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: 13th July 2026

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Report Reference Number	ASR26/CCC
Date	13th July 2026

Local Responsibilities and Commitment

This ASR was prepared by the Environmental Health Department of Cambridge City Council with the support and agreement from colleagues within Cambridgeshire County Council, Greater Cambridgeshire Partnership, Greater Cambridge Shared Planning Service and Public Health.

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Executive Summary: Air Quality in Our Area

Air Quality in Cambridge City

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

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

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

Table ES 1 - Description of Key Pollutants

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

Local Air Quality Management (LAQM) requires local authorities to monitor key pollutants, including nitrogen dioxide (NO_2) and particulate matter (PM_{10}), against national objective levels. The annual mean objective for both pollutants is 40µg/m³. Cambridge City Council operates an extensive monitoring network, primarily at roadside locations, measuring NO_2, PM_{10} and $PM_{2.5}$. This includes five automatic monitoring stations and over 70 diffusion tubes located across the city.

While there are currently no statutory limits for $PM_{2.5}$ under LAQM, a national target of 10µg/m³ annual mean has been set, with local authorities expected to work towards achieving this.

Where pollutant concentrations exceed objective levels, an Air Quality Management Area (AQMA) must be declared, alongside an Air Quality Action Plan (AQAP) setting out measures to reduce emissions.

Although PM_{10} levels have never exceeded objective levels in Cambridge, an AQMA was declared in 2004 in the city centre due to exceedances of NO_2. This AQMA was revoked in 2025, following DEFRA guidance, after monitored NO_2 levels remained below the objective for at least five consecutive years. This reflects a sustained period of improvement, with monitored pollutant concentrations in 2025 confirming that levels of NO_2 remain well below national objectives, PM_{10} continues to comply with objective levels, and $PM_{2.5}$ concentrations are around the national target.

Despite a small rise in pollutant levels in 2025, concentrations have remained broadly stable since the 'return to normal' in 2022 post COVID. This continued improvement in air quality is the result of a combination of factors, including targeted local interventions, cleaner vehicle technologies, and behavioural changes such as increased levels of home working. While traffic volumes remained broadly stable again in 2025, continued uptake of low emission and electric vehicles has also supported sustained reductions in NO_2. Concentrations of particulate matter (PM_{10} and $PM_{2.5}$) have remained stable, consistent with national trends.

These improvements have been achieved alongside significant population and economic growth. Cambridge is one of the fastest growing local authority areas in England, with a 14.2% increase in population between the 2011 and 2021 Census, compared to just over 6% nationally. The local economy also outperformed national growth rates prior to COVID 19.

Despite this progress, there is no safe level of air pollution. As a major growth area, Greater Cambridge will continue to experience significant development, and population increases over the next 10–20 years. The key challenge will be to sustain air quality within this context, whilst supporting economic prosperity.

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. Whilst Cambridge City Council has the legal responsibility to monitor and report on air quality, delivering improvements and achieving the targets set out in the Greater Cambridge Air Quality Strategy (2023) depends on effective partnership working. Different organisations are responsible for key areas such as transport, planning and public health, and must work together, ensuring aligned and complementary action.

The City Council has worked closely with Cambridgeshire County Council (CCC) for over 15 years, alongside more recent collaboration with the Greater Cambridge Partnership (GCP), the Cambridge and Peterborough Combined Authority (CPCA), and the Greater Cambridge Shared Planning Service (GCSPS). The GCP focuses on improving public transport and active travel; the CPCA provides strategic oversight of highways and transport; and the GCSPS ensures sustainable development through planning policy and development control.

The Greater Cambridge Air Quality Strategy sets out a shared commitment between partner organisations to deliver ongoing air quality improvements. While historically focused on NO_2, attention is now also turning to $PM_{2.5}$. It is widely recognised that fine particulate matter ($PM_{2.5}$) poses the greatest risk to human health, as it can penetrate deep into the lungs and bloodstream, contributing to cardiovascular and respiratory disease as well as premature mortality. The Strategy commits to achieving World Health Organisation (WHO) guideline levels, with interim targets for 2024–2029 for all key pollutants.

Delivering these improvements, and ensuring that commitments within the Strategy are achieved, will require a coordinated programme of work delivered by multiple organisations, with policies streamlined and aligned so they are complementary and not working in conflict. This joined up approach is essential to continue to deliver improved air quality, particularly in the context of significant development and population growth.

The emerging Greater Cambridge Local Plan, supported by the Greater Cambridge Sustainable Design and Construction SPD (2020), will play a key role in minimising air quality impacts from new development and ensuring a consistent, policy led approach across the area.

The work to improve air quality also delivers significant co benefits to wider council priorities, including delivery of the Climate Change Strategy, improving public health and reducing inequalities, supporting sustainable growth, and encouraging behavioural change such as reduced car use and increased active travel. As with delivering improved air quality through integrated and joined up working, understanding how air quality interacts with these wider priorities is crucial in maximising both benefits and the effective use of resources.

Conclusions and Priorities

Whilst measured levels of pollutants are below national objective levels, and the revocation of the AQMA represents a significant achievement, it is widely acknowledged that there is no safe level of air pollution. Cambridge City Council therefore remains committed to pursuing the WHO Air Quality Guidelines, as set out in the Greater Cambridge Air Quality Strategy.

The Strategy is the primary mechanism for delivering continued improvements in air quality across Greater Cambridge. Its success depends on alignment with the emerging Greater Cambridge Local Plan and wider strategic initiatives, ensuring that policies across transport, planning and health are mutually reinforcing.

Maintaining and further improving air quality in the context of continued growth remains the greatest challenge. Achieving a sustained modal shift away from private vehicle use towards public transport and active travel is central to this, supported by infrastructure delivery and implementation of the Greater Cambridge Transport Strategy.

Priorities for 2026

During 2026 we will continue to deliver the actions and priorities set out in the Greater Cambridge Air Quality Strategy. Key priorities include:

- Smoke Control Area (SCA) – Following consultation in early 2025, approval was given in June 2026 to implement a city wide SCA (excluding residential moored vessels). Work is now underway to revoke existing SCAs and implement the new designation, with full implementation anticipated by early 2027.

- Strategic Transport Planning & Infrastructure Projects – Continuing delivery of projects by key partners to improve public transport and increase opportunities for cycling and active travel.
- Emerging Greater Cambridge Local Plan – Ongoing development of the Local Plan, expected to go out to consultation in Autumn 2026, with potential adoption in 2028. Discussions have begun on updating the Sustainable Design and Construction SPD, likely through an Air Quality Technical Note.
- Awareness raising – Improving public understanding of air quality through website updates, quarterly communications, and engagement activities including work with schools to raise awareness.
- Cambridge City Taxi Access – To support Cambridge City Council's taxi policy, which requires all licensed taxi drivers to transition to electric or ultra low emission vehicles by 2028, a key priority for 2026 is to deliver the commitment to provide preferential city centre access for electric taxis, ensuring there are clear benefits for those drivers licensed through our service

The greatest air quality challenge facing Cambridge City is maintaining and continuing to improve air quality in the context of significant population growth and development. Addressing this requires close collaboration with planning and transport partners. However, there are concerns that national planning policy does not fully support improvements beyond statutory LAQM objectives, and it is hoped that the emerging Local Plan will help address this gap.

Cambridge City Council will continue to work closely with the Greater Cambridge Shared Planning Service and wider partners to support this shift, alongside delivering the infrastructure needed to support the transition to low emission vehicles across both private and public fleets. This joined up and coordinated approach remains essential to continuing to deliver improved air quality outcomes across Cambridge.

How to get Involved

Local Engagement

Cambridge City Council is committed to making air quality information as accessible and transparent as possible. All monitoring data including links to national platforms such as UK-

Air[1] and Air Quality England[2] as well as the Annual Status Report (ASR)[3], are available on the City Council website. Additionally, Cambridgeshire County Council provides air quality data through its Cambridgeshire Insight information portal[4].

To further raise awareness, we regularly publish articles on air quality in our resident magazine, Cambridge Matters, which is delivered free of charge to all households. Notably, we now include an annual 'Air Quality Summary' following the completion of the ASR, highlighting key findings, the Council's monitoring efforts and priorities for the coming year. In the lead-up to the burning season, we also promote 'better burning' practices to support cleaner air.

Standalone initiatives such as the consultations on the expansion of Smoke Control Areas (SCAs) are supported by robust promotional campaigns to maximise public engagement and awareness.

The Cambridge City Council website is updated regularly. We strive to ensure that all relevant information is clearly presented and accessible, including details of roles and responsibilities, and we work with partner organisations to effectively signpost residents to additional resources.

We are fortunate to have well-established partnerships with key delivery organisations, and we collaborate closely with them to promote and disseminate air quality information. Cambridge residents are highly engaged on this issue and frequently contact us with questions and suggestions via our dedicated email: eqg@cambridge.gov.uk .

How everyone can help to improve air quality

Everyone is affected by the quality of the air that we breathe, and everyone has a role to play in helping to improve air quality across Cambridge.

Focus on reducing pollution from transport, home and waste. Here are some examples of what you can do:

[1] https://uk-air.defra.gov.uk

[2] www.airqualityengland.co.uk

[3] www.cambridge.gov.uk/air-pollution-measurements

[4] www.cambridgeshireinsights.org.uk

1. Reduce Pollution from transport
    - Replace short car trips with walking or cycling
    - Use public transport where possible
    - Work from home and car share where possible
    - Switch off engines when waiting
    - Maintain your vehicle
    - Choose less busy walking routes
    - Consider switching to an electric vehicle

2. Reduce Emissions at Home
    - Use energy efficient appliances
    - Switch off unused devices
    - Maintain heating systems properly
    - Consider low emission heating
    - Ventilate homes to reduce damp and mould
    - Do not burn household waste
    - Reduce and reuse materials
    - Use appropriate fuels if burning

3. Other actions
    - Plant trees and green spaces
    - Support clean air policies
    - Raise awareness

By implementing these actions, you can contribute to a cleaner, healthier environment in your district.

If you would like to know more about air quality in Cambridge, please visit our air quality pages at www.cambridge.gov.uk/air-quality or contact us by phone on 01223 457900 or email eqg@cambridge.gov.uk.

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1 Local Air Quality Management

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

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

2 Actions to Improve Air Quality

2.1 Air Quality Management Areas

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

The Cambridge City AQMA was revoked in January 2025. The Greater Cambridge Air Quality Strategy was adopted in March 2024 to support the ongoing improvements in air quality across Greater Cambridge which covers the districts of Cambridge City Council and South Cambridgeshire District Council.
www.cambridge.gov.uk/media/i3eh0kvd/greater-cambridge-air-quality-strategy-2024.pdf
The Strategy outlines measures to prevent and reduce polluting activities.

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

Defra's appraisal of last year's ASR accepted the conclusions of the report. It welcomed the revocation of the AQMA and the inclusion of additional triplicate tube sites, alongside wider review of the monitoring network. The were no major recommendations for implementation outside minor details relating to small omissions when writing the report. Cambridge City Council will continue to monitor air quality across its district and continue working collaboratively with partners to deliver improved air quality.

Cambridge City Council has taken forward a number of direct measures during the current reporting year of 2025 in pursuit of improving local air quality. Details of all measures completed, in progress or planned are set out in Table 2.11. 16 measures are included within Table 2.11, with the type of measure and the progress Cambridge City Council have made during the reporting year of 2025 presented. Where there have been, or continue to be,

barriers restricting the implementation of the measure, these are also presented within Table 2.1.

2.2.1 Local Plan and Development Management

Given the significant growth planned across Greater Cambridge over the coming decades, development management will play a critical role in maintaining and further improving air quality alongside major expansion. Cambridge City Council and South Cambridgeshire District Council operate through the Greater Cambridge Shared Planning Service, covering the combined Greater Cambridge area.

Cambridge City Council has been successful in driving improvements in local air quality through both planning policy and decision-making. The Cambridge City Council Local Plan (2018), Policy 36 '*Air Quality, Odour & Dust'*, which references the former AQMA and AQAP, has been a key mechanism for securing improvements. This is further supported by detailed guidance within the Greater Cambridge Sustainable Design & Construction SPD (2020).

Work continued throughout 2025 on the emerging Greater Cambridge Local Plan. Air quality will be addressed through a consolidated '*Pollution, Health and Safety'* policy, with reference to the Greater Cambridge Air Quality Strategy (2023). At the time of writing, the Draft Plan is expected to be presented to both Councils' Cabinets in mid-July, followed by public consultation during August and September. Final submission is anticipated by 31 December 2026, with adoption likely in 2028.

Delivery of air quality outcomes through planning is currently supported by the Sustainable Design & Construction SPD (2020). As Cambridge City Council and South Cambridgeshire District Council currently have separate Local Plan policies, the SPD contains distinct sections addressing each authority's approach. However, there is ongoing discussion regarding future updates, particularly in light of changes to national guidance which will remove the use of SPDs. The current position is that the SPD will remain in use until the emerging Local Plan; which will be implemented in 2028 is superseded. It is therefore recognised that an update will be required. At the time of writing the proposal is for topic-based Technical Notes. An Air Quality Technical Note is expected to be prepared in time for the adoption of the Greater Cambridge Local Plan, providing a single, streamlined approach across both authorities.

The Greater Cambridge Health Impact Assessment SPD, adopted in April 2025, will further support the delivery of air quality improvements, particularly in progressing towards WHO guideline levels as set out in the Greater Cambridge Air Quality Strategy. This is increasingly important following the revocation of the AQMA, which has made it more challenging to secure 'zero impact' development in the absence of the statutory drivers previously provided by the AQMA and AQAP framework.

In parallel, planning services, supported by specialist expertise in the Built and Natural Environment Team, continue to promote the transition away from fossil fuels in new development and support innovative retrofit across the existing building stock. Through the planning process, and with support from the Planning Committee and Design Review Panel, there is a continued emphasis on achieving higher building performance standards. This helps to reduce energy demand for heating, thereby lowering reliance on fossil fuels and delivering co-benefits for both net zero objectives and improved air quality.

2.2.2 Completed or ongoing direct measures to improve air quality during 2025

- *Smoke Control Area* – A Public consultation on the proposal to expand the SCA city wide with the option to include residential moored vessels was completed between January and April 2025; with the decision to proceed excluding residential moored vessels approved at Cabinet in June 2025. Work to revoke the existing three SCA's began in October 2025; with the consultation closing in December 2025. The decision to proceed was only received from the Secretary of State in May 2026. Further information is available at www.cambridge.gov.uk/smoke-control-area-changes
- *Infrastructure Projects* - Led by the GCP there are a range of major infrastructure projects at varying stages of delivery across Greater Cambridge which will improve public transport, cycle, and active travel opportunities. Further information is available at www.greatercambridge.org.uk . Key progress of note during 2025 includes:
  - *Adams Road Cycle Street* - Currently nearing the end of construction; significant publicity as expected to be the first of its kind in England. Intended as a case study to support modal shift. Part of Comberton Greenway.
  - *Greater Cambridge Greenways (GW)* – encourages non-motorised travel into Cambridge. The programme involves the design and construction of 12 Greenways with the majority now at varying stages of delivery.
  - *Transport Corridor Schemes* – These offer public transport improvements plus active travel opportunities. The Public Inquiry for Cambridge to Cambourne was

completed in 2025 with a decision from the Secretary of State expected shortly. The Transport and Works Act Order (TWAO) for the Cambridge South East Transport phase II (CSET II) Scheme has also been submitted, with public inquiry estimated for late 2026/early 2027. Work on the Waterbeach to Cambridge route continued in 2025, with submission of the TWAAO expected late 2026/early 2027.

