic burning.

At a strategic level the new Rushcliffe Borough Council Corporate Strategy (2024-2027)[7] retains ‘The Environment’ as one of its four priorities. In March 2020 the Council made a commitment to work towards being carbon neutral for its own operations by 2030. The Council continues to work to implement the Carbon Management Plan 2024[8] which sets out the measures to be taken across key areas, including property assets, fleet, and policy & regulation. The implementation of some of these proposed changes will have a co

[7] Rushcliffe Borough Council Corporate Strategy 2024 - 2027

[8] Rushcliffe Borough Council Carbon Management Plan 2024

benefit of improving air quality across the Borough e.g. measures to accelerate the shift to low carbon transport across the Council fleet, promotion of active travel and the promotion of carbon reduction policies and guidance to developers.

Specific measures in 2025 include:

Rushcliffe Borough Council continues to promote active travel. Following the success of a scheme in Bingham, including a Step into Bingham map promoting walking and cycling routes a similar scheme was adopted for Cotgrave. There are plans to deliver active travel projects in a further five areas across the Borough.

Within Rushcliffe Borough Council the Environmental Health Service continues to work with colleagues in the Planning Service to ensure air quality issues are considered as part of the policy and forward planning process, as well as during the development control process. Policy 41 of the Local Plan Part 2: Land and Planning Policies (adopted in October 2019) explicitly addresses air quality and development proposals that have the potential to adversely impact on air quality or are sensitive to poor air quality. Details of the Local Plan can be found on our webpages RBC Local Plan. Part 1 of the Local Plan (Core Plan) is currently being updated, and it is anticipated a joint strategic plan prepared by Rushcliffe Borough Council, Nottingham City and Broxtowe Borough Council will be adopted in 2026. During the development process both construction and operational impacts are considered and where appropriate conditions imposed, or the application is amended to reflect any concerns identified.

During 2025, as in previous years there were a number of applications relating to proposed residential and commercial developments where air quality assessments were required and reviewed. Works are also progressing on previously permitted large scale housing developments at various locations across the Borough, including Ruddington, Edwalton, Radcliffe on Trent and Clifton. In addition to considering potential air quality impacts as part of the development process the Environmental Health Service are involved in ensuring effective measures to manage any fugitive dust emissions are in place during the construction works.

Rushcliffe Borough Council has a requirement for electric vehicle charging points (EVCP) to be installed on all residential and commercial developments (where possible) as part of any planning approval.

The road network across the Borough is managed by Nottinghamshire County Council and National Highways and core actions include

- Continued traffic control and management in the area to optimise traffic flow and minimise congestion;
- Cycling and walking infrastructure improvements;
- Public transport improvements, including the introduction of a low emission bus fleet; and
- Promotion of active travel alternatives.

The A52, one of main arterial roads into the City, is managed by National Highways. Government has confirmed funding for the further improvements planned for the Nottingham Knight (West Bridgford) and Wheatcroft (Edwalton) roadworks as part of their A52 Junction Improvement Scheme. These improvements will improve traffic flow, reduce congestion and provide capacity for local developments. Preparatory and survey works are currently underway.

Conclusions and Priorities

The air quality monitoring data for 2025 shows there were no exceedances of the NO_2 annual mean concentration air quality objective at any of the monitoring locations across the Borough. Overall, the data indicates the NO_2 annual mean concentrations were consistent with the 2024 data.

The revocation of our two final AQMAs was completed in Spring 2025 as the NO_2 annual mean concentrations recorded for the previous five years at both AQMA No 1 Trent Bridge and AQMA No 1/2011 Stragglethorpe Road had been consistently below the air quality objective of 40µg m^{-3}.

As in previous years we will continue to monitor NO_2 annual mean concentrations across the Borough. We will review the NO_2 diffusion tubes network annually, removing sites where the annual NO_2 mean concentrations are comfortably below the objective, and locate to new sites within the Borough if needed. This continuous review ensures we can identify upcoming issues and implement mitigation measures, where needed;

As required by the National Air Quality Strategy Rushcliffe Borough Council will continue to engage with our partners including Nottinghamshire County Council Transport Planners, National Highways and EMCCA to secure improvements in air quality. We will work closely with other neighbouring authorities to share resources and knowledge for the benefit of residents across the wider Nottinghamshire area. We will seek to develop improved links and collaborations with other bodies/partners whose responsibilities/functions are also

working towards air quality improvements, including County Council Public Health and Trading Standards; NHS partners and the higher education bodies.

Over the course of 2026 we will continue to engage in public awareness campaigns around domestic burning and bonfires. A Task and Finish Group created from the steering group for the Nottingham and Nottinghamshire Air Quality Strategy are currently preparing a tender specification for a project to develop and deliver a communications strategy and create promotional material for use in multi-channel public awareness campaign(s) focusing on:

- the health impacts of domestic burning, including wood-burning stoves and open fires including bonfires, and
- legal and recommended burning practices, including compliance with local Smoke Control Area requirements.

It is anticipated the project will commence later in 2026.

How to get Involved

Rushcliffe Borough Council provides residents with information on reducing their impact on the environment and air quality via links from our webpage Transport - Rushcliffe Borough Council where there is signposting to public transport and greener car travel, including car sharing. Events linked to our Walking and Cycling Action Plan such as the Summer of Cycling event in Rushcliffe Country Park are publicised on our website and via our social media channels. There is also detailed information on cycling and walking, including a cycle journey planners available via the Nottinghamshire County Council website Walking, Cycling and Rights of Way - NCC.

All of our air quality reports, including the Annual Status Reports and Air Quality Action Plan can be found on our webpage Air Quality - Rushcliffe Borough Council.

The Nottingham and Nottinghamshire Air Quality webpage was upgraded in 2023 to provide real time data from the continuous monitoring stations across the County in a more accessible and engaging format. Passive monitoring (diffusion tube) data can also be viewed.

Rushcliffe Borough Council continue to engage with County Council Public Health and a range of NHS partners to promote and disseminate consistent messaging in the lead up to the annual Clean Air Day. This is generally done through our social media channels.

Rushcliffe Borough Council continue to promote good air quality and keep residents and others informed of improvements and achievements, including for example the recent

revocation of our Air Quality Management Areas which was covered by the local press as well as highlighted on our website.

Any new planning proposals where consideration of potential air quality impacts may be required are available for consultation through the planning process. The public can view and provide comments on submitted air quality assessments.

Similarly, under the environmental permitting regime changes to existing or new permitted processes are subject to public consultation and we will ensure public engagement as well as statutory consultee engagement.

To get involved in improving air quality within the Borough the public can contact the Environmental Health Service – details are provided at the front of this report.

The Local Transport Plan (LTP) is implemented by County Council Local Transport Planners who can be contacted via the Nottinghamshire County Council website or Local Transport Plans and Development Team, Nottinghamshire County Council, County Hall, West Bridgford Nottingham NG2 7QP; Tel: 0300 500 8080.

Further information on the A52 junction improvements can be obtained from National Highways A52 Nottingham Junctions website; Email: A52nottinghamjunctions@nationalhighways.co.uk; Tel: 0300 123 5000.

The East Midlands Combined County Authority (EMCCA) is the new local transport authority for Nottinghamshire.

Table of Contents

Local Responsibilities and Commitment i
Executive Summary: Air Quality in Our Area iii
Air Quality in Rushcliffe Borough Council iii
Actions to Improve Air Quality vii
Conclusions and Priorities x
How to get Involved xi
1 Local Air Quality Management 1
2 Actions to Improve Air Quality 2
2.1 Air Quality Management Areas 2
2.2 Other Local Strategies 4
2.3 Air Quality and Climate Change 4
2.4 Progress and Impact of Measures to address Air Quality in Rushcliffe Borough Council 6
2.5 $PM_{2.5}$ – Local Authority Approach to Reducing Emissions and/or Concentrations 29
3 Air Quality Monitoring Data and Comparison with Air Quality Objectives and National Compliance 33
3.1 Summary of Monitoring Undertaken 33
3.1.1 Automatic Monitoring Sites 33
3.1.2 Non-Automatic Monitoring Sites 33
3.2 Individual Pollutants 33
3.2.1 Nitrogen Dioxide (NO_2) 33
3.2.2 Particulate Matter (PM_{10}) 35
3.2.3 Particulate Matter ($PM_{2.5}$) 35
Appendix A: Monitoring Results 36
Appendix B: Full Monthly Diffusion Tube Results for 2025 43
Appendix C: Supporting Technical Information / Air Quality Monitoring Data QA/QC 46
New or Changed Sources Identified Within Rushcliffe Borough Council During 2025 46
Additional Air Quality Works Undertaken by Rushcliffe Borough Council During 2025 46
QA/QC of Diffusion Tube Monitoring 46
Diffusion Tube Annualisation 48
Diffusion Tube Bias Adjustment Factors 49
NO_2 Fall-off with Distance from the Road 50
Appendix D: Maps of Diffusion Tube Monitoring Locations 51
Appendix E: Summary of Air Quality Objectives in England 54
Glossary of Terms 55
References 58

Figures

Figure A.1 – Trends in Annual Mean NO_2 Concentrations Across All Diffusion Tube Locations Between 2021 and 2025 42

Figure D.1 – Map showing the Borough-wide diffusion tube network 51
Figure D.2 – Map showing the diffusion tube network across West Bridgford 52
Figure D.3 – Map showing the diffusion tube network across Trent Bridge area in West Bridgford 53

Tables

Table 2.1 – Progress on Measures to Improve Air Quality 15

Table A.1 – Details of Non-Automatic Monitoring Sites 36
Table A.2 – Annual Mean NO_2 Monitoring Results: Non-Automatic Monitoring (µg/m^3) 39

Table C.1 – Annualisation Summary (concentrations presented in µg/m^3) 48
Table C.2 – Bias Adjustment Factor 50

Table E.1 – Air Quality Objectives in England 54

1 Local Air Quality Management

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

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

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

2 Actions to Improve Air Quality

2.1 Air Quality Management Areas

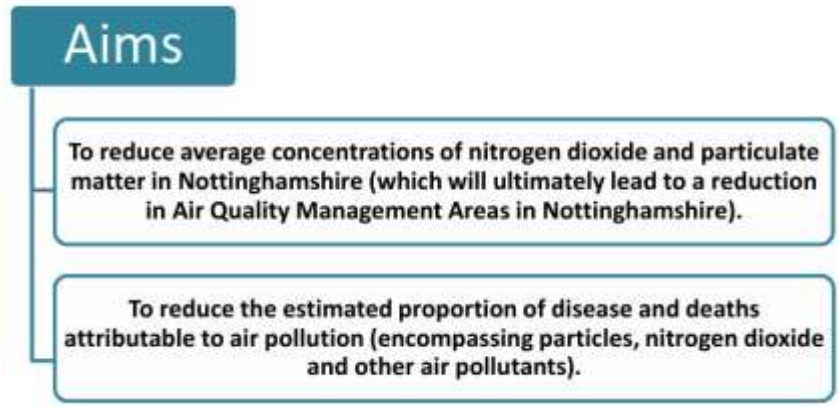
Air Quality Management Areas (AQMAs) are declared when there is an exceedance or likely exceedance of an air quality objective. After declaration, the authority should prepare an Air Quality Action Plan (AQAP) within 18 months. The AQAP should specify how air quality targets will be achieved and maintained,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

Rushcliffe Borough Council currently does not have any declared AQMAs. As NO_2 annual mean concentrations had fallen below the air quality objective for at least the last five years at both AQMA No 1 Trent Bridge and AQMA No 1/2011 Stragglethorpe, the revocation of both AQMAs was completed on 14th May 2025.

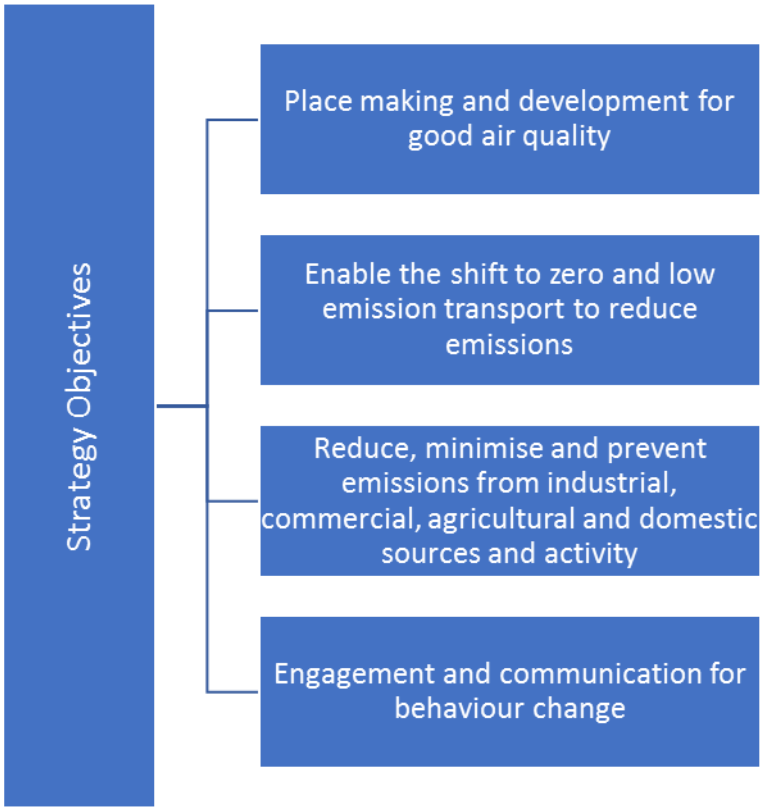
Rushcliffe Borough Council does not have an air quality strategy solely for this Borough; however, this ASR is written in alignment with the aims and objectives of the Air Quality Strategy for Nottingham and Nottinghamshire 2020-2030. Air Quality Strategy for Nottingham and Nottinghamshire[9].

This Joint Air Quality Strategy has been developed collaboratively across Nottinghamshire authorities (taking into account the Defra Air Quality Strategy factsheet in relation to joint Air Quality Strategies, which is available from the Defra Air Quality Hub, https://www.airqualityhub.co.uk/) and sets out the steps the local authorities will take to improve local air quality. This joint approach ensures that local authorities—including Rushcliffe Borough Council are collectively addressing air quality concerns while still considering local-level priorities. Its aims are to encourage prevention and reduction of polluting activities across a range of diverse sectors.

9 https://committee.nottinghamcity.gov.uk/documents/s107973/Notts%20AQ%20Strategy%202020%20FINAL v1.0.pdf



The strategic aims will be delivered through action under the following objectives



The Strategy establishes the regional steps authorities will take to improve air quality while maintaining flexibility for local implementation. The ongoing review of the Strategy is carried out by the Nottingham and Nottinghamshire Air Quality Oversight Group (NNAQOG) to track progress on meeting the objectives and to provide updates to the County and City Health and Well-Being Boards.

The NNAQOG comprises colleagues from Nottingham City and the seven district authorities, County Council Public Health, UKHSA and local NHS partners with input from

others including transport planning at County Council and EMCCA, National Highways, Environment Agency and the local universities.

2.2 Other Local Strategies

The Nottinghamshire Joint Health and Wellbeing Strategy For 2022 – 2026[10] has four ambitions one of which is Create Healthy and Sustainable Places:

- We will ensure that the environment we grow, live, work and age in promotes good health and wellbeing.
- We will use the planning and transport system, along with economic planning, licensing, and policy decisions, to create places that do this.

This will also help to reduce health inequalities and benefit the environment, for a better quality of life; this includes Area of Focus 9 - Air quality which states

> "Clean air is essential for good health and for the environment and climate. We will work to make positive changes which can also have positive Air Quality - Ensure that outdoor air quality supports healthier lives in all communities' effects in terms of travel to school and work, being active and safety".

The Nottingham & Nottinghamshire Integrated Care System (ICS) Green Plan 2025-28 focuses on reducing transport, clinical and estate emissions, while promoting prevention and behaviour change—all of which contribute to improved air quality and population health.

2.3 Air Quality and Climate Change

Air quality and climate change are fundamentally interrelated with many sources of air pollution also sources of greenhouse gas emissions, including combustion which creates CO_2, NO_x and PM. Emissions from road transport, energy and heat generation and domestic solid fuel burning are some of the most common sources that contribute to both climate change and air pollution.

