

London Borough of Brent Air Quality Annual Status Report for 2024

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This report provides a detailed overview of air quality in London Borough of Brent during 2024. It has been produced to meet the requirements of the London Local Air Quality Management (LLAQM) statutory process¹.

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¹ LLAQM Policy and Technical Guidance 2019 (LLAQM.TG(19))

Contents

Abbreviations	5
1. Air Quality Monitoring	7
1.1 Locations.....	7
Automatic Monitoring Sites	7
1.2 Comparison of Monitoring Results with AQOs	20
2. Action to Improve Air Quality.....	38
2.1 Air Quality Management Areas	38
2.2 Air Quality Action Plan Progress	40
3. Planning Update and Other New Sources of Emissions	62
3.1 New or significantly changed industrial or other sources	62
4. Additional Activities to Improve Air Quality	63
4.1 London Borough of Brent Fleet.....	63
4.3 Pan-London NRMM Auditing Project	63
4.4 Air Quality Alerts	64
Appendix A Details of Monitoring Site Quality QA/QC.....	64
A.1 Automatic Monitoring Sites	64
A.2 Diffusion Tubes	64
A.3 Adjustments to the Ratified Monitoring Data	66
Appendix B Full Monthly Diffusion Tube Results for 2024	69
Appendix C Map(s) of Monitoring Locations and AQMAs	72

Tables

Table A. Summary of National Air Quality and International Standards, Objectives and Guidelines	6
Table B. Details of Automatic Monitoring Sites for 2024	7
Table C. Details of Non-Automatic Monitoring Sites for 2024	9
Table D. Annual Mean NO ₂ Monitoring Results: Automatic Monitoring (µg m ⁻³)	20
Table E. Annual Mean NO ₂ Monitoring Results: Non-Automatic Monitoring (µg m ⁻³)	23
Table F. NO ₂ Automatic Monitoring Results: Comparison with 1-hour Mean Objective, Number of 1-Hour Means > 200 µg m ⁻³	31
Table G. Annual Mean PM ₁₀ Automatic Monitoring Results (µg m ⁻³)	32
Table H. PM ₁₀ Automatic Monitoring Results: Comparison with 24-Hour Mean Objective, Number of PM ₁₀ 24-Hour Means > 50 µg m ⁻³	34
Table I. Annual Mean PM _{2.5} Automatic Monitoring Results (µg m ⁻³)	36
Table L. Declared Air Quality Management Areas	38
Table M. Delivery of Air Quality Action Plan Measures	39
Table N. Planning requirements met by planning applications in London Borough of Brent in 2024	61
Table O. Bias Adjustment Factor	64
Table P. Non-Automatic Monitoring Data Adjustment	66
Table Q. NO ₂ Fall off With Distance Calculations	67
Table R. NO ₂ 2024 Diffusion Tube Results (µg m ⁻³)	68

Figures

Figure 1. Graph showing trend of annual mean concentrations for nitrogen dioxide from 2018-2024	22
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Figure 2. Graph showing trend of annual mean concentrations for Particulate Matter 10 from 2018-2024.....	33
Figure 3. Graph showing trend of annual mean concentrations for Particulate Matter 2.5 from 2018-2024.....	37
Figure 4. Map of Non-Automatic Monitoring Site(s).....	72
Figure 5. Map of Automatic Monitoring Site(s).....	73

Abbreviations

Abbreviation	Description
AQAP	Air Quality Action Plan
AQMA	Air Quality Management Area
AQN	Air Quality Neutral
AQO	Air Quality Objective
AQP	Air Quality Positive
BEB	Buildings Emission Benchmark
CAB	Cleaner Air Borough
EV	Electric Vehicle
GLA	Greater London Authority
LAEI	London Atmospheric Emissions Inventory
LAQM	Local Air Quality Management
LLAQM	London Local Air Quality Management
NRMM	Non-Road Mobile Machinery
PM ₁₀	Particulate matter less than 10 micron in diameter
PM _{2.5}	Particulate matter less than 2.5 micron in diameter
TEB	Transport Emissions Benchmark
TfL	Transport for London

Table A. Summary of National Air Quality and International Standards, Objectives and Guidelines

Pollutant	Standard / Objective / Guideline	Averaging Period	Date ⁽¹⁾
Nitrogen dioxide (NO ₂)	200 µg m ⁻³ not to be exceeded more than 18 times a year	1-hour mean	31 Dec 2005
Nitrogen dioxide (NO ₂)	40 µg m ⁻³	Annual mean	31 Dec 2005
Nitrogen dioxide (NO ₂)	WHO AQG ⁽²⁾ : 10 µg m ⁻³	Annual mean	
Particles (PM ₁₀)	50 µg m ⁻³ not to be exceeded more than 35 times a year	24-hour mean	31 Dec 2004
Particles (PM ₁₀)	WHO AQG ⁽²⁾ : 45 µg m ⁻³ not to be exceeded more than 3-4 times a year	24-hour mean	
Particles (PM ₁₀)	40 µg m ⁻³	Annual mean	31 Dec 2004
Particles (PM ₁₀)	WHO AQG ⁽²⁾ : 15 µg m ⁻³	Annual mean	
Particles (PM _{2.5})	10 µg m ⁻³ ⁽³⁾	Annual mean	2040
Particles (PM _{2.5})	London Mayoral Objective ⁽⁴⁾ : 10 µg m ⁻³	Annual mean	2030
Particles (PM _{2.5})	WHO AQG ⁽²⁾ : 5 µg m ⁻³	Annual mean	
Particles (PM _{2.5})	Target of 15% reduction in concentration at urban background locations	3-year mean	Between 2010 and 2021
Particles (PM _{2.5})	WHO AQG ⁽²⁾ : 15 µg m ⁻³	24-hour mean	
Sulphur dioxide (SO ₂)	266 µg m ⁻³ not to be exceeded more than 35 times a year	15-minute mean	31 Dec 2005
Sulphur dioxide (SO ₂)	350 µg m ⁻³ not to be exceeded more than 24 times a year	1-hour mean	31 Dec 2004
Sulphur dioxide (SO ₂)	125 µg m ⁻³ not to be exceeded more than 3 times a year	24-hour mean	31 Dec 2004
Sulphur dioxide (SO ₂)	WHO AQG ⁽²⁾ : 40 µg m ⁻³ not to be exceeded more than 3-4 times a year	24-hour mean	

Notes:

- (1) Date by which to be achieved by and maintained thereafter
- (2) 2021 World Health Organisation Air Quality Guidelines
- (3) Environmental Target Regulations under the Environment Act 2021
- (4) London Mayoral Objective

1. Air Quality Monitoring

1.1 Locations

Automatic Monitoring Sites

The London Borough of Brent operates four automatic monitoring sites: three are roadside sites (BT4, BT6 and BT8) and one is an industrial site (BT5). Sites BT4, BT5, BT6 and BT8 measure NO₂, PM₁₀ and PM_{2.5}; and BT4 also measures O₃. All four are located within the Council's Air Quality Management Area (AQMA). The automatic monitoring sites continuously measure pollutant levels to determine annual mean concentrations of NO₂, PM₁₀ and PM_{2.5}, 24-hour mean concentrations of PM₁₀, and 1-hour mean concentrations of NO₂. Details of automatic monitoring sites are given in Table B.

Table B. Details of Automatic Monitoring Sites for 2024

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA?	Which AQMA?	Monitoring Technique	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Inlet Height (m)
BT4	IKEA	Roadside	520866	185169	NO ₂ , PM ₁₀ , PM _{2.5} , O ₃	Yes	Borough wide AQMA	Chemiluminescent; BAM	38.0	3.7	1.6
BT5	Neasden Lane	Industrial	521511	185204	NO ₂ , PM ₁₀ , PM _{2.5}	Yes	Borough wide AQMA	Chemiluminescent; BAM	35.0	4.0	2.5
BT6	John Keble Primary School	Roadside	521619	183554	NO ₂ , PM ₁₀ , PM _{2.5}	Yes	Borough wide AQMA	Chemiluminescent; BAM	10.0	2.0	2.5
BT8	Ark Franklin Primary Academy	Roadside	523716	183030	NO ₂ , PM ₁₀ , PM _{2.5}	Yes	Borough wide AQMA	Chemiluminescent; BAM	10.0	3.3	2.5

Notes:

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

(2) N/A if not applicable

Table C. Details of Non-Automatic Monitoring Sites for 2024

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	Junction of Kenton Road / Upton Gardens	Roadside	516929	188560	NO2	Yes	15.0	2.0	No	1.5
2	Harrow Road, Sudbury Court Drive	Roadside	515793	186042	NO2	Yes	10.0	1.0	No	1.5
4	Junction of Shaftesbury Avenue / Woodcock Hill	Roadside	518240	187747	NO2	Yes	6.0	1.0	No	1.5
7	Bridgewater Road / Ealing Road	Roadside	517942	183721	NO2	Yes	17.0	2.0	No	1.5
9	Junction of East Lane / Wembley Hill Road	Roadside	518499	186168	NO2	Yes	20.0	2.0	No	1.5
17	Old Church Lane junction with Neasden Lane	Roadside	520480	186537	NO2	Yes	4.0	1.0	No	1.5
21A	Central Way, Park Royal	Roadside	520077	182853	NO2	Yes	4.0	1.0	No	1.5
22	Junction of Kingsbury Road / Edgware Road	Roadside	521447	188730	NO2	Yes	5.0	1.0	No	1.5
23	Junction North Circular Road / Chartley Avenue	Roadside	521213	186125	NO2	Yes	10.0	2.0	No	1.5
26	Dudden Hill Lane junction with Willesden High Road	Roadside	522191	184821	NO2	Yes	19.0	1.0	No	1.5

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)
29	Junction Dollis Hill Lane / Cricklewood	Roadside	523191	186571	NO2	Yes	12.0	1.0	No	1.5
30	Chichele Road near Melrose Avenue	Roadside	523663	185353	NO2	Yes	9.8	1.0	No	1.5
33A	Fryent Country Park	Roadside	519572	187691	NO2	Yes	50.0	1.0	No	1.5
41	R/O 246 Neasden Lane	Roadside	521455	185920	NO2	Yes	3.0	4.0	No	1.5
48	Kilburn Park Road near junction with Shirland Road	Roadside	525196	182517	NO2	Yes	2.0	1.0	No	1.5
52A, 52B, 52C, 52D	IKEA, Hut, North Circular Road (4 tubes)	Roadside	520874	185173	NO2	Yes	10.0	1.0	Yes	1.5
53	Junction Ealing Road /Wembley High Road	Roadside	518026	185028	NO2	Yes	15.0	1.0	No	1.5
54	Ealing Road/Riverside Gardens	Roadside	518236	183207	NO2	Yes	4.0	1.0	No	1.5
60	Junction of Bridge Road/Forty Avenue	Roadside	519475	186557	NO2	Yes	35.0	1.0	No	2.0
61	Forty Lane, F/O Old Brent Town Hall	Roadside	519762	186600	NO2	Yes	40.0	1.0	No	2.0
62	Junction of Kings Drive/Forty Lane	Roadside	519667	186604	NO2	Yes	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)
63	King's Drive, Opposite 37 King's Drive	Roadside	519703	187007	NO2	Yes	7.0	1.0	No	2.5
64	The Paddocks, Opposite 9 The Paddocks	Roadside	519824	186715	NO2	Yes	20.0	1.0	No	2.1
65	Junction of Aybone Road/ NCR, Next to 517 NCR	Roadside	521313	186529	NO2	Yes	7.0	1.0	No	2.2
66	Junction of Heather Road/Tanfield Avenue	Roadside	521912	186514	NO2	Yes	20.0	1.0	No	2.1
67	Dawpool Road, F/O 24 Dawpool Road	Roadside	521651	186611	NO2	Yes	5.0	1.0	No	2.1
68	Junction of Randall Avenue/NCR, Next to 730 NCR	Roadside	521448	186626	NO2	Yes	5.0	1.0	No	2.5
69	Wrentham Avenue, F/O 65 Wrentham Avenue	Roadside	523782	183527	NO2	Yes	8.0	1.0	No	2.1
70	Junction of Peploe Road/Chevening Road, F/O 72 Chevening Road	Roadside	523828	183338	NO2	Yes	5.0	1.0	No	2.1
71	Queens Park recreational area,	Urban Background	524179	183232	NO2	Yes	25.0	45.0	No	2.1