- *Sidgwick Avenue* - Experimental Traffic Order approved to close the road to vehicles with implementation expected Autumn 2026, and potential to become permanent. Also, part of Comberton Greenway.

- *Mill Road Bridge Closure* – A TRO was introduced in March 2025 on Mill Road bridge closing Mill Road to through traffic except for buses and taxis. Active travel improvements are being designed in partnership with the community. GCP funded but County Council led. Improvements will form part of GCP's Fulbourn Greenway.
- *Greater Cambridge Transport Strategy (GCTS)* – Development is in partnership but led by CPCA as the Transport Authority for the City. It has a dual role: as a dedicated sub-strategy guiding transport investment in Greater Cambridge, and as the transport evidence base supporting the Greater Cambridge Local Plan to 2045. Completion planned for November 2026 in line with the submission of the Greater Cambridge Local Plan
- *Bus Network* - The CPCA have been working through an Independent Review into Bus Franchising Implementation Pathways, to ensure the approach is deliverable for the region. This Review has now delivered recommendations which will be delivered within a defined programme through to 2030.The franchising model is focused on implementing a bus network that is sustainable for the region and encourages bus use, as an alternative choice to the car. Requirements on bus fleet will also be developed to ensure effective fleet options for the region. The CPCA have also continued the successful Tiger Pass scheme, offering £1 single bus fares for those under 25 with a Tiger Pass in the region. This scheme has proved successful at encouraging bus use, particularly to places of education
- *Electric vehicle Charge Points (EVCP) Infrastructure*
  - *Cambridge City Council Car Parks* – This is a 15-year initiative to install up to 600 charging points over the first 6 to 7 years across 14 Council car parks. Work began in 2023 with the installation 75 EVCP including 40 at the Queen Anne Terrace MSCP. As of 20024 there were 187 EVCP installed. The supplier provides the charge points at no cost to the Council, with 60% of costs funded by the Department of Transport's on street residential charge point scheme (ORCS) and

40% by Connected Kerb. Residents can access these points overnight without parking fees from 6pm to 8am, encouraging uptake of zero emission vehicles, especially for those without private driveways, subject to ORCS funding requirements. A further 77 were planned for installation during 2025 in Grand Arcade MSCP and Grafton East MSCP however this has been slower than anticipated as we continuing to resolve legal issues associated with further installations which will be entirely funded by Connected Kerb and so will not be accessible for the public for free from 6pm-8am

- *Cross Pavement On Street EVCP Project* – The cross-pavement charging trial has progressed during 2025 and it is hoped it will become operational in 2026. This will enable residents without driveways to charge their EVs using a domestic electricity supply, via a cable routed through a protected channel across the pavement to eliminate trip hazards.
- *Wider EVCP programme* - CPCA has secured £5.4m in funding to install EVCP for residents without access to off-street parking. This is currently at the procurement phase with the appointment of a charge point operator (CPO) in 2026. This project will involve significant investment from the appointed CPO, and together with the £5.4m funding, will deliver a large-scale rollout of EV infrastructure across the CPCA area. This will support the CPCA EV Strategy, which aims for 80% of residents without off-street parking to be within a five-minute walk of a charger.
- *Taxi Charge Point Project* – This project which was OLEV funded installed 18 Rapid and 3 fast charge points exclusively for licenced taxi's, supporting the city council policy to transition to ultra low emission and electric taxis. The final charge point at Eddington was commissioned in 2025 and the project is now completed.

- *Car Clubs* - Cambridge City Council operates a Car Club in partnership with Cambridgeshire County Council, promoting the use of the Enterprise Car Club. This club now offers access to 58 car club vehicles with roll out across the city continuing as planned major residential development sites come forward. We continue to work with Enterprise Car Club to ensure new vehicles are low emissions and with increased access to electric vehicle charging infrastructure in council car parks, fully electric.
- *Cambridge City Council Taxi Policy* - As of April 2020, all licensed vehicles are required to be zero or ultra-low emission, with an extension provided for wheelchair accessible vehicles (subject to review in 2026). The policy also allows an extended vehicle age limit,

increasing from 9 to 15 or 12 years respectively for electric and ultra-low emission taxis, and includes a commitment to restrict licensed vehicles in the city centre by 31 December 2028.

While this commitment remains in place, the vehicle age limit was extended by two years following COVID, meaning a proportion of the fleet will no longer comply by the policy deadline. How this will be addressed is currently under discussion.

At present, the Private Hire fleet comprises 19 electric, 52 ultra-low emission, 41 hybrid and 11 other vehicle types. The Hackney Carriage fleet includes 29 electric, 29 ultra-low emission, 55 hybrid, and 124 other vehicle types.

In the context of Local Government Review, Cambridge City Council is also working with South Cambridgeshire District Council (SCDC) to align and streamline taxi licensing policies across the Greater Cambridge area.

2.2.3 Co-Benefits of Air Quality Improvement

Sustained action to improve air quality delivers a wide range of interconnected benefits across public health, housing quality, climate change and social equity. Many of the sources of air pollution such as transport, energy use and building emissions are shared with wider environmental and societal challenges. As a result, coordinated action across council services enables a joined-up approach that not only improves air quality but also supports healthier communities, reduces inequalities, enhances housing conditions and contributes to net zero objectives.

Public Health & Inequalities

Improving air quality supports Cambridge City Council's Corporate Plan priorities to reduce inequality and promote healthier communities, in partnership with Cambridgeshire County Council Public Health. Poor air quality is associated with adverse health outcomes, particularly respiratory and cardiovascular disease.

Exposure to air pollution is not evenly distributed and can disproportionately affect vulnerable groups, including children, older people, those with existing health conditions and communities experiencing deprivation. These groups are also more likely to experience fuel poverty and poorer housing conditions, increasing cumulative health risks.

Measures delivered through the Greater Cambridge Air Quality Strategy; Local Plan policies and sustainable transport initiatives help to reduce exposure to harmful pollutants. When aligned with actions to address fuel poverty and improve housing conditions, these measures contribute to improved health outcomes and support the reduction of health inequalities.

Housing

Improving housing quality, affordability and sustainability is a key Council priority, as set out in the Corporate Plan, Housing Strategy and emerging Local Plan. These objectives align closely with air quality management.

Housing conditions influence both indoor and outdoor air quality. Retrofit programmes, including insulation, low-carbon heating and improved ventilation, support the Climate Change Strategy 2026–2031 while reducing emissions and improving indoor air quality.

Measures to address damp, mould and overheating further contribute to healthier homes. New council homes built to high sustainability standards, alongside Local Plan policies promoting low-emission development, help minimise emissions from the built environment and support the transition away from fossil fuels.

Aligning housing and air quality activity enables the delivery of multiple benefits, including improved living conditions, reduced emissions and better air quality.

Climate Change & Net Zero

Cambridge City Council declared a climate emergency in 2019 and is delivering actions with partners to reduce emissions and adapt to climate change across its estate and the wider district.

The Council's Climate Change Strategy 2026–2031 sets out the vision for Cambridge to be net zero carbon by 2030, including its own operational target, and supports the wider Vision for Cambridge of a clean, healthy and sustainable city.

Sources of greenhouse gas emissions, including transport and combustion, are also key contributors to air pollution. Actions to reduce emissions therefore deliver dual benefits for

air quality and carbon reduction, contributing to both the Greater Cambridge Air Quality Strategy and the Climate Change Strategy. Wider strategies, including urban forestry and biodiversity, provide additional co-benefits.

A coordinated approach ensures these outcomes are maximised, with air quality improvements supporting the transition to net zero.

2.2.4 Cambridge City Council priorities for the coming year

- *Smoke Control Area* – The consultation on the revocation of the existing SCA's finished late 2025 with permission received in May 2026. Work will now proceed with the consultation on implementing a city wide SCA with hope for implementation early 2027. This will be delivered in parallel to a robust awareness raising campaign to ensure residents and businesses understand the changes, potential impacts, health implication of burning and how to improve burning techniques to minimise smoke and health impacts.
- *Infrastructure Projects* – work will continue by key partners in delivering planned infrastructure projects which will improve opportunities for public transport, cycling and active travel.
- *Emerging Greater Cambridge Local Plan and updating of Sustainable Design & Construction SPD* - Work will continue on the emerging Local Plan which is expected to go out for consultation in Late 2026. Work will begin on the development of the Air Quality Technical note so it is in place prior to the Emerging Greater Cambridge Local Plan being adopted.
- *Awareness raising* - Undertake awareness raising activities with members of the public to improve understanding of air quality and how the public can improve air quality and minimise their exposure to poor air quality. This will include updating our website and including a 1-page overview of air quality data and progress against actions in our quarterly magazine sent to all residents.
- *Work With Schools* – Involvement in several project with schools within the district to raise awareness about air quality, modal shift, active travel and associated health benefits. Project include a 'What Clean Air Means to Me' poster competition, with the winning entries having their posters displayed on the automatic air quality monitors, Low Cost Sensor monitoring project at King Hedges Primary School, with engagement to encourage a 'walk to school' day and investigate impacts on measured pollutant levels, Healthier Schools Project led by Cambridgeshire County

Council and funded by Public Health, producing a video on clean air and delivery of workshops.

- *Cambridge City Heat Network* – Continued investigation into the delivery of a city centre local district heating system serving council and university buildings with potential for future expansion. Following completion of feasibility and business case the decision to proceed with pre commercialisation investigative work was approved at cabinet in March 2026. The system would be powered by a combination of water and air source heat pumps.
- *Cambridge City Taxi Access* – in line with policy, preferential city centre access for electric taxis. It is a key part of the Taxi policy as without it there are no benefits to taxis registered with the city who are adhering to the more stringent emissions requirements. We are in the process of developing a working group as barriers to implementation have been identified including signage and enforceability.

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

- South Cambridgeshire District Council
- Greater Cambridgeshire Partnership
- Cambridgeshire County Council
- Cambridgeshire Public Health
- Greater Cambridge Shared Planning Service

The principal challenge facing Cambridge City Council is the continued lack of ambitious statutory requirements from national government in relation to air quality. Following the revocation of the AQMA, the formal statutory driver requiring partner engagement has been removed. While Local Air Quality Management (LAQM) now requires the preparation of an Air Quality Strategy, there is limited support or mechanism to ensure that continued improvements are delivered in practice as involvement in the delivery of this is no longer statutory.

Disappointingly, this has resulted in a shift in partner priorities. For example, the Cambridge and Peterborough Combined Authority has indicated that, as there is no longer perceived to be an ‘air quality problem,’ allocating resource to attend Steering Groups is no longer a priority. This position is both frustrating and concerning. The revocation of the AQMA is the

result of many years of sustained commitment and effective partnership working, which enabled the delivery of coordinated measures and significant improvements in air quality. It is therefore critical to recognise that these improvements have been achieved through collaboration, and cannot be assumed to be permanent.

Without continued engagement and joint working, there is a clear risk that air quality could deteriorate. This is particularly pertinent in the Greater Cambridge context, where significant population growth and large-scale development are planned. Early identification and resolution of emerging issues relies on active partnership working; without this, problems may only become apparent once schemes are advanced and more difficult to mitigate.

Progress on the following measures has been slower than expected:

- Delivery of the SCA due to delay obtaining permission from the Secretary of State
- On street cross channel EVCP delivery – delivery of this pilot project has been delayed for both financial and logistical reasons. However, it is hoped these have now been resolved and the project can progress in 2026

Table 2.1 – Progress on Measures to Improve Air Quality

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
Priority Air Quality Actions														
1	Implementation of city wide Smoke Control Area (SCA) Expansion	Promoting low emission plant	Other Policy	N/A	Early 2027	Cambridge City Council	Cambridge City Council plus DEFRA Air Quality Grant	Consultation & Promotion funded through grant	<£10,000	Implementation	Reduce emissions of PM2.5 at source.	Monitoring	Public Consultation held in 2025. Cabinet approved decision to proceed with city wide SCA in June 2025. Permission to revoke existing SCA's was sought in December 2025 with permission to proceed received from Secretary of State in May 2026. A consultation is no ongoing for the implementation of the city wide SCA order. Completion anticipated early 2027	Potential barriers included significant resistance during the consultation for implementation of the SCA order, but having held a full public consultation previously this is unlikely. Key barrier relates to education, awareness raising and enforcement.
2	Cambridge City Centre Taxi Access Project	Traffic Management	Other Policy	N/A	End of 2028	Cambridge City Council & Cambridgeshire County Council	Local Authority	Funded	Unknown	Planning	Incentive to support implementation of Taxi Policy	The Taxi Policy commits to delivery by 31/12/28, providing an incentive for drivers to adopt the councils more stringent emissions standards compared to neighbouring authorities/ Discussion are ongoing with the county council to determine how this can be delivered and enforced in practice		<Poor grid capacity out of main town centre is an inhibitor to rapid charging>
3	Greater Cambridge Air Quality Strategy Interim Targets	Policy Guidance & Development Control	Regional Groups co-ordinating programmes to develop area wide strategies to reduce emissions & improve air quality	N/A	2029	Cambridge City Council, South Cambridgeshire District Council, Cambridgeshire County Council, Greater Cambridge Shared Planning service, Cambridge & Peterborough Combined Authority, Greater Cambridge Partnership and Public Health	Cambridge city Council & south Cambridgeshire District Council	Funded		Implementation	Range of measures identified to reduce emissions of all pollutants across Greater Cambridge	Reduction in pollutant levels across existing monitoring network	Working towards WHO Air Quality Guidelines with a commitment to achieve interim targets within the lifetime of the current strategy (2025-2029)	Many of the measures identified are reliant on partners and / or external funding. Delivery timescales can be impacted by changes in political leadership
4	Delivery of Infrastructure projects to promote use of public transport and active travel opportunities	Alternatives to private vehicle use	Other	N/A	Ongoing	Led by Greater Cambridge Partnership with Cambridgeshire County Council, Cambridgeshire & Peterborough Combined, Greater Cambridge Shared Planning Service, Cambridge City Council and South Cambridgeshire District Council	Central Government and partner organisations	Partially Funded		Implementation	Increase public transport use and active travel, and reduce number of private vehicles on road leading to decrease in pollutants including NO2 and PM (10 & 2.5)	Reduction in private vehicles on road / increase in alternative travel methods (bus passengers, walking, cycle numbers) plus ongoing air quality monitoring across network	Long Term Delivery of key projects. Of note in 2025 and continuing into 2026 are ongoing delivery of Greenways, Cambourne to Cambridge public inquiry (awaiting decision outcome).	Projects can be delayed for various reasons including responding to public and elected councillor feedback, delays in planning and changing costs affecting budgets and delivery
5	Emerging Greater	Policy Guidance & Development Control	Air Quality Planning & Policy Guidance	N/A	2028	Greater Cambridge Shared Planning Service	Greater Cambridge Shared Planning	Funded		Implementation	Reduce development emissions via the Local Plan's	Minimised emissions	Development is ongoing. The current schedule is for the draft plan to go to	Uncertainty of steer and policy coming out of central government