Rushcliffe Borough Council is committed to tackling climate change and to making a major contribution to reducing greenhouse gas emissions for the Borough. Our Climate Change

[10] nottinghamshirejointhealthwellbeingstrategy2022-2026.pdf

Strategy 2021 - 2030[11] and the associated Carbon Management Action Plan outline the steps we will take to achieve this across three key areas

- Council - Reducing the emissions associated with our own buildings and activities;
- Communities - Supporting residents and businesses to reduce their emissions; and
- Conservation - Protecting and increasing our green spaces and their ability to absorb CO_2.

In 2023 UKHSA published a report on the Health Effects of Climate Change (HECC) in the UK[12] which has a chapter dedicated to the impacts of climate change and policy on air quality and human health. Climate change will have an impact on air pollution however, climate change mitigation measures that reduce emissions of greenhouse gases will help reduce air pollutants and lead to improvements in health outcomes

[11] Rushcliffe Borough Council Climate Change Strategy 2021-2030

[12] UKHSA Health Effects of Climate Change, December 2024

2.4 Progress and Impact of Measures to address Air Quality in Rushcliffe Borough Council

Defra's appraisal of last year's ASR concluded the report was well structured, detailed, and provides the information specified in the Guidance. The specific comments are provided below, and we continue to work in line with the comments provided. Where required our response to the specific comments are provided in italics:

1. The Council have listed a detailed assessment of their completed measures over the last reporting year and their future priorities, which indicates their continued support to ensuring their target are met.
2. RBC has stated that the Defra Diffusion Tube Calendar was adhered to in 2024 which is commended.
3. An appendix with supporting information on the revocation of AQMA No 1 and AQMA No 1/2011 has been included. This is welcomed.
4. Well presented maps of monitoring locations have been provided, with clear labels. This is commended.
5. Measures to address $PM_{2.5}$ include reference to the Public Health Outcomes Framework, and various measures to control emissions. The comparison to local and national averages is robust and welcomed in future reports.
6. Clear trend graphs showing results and comparisons to the AQO have been included, which is commended.
7. There is a detailed section for the QA/QC procedures where all calculations are appropriately evidenced and justified. This should continue in future ASRs.
8. The Council have received public health director approval, this is welcomed and should continue in future reports.

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

More detail on these measures can be found in their respective Action Plans, see below:

- Our Air Quality Action Plan:
    - While revocation of both AQMAs has been achieved, we will continue to work with partners for continued improvements in air quality, to encourage a shift to low emission transports and smarter choices to facilitate and encourage walking, cycling and public transport use, all of which have co-benefits on health and well-being.
- Our Climate Change Strategy 2021-2030 sets out our commitment to tackling climate change and to making a major contribution to reducing greenhouse gas emissions for the Borough.
- Our Carbon Neutral 2030 strategy which sets out our commitment to work towards becoming carbon neutral by 2030 for our own operations.
- Nottinghamshire County Council's Our Council Plan 2025 to 2029 sets out top priorities for building stronger families, thriving communities, and a connected county. This includes maximising their partnership with the East Midlands Combined County Authority (EMCCA) to improve the condition of the County's roads and highways, so local people can travel across Nottinghamshire safely.
- The Transport Strategy developed by the East Midlands Combined County Authority (EMCCA). As the Local Transport Authority, EMCCA has the responsibility for developing a single long term transport strategy in the form of a region wide Local Transport Plan (LTP). Working with the four Constituent Authorities (Derby City, Derbyshire County, Nottingham City and Nottinghamshire County Councils) to develop the Plan. Between late 2025 and early 2026, they consulted on the emerging vision – "The Mayor's Transport Plan". The purpose of the Mayor's Transport Plan is to set out the future plans for transport services and investment to promote positive change. Further information can be found at Transport - East Midlands Combined County Authority
- The D2N2 Local Cycling and Walking Infrastructure Plan (LCWIP) which is a long-term approach to developing comprehensive local cycling and walking networks across the D2N2 area. The plan identifies a prioritised list of cycling and walking improvements for future delivery in the short, medium and long term (up to 15 years).
- The Nottinghamshire County Council 2025/2026 Highway Capital Maintenance Programme targets improvements across the local network through several core programs.

- The Electric vehicle charging frameworks and strategies. This includes:
    - The Electric Vehicle Chargepoint Framework which details how Nottinghamshire County Council aim to work with residents, partners and communities to establish a thriving public chargepoint network across Nottinghamshire.
    - Nottinghamshire's Net Zero Framework which outlines the county-wide strategy to achieve net-zero greenhouse gas emissions. This includes the adoption of EVs and the expansion of the EV charging network as a key focus for decarbonising transport networks and mobility.
    - The Nottinghamshire Plan 2021-2031 which outlines the 10-year vision for the creating a healthy, prosperous and greener future for our communities, the Nottinghamshire Plan includes actions to 'support people with transport options that are healthier and more sustainable', including a specific success measure to increase the number of EV chargepoints across the county.

Key completed measures are:

- As NO_2 annual mean concentrations had fallen below the air quality objective for at least the last five years at both AQMA No 1 Trent Bridge and AQMA No 1/2011 Stragglethorpe, the revocation of both AQMAs was completed on 14th May 2025.
- Increasing residents' awareness of air quality and the impact of poor air quality on health. Providing advice to help residents make better choices around actions that impact on air quality such as domestic burning, garden bonfires and vehicle emissions.
- Continued annual promotion of Clean Air Day in conjunction with other Nottinghamshire local authorities and the County Council.
- The opening of a new dedicated pedestrian and cycle bridge over the River Trent in Lady Bay. The new crossing, the first built over the river in the city in more than 60 years, opened in Spring 2026.The project was led by Nottingham City Council working in partnership with Rushcliffe Borough Council and in consultation with Nottinghamshire County Council.
- As part of the Public Sector Decarbonisation Scheme:
    - The former gas boilers at Sir Julien Cahn and Gamston Community Hall were replaced with air source heat pumps.

  - Working towards decarbonisation of Cotgrave Swimming Pool, the former gas boilers were removed and replaced with solar panels, and air source heat pumps.

- The Rushcliffe Borough Council Hackney Carriage and Private Hire Licensing Policy 2025 – 2030 place controls on the age and emission limits for vehicles aimed at improving air quality.
- In 2025 EMCCA carried out a consultation with key stakeholders, including consulting widely with the public on their emerging vision – "The Mayor's Transport Plan". It will inform and shape decisions for the future of travel in the EMCCA region.
- We completed the Bingham Active Travel initiative (Step Into Bingham) with 5 new walking wheeling routes audited from each main residential area to the town centre including the installation of a large-scale map. A similar scheme also applies to Cotgrave.
- Step into Cotgrave – Ridewise were commissioned to deliver an Active Travel project in Cotgrave which was funded through UKSPF. This included a neighbourhood scan to assess of walking and wheeling routes, and the development of the Step into Cotgrave map, which highlights 4 main routes into Cotgrave Precinct.
- Cycle Confidence Sessions – Ridewise delivered cycle confidence sessions in Bingham and Cotgrave following the step into maps to support road safety and local wheeling opportunities.
- Active Notts Walk Notts Festival throughout May 2025 – Promotion of walking, wheeling and cycling, we developed a comms plan to promote the Big Green Book, Step into Rushcliffe maps, Rushcliffe Wellbeing Walks and Borough Council owned parks and outdoor spaces, alongside the Green Flag accreditation at Rushcliffe Country Park. Local groups and organisations were encouraged to get involved in the campaign/festival.
- Rushcliffe Friendship Calendars – Local health walks promoted by local friendship calendars takin place in North, South and Central Rushcliffe, and incorporated in the Rushcliffe Seasonal wellbeing Challenges which encourages residents to explore the outdoor during the colder months to help boost wellbeing.
- Lark in the Park – representation from organisations who promote and deliver Active Travel, for example, VIA East Midlands deliver cycling taster sessions as part of the event.

- Rushcliffe Big Green Book – promotion of nature-based activities and interventions across the borough, also highlights green and blue spaces, parks and pitches and local walks. The Big Green Book also include the Nottingham Greenground Map that highlights walking and cycling routes in Rushcliffe, and Green Social Prescribing which is a way of connecting people to nature-based activities, green groups, projects and schemes in their local community for support with health and wellbeing. Further information can be found online at Rushcliffe Big Green Book.
- Rushcliffe Borough Council has continued participation in the Green Rewards scheme which is a joint initiative with other Nottinghamshire Local Authorities to help and encourage residents make more sustainable choices and lower their carbon footprint. The Green Rewards app and web platform enables residents to accumulate points and earn the prizes for many activities they do every day at home or out and about. The scheme encourages active travel by rewarding activities such as walking/cycling to work/school and using public transport. Further information can be found online at Green Rewards.
- Under the Primary Care Network, we continue to work with other organisations (for example, GP practices across the Borough) on the Green Impact for Health Scheme which is designed to encourage practices to take steps to become more environmentally friendly. The scheme provides a free online advice aimed at improving environmental sustainability including strategies such as active travel. Further information can be found online at Rushcliffe Primary Care Network.
- Nottinghamshire County Council (NCC) continue to encourage the use of emissions standards when procuring school bus contracts and supported bus services.
- Since June 2022, local authorities have been able to apply to the Department of Transport (DfT) for the powers to enforce moving traffic offences. Such offences include banned turns, driving in pedestrian areas, environmental weight limits, box junctions etc. NCC was granted powers to enforce moving traffic offences in December 2024 and the first pilot sites targeted congestion areas including the box junction at Radcliffe Road/Trent Boulevard in West Bridgford. Further work is subsequently required to identify the next tranche of appropriate sites for enforcement based upon the existing levels of compliance and the benefit to the public.
- Electric Vehicle Charging Network - NCC is working to develop an Electric Vehicle Chargepoint Framework for the county. Consultation on a draft framework was

undertaken between December 2023 and March 2024. NCC developed a bid in partnership with the district councils for LEVI capital funding for EV infrastructure. Funding has been secured and procurement is currently being undertaken.

- Electric Vehicle Cable Channels – NCC successfully secured (and received in January 2023) £774k from the Government's Local Electric Vehicle Infrastructure (LEVI) Pilot Funding enabling the delivery of up to 300 EV cable channels. The trials grant permission to eligible households without off-street parking provision to commission the County Council's highway partners, Via East Midlands Ltd., to install cable channels, which are cut into the footway to extend EV charging cables from an off-highway domestic EV charge point to the public highway through a discreet and safe conduit, without creating a trip hazard to road users or adding to street clutter. Delivery which started in 2023 continues with a total of 81 cable channels installed across the County up to the end of the 2024/25 financial year.
- Effective network management – The County Council continues to work with stakeholders to effectively manage its highway network. The local operating agreement between NCC and NH has been comprehensively reviewed to identify the relevant parts of the network which have interaction on each authority and to put in place appropriate communication channels for management of incidents and dissemination of information.
- Local Cycling & Walking Infrastructure Plan (LCWIP) – the County Council (in partnership with Derby City, Derbyshire County, and Nottingham City councils) have developed a D2N2 wide LCWIP. The D2N2 LCWIP has now become the responsibility of the East Midlands Combine County Authority (EMCCA), and will be reviewed and continue to evolve and develop over time.
- Across the county, 4,782 people received cycle training during 2025/26 and in Rushcliffe specifically, training was delivered to 945 people.
- Rushcliffe Borough Council continues to work to deliver their Walking and Cycling Action Plan which was published in 2022 with the aim to increase participation in walking and cycling by all in Rushcliffe. The Council have supported Workplace Health initiatives to encourage staff to walk more, delivered a Summer of Cycling Event at Rushcliffe Country Park, funded learn to ride session and guided bike rides around the Borough and undertaken improvements to some our existing cycling infrastructure.

- Rushcliffe Borough Council has replaced some of its vehicle fleet with all electric vehicles and also introduced all electric ranger buggies replacing the former diesel-based fleet that aids the park's rangers and volunteers from the Friends of Rushcliffe Country Park.
- Machinery used by our Streetwise team which was formally powered by unleaded fuel has been replaced with battery powered machinery.
- Following a successful trial on fuelling the heavy refuse vehicle fleet by on HVO (Hydrogenated Vegetable Oil), all refuse vehicles now run on HVO.
- We continue to purchase all electricity from a REGO (Renewable Energy Guarantee of Origin) tariff.
- Continuing to secure via planning condition the provision of electric vehicle charging points in new build residential and commercial developments.
- Rushcliffe Borough Council continues to support tree planting across the Borough including planting on the Rushcliffe estate, and the supply of free trees to members of the public and parishes and communities. Since the initiative began in 2018, over 13,000 trees have been distributed across Rushcliffe.
- Funded by grant applications and with support of partnering organisations, Rushcliffe Borough Council continue to plant thousands of trees and shrubs aimed at offsetting carbon for our operations. Fifty-four acres in Upper Broughton were transformed to create Rushcliffe Woods, offsetting over 230 tonnes of carbon a year.
- Improving the efficiency of fuel poor properties across the Borough resulting in them having to use less fossil fuel gas heating and/or entirely taken off oil or LPG in off gas areas under the Home Energy Grant. Further information can be found online at Warm Homes Local Grant.
- Encouraging able to pay residents to decarbonise their homes in rural villages with guidance from the Home Energy Advice Team event.

Rushcliffe Borough Council expects the following measures to be completed over the course of the next reporting year:

- National Highways will continue to progress with their A52 Nottingham Junctions traffic improvement programme. Preparatory works have commenced on the Nottingham Knight and Wheatcroft Island roundabouts and is expected to continue throughout 2026. These works will seek to improve traffic flow and ease congestion on the A52, the main arterial route into the City.

- Over the course of 2026 we will continue to engage in public awareness campaigns around domestic burning and bonfires. A Task and Finish Group created from the steering group for the Nottingham and Nottinghamshire Air Quality Strategy are currently preparing a tender specification for a project to develop and deliver a communications strategy and create promotional material for use in multi-channel public awareness campaign(s) focusing on:
    - the health impacts of domestic burning, including wood-burning stoves and open fires including bonfires, and
    - legal and recommended burning practices, including compliance with local Smoke Control Area requirements.

  It is anticipated the project will commence later in 2026.
- The installation of solar panels to the roof of Gresham Pavilion by the end of 2026.
- Following the Active Travel initiative in Bingham and Cotgrave, Ridewise have been commissioned to deliver active travel projects in a further five areas across Rushcliffe: East Leake, Radcliffe-on-Trent, West Bridgford, Ruddington and Keyworth, including neighbourhood scans, step into maps and cycle confidence sessions.
- Conversations with Ridewise to explore funding to deliver walk leader training to volunteers of Bingham, Cotgrave, East Leake, Radcliffe-on-Trent, West Bridgford, Ruddington and Keyworth.
- Continue to work to deliver the Walking and Cycling Action Plan and update the Big Green Book bi-annually.
- Ongoing discussions to deliver parkrun in Cotgrave Country Park.

Rushcliffe Borough Council's priorities for the coming year are

- to continue to promote awareness amongst residents of the health impacts of domestic burning and bonfires; and to help them make better informed choices.
- actively promote policies to encourage an increased use of low emission travel options in the Borough; and to secure funding for the installation of a publicly accessible vehicle charging network infrastructure across our estate.
- to continue to work with our neighbouring authorities and partners (including the UK Health Security Agency (UKHSA), County Council Public Health and the Environment Agency) through the Nottinghamshire Environmental Protection Working Group (NEPWG) and the Nottingham and Nottinghamshire Air Quality Oversight Group (NNAQOG) to bring about improvements in air quality.

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

- Nottinghamshire County Council;
- National Highways;
- EMCCA and
- our neighbouring Local Authorities within Nottinghamshire and Nottingham City.

The principal challenges and barriers to implementation that Rushcliffe Borough Council anticipates facing are

- Availability of funding to ensure continued delivery of measures to improve air quality.
- Local Government Reorganisation (LGR) is underway across Nottinghamshire. The existing 'two-tier' council structure will move to a single-tier system of unitary councils where just one council will deliver all services. Proposals have been submitted to Government and it is anticipated that the decision on the selected option will be made in mid July 2026. Whilst the current period of uncertainty is a challenge a decision on the preferred option will bring clarity and help local authorities to work more collaboratively on a wider scale. It is important to acknowledge the opportunities, for example a more strategic, system-wide approach to air quality and transport, as well as the challenges that LGR will bring.

Whilst the measures stated above and in Table 2.1 will help to contribute towards compliance, Rushcliffe Borough Council anticipates that further additional measures not yet prescribed will be required in subsequent years to continue to bring about improvements in air quality across the Borough.