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
	On CCTV camera post									
72	Harvist Road, F/O 139 Harvist Road	Roadside	524142	183120	NO2	Yes	5.0	1.0	No	2.1
73	Junction of Harvist Road/Salisbury Road, Opposite Kilburn Police Station	Roadside	524607	183267	NO2	Yes	3.0	1.0	No	2.1
74	Junction of Salisbury Road/Chevening Road	Roadside	524283	183882	NO2	Yes	5.0	3.0	No	2.1
75	Junction of Woodcock Hill/Woodcock Hill	Roadside	517499	187778	NO2	Yes	15.0	3.0	No	2.1
76	Lindsay Drive, near junction with Branksome way	Roadside	518430	188406	NO2	Yes	5.0	1.0	No	2.1
77	Beverly Drive, near junction of Sandhurst road	Roadside	519100	189827	NO2	Yes	11.0	1.0	No	2.1
78	Harrow Road junction of Watford Road	Roadside	516721	185478	NO2	Yes	12.0	2.0	No	2.1
79A, 79B, 79C	Ark Franklin AQ station	Roadside	523721	183008	NO2	Yes	10.0	2.0	Yes	1.5
BRT42	Police Station, Craven Park	Roadside	521131	183995	NO2	Yes	3.0	3.0	No	1.5

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)
BRT43	Pitfield Way	Roadside	520242	184541	NO2	Yes	20.0	2.0	No	1.5
BRT53	High Road Wembley	Roadside	518303	185181	NO2	Yes	4.0	0.5	No	1.5
BRT55	High Street, Harlesden	Roadside	521743	183361	NO2	Yes	3.0	0.5	No	1.5
BRT56	Chamberlayne Road	Roadside	523635	183153	NO2	Yes	15.0	0.5	No	1.5
BRT57	Kilburn Bridge	Roadside	525419	183612	NO2	Yes	8.0	0.5	No	1.5
BRT58	51 High Road, Willesden	Roadside	523031	184655	NO2	Yes	2.0	0.5	No	1.5
SZ1	Harlesden, Minet Avenue j/w Acton Lane	Roadside	521103	183408	NO2	Yes	0.0	0.3	No	
SZ2	Wykeham, Annesley Close j/w Aboyne Road	Roadside	521069	186250	NO2	Yes	0.0	0.5	No	
SZ3A	Elsley Primary School, Tokyngton Avenue	Roadside	518900	184774	NO2	Yes	0.0	2.0	No	
SZ3B	Esley Primary School Berkhamsted Avenue at Gaddesden Avenue	Roadside	518913	184670	NO2	Yes	0.0	2.2	No	
SZ4A	John Keble, Crownhill Road Manor Park Road to Harlesden Gardens	Roadside	521643	183579	NO2	Yes	0.0	0.5	No	

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)
SZ4B	Convent Jesus & Mary Language College, Crownhill Road Manor Park Road to Harlesden Gardens	Roadside	521718	183649	NO2	Yes	0.0	0.4	No	
SZ4C	MapleWalk, Crownhill Road Manor Park Road to Harlesden Gardens	Roadside	521781	183700	NO2	Yes	0.0	0.7	No	
SZ41	Leopold, Hawkeshead Road j/w Oldfield Road & Roundwood Road	Roadside	521624	184275	NO2	Yes	0.0	0.4	No	
SZ5A	St Joseph Primary, Goodson Road j/w Brownlow Road & Leopold Road	Roadside	521394	184264	NO2	Yes	0.0	0.4	No	
SZ5B	St Joseph Primary, Leopold Road j/w Goodson Road & Northcote Road	Roadside	521364	184185	NO2	Yes	0.0	0.4	No	
SZ6	Preston Park, College Road Glendale Gardens & Thirlmere Gardens	Roadside	517900	187137	NO2	Yes	0.0	0.8	No	

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)
SZ7	Mora, Mora Road J/W Temple Road & Wotton Road/St Michael's Road	Roadside	523119	185933	NO2	Yes	0.0	0.8	No	
SZ8	St Marys CE Primary, Garnet Road j/w Mayo Road	Roadside	521314	184712	NO2	Yes	0.0	0.4	No	
SZ10	Christ church, Clarence Road, Willesden Lane & Torbay Road	Roadside	524585	184031	NO2	Yes	0.0	0.8	No	
SZ11A	Our Lady of Lourdes, Wesley Road at Hillside	Roadside	520480	183908	NO2	Yes	0.0	0.4	No	
SZ11B	Stonebridge Primary, Wesley Road at Hillside	Roadside	520525	183861	NO2	Yes	0.0	0.4	No	
SZ12	Our Lady of Grace Infants, Dollis Hill Avenue at A5 & Mount Road	Roadside	523167	186491	NO2	Yes	0.0	0.3	No	
SZ14A	St Joseph Juniors, Chatsworth Avenue j/w Harrow Road	Roadside	518837	185102	NO2	Yes	0.0	0.3	No	
SZ14B	St Joseph Infants, W Avenuerley Avenue j/w Harrow Road	Roadside	518835	185012	NO2	Yes	N/A	0.0	No	

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)
SZ15	St Mary Magdalens, Linacre at junction with Acland Road	Roadside	522934	184702	NO2	Yes	N/A	0.6	No	
SZ16	Convent of J & M Infants, Access Road to school between 19 & 25	Roadside	523039	184745	NO2	Yes	0.0	0.6	No	
SZ17	Northview, Northview Cres j/w Southview	Roadside	521618	185525	NO2	Yes	N/A	1.9	No	
SZ18	Princes Frederica, Purves Road	Roadside	523224	183045	NO2	Yes	N/A	1.1	No	
SZ19	Ark Franklin, Kempe Road between Chamberlayne Road & Peploe Road	Roadside	523744	183076	NO2	Yes	N/A	0.4	No	
SZ20A	Queens Park Community, Aylestone Avenue between Chudleigh Road & Christchurch Avenue	Roadside	523678	183956	NO2	Yes	N/A	0.6	No	
SZ20B	Malorees I & J, Christchurch Avenue between Aylestone Avenue & Brondesbury Park	Roadside	524003	183995	NO2	Yes	N/A	0.7	No	

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)
SZ22	Kingsbury High, Bacon Lane from school to Roe Lane	Roadside	519883	189197	NO2	Yes	0.0	0.3	No	
SZ23	Kingsbury Green, Old Kenton Lane	Roadside	520065	188673	NO2	Yes	N/A	0.4	No	
SZ231	Slough Lane (St Robert Southwell Primary School)	Roadside	520211	188478	NO2	Yes	0.0	2.4	No	
SZ24	Mount Stewart I & J, Mount Stewart Avenue between Abercorn Gardens and Manning Gardens	Roadside	517739	187912	NO2	Yes	N/A	0.3	No	
SZ25A	Claremont High School	Roadside	518243	188627	NO2	Yes	0.0	1.8	No	
SZ25B	Uxendon School	Roadside	518184	188539	NO2	Yes	0.0	0.8	No	
SZ26	Sudbury Primary School	Roadside	516559	185913	NO2	Yes	0.0	0.6	No	
SZ27	Oakington Manor School	Roadside	519913	185066	NO2	Yes	0.0	1.2	No	
SZ63	Preston Manor Upper School, Hollycroft Avenue J/W Highfield Avenue	Roadside	518603	186544	NO2	Yes	0.0	0.6	No	
SZ81	Brentfield Primary, Meadow Garth by Homefield Close	Roadside	520512	184580	NO2	Yes	N/A	2.8	No	
PM14A	Lawrence Avenue	Roadside	520763	183700	NO2	Yes	N/A	2.2	No	

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)
PM14B	Craven Park	Roadside	521049	183874	NO2	Yes	N/A	1.6	No	
PM14C	Nicoll Road	Roadside	521401	183542	NO2	Yes	N/A	0.5	No	
PM14D	Connaught Road	Roadside	521321	183478	NO2	Yes	N/A	0.4	No	
PM16A	Fortunegate Road	Roadside	521348	183912	NO2	Yes	N/A	1.8	No	2.5
PM16B	Roundwood Road	Roadside	521741	184243	NO2	Yes	N/A	0.5	No	2.2
PM19A	Chamberlayne road (Manor School)	Roadside	523453	183500	NO2	Yes	0.0	2.0	No	2.3
PM19B	Tiverton Road	Roadside	523931	183500	NO2	Yes	N/A	0.3	No	2.3
PM19C	Salisbury road (Salisbury primary school)	Roadside	524520	183495	NO2	Yes	0.0	0.3	No	2.3
PM20C	Kilburn High Road, opposite The Black Lion Pub	Roadside	524908	184273	NO2	Yes	N/A	0.3	No	2.2
PM22A	Walm Lane	Roadside	523854	185249	NO2	Yes	N/A	0.4	No	
PM22B	Lydford Road	Roadside	523770	185086	NO2	Yes	N/A	0.6	No	
PM22C	Exeter Road	Roadside	524333	184827	NO2	Yes	N/A	0.5	No	
PM22D	Shoot-up Hill	Roadside	524486	184877	NO2	Yes	N/A	0.6	No	
PM22E	Dartmouth Road	Roadside	523846	184875	NO2	Yes	N/A	0.5	No	
PM23A	Chapter Road	Roadside	522708	184973	NO2	Yes	N/A	0.4	No	
PM23B	Acland Road	Roadside	522970	184812	NO2	Yes	N/A	0.3	No	
PM25A	Agave Road	Roadside	523246	185765	NO2	Yes	N/A	0.2	No	2.3
PM25B	Ashford Road	Roadside	523581	185671	NO2	Yes	N/A	0.6	No	2.4
PM25C	Anson Road	Roadside	523560	185395	NO2	Yes	N/A	1.8	No	2.4
PM26A	Gladstone Park Gardens	Roadside	522941	186263	NO2	Yes	N/A	0.5	No	2.4

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
PM26B	Dollis Hill Lane (Our Lady of Grace School)	Roadside	522563	186233	NO2	Yes	0.0	0.6	No	2.4
PM28A	East Lane	Roadside	517811	186252	NO2	Yes	N/A	0.9	No	
PM28B	Clarendon Gardens	Roadside	518367	185872	NO2	Yes	N/A	1.2	No	
PM28C	Castleton Avenue	Roadside	518172	186004	NO2	Yes	N/A	0.9	No	
PM28D	St John's Road	Roadside	518076	185421	NO2	Yes	N/A	0.3	No	
PM28E	Meadow Way	Roadside	517952	185913	NO2	Yes	N/A	2.1	No	
PM29A	Carlton Avenue East	Roadside	517896	186958	NO2	Yes	N/A	2.0	No	2.4
PM29B	Grasmere Avenue	Roadside	518008	187311	NO2	Yes	N/A	0.8	No	2.4
PM29C	Preston Road	Roadside	518280	187411	NO2	Yes	N/A	0.2	No	2.4
PM32A	Princes Avenue	Roadside	519588	189311	NO2	Yes	N/A	0.7	No	2.4
PM32B	Brampton Road	Roadside	519432	188972	NO2	Yes	N/A	0.4	No	2.3
PM32C	Berkeley Road	Roadside	519268	188982	NO2	Yes	N/A	2.5	No	
PM36A	Cecil Avenue	Roadside	518590	185172	NO2	Yes	N/A	0.4	No	
PM36B	Harrow Road	Roadside	519200	184899	NO2	Yes		0.9	No	

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.

1.2 Comparison of Monitoring Results with AQOs

NO₂ Concentrations

Table D provides annual mean NO₂ concentrations at automatic monitoring sites for the years 2018 to 2024 inclusive. The concentration values are those at the monitoring site. Exceedances of the 40 µg m⁻³ AQO (Table A) for annual mean NO₂ are highlighted. Details of monitoring site QA/QC for 2024 measurements are given in Appendix A.

Table D. Annual Mean NO₂ 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 % ^(a)	Valid data capture 2024 % ^(b)	2018	2019	2020	2021	2022	2023	2024
BT4	520866	185169	Roadside	97.4	97.4	<u>71.0</u>	<u>63.0</u>	49.0	46.4	43.2	38.7	30.9
BT5	521511	185204	Industrial	99.5	99.5	38.0	38.0	29.0	30.0	28.0	24.8	22.9
BT6	521619	183554	Roadside	98.4	98.3	39.0	37.0	29.0	28.7	27.7	24.1	21.8
BT8	523716	183030	Roadside	99.6	99.6	46.0	41.0	29.0	31.5	28.6	23.0	23.2

Notes:

The annual mean concentrations are presented as µg m⁻³.

Exceedances of the NO₂ annual mean AQO of 40 µg m⁻³ are shown in **bold**.

NO₂ annual means in excess of 60 µg m⁻³, indicating a potential exceedance of the NO₂ hourly mean AQS objective are shown in **bold and underlined**.

Means for diffusion tubes have been corrected for bias.

All means have been “annualised” in accordance with LLAQM Technical Guidance if valid data capture for the calendar year is less than 75% and greater than 25%.

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

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

(b) Data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%).

All automatic monitoring sites saw a decrease in concentrations from 2023 to 2024. Since 2019, the roadside automatic monitoring stations have measured, on average, a decrease of 45% in the annual mean concentration of NO₂. The industrial site (Neasden, BT5) has seen a decrease of 39.7% since 2019.