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
	Cambridge Local Plan						Service, Cambridge City Council & South Cambridgeshire District Council				'Pollution' policy, and delivered through local policy and planning controls		cabinet mid 2026 and out to public consultation Autumn 2026 with submission in late 2026	
6	Greater Cambridge Transport Strategy	Policy Guidance and Development Control	Other Policy	N/A	2026	Cambridge & Peterborough Combined Authority	Cambridge & Peterborough Combined Authority, Cambridgeshire County Council & Greater Cambridge Shared Planning Service	Funded		Implementation	Enable effective transition away from private vehicle to more sustainable forms of travel	Increased bus services, increased bus tickets brought, reduced private vehicles on road, increased walking and cycling	In Development	Access to funds
7	Awareness Raising	Public Information	Other	N/A	ongoing	Cambridge City Council	Cambridge City Council	Funded		Implementation	Key in helping to raise awareness and help reduce all emissions through changes in behaviour	Hard to quantify as whilst can record numbers of promotional campaigns, hits on social media etc it is impossible to calculate the impact.	Ongoing	Officer Time
8	Electric Vehicle Charge Points in council owned car parks	Promoting Low Emission Transport	Procuring alternative refuelling infrastructure to promote low emission vehicles, EV recharging, Gas Fuel recharging	N/A	15 year project	Cambridge City Council	Cambridge City Council	Funded		Implementation	Reduction in exhaust pipe emissions as the availability of charging infrastructure supports the transition to zero emission cars	Increase in use of charge points / increase in electric vehicles on road	ongoing	187 or 700 in place with a further 77 coming forward in next 12 months. As partnered with private company reliant on viability of business model.
9	Car Club Contract	Alternatives to private vehicle use	Car Clubs	N/A	ongoing	Cambridge City Council & Cambridgeshire County Council	Cambridge City Council & Cambridgeshire County Council	Funded		Implementation	Reduce reliance on private vehicle ownership by having reliable and close access to car club.	Car Club bookings	ongoing	Contract comes up for procurement next year so potential to expand electric vehicles within the network
10	Cambridge South Train Station	Alternatives to private vehicle us	Other	N/A	28/6/2026	Network Rail	Private	Funded		Implementation	Reduce exhaust emissions but increasing rail use and reduce reliance on private vehicles	Footfall at station/ reduction in vehicles using Addenbrookes car parks	Near completion, opening date June 2026	
11	Electric vehicle On Street Charing Project	Promoting Low Emission Transport	Procuring alternative refuelling infrastructure to promote low emission vehicles, EV recharging, Gas Fuel recharging	N/A	On Hold	Cambridgeshire County council & CPCA	Cambridgeshire County Council & Private Residents	Funded		Planning	Reduction in tail pip emissions by encouraging transition to electric vehicles	Number of installations / increases in electric vehicles on road	Currently out for procurement	Funding secured by CPCA and supports delivery of CPCA EV strategy
12	Licensing conditions to require low emission taxis	Promoting Low Emission Transport	Taxi Licensing conditions	N/A	Introduced 2019 – ongoing with full implementation by 2028	Cambridge City Council	Cambridge City Council	Funded		Implementation	1.5-4.5% reduction in NOx emissions	All taxis are low emission by 2029	ongoing	Concerns amongst taxi drivers to source low emission vehicles. Agreed emission rate at 75gkm CO2 for taxis until 2025. Review policy in 2026.

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
13	Installation of rapid and fast EV charge points for taxis Taxi Charge Point Project	Promoting Low Emission Transport	Procuring alternative refuelling infrastructure to promote low emission vehicles, EV recharging, Gas Fuel recharging	N/A	2025	Cambridge City Council, Greater Cambridge Partnership and Cambridgeshire County Council	Funding from OLEV, Greater Cambridge Partnership, Cambridge City Council	Funded	£500k - £1 million	Completed	1.5 - 4.5 % reduction in Nox emissions	Installation of 18 Rapid and 3 fast EV charge points in Cambridge	All charge points now installed.	Project has faced delays firstly due to COVID and then later with issues of finding suitable sites, access issues and connection costs
14	Council Waste Fleet transition to EVs	Promoting Low Emission Transport	Public Vehicle Procurement Prioritising uptake of low emission vehicles	N/A-	2030	Cambridge City Council and South Cambridgeshire District Council	South Cambridgeshire District Council, Cambridge City and CPCA	Funded	£1 million - £10 million	Implementation	Reduce exhaust emissions	Number of electric waste vehicles.	In progress – construction of the Council's solar park underway to charge the vehicles.	Limitations in battery technology, meaning it is not possible to have EV bin lorries on all routes.
15	Bus Franchising	Transport Planning & Infrastructure	Bus Route Improvement	N/A	Unknown	CPCA	CPCA	Not Funded	Unknown	Planning	Modal shift away from cars, reduced exhaust emissions	Passenger numbers	Consultation completed	
16	Cambridge City Heat Network	Promoting Low Emission Plant	Other	N/A	Unknown	Cambridge City Council + partners	Cambridge City Council	Not Funded	£120 million	Planning	Reduce reliance on fossil fuels, reduce emissions	Completion, sign up, offset emissions	Cabinet agree to proceed to pre commercialisation phase	Subject to external funding and buy in from partners to meet minimum threshold

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

As detailed in Policy Guidance LAQM.PG22 (Chapter 8) and the Air Quality Strategy[5], 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.

Cambridge City Council is taking the following measures to address $PM_{2.5}$:

$PM_{2.5}$ Monitoring In Cambridge

Cambridge City Council has monitored $PM_{2.5}$ in its district since 2008 however, recent changes to the monitoring network mean that all four of the council owned automatic monitors as of 2025 now measure PM_{10} and $PM_{2.5}$. All four monitors are located at roadside. In addition, an urban background site at King Hedges which forms part of the AURN network became operation in the latter part of 2025. No data has been included in this report as there was insufficient data capture for 2025.

$PM_{2.5}$ Levels in Cambridge

Source apportionment using the DEFRA Background maps shows that most background $PM_{2.5}$ in Cambridge has a regional component (around 75%). The background estimates in Cambridge are around 7 micrograms per cubic metre (2025) so predicted levels have fallen in recent years.

The measured levels in Cambridge range from 8-10µg/m^3 for roadside sites so this broadly aligns with estimated background levels of 7µg/m^3.

The Public Health Outcomes Framework measurement D01 Fraction of Mortality attributable to Particulate Air Pollution data shows that 47 deaths in Cambridge could be attributed to air pollution in 2024 (latest data available).

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

Measures in place specific to reducing particulate matter levels include:

- Control of demolition and construction dust via planning conditions
- Annual awareness campaign highlighting the importance of burning solid fuel correctly. This includes article in council magazine (delivered to every household), social media, posters and articles in local papers.

While our work has historically focused on reducing nitrogen dioxide levels, particularly within our designated AQMA and through transport-based mitigation, our attention is now increasingly turning to other key pollutants, including $PM_{2.5}$.

Great Cambridge Air Quality Strategy (2024)

The Greater Cambridge Air Quality Strategy was adopted in March 2024 with a commitment to work towards World Health Organisation Air Quality Guidelines with an interim target within the lifetime of the strategy (2024-2029). The strategy details measures for delivering continued improvements within the context of planned large scale growth within the Greater Cambridge area; focusing on controls through regulatory policies and development control, infrastructure improvements, community engagement and promotion. All measures offer air quality benefits including for $PM_{2.5}$.

Smoke Control Area Review

Cambridge City Council has three small existing SCA's to the west of the city that were established in the 1960's. Cambridge has expanded rapidly since this time with these areas now only incorporating a small part of the city. During 2024 an independent report was commissioned to look at the health, environmental and social impact of expanding the SCA to cover the whole city, with consideration to include permanent residential moored vessels. A Public consultation on the proposal to expand the SCA city wide with the option to include residential moored vessels was completed between January and April 2025; with the decision to proceed excluding residential moored vessels at cabinet in June 2025.

The consultation to revoke the existing three SCA ran from 20th October – 19th December 2025. Decision to proceed was received from the Secretary of State in May 2026. The consultation to implement a city wide SCA is now under way, with hope to implement this in early 2027. Further information is available at www.cambridge.gov.uk/smoke-control-area-changes

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

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

During 2025, the AQMA was revoked and the automatic monitor replacement project was completed. As a result, all four council-owned automatic monitors now measure NO_2, PM_{10} and $PM_{2.5}$. In addition, the installation of an AURN urban background $PM_{2.5}$ monitor has further enhanced the district's $PM_{2.5}$ monitoring network.

Amendments were also made to the diffusion tube monitoring network in 2025. Two additional co-located triplicate tube sites were installed at Gonville Place and Newmarket Road. Several tubes were redeployed within the Mill Road area in response to resident concerns following the Traffic Regulation Order (TRO) introduced in March 2025, which closed Mill Road bridge to through traffic for cars.

Due to the rapid implementation of the scheme, it was not possible to deploy the planned low-cost Zephyr sensors in time to establish a meaningful before-and-after comparison. Instead, diffusion tubes were repositioned on key roads where residents were concerned about traffic displacement. Monitoring results showed no exceedances of air quality objectives. When considered alongside long-term trends from existing sites, this data provide confidence that air quality has not significantly worsened as a result of the changes. The first annual review of these measures was completed in 2026.

3.1 Summary of Monitoring Undertaken

3.1.1 Automatic Monitoring Sites

Cambridge City Council undertook automatic (continuous) monitoring at 5 sites during 2025. Table A.1 in Appendix A shows the details of the automatic monitoring sites.

The Air pollution measurements - Cambridge City Council page presents automatic monitoring results for Cambridge City Council, with automatic monitoring results also publicly available through the UK-Air website .

Maps showing the location of the monitoring sites are provided in Appendix D. Further details on how the monitors are calibrated and how the data has been adjusted are included in Appendix C.

3.1.2 Non-Automatic Monitoring Sites

Cambridge City Council undertook non- automatic (i.e. passive) monitoring of NO_2 at 68 sites during 2025.

Table A.2 in Appendix A presents the details of the non-automatic sites.
Maps showing the location of the monitoring sites are provided in Appendix D and on the 'Air Quality Monitoring Stations' map located at Air pollution measurements - Cambridge City Council.

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.3 and Table A.4 in Appendix A compare the ratified and adjusted monitored NO_2 annual mean concentrations for the past five years with the air quality objective of 40µg/m^3. Note that the concentration data presented represents the concentration at the location of the monitoring site, following the application of bias adjustment and annualisation, as required (i.e. the values are exclusive of any consideration to fall-off with distance adjustment).

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

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

Measured levels remain typically stable or show a small increase in 2025 across both the automatic and diffusion tube monitoring network. There are no exceedences of the NO_2 air quality objectives for either the annual mean objective of 40 µg/m^3 or NO_2 hourly mean concentrations of 200µg/m^3 in 2025.

All trend graphs show monitored levels against the National Air Quality Objective and demonstrate that levels at all monitoring locations have remained below this level for five consecutive years. Whilst not statutory the trend graphs also show how we are performing against the interim target and WHO air quality guidelines adopted in the Greater Cambridge Air Quality Strategy in 2025.

Given that we have an extensive network of diffusion tubes across the city we have split the results into groups based on the type of location or specific area of interest (typically in response to areas of major growth). It is not practical to provide trend data for each of the individual tubes.

Figure A.1 – Trends in Annual Mean NO_2 concentrations between 2021 and 2025 for Suburban and Urban Background sites

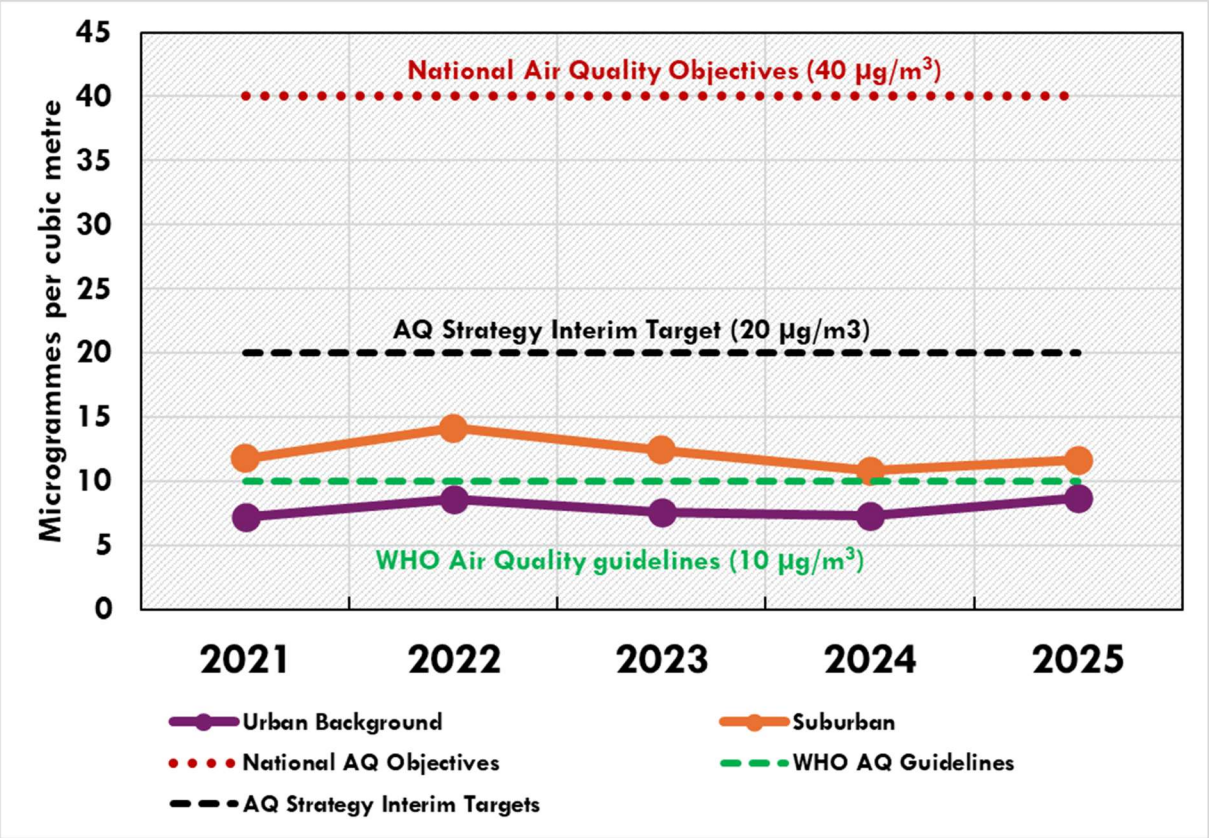


Figure A.1 presents the trends in NO_2 annual averages for Urban Background (tube located well away from any roads or traffic sources) and Suburban (quiet residential roads) sites between 2021 and 2025. Both the urban background and Suburban average saw a small increase when compared with 2024, however the trend for both has been relatively stable for the past three years with the Suburban sittiing just above and the Urban Backgorund just below the WHO air quality guidelines.