For ease of reference the measures in Table 2.1 have been presented under separate headings for each of our main partners, Nottinghamshire County Council, National Highways and EMCCA.

Table 2.1 – Progress on Measures to Improve Air Quality

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
Priority Air Quality Actions														
RB26	Develop and run public awareness campaign around domestic burning	Public Information	Other	2023	2026	Local Authority Environmental Health, Local Authority Media	RBC Environmental Health	Partially Funded	< £10k	Implementation	Reduced emissions from domestic burning	Reduction in smoke complaints arising from domestic burning	Progression with proposal for a County and City wide commissioned strategy to be delivered by external partner	Comms need to be targeted and mindful of constraints faced by residents e.g. limited alternative options for domestic heating in rural areas, cost of living crisis.
NC17	Nottinghamshire on-street EV charging pilot scheme - electric vehicle cable channels (EVCC)	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	2022	2030	NCC/Via EM	Privately funded by resident and OZEV LEVI pilot funding	Privately funded by resident and OZEV LEVI pilot funding	Costs to be determined	In progress	Reduction in pollutants and emissions due to increased use of low emission vehicles.	Number of EVCC installed and back-office data from EV charge point	NCC approved the trialling of on-street EV charging cable channels at Transport & Environment Committee in February 2022. NCC successfully secured (and received in January 2023) £774k from the Government's Local Electric Vehicle Infrastructure (LEVI) Pilot Funding enabling the delivery of up to 300 EV cable channels. Delivery started in February 2023, with a total of 81 cable channels installed in the county up to the end of the 2024/25 financial year.	NCC's EV cable channel pilot programme is currently in progress. The pilot is privately funded by resident (EV chargepoint) and OZEV LEVI Pilot Funding
NH06	A52 Nottingham Junctions Improvements – Nottingham Knight Junction & Wheatcroft Junction	Traffic Management	Strategic Highway Improvements		2028	NH	NH	Funded	>£10million	Planning	Reduction in vehicle emissions	Reduction in NO_2 annual mean concentration of 1µg m^{-3} required to achieve the AQS – further reduction (in the region of 10%) required to demonstrate well below the AQS and sustained compliance.	In November 2025, the Secretary of State for Transport announced the confirmation of the Compulsory Purchase Order (as modified) and Side Roads Order (as modified). The announcement followed a Public Inquiry held in July 2025 which enabled work to begin on the A52 Nottingham Junctions scheme.	Works on the A52 Nottingham Junctions scheme at Nottingham Knight and Wheatcrofts roundabouts has commenced
Nottinghamshire County Council														
NC01	Optimisation of traffic signals	Traffic Management	UTC, Congestion management, traffic reduction			Nottinghamshire County Council (NCC)/Via EM		Funded	£1 million - £10 million	Implementation	Reduced vehicle emissions	Restrain average journey times in the morning peak to a 1% increase per year	SCOOT and MOVA equipped signals are relayed back to the Traffic Control Centre so that they can be altered in real time as required.	Implementation ongoing
NC02	Traffic control and management - traffic control centre that monitors traffic movement and provides real time traffic control over many traffic signal installations	Traffic Management	UTC, Congestion management, traffic reduction	2019		Nottinghamshire County Council (NCC)/Via EM Ltd/Nottingham City Council (NCiC)	NCC and NCiC revenue funding	Funded	£100k - £500k	Implementation	Reduced vehicle emissions	Restrain average journey times in the morning peak to a 1% increase per year	NCC has traffic management control patrols on arterial routes across the county to identify hot spots where parking affects traffic flow and remove/dissuade people from parking in a way which affects traffic flow at peak period travel times. Bus lane cameras are used in the county, as well as CCTV cars that mostly patrol around schools to enforce the 'Keep Clears', which help	

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
													in improving air quality around the school gates.	
NC03	Co-ordination of street works to minimise traffic disruption and unnecessary congestion	Traffic Management	UTC, Congestion management, traffic reduction	2019		NCC/Via EM/NCiC	NCC & NCiC revenue funding	Funded	£100k - £500k	Implementation	Reduced emissions of $N0_2$ and PM by reducing congestion on the roads	Restrain average journey times in the morning peak to a 1% increase per year	NCC introduced a streetworks permit scheme on 1 April 2020 to help plan/coordinate roadworks on its managed highway network. Streetworks management is undertaken by Via EM on behalf of NCC. The fundamental aim of the coordination/inspection regime is to facilitate necessary works, whilst minimising disruption by reducing duration etc. Regular coordination meetings held between all works promoters and regional partners in additional to regular meetings between NH and regional partners to create a framework programme of planned works affecting strategic and local routes. Detailed journey time monitoring undertaken annually since 2005/06.	Costs are dependent on number street works undertaken
NC04	Traffic control and management, contingency planning, and effective event and incident management	Traffic Management	UTC, congestion management, traffic reduction	2019		NCC/Via EM/NCiC/NH	NCC/Via EM/NCiC/National Highways: NCC, NCiC, National Highways revenue funding	Funded	£100k - £500k	Implementation	Reduced vehicle emissions		The local operating agreement between NCC and NH has been comprehensively reviewed to identify the relevant parts of the network which have interaction on each authority and to put in place appropriate communication channels for management of incidents and dissemination of information. Key locations on the local network have been identified and associated diversion routes investigated in line with the developing network hierarchy. Incidents dealt with through agreed procedures and regular partnership meetings held. Working in close collaboration with the NCiC and NH, tactical diversion routes have been developed for the emergency diversion of traffic from any part of the strategic road network, to reduce the delay in rerouting traffic to ease congestion at the time of incidents. Detailed journey time monitoring undertaken annually since 2005/06. A traffic control centre monitors traffic movement on the local highway network (not the trunk road/motorways) and provides real time traffic control over many traffic signal installations.	A potential barrier to this work is a lack of future revenue funding. The UTCC is a shared facility between NCC and NCiC. Estimated cost shown is NCC's annual contribution. Cost dependent on the number of incidents
NC05	Real time travel information	Public Information	Other			NCC / Via EM Ltd	NCC revenue funding	Funded		Implementation	Reduced vehicle emissions	Restrain average journey times in the morning peak to a 1% increase per year	Information conveyed by all forms of media (press, radio, website, social media etc.). The Travelwise centre remains in operation 24hrs a day, every day.	Nottingham Travelwise website: https://www.itsnottingham.info/

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NC06	On-street parking management and control	Traffic Management	Emission based parking or permit charges		Ongoing	NCC	NCC revenue funding	Funded		Completed	Reduced emissions of $N0_2$ and PM	Manage parking to improve journey time reliability	Implementation on-going; Improvements will be considered should vehicle parking be identified as impeding traffic flows.	
NC07	NCC travel plan	Promoting Travel Alternatives	Workplace Travel Planning	2012		NCC	NCC revenue funding	Not Funded		Paused	Reduced vehicle emissions	Restrain average journey times in the morning peak to a 1% increase per year	Currently, there is no travel plan coordinator for Council sites. The Carbon reduction report continues to monitor emissions from business and fleet mileage. Work is being done to create guidance in line with the Energy Saving Trust's travel hierarchy for staff, as well as a staff travel module with guidance on business mileage and commuting.	
NC08	Personal travel planning (PTP) with residents	Promoting Travel Alternatives	Personalised Travel Planning	2012		NCC/AECOM; integrated transport block	Access Fund funding	Funded		Completed	Reduced Emissions of $N0_2$ and PM due to increase in use of alternative methods of sustainable travel	Restrain average journey times in the morning peak to a 1% increase per year	NCC have delivered Personalised Travel Planning (PTP) to residents, jobseekers, workplaces and schools across various parts of the county, over a number of years: - including Beeston, West Bridgford, Newark, Ashfield, Mansfield and Worksop - The 2019 DfT Access Fund funded PTP project targeted 4,976 households in Daybrook; with 1,188 households opting to take part in the project and receiving travel advice. - The Capability Fund funded PTP project has previously been delivered to over 550 households and 400 employees in Bassetlaw and Ashfield. Most recently: - The 2022/23 Capbility Fund funded PTP project targeted 1,706 households in Sutton-in-Ashfield & West Bridgford; with 343 households engaged, 7 community engagement events, Dr Bike maintance sessions, adult cycle training taken up by 81 residents & 4 business grants (3 NHS Hospitals/surgeries and a private company). - The 2023/24 Capability Extension Fund funded PTP project targeted 4,680 households in West Bridgford, with 1,029 households engaged. - The 2025 Capability Fund funded PTP project is to be delivered in Stapleford, during Summer 2025, aiming to target 3,500 households.	Future PTP will be delivered should revenue funding sources be identified and secured for its delivery. Future capability funding will go directly to EMCCA to distribute to LAs
NC09	Car sharing scheme	Alternatives to private vehicle use	Car & lift sharing schemes	2010	2023	NCC	NCC	No funding source identified	< £10k	Completed	Reduced vehicle emissions	Restrain average journey times in the morning peak to a 1% increase per year	Covid-19 pandemic has impacted on people's travel to work patterns/behaviours, which has impacted significantly on car sharing demand. A review of the car sharing scheme found 3,250 members were registered, but not active. Activity and use of the scheme has been minimal for a number of years and consequently funding could not be justified and	Funding could not be justified and hence licence has not been renewed.

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													hence the licence has not been renewed.	
NC10	Park and ride site to the east of Nottingham	Alternatives to private vehicle use	Bus based Park & Ride		2026	NCC	No funding source identified	Not Funded		In planning	Reduced vehicle emissions	Restrain average journey times in the morning peak to a 1% increase per year	No site currently identified. No funding source identified.	Scheme dependent on identifying appropriate site, business case for any proposals and securing funding for its delivery
NC11	Annual walking and cycling promotional marketing	Promoting Travel Alternatives	Promotion of cycling	2017		NCC	NCC revenue funding	Funded		Implementation	Increased cycling trips	Reduced Emissions of N02 and PM due to increased cycling uptake	Marketing of cycling is undertaken in a variety of formats for both commute and leisure trips. Various NCC campaigns have been undertaken including 'cycling week', 'Notts Routes & Rides' and cycle maps.	Travel Choice website: https://travelchoice.nottinghamshire.gov.uk/getting-around-nottinghamshire/cycle
NC12	Annual walking and cycling promotional marketing	Promoting Travel Alternatives	Promotion of walking	2019		NCC	NCC revenue funding	Funded		Implementation	Increased walking trips	Reduced emissions of $N0_2$ and PM due to more people walking	General promotion (e.g. website and literature) ongoing. NCC's website and Travel Choice webpages provide information on alternatives to using private vehicles, including cycle maps, leisure 'Routes and Rides' and the Rights of Way network	Travel Choice website: https://travelchoice.nottinghamshire.gov.uk/getting-around-nottinghamshire/walk/
NC13	Adult and child cycle training	Promoting Travel Alternatives	Promotion of cycling		Ongoing	NCC	DfT funding/PH funding	Funded		Implementation	Increased cycling trips	Reduced emissions of $N0_2$ and PM	Across the county, 4,782 people recieved cycle training during 2025/26 and in Rushcliffe specifically, training was delivered to 945 people. Implementation is ongoing.	Figures provided include attendees from Bikeability, Learn to Ride and Balanace Bike sessions. Cycle training delivery is planned to be scaled up over the coming years.
NC14	Cycling networks as part of Active Travel Funding (ATF) Tranche 1	Transport Planning and Infrastructure	Cycle network	2020	2020	NCC	Active Travel Fund	Funded	£1 million - £10 million	Completed	Increased cycling trips	Reduced emissions of $N0_2$ and PM	The government set up the Active Travel Fund to support the Gear Change strategy and to provide funding to support local authorities in implementing measures which will benefit walking and cycling. The first tranche of funding was announced in May 2020. NCC secured £0.26m towards the County Council's Emergency Active Travel Fund (Tranche 1) proposals, aimed at delivering quick emergency interventions to make cycling and walking safer.	complete
NC15	Cycling networks - development of Local Cycling and Walking Infrastructure Plan (LCWIP)	Transport Planning and Infrastructure	Cycle network	2019	2023	NCC/NCiC/DCC/DCiC/borough and district councils/Sustrans/other stakeholders	DfT funding	Funded	Within existing resources	Completed	Reduced Emissions of $N0_2$ and PM	Increased cycling trips	A D2N2 Local Cycling and Walking Infrastructure Plan (LCWIP) has been developed. Data collected; three stakeholder events held to date, and further public engagement on the D2N2 LCWIP took place between December 2022 and March 2023. The D2N2 LCWIP has now become the responsibility of the East Midlands Combine County Authority (EMCCA), and will be reviewed and continue to evolve and develop over time.	Future countywide cycling infrastucture priorities will be identified through technical analysis undertaken as part of the LCWIP development (which along with other priorities, takes into consideration air quality) and will be subject to feasibility, consultation, and County Council Cabinet Member approval. The D2N2 LCWIP public engagement focused on cycle corridors only, and not specific schemes. Any future cycle improvement schemes will be subject to funding availability, feasibility consultation, and approvals.

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NC16	Introduction of wider network of EV charging points to encourage the take-up of alternative fuel vehicles	Promoting Low Emission Transport	Potential residential EV charging infrastructure (on and off street)	2023/24	2025/26	NCC / Borough and District Councils	OZEV funding (LEVI)	Not Funded	£1 million - £10 million	Implementation	Number of EV charging installed and back-office data from EV chargepoint	Reduced emissions of $N0_2$ and PM due to increased use of low emission vehicles	NCC have developed an Electric Vehicle ChargePoint Framework for the county. NCC secured funding from DfT for EV infrastructure. The procurement process is ongoing, with contract award expected by autumn 2025.	Measure is reliant on a successful LEVI bid £5.522m of external LEVI revenue and capital funding secured for EV infrastructure programme development.
NC17	Nottinghamshire on-street EV charging pilot scheme - electric vehicle cable channels (EVCC)	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	2022	2030	NCC/Via EM	Privately funded by resident and OZEV LEVI pilot funding	Privately funded by resident and OZEV LEVI pilot funding	Costs to be determined	In progress	Reduction in pollutants and emissions due to increased use of low emission vehicles.	Number of EVCC installed and back-office data from EV charge point	NCC approved the trialling of on-street EV charging cable channels at Transport & Environment Committee in February 2022. NCC successfully secured (and received in January 2023) £774k from the Government's Local Electric Vehicle Infrastructure (LEVI) Pilot Funding enabling the delivery of up to 300 EV cable channels. Delivery started in February 2023, with a total of 81 cable channels installed in the county up to the end of the 2024/25 financial year.	NCC's EV cable channel pilot programme is currently in progress. The pilot is privately funded by resident (EV chargepoint) and OZEV LEVI Pilot Funding
NC18	Lane rental scheme	Traffic Management	UTC, Congestion management, traffic reduction			NCC				Planning	Reduced emissions of $N0_2$ and PM by reducing congestion on the roads	Restrain average journey times in the morning peak to a 1% increase per year	NCC are looking at potentially introducing a Lane Rental scheme within the county. This would involve determining the top most congested roads in the county and then, following consultation, making an Order which will allow NCC (as the Highway Authority) to apply a levy/charge to anyone undertaking either streetworks (utilities) or roadworks (Council) during the peak times on these roads. The intention of the scheme is to minimise works from taking place during the peak times, which would lead to excessive congestion (which impacts on air quality). Any income raised through the scheme can be reinvested in projects to reduce congestion/improve highways, and subsequently air quality. The anticipated start date for a Lane Rental scheme in the county, if approved, is April 2026.	
NC19	Cycling network and infrastructure	Transport Planning and Infrastructure	Cycle network	2018		NCC / Via EM	LGF/ DfT / developer contributions	Not Funded		Planning	Reduced emissions of $N0_2$ and PM	Increased cycling trips	Cycling infrastructure improvements are delivered as part of NCC's annual integrated transport programme. However, costs are extremely high so NCC requires external funding to deliver them. NCC submits bids to Active Travel England for funding and districts secure developer contributions for improvements as part of new developments. The D2N2 Local Cycling and Walking Infrastructure Plan (LCWIP) will be used to help identify and prioritise future improvements should DfT funding be made available for their delivery.	The D2N2 LCWIP will be used to help identify potential future cycle improvement schemes. Any future cycle improvement schemes will be subject to funding availability, feasibility consultation, and approvals. A potential barrier to such projects is the availability of funding, feasibility and public acceptable of proposals.