The monitoring location BT4 (IKEA, North Circular) fell below the NO₂ annual mean AQO of 40 µg m⁻³ in 2023 for the first time in seven years. In 2024, there was a further decrease to 30.9 µg m⁻³ in 2024, taking it below the threshold of being within 10% of the AQO of 40 µg m⁻³ (Table A). In 2024, monitoring locations BT5, BT6 and BT8 were below the WHO interim 2 guideline² of 30 µg m⁻³ (Table A) but above the WHO guideline of 10 µg m⁻³ (Table A). The trends in annual mean NO₂ concentrations are illustrated in Figure 1.

Figure 1. Graph showing trend of annual mean concentrations for nitrogen dioxide from 2018-2024

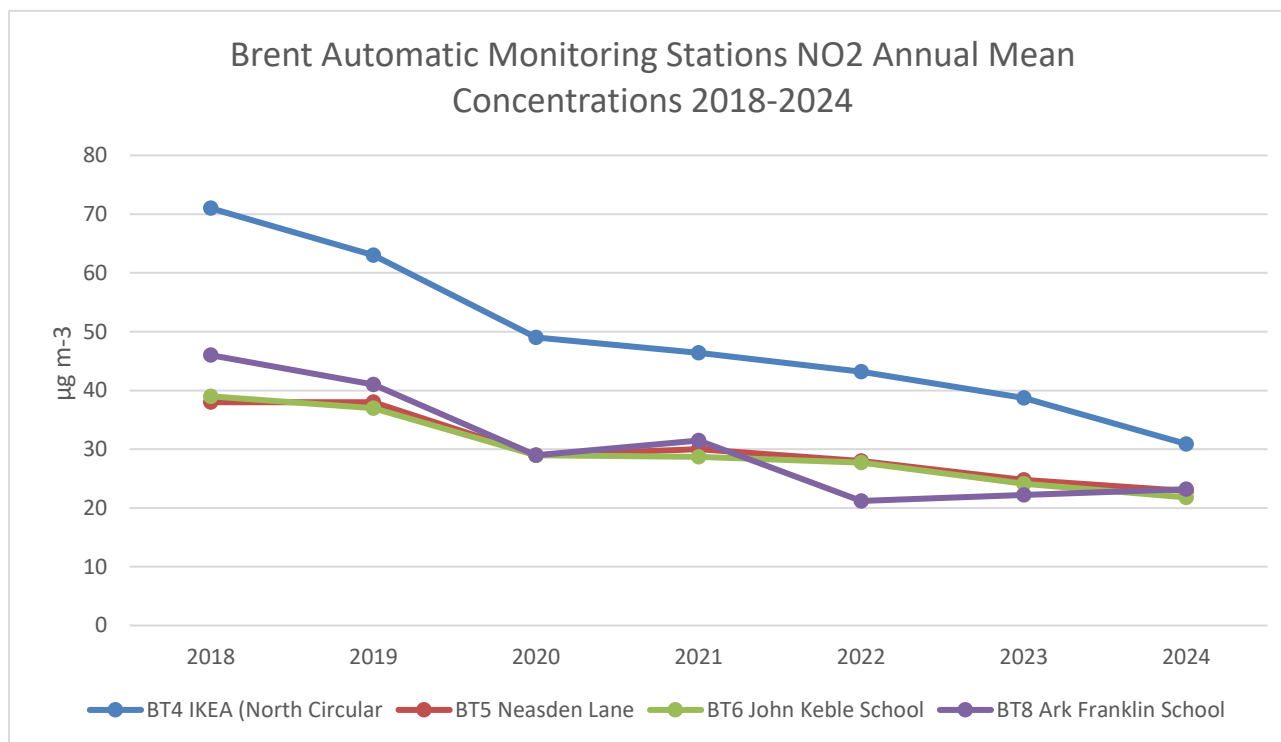


Table E. Annual Mean NO₂ Monitoring Results: Non-Automatic Monitoring (µg m⁻³)

Table E provides annual mean NO₂ concentrations at non-automatic monitoring sites for the years 2018 to 2024 inclusive. The concentration values are those at the monitoring site. Exceedances of the 40 µg m⁻³ AQO (Table A) for annual mean NO₂ are highlighted. Details of monitoring site QA/QC for 2024 measurements are given in Appendix A.

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 2024 (%) ⁽²⁾	2018	2019	2020	2021	2022	2023	2024
1	516929	188560	Roadside	89.8	89.8	<u>LD</u>	39.8	28.4	31.8	27.7	22.3	20.7
2	515793	186042	Roadside	80.7	80.7	<u>LD</u>	40.6	27.4	33.9	31.4	18.9	22.9
4	518240	187747	Roadside	80.7	80.7	<u>LD</u>	37.9	28.9	30.2	30.9	22.7	22.6
7	517942	183721	Roadside	0.0	0.0	<u>LD</u>	56.2	37.2	49.8	46.7	28.0	-
9	518499	186168	Roadside	89.8	89.8	<u>LD</u>	47.4	35.1	40.5	39.2	20.3	23.7
17	520480	186537	Roadside	83.6	83.6	<u>LD</u>	51.6	36.0	39.0	40.4	22.0	30.9
21A	520077	182853	Roadside	80.7	80.7	<u>LD</u>	41.6	30.6	32.4	30.7	21.7	23.8
22	521447	188730	Roadside	98.4	98.4	<u>LD</u>	46.9	36.6	44.9	35.5	26.6	28.3
23	521213	186125	Roadside	90.6	90.6	<u>LD</u>	<u>83.1</u>	58.4	<u>60.9</u>	53.7	30.5	43.1
26	522191	184821	Roadside	98.4	98.4	<u>LD</u>	39.5	25.8	31.1	33.2	21.8	24.6
29	523191	186571	Roadside	74.3	74.3	<u>LD</u>	35.3	26.6	29.3	28.8	23.8	19.7
30	523663	185353	Roadside	90.6	90.6	<u>LD</u>	37.7	26.2	29.2	29.6	23.9	25.1
33A	519572	187691	Roadside	98.4	98.4	<u>LD</u>	40.2	26.0	29.1	27.9	17.6	20.3

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 2024 (%) ⁽²⁾	2018	2019	2020	2021	2022	2023	2024
41	521455	185920	Roadside	76.1	76.1	<u>LD</u>	42.3	43.1	50.6	46.7	40.4	42.7
48	525196	182517	Roadside	98.4	98.4	<u>LD</u>	41.8	30.1	33.3	30.3	24.6	23.4
52a, 52b, 52c, 52d	520874	185173	Roadside	98.4	98.4	<u>LD</u>	70.6	46.6	46.2	44.4	37.7	34.7
53	518026	185028	Roadside	88.5	88.5	<u>LD</u>	71.5	49.9	64.5	62.4	28.6	41.8
54	518236	183207	Roadside	98.4	98.4	<u>LD</u>	42.3	27.1	31.2	30.6	25.4	23.2
60	519475	186557	Roadside	80.2	80.2	<u>LD</u>	47.9	33.1	44.3	42.7	24.2	30.3
61	519762	186600	Roadside	90.6	90.6	<u>LD</u>	65.0	49.6	61.2	59.0	25.2	30.8
62	519667	186604	Roadside	88.5	88.5	<u>LD</u>	40.6	26.6	30.4	31.6	31.0	43.5
63	519703	187007	Roadside	98.4	98.4	<u>LD</u>	26.0	19.0	20.5	20.2	27.9	15.4
64	519824	186715	Roadside	90.9	90.9	<u>LD</u>	33.5	23.0	28.5	28.0	28.0	21.9
65	521313	186529	Roadside	98.4	98.4	<u>LD</u>	45.1	33.7	34.2	32.8	29.6	25.3
66	521912	186514	Roadside	58.2	58.2	<u>LD</u>	34.6	25.3	29.2	28.8	24.8	20.9
67	521651	186611	Roadside	92.0	92.0	<u>LD</u>	45.8	24.1	26.0	25.7	26.0	19.0
68	521448	186626	Roadside	98.4	98.4	<u>LD</u>	34.6	32.4	32.5	30.3	32.1	24.1
69	523782	183527	Roadside	98.4	98.4	<u>LD</u>	33.0	21.6	25.8	24.0	19.2	18.2
70	523828	183338	Roadside	98.4	98.4	<u>LD</u>	33.0	21.5	23.5	22.8	22.2	18.2
71	524179	183232	Urban Background	80.7	80.7	<u>LD</u>	30.2	20.1	22.8	22.4	20.4	18.3
72	524142	183120	Roadside	98.4	98.4	<u>LD</u>	35.6	24.9	26.7	25.3	20.2	19.6
73	524607	183267	Roadside	89.0	89.0	<u>LD</u>	38.1	26.0	30.0	28.5	23.4	22.0

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 2024 (%) ⁽²⁾	2018	2019	2020	2021	2022	2023	2024
74	524283	183882	Roadside	98.4	98.4	<u>LD</u>	31.4	22.4	26.2	23.7	17.9	19.3
75	517499	187778	Roadside	98.4	98.4	<u>LD</u>	31.4	19.5	22.7	21.3	18.4	16.6
76	518430	188406	Roadside	89.0	89.0	<u>LD</u>	25.9	21.8	18.3	18.0	18.5	13.8
77	519100	189827	Roadside	89.0	89.0	<u>LD</u>	31.2	23.0	24.9	23.3	16.7	16.0
78	516721	185478	Roadside	90.3	90.3	<u>LD</u>	43.8	30.7	33.2	32.1	23.4	26.3
79a, 79b, 79c	523721	183008	Roadside	64.9	64.9	<u>LD</u>	42.2	28.6	30.0	27.3	22.1	20.0
BRT42	521131	183995	Roadside	98.4	98.4	<u>LD</u>	40.2	26.8	30.6	30.9	24.4	24.1
BRT43	520242	184541	Roadside	88.5	88.5	<u>LD</u>	63.8	46.5	41.9	40.4	24.3	32.7
BRT53	518303	185181	Roadside	98.4	98.4	<u>LD</u>	66.3	74.3	57.7	65.3	29.3	40.9
BRT55	521743	183361	Roadside	91.4	91.4	<u>LD</u>	88.4	40.6	116.5	82.2	28.1	55.3
BRT56	523635	183153	Roadside	98.4	98.4	<u>LD</u>	67.5	40.7	38.4	34.4	29.0	30.7
BRT57	525419	183612	Roadside	98.4	98.4	<u>LD</u>	55.2	33.8	53.3	49.8	35.3	34.7
BRT58	523031	184655	Roadside	98.4	98.4	<u>LD</u>	48.6	40.5	38.4	35.6	31.4	32.3
SZ1	521103	183408	Roadside	74.5	74.5	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	25.6	25.8	20.5	21.8
SZ2	521069	186250	Roadside	89.0	89.0	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	25.6	25.2	24.5	19.1
SZ3A	518900	184774	Roadside	82.6	82.6	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	21.5	20.4	17.5	16.1
SZ3B	518913	184670	Roadside	91.4	91.4	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	20.5	19.7	23.8	15.8
SZ4A	521643	183579	Roadside	82.6	82.6	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	26.9	26.9	22.1	21.4
SZ4B	521718	183649	Roadside	83.4	83.4	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	27.9	28.0	19.8	21.9

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 2024 (%) ⁽²⁾	2018	2019	2020	2021	2022	2023	2024
SZ4C	521781	183700	Roadside	91.4	91.4	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	23.4	23.8	20.0	19.8
SZ41	521624	184275	Roadside	93.0	93.0	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	22.1	21.5	18.0	16.3
SZ5A	521394	184264	Roadside	82.6	82.6	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	22.6	21.9	19.3	16.8
SZ5B	521364	184185	Roadside	98.4	98.4	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	24.6	22.9	19.9	18.1
SZ6	517900	187137	Roadside	98.4	98.4	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	19.7	19.2	16.3	14.3
SZ7	523119	185933	Roadside	98.4	98.4	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	23.0	22.5	18.7	17.2
SZ8	521314	184712	Roadside	80.4	80.4	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	25.0	25.5	19.8	19.1
SZ10	524585	184031	Roadside	98.4	98.4	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	24.0	22.7	19.5	17.5
SZ11A	520480	183908	Roadside	98.4	98.4	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	21.0	23.2	25.6	17.9
SZ11B	520525	183861	Roadside	90.6	90.6	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	23.7	23.1	25.4	18.2
SZ12	523167	186491	Roadside	90.1	90.1	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	24.1	24.4	19.1	17.5
SZ14A	518837	185102	Roadside	90.6	90.6	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	22.8	23.4	20.4	18.2
SZ14B	518835	185012	Roadside	98.4	98.4	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	24.7	23.8	19.9	18.0
SZ15	522934	184702	Roadside	82.3	82.3	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	23.9	25.6	19.8	18.2
SZ16	523039	184745	Roadside	98.4	98.4	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	22.4	22.2	17.9	17.1
SZ17	521618	185525	Roadside	98.4	98.4	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	26.8	25.6	22.6	20.3
SZ18	523224	183045	Roadside	89.0	89.0	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	26.6	25.0	21.3	19.0
SZ19	523744	183076	Roadside	98.4	98.4	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	24.0	23.3	19.6	21.6
SZ20A	523678	183956	Roadside	91.4	91.4	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	19.2	18.9	17.5	14.7
SZ20B	524003	183995	Roadside	98.4	98.4	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	21.5	19.9	16.6	16.3