Figure A.2 – Trends in Annual Mean NO_2 Concentrations between 2021 and 2025 for continuous Automatic Monitors

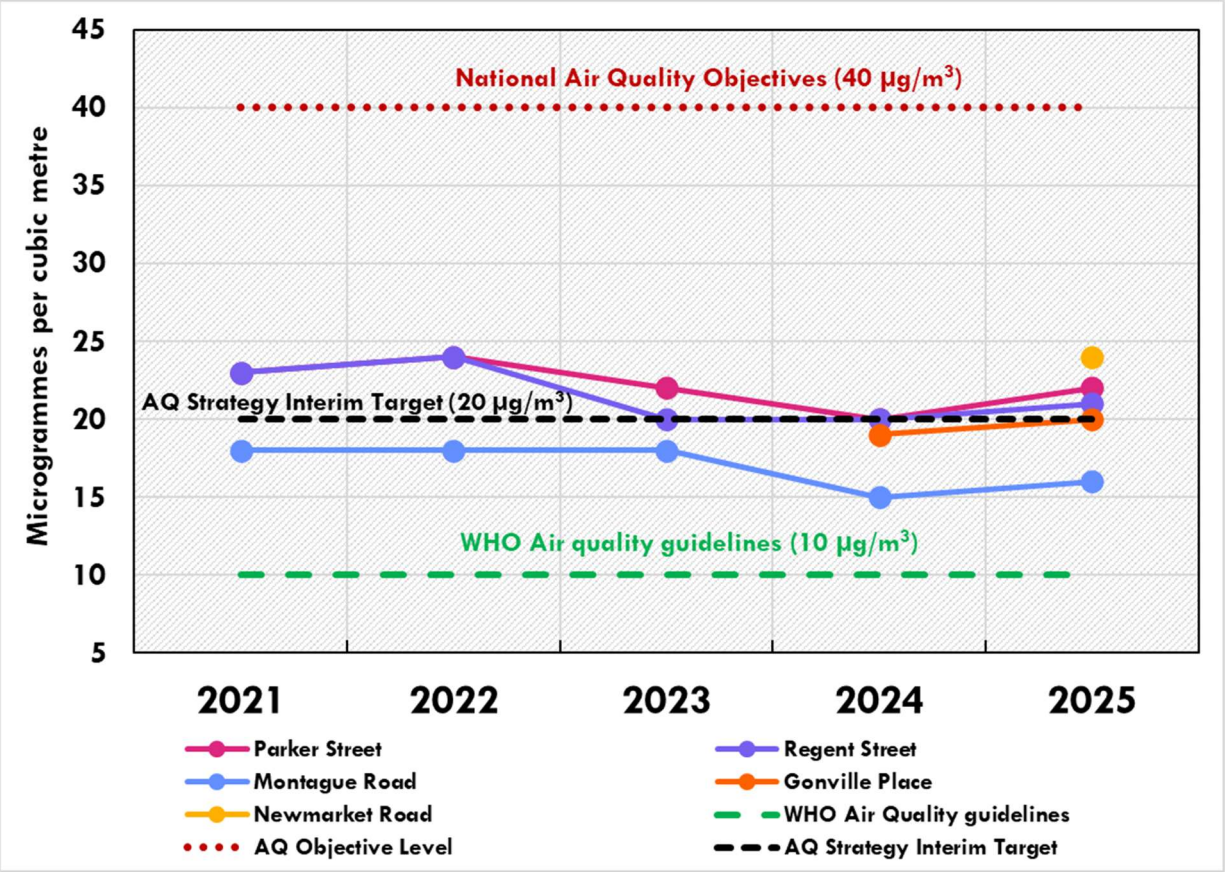


Figure A.2 presents NO_2 annual mean concentrations for the continous monitoring sites between 2021 and 2025. All automatic monitors are located at roadside. The monitored levels across the sites has remained broadly stable over this period, with only minor fluctuations observed between individual years. This overall pattern of stability is consistent with trends observed across the wider monitoring network, including roadside and kerbside diffusion tubes and is in line with vehicle movements on the local road network within Cambridge City which have remained typically stable again in 2025 when compared with 2023 and 2024.

Figure A.3 – Trends in Annual Mean NO_2 concentrations between 2021 and 2025 for Radial Roads, Inner Ring Roads and Inner City Streets

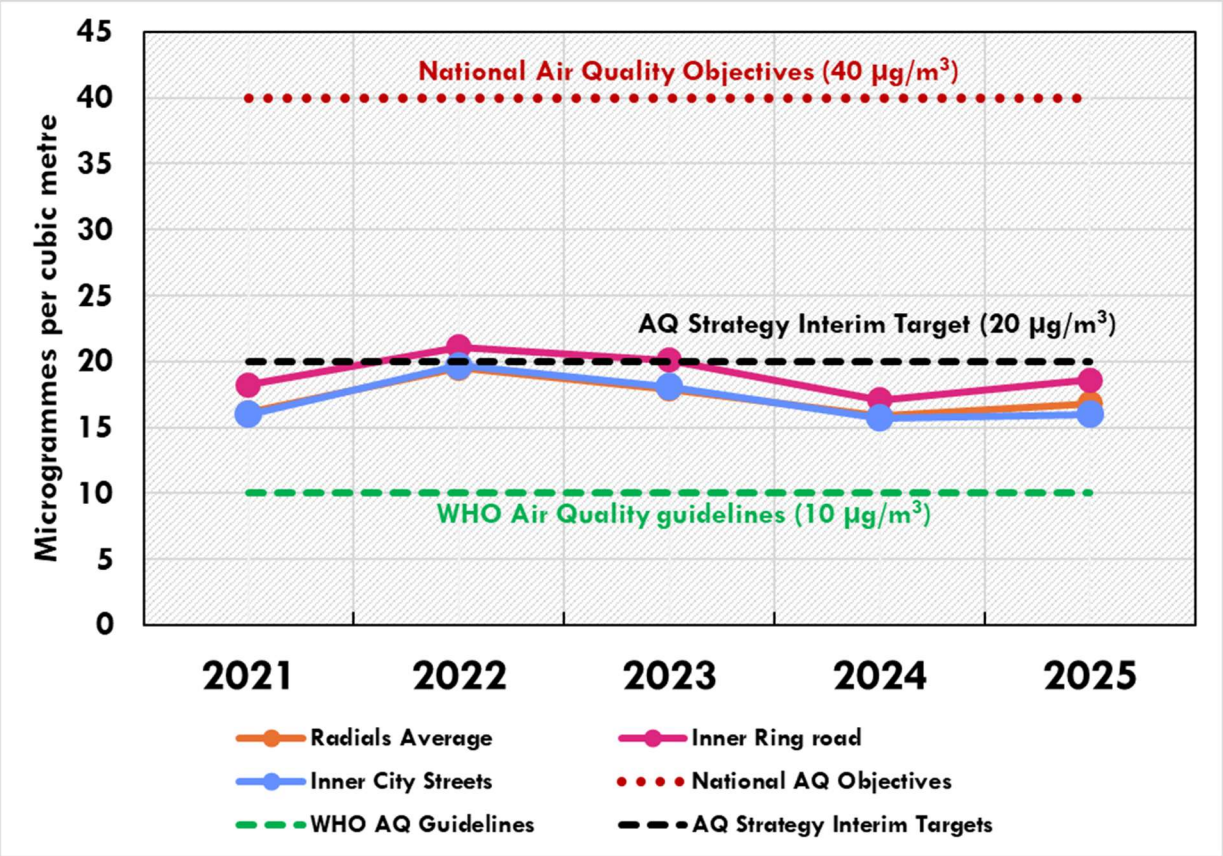


Figure A.3 presents the trends in NO_2 averages for the roads classified as Radials, Inner Ring and Inner City Streets. It is worth noting that both the inner ring road and raidals show a small increase as seen across the wider monitoring network, however the inner city streets have remained stable again in 2025. This reduced and then lower trend from 2023 aligns with the introduction of electric buses, alongside the gradual replacement of older vehicles with newer, cleaner models, and it is welcomed to see actual marked improvements in response to an intervention.

Figure A.4 - Trends in Annual Mean Concentrations between 2021 – 2025 for the roads around Drummer Street Bus Station

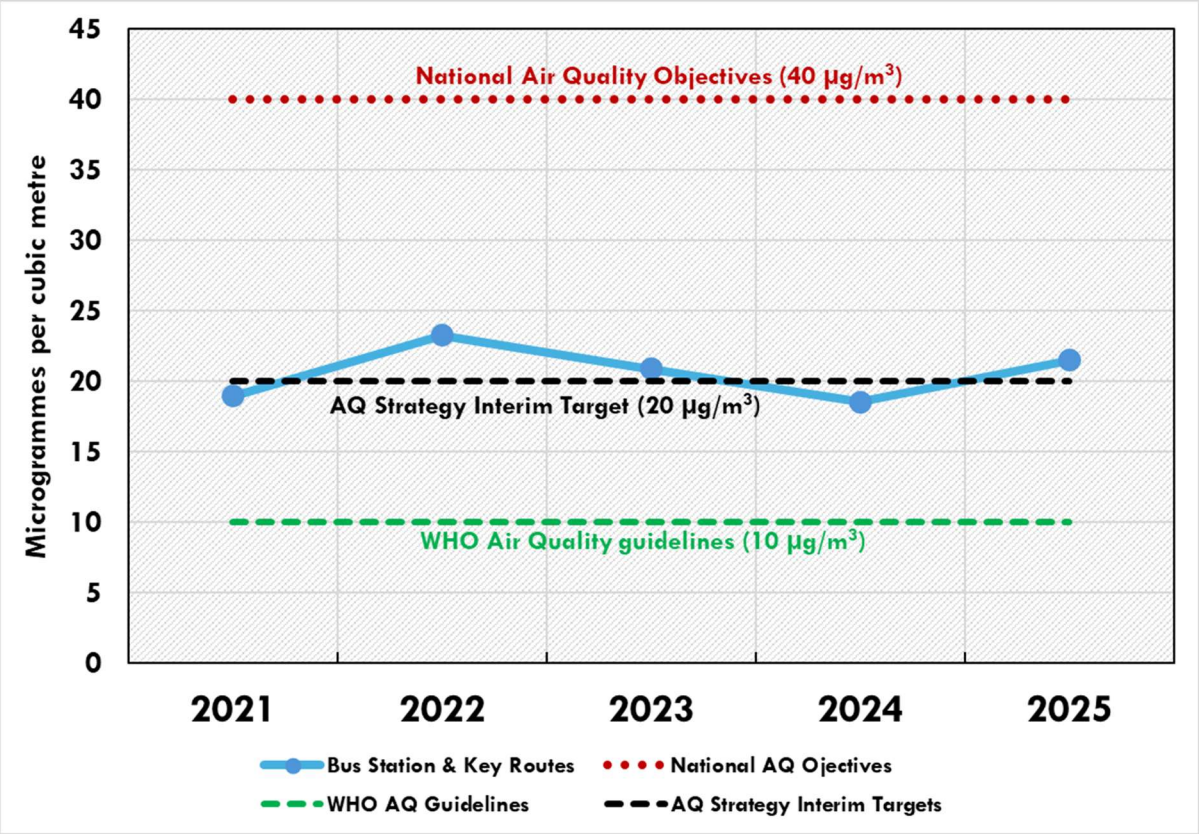


Figure A.4 presents the trends in NO_2 annual averages for the roads around Drummer Street Bus Station including inside the Bus Station. There was an increase in average annual levels when compared with 2024; however the trend remains stable sitting at around the interim Air Quality Strategy target of 20µg/m^3. All tubes saw a small increase with the exception of Regent Street which remained stable; and whilst the automatic monitor (AURN1) saw a small increase it was less than the other automatic monitors. There was ongoing roadworks on Regent Street around the location of the monitor which may have impacted measurements during 2025.

Figure A.5 – Trends in Annual Mean NO2 Concentrations between 2021 – 2025 for the roads around Cambridge Central Train Station

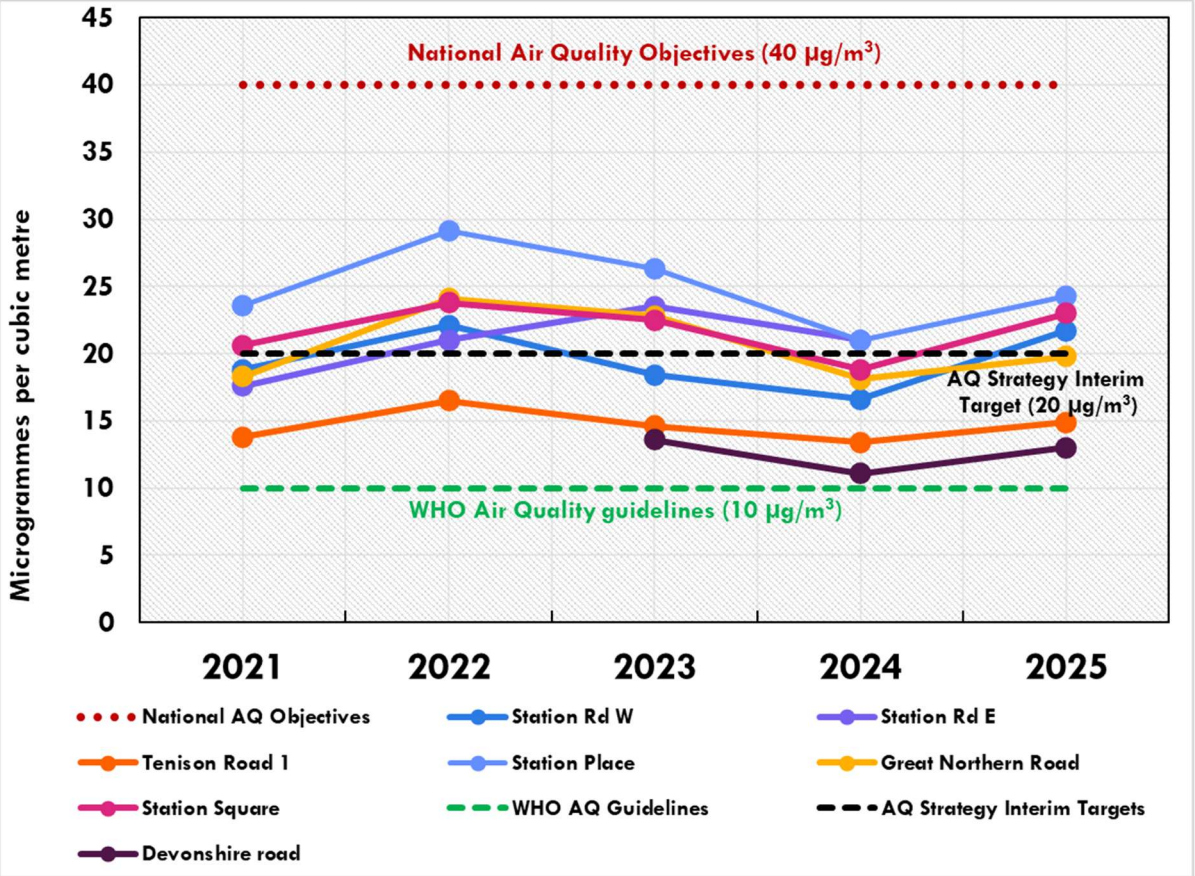


Figure A.5 presents the trends in NO_2 annual averages for the roads around Cambridge Central Train Station. Although concentrations declined between 2022 and 2024, a minor increase in 2025 resulted in levels comparable to those recorded in 2023. Passenger numbers on trains in Cambridge remain well below pre-COVID levels (-12%) however South Cambridgeshire has seen a large increase. Whilst just an observation the still low levels in Cambridge Central Station may be accounted for by increased use of Noth Cambridge Station in South Cambs which moves rail users out of Cambridge Centre. South Cambridge Station opened in June 2026 and it will be interesting moving forward to see the impact this may have on both Cambridge Central Station and achieving a modal shift away from car use for those visting the Addenbrookes Hospital site.