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NC20	Pedestrian infrastructure improvements	Transport Planning and Infrastructure	Other			NCC / Borough and District Councils	NCC and various other sources of funding e.g. S38, S278 and S106	Funded			Reduced emissions of $N0_2$ and PM due to more people walking	Increased walking trips	Pedestrian improvements (e.g. pedestrian crossing, dropped kerbs, footways) are developed and delivered as part of NCC's annual integrated transport programme. In addition to the integrated transport block funding, improvements are also delivered using funding secured through the planning process (e.g. S38, S106, S278).	NCC's annual integrated transport programme is published on the Council's website: Decision Details: 2025-26 Highways Capital and Revenue Programmes (nottinghamshire.gov.uk) Schemes identified are subject to feasibility and availability of funding. A potential barrier to such schemes is the lack of future funding..
NC21	New Trent crossing	Traffic Management	Strategic highway improvements, Re-prioritising road space away from cars, including Access management, Selective vehicle priority, bus priority, high vehicle occupancy lane			NCiC / NCC	Transforming Cities Fund (TCF)	Not Funded	> £10 million	Planning	Reduced Emissions of $N0_2$ and PM due to increase in use of alternative methods of sustainable travel	Increased walking and cycling trips	Funding for a new cycle/pedestrian bridge between West Bridgford and the City as part of the Nottingham Transforming Cities Fund Bid. Delivery is underway. Complementary facility upgrades in 2026/27 are still subject to feasibility and political and public acceptability.	A new road bridge was not prioritised for inclusion in a highway programme following feasibility studies undertaken in 2016. Such a scheme may be reviewed alongside future Local Plan growth strategies (post 2032) but will be subject to necessary approvals, feasibility, business case for any proposals, identifying appropriate site, prior to consultation and securing funding. The proposed foot/cycle bridge scheme and complementary measures are still subject to feasibility, business case, planning, consultation, funding availability and political and public acceptability. Work on the bridge itself is now nearing completion and due to open in June 2026.
NC22	Moving Traffic Enforcement	Traffic Management	UTC, Congestion management, traffic reduction	2023		NCC	NCC	Funded		Planning	Reduced emissions of $N0_2$ and PM by reducing congestion on the roads	Restrain average journey times in the morning peak to a 1% increase per year	Since June 2022, local authorities have been able to apply to the DfT for the powers to enforce moving traffic offences. Such offences include: banned turns, driving in pedestrian areas, environmental weight limits, box junctions etc. NCC was granted powers to enforce moving traffic offences in December 2024 and the first pilot sites will be the box junction at Lady Bay Bridge, West Bridgford, and the banned right turn into the ASDA off B6166, Newark. Further pilot sites are planned in 2025.	
NC23	School travel plans	Promoting Travel Alternatives	School Travel Plans	2012		NCC	NCC	Not Funded		Completed	Reduced Emissions of $N0_2$ and PM due to increase in use of alternative methods of sustainable travel	Restrain average journey times in the morning peak to a 1% increase per year	Following a trial with four pilot schools in 2019/20, the online school travel toolkit was rolled out to all County schools during the 2020/21 academic year. The Nottinghamshire School Travel Toolkit provides school children, parents and staff with information and advice on improving travel to and from Nottinghamshire's schools.	Costs detailed are for the School Travel Toolkit only. There currently is not any funding available for delivering travel planning to individual schools. Link to School travel toolkit: https://www.nottinghamshire.gov.uk/education/travel-to-schools/school-travel-toolkit
NC24	Promoting travel choices - Consideration of car club into the county	Alternatives to private vehicle use	Car clubs			NCC	NCC	Not Funded		Planning	Reduced emissions of $N0_2$ and PM	Restrain average journey times in the morning peak to a 1% increase per year.	NCiC scheme introduced in 2014, with the provider reviewed in 2018. Expansion of scheme into county dependent on its success, which is still unclear. Work has been undertaken to look at the feasibility of a partnership with a Car Club operator in the county, for both residents and internal use (i.e.	Dependent on the determination of business case and commercial operator coming forward. Barriers include financial risk, organisational culture (i.e. using personal cars less) and specific service needs.

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													staff travel). The work will feed in to a wider fleet review and review of staff business travel, with a few more aspects to be expanded upon. Funding for implementation to be determined.	
NC25	NCC car pool vehicles	Alternatives to private vehicle use	Car Clubs	2016/17		NCC		Not Funded		completed	Reduced vehicle emissions	Restrain average journey times in the morning peak to a 1% increase per year	NCC upgraded its pool vehicles to lower emission diesel vehicles Pool vehicles will be reviewed in line with the County Council's Environment Strategy	
East Midlands Combined County Authority														
EM01	Bus service improvements	Transport Planning and Infrastructure	Public transport improvements- interchanges stations and services	2019	2025	EMCCA NCC / NCiC / PT operators	EMCCA	Funded	£25m	Ongoing	Reduced emissions of $N0_2$ and PM due to increased passenger transport patronage	Increased passenger transport patronage	The new East Midlands Combined County Authority has £65.5m to invest in bus service operations and £148m in capital infrasructure improvement over the next three years focus on maintaining current service levels and delivery of major bus priority schemes. June 2026 Exec board will see a raft of schemes signed off for delivery including an upgrade to Sutton- in-Ashfield bus station and passenger waiting facilities accross Nottinghamshire.	Bus service provision is provided on a commercial basis with support from EMCCA where justified; and reviewed periodically. Pressure on bus service budgets due to cost inflation and the current fuel crisis.
EM02	Concessionary fare schemes	Transport Planning and Infrastructure	Other	Ongoing	Ongoing	EMCCA / PT operators	EMCCA	Funded	> £10m	Ongoing	Reduced emissions of $N0_2$ and PM due to increased passenger transport patronage	Increased passenger transport patronage	Countywide off-peak concessionary public transport fare scheme available for the over 60s and disabled. Targeted ticketing discounts for young people	none
EM03	Encouraging the use of emissions standards when procuring school bus contracts and supported bus services	Promoting Low Emission Transport	Company Vehicle Procurement -Prioritising uptake of low emission vehicles			EMCCA / PT operators	PT operators	Funded		Implementation	Reduced emissions of $N0_2$ and PM	Reduced emissions and ongoing take-up of cleaner vehicles	Reduced emissions and ongoing take-up of cleaner vehicles	On-going take-up of LEVs
EM04	Public transport - Increases in capacity	Transport Planning and Infrastructure	Other			EMCCA / PT operators		Subject on demand		Implementation	Reduced emissions of $N0_2$ and PM	Increased passenger transport patronage, reduced vehicle emissions	Capacity increases will be considered should passenger information demonstrate that there is insufficient capacity on existing services	
EM05	Bus fleet low emission vehicles	Vehicle Fleet Efficiency	Promoting Low Emission Public Transport			EMCCA / PT operators	EMCCA	Funded	£1 million - £10 million	Implementation	Reduced emissions and ongoing take-up of cleaner vehicles	Reduced emissions of $N0_2$ and PM due to increased use of low emission vehicles	£5.3m of funding secured to support delivery of electric buses in Mansfield in 2026, with further investment planned for 2027. 33 x electric buses to be implemented in Nottingham in Autumn 2026. 10 year electric bus investment pipeline under development to support the electrification of 1,000 buses regionwide.	Planning application challenges Limited public sector investment beyond 2025.

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EM06	Development of regional public transport ticketing	Transport Planning and Infrastructure	Public transport improvements-interchanges stations and services	2014	Ongoing	EMCCA / PT operators	EMCCA	No	Funded	>£10m	Implementation	Reduced emissions of N02 and PM due to increased passenger transport patronage	Increased passenger transport patronage	Mulit-operator ticketing already in place locally, this will be augmented once the regional ticketing strategy has placed which will extend fare capping using contactless payment and enable "best fare" travel across bus and tram throughout the region.
EM07	Countywide off-peak concessionary public transport fare scheme for the over 60s and disabled.	Transport Planning and Infrastructure	Public transport improvements-interchanges stations and services	2019		EMCCA / PT operators	EMCCA	Funded	>£10 million	Implementation	Reduced emissions of $N0_2$ and PM due to increased passenger transport patronage	Increased passenger transport patronage	Countywide off-peak concessionary public transport fare scheme available for the over 60s and disabled. Targeted ticketing discounts for young people	none
EM08	Web based journey planners	Public Information	Other	2019		EMCCA	EMCCA	Funded		Implementation	Reduced Emissions of $N0_2$ and PM due to increase in use of alternative methods of sustainable travel	Increased walking/cycling/ passenger transport trips	Ride Journey Planner and Ticketing App implemented https://rideeastmids.com/	
EM09	Bus Infrastructure	Transport Planning and Infrastructure	Public transport improvements-interchanges stations and services			NCC	EMCCA	Funded	£1m-£10m	Implementation	Increased passenger transport patronage, reduced vehicle emissions	Increased passenger transport patronage, reduced vehicle emissions	An annual programme of bus infrastructure improvements is delivered as part of the integrated transport block programme, including the installation of new bus shelters and real time bus information, and the update/maintenance of all stops e.g. updating network maps to ensure all information is current and accurate.	none
EM10	Bus stop clearways	Traffic Management	UTC, congestion management, traffic reduction	2016		EMCCA / NCC, NCiC	NCC revenue funding	Funded	£50k - £100k	Implementation	Reduced vehicle emissions	Manage parking to improve journey time reliability	Bus stop clearways are introduced at bus stops within the county, where parked vehicles are identified as impeding traffic flows. CCTV enforcement car introduced in 2016, second vehicle purchased in 2018; and third vehicle introduced in 2019. Static CCTV Enforcement also being used at bus stops across the network where required	none
EM11	Marketing and promotion of passenger transport	Promoting Travel Alternatives	Other		Ongoing	EMCCA / PT operators	EMCCA	Funded	Funded within existing resources	Implementation	Reduced emissions of N02 and PM due to increased passenger transport patronage	Increased passenger transport patronage	"NCC undertakes various marketing campaigns in partnership with operators and NCiC – coordinated through the Greater Enhanced Partnership.	Marketing and promotion of passenger transport
EM12	Public transport - Increases in capacity	Transport Planning and Infrastructure	Other			EMCCA / PT operators		Subject to demand		Implementation	Reduced emissions of N02 and PM due to increased passenger transport patronage	Increased passenger transport patronage, reduced vehicle emissions	Capacity increases will be considered should passenger information demonstrate that there is insufficient capacity on existing services	
National Highways														

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NH01	Using new traffic light control technology to minimise the frequency of stops for large vehicles (lorries & buses predominantly). It is hoped that reducing stops for these vehicles it will reduce their emissions; further benefits may accrue by reducing their idle time and the capacity implications of larger, slower, vehicles pulling off at the front of a traffic queue.	Traffic management	Strategic highway improvements			NH		Funded		Implementation	Improved traffic flow	Reduction in NO_2 annual mean concentration of 1µg m^{-3} required to achieve the AQS – further reduction (in the region of 10%) required to demonstrate well below the AQS and sustained compliance.	Funded	Technology is effective at detecting large vehicles and influencing signal control. Control set up used showed benefits in some cases but in others proved detrimental by overriding the well developed adaptive control system (MOVA). The net effect was shown to be negative on stops and delays however this did not translate into a material change in air quality readings; it is assumed therefore that even focussing on the positive elements the level of impact from this system is too small to have a meaningful impact on emissions at a single junction. NH have reverted out those changes shown to be detrimental but left in those they are confident were beneficial. As part of the proposed upcoming changes as part of the A52 Nottingham Junctions project NH are hoping to further review and see if some softer priority measures can be re-introduced for HGVs.
NH02	Ban on the U-turn east to west and reconfiguration of the signals to improve efficiency.	Traffic management	Strategic highway improvements	2016	2023	National Highways	National Highways	Funded	£1 million - £10 million	Completed	Improved traffic flow	Reduction in NO_2 annual mean concentration of 1µg m^{-3} required to achieve the AQS – further reduction (in the region of 10%) required to demonstrate well below the AQS and sustained compliance.	Completed. The Traffic Regulation Order (TRO) facilitated a reconfirmation of the signal control which will reduce the signal cycle time (and hence shorter red periods, queues and idling) and improve capacity. It is these changes that will bring about any change in emissions and air quality. Signal reconfiguration was undertaken when the roadworks at nearby Gamston roundabout were completed in Spring 2023.	Monitoring data from 2024/25 confirmed a sustained drop in the NO_2 annual mean concentrations in comparison to 2022 levels.
NH03	Introduction of wider network of EV charging points to encourage the take-up of alternative fuel vehicles	Promoting Low Emission Transport	Procuring alternative refuelling infrastructure to promote Low Emission Vehicles, EV recharging	2020		NH (EV infrastructure on the trunk road network)				Implementation	No. of EV charge points introduced in the Borough	Reduction in NO_2 annual mean concentration of 1µg m-3 required to achieve the AQS – further reduction (in the region of 10%) required to demonstrate well below the AQS and sustained compliance.		Implementation ongoing. Review of on-street and rural EV charging infrastructure undertaken during 2020/21
NH04	Co-ordination of street works to minimise traffic disruption and unnecessary congestion	Traffic Management	UTC, congestion management, traffic reduction			NH		Funded		Implementation	Improved traffic flow, reduced vehicle emissions	Reduction in NO_2 annual mean concentration of 1µg m-3 required to achieve the AQS – further reduction (in the region of 10%) required to demonstrate	Implementation ongoing.	

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												well below the AQS and sustained compliance.		
NH05	Walking and cycling infrastructure improvements	Transport Planning and Infrastructure	Cycle Network	2020		NH		Not Funded		Planning	Walking and cycling infrastructure improvements	Reduction in NO_2 annual mean concentration of 1µg m^{-3} required to achieve the AQS – further reduction (in the region of 10%) required to demonstrate well below the AQS and sustained compliance.	NH seeking funding for a strategic study to identify further options and explore potential routes to funding and delivery	The A52 corridor from Bingham to Gamston (and further into Nottingham City) has been identified as having potential for wider walking, cycling and public transport improvements and NH are seeking funding for a strategic study to identify further options and explore potential routes to funding and delivery.
NH06	A52 Nottingham Junctions Improvements – Nottingham Knight Junction & Wheatcroft Junction	Traffic Management	Strategic Highway Improvements		2028	NH	NH		>£10million	Planning	Reduction in vehicle emissions	Reduction in NO_2 annual mean concentration of 1µg m^{-3} required to achieve the AQS – further reduction (in the region of 10%) required to demonstrate well below the AQS and sustained compliance.	In November 2025, the Secretary of State for Transport announced the confirmation of the Compulsory Purchase Order (as modified) and Side Roads Order (as modified). The announcement followed a Public Inquiry held in July 2025 which enabled work to begin on the A52 Nottingham Junctions scheme.	Works on the A52 Nottingham Junctions scheme at Nottingham Knight and Wheatcrofts roundabouts has commenced
Rushcliffe Borough Council														
RB01	Off-street parking management and control (including review of car parking offer/charging)	Traffic Management	Workplace Parking Levy, Parking Enforcement on highway			RBC	LA funded	Funded	< £10k	Implementation	Improved traffic flow, reduced vehicle emissions	Sustain compliance & reduce NO_2 concentrations to well below the AQS objective (in the region of 10%)		Parking charges are kept under review for LA controlled parking provisions
RB02	Ensure sustainable development on sites within Borough	Policy Guidance and Development Control	Other policy	2012	2032	RBC	LA funded	Funded		Implementation	Where necessary, development in the Borough are supported by an AQ assessment.	Sustain compliance & reduce NO_2 concentrations to well below the AQS objective (in the region of 10%)	Implementation ongoing - Ensuring AQ is at the heart of planning decision.	Resource permitting - Propose to adapt and introduce EMAQN Air Quality and Emissions Mitigation – Guidance for Developers for RBC to ensure consistency of approach
RB03	Co-ordination of land-use planning and transport infrastructure	Policy Guidance and Development Control	Other policy	2012	2032	RBC/NCC/NH				Implementation	No. of impact assessments	Sustain compliance & reduce NO_2 concentrations to well below the AQS	Implementation ongoing - Ensuring AQ is at the heart of planning decision.	