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 2024 (%) ⁽²⁾	2018	2019	2020	2021	2022	2023	2024
SZ22	519883	189197	Roadside	71.6	71.6	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	18.1	17.5	15.3	13.4
SZ23	520065	188673	Roadside	90.1	90.1	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	21.8	19.6	14.5	14.5
SZ231	520211	188478	Roadside	80.2	80.2	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	21.2	19.4	15.1	13.7
SZ24	517739	187912	Roadside	98.4	98.4	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	19.2	16.9	17.2	13.4
SZ25A	518243	188627	Roadside	98.4	98.4	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	19.7	19.0	17.2	13.9
SZ25B	518184	188539	Roadside	78.3	78.3	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	17.6	18.1	15.3	12.2
SZ26	516559	185913	Roadside	98.4	98.4	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	24.8	20.7	22.5	15.9
SZ27	519913	185066	Roadside	89.0	89.0	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	22.8	23.0	21.5	18.0
SZ63	518603	186544	Roadside	92.0	92.0	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	19.8	20.0	21.2	14.4
SZ81	520512	184580	Roadside	91.4	91.4	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	24.3	23.0	20.5	18.4
PM14A	520763	183700	Roadside	89.8	89.8	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	24.9	25.2	21.5	20.2
PM14B	521049	183874	Roadside	98.4	98.4	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	37.1	35.8	58.2	30.2
PM14C	521401	183542	Roadside	98.4	98.4	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	24.4	24.8	20.8	18.9
PM14D	521321	183478	Roadside	65.7	65.7	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	25.1	25.2	21.0	19.9
PM16A	521348	183912	Roadside	98.4	98.4	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	27.9	26.8	25.1	20.2
PM16B	521741	184243	Roadside	93.0	93.0	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	23.0	21.9	23.9	17.5
PM19A	523453	183500	Roadside	90.1	90.1	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	31.6	32.4	23.3	27.2
PM19B	523931	183500	Roadside	89.8	89.8	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	24.4	23.2	20.0	19.4
PM19C	524520	183495	Roadside	90.9	90.9	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	28.3	27.7	23.3	23.1
PM20C	524908	184273	Roadside	64.1	64.1	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	34.3	36.5	25.5	31.3

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 2024 (%) ⁽²⁾	2018	2019	2020	2021	2022	2023	2024
PM22A	523854	185249	Roadside	98.4	98.4	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	26.1	24.3	20.0	18.8
PM22B	523770	185086	Roadside	98.4	98.4	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	24.6	22.9	19.2	17.7
PM22C	524333	184827	Roadside	87.7	87.7	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	23.2	22.2	19.9	16.8
PM22D	524486	184877	Roadside	98.4	98.4	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	43.1	44.7	27.1	27.2
PM22E	523846	184875	Roadside	90.9	90.9	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	22.7	20.9	21.8	16.2
PM23A	522708	184973	Roadside	98.4	98.4	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	26.1	25.8	21.0	19.9
PM23B	522970	184812	Roadside	98.4	98.4	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	24.0	23.8	19.7	18.2
PM25A	523246	185765	Roadside	82.0	82.0	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	25.1	23.4	19.8	19.5
PM25B	523581	185671	Roadside	82.3	82.3	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	24.3	23.0	19.3	16.7
PM25C	523560	185395	Roadside	98.4	98.4	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	26.9	25.4	19.3	18.0
PM26A	522941	186263	Roadside	98.4	98.4	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	24.8	23.2	19.2	17.2
PM26B	522563	186233	Roadside	98.4	98.4	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	24.7	23.7	20.1	17.8
PM28A	517811	186252	Roadside	98.4	98.4	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	41.5	38.6	20.4	26.4
PM28B	518367	185872	Roadside	98.4	98.4	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	21.4	21.2	18.0	15.5
PM28C	518172	186004	Roadside	98.4	98.4	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	24.7	23.9	18.4	17.8
PM28D	518076	185421	Roadside	90.6	90.6	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	24.0	24.0	25.7	18.4
PM28E	517952	185913	Roadside	98.4	98.4	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	22.3	21.1	22.3	16.1
PM29A	517896	186958	Roadside	98.4	98.4	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	23.6	22.7	19.9	16.9
PM29B	518008	187311	Roadside	89.8	89.8	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	21.7	20.2	18.4	16.0
PM29C	518280	187411	Roadside	98.4	98.4	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	34.2	32.7	18.5	19.3

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 2024 (%) ⁽²⁾	2018	2019	2020	2021	2022	2023	2024
PM32A	519588	189311	Roadside	82.6	82.6	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	25.4	20.7	17.0	17.8
PM32B	519432	188972	Roadside	82.6	82.6	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	22.9	21.2	18.7	16.3
PM32C	519268	188982	Roadside	70.2	70.2	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	23.4	21.5	16.4	17.5
PM36A	518590	185172	Roadside	82.3	82.3	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	28.6	27.5	23.6	25.5
PM36B	519200	184899	Roadside	98.4	98.4	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	31.2	30.0	22.8	21.9

☒ Annualisation has been conducted where data capture is <75% and >25% in line with LLAQM.TG19

☒ Diffusion tube data has been bias adjusted.

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

Notes:

The annual mean concentrations are presented as $\mu\text{g m}^{-3}$.

Exceedances of the NO₂ annual mean objective of $40\mu\text{g m}^{-3}$ are shown in **bold**.

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

Means for diffusion tubes have been corrected for bias. All means have been “annualised” in accordance with LLAQM Technical Guidance if valid data capture for the calendar year is less than 75% and greater than 25%.

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%).

Since 2019, annual mean NO₂ concentrations have decreased at all but two sites, ID41 (Neasden Lane) and ID62 (Kings Drive /Forty Lane), which have increased from 42.3 µg m⁻³ to 42.7 µg m⁻³ and 40.6 µg m⁻³ to 43.5 µg m⁻³ respectively. For 2024, there are six sites (23: North Circular Road, 41: Neasden Lane, 53: Ealing Road/Wembley High Road, BRT53: Wembley High Road, BRT55: Harlesden High Street, and 62: /Forty Lane) that exceed the AQO of 40 µg m⁻³ (Table A). Out of 115 sites in 2024, 82 sites (71%) saw a decrease in NO₂ concentrations from 2023. The remaining 33 sites that experienced an increase from 2023 concentrations are all at roadside. Of those sites, the concentrations at all but one reduced since 2022 (the exception being site 62: Kings Drive/Forty Lane). Please note that site ID7 (Bridgewater Road / Ealing Road) was not accessible for diffusion tube deployment for the monitoring year due to construction.

Table F. NO₂ Automatic Monitoring Results: Comparison with 1-hour Mean Objective, Number of 1-Hour Means > 200 µg m⁻³

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid data capture for monitoring period % ^(a)	Valid data capture 2024 % ^(b)	2018	2019	2020	2021	2022	2023	2024
BT4	520866	185169	Roadside	97.4	97.4	1	9	0	2	0	2	0
BT5	521511	185204	Industrial	99.5	99.5	1	2	0	0	0	0	0
BT6	521619	183554	Roadside	98.4	98.3	0	0	0	0	0	0	0
BT8	523716	183030	Roadside	99.6	99.6	0	0	0	0	0	0	0

Notes

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

Exceedance of the NO₂ short term AQO of 200 µg m⁻³ over the permitted 18 hours per 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.

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

(b) Data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%)

For 2024, there were no exceedances of the 1-hour mean being greater than 200 µg m⁻³ which means the air quality objective (Table A) has been met at all sites.

PM10 Concentrations

Table G provides annual mean PM10 concentrations at automatic monitoring sites for the years 2018 to 2024 inclusive. The concentration values are those at the location of the monitoring site. Details of monitoring site QA/QC for 2024 measurements are given in Appendix A.

Table G. Annual Mean PM₁₀ Automatic 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 % ^(a)	Valid data capture 2024 % ^(b)	2018	2019	2020	2021	2022	2023	2024
BT4	520866	185169	Roadside	99.0	98.9	32.0	30.0	26.0	25.6	27.9	25.7	22.5
BT5	521511	185204	Industrial	98.0	98.0	28	26	21	21.4	18.9	16.7	19.3
BT6	521619	183554	Roadside	95.3	95.2	20	19	19	17.6	16.7	15.2	14.8
BT8	523716	183030	Roadside	98.5	98.5	19	18	17	17.6	17.2	14.8	14.6

Notes

The annual mean concentrations are presented as µg m⁻³.

Exceedances of the PM₁₀ annual mean AQO of 40 µg m⁻³ are shown in **bold**.

All means have been “annualised” in accordance with LLAQM Technical Guidance, if valid data capture is less than 75% and more than 25%.

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

(b) Data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%).

All four automatic monitoring sites measuring PM10 have recorded decreases since 2018. All sites meet the annual mean PM10 AQO of $40 \mu\text{g m}^{-3}$ (Table A). Three of the sites (BT5, BT6 and BT8) continue to meet the WHO interim target 4 of $20 \mu\text{g m}^{-3}$ and two sites (BT6 and BT8) meet the WHO guideline of $15 \mu\text{g m}^{-3}$ (Table A). The trends in annual mean concentrations are illustrated in Figure 2.

Figure 2. Graph showing trend of annual mean concentrations for Particulate Matter 10 from 2018-2024

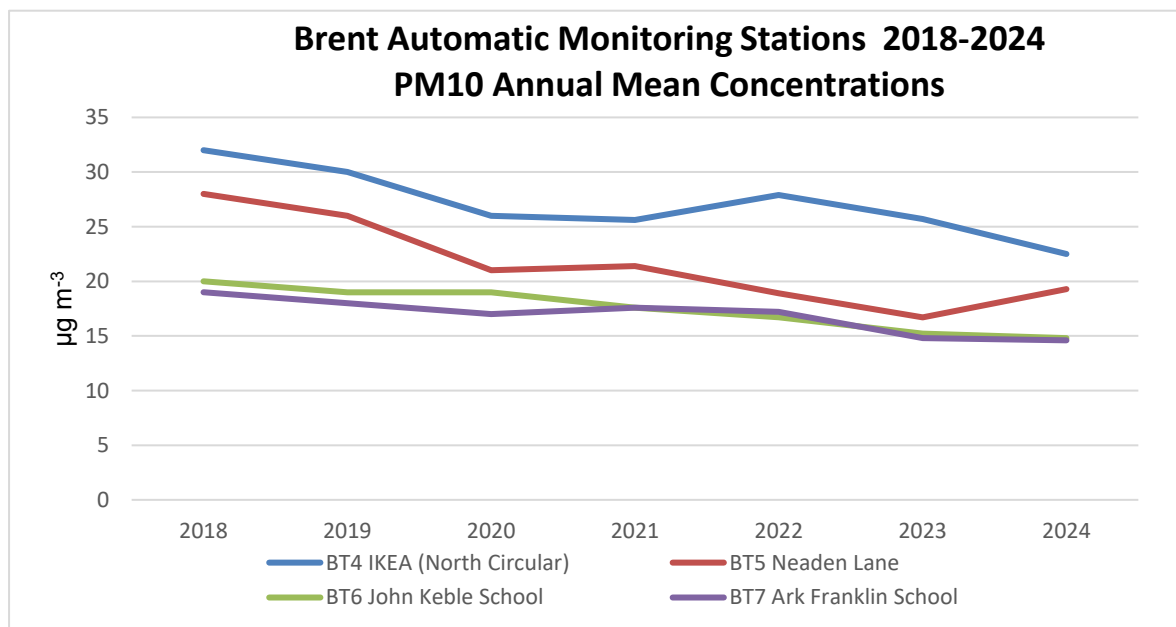


Table H gives the number of exceedances of the $50 \mu\text{g m}^{-3}$ AQO threshold for 24-hour mean PM₁₀ concentrations (Table A) at automatic monitoring sites for the years 2018 to 2024 inclusive. The values are those at the location of the monitoring site. Details of monitoring site QA/QC for 2024 measurements are given in Appendix A.