Figure A.6 – Trends in Annual Mean NO_2 Concentrations between 2021 and 2025 on the Roads in South Cambridge around Addenbrookes Hospital

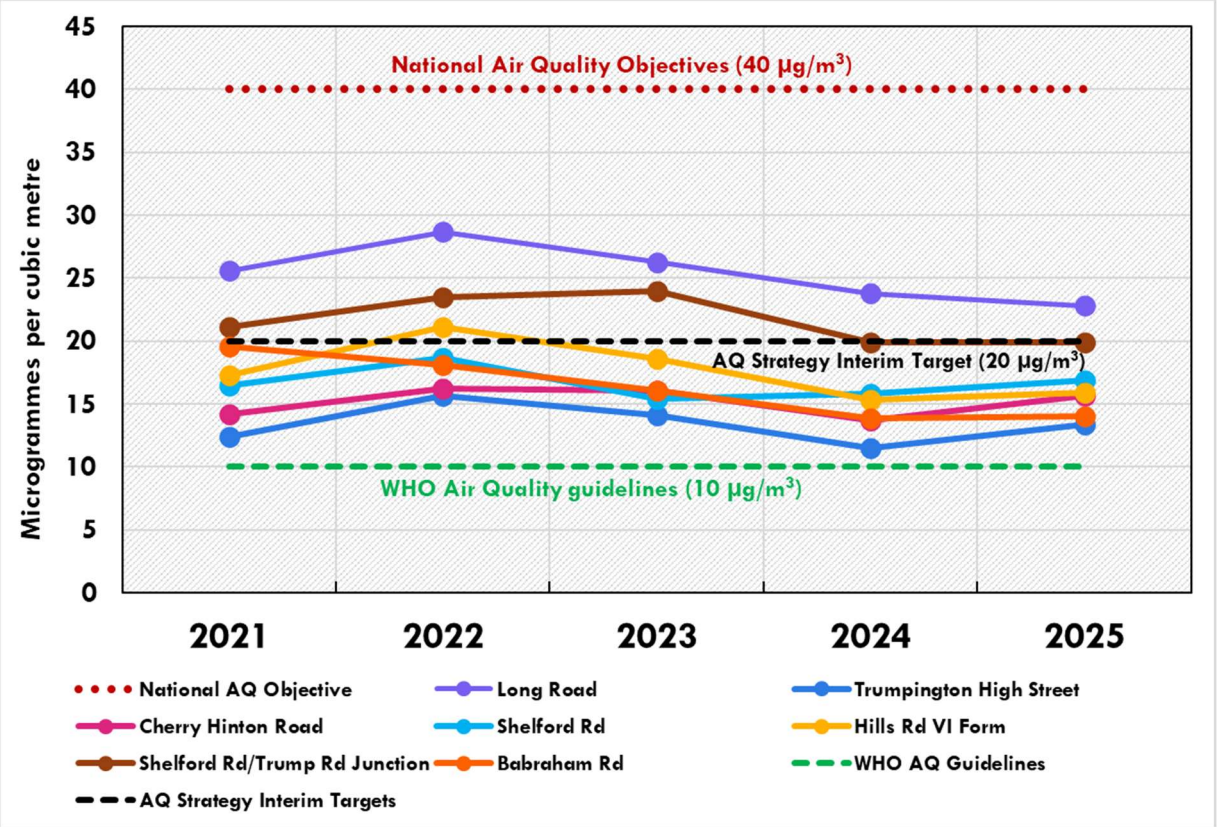


Figure A.6 presents the trends in NO_2 annual averages for the roads within south Cambridge and around Addenbrookes Hospital both of which are major growth sites. Following a downward / stable trend in concentration measurements between 2022 – 2024, there us a marignal increase in concentrations in 2025. Nevertheless, these concentrations were still below / at par with the Air Quality Strategy Interim Targets. Concentratons at Long Road are still higher concentrations than the Interim Targets, but have shown a consistent decline of approximately 1.1 micrograms per cubic meter per year.

➢ Discussion of the Results

There was a general increase across monitoring sites in 2025; however, this remains within the range of expected variability associated with changing meteorological conditions. The slight decrease observed across the monitoring network in 2024 was largely attributable to unusually favourable dispersion conditions, particularly during a period of frequent storms towards the end of the year, when pollution levels are typically higher. This highlights the influence of weather on annual average concentrations and reinforces the importance of

considering longer-term trends rather than focusing on individual years in isolation. In this context, 2025 represents a return to levels more consistent with those observed in 2022.

Overall, NO_2 concentrations across the monitoring network remained stable in 2025, continuing the pattern observed between 2023 and 2025. More broadly, pollutant levels across the district have shown relative stability over the past four years following the return to more typical activity patterns after COVID-19, with only minor year-to-year variation.

Traffic patterns in 2025 also remained broadly consistent with recent years. Vehicle flows on the local road network were stable compared to 2023 and 2024, while an increase was observed on the strategic road network. The proportion of light goods vehicles continued to rise, likely reflecting sustained growth in online retail and delivery activity rather than increased trips to the city centre.

Despite these traffic patterns, air quality has improved over time. This is likely influenced by the increasing uptake of low-emission and electric vehicles, particularly in Cambridge and surrounding commuter areas where adoption rates exceed the national average. Ongoing renewal of the vehicle fleet with newer, cleaner vehicles is also contributing to this trend.

The broader morning and evening peak periods observed in previous years persisted in 2025, reflecting continued hybrid working patterns and reduced peak-hour intensity. This has likely contributed to the continued absence of hourly exceedances. However, it is notable that evening peak traffic has increased compared to COVID-impacted years, with the highest levels occurring between 17:00 and 18:00 and it will be interesting to see if this leads to any hourly exceedences.

Bus patronage remained relatively stable but below pre-COVID levels, while Park and Ride usage continued to increase. This suggests a shift in travel behaviour, with more trips being made via the strategic road network to the edge of the city, followed by public transport into the centre. This pattern is consistent with stable local traffic volumes alongside increased activity on key inbound routes.

Despite ongoing congestion, NO_2 concentrations remained stable and well below objective levels for a further year. Pollutant concentrations are now generally aligned with the interim targets set out in the Air Quality Strategy (approximately 20µg/m³), which is a positive

outcome. However, achieving the more stringent WHO Air Quality Guideline levels will require continued and sustained intervention.

3.2.2 Particulate Matter (PM_{10})

Table A.6 in Appendix A: Monitoring Results compares the ratified and adjusted monitored PM_{10} annual mean concentrations for the past five years with the air quality objective of 40µg/m^3.

Figure A.7 – Trends in Annual Mean PM_{10} levels between 2021 and 2025

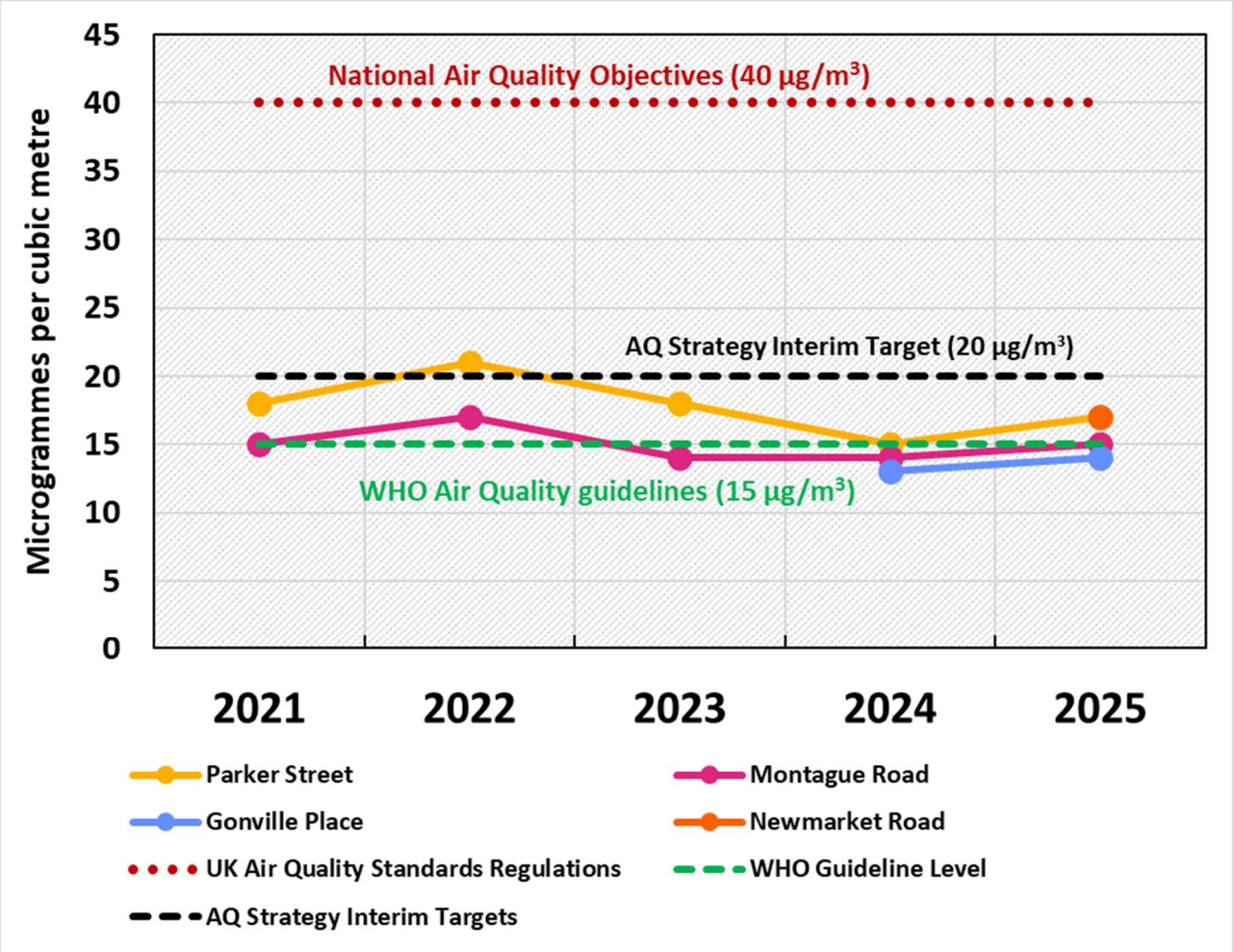


Figure A.7 presents the trends in PM_{10} annual averages between 2021 and 2025. All sites saw a small increase compared with 2024, which seems to be in keeping with other local authority results across the region suggesting the increase is likely to be related to transient pollution as opposed to increases from within the district.

All measured levels remain well below national objective levels and despite these small fluctuations in the region of 1-2 µg/m^3 continue to sit between the Air Quality Strategy Interim targets and WHO Air Quality guidelines.

Table A.7 in Appendix A compares the ratified continuous monitored PM_{10} daily mean concentrations for the past five years with the air quality objective of 50µg/m^3, not to be exceeded more than 35 times per year. There were four exceedances at Parker Street and single exceedances at Montague Road and Parker Street in 2025, remaining well below the objective level.

3.2.3 Particulate Matter ($PM_{2.5}$)

Table A.8 in Appendix A presents the ratified and adjusted monitored $PM_{2.5}$ annual mean concentrations for the past five years.

As discussed earlier we have limited trend data for $PM_{2.5}$, but the expansion of the monitoring network during 2025 for this pollutant means that we can have more confidence in the results obtained and begin to establish trend data over time.

Figure A.8 – Trends in Annual Mean $PM_{2.5}$ levels between 2020 and 2024

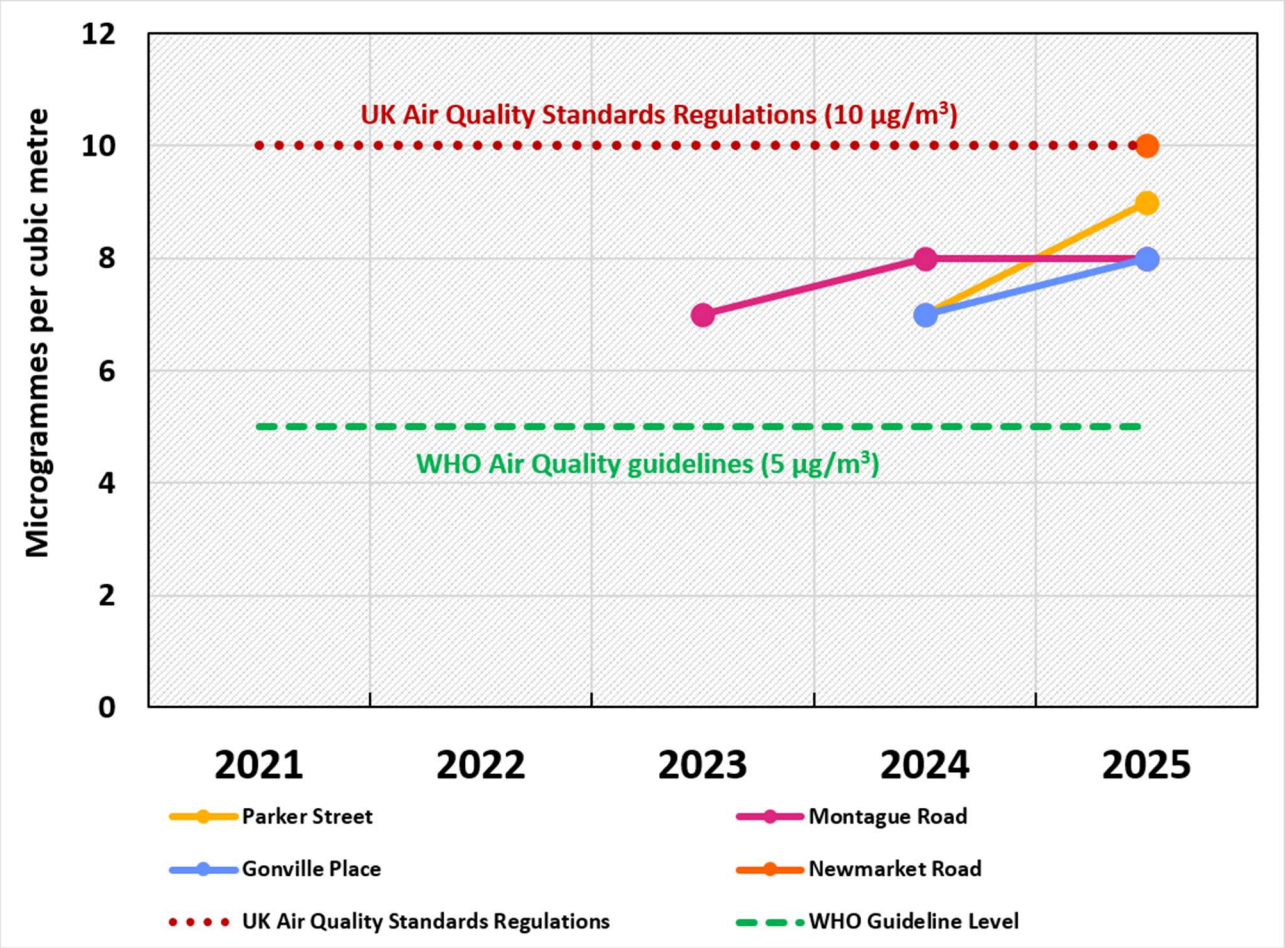


Figure A.8 presents the trends in $PM_{2.5}$ annual averages between 2021 and 2025. Measured levels range between 8-10 µg/m^3 in 2025 suggesting a slight increase as seen with PM_{10}.

Levels sit between the UK Air Quality Standards Regulations and the WHO Air Quality guidelines.