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												objective (in the region of 10%)		
RB04	Use of planning conditions for mitigation; inc. travel plans etc. and to ensure for planning applications within AQMAs that are introducing sensitive receptors to the area that air quality assessments are required, and developments with vulnerable end users that the assessment takes account of air quality and $PM_{2.5}$	Policy Guidance and Development Control	Other policy	2012	2031	RBC				Implementation	No. of travel plans required as planning conditions and number of AQ assessments submitted with mitigation measures put in place	Sustain compliance & reduce NO_2 concentrations to well below the AQS objective (in the region of 10%)	Ongoing as part of the development control process - Development specific requirement	
RB05	Secure appropriate levels of developer contributions (Section 106 and/or CIL) for use on sustainable transport and air quality improvement projects	Policy Guidance and Development Control	Other policy	2012	2032	RBC/NCC				Implementation	Sums collected for such infrastructure projects	Sustain compliance & reduce NO_2 concentrations to well below the AQS objective (in the region of 10%)	Ongoing as part of the development control process - Development specific requirement	
RB06	Promote carbon reduction policies and guidance to developers working within Rushcliffe with a co-benefit of improving air quality	Policy Guidance and Development Control	Other policy	2019	2030	RBC		Funded		Implementation	No. of EV charge points introduced in the Borough through planning conditions.	Sustain compliance & reduce NO_2 concentrations to well below the AQS objective (in the region of 10%)	Ongoing - driven by the policies in the Local Plan adopted in 2019	Provision of/for EV charging points in new residential and commercial developments.
RB07	Workplace travel plans	Promoting Travel Alternatives	Workplace Travel Planning	2016		RBC planning/NCC				Implementation	Restrain average journey times in the morning peak to a 1% increase per year	Sustain compliance & reduce NO_2 concentrations to well below the AQS objective (in the region of 10%)	Developed with businesses as part of planning conditions when secured by RBC.	
RB08	RBC travel plan	Promoting Travel Alternatives	Workplace Travel Planning	2019		RBC/ RBC planning/NCC				Implementation	Restrain average journey times in the morning peak to a 1% increase per year	Sustain compliance & reduce NO_2 concentrations to well below the AQS objective (in the region of 10%)		
RB09	Flexible working arrangements	Promoting Travel Alternatives	Encourage / Facilitate	2020		RBC				Implementation	Restrain average journey times	Sustain compliance & reduce NO_2	RBC operate flexible working arrangements for appropriate staff	Flexible/remote working arrangements have been updated/revised as part of the smarter

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			home-working								in the morning peak to a 1% increase per year	concentrations to well below the AQS objective (in the region of 10%)		ways of working framework in new People Strategy which was adopted in 2021
RB10	Travel planning with residents at new developments	Promoting Travel Alternatives	Personalised Travel Planning	2016		RBC				Implementation	Restrain average journey times in the morning peak to a 1% increase per year	Sustain compliance & reduce NO_2 concentrations to well below the AQS objective (in the region of 10%)	Implementation ongoing. Planning conditions secured by RBC to ensure residential travel planning is undertaken where appropriate	
RB11	Introduction of wider network of off-street EV charging points to encourage take up of alternative fuel vehicles	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	2019		RBC/NCiC;		Funded	£500k - £1 million	Implementation	Reduced vehicle emissions. No. of EV charge points introduced across the Borough	Sustain compliance & reduce NO_2 concentrations to well below the AQS objective (in the region of 10%)	Successful in funding bid to OZEV – residents off street charging provision in Gamston, at Bingham Arena and Gresham Sports Pavillion in 2022. Site investigation ongoing to determine feasibility of other sites. Currently assessing other potential funding schemes.	RBC working in partnership with NCiC to develop the CP infrastructure along the D2N2 corridor –funding via Transforming Cities Fund. Implementation ongoing. Constraints identified in some locations due to power supply issues. Continue to work with electricity distributor to improve supply provision.
RB12	Develop a strategy for further EV provision across the Borough	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	2020		RBC		Funded		Implementation	Reduced vehicle emissions. No. of EV charge points introduced across the Borough	Sustain compliance & reduce NO_2 concentrations to well below the AQS objective (in the region of 10%)	Seeking to install rapid to medium EV charge points at Bridgford Road Carpark and Gardeners Road (M&S) Carpark in West Bridgford (16-20 units overall	Constraints identified around power supply in some locations. Partnering with City under Transforming Cities Fund to increase D2N2 offering across the Borough; exploring wider options. Assessing other potential funding sources e.g. LEVI
RB13	Promotion of low emission vehicles through taxi licensing	Promoting Low Emission Transport	Taxi emission incentives	2021		RBC		Not Funded		Planning	Reduced vehicle emissions	Sustain compliance & reduce NO_2 concentrations to well below the AQS objective (in the region of 10%)	The Rushcliffe Borough Council Hackney Carriage and Private Hire Licensing Policy 2025 – 2030 place controls on the age and emission limits for vehicles aimed at improving air quality	
RB14	Procurement of new RBC vehicles	Vehicle Fleet Efficiency	Other	2020		RBC		Not Funded		Planning	Reduced vehicle emissions	Sustain compliance & reduce NO_2 concentrations to well below the AQS objective (in the region of 10%)	Continue to procure electric and/or other low emission vehicles within RBC fleet. Replaced Rushcliffe Country Park diesel buggies with electric buggies.	Applicable to RBC operations - link with Carbon Management Plan
RB15	Investigate potential replacement/upgrading of RBC refuse trucks & vans with ULEV, Biogas,	Vehicle Fleet Efficiency	Other	2021		RBC		Funded		Implementation	Reduced vehicle emissions. No. of electric and/or other low emission	Sustain compliance & reduce NO_2 concentrations to well below the	RBC's 21 frontline refuse vehicles now run on Hydrogenated Vehicle Oil (HVO) ongoing;	Applicable to RBC operations - link with Carbon Management Plan and accelerating shift to low carbon transport

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	hydrogen fuelled vehicles										vehicles within RBC fleet	AQS objective (in the region of 10%)		
RB16	Integrate RBC driver training with annual certification and investigate in-cab monitoring and route optimisation	Vehicle Fleet Efficiency	Other	2021		RBC		Not Funded		Planning	Reduced vehicle emissions	Sustain compliance & reduce NO_2 concentrations to well below the AQS objective (in the region of 10%)		Applicable to RBC operations - link with Carbon Management Plan and accelerating shift to low carbon transport.
RB17	Widen access to staff cycle purchase scheme	Promoting Travel Alternatives	Promotion of cycling and walking	2015	2025	RBC		Funded	£10k - 50k	Implementation	Increase in cycle purchases via staff scheme	Sustain compliance & reduce NO_2 concentrations to well below the AQS objective (in the region of 10%)	RBC staff initiative. 43 people have availed of the scheme since it was introduced in 2015	Scheme open to all staff
RB18	Work with partners to promote active travel to the public - (e.g. school travel plans including accreditation (stars) and walking bus; travel choice programme including active travel; well-being at work scheme / work place health; business e-bike scheme; healthy futures fund – cycling on prescription; community cycling groups; Ridewise training	Promoting Travel Alternatives	Promotion of cycling and walking	2016		NCC/RBC				Implementation	Increase cycling and walking	Sustain compliance & reduce NO_2 concentrations to well below the AQS objective (in the region of 10%)	Implementation ongoing. Green Rewards scheme introduced in 2020 - encouraging active travel where residents who sign up to the scheme can earn points which give discounts in local shops and entry into prize draws.	167 people had their bikes registered across events in Bingham, Ruddington, Cotgrave, Radcliffe on Trent and West Bridgford. Continued growth of the Green Rewards scheme. Delivered Summer of Cycling Event at Rushcliffe Country Park. Continued promotion of Green prescribing.
RB19	Continued development and implementation of RBC cycling strategy	Promoting Travel Alternatives	Promotion of cycling and walking	2021		RBC		Not Funded		Implementation	Increased cycling trips; reduced vehicle emissions	Sustain compliance & reduce NO_2 concentrations to well below the AQS objective (in the region of 10%)	RBC Cycling and Walking Action Plan published in 2022 - The aim is to 'increase participation in walking and cycling by all in Rushcliffe' focussing on 3 priority outcomes – Promotion; Safety; Infrastructure. Increase awareness through events & publication of Borough wide cycling map; improvements to infrastructure; working with partners including Big Business Carbon Club partners and schools to promote cycling; development of policy to ensure Section 106 agreements are realised.	The RBC Cycling and Walking action Plan supports the NCC cycling strategy with RBC working in collaboration with NCC to develop the cycling infrastructure.
RB20	Raise awareness of the wider government initiatives to reduce air emissions e.g. ban on the sale of	Policy guidance and development control	Low emissions strategy	2021		RBC		Not Funded		Implementation	Reduction in complaints relating to domestic burning	Sustain compliance & reduce NO_2 concentrations to well below the AQS objective (in	Working to increase awareness of air pollution associated with domestic burning. Public consultation undertaken on proposal to expand Smoke Control Area coverage in 2024. Cabinet resolved to retain existing coverage and review again in 2 years. In the meantime public	Working with Nottinghamshire County Council Trading Standards & neighbouring authorities to ensure appropriate fuel is sold in the Borough

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	house coal and wet wood											the region of 10%)	awareness campaign to be delivered around risks associated with domestic burning.	
RB21	Work with partners to encourage more sustainable travel	Promoting Travel Alternatives	Promotion of cycling and walking	2020		NCC/RBC		Not Funded		Implementation	reduced vehicle emissions, increased cycling/walking, wider benefit to public health	Sustain compliance & reduce NO_2 concentrations to well below the AQS objective (in the region of 10%)	Linking with public health to promote the health benefits of walking and cycling. Link with NCC Travel Choice programme https://travelchoice.nottinghamshire.gov.uk/	RBC working with GPs - Active Practice Charter looking to encourage staff and patients to be more physically active and less sedentary. All GP practices across the Borough now accredited. Green social prescribing is a way of connecting people to nature-based activities and green groups, projects and schemes in their local community for support with health and wellbeing. The Rushcliffe Big Green Book is a directory of nature-based activity providers which aims to be used as a tool to support identifying green social prescribing opportunities. It also includes a Greenground map (similar to a London underground map) to promote walking, cycling and cultural opportunities in the area for residents to become involved with
RB22	Regulation of Permitted Activities	Environmental permits	Introduction /increase of environmental funding through permit systems and economic instruments	2012	2032	Environment Agency and RBC		Not funded		Implementation	Conditions applied in line with Defra guidance and support best practice	Sustain compliance & reduce NO_2 concentrations to well below the AQS objective (in the region of 10%)	Ongoing programme for inspection of permitted activities	
RB23	New Trent Crossing	Promoting Travel Alternatives	Promotion of cycling and walking	2020	2026	NCiC working in partnership with RBC & NCC	Transforming Cities Fund	Funded	£1 million - £10 million	Implementation	Increase cycling and walking; reduction in number of car journeys	Sustain compliance & reduce NO_2 concentrations to well below the AQS objective (in the region of 10%)	Preparation and construction works progressing, planning permission granted by Rushcliffe BC and Nottingham City Council in 2024.	Completion scheduled for 2026
RB24	Promotion of Clean Air Day and other awareness campaigns	Other	Other			RBC working with other Nottinghamshire authorities, Public Health and the NHS Primary Care Network		Not Funded		Implementation	Increase public awareness	improve air quality	Plan to collaborate more closely with partners to facilitate wider dissemination of the air quality related messages	Regular engagement with neighbouring local authorities and County Council Public Health
RB25	Active Travel Plan in Bingham	Promoting Travel Alternatives	Promotion of cycling	2023	2025	RBC	UKSPF	Funded	<£10k	Implementation	Reduced NO_2 and PM	Increase cycling and walking; reduction in number of car journeys	Funding allocated from UKSPF fund	Scheme for Bingham was implemented. Due to success, a similar scheme was adopted for Cotgrave with view to deliver active travel projects in a further five areas across Rushcliffe.
RB26	Develop and run public awareness campaign around domestic burning	Public Information	Other	2023	2025	Local Authority Environmental Health, Local Authority Media	RBC Environmental Health	Partially Funded	< £10k	Implementation	Reduced emissions from domestic burning	Reduction in smoke complaints arising from domestic burning	Progression with proposal for a County and City wide commissioned strategy to be delivered by external partner.	Comms need to be targeted and mindful of constraints faced by residents e.g. limited alternative options for domestic heating in rural areas, cost of living crisis.

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

As detailed in Policy Guidance LAQM.PG22 (Chapter 8) and the Air Quality Strategy[13], 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.

Rushcliffe Borough Council does not undertake monitoring for particulate matter however an indication of the background concentrations of $PM_{2.5}$ can be obtained from the current Defra background mapping resource available via UK-AIR. The background data provides estimated concentrations of $PM_{2.5}$ across the Borough for 2025 (base year 2021) and indicates concentrations range from 6.0µg m^{-3} to 7.8µg m^{-3}. Across the wider Midlands region estimated concentrations of $PM_{2.5}$ range from 4.5µg m^{-3} to 11.0µg m^{-3}.

The Environment Act 2021 established a legally binding duty on government to bring forward at least two new air quality targets in secondary legislation by 31 October 2022. This duty sits within the environmental targets framework outlined in the Environment Act (Part 1). The air quality targets set under the Act are:

• Annual Mean Concentration Target ('concentration target') - a maximum concentration of 10µg/m3 to be met across England by 2040.

• Population Exposure Reduction Target ('exposure target') - a 35% reduction in population exposure by 2040 (compared to a base year of 2018).

The targets were set into law by The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023[14] which also contains provisions on how these will be monitored and assessed.

The Office for Health Improvement and Disparities (OHID) Public Health Outcomes Framework (PHOF) indicator D01 provides estimates of local mortality burdens associated with particulate air pollution. This data, presented for each local authority, is based on the

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

[14] The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023

research evidence of mortality risk and modelled levels of background air pollution to which populations are exposed at a local level. It should be noted that from 2022 onwards the PHOF utilises a new method for the calculation of the local mortality burdens and as a result comparison with data from years prior to 2022 may not be directly comparable. The attributable fraction (i.e. the proportion of deaths estimated as due to long-term exposure to anthropogenic particulate $PM_{2.5}$ air pollution) for Rushcliffe for the most recent year available (2024)[15] is 5.2%, in line with 5.4% for the wider East Midlands area and the national level of 5.3%.

The Nottingham and Nottinghamshire Air Quality Strategy 2020-2030 aims are (1) to reduce average concentrations of NO_2 and particulate matter across the County; and (2) to reduce the estimated proportion of disease and deaths attributable to air pollution. Table 4 below is taken from Appendix 3 of the Strategy and provides estimates of the reduction in mortality and morbidity in Nottingham and Nottinghamshire if residents exposed to high levels of $PM_{2.5}$ in 2017 were exposed to lower levels over the next decade.

Table 4 Estimated reduction in mortality and morbidity in Nottingham & Nottinghamshire over 10 years if residents exposed to high levels (≥12.3 µg/m³) of particulate matter ($PM_{2.5}$) in 2017 were exposed to lower levels (<12.3 µg/m³)Σ over the next decade (Source: Local analysis using PHE 2018 air pollution healthcare costs tool)

Local authority	Adults (aged 19 or older)						Children (age 18 or younger)	
	Coronary heart disease α	COPD	Stroke	Diabetes	Lung cancer	Deathsβ	Asthma	Diabetes
Ashfield	367	211	94	374	9	115	112	4
Bassetlaw	406	222	100	437	10	125	97	4
Broxtowe	480	264	124	485	13	151	122	3
Gedling	475	260	129	433	12	144	132	4
Mansfield	309	164	82	316	7	97	78	2
Newark and Sherwood	444	246	126	401	11	123	103	3
Rushcliffe	419	228	112	426	10	113	116	3
Nottinghamshire	**2,900**	**1,595**	**768**	**2,871**	**72**	**868**	**759**	**22**
Nottingham	**1,796**	**1,049**	**480**	**1,938**	**47**	**546**	**433**	**11**

α For diseases, the numbers represent how many fewer residents would have the disease in 2027 if all residents lived in low PM2.5 pollution areas - as opposed to the situation in 2017.
β The number of deaths is the average, annual number of deaths avoided between 2017 and 2027 if all residents lived in low PM2.5 pollution areas - as opposed to the situation in 2017.
Σ High and low levels are set by the model.

The Air Quality Strategy for England[16] highlights the impact of domestic combustion on air quality reporting that 27% of $PM_{2.5}$ emissions in 2021 came from domestic burning of solid fuels. Given the increase in popularity of domestic burning, the Strategy states local authorities should keep the boundaries of their smoke control areas under review.