Table H. PM₁₀ Automatic Monitoring Results: Comparison with 24-Hour Mean Objective, Number of PM₁₀ 24-Hour Means > $50 \mu\text{g m}^{-3}$

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid data capture for monitoring period % ^(a)	Valid data capture 2024 % ^(b)	2018	2019	2020	2021	2022	2023	2024
BT4	520866	185169	Roadside	99.0	98.9	37	29	20	16	24	21	8
BT5	521511	185204	Industrial	98.0	98.0	22	11	3	4	3	0	3
BT6	521619	183554	Roadside	95.3	95.2	1	4	4	0	1	0	0
BT8	523716	183030	Roadside	98.5	98.5	1	1	1	1	1	0	0

Exceedances of the PM₁₀ 24-hour mean objective ($50 \mu\text{g m}^{-3}$ over the permitted 35 days per year) are shown in **bold**.

Where the period of valid data is less than 85% of a full year, the 90.4th percentile is provided in brackets.

(a) data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

(b) data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%).

For 2024, BT4 automatic monitoring location measured 8 exceedances of the $50 \mu\text{g m}^{-3}$ threshold, BT5 measured 3 exceedances, where BT6 and BT8 measured no exceedances. Therefore, the AQO for 24-hour mean PM10 (Table A) was met at these sites.

PM2.5 Concentrations

Table I provides annual mean PM2.5 concentrations at automatic monitoring sites for the years 2018 to 2024 inclusive. The concentration values are those at the location of the monitoring site. Details of monitoring site QA/QC for 2024 measurements are given in Appendix A.

Table I. Annual Mean PM_{2.5} Automatic Monitoring Results ($\mu\text{g m}^{-3}$)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid data capture for monitoring period % ^(a)	Valid data capture 2024 % ^(b)	2018	2019	2020	2021	2022	2023	2024
BT4	520866	185169	Roadside	88.4	88.4	20.0	20.7	13.0	13.5	12.8	11.2	10.1
BT5	521511	185204	Industrial	97.4	93.0						8.7	7.5
BT6	521619	183554	Roadside	98.8	98.8						11.0	8.3
BT8	523716	183030	Roadside	88.4	88.4	14.6	18.9	13.7	7.4	7.5	11.9	8.9

Notes

The annual mean concentrations are presented as $\mu\text{g m}^{-3}$.

Exceedances of the PM_{2.5} annual mean AQO of $10 \mu\text{g m}^{-3}$ are shown in **bold**.

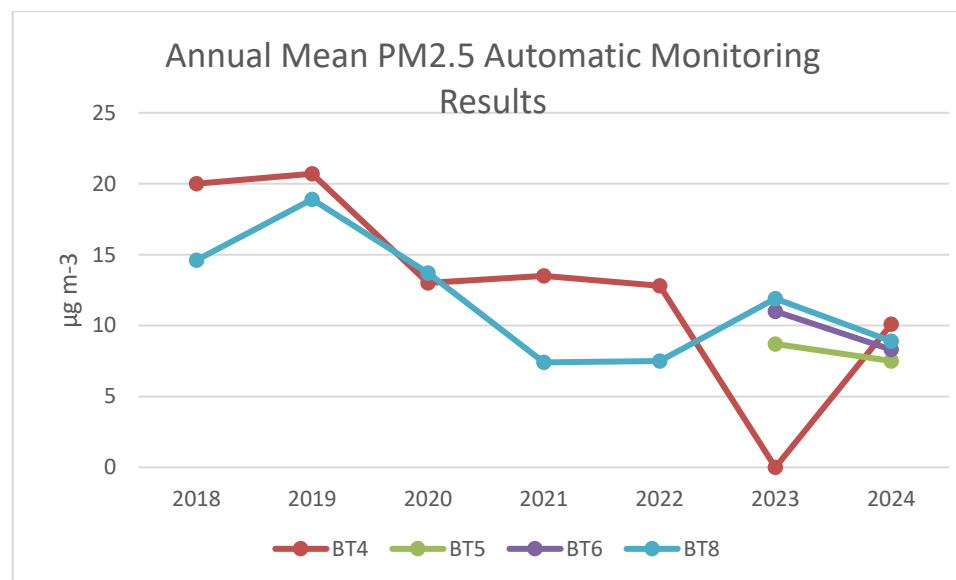
All means have been “annualised” in accordance with LLAQM Technical Guidance, if valid data capture is less than 75% and more than 25%.

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

(b) Data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%).

Generally, monitored PM2.5 concentrations have declined since 2018, other than a slight increase in 2023 at monitoring location BT8. However, the monitored concentration at this location, although higher than 2021 and 2022, has reduced since 2023. BT5, BT6 and BT8 are all below the London Mayoral Objective and Environment Target Regulations of $10 \mu\text{g m}^{-3}$. All sites are above the World Health Organisation objective of $5 \mu\text{g m}^{-3}$ (Table A).

Figure 3. Graph showing trend of annual mean concentrations for Particulate Matter 2.5 from 2018-2024



2. Action to Improve Air Quality

2.1 Air Quality Management Areas

Air Quality Management Areas (AQMA) are declared when there is an exceedance or likely exceedance of an air quality objective. After declaration, the authority should prepare an Air Quality Action Plan (AQAP) within 12 months. The AQAP should specify how air quality targets will be achieved and maintained, and provide dates by which measures will be carried out.

A summary of AQMA declared by London Borough of Brent can be found in Table . The table presents a description of the AQMA that is currently designated within the borough. Appendix C provides maps of the AQMA and also the air quality monitoring locations in relation to the AQMA. The air quality objectives pertinent to the current AQMA designation are as follows:

- NO₂ annual mean;
- PM₁₀ 24-hour mean.

Table L. Declared Air Quality Management Areas

AQMA Name	Date of Declaration	Pollutants and Air Quality Objectives	One Line Description	Is air quality in the AQMA influenced by roads controlled by Highways England?	Level of Exceedance: Declaration	Level of Exceedance: Current Year	Number of Years Compliant with Air Quality Objective	Name and Date of AQAP Publication	Web Link to AQAP
Borough wide AQMA	June 2023	Annual mean NO2 and 24 hour PM10	The 2006 AQMA has been extended to encompass the entire Borough of Brent	Yes	82.2	42.8 µg/m3 (highest NO2 reading from statutory diffusion tube network for 2024)	0	Air Quality Action Plan 2023 – 2027	London Borough of Brent Air Quality Action Plan 2023 to 2027

- ☒ The London Borough of Brent confirm the information on UK-Air regarding their AQMA(s) is up to date.
- ☒ The London Borough of Brent confirm that all current AQAPs have been submitted to GLA.

2.2 Air Quality Action Plan Progress

The London Borough of Brent's Air Quality Action Plan was adopted in December 2023 and details actions the Council will take to reduce air pollution and raise awareness of its health impacts from 2023 – 2027 inclusive. Table provides a summary of London Borough of Brent's progress against the Air Quality Action Plan, showing progress made in 2024.

Table M. Delivery of Air Quality Action Plan Measures

Measure	LLAQM Action Matrix Theme	Action	Progress • Emissions/Concentration data • Benefits • Negative impacts / Complaints
M5	Monitoring and other core statutory duties	Share air quality monitoring data in an easy-to access format	A dedicated Air Quality dashboard has been developed which enables residents to more easily find monitoring data at locations relevant to them and to compare the data from previous years. It enables comparison with the World Health Organisation guidelines as well as the UK air Quality Objectives. This is accessible via Brent's Open Data site Brent Joint Strategic Needs Assessment (JSNA) 2023 Brent Open Data
RA4	Public health and awareness raising	Work with schools and nurseries to improve air quality and to raise awareness about pollution in the local areas	A Defra funded "Healthy Routes to School" project was delivered over the course of 2024. This project aimed to raise awareness of the benefits of walking on quieter roads on the way to and from school. Key outcomes were: - "low pollution route maps", presentations, lesson plans and scripts made for 93 schools. - 59 workshops were delivered

Measure	LLAQM Action Matrix Theme	Action	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
			- 6,200 students taught - 4 parent workshops delivered with 35 parents engaged - 1 "Clean Air" mural painted - A citizen science day held
CT12	Cleaner transport	Encourage walking and cycling in the borough by providing support	The council ran a range of activities to help make cycling help facilitate cycling in the borough: - 481 adults and 1284 children participated in cycle training sessions. - 45 residents hired bikes via the Try Before you Bike scheme. - 48 Dr Bike sessions were held across the borough. During these events, 473 bikes were repaired Also to help make walking and cycling safer and easier, there are now 31 school streets across the borough. In 2024, we consulted on three new trial schemes, two of which will be trialled in 2025.
M1	Monitoring and other core statutory duties	Maintaining and where possible expanding monitoring networks, and fulfilling other statutory duties	Brent Council maintains four automatic monitoring stations (three are roadside and one is industrial). Of these, all four measure NO₂ and PM₁₀ and PM_{2.5} and one measure O₃. All automatic stations are calibrated fortnightly and received preventative maintenance visits every six months during 2024.. Our service contract provides a 48hr breakdown response service and telephone diagnostic support, to maintain a high data capture. There are 121 diffusion tubes in Brent Council's jurisdiction for 2024. All existing sites have been retained and maintained throughout 2024 with the exception of two sites which were project related (Church End). 50 of these diffusion tubes are part of

Measure	LLAQM Action Matrix Theme	Action	Progress • Emissions/Concentration data • Benefits • Negative impacts / Complaints
			Brent's statutory air quality monitoring network and 71 tubes are deployed for monitoring School Streets and HealthyNeighbourhood schemes. All diffusion tubes are analysed in UKAS accredited labs and the data has been bias adjusted, where appropriate. Brent Council holds membership of the London Air Quality Network. This includes data management and ratification from the automatic monitoring site data in periodic LAQN reporting mechanisms Brent Council has also continued to support Defra with the maintenance of the the polycyclic aromatic hydrocarbon (PAH) monitor situated within the grounds of Kingsbury High School. During 2023, three of the four automatic monitoring stations received an overhaul of equipment, replacing TEOM analysers with BAM monitoring equipment. In addition, BT5 and BT6 started monitoring PM_{2.5}. The new equipment performed well during 2024, with no significant issues reported. Results from the automatic monitoring stations and diffusion tubes are collated in the Annual Status Report which is made available on Brent's Air Quality section of the website. The 2023 Annual Status Report was submitted in accordance with the timescales and in accordance with the local authorities' responsibilities under Part IV of the Environment Act 1995. When the report was agreed by the Greater London Assembly (GLA), it was made publicly available via the councils website.
M2	Monitoring and other core statutory duties	Review Brent's monitoring network identifying areas which require further monitoring to ensure it meets our aim of	Officers have conducted analysis to identify which Air Quality Focus Areas and schools currently do not have monitoring. Diffusion tube monitoring at 11 extra schools/nurseries planned for 2025.

Measure	LLAQM Action Matrix Theme	Action	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
		protecting the most vulnerable in the borough	
M3	Monitoring and other core statutory duties	Support new monitoring technologies e.g. supporting the GLA/ICL Breathe London monitoring regime	Brent Council maintained the five Breathe London nodes were in place until the end of 2024. Brent Council have supported Breathe London with the transition to a new sensor provider and have provided prompt assistance to investigating data failures and responding to breakdowns when they have been reported. Brent Council sits on the Breathe London working group.
M4	Monitoring and other core statutory duties	Monitor the impact of Transport schemes implemented in the borough by working with Healthy Streets and Parking	Diffusion tube monitoring is included in all new school streets schemes implemented. This will also be implemented in future healthy neighbourhoods when introduced. Data from these studies are included in the air quality annuals status reports and published on the Council's website.
M5	Monitoring and other core statutory duties	Share air quality monitoring data in an easy-to access format	Membership was renewed for the 2023/24 period with Imperial College London who provide the LondonAir service. This website allows users to request weekly, quarterly and annual site reports as well as seeing live station data A dedicated Air Quality dashboard has been developed as part of the Air Quality Needs Assessment. This is accessible via Brent's Open Data site Brent Joint Strategic Needs Assessment (JSNA) 2023 Brent Open Data
HD1	Homes, buildings, and developments	Ensuring emissions from construction are minimised by adhering to London Plan and LBB planning policy	2024 quarterly figures for Dust complaints are: 1st Quarter = 9 2nd Quarter = 7 3rd Quarter = 9 4th Quarter = 7 Dust from building sites or commercial premises is reported through Brent Council's Noise and Nuisances webpage.

Measure	LLAQM Action Matrix Theme	Action	Progress • Emissions/Concentration data • Benefits • Negative impacts / Complaints
			The SPD adopted in June 23 contains reference to dust monitoring in certain scenarios being monitored. Where necessary a dust monitoring plan is put in place/ conditioned in association with an application. All major developments are required to submit Demolition and Construction Management plans to cover dust controls. A Construction Method Statement (CMS) condition is attached to consents for sites with dust risk, which includes a requirement for monitoring protocols
HD2	Homes, buildings, and developments	Ensuring enforcement on non-road mobile machinery (NRMM) air quality policies	Throughout 2024, the most up to date NRMM wording has been used for planning conditions. Brent Council maintained its membership for the pan-London NRMM project during 2024, provided by the London Borough of Merton. 15 audits were undertaken, with 11 being compliant.
HD3	Homes, buildings, and developments	Reducing emissions from Combined Heat and Power	For 23/24, where Planning policy applied, all developments met the minimum 35% carbon reduction, with one development achieving 54%. <u>District Heat Networks</u> Brent Council aims to supply heat to over 30 buildings, including ~2,600 dwellings, two schools and multiple commercial buildings in South Kilburn through a district heat network. A district heat network involves hot water being pumped from an energy centre. This is a more efficient way of producing heat and hot water.