- **Discussion of the Results for Particulates (PM_{10} & $PM_{2.5}$)**

Levels of particulate matter (PM_{10} and $PM_{2.5}$) increased consistently across all monitoring locations in 2025 compared with 2024. Similar patterns were observed across neighbouring local authorities, suggesting that this increase is likely attributable to regional or transboundary influences rather than changes in local emission sources. The lower concentrations recorded in 2024 were associated with unusually high levels of storm activity, which enhanced dispersion during periods when pollution levels are typically elevated. In this context, 2025 represents a return to more typical conditions.

A number of wider factors are likely to have contributed to the increase in 2025, including long-range transport of pollutants into the UK. Episodes of Saharan dust and smoke from wildfires across Europe during the year are known to elevate particulate concentrations over large areas, including eastern regions such as East Anglia, where air masses arriving from continental Europe can have a greater influence. In addition, particulate concentrations are influenced by secondary formation processes in the atmosphere, where pollutants such as ammonia (predominantly from agricultural sources) react with other gases to form fine particulates. These reactions are highly sensitive to meteorological conditions such as temperature, sunlight and humidity, meaning that variations in weather from year to year can significantly affect measured concentrations.

The completion of the upgraded monitoring network will enable more robust long-term trend analysis for both PM_{10} and $PM_{2.5}$, particularly in relation to roadside concentrations within Cambridge. The addition of the AURN urban background monitor in October 2025 will also provide an important comparison, supporting a more comprehensive understanding of particulate levels across the district.

Appendix A: Monitoring Results

Table A.1 – Details of Automatic Monitoring Sites

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA?	Which AQMA? (1)	Monitoring Technique	Distance to Relevant Exposure (m) (1,2)	Distance to kerb of nearest road (m) (1)	Inlet Height (m)
CAM1	Parker Street	Roadside	545366	258391	NO2, PM10, PM2.5	No	N/A	Chemiliminescent, TEOM	0.5	3.3	2.0
CAM5	Montague Road	Roadside	546057	259487	NO2, PM10, PM2.5	No	N/A	Chemiliminescent, TEOM	1.4	3.9	2.5
CAM08	Newmarket Road A1134	Roadside	545326	258901	NO2, PM10, PM2.5	No	N/A	Chemiliminescent, TEOM	3.0	1.7	2.5
CAM07	Gonville Place A60	Roadside	545508	257827	NO2, PM10, PM2.5	No	N/A	Chemiliminescent, TEOM	3.0	1.7	2.5
AURN1	Regent Street	Roadside	545289	258118	NO2	No	N/A	Chemiliminescent	0.5	2.3	5.0

Notes:

(1) N/A if not applicable

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

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

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube Co located with a Continuous Analyser?	Tube Height (m)
1	Emmanuel Street	Roadside	545220	258357	NO2	No	0.0	2.4	No	2.5
N2	Long Road 2	Roadside	546320	255585	NO2	No	15.0	2.0	No	2.5
3	Magdalene Street	Roadside	544677	258992	NO2	No	0.0	2.0	No	3.5
4	Northampton Street	Roadside	544492	259008	NO2	No	0.0	2.0	No	2.0
5	Silver Street	Roadside	544770	258112	NO2	No	0.0	1.0	No	2.0
6	Long Road	Kerbside	544867	255709	NO2	No	20.0	0.1	No	2.0
7	Newmarket Road 1	Kerbside	546181	258886	NO2	No	10.0	1.0	No	2.0
8	Milton Road	Roadside	545979	260357	NO2	No	7.0	14.0	No	2.0
9	Drummer Street	Roadside	545235	258485	NO2	No	0.0	2.1	No	2.5
10	Gilbert Road	Kerbside	545314	259777	NO2	No	10.0	1.0	No	2.0
11	Latham Road	Urban Background	544811	256744	NO2	No	10.0	20.0	No	2.0
12	Newmarket Road 2	Roadside	547998	259349	NO2	No	30.0	3.7	No	2.5

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) [1]	Distance to kerb of nearest road (m) [2]	Tube Co located with a Continuous Analyser?	Tube Height (m)
13	East Road	Kerbside	545904	258431	NO2	No	4.5	0.5	No	2.0
14	Mill Road	Roadside	546080	257944	NO2	No	0.0	2.0	No	2.0
15	Eddington	Suburban	542748	260049	NO2	No	2.0	0.4	No	2.0
16	Regent Street	Roadside	545289	258133	NO2	No	0.0	2.3	No	2.0
17	Coldhams Lane	Roadside	547216	258286	NO2	No	10.0	3.5	No	2.0
18	Pembroke Street	Kerbside	544884	258098	NO2	No	0.0	1.0	No	2.5
N19	Glisson Road	Roadside	545940	257774	NO2	No	4.0	2.0	No	2.0
N20	Northfield Avenue	Kerbside	545543	261367	NO2	No	3.0	0.5	No	2.5
21	Victoria Road (outside 208a)	Roadside	544425	259560	NO2	No	0.0	1.8	No	2.0
22	Madingley Road	Kerbside	543784	259093	NO2	No	20.0	0.8	No	2.0
23	Huntingdon Road 1 new	Kerbside	543761	259813	NO2	No	15.0	1.0	No	2.5
24	Histon Road 1	Kerbside	544308	259664	NO2	No	2.0	0.5	No	2.0
N25	Brooks Road	Kerbside	547484	257668	NO2	No	20.0	1.0	No	2.5

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube Co located with a Continuous Analyser?	Tube Height (m)
N26	Perne Road	Roadside	547398	257189	NO2	No	10.0	2.0	No	2.5
27	Trumpington Road	Roadside	544575	255307	NO2	No	5.0	2.7	No	2.5
28	Babraham Road	Roadside	546961	255132	NO2	No	20.0	1.2	No	2.5
29	Cherry Hinton Road	Kerbside	548331	256252	NO2	No	10.0	0.8	No	2.5
30	Arbury Road	Kerbside	545693	260473	NO2	No	5.0	0.8	No	2.0
31	Newnham Road	Roadside	544529	257730	NO2	No	0.0	1.6	No	2.0
32	Hills Road 2 VI form	Roadside	545893	257234	NO2	No	2.0	3.6	No	2.5
33	Victoria Avenue	Roadside	545333	259439	NO2	No	0.0	1.4	No	2.0
34	Parker Street	Roadside	545390	258390	NO2	No	0.0	1.4	No	2.5
35	Abbey Road*	Roadside	546163	258983	NO2	No	1.0	1.7	No	2.0
36	Cockburn Street	Suburban	546596	257594	NO2	No	0.0	1.5	No	2.0
37	Oaktree Avenue	Suburban	545885	260088	NO2	No	10.0	1.0	No	2.0
N38	Cowley Road	Kerbside	547189	261784	NO2	No	40.0	1.0	No	2.5

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) [1]	Distance to kerb of nearest road (m) [2]	Tube Co located with a Continuous Analyser?	Tube Height (m)
39	Maids Causeway	Kerbside	545710	258782	NO2	No	5.0	0.8	No	2.0
40	Emmanual Road	Roadside	545405	258521	NO2	No	0.0	1.5	No	2.0
43	Lensfield Road	Roadside	545271	257675	NO2	No	5.0	1.8	No	2.0
N44	Ross Street	Roadside	546880	257761	NO2	No	1.5	1.4	No	2.0
45	St Andrew's St	Kerbside	545135	258391	NO2	No	1.0	0.8	No	2.5
N46	Coleridge Road	Roadside	546880	257356	NO2	No	9.0	2.8	No	2.0
N41, N42, N47	Gonville Place 3	Roadside	545508	257827	NO2	No	3.0	1.7	Yes	2.5
N48	Chesterton High Street	Roadside	546214	259845	NO2	No	5.0	1.5	No	2.0
N49	Milton Road 2	Roadside	546709	261054	NO2	No	5.0	2.0	No	2.5
50	Hills Road 3 Botanic	Roadside	545854	257229	NO2	No	3.0	3.0	No	2.5
51	Shelford Road	Roadside	544960	257152	NO2	No	5.0	2.0	No	2.0
N52	Davy Road	Kerbside	546501	257197	NO2	No	9.0	1.0	No	2.0
53	Station Road 1 West – Jupiter	Kerbside	545897	257325	NO2	No	10.0	0.4	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)
54	Tenison Road 1 96	Kerbside	546027	257683	NO2	No	4.0	0.2	No	2.0
55	Cherry Hinton Road 2	Roadside	545504	261492	NO2	No	5.0	2.0	No	2.0
56	Coldhams Lane 2 Silverwood	Roadside	546602	258796	NO2	No	8.0	1.7	No	2.0
57	Great Northern Road	Kerbside	546060	257389	NO2	No	3.0	0.2	No	2.5
58	Station Place	Kerbside	546080	257092	NO2	No	3.0	0.5	No	2.5
59	Coldhams Lane 3	Roadside	548858	257162	NO2	No	7.5	2.5	No	2.5
60	Barnwell Road	Kerbside	547917	258942	NO2	No	7.5	0.2	No	2.0
61	Newmarket Road 3	Roadside	546341	258882	NO2	No	10.0	2.0	No	2.5
62	Mill Road 2	Roadside	547181	257566	NO2	No	0.0	2.5	No	2.0
63	Station Square	Kerbside	546177	257309	NO2	No	3.0	1.0	No	2.0
64	Park Street	Roadside	544952	258856	NO2	No	8.0	2.0	No	2.0
65	Brooklands Avenue	Kerbside	545896	257025	NO2	No	3.0	1.0	No	2.0
66	Shelford/Trumpington	Kerbside	544614	254646	NO2	No	15.0	1.0	No	2.5

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube Co located with a Continuous Analyser?	Tube Height (m)
67	Devonshire Road	Kerbside	546246	257598	NO2	No	0.5	1.0	No	2.0
69	Fendon Road	Kerbside	546854	255405	NO2	No	20.0	0.5	No	2.0
N68, N70, N71	Newmarket Road 3	Roadside	545326	258901	NO2	No	3.0	1.7	Yes	2.0
72, 73, 74	Montague 3	Roadside	546055	259486	NO2	No	1.4	3.9	Yes	2.0

Notes:

(1) 0m if the monitoring site is at a location of exposure (e.g. installed on the façade of a residential property).

(2) N/A if not applicable.

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

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2025 (%) (2)	2021	2022	2023	2024	2025
CAM1	545366	258391	Roadside	99.5	99.5	**23**	**24**	**22**	**20**	22
CAM5	546057	259487	Roadside	94.4	94.4	**18**	**18**	**18**	**15**	16
CAM08	545326	258901	Roadside	99.4	63.3					24
CAM07	545508	257827	Roadside	99.7	99.7				**19**	20
AURN1	545289	258118	Roadside	93.6	93.6	23	24	20	20	21

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

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

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

Notes:

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

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

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

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

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

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

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

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2025 (%) (2)	2021	2022	2023	2024	2025
1	545220	258357	Roadside	90.4	90.4	22.0	28.5	27.6	23.1	21.8
N2	546320	255585	Roadside	100.0	75.0					16.0
3	544677	258992	Roadside	100.0	100.0	13.6	16.6	15.1	13.9	16.1
4	544492	259008	Roadside	100.0	100.0	19.8	20.1	22.6	18.4	20.8
5	544770	258112	Roadside	100.0	100.0	13.7	16.8	15.3	11.1	12.4
6	544867	255709	Kerbside	100.0	100.0	25.6	28.7	26.3	23.8	22.8
7	546181	258886	Kerbside	92.3	92.3	22.7	27.4	26.0	23.2	23.4
8	545979	260357	Roadside	100.0	100.0	12.7	15.3	12.2	11.5	12.1
9	545235	258485	Roadside	92.3	92.3	17.7	21.2	20.3	16.5	18.7
10	545314	259777	Kerbside	92.3	92.3	13.9	16.9	16.6	14.3	15.2
11	544811	256744	Urban Background	100.0	100.0	7.2	8.6	7.6	7.3	8.7
12	547998	259349	Roadside	100.0	100.0	19.1	21.1	20.6	18.3	18.3
13	545904	258431	Kerbside	75.0	75.0		25.4	23.4	20.9	26.2

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
14	546080	257944	Roadside	90.4	90.4	14.9	17.7	17.5	15.4	16.3
15	542748	260049	Suburban	100.0	100.0	11.6	14.6	13.1	11.4	11.7
16	545289	258133	Roadside	92.3	92.3	18.8	22.1	20.0	19.1	19.2
17	547216	258286	Roadside	82.7	82.7	17.6	18.6	14.8	13.4	15.6
18	544884	258098	Kerbside	92.3	92.3	17.9	21.0	21.5	17.7	17.3
N19	545940	257774	Roadside	100.0	75.0					9.9
N20	545543	261367	Kerbside	100.0	100.0			13.2	11.3	13.3
21	544425	259560	Roadside	92.3	92.3	15.5	18.2	15.8	16.1	15.0
22	543784	259093	Kerbside	100.0	100.0	17.5	21.2	20.6	18.3	19.7
23	543761	259813	Kerbside	90.4	90.4	10.7	15.0	13.2	11.9	13.1
24	544308	259664	Kerbside	90.4	90.4	16.5	20.2	19.6	18.5	18.3
N25	547484	257668	Kerbside	77.8	59.6					18.6
N26	547398	257189	Roadside	77.8	59.6					18.1

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
27	544575	255307	Roadside	90.4	90.4	12.4	15.7	14.1	11.5	13.4
28	546961	255132	Roadside	92.3	92.3	19.6	18.1	16.1	13.9	14.0
29	548331	256252	Kerbside	100.0	100.0	14.2	16.2	16.1	13.7	15.7
30	545693	260473	Kerbside	90.4	90.4	14.9	17.6	15.4	13.8	15.7
31	544529	257730	Roadside	75.0	75.0	21.3	25.7	22.7	18.9	20.5
32	545893	257234	Roadside	92.3	92.3	17.3	21.1	18.6	15.3	15.9
33	545333	259439	Roadside	100.0	100.0	23.5	27.9	26.2	20.9	22.9
34	545390	258390	Roadside	100.0	100.0	20.9	28.0	24.6	20.3	20.4
35	546163	258983	Roadside	92.3	92.3	13.2	14.3	13.4	12.0	12.3
36	546596	257594	Suburban	92.3	92.3	10.9	14.7	11.2	9.4	11.9
37	545885	260088	Suburban	92.3	92.3	11.4	13.0	11.9	10.3	10.6
N38	547189	261784	Kerbside	100.0	75.0					10.5
39	545710	258782	Kerbside	100.0	100.0	18.1	22.0	21.6	18.9	18.1

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
40	545405	258521	Roadside	82.7	82.7	25.1	28.6	24.6	23.2	25.5
43	545271	257675	Roadside	80.8	80.8	19.6	22.9	23.4	17.4	19.4
N44	546880	257761	Roadside	100.0	75.0					9.3
45	545135	258391	Kerbside	92.3	92.3	17.8	26.0	23.3	18.7	19.7
N46	546880	257356	Roadside	100.0	75.0					10.9
N41, N42, N47	545508	257827	Roadside	100.0	75.0					20.2
N48	546214	259845	Roadside	100.0	100.0			20.8	18.6	19.5
N49	546709	261054	Roadside	100.0	100.0			18.3	16.8	18.2
50	545854	257229	Roadside	55.8	55.8	17.6	21.3	18.7	16.2	17.7
51	544960	257152	Roadside	100.0	100.0	16.5	18.7	15.4	15.8	16.9
N52	546501	257197	Kerbside	88.9	67.3					10.7
53	545897	257325	Kerbside	90.4	90.4	18.8	22.1	18.4	16.6	21.7
54	546027	257683	Kerbside	90.4	90.4	13.8	16.5	14.6	13.0	14.9