[15] Public Health Outcomes Framework - Data | Fingertips | Department of Health and Social Care

[16] Air quality strategy: framework for local authority delivery - GOV.UK

Rushcliffe Borough Council's Smoke Control Area (SCA) covers parts of West Bridgford and Edwalton. The extent of the SCA can be viewed on Defra - UK AIR. Rushcliffe Borough Council undertook a public consultation on a proposal to declare a Borough-wide Smoke Control Area in 2024. The majority of the 1200 responses received from residents were not in agreement with the proposal citing concerns that the proposed expansion of the Smoke Control Area coverage was disproportionate to the potential benefits to be gained across Rushcliffe and could result in significant financial impacts for residents living in more rural areas where other sources of heating are not so readily available. At a meeting in May 2024 Cabinet resolved to a) agree the existing Smoke Control Area coverage remains unchanged for a period of two years at which time it will be reviewed; and b) approve the development and delivery of a public awareness campaign around domestic burning.

Rushcliffe Borough Council is taking the following measures to address $PM_{2.5}$:

- We continue to develop and run awareness campaigns around domestic burning encouraging the use of appropriate appliances and fuels, particularly as the public consultation responses indicated some confusion around the understanding of Smoke Control Areas and the terminology used such as exempt/approved appliances and controlled fuels. This has mainly been done via our social media channels and the Rushcliffe residents' newsletter;
- Rushcliffe Borough Council remain active partners in the Notts Air Quality Oversight Group (AQOG) which includes representatives from Public Health, Nottinghamshire and Nottingham local authorities, Transport Planning, National Highways, NHS partners and UKHSA. One of the main objectives for this group is to review the Nottingham and Nottinghamshire Air Quality Strategy and take forward the actions and objectives to ensure these reflect current air quality priorities and continue to meet the overall aim for all of Nottinghamshire residents and visitors to have clean air that allows them to lead healthy and fulfilling lives;
- During 2025 a Task and Finish group on domestic burning was created from the AQOG. A partnership of Nottingham City and the Nottinghamshire local authorities working together with Nottingham City and Nottinghamshire County Council Public Health and UKHSA are seeking to commission a project to develop a communications strategy and create promotional material for use in multi-channel public awareness campaign(s) focusing on:
    - the health impacts of domestic burning, including wood-burning stoves and open fires including bonfires, and

- legal and recommended burning practices, including compliance with local Smoke Control Area requirements.

The aim is to create a strategy and materials that can be editable and used for multiple ‘campaigns’ in the years to come allowing for any potential changes due to Local Government Re-organisation (LGR) The tender documents are currently being finalised, and we are hoping to commission the project in the Autumn.

- Rushcliffe continue to engage with County Council Trading Standards to ensure consistency across the County in implementing the measures introduced by the Environment Act 2021 around smoke control areas and the retail sale of appropriate fuels;
- We continue to work with transport partners (Nottinghamshire County Council, National Highways and EMCCA) and other stakeholders to reduce transport impacts as a whole. This has benefit not only for NO2 but all emissions from transport sources, including $PM_{2.5}$;
- We continue to recommend planning conditions requiring submission for approval of Construction Method Statements to ensure potential impacts on air quality, including dust emissions are appropriately mitigated during construction;
- We continue to screen planning applications to identify proposed developments where air quality and emissions of particulate matter require more detailed assessment, including commercial wood/biomass plants;
- We continue to work and share knowledge with our neighbouring authorities as part of the Nottinghamshire Environmental Protection Working Group (NEPWG). In recent years the group has developed and run County wide campaigns around domestic burning ensuring focussed messages are released on a weekly basis in the winter months to highlight the public health risks and provide advice on how to reduce emissions;
- We continue to investigate complaints of smoke emissions, including domestic burning, garden bonfires and other sources, educating where appropriate on the impacts of smoke emissions and taking enforcement action where necessary. This enforcement action may be in the form of Fixed Penalty Notices if a Council wide policy is put in place to introduce a civil financial penalty scheme as introduced by the Environment Act 2021; statutory nuisance provisions and where appropriate waste enforcement powers under the Environmental Protection Act 1990; and
- Rushcliffe Borough Council continue to offer a fortnightly garden waste collection service which helps reduce the number of garden bonfires.

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

This section sets out the monitoring undertaken within 2025 by Rushcliffe Borough Council and how it compares with the relevant air quality objectives. In addition, monitoring results are presented for a five-year period between 2021 and 2025 to allow monitoring trends to be identified and discussed.

3.1 Summary of Monitoring Undertaken

3.1.1 Automatic Monitoring Sites

Rushcliffe Borough Council does not carry out any automatic (continuous) monitoring.

3.1.2 Non-Automatic Monitoring Sites

Rushcliffe Borough Council undertook non- automatic (i.e. passive) monitoring of NO_2 at 29 sites during 2025. Table A.1 in Appendix A presents the details of the non-automatic sites.

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

3.2 Individual Pollutants

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

3.2.1 Nitrogen Dioxide (NO_2)

Table A..2 in Appendix A compare the ratified and adjusted monitored NO_2 annual mean concentrations for the past five years with the air quality objective of 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 A.1 includes distance corrected values, only where relevant. It was not necessary to undertake distance correction for any of the diffusion tube locations across the Rushcliffe Borough Council monitoring network in 2025. The diffusion tubes were installed in accordance with the 2025 diffusion tube calendar. Annualisation was required at location Main St.EL as data capture was 66.67% and below the 75% threshold. Data capture at all other locations across the monitoring network was above the 75% threshold.

We review our passive monitoring network each year to ensure any new potential areas of concern are identified and monitored. In 2025 we removed location Co-Op Bing from the monitoring network as the NO_2 annual mean concentrations at this location (which was introduced in 2024) had been well below the objective at 12.8µg/m^3. One new location, Gumtree located in Edwalton, was included on the network as several new housing developments have been completed over recent years in this area.

The data presented in Table A.3 and Table A.4 show the NO_2 annual mean concentration did not exceed the air quality objective at any location during 2025. It can be seen from Figure A.1 the NO_2 annual mean concentration recorded at all locations across the network continues the overall downward trend identified over the past five years. Across the diffusion tube network, the recorded NO_2 annual mean concentrations were generally consistent with those recorded in 2024. In 2025 five locations (CL, A52/RT, A52/HHF2, A52HHF3 and DR-WB) showed slight increases in the NO_2 annual mean concentration when compared to the 2024 data albeit all remain well below the NO_2 annual mean objective of 40µg/m^3.

Location A52 HHF2 and Location A52 HHF3 are in very close proximity to each other on the facade of a residential property at the Stragglethorpe junction on the A52. Roadworks in the vicinity increasing pressure on this junction may have contributed to the rise in annual mean concentrations from 24.1µg/m^3 and 24.3µg/m^3 to 27.4µg/m^3 and 25.3µg/m^3 at A52 HHF2 and A52 HHF3 respectively. Similarly with location A52/RT the roadworks on the A52 is likely to have contributed to the slight increase in the annual mean NO_2 concentration.

Location CL showed a slight increase in annual mean NO_2 concentration in 2025 which was consistent with the 2023 data and remains lower than the previously reported annual mean concentration in 2021 and 2022.

Location DR-WB was introduced onto the network in 2024 and as this is only the second year of data it is not possible to draw any robust conclusions on the data set as yet.

The overall 5-year data trend shows a decrease in the recorded NO_2 annual mean concentrations being indicative of a stabilisation in traffic flow following the population lifestyle changes as a result of the COVID-19 pandemic, including for example increased numbers of people working from home some or all of the time and/or lesser emphasis on the morning/evening commute. The increase in the number of electric vehicles (EV) and possibly the ongoing cost of living crisis may also be contributing factors.

3.2.2 Particulate Matter (PM_{10})

Rushcliffe Borough Council did not undertake PM_{10} monitoring during 2025.

3.2.3 Particulate Matter ($PM_{2.5}$)

Rushcliffe Borough Council did not undertake $PM_{2.5}$ monitoring during 2025.

Appendix A: Monitoring Results

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

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
WLR/2	39/41 WILFORD LANE	Roadside	457873	337426	NO2	No	2.2	9.0	No	2.2
A52/SA	A52 SOUTH AVE, RADCLIFFE	Roadside	465929	339543	NO2	No	2.9	4.2	No	2.9
CL	CLOVERLANDS	Roadside	457223	335033	NO2	No	2.5	16.3	No	2.5
HR	HAMPTON ROAD	Urban Background	458326	336714	NO2	No	2.1	5.4	No	2.1
LR	LOUGHBOROUGH ROAD (RES)	Roadside	458126	337727	NO2	No	1.9	8.9	No	1.9
A52/RT	A52/RT	Roadside	464644	338730	NO2	No	2.0	3.3	No	2.0
RR	Radcliffe Road	Roadside	458284	338150	NO2	No	2.3	4.0	No	2.3
TBLA	TRENT BOULEVARD A	Roadside	458752	338278	NO2	No	2.0	7.1	No	2.0

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
TBLB	TRENT BOULEVARD B	Roadside	458756	338267	NO2	No	2.4	3.4	No	2.4
TBI	TBI	Roadside	458274	338117	NO2	No	2.6	6.6	No	2.6
WL3	WL3	Roadside	458134	337581	NO2	No	2.9	2.1	No	2.9
WW	Windy Ways	Roadside	457651	334840	NO2	No	1.8	12.0	No	1.8
A52/HHF1	A52 HOME HOUSE 1	Roadside	463011	338213	NO2	No	2.5	6.0	No	2.5
A52/HHF 2	A52 HOLME HOUSE 2	Roadside	463040	338232	NO2	No	2.5	6.0	No	1.2
Gumtree	Gumtree Close Edwalton	Kerbside	459449	334311	NO2	No	4.6	18.6	No	2.4
RU.RD.	Rugby Road	Roadside	458132	336462	NO2	No	2.5	2.0	No	2.5
2LA	2A Long Acre, Bingham	Roadside	470248	339834	NO2	No	2.6	1.2	No	2.6
TB1	Trent Bridge 1	Roadside	458249	338167	NO2	No	2.5	3.6	No	2.5
A52/HHF3	A52 HOLME HOUSE 3	Roadside	463005	338208	NO2	No	2.5	6.0	No	1.2
Mag 1	Magnolia 1, Edwalton	Kerbside	459366	334244	NO2	No	2.6	0.9	No	2.6
Mag 2	Magnolia 2, Edwalton	Kerbside	459324	334227	NO2	No	2.6	1.9	No	2.6

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
LR 1	Loughborough Road 1	Roadside	458100	337543	NO2	No	2.6	2.4	No	2.6
WL 1	Wilford Lane 1 (Centenary)	Kerbside	458055	337566	NO2	No	2.6	2.0	No	2.6
NK 1	Nottingham Knight	Kerbside	457612	334859	NO2	No	2.1	2.3	No	2.1
Spa	SPA Ruddington	Kerbside	457303	333214	NO2	No	2.6	2.2	No	2.6
Main St. EL	Main street East Leake	Roadside	455542	326323	NO2	No	0.5	4.0	No	2.1
DR-WB	Davis Road	Roadside	458976	337431	NO2	No	8.0	1.5	No	2.2
TB2	Trent Bridge 2	Roadside	458256	338156	NO2	No	2.5	3.6	No	2.5
CR1	Clifton Road Ruddington	Roadside	457262	333336	NO2	No	2.5	1.7	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.

Table A.2 – Annual Mean NO_2 Monitoring Results: Non-Automatic Monitoring (µg/m^3)

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2025 (%) (2)	2021	2022	2023	2024	2025
WLR/2	457873	337426	Roadside		75.0	18.8	16.3	16.5	15.1	14.8
A52/SA	465929	339543	Roadside		100.0	21.3	17.3	17.9	18.0	17.3
CL	457223	335033	Roadside		90.4	20.8	19.4	18.5	17.6	18.5
HR	458326	336714	Urban Background		100.0	14.4	14.0	13.7	11.6	11.6
LR	458126	337727	Roadside		100.0	23.3	20.2	20.2	20.3	20.1
A52/RT	464644	338730	Roadside		92.3	21.7	18.7	19.3	19.2	20.9
RR	458284	338150	Roadside		100.0	24.5	22.2	21.9	19.6	19.8
TBLA	458752	338278	Roadside		100.0	24.8	22.3	21.7	20.1	19.6
TBLB	458756	338267	Roadside		100.0	26.5	20.6	29.9	20.3	18.2
TBI	458274	338117	Roadside		100.0	30.3	27.9	26.7	26.2	24.9
WL3	458134	337581	Roadside		82.7	25.5	24.2	24.2	22.9	22.4
WW	457651	334840	Roadside		100.0	30.7	30.0	29.9	30.9	31.0
A52/HHF1	463011	338213	Roadside		92.3	27.4	25.5	24.8	24.8	24.4

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2025 (%) (2)	2021	2022	2023	2024	2025
A52/HHF 2	463040	338232	Roadside		92.3	29.1	25.4	22.3	24.1	27.4
Gumtree	459449	334311	Kerbside		92.3					16.9
RU.RD.	458132	336462	Roadside		100.0	20.8	19.9	19.4	18.6	18.5
2LA	470248	339834	Roadside		92.3	23.6	21.3	21.5	20.0	20.6
TB1	458249	338167	Roadside		100.0	29.3	26.6	25.6	23.2	23.9
A52/HHF3	463005	338208	Roadside		100.0			23.4	24.3	25.3
Mag 1	459366	334244	Kerbside		82.7	21.0	19.4	18.4	17.1	17.7
Mag 2	459324	334227	Kerbside		82.7	20.1	19.4	19.1	17.0	17.8
LR 1	458100	337543	Roadside		92.3	25.7	22.6	23.6	23.4	20.6
WL 1	458055	337566	Kerbside		100.0	28.4	24.9	24.6	23.7	23.2
NK 1	457612	334859	Kerbside		100.0	27.2	29.5	28.4	27.2	26.4
Spa	457303	333214	Kerbside		100.0	24.2	24.0	21.7	19.6	19.6
Main St. EL	455542	326323	Roadside		65.4				15.2	15.1
DR-WB	458976	337431	Roadside		75.0				14.8	15.5

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2025 (%) (2)	2021	2022	2023	2024	2025
TB2	458256	338156	Roadside		100.0			26.8	24.8	24.5
CR1	457262	333336	Roadside		100.0		21.1	19.5	19.5	17.7

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

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

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

Notes:

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

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

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

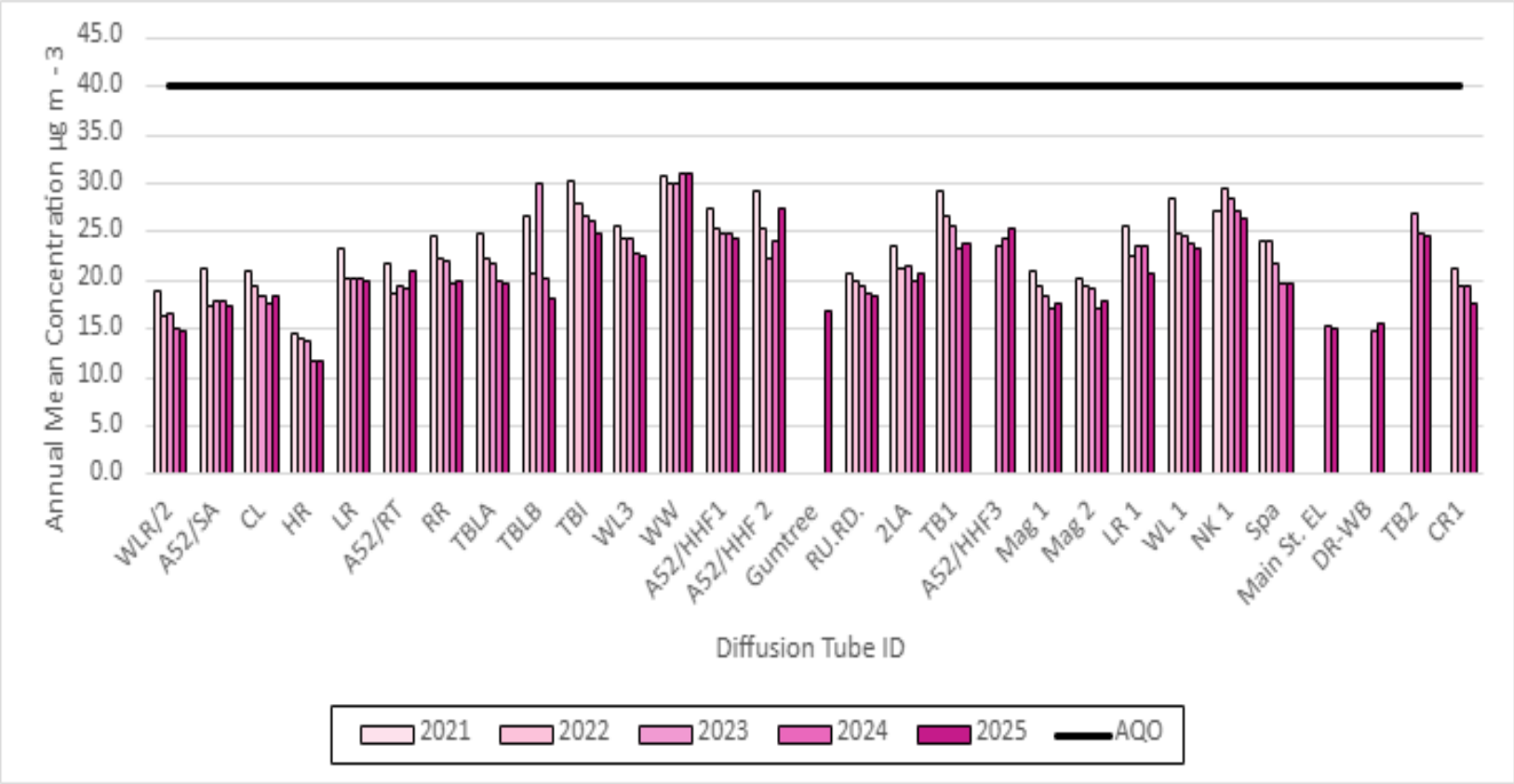
Means for diffusion tubes have been corrected for bias. All means have been "annualised" as per LAQM.TG22 if valid data capture for the full calendar year is less than 75%. See Appendix C for details.