Measure	LLAQM Action Matrix Theme	Action	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
			The South Kilburn District Heat Network has been designed to RIBA 3; Brent is at final tender stage of the procurement for the main contractor to design, build, then operate and maintain it for a period of fifteen years plus ten. The key performance indicators that have been negotiated as part of the procurement include carbon savings targets during operation. The average annual carbon savings for the South Kilburn District Heat Network are 980 tCO₂e avoided per annum. And cumulative savings of 24,499 cumulative tCO₂e avoided over project lifetime (assuming 25 years).
HD4	Homes, buildings, and developments	Enforce Air Quality Neutral, Air Quality Positive policy	Air Quality Positive Assessments are required for major developments within Air Quality Focus Areas (AQFAs) and Growth areas. Air Quality Neutral Assessments are required for all other areas
HD5	Homes, buildings, and developments	Ensuring adequate, appropriate, and well-located green space and infrastructure is included in new and existing developments Air quality and parks officers to jointly comment on green infrastructure	When required, Urban Greening Factors is generally achieved, or at least maximised as far as is practicable.
HD6	Homes, buildings, and developments	Promote and enforce Smoke Control Zones and ensuring they are fully promoted and enforced	Brent Council's smoke control and bonfires webpages have been updated to include stronger advice on the health impacts of Particulate Matter 2,5, to strongly encourage residents to not burn solid wood, and advice about burning wood as a fuel if they choose to do so. It contains a link to Defra's Burn Better guidance. While no proactive checks were carried out of fuel retailers during 2024, no non-compliant fuel was reported or observed by officers while conducting routine inspection work.

Measure	LLAQM Action Matrix Theme	Action	Progress • Emissions/Concentration data • Benefits • Negative impacts / Complaints
			Brent sits on the London Wood Burning Project Group, a project which is reviewing the smoke control enforcement process and standardising across boroughs. It also planned for an awareness raising campaign for 2025. Smoke from bonfires is reported on the Council's webpage. In 2024, 199 complaints of statutory nuisance due to bonfires were received. One smoke nuisance abatement notices was issued. Nuisance Control Team and Waste Enforcement have produced an advisory/ warning leaflet targeting commercial bonfires.
HD7	Homes, buildings, and developments	Promoting and delivering energy efficiency and retrofitting projects in workplaces and homes throughout Brent	Brent for Business Energy Saving Scheme Brent Council appointed Groundwork London to support with the design and delivery of the Brent for Business Energy Saving scheme. A total of 90 SMEs submitted an EOI, out of which 39 received free energy audits and a further 15 received a free energy audit and grant towards the cost of one or more energy efficiency measures. Measures included, in order of frequency: - LED lighting systems - New / retrofits to existing fridges / freezers - Solar panel systems - Air-conditioning systems - Improved insulation - Radiators & water heater - Solar battery systems - Double-glazing systems - Briquette-making system - Specialist oven

Measure	LLAQM Action Matrix Theme	Action	Progress • Emissions/Concentration data • Benefits • Negative impacts / Complaints
			The total cost of interventions that received a grant was £276,532, of which £148,417 was funded by the grant component. This equates to an average grant of £9,894, representing around 54% of total cost - less than the maximum of 60% that was offered to businesses. Headline projections as a result of funded interventions from the related energy efficiency audits include: - Annual saving of over 36 tCO₂e (emissions) - Annual saving of over 75,000 kWh of energy - Annual saving of over £20,000 in energy costs - An average of around a 60% reduction in payback period of funded interventions for businesses as a result of the grant. Brent Climate Charter Businesses are being asked to sign up to the charter, which is being promoted via targeted emails, newsletters and on social media. We have been encouraging businesses in Brent to sign up to and demonstrate their support for the net zero agenda and Brent's aspirations. The charter asks businesses to commit to a minimum of three of the following pledge areas, depending on which is most relevant to their business: 1. Reduce energy use 2. Cut waste 3. Use water responsibly 4. Procure sustainability 5. Promote climate action 6. Choose active travel 7. Enhance local biodiversity 21 businesses are currently signed up to the Brent Climate Charter. If there is enough demand, a network of like-minded businesses may be formed to meet, for example, once a quarter to network and discuss opportunities for working together. This project is funded from existing climate emergency budgets.

Measure	LLAQM Action Matrix Theme	Action	Progress • Emissions/Concentration data • Benefits • Negative impacts / Complaints
			Camden and Brent Business Climate Challenge The boroughs of Brent and Camden launched the Camden and Brent Business Climate Challenge: energy efficiency programme for SMEs addressing the cost-of-living, energy and climate. The programme supported 28 Brent business through an energy audit and training workshop, and 10 Brent businesses went on to successful bid for £120k worth funding to enact energy efficiency works. The Brent Well and Warm scheme The Brent Well and Warm scheme supports residents struggling to keep their homes warm in winter. The service provides free, expert energy advice to residents to help them save money on their energy bills while keeping their homes comfortable. Brent has partnered with Groundwork (Green Doctors) to deliver 1,000 energy advice consultations via telephone or home visits. The project began in November 2022. Staff and partners working with vulnerable residents can refer residents to the scheme via an online form, which is directed to Groundwork Team. Residents can also self-refer online. The Well and Warm service was extended to run during 2024-25 (and has subsequently been extended for 2025-26). 941 consultations have been undertaken to date (783 telephone consultations and 158 home consultations). RE:FIT projects Brent Council commissioned Turner & Townsend in September 2024 to undertake a Corporate Estate Heat Decarbonisation Plan Project, with the aim to understand the energy efficiency and decarbonisation options available for Brent's corporate estate. Funded by the Carbon Offset Fund, Turner & Townsend advised how Brent Council can reduce emissions at these sites through preferred decarbonisation options and moreover supported the Council in submitting a bid for PSDS Phase 4 in November 2024, to gain funding for the energy conservation measures identified. On 21st March 2025, the Energy Team learned it was successful in the bid, covering 2 sites

Measure	LLAQM Action Matrix Theme	Action	Progress • Emissions/Concentration data • Benefits • Negative impacts / Complaints
			(Willesden New Cemetery & Willesden Green Library), a total of 11 measures and grant funding worth £667,628 which includes a minimum recipient (Brent) contribution of £138,911. The low carbon energy projects are to be installed and delivered in 2025/26 using the RE:FIT Framework. Decarbonising schools All schools have access to information on reducing energy use via the Brent Schools Climate Action Guide which includes a specific step on decarbonisation. The guide has been promoted via all available media channels, set out to all schools in the Headteachers bulletin and spoken about at the Brent headteacher's school planning meeting. 20 primary schools are taking part in a programme called Our Schools Our World where they have committed to a whole school approach to sustainability, including reducing energy usage and including decarbonisation as part of their Climate Action Plans. Decarbonising Brent's housing stock Brent Council successfully secured funding through Wave 3 of the Warm Homes: Social Housing Fund, as part of a pan-London strategic partnership with 27 boroughs and housing associations. Led by London Councils, the GLA, and Camden as the Lead Local Authority, the consortium received confirmation of its bid approval from DESNZ in March 2025. Brent Council will receive £3,150,911 in funding—comprising £2,068,558 from the Carbon Offset Fund and £1,082,353 in government grants—to retrofit 80 homes across two blocks (The Oaks – Roundwood Ward & Pharamond – Brondesbury Park Ward).

Measure	LLAQM Action Matrix Theme	Action	Progress • Emissions/Concentration data • Benefits • Negative impacts / Complaints
CT1	Cleaner Transport	Ensure that Transport and Air Quality policies and projects are integrated	Transport and Air Quality Officers work closely together on projects. Transport Planners design projects in order to improve travel connectivity, improve access to open space, reduce collision figures and to improve local air pollution. An example of this is the Neasden project. Over 2024, options were developed to alter highway alignments around Neasden town centre in order to improve active travel connectivity and easier bus service movements, enhance town centre place functions, improve access to existing green open spaces, all with the aim to reduce car use, collision figures and local air pollution. Secured GLA funding and identified SCIL funds to fund first section of proposed changes. Set in motion to initiate further modelling work ensure workable solutions are arrived at.
CT2	Cleaner Transport	Update Council Procurement policies to reduce pollution from logistics and servicing	The Procurement Sustainability policy has a process that identifies any procurements that have a sustainability impact will require KPI's and quality questions to be included in the tender process along with Circular economy questions. There have been no procurements related to vehicle and transport tenders during 2024
CT3	Cleaner transport	Installation of Ultra-low Emission Vehicle (ULEV) infrastructure	£7.54m was awarded to a partnership of 6 boroughs including Brent through the 2023/24 Local Electric Vehicle Infrastructure (LEVI) Capital Fund. In 2024, 160 Zest chargers were installed and funded by the CPO and Uber. Use of ChargePoint Navigator tool to identify where to locate charging infrastructure ensuring residents with no off-street parking have access to a charging point within walking distance. Using Nevis Projections for EV car and van numbers and corresponding EV charging infrastructure need to establish what numbers and type of EV charging points will be required to meet expected charging demand up to 2030 and beyond.

Measure	LLAQM Action Matrix Theme	Action	Progress • Emissions/Concentration data • Benefits • Negative impacts / Complaints
			Brent Council are researching home charging solutions and bench marking with other boroughs to identify potential solutions for residents with no off-street parking.
CT4	Cleaner transport	Continue to work in partnership with TfL to prioritise actions required to improve local air quality in Brent	We continue to work closely with TfL on a range of projects/initiatives. TfL are continuing to roll-out electric and other zero emission buses across London – new electric buses introduced on route 187 (Central Middlesex Hospital – Swiss Cottage Station via Queens Park/Kensal Rise stations) in March this year
CT5	Cleaner transport	Encourage Car Clubs to use low emission and alternative fuel vehicles in their fleet by increasing the proportion of electric, hydrogen and low emission vehicles	The need for a shared mobility action plan has been identified and in this context Brent is continuing to support shared mobility by identifying consulting on delivering 200 dedicated shared hire bike parking facilities across the borough. Brent officers are continuing to engage in TfL led discussions regarding a pan London approach to shared hire bikes. A review of Brent's car club policy, approach to operator procurement and electrification of the car club is planned to progress during 2025/26.
CT6	Cleaner transport	Hold regular temporary car free days	Brent supported Car Free Day in Bacon Lane, Kingsbury in November 2024 (the event had to be postponed from September). The road was designated a Play Street and there was also a consultation on design ideas for walking, wheeling, cycling and greening improvements in the Kingsbury Green Neighbourhood area. In 2024, 10 play streets were held across the borough.
CT7	Cleaner transport	Discourage unnecessary engine idling	11 idling events were held during 2024/25. During these events, a total of 45 drivers were engaged.
CT8	Cleaner transport	Provision of infrastructure to support walking and cycling	Active Travel Implementation Plan published in 2024 and sets out our commitments to improve conditions for and to get more people walking and cycling. brent-active-travel-implementation-plan-accessible-version-final.pdf

Measure	LLAQM Action Matrix Theme	Action	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
			As part of Grand union development in Alperton, work is progressing on design of a pedestrian/cycle footbridge across the Grand Union Canal which has the support of the Canal and Rivers Trust A public consultation on the Wembley to Willesden Junction Healthy Streets scheme was held between 10 November and 21 December 2023 and a consultation report to explain the outcomes of the consultation was published in March 2024. Since then, we have been working closely with TfL to further develop the proposals. The feedback we heard from local people and other stakeholders during our consultation has informed this work, along with further surveys and assessments. An updated set of designs for these improvements will be shared with Brent Councillors in the next few months, who will then make a decision on whether to progress the proposed design solution to construction, which could potentially commence in late 2026.
CT9	Cleaner transport	Use parking policy to reduce pollution emissions	In April 2021, the price for the diesel surcharge had its final increase to £100.00. For the year 2021-2022 a total of 7,955 permits were issued to diesel vehicles representing 22.9% of all resident permit sales. In 2023-2024, diesel vehicles fell to 6319, reducing the number to 17.8%.
CT11	Cleaner transport	Reducing emissions from council fleets/ accelerate uptake of new low emission vehicles in borough fleet	The Corporate Travel Plan was approved and launched in 2024, and was advertised to staff on the Intranet to encourage colleagues to walk and cycle to work where possible. Two fully electric adapted minibuses were hired and trialled over 6 months to test real world performance and reliability. The vehicles performed well for comparable hire and running costs to diesel alternatives, and service users liked the quieter ride. The test showed that if charging infrastructure and maintenance provision issues can be overcome, electric minibuses should be considered at the next fleet renewal point(s).