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
55	545504	261492	Roadside	100.0	100.0			15.9	13.5	13.7
56	546602	258796	Roadside	100.0	100.0	16.9	19.9	18.0	15.0	17.1
57	546060	257389	Kerbside	90.4	90.4	18.3	24.1	22.8	18.1	19.8
58	546080	257092	Kerbside	80.8	80.8	23.6	29.1	26.3	21.0	24.3
59	548858	257162	Roadside	90.4	90.4	11.3	14.7	13.6	11.3	12.9
60	547917	258942	Kerbside	100.0	100.0	17.5	20.5	17.5	16.3	17.1
61	546341	258882	Roadside	82.7	82.7	26.3	30.7	27.0	24.9	23.2
62	547181	257566	Roadside	100.0	100.0	15.1	18.6	15.8	13.6	13.7
63	546177	257309	Kerbside	69.2	69.2	20.6	23.8	22.5	18.8	23.0
64	544952	258856	Roadside	82.7	82.7	15.3	18.6	15.9	13.6	15.2
65	545896	257025	Kerbside	100.0	100.0	16.1	19.6	20.7	16.8	16.5
66	544614	254646	Kerbside	100.0	100.0	21.1	23.5	24.0	19.9	19.9
67	546246	257598	Kerbside	75.0	75.0			13.6	11.1	13.0

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
69	546854	255405	Kerbside	100.0	100.0	17.2	19.7	18.2	15.7	15.4
N68, N70, N71	545326	258901	Roadside	100.0	75.0					21.9
72, 73, 74	546055	259486	Roadside	82.7	82.7		16.6	17.5	14.8	16.4

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

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

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

Notes:

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

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

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

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

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

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

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

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

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2025 (%) (2)	2021	2022	2023	2024	2025
CAM1	545366	258391	Roadside	99.5	99.5	0	0	0	0	0
CAM5	546057	259487	Roadside	94.4	94.4	1	0	0	0	0
CAM08	545326	258901	Roadside	99.4	63.3					0 (58)
CAM07	545508	257827	Roadside	99.7	99.7				0	0
AURN1	545289	258118	Roadside	93.6	93.6	0	0	0	0	0

Notes:

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

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

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

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

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

Table A.6 – Annual Mean PM_{10} Monitoring Results ($\mu g/m^3$)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2025 (%) (2)	2021	2022	2023	2024	2025
CAM1	545366	258391	Roadside	77.2	77.2	18	21	18	15	17
CAM5	546057	259487	Roadside	90.0	83.2	15	17	14	14	15
CAM08	545326	258901	Roadside	95.7	71.9					17
CAM07	545508	257827	Roadside	98.5	98.5				**13**	14

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

Notes:

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

Exceedances of the PM_{10} annual mean objective of $40\mu g/m^3$ are shown in **bold**.

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

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

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

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

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2025 (%) (2)	2021	2022	2023	2024	2025
CAM1	545366	258391	Roadside	77.2	77.2	2	2	1	1	4 (33)
CAM5	546057	259487	Roadside	90.0	83.2	0	0	0	1	1 (28)
CAM08	545326	258901	Roadside	95.7	71.9					0 (24)
CAM07	545508	257827	Roadside	98.5	98.5				0	1

Notes:

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

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

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

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

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

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

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2025 (%) (2)	2021	2022	2023	2024	2025
CAM1	545366	258391	Roadside	75.9	75.9				7	9
CAM5	546057	259487	Roadside	90.0	83.2				7	8
CAM08	545326	258901	Roadside	96.2	72.3					10
CAM07	545508	257827	Roadside	98.5	98.5				7	8

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

Notes:

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

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

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

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

Appendix B: Full Monthly Diffusion Tube Results for 2025

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

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted 0.78	Annual Mean: Distance Corrected to Nearest Exposure	Comment
1	545220	258357	41.5	27.8	35.8	34.9		27.6	21.4	28.5	27.3	0.8	32.2	29.8	28.0	21.8		
N2	546320	255585				23.2	19.1	19.4	15.7	12.0	22.3	23.6	24.2	25.3	20.5	16.0	-	
3	544677	258992	27.0	29.2	26.8	22.8	16.6	15.8	19.0	14.9	16.5	22.0	17.9	19.0	20.6	16.1	-	
4	544492	259008	37.5	34.3	30.2	28.1	16.7	23.5	20.4	21.0	23.1	27.9	28.5	29.1	26.7	20.8	-	
5	544770	258112	23.8	23.0	22.9	17.8	9.2	11.9	10.3	9.3	12.5	15.4	17.0	18.4	16.0	12.4	-	
6	544867	255709	39.4	34.6	35.9	27.2	24.5	28.3	21.5	20.3	25.3	30.1	32.3	30.7	29.2	22.8	-	
7	546181	258886	44.0	35.0	34.0		21.9	24.1	21.8	19.6	29.9	30.3	33.1	35.6	29.9	23.4	-	
8	545979	260357	31.8	21.0	19.0	13.2	9.8	9.9	8.1	8.5	13.1	14.4	17.2	19.6	15.5	12.1	-	
9	545235	258485	22.9	28.6	33.3	31.3	23.5	18.0	16.0	21.9		24.9	16.1	27.0	24.0	18.7	-	
10	545314	259777	33.4	19.3	23.2	19.0	11.6	12.7	10.3		16.3	19.6	25.3	23.3	19.5	15.2	-	
11	544811	256744	22.8	11.8	13.4	10.1	6.3	5.8	8.2	11.8	8.5	8.5	14.5	11.7	11.1	8.7	-	
12	547998	259349	38.5	26.9	29.4	25.1	15.2	21.6	16.4	16.8	19.7	23.7	26.8	21.1	23.4	18.3	-	
13	545904	258431	44.3	37.5	36.2	34.0		23.2	17.5		22.8	59.4	27.1		33.6	26.2	-	
14	546080	257944	32.0	25.2	25.8	22.3	14.9	13.9		12.0	18.0	18.9	22.5	24.4	20.9	16.3	-	
15	542748	260049	29.0	20.0	19.8	14.3	8.6	10.0	9.0	9.0	12.2	15.3	17.5	15.8	15.0	11.7	-	
16	545289	258133	30.5	25.4	29.2	21.2	17.7	23.2	21.0		23.2	25.6	31.2	22.1	24.6	19.2	-	
17	547216	258286	30.4	20.6	25.5	18.4		11.8	12.2		14.8	19.2	25.2	21.8	20.0	15.6	-	
18	544884	258098	31.8	23.9	28.7	23.0	16.3		17.2	16.2	18.6	22.8	23.9	21.1	22.1	17.3	-	

N19	545940	257774				14.1	7.9	8.0	9.3	7.9	11.0	15.7	20.4	20.2	12.7	9.9	-	
N20	545543	261367	22.5	27.4	23.7	19.0	10.9	10.7	10.0	10.7	13.5	16.9	18.0	21.4	17.1	13.3	-	
21	544425	259560	16.8		27.4	21.7	15.1	15.2	15.3	15.2	16.8	22.7	21.7	24.2	19.3	15.0	-	
22	543784	259093	35.2	30.3	33.5	32.6	18.4	20.1	16.7	17.6	22.8	27.3	28.2	19.8	25.2	19.7	-	
23	543761	259813	27.0	21.7	23.5	18.5	10.7	13.2	12.3	11.3	11.2		16.7	18.4	16.8	13.1	-	
24	544308	259664	38.2	27.7	29.1	21.0	15.0	18.7	15.6	16.1	21.8		29.2	25.4	23.4	18.3	-	
N25	547484	257668				21.9	15.8	15.8			18.6	21.8	23.8	26.3	20.6	18.6	-	
N26	547398	257189				20.0	13.6	15.7			16.7	21.3	25.9	26.9	20.0	18.1	-	
27	544575	255307	24.1	22.9	22.0	17.6	9.7	9.9		12.3	16.9	14.0	16.9	22.1	17.1	13.4	-	
28	546961	255132	21.7	23.5		23.4	17.9	18.7	16.6	10.6	14.3	16.9	16.0	18.3	18.0	14.0	-	
29	548331	256252	30.9	26.6	27.2	19.6	12.7	14.3	14.5	15.5	18.0	18.8	22.2	21.1	20.1	15.7	-	
30	545693	260473	42.7	21.4	23.6	18.1	10.9	13.3	12.8	13.1	15.8		25.6	24.0	20.1	15.7	-	
31	544529	257730	36.4	33.1	34.6		17.1	21.1		22.2	24.5		23.5	24.1	26.3	20.5	-	
32	545893	257234	32.1	13.9		22.5	17.0	15.6	16.2	15.2	21.8	21.9	24.4	23.3	20.4	15.9	-	
33	545333	259439	32.1	31.2	37.0	38.7	24.5	24.8	22.5	25.0	27.2	33.6	22.4	33.8	29.4	22.9	-	
34	545390	258390	29.0	30.4	31.0	30.7	20.9	22.3	22.3	18.4	22.8	27.0	28.1	31.6	26.2	20.4	-	
35	546163	258983	18.4	21.0	16.7		9.3	10.9	10.0	9.5	13.0	15.0	26.2	23.4	15.8	12.3	-	
36	546596	257594		42.2	20.4	12.2	8.9	9.9	7.1	7.1	11.1	13.8	17.4	17.6	15.2	11.9	-	
37	545885	260088	29.6	14.1		12.4	8.6	8.9	8.2	8.5	12.3	14.6	14.9	17.7	13.6	10.6	-	
N38	547189	261784				17.6	8.8	10.3	10.4	8.6	13.4	14.7	19.6	17.6	13.4	10.5	-	
39	545710	258782	28.6	28.3	24.1	23.7	17.9	17.9	17.3	16.7	19.7	27.4	29.6	27.6	23.2	18.1	-	
40	545405	258521	43.9	36.9	36.2			27.4	24.9	30.1	28.4	32.7	33.0	33.4	32.7	25.5	-	
N41	545508	257827				27.1	21.6	25.0	25.9	23.3	23.7	27.6	27.0	28.6	-	-	-	Triplicate Site with N41, N42 and N47 – Annual data provided for N47 only

N42	545508	257827				28.5	21.3	22.1	23.5	22.0	23.7	27.7	29.8	31.5	-	-	-	Triplicate Site with N41, N42 and N47 – Annual data provided for N47 only
43	545271	257675	35.2	30.9	28.0	24.0	19.4	19.7		16.5	19.6		27.1	28.2	24.9	19.4	-	
N44	546880	257761				10.7	9.0	9.1	8.6	7.5	11.7	13.7	17.8	18.7	11.9	9.3	-	
45	545135	258391	40.4	29.3		14.2	17.9	16.5	20.2	21.8	24.9	28.6	33.1	31.4	25.3	19.7	-	
N46	546880	257356				17.2	10.5	9.9	9.9	10.2	15.1	14.2	20.1	18.7	14.0	10.9	-	
N47	545508	257827				29.7	20.2	23.3	24.1	23.4	24.6	28.3	32.1	32.7	25.9	20.2	-	Triplicate Site with N41, N42 and N47 – Annual data provided for N47 only
N48	546214	259845	41.4	32.8	29.8	26.9	15.8	16.1	14.9	16.5	23.0	24.6	28.9	29.2	25.0	19.5	-	
N49	546709	261054	35.3	25.2	29.4	24.1	17.6	18.2	15.0	14.5	19.2	24.0	28.0	28.8	23.3	18.2	-	
50	545854	257229	33.3	30.1	31.2	22.6	18.2	17.4		18.0					24.4	17.7	-	
51	544960	257152	26.6	26.0	25.4	39.9	14.7	15.7	15.6	15.7	18.5	20.2	20.2	21.9	21.7	16.9	-	
N52	546501	257197				12.5		9.0	9.1	7.0	10.8	13.5	16.9	14.3	11.6	10.7	-	
53	545897	257325	32.9	28.0	31.1	30.9		24.0	23.1	22.0	22.1	36.9	29.4	25.1	27.8	21.7	-	
54	546027	257683	33.3	23.5	22.6	14.6	12.6	13.5	12.7	12.2	14.9		27.3	22.6	19.1	14.9	-	
55	545504	261492	16.8	24.9	26.0	17.3	13.8	12.0	11.7	12.0	15.4	18.5	21.1	21.4	17.6	13.7	-	
56	546602	258796	30.0	25.3	30.9	27.8	21.8	15.7	16.4	14.4	16.4	20.7	18.7	24.9	21.9	17.1	-	
57	546060	257389	39.2	30.7	17.5	25.9		24.5	19.7	19.8	22.0	27.0	26.5	26.0	25.3	19.8	-	
58	546080	257092	40.5	33.2	32.1	28.1		28.2		23.4	26.9	36.0	29.3	34.3	31.2	24.3	-	
59	548858	257162	20.6	19.7	20.4	16.9	16.9	12.7		9.3	14.0	15.5	17.9	18.5	16.6	12.9	-	
60	547917	258942	33.9	26.4	26.4	22.0	15.3	14.7	16.8	14.2	17.0	23.1	26.5	26.4	21.9	17.1	-	
61	546341	258882	20.6	38.2	33.3	36.4	10.6			19.7	27.0	36.2	38.7	36.8	29.8	23.2	-	
62	547181	257566	23.9	20.9	24.5	17.8	10.7	14.1	10.3	12.4	16.7	18.1	20.8	20.2	17.5	13.7	-	
63	546177	257309			31.3	28.4	21.5	23.2	19.8			26.9	30.3	29.9	26.4	23.0	-	
64	544952	258856		26.4	22.3	19.8		14.0	13.3	13.8	15.8	20.2	24.2	24.6	19.4	15.2	-	

65	545896	257025	31.1	25.7	28.9	26.9	16.2	13.1	15.9	12.3	13.4	21.7	23.9	24.4	21.1	16.5	-	
66	544614	254646	39.1	29.7	28.8	26.2	20.5	22.3	16.6	19.5	23.4	26.5	26.3	27.9	25.6	19.9	-	
67	546246	257598	27.4	21.2				10.8	8.9	10.8	14.6	16.7	21.1	18.3	16.6	13.0	-	
N68	545326	258901				34.9	26.4	26.4	25.6	23.3	22.0	31.6	32.0	33.3	-	-	-	Triplicate Site with N68, N70 and N71 - Annual data provided for N71 only
69	546854	255405	29.8	21.3	23.6	19.6	13.6	15.0	14.1	14.6	19.4	19.4	23.5	23.1	19.8	15.4	-	
N70	545326	258901				35.9	26.1	26.9	27.1	23.3	24.8	31.6	30.6	31.1	-	-	-	Triplicate Site with N68, N70 and N71 - Annual data provided for N71 only
N71	545326	258901				32.5	24.8	26.6	25.7	21.7	23.0	32.4	30.4	29.0	28.1	21.9	-	Triplicate Site with N68, N70 and N71 - Annual data provided for N71 only
72	546055	259486	25.9	25.6	28.7	20.4		13.3	13.5		15.8	19.5		22.8	-	-	-	Triplicate Site with 72, 73 and 74 – Annual data provided for 74 only
73	546055	259486	31.9	22.6	29.1	21.3		12.1	13.9		16.4	19.4	18.4	23.9	-	-	-	Triplicate Site with 72, 73 and 74 – Annual data provided for 74 only
74	546055	259486		24.7	28.1	23.4		13.5	12.8		16.0	20.1	24.0	25.0	21.1	16.4	-	Triplicate Site with 72, 73 and 74 – Annual data provided for 74 only

☒ **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.**

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

Notes:

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

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

See Appendix C for details on bias adjustment and annualization.