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

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

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

Figure A.1 – Trends in Annual Mean NO_2 Concentrations Across All Diffusion Tube Locations Between 2021 and 2025



Appendix B: Full Monthly Diffusion Tube Results for 2025

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.89)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
WLR/2	457873	337426	23.7	22.7	22.0	13.9	13.1	11.2	12.3	13.1	17.6				16.6	14.8		
A52/SA	465929	339543	27.0	25.4	25.6	17.9	14.1	14.5	15.5	17.3	18.9	19.6	20.5	17.2	19.5	17.3		
CL	457223	335033	36.2	24.6	22.6	16.6	12.0	17.9	15.9	18.2	21.3	22.0	21.0		20.8	18.5		
HR	458326	336714	24.2	18.4	17.6	8.7	6.8	7.6	7.4	8.9	11.4	11.0	17.1	17.0	13.0	11.6		
LR	458126	337727	30.5	24.9	24.7	19.9	17.4	16.7	17.5	19.6	23.5	23.0	28.5	24.2	22.5	20.1		
A52/RT	464644	338730	23.7	23.4	22.3	21/.99	19.9	34.0	17.5	18.8	23.5	22.4	20.4	32.2	23.5	20.9		
RR	458284	338150	26.0	24.5	24.6	18.8	18.3	17.0	20.5	20.3	23.5	22.4	28.2	23.2	22.3	19.8		
TBLA	458752	338278	30.1	23.9	25.3	18.2	16.0	20.4	18.8	18.1	21.7	23.3	24.6	23.4	22.0	19.6		
TBLB	458756	338267	27.1	22.5	23.4	21.0	18.0	17.1	19.0	11.2	21.2	19.8	25.0	20.5	20.5	18.2		
TBI	458274	338117	35.3	32.1	31.0	24.5	21.9	25.0	26.0	27.1	29.6	28.9	0.7	53.8	28.0	24.9		
WL3	458134	337581	35.4	28.6	27.7			18.4	20.5	19.5	23.6	23.5	29.1	25.8	25.2	22.4		
WW	457651	334840	44.8	38.2	35.8	35.8	28.7	33.4	26.8	34.5	37.3	28.9	40.4	33.3	34.8	31.0		
A52/HHF1	463011	338213	32.5	27.4	27.5	24.3	25.3	29.7	25.1	28.1		27.5	29.0	25.5	27.4	24.4		
A52/HHF 2	463040	338232	31.0	32.5	32.7		21.5	30.8	25.1	33.6	32.6	29.3	33.3	35.5	30.7	27.4		
Gumtree	459449	334311		22.0	19.9	19.4	14.2	16.5	13.4	19.0	22.1	19.4	23.7	18.6	18.9	16.9		
RU.RD.	458132	336462	30.2	23.0	24.9	13.9	17.4	14.8	19.6	17.5	20.3	20.8	25.5	21.5	20.8	18.5		
2LA	470248	339834	34.4	22.8	24.7		16.3	22.7	18.0	19.7	22.6	24.4	26.7	23.0	23.2	20.6		

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.89)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
TB1	458249	338167	42.1	31.4	31.8	23.9	24.8	19.2	23.1	24.3	25.6	24.4	31.0	20.6	26.8	23.9		
A52/HHF3	463005	338208	30.7	32.3	35.6	23.9	23.3	17.7	24.8	32.7	34.0	31.4	35.4	19.4	28.4	25.3		
Mag 1	459366	334244	26.9	23.7	20.9			15.3	15.4	16.5	20.8	18.0	22.3	19.0	19.9	17.7		
Mag 2	459324	334227	19.2	23.4		19.4		18.4	14.3	18.6	21.8	21.0	24.7	19.4	20.0	17.8		
LR 1	458100	337543	33.0	26.9	25.9	17.7	18.3	15.4	24.3	19.6		23.3	28.9	21.7	23.2	20.6		
WL 1	458055	337566	32.4	29.2	29.1	24.2	22.1	24.9	19.9	25.1	29.2	22.8	29.5	25.1	26.1	23.2		
NK 1	457612	334859	38.3	31.3	29.4	29.1	22.8	29.0	23.1	24.9	34.6	30.3	34.4	28.8	29.6	26.4		
Spa	457303	333214	30.0	29.3	22.1	14.6	20.2	17.3	18.5	20.8	23.2	22.2	25.0	20.8	22.0	19.6		
Main St. EL	455542	326323	26.6	21.3	21.0	13.5	13.5			13.9	18.1	17.7			18.2	15.1		
DR-WB	458976	337431	24.9	20.6	19.7		11.5			12.1	15.7	16.2	19.7	16.7	17.5	15.5		
TB2	458256	338156	34.2	32.0	36.0	27.8	29.5	21.7	24.4	24.3	24.5	23.4	28.5	24.1	27.5	24.5		
CR1	457262	333336	26.0	23.1	22.6	14.8	14.9	16.3	17.1	16.3	20.3	20.0	24.2	23.5	19.9	17.7		

☒ **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.**

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

Notes:

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

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

See Appendix C for details on bias adjustment and annualisation.

Denotes data not available (missing tube or foreign body present)

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

New or Changed Sources Identified Within Rushcliffe Borough Council During 2025

Rushcliffe Borough Council has not identified any new sources relating to air quality within the reporting year of 2025.

Additional Air Quality Works Undertaken by Rushcliffe Borough Council During 2025

As discussed in our 2025 ASR, Rushcliffe Borough Council completed the revocation of our final two AQMAs in 2025. AQMA No 1 Trent Bridge or AQMA No 1/2011 Stragglethorpe Road

Consultation on the revocation was undertaken with Defra, our neighbouring authorities, National Highways and Nottinghamshire County Council Transport Planning and Public Health in January 2025. No objections were received. At a Council Cabinet meeting on 11th February 2025, it was resolved that the revocation of the Borough's Air Quality Management Areas (AQMA 1 and 1/2011) be approved. Full details, including the report of the Director (Neighbourhoods) and the decision can be found at RBC Cabinet Meeting 11th February 2025.

The Revocation Orders were sealed on the 14th May 2025. Details of the revocation of AQMA No 1 Trent Bridge and AQMA No 1/2011 Stragglethorpe Road were uploaded to the LAQM Portal and the Defra UK-AIR website has been updated to reflect the revocations.

QA/QC of Diffusion Tube Monitoring

Rushcliffe Borough Council use Gradko diffusion tubes prepared using 20% Triethanolamine (TEA) in water to measure nitrogen dioxide at the passive monitoring sites across the Borough. The diffusion tubes are stored in an airtight bag in a refrigerator upon receipt in the post and are used within 6 weeks of the preparation date displayed on the label.

Tube batches are exposed at selected sites to the atmosphere for approximately 4 weeks with the changeover date aiming to be +/-one day of the published diffusion tube change over date for the month to allow comparison with other Local Authority studies if necessary. All tubes are mounted using spacer brackets and grommets supplied by Gradko.

Each tube is labelled with a bar code and unique identification number. Each batch is supplied with a data collection form to record the location, date and time each tube is exposed in that period. The exposure period is calculated using an Excel spreadsheet and in addition Gradko recheck the calculated exposure period for each tube on receipt at the laboratory.

On the day of collection, the tubes are sent in an airtight bag to Gradko International Limited for analysis, together with a control blank that is stored unexposed in the sample fridge. The diffusion tubes are analysed within the scope of Gradko International Limited Laboratory Quality Procedures utilising in-house Laboratory Method GLM7. Gradko is a UKAS accredited laboratory and undertakes diffusion tube monitoring and analyses on the same basis for a number of other local authorities and environmental consultants. All local authorities in the Nottinghamshire use Gradko and the 20% Triethanolamine (TEA) in water method for their diffusion tube monitoring and analyses. This data harmonisation across the county allows easier comparisons of results across local authority boundaries.

Nitrogen dioxide absorbed as nitrite by TEA is determined by spectrophotometric measurement at 540nanometres. Nitrite reacts with the added reagent to form a reddish-purple azo dye and the optical density of this complex is measured using Camspec UV/Visible Spectrophotmeter. The concentrations of nitrogen dioxide are then calculated from a pre-calibrated response factor and exposure times. The values are blank corrected using the blank ‘control’ diffusion tube provided by Rushcliffe Borough Council.

Gradko International participates in the AIR PT scheme to independently assess the accuracy and precision of their nitrogen dioxide (NO_2) diffusion tube analysis. AIR is an independent analytical proficiency-testing (PT) scheme, operated by LGC Standards and supported by the Health and Safety Executive (HSE). With consent from the participating laboratories, LGC Standards provides summary proficiency testing data to the LAQM Helpdesk for hosting on the webpages at https://laqm.defra.gov.uk/air-quality/air-quality-assessment/qa-qc-framework/ This information is updated on a quarterly basis following

completion of each AIR PT round. The current version 2026/03/AIR-PT-Round-62-to-74[17] [18]was released in March 2026 and confirms the Gradko performance to be satisfactory in 2025.

All diffusion tube data is checked on a monthly basis to identify any spurious data and compared with other local monitoring sites to further identify any suspect data.

The 2025 monitoring was completed in accordance with the 2025 Diffusion Tube Monitoring Calendar.

Diffusion Tube Annualisation

Annualisation is required for any site with data capture less than 75% but greater than 25%. Therefore, based on this criteria annualisation was required for one diffusion tube locatios in 2025 – Main St. EL which had 8 months of data (66.67% data capture). Annualisation was undertaken using the Diffusion Tube Data Processing Tool. The nearest continuous background sites were Burton on Trent Horninglow (Defra UK-AIR ID: UKA00652), Derby St Alkmund's Way (Defra UK-AIR ID: UKA00630), Leicester University (Defra UK-AIR ID: UKA00573) and Nottingham Kenmore Gardens (Defra UK-AIR ID: UKA01048) each of which had data capture greater than 85% for 2025. In 2024 data annualisation was not required and in 2023 we used data from the Nottingham Centre (Defra UK-AIR ID: UKA00274) site. As this site is now closed data from Nottingham Kenmore Gardens (Defra UK-AIR ID: UKA01048) has been utilised for annualisation purposes. The annualisation tool calculated an average annualisation factor of 0.93 for location Main St. EL which was used to adjust the raw data simple annual mean at this location.

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

Site ID	Annualisation Factor Burton on Trent Horninglow	Annualisation Factor Derby St Alkmund's Way	Annualisation Factor Leicester University	Annualisation Factor Nottingham Kenmore Gardens	Average Annualisation Factor	Raw Data Annual Mean	Annualised Annual Mean
Main St. EL	0.9115	0.9591	0.9205	0.9406	0.9329	18.2	17.0

[17] https://laqm.defra.gov.uk/wp-content/uploads/2026/03/AIR-PT-Rounds-62-to-74-February-2024-February-2026.pdf

[18]

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.

Rushcliffe Borough Council have applied a national bias adjustment factor of **0.89** to the 2025 monitoring data. This was derived from the national database of bias factors (Database_Diffusion_Tube_Bias_Factors_v0_26) for Gradko tubes, 20% TEA in water and based on 28 studies.

National Diffusion Tube Bias Adjustment Factor Spreadsheet — Spreadsheet Version Number: 03/26

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

This spreadsheet will be updated at the end of June 2026

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

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

Step 1: Select the Laboratory that Analyses Your Tubes from the Drop-Down List

If a laboratory is not shown, we have no data for that laboratory.

Step 2: Select a Preparation Method from the Drop-Down List

If a preparation method is not shown, we have no data for this method at this laboratory.

Step 3: Select a Year from the Drop-Down List

If a year is not shown, we have no data.

Step 4: Where there is only one study for a chosen combination, you should use the adjustment factor shown with caution. Where there is more than one study, use the overall factor[3] shown in blue at the foot of the final column.

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

Analysed By[1]	Method[2]	Year[2]	Site Type	Local Authority	Length of Study (months)	Diffusion Tube Mean Conc. (Dm) (µg/m³)	Automatic Monitor Mean Conc. (Cm) (µg/m³)	Bias (B)	Tube Precision[5]	Bias Adjustment Factor (A) (Cm/Dm)
Gradko	20% TEA in water	2025	R	Gateshead Council	12	22	19	13.1%	G	0.88
Gradko	20% TEA in water	2025	R	Gateshead Council	11	22	19	16.8%	G	0.84
Gradko	20% TEA in water	2025	R	Gateshead Council	11	27	24	9.8%	G	0.91
Gradko	20% TEA in water	2025	R	Gedling Borough Council	12	27	24	11.3%	G	0.90
Gradko	20% TEA in water	2025	R	City Of Lincoln Council	12	29	20	42.3%	G	0.70
Gradko	20% TEA in water	2025	KS	Marylebone Road Intercomparison	12	37	31	17.4%	G	0.85
Gradko	20% TEA in water	2025	UB	Dudley Mbc	12	18	15	24.1%	G	0.81
Gradko	20% TEA in water	2025	R	Dudley Mbc	12	35	34	4.5%	G	0.96
Gradko	20% TEA in water	2025	R	Belfast City Council	10	22	22	0.6%	G	0.99
Gradko	20% TEA in water	2025	R	The Highland Council	11	15	12	22.9%	G	0.81
Gradko	20% TEA in water	2025	R	Eastleigh Borough Council	12	29	25	17.1%	G	0.85
Gradko	20% TEA in water	2025	UB	Eastleigh Borough Council	12	18	18	1.1%	G	0.99
Gradko	20% TEA in water	2025	R	Eastleigh Borough Council	12	20	19	8.5%	G	0.92
Gradko	20% TEA in water	2025	R	Cheshire West And Chester	12	28	28	-0.5%	G	1.00
Gradko	20% TEA in water	2025	R	Cheshire West And Chester	12	27	25	8.4%	G	0.92
Gradko	20% TEA in water	2025	R	Liverpool City Council	11	32	26	24.0%	G	0.81
Gradko	20% TEA in water	2025	KS	Liverpool City Council	10	46	40	15.9%	G	0.86
Gradko	20% TEA in water	2025	R	Nottingham City Council	10	25	24	3.3%	G	0.97
Gradko	20% TEA in water	2025	R	Belfast City Council	12	40	34	17.2%	G	0.85
Gradko	20% TEA in water	2025	R	Belfast City Council	12	33	31	6.5%	G	0.94
Gradko	20% TEA in water	2025	R	Wychavon District Council	12	27	26	5.5%	G	0.95
Gradko	20% TEA in water	2025	R	Worcestershire	12	12	13	-6.6%	G	1.07
Gradko	20% TEA in water	2025	KS	Brighton & Hove City Council	10	37	29	28.0%	G	0.78
Gradko	20% TEA in water	2025		Overall Factor[3] (28 studies)				Use		0.89

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

Table C.3 – Bias Adjustment Factor

Monitoring Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2025	National	03/26	0.89
2024	National	04/25	0.84
2023	National	03/24	0.81
2022	National	03/23	0.83
2021	National	03/22	0.84

NO_2 Fall-off with Distance from the Road

Wherever possible, monitoring locations are representative of exposure. However, where this is not possible, the NO_2 concentration at the nearest location relevant for exposure has been estimated using the Diffusion Tube Data Processing Tool/NO_2 fall-off with distance calculator available on the LAQM Support website. Where appropriate, non-automatic annual mean NO_2 concentrations corrected for distance are presented in Table A.1.