Measure	LLAQM Action Matrix Theme	Action	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
CT12	Cleaner transport	Encourage walking and cycling in the borough by providing support	481 adults and 1284 children participated in cycle training sessions. 45 residents hired bikes via the Try Before you Bike scheme which was advertised at Green Neighbourhood events and via social media posts and on the website. Offered 6 month free trial of Try Before you Bike scheme in the Green Neighbourhoods. All 25 social prescribing vouchers were used, of which 5 bikes are still being rented, 4 people purchased the bike, and 16 returned the bikes. 48 Dr Bike sessions were held across the borough. During these events, 473 bikes were repaired
RA1	Public health and awareness raising	Public Health department taking shared responsibility for borough air quality issues and implementation of Air Quality Action Plans	A Children and Asthma Lead established within the Brent Health Matters Children and Young People Team in 2024. The focus is around reducing health inequalities for children and young people in Brent with a focus on asthma management and care. - As part of this work, we are raising awareness of the impacts of indoor air pollution on asthmatic children and sharing information including the council's damp and mould booklet. This is done through engagement events and health promotion in the community. - Planning to put in place a damp and mould pathway. - We have also supported at one community walking loop event and 2 breathe clean brent pop ups sharing information on the impacts of air pollution on asthma. - An event was held in February half-term focused on asthma looking at it holistically and bringing together different services to support, including air quality, brent hubs, emotional wellbeing, nutrition etc, so families could access support and information in relation to a range of areas that could impact their asthma.

Measure	LLAQM Action Matrix Theme	Action	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
RA2	Public health and awareness raising	Raise awareness of the health impacts of air pollution, encouraging community action through the Brent Environmental Network, Brent Schools' Climate Champion Network, and through Brent volunteering organisations	Clean air day and car free day is celebrated on an annual basis. Clean Air Night supported with social media. Clean Air Day event held in Roundwood Park with activities such as scooter repair, a bike market, quizzes, and two workshops on clean air held. 80 attendees participated. Defra funded "Healthy Routes to Schools" project delivered. Key outcomes: <u>Low pollution route maps</u> "low pollution route maps", presentations, lesson plans and scripts made for 93 schools. 59 workshops were delivered 6,200 students taught 4 parent workshops delivered with 35 parents engaged - Community workshops held to create a "Clean Air Mural" in a Harlesden school "Clean Air" mural painted at St Claudine's school, park parade - A citizen science day was held at Furness Primary School, raising awareness within the local community by providing information about the health risks and the benefits of avoiding pollution hotspots. The also project included the following elements: - Monitoring pollutant concentrations along both a higher pollution route and a lower pollution route to school to quantify the difference; - Holding a citizen science day with the school community which included an active travel breakfast, and all school assembly, and a parent engagement pop up; and - Producing a high quality case study video. Brent Environmental Network newsletter is still sent out on a monthly basis which includes sustainability related articles, including regular reference to air quality and

Measure	LLAQM Action Matrix Theme	Action	Progress • Emissions/Concentration data • Benefits • Negative impacts / Complaints
			sustainable travel initiatives. The Brent Environmental Network now has just over 3700 members. The localised Brent Environment Network group is continuing to meet regularly in Church End and Roundwood. We are in the process of hoping to set up a similar group in the new South Kilburn Green Neighbourhood. The Brent Schools' Climate Champion Network is now spearhead by the Our School, Our World climate programme which Brent is one of only four Local Authorities in the country to have received funding for. • 20 Primary Schools across the borough signed up to the programme last academic year. • Programme kickstarted with three days of training in November, ran alongside the team from Brighton & Hove. This took place at Brent Community Enterprise Hub and involved different members of the school leadership team. Successful engagement with over 100 members of school staff over 3 days • For Spring 1, visits to each school as part of first OSOW Review have been taking place. This involved meeting with each sustainability team to check their progress towards the OSOW Framework and tracking this as part of the monitoring and evaluation of the programme. • Programme is structured for schools to explore one of the following themes each term – energy, water, biodiversity, food, travel and waste & consumption. Schools to start termly theme in Summer 1. Creates opportunity for working more closely with different council teams, depending on theme focus. • Further work to be done on involving the local community with each school's sustainability goals. Best practice on this to be captured and shared with schools across the borough, and where possible, extended to schools across the country.

Measure	LLAQM Action Matrix Theme	Action	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
RA3	Public health and awareness raising	Ensure schools join the TfL STARS accredited travel planning programme	All schools are encouraged to participate in the TfL STARS programme and support available when required. 48 schools have an accredited travel plan (up from 39 schools in 2023) of which 39 are gold, 2 silver and 7 bronze (compared with 29, 6, and 4). Over 2024 a programme of theatre workshops was delivered to Yr 6 pupils as part of the STARS programme. The key messages included air quality, road safety, and active travel. 2250 pupils from 38 schools attended the workshops. Breathe Clean promoted through STARS programme
RA4	Public health and awareness raising	Work with schools and nurseries to improve air quality and to raise awareness about pollution in the local areas	Pollution alerts have been circulated to Early Years Settings through internal mailing lists and to schools through the Mayors Air Pollution Alert system. Over 2024 a programme of theatre workshops was delivered to Yr 6 pupils as part of the STARS programme. The key messages included air quality, road safety, and active travel. 2250 pupils from 38 schools attended the workshops. <u>Low pollution route maps</u> The Defra funded “Healthy Routes to School” project was delivered, with “low pollution route maps”, presentations, lesson plans and scripts made for 93 schools. Key outcomes: - 59 workshops were delivered - 6,200 students taught - 4 parent workshops delivered with 35 parents engaged <u>School Streets</u>

Measure	LLAQM Action Matrix Theme	Action	Progress • Emissions/Concentration data • Benefits • Negative impacts / Complaints
			A total of 31 school streets in operation, all enforced using CCTV. In 2024, consulted on three new trial schemes, two of which will be trialled in 2025. Four schemes were expanded in 2024 to help mitigate the parking displacement problems and a decision will be made in 2025 as to whether that will be a permanent change
RA5	Public health and awareness raising	Engage with businesses, supporting them to reduce emissions from their operations	The Green Business Guides published on the Councils website contains relevant guidance for businesses from a variety of sectors to reduce emissions. In late 2023 we launched the Brent Business Climate Charter. Our new Climate Charter is a way for local faith and community organisations and businesses to make a public pledge to doing their bit to tackle the climate and ecological emergency, whilst being supported through access to resources from the council to help businesses to achieve this. Organisations are required to submit at least 3 pledges when signing the charter. The pledges are as follows; • Cut waste through reducing operational waste, especially plastic and food waste, and prioritising repair, re-use and recycling. This could also be through providing a product or service that helps others reduce their waste, such as a repair service. • Enhance local biodiversity in creative ways – whether by “greening” your workplace, installing window bird feeders or supporting local nature conservation projects. • Procure sustainably by using spending power to purchase sustainable goods and services.

Measure	LLAQM Action Matrix Theme	Action	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
			Promote climate action by enabling and encouraging your workforce, clients, customers, suppliers, stakeholders and the local community to help tackle the climate emergency. Reduce energy impact to cut associated carbon emissions and reach net zero. This could be through measures like improving the energy efficiency of buildings, using electric vehicles, or using renewable energy. Travel sustainably by choosing active travel or using cargo bikes, public transport or electric alternatives in your operations rather than relying on private petrol and diesel vehicles. Use water responsibly through measures that reduce water waste in building use, recycling rainwater, or providing a product or service that helps others use water sustainably. To date we have had 21 organisations sign the charter.
RA6	Public health and awareness raising	Work with Public Health and Brent's NHS Integrated Care Board to reduce exposure of patients to poor air quality, both indoor and outdoor	Brent Council's Public Health Team are members of the Paediatric Asthma working group with the NHS North West London ICB and collaborate on issues such as housing and indoor air pollution.
RA7	Public health and awareness	Promote air pollution alerts and route planner tools	The Council subscribes to airTEXT. The Defra funded "Healthy Routes to School" project was delivered, with "low pollution route maps", presentations, lesson plans and scripts made for 93 schools. Key outcomes: - 59 workshops were delivered - 6,200 students taught - 4 parent workshops delivered with 35 parents engaged

Measure	LLAQM Action Matrix Theme	Action	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
RA8	Public health and awareness	Raise awareness of indoor air pollution and how to reduce exposure	Brent Council has indoor air pollution exposure information on the website What can you do about air pollution Brent Council Damp and mould webpages updated Damp and mould Brent Council
RA9	Public health and awareness	Share air pollution data transparently with residents, reporting against both UK Air Quality Objectives and World Health Organisation Targets	A dedicated Air Quality dashboard has been developed as part of the Air Quality Needs Assessment. This is accessible via Brent's Open Data site Brent Joint Strategic Needs Assessment (JSNA) 2023 Brent Open Data
L1	Localised Solutions	Expand and improve green infrastructure across the borough	The new North Brent community garden was completed in summer 2024. Green Corridors study was completed in Church End and Roundwood. We have subsequently been successful in obtaining £3m from SCIL funding to begin to implement the scheme in full. Highways Green Infrastructure Design and Maintenance Guide was completed in 2023. A pilot study planned to plant 200m² of wildflowers on green verge across Kingsbury Green Neighbourhood is expected to be trialled in Summer 2025. New rain garden completed in Kensal Corridor. Green and Healthy Streets schemes completed outside of Leopold School, Oakington Manor, Our Lady of Grace, with a fourth scheme in Crownhill Road due for completion in 2025. Draft Tree Strategy is due to go to Cabinet for public consultation in May 2025. 900 trees/whip saplings have been planted in Longstone Avenue Open Space as part of the Church End & Roundwood Green Neighbourhoods project. The Highways

Measure	LLAQM Action Matrix Theme	Action	Progress • Emissions/Concentration data • Benefits • Negative impacts / Complaints
			Unit planted 140 street trees in 2024/25 and 13 on Brent Housing Management estates. New community biodiversity noticeboards implemented in 21 Brent parks New biodiversity infrastructure implemented in Willesden New Cemetery as part of the Church End and Roundwood Green Neighbourhood project – bird boxes, bat boxes, bug hotels, new planting, planters etc New community planting planned in Longstone Avenue Open Space
L2	Localised Solutions	Introduce Green Neighbourhoods across the borough, with the aim of focussing sustainable solutions in priority areas	The Green Neighbourhoods programme in Church End and Roundwood has continued and rolled over into the 2024-26 programme. The successes to date include: • Delivery of visible projects/infrastructure: school streets, bike hangars, EV charging points, rain gardens, Lime docking bays, community orchard at Longstone Avenue, BEE Colourful, Leybourne Open Space improvements • Green Corridors Feasibility Study in Church End & Roundwood completed by Sustrans following extensive local engagement • Increased engagement and action across the Kingsbury GN schools cluster, including enhanced curriculum CPD climate training for teachers, workshops for pupils, themed assemblies, webinars and schools-led community action • Regular engagement with resident/community groups and businesses in Church End & Roundwood • Resident involvement in delivering schemes – e.g. BEE Colourful, Leybourne Open Space and the community orchard • New signage to provide visibility in streets in both areas

Measure	LLAQM Action Matrix Theme	Action	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
			Place-based projects have made bidding for external grant funding easier e.g. Social Housing Decarbonisation Fund, Green and Resilient Development Fund, Schools Superzones funding
L3	Localised Solutions	Ensure AQAP is aligned with LBB Climate Emergency strategy	Air Quality Officer sits on Climate Emergency working groups. Climate Emergency Officers attended Air Quality Steering Group meeting.
L4	Localised solutions	Develop location specific action plans for Air Quality Focus Areas as part of the Local Implementation (LIP) programme	Harlesden Town Centre options appraisal completed in 2024 as part of the Defra funded “Healthy Routes to School Project”. The options appraisal is an area wide study into strategies which could be deployed to improve air quality across the Harlesden AQFA. The strategies focus on the dual approach of reducing pollution at source and mitigating the impact of residual pollution through green infrastructure. The strategies therefore focus on reducing pollution from vehicular transport and providing mitigation through urban greening. Two community engagement events took place to inform the study, with the final one on Saturday 22nd March, when the project manager attended the Harlesden Neighbourhood Forum AGM to present the proposed options to the local community. The project manager explained the intended benefits of each design option and how each would contribute to reducing air pollution in the AQFA. Queens Park Healthy Neighbourhood Feasibility Study was completed in 2024. Reports can be found online Queens Park Healthy Neighbourhood Brent Council

3. Planning Update and Other New Sources of Emissions

Table N. Planning requirements met by planning applications in London Borough of Brent in 2024

Condition	Number
Number of planning applications where an air quality impact assessment was reviewed for air quality impacts	35
Number of planning applications required to undertake construction dust monitoring and reporting (Please specify how you get access to dust monitoring data i.e. online tool or CSV file)	Data not available
Number of CHPs/Biomass boilers refused on air quality grounds	0
Number of CHPs/Biomass boilers subject to GLA emissions limits and/or other restrictions to reduce emissions as detailed in Air Quality Neutral LPG (london.gov.uk) point 3.1.5.	0
Number of developments required to install Ultra-Low NO _x boilers	0
Number of developments where an AQ Neutral building and/or transport assessments undertaken	29
Number of developments where the AQ Neutral building and/or transport assessments not meeting the benchmark and so required to include additional mitigation	1
Number of planning applications with S106 agreements including other requirements to improve air quality	0
Number of planning applications with CIL payments that include a contribution to improve air quality	0
NRMM: Greater London (excluding Central Activity Zone, Canary Wharf and Opportunity Areas) Number of planning applications with conditions related to NRMM included. Number of developments registered at www.nrmm.london . Number of audits (based on the pan-London project report and / or inhouse auditing programme)% of sites unregistered prior to audit % of sites compliant with Stage IIIB of the Directive and/or exemptions to the policy.	122 NRMM conditions included 26 developments registered 15 audits 3 developments non-compliant

3.1 New or significantly changed industrial or other sources

No new sources identified.