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

New or Changed Sources Identified Within Cambridge City During 2025

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

Additional Air Quality Works Undertaken by Cambridge City During 2025

Diffusion Tube Wind Cap Project

Cambridge City Council has been undertaking a small three year wind cap project. This began in June 2023 and concludes in May 2026.

The study includes nine monitoring locations (with triplicate tubes at one site), representing a range of site classifications: rural, urban background, roadside, kerbside, and suburban. Tubes both with and without a wind cap have been located at each location. The aim is to determine whether windier conditions are affecting diffusion tube performance and whether the use of wind caps could improve reliability of NO_2 measurements, particularly at lower concentrations where passive sampling uncertainty becomes more significant.

The full results will be written up as a formal report in 2026 and distributed to relevant parties however, initial analysis suggests that tubes fitted with wind caps consistently record lower unadjusted concentrations, reflecting reduced turbulence around the tube however, following application of standard bias adjustment factors derived from co-location with an automatic monitor, the adjusted concentrations from both tubes with and without a wind cap converged with no material difference.

This indicates that while wind caps influence the raw diffusion tube data, the established LAQM bias correction process effectively accounts for this effect. In this context, the use of

wind caps does not provide a clear additional benefit for routine annual mean reporting and is unlikely to be cost-effective for network-wide deployment.

QA/QC of Diffusion Tube Monitoring

Socotec UK Ltd supply and analyse the nitrogen dioxide tubes for Cambridge City Council. The tubes are prepared by spiking acetone: triethanolamine (50:50) onto the grids prior to being assembled. The tubes are desorbed with distilled water and the extract is analysed using a segmented flow auto-analyser with ultraviolet detection. Socotec UK Ltd, Didcot is one of the laboratories that follows the AIR PT inter-comparison scheme for comparing spiked Nitrogen Dioxide diffusion tubes; SOCOTEC currently holds the highest rank of a **Satisfactory** laboratory.

Exposure periods for the diffusion tubes are those of the UK Nitrogen Dioxide Diffusion Tube Network run by National Physical Laboratory, with the tubes being changed every four or five weeks.

QA/QC procedures are as detailed in the UK NO_2 Diffusion Tube Network Instruction Manual. Some diffusion tube data were rejected from the dataset in line with guidance. Low concentrations are rare at urban background or roadside sites and are likely to result from an analytical problem or a faulty tube and therefore are rejected, particularly if they are an isolated occurrence. High concentrations are included unless there is a reason to reject them.

Monitoring was completed in adherence with the Diffusion Tube Monitoring Calendar in 2025.

Diffusion Tube Annualisation

Five tubes required annualisation Tube number N25 (Brooks Road), N26 (Perne Road), N52 (Davy Road), all of which were tubes redeployed in response to the requested monitoring in the Mill Road area following the closure of Mill Road Bridge to through traffic and were only deployed in April with maximum of 9 months exposure. Tube 50 (Hills Road 3, Botanical Gardens) and Tube 63 (Station Square). The Diffusion Tube Data Processing Tool

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

Site ID	Annualisation Factor <Site 1 Name>	Annualisation Factor <Site 2 Name>	Annualisation Factor <Site 3 Name>	Annualisation Factor <Site 4 Name>	Average Annualisation Factor	Raw Data Annual Mean	Annualised Annual Mean
N25	1.1315	1.2004	1.1378		1.1566	20.6	23.8
N26	1.1315	1.2004	1.1378		1.1566	20.0	23.1
50	0.9701	0.9274	0.8993		0.9323	24.4	22.7
N52	1.1424	1.2050	1.1777		1.1750	11.6	13.7
63	1.1375	1.1218	1.0831		1.1141	26.4	29.4

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.

Cambridge City Council have applied a national bias adjustment factor of 0.78 to the 2025 monitoring data. A summary of bias adjustment factors used by Cambridge City Council over the past five years is presented in Table C.2.

Table C.2 – Bias Adjustment Factor

Monitoring Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2025	National	03/26	0.78
2024	National	04/25	0.78
2023	Local	-	0.80
2022	National	03/23	0.76
2021	Local	-	0.67

Cambridge City Council has historically co-located triplicate diffusion tubes alongside an automatic monitor and applied a locally derived bias adjustment factor. In recent years, changes to the automatic monitors have affected the ability to use a local bias adjustment factor due to reduced data capture. This has, in some years, been further compounded by the loss of diffusion tubes during the monitoring period.

Following 'poor precision' from the co-located tubes last year, and ongoing concerns regarding the reliability of the local bias adjustment calculation as monitored pollutant concentrations continue to decline, additional triplicate tubes were deployed in April 2025 at both Gonville Place and Montague Road to increase confidence in the dataset.

However, Cambridge City Council has been unable to calculate a local bias adjustment factor for 2025 due to a combination of insufficient data capture from both the automatic monitors and diffusion tubes, meaning the minimum requirement of nine months' valid data for correlation has not been achieved.

It is anticipated that the use of a local bias adjustment factor will resume next year, drawing on data from three sites, which should provide greater confidence in the robustness of the monitoring results.

NO_2 Fall-off with Distance from the Road

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

No diffusion tube NO_2 monitoring locations within Cambridge City Council required distance correction during 2025.

QA/QC of Automatic Monitoring

Cambridge City Council had five continuous monitors operating during 2025; all are at roadside sites.

Regent Street (AURN1) is located within the office of Cambridge City Council in Mandela House. It is part of the National Automatic Urban Network (AURN) on behalf of DEFRA and has been in place since 1993 and measures NO_2.

Additional Monitors are located at Parker Street (CAM1), Montague Road (CAM5), Newmarket Road A1134 (CAM08) and Gonville Place A60 (CAM07). All council owned monitors have been undergoing a replacement programme in recent years which was completed in April 2025 with the upgrade to the Newmarket Road Monitor. All Cambridge City Council owned monitors now measure NO_2, PM_{10} and $PM_{2.5}$.

Each of the sites is calibrated and maintained every 2 (Regent street) or 4 (Montague Road, Gonville Place, Newmarket Road & Parker Street) weeks by the Local Site Operator (LSO),

Cambridge City Council. The sites are serviced every six months. Our Equipment Support Unit (ESU) services are provided by Matts Monitors. The sites are audited by Ricardo Energy & Environment either as part of the AURN or through the 'Calibration Club'. All data is collated and ratified externally by Ricardo Energy & Environment. The results are ratified and returned as hourly sequential data.

Both live and historical data is available at UK Air (Home – Defra, UK) for the Regent Street Monitor (Cambridge Roadside) and Air quality England (www.airqualityengland.co.uk) for the other sites.

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

Particulate Matter (PM_{10} & $PM_{2.5}$) Monitoring was undertaken at Montague Road (CAM5), Gonville Place (CAM07) Newmarket Road (CAM08) & Parker Street (CAM1) in 2025.

Monitoring is undertaken using Dynamics Measurement System (TEOM-FDMS). The FDMS1405DF has been declared equivalent to the reference method. And can be used without the need for correction for slope and/or intercept.

Automatic Monitoring Annualisation

The Newmarket Road automatic monitor was upgraded at the start of April 2025. Therefore, data capture for all three pollutants just fell short of the 75% target, requiring annualisation. All other automatic monitors met the 75% target. Annualisation was calculated using the Automatic Monitor Data Processing Tool

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

Background Site	Annual Data Capture (%)	Annual Mean (A_m)	CAM08	
			Period Mean (P_m)	Ratio (A_m / P_m)
Wicken Fen	99.7	7.1	5.7	1.249
Norwich Lakenfields	99.7	9.4	7.3	1.287
Northampton Spring Park	99.7	10.6	8.1	1.319

Background Site	Annual Data Capture (%)	Annual Mean (A_m)	CAM08	
			Period Mean (P_m)	Ratio (A_m / P_m)
Borehamwood Meadow Park	99.7	12.4	10.0	1.233
Average (R_a)			**1.272**	
Raw Data Annual Mean (M)			**18.9**	
Annualised Annual Mean (M x R_a)			**24.1**	

Table C.4 – Automatic PM_{10} Annualisation Summary (concentrations presented in µg/m^3)

Background Site	Annual Data Capture (%)	Annual Mean (A_m)	CAM08	
			Period Mean (P_m)	Ratio (A_m / P_m)
Wicken Fen	99.7	12.7	10.3	1.237
Norwich Lakenfields	99.7	12.1	10.4	1.161
Borehamwood Meadow Park	99.7	12.7	10.7	1.181
Average (R_a)			**1.193**	
Raw Data Annual Mean (M)			**14.4**	
Annualised Annual Mean (M x R_a)			**17.1**	

Table C.5 – Automatic $PM_{2.5}$ Annualisation Summary (concentrations presented in $\mu g/m^3$)

Background Site	Annual Data Capture (%)	Annual Mean (A_m)	CAM08	
			Period Mean (P_m)	Ratio (A_m / P_m)
Wicken Fen	99.7	8.0	5.6	1.444
Norwich Lakenfields	99.7	7.9	6.3	1.269
Northampton Spring Park	99.7	7.7	5.9	1.290
Borehamwood Meadow Park	99.7	8.2	6.4	1.287
Average (R_a)			**1.322**	
Raw Data Annual Mean (M)			**7.1**	
Annualised Annual Mean (M x R_a)			**9.5**	

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 NO_2 fall-off with distance calculator available on the LAQM Support website. Where appropriate, automatic annual mean NO_2 concentrations corrected for distance are presented in Table A.3.

No automatic NO_2 monitoring locations within Cambridge City Council required distance correction during 2025.

Summary of Low Cost Air Quality Sensor Monitoring

Cambridge City Council purchased two Zephyr low cost sensors at the end of 2025 for use in short term, local projects where understanding of real time exposure is needed. These were deployed right at the end of 2025. A third monitor was purchased in 2026. The results of these projects will be included in the 2026 ASR.

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

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

The Cambridge City Council website has a map showing the locations of the monitoring stations in Cambridge which can be zoomed in and out to discover the specific locations. A click on the icon will provide the name and number of each site.

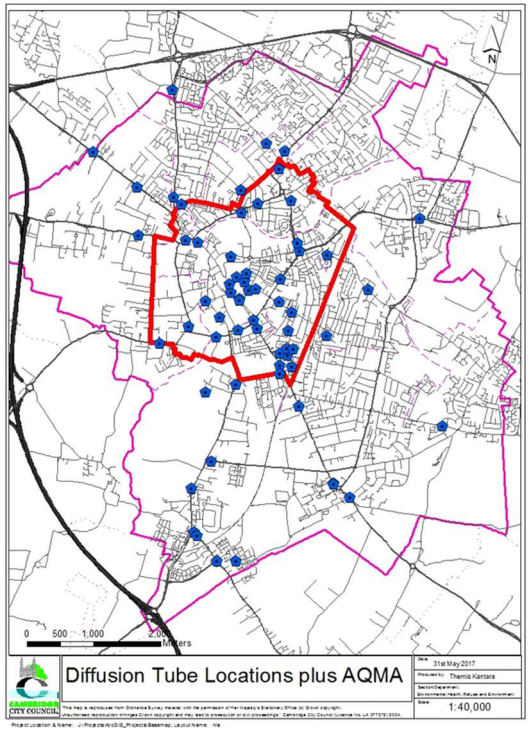
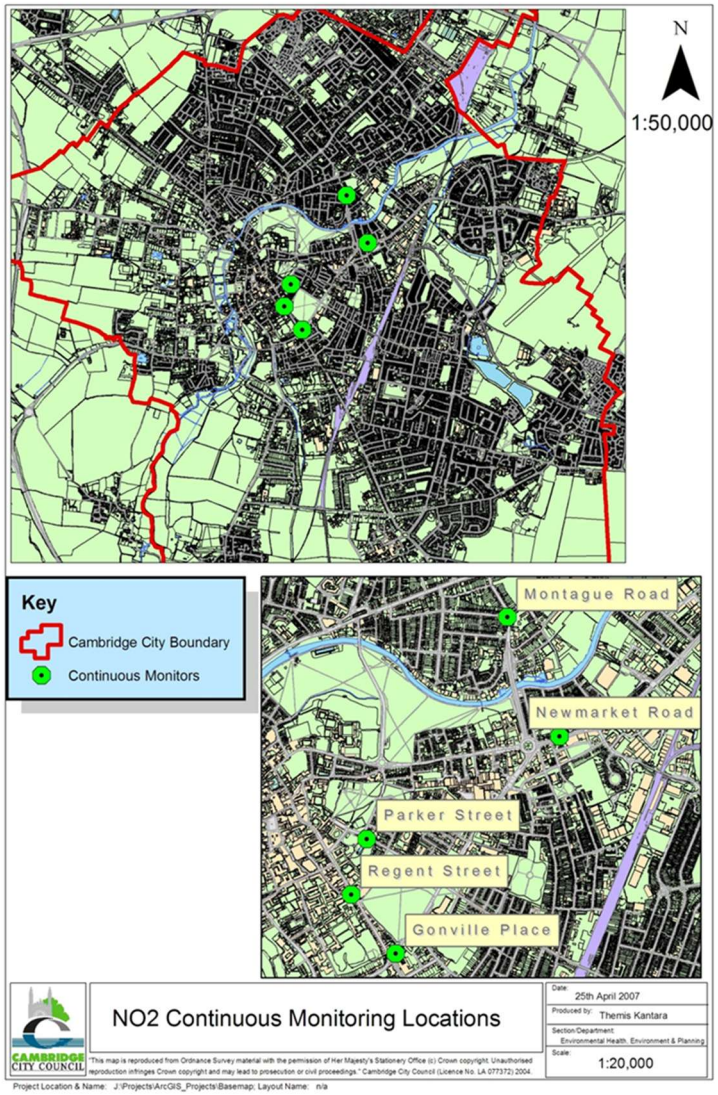


Figure D.2 – Map of Automatic Monitoring Sites


N
1:50,000
Key
Cambridge City Boundary
Continuous Monitors
Montague Road
Newmarket Road
Parker Street
Regent Street
Gonville Place
NO2 Continuous Monitoring Locations
Date:
25th April 2007
Produced by:
Themis Kantara
Section/Department:
Environmental Health, Environment & Planning
Scale:
1:20,000
CAMBRIDGE CITY COUNCIL
This map is reproduced from Ordnance Survey material with the permission of Her Majesty's Stationery Office (c) Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings." Cambridge City Council (Licence No. LA 077372) 2004.
Project Location & Name: J:\Projects\ArcGIS_Projects\Basemap; Layout Name: n/a

Appendix E: Summary of Air Quality Objectives in England

Table E.1 – Air Quality Objectives in England[6]

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

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

Glossary of Terms

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
ASR	Annual Status Report
CPCA	Cambridgeshire & Peterborough Combined Authority
Defra	Department for Environment, Food and Rural Affairs
DMRB	Design Manual for Roads and Bridges – Air quality screening tool produced by National Highways
GCP	Greater Cambridge Partnership
GCSPS	Greater Cambridge Shared Planning Service
LAQM	Local Air Quality Management
NO_2	Nitrogen Dioxide
NO_x	Nitrogen Oxides
PM_{10}	Airborne particulate matter with an aerodynamic diameter of 10µm or less
$PM_{2.5}$	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
QA/QC	Quality Assurance and Quality Control
SO_2	Sulphur Dioxide
SCDC	South Cambridgeshire District Council
WHO	World Health Organisation

References

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