No diffusion tube NO2 monitoring locations within Rushcliffe Borough Council required distance correction during 2025.

Appendix D: Maps of Diffusion Tube Monitoring Locations

Figure D.1 – Map showing the Borough-wide diffusion tube network

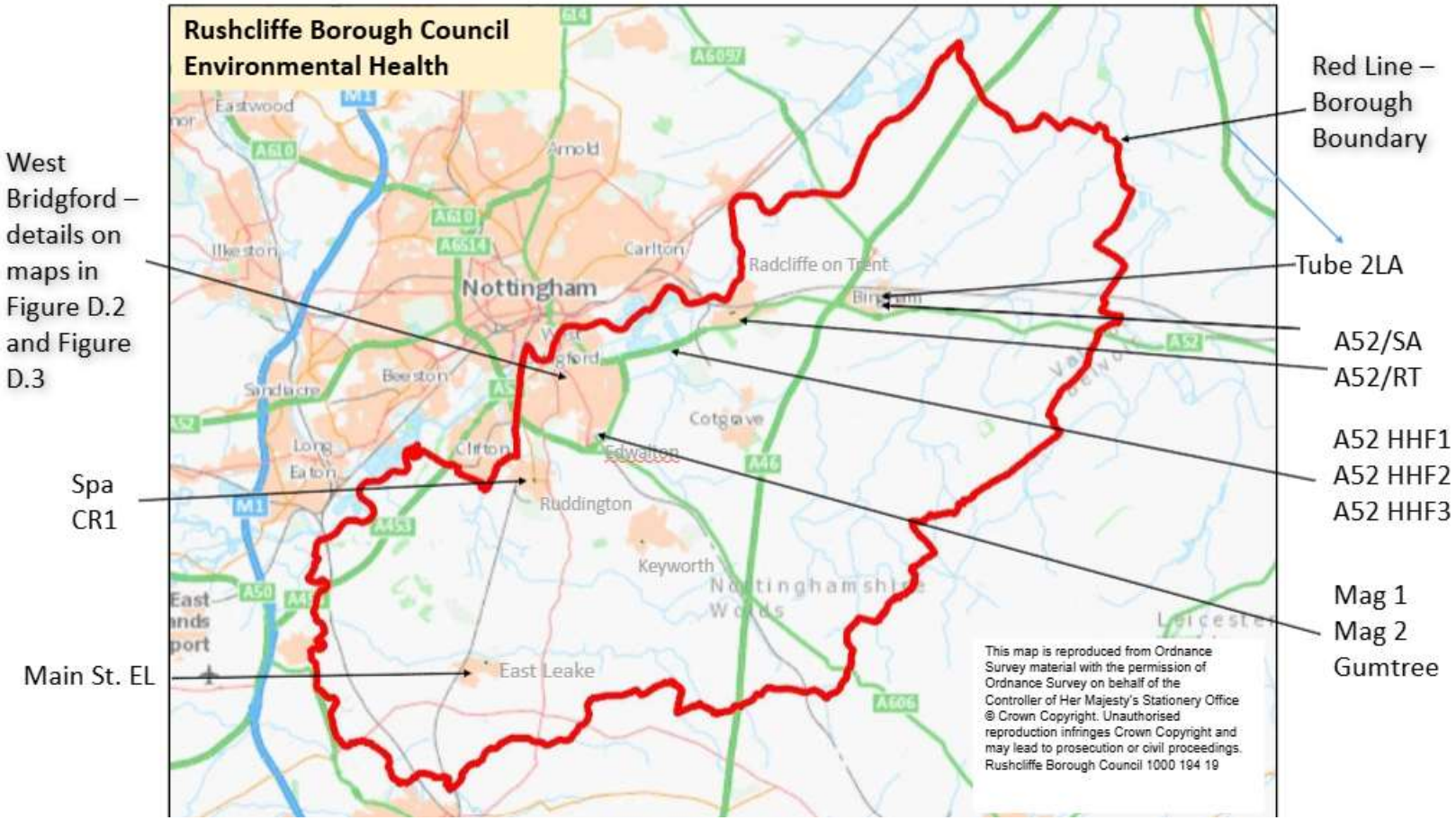


Figure D.2 – Map showing the diffusion tube network across West Bridgford

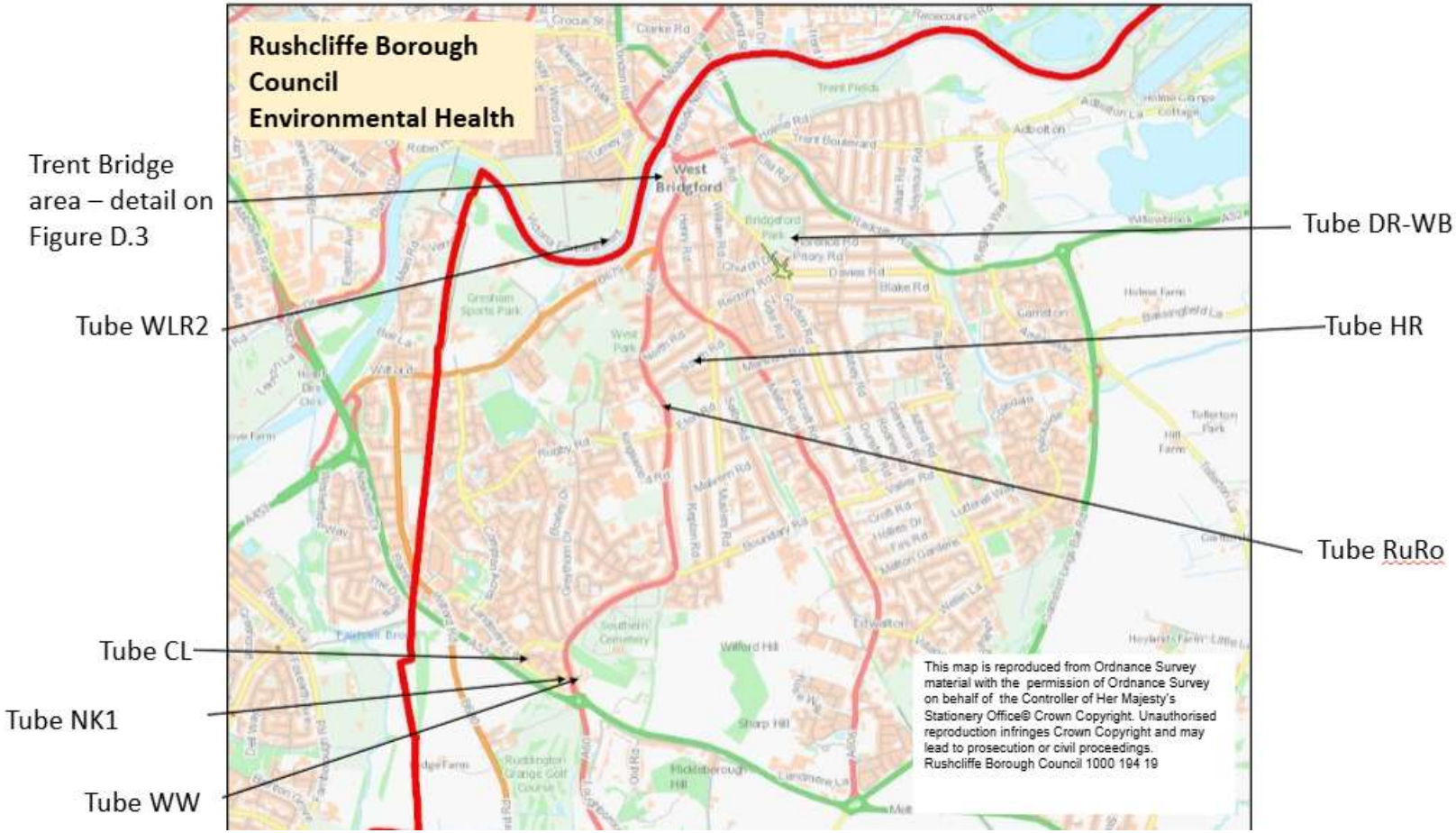
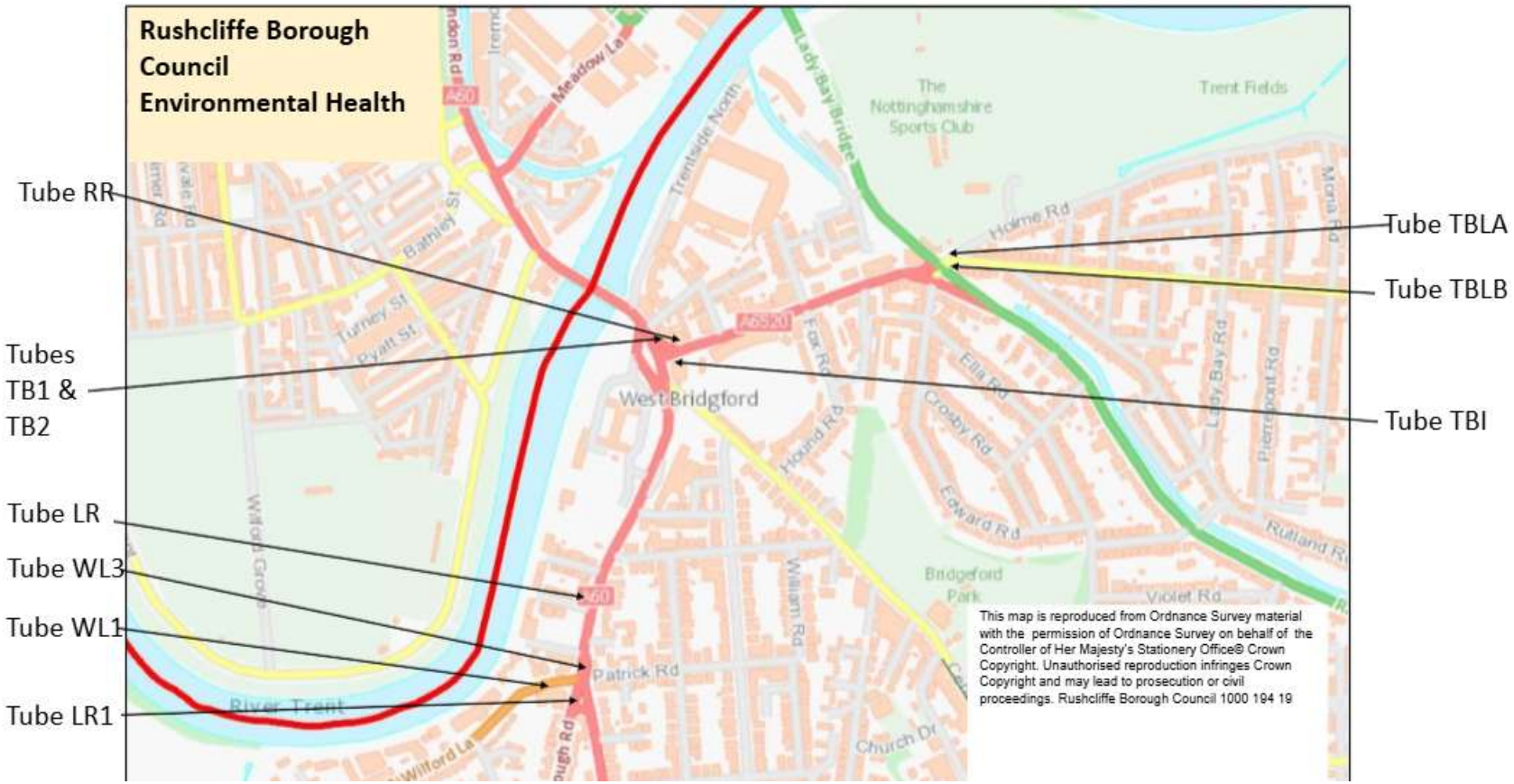


Figure D.3 – Map showing the diffusion tube network across Trent Bridge area in West Bridgford



Appendix E: Summary of Air Quality Objectives in England

Table E.1 – Air Quality Objectives in England[19]

Pollutant	Air Quality Objective: Concentration	Air Quality Objective: Measured as
Nitrogen Dioxide (NO_2)	200µg/m^3 not to be exceeded more than 18 times a year	1-hour mean
Nitrogen Dioxide (NO_2)	40µg/m^3	Annual mean
Particulate Matter (PM_{10})	50µg/m^3, not to be exceeded more than 35 times a year	24-hour mean
Particulate Matter (PM_{10})	40µg/m^3	Annual mean
Sulphur Dioxide (SO_2)	350µg/m^3, not to be exceeded more than 24 times a year	1-hour mean
Sulphur Dioxide (SO_2)	125µg/m^3, not to be exceeded more than 3 times a year	24-hour mean
Sulphur Dioxide (SO_2)	266µg/m^3, not to be exceeded more than 35 times a year	15-minute mean

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

Glossary of Terms

Abbreviation	Description
AIR-PT	Independent proficiency testing scheme, operated by LGC Standards and supported by the Health and Safety Laboratory, with yearly assessment against agreed performance criteria. AIR-PT combines two long running proficiency testing schemes: LGC Standards STACKS PT scheme and HSL Workplace Analysis Scheme for Proficiency (WASP) PT scheme.
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'
AQS	Air Quality Standard
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
ATF	Active Travel Fund
AURN	Automatic Urban and Rural Network - The AURN is the UK's largest automatic monitoring network and is the main network used for compliance reporting against the Ambient Air Quality Directives.
BSIP	Bus Service Implementation Plan
CO_2	Carbon Dioxide
D2N2	Local Enterprise Network area covering Derby, Derbyshire, Nottingham and Nottinghamshire
D2N2 LEP	D2N2 Local Enterprise Partnership (No longer exists as a separate entity - Its core team and functions were fully incorporated into the newly established East Midlands Combined County Authority (EMCCA))
Defra	Department for Environment, Food and Rural Affairs
DfT	Department for Transport
EIP	Environmental Improvement Plan
EMCCA	East Midlands Combined County Authority
EU	European Union
EV	Electric Vehicle
EVCC	Electric Vehicle Charging Cables

Abbreviation	Description
EVCP	Electric Vehicle Charging Points
HECC	Health Effects of Climate Change
HGV	Heavy Good Vehicle
HSE	Health and Safety Executive
HVO	Hydrogenated Vegetable Oil
ICS	Integrated Care System
LAQM	Local Air Quality Management
LCWIP	Local Cycling and Walking Infrastructure Plan
LEVI	Local Electric Vehicle Infrastructure (Office for Zero Emissions Vehicles) - Fund supports local authorities in England to plan and deliver chargepoint infrastructure for residents without off-street parking
LGR	Local Government Reorganisation
LPG	Liquefied Petroleum Gas
LTP	Local Transport Plan (Nottinghamshire County Council)
NCC	Nottinghamshire County Council
NCiC	Nottingham City Council
NCT	Nottingham City Transport
NEPWG	Nottinghamshire Environmental Protection Working Group
NH	National Highways
NNAQOG	Nottingham and Nottinghamshire Air Quality Oversight Group
NO	Nitric Oxide
NO_2	Nitrogen Dioxide
NO_x	Nitrogen Oxides
OHID	Office for Health Improvement and Disparities
OZEV	Office for Zero Emission Vehicles
PHE	Public Health England (now known as UK Health Security Agency (UKHSA)
PHOF	Public Health Outcomes Framework
PM	Particulate Matter
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

Abbreviation	Description
PT Operator	Personalised Travel Operator
PTP	Personalised Travel Plan
QA/QC	Quality Assurance and Quality Control
RBC	Rushcliffe Borough Council
REGO	Renewable Energy Guarantee of Origin
SCA	Smoke Control Area
SO_2	Sulphur Dioxide
TEA	Triethanalamine
UKHSA	United Kingdom Health Security Agency
UKSPF	UK Prosperity Fund (Department of Levelling Up, Housing & Communities)
ULEV	Ultra Low Emission Vehicles
ZEV	Zero Emission Vehicles

References

- Local Air Quality Management Technical Guidance LAQM.TG22. August 2022. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.
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