4. Additional Activities to Improve Air Quality

4.1 London Borough of Brent Fleet

There is currently 1 zero emission vehicle within the borough's fleet (an electric cargo bike). Over 2024, two fully electric adapted minibuses were hired and trialled over 6 months to test real world performance and reliability. The vehicles performed well for comparable hire and running costs to diesel alternatives, and service users liked the quieter ride. The test showed that if charging infrastructure and maintenance provision issues can be overcome, electric minibuses should be considered at the next fleet renewal point(s). A Brent Fleet Management Review was conducted in 2023 to identify next steps for decarbonising the Council's fleet of thirty-four vehicles.

4.2 Planning Enforcement

An Environmental Health Officer (EHO) reviews planning applications to ensure that local air quality management is considered. Each application is reviewed to establish the potential air quality impact of the development as well as considering the impact on any new sensitive receptors brought to the area because of the development. Air Quality Assessments (AQAs) are requested for applications dependent on the size, location and type of development. The department follows Brent's Local Plan for developments that require an Air Quality Neutral (AQN) and Air Quality Positive (AQP) assessments. NRMM conditions are considered appropriate for both major and minor developments within the area.

4.3 Pan-London NRMM Auditing Project

Brent Council are committed to supporting the auditing project in 2025-2026.

An example wording used for NRMM conditions on construction/ demolition sites is "All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of

the GLA's supplementary planning guidance 'Control of Dust and Emissions During Construction and Demolition' dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>"

Reason: to protect local amenity and air quality in accordance with Brent Policy BSUI2 and London Plan Policy SI 1".

The above example NRMM condition is applied to both major and minor developments that has a CMS.

4.4 Air Quality Alerts

Brent Council supports airTEXT and currently has 279 subscribers, an increase of 16 compared to the end of 2023. The Mayor's air quality alert messaging is cascaded to the Council's internal mailing list of Early Year's Settings.

Appendix A Details of Monitoring Site Quality QA/QC

A.1 Automatic Monitoring Sites

QA/QC for Brent's automatic monitoring stations is provided by ERG Imperial College London. These stations are calibrated fortnightly by their local site operator (LSO), with annual audits carried out by the National Physics Laboratory.

PM₁₀ Monitoring Adjustment

No adjustments have been made to the PM10 data.

A.2 Diffusion Tubes

All diffusion tubes are prepared and provided by Gradko International Limited. The tubes are set up and collected by the local site operator 'We Care4 Air' and analysis

undertaken by Gradko using UKAS Accredited Methods. Tubes are prepared using the preparation method 20% Tri-ethanolamine (TEA) in de-ionised water.

Factor from Local Co-location Studies

Site BT4 (Ikea) was used in the local co-location study. Site BT8 (Ark Franklin) also has co-located diffusion tubes however the data was considered too incomplete to use for this purpose

BT4 is a roadside site and has four diffusion tubes co-located (ID 52). As the co-location study requires either duplicates or triplicates, 52D was not included in the calculations. The omission of this tube was decided as it had the lowest data capture out of the four diffusion tubes. BT4 was calculated as having a local bias adjustment factor of 0.76 using the Diffusion Tube Data Processing Tool v5.2.

Discussion of Choice of Factor to Use

Diffusion tube adjustment factors were obtained from the national bias adjustment calculator. Tubes were analysed by Gradko as detailed in the table below. As shown in the table, national bias adjustment factors over the past four years have remained relatively similar. Also, in comparison with the local factor, the national factor is higher and so provides a “worst case scenario” at each site. Therefore, the national factor of 0.84 was used for bias adjustment.

Table O. Bias Adjustment Factor

Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor used
2019	National	03/20	0.91
2020	National	03/21	0.81
2021	National	03/22	0.84
2022	Local	03/23	0.92 (national was 0.83)
2023	National	03/24	0.81
2024	National	03/25	0.84

A.3 Adjustments to the Ratified Monitoring Data

Short-term to Long-term Data Adjustment

A final measurement data set was produced by ERG Imperial following retrospective ratification of the measurements using procedures which comply with the requirements of LLAQM.TG (19). During ratification, information from regular calibration, audits and daily manual validation were used to establish an operational and calibration history of the instruments. The pollution measurements were then corrected to establish traceability to National Meteorological Standards. Details of the monitoring site and the final data set can be found at www.londonair.org.uk.

Where data capture is less than 75% and greater than 33% of a full calendar year (less than 9 months), the mean was 'annualised' – i.e. adjusted using the methodology outlined in LLAQM.TG (19) before being compared to annual mean objectives. 10 diffusion tubes were annualised since data capture at the sites was reported below 75% during 2024. Three background automatic monitoring sites were used to undertake the annualisation calculations (Arsenal, Wandsworth, and Haringey). These were chosen as they are the closest background automatic monitoring sites to the diffusion tubes. Monitoring sites in background locations were prioritised to avoid any local effects that may occur at Urban Centre, Roadside or Kerbside sites. 2024 automatic monitoring data was obtained from Defra. Details of the annualisation calculations are provided in Table P.

No automatic monitoring data required annualization for 2024.

Distance Adjustment

If the monitored concentration is above $36 \mu\text{g m}^{-3}$ (10% below the relevant AQO) at a monitoring site which is not representative of public exposure, the procedure specified in LLAQM.TG(19) was used to estimate the concentration at the nearest receptor. Table Q contains the results of distance adjustment.

Table P. Non-Automatic Monitoring Data Adjustment

Site ID	Annualisation Factor London Islington - Arsenal Urban Background	Annualisation Factor London Wandsworth (Putney) Urban Background	Annualisation Factor London Haringey (Priory Park South) Urban Background	Average Annualisation Factor	Raw Data Annual Mean ($\mu\text{g m}^{-3}$)	Annualised Annual Mean ($\mu\text{g m}^{-3}$)
29	0.9662	0.9934	0.9690	0.9762	24.0	23.5
66	1.0590	1.0303	1.1286	1.0726	23.2	24.9
79a	0.8973	0.8979	0.8240	0.8730	27.9	24.4
79b	0.8734	0.8988	0.7962	0.8561	28.0	23.9
79c	0.8734	0.8988	0.7962	0.8561	26.8	23.0
SZ1	1.0524	1.0937	1.0683	1.0715	24.2	25.9
SZ22	1.0389	1.0347	1.0490	1.0490	15.3	16.0
PM20c	0.9709	1.0340	1.0310	1.0120	36.8	37.2
PM32c	1.0333	1.0179	1.0633	1.0382	20.1	20.8
PM14D	1.0017	1.0332	1.0201	1.0183	23.3	23.7

Table Q. NO2 Fall off With Distance Calculations

Site ID	Distance (m): Monitoring Site to Kerb	Distance (m): Receptor to Kerb	Monitored Concentration (Annualised and Bias Adjusted ($\mu\text{g m}^{-3}$))	Background Concentration ($\mu\text{g m}^{-3}$)	Concentration Predicted at Receptor ($\mu\text{g m}^{-3}$)	Comments
23	2.0	12.0	43.1	18.6	32.8	
41	4.0	7.0	42.7	19.5	39.0	<i>Predicted concentration at Receptor within 10% the AQS objective.</i>
53	1.0	16.0	41.8	16.7	27.8	
62	1.0	41.0	43.5	16.3	23.1	<i>Warning: your receptor is more than 20m further from the kerb than your monitor - treat result with caution.</i>
BRT53	0.5	4.5	40.9	16.6	31.5	
BRT55	0.5	3.5	55.3	19.0	42.8	<i>Predicted concentration at Receptor above AQS objective.</i>

Appendix B Full Monthly Diffusion Tube Results for 2024

Table R. NO2 2024 Diffusion Tube Results (µg m-3)

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sept	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.84)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
1	516929	188560	31.2	28.8	27.6	23.0	17.2	19.5	22.8		23.2	28.4	30.5	22.4	24.7	20.7		
2	515793	186042	31.8	30.2	28.7			20.0	25.2	20.9	26.4	30.3	37.9	24.2	27.3	22.9		
4	518240	187747	31.6	27.6	30.1			21.7	23.2	20.4	26.4	32.4	35.7	22.4	26.9	22.6		
7	517942	183721														-		
9	518499	186168	34.2	34.0	31.9	26.9	22.3	24.4	25.2		26.6	28.1	34.4	24.8	28.2	23.7		
17	520480	186537		43.6	41.6	37.0	30.4	35.7	37.6	33.8	35.7		40.5	33.5	36.8	30.9		
21a	520077	182853	38.2	33.4	30.0			16.1	24.7	22.4	28.2	31.6	35.7	26.3	28.4	23.8		
22	521447	188730	34.5	31.4	34.9	34.9	30.2	28.0	33.0	26.2	36.6	34.3	53.2	31.2	33.7	28.3		
23	521213	186125	63.1	59.9	56.4		45.5	45.5	47.3	44.9	51.9	48.7	60.4	47.1	51.3	43.1	32.8	
26	522191	184821	36.6	34.2	35.1	26.3	22.7	22.0	26.4	22.8	31.0	31.3	39.0	28.5	29.3	24.6		
29	523191	186571	33.9		27.2		15.1	13.8		18.1	27.0	28.7	35.7	23.3	24.0	19.7		
30	523663	185353	34.3	29.8	29.3		39.5	24.8	26.4	23.3	32.4	32.6	36.0	22.7	29.9	25.1		
33a	519572	187691	28.3	27.2	25.6	23.4	19.5	21.5	24.5	19.2	25.2	26.9	31.5	20.8	24.2	20.3		
41	521455	185920			57.6	51.5	51.2	55.1	17.8	49.4	55.5	61.2		51.9	50.8	42.7	39.0	
48	525196	182517	35.8	30.5	29.7	27.7	22.8	20.8	24.9	23.8	28.1	28.5	37.5	27.7	27.8	23.4		
52a	520874	185173	44.9	49.3	48.0	41.4	35.9	37.5	41.0	37.8	44.8	44.4	45.5	31.0	41.8	35.1		
52b	520874	185173	44.9	45.5	44.7	40.1	37.1	35.8	42.5	36.2	43.6	44.0	44.9	29.4	40.7	34.2		
52c	520874	185173	44.5	45.7	46.7	41.4	37.2	33.7	42.5	37.9	45.5	42.7	41.8	32.2	41.0	34.4		
52d	520874	185173	42.1	46.9	47.1				42.0	37.8	44.8	41.9		32.6	41.9	35.2		
53	518026	185028	51.2	56.5	55.6	42.7		44.0	54.6	46.8	48.1	53.8	54.3	41.2	49.7	41.8	27.8	
54	518236	183207	33.4	32.4	30.3	25.9	21.2	24.9	27.2	26.0	26.8	26.6	34.0	25.9	27.6	23.2		
60	519475	186557	35.6	37.1	40.4	34.3	30.1	31.8	41.2	34.8	33.9	41.7			36.1	30.3		
61	519762	186600	33.8	31.9	32.4		49.6	53.2	61.5	29.5	28.4	32.7	31.4	22.6	36.6	30.8		
62	519667	186604	57.0	69.5	52.6	58.3		27.2	30.8	55.9	55.3	52.0	56.1		51.8	43.5	23.1	
63	519703	187007	26.6	23.8	24.0	13.8	10.6	12.0	14.1	12.9	16.3	23.4	26.3	18.8	18.4	15.4		
64	519824	186715	32.5	29.8	30.1	26.2	21.5	24.3	26.4	18.9	27.1	29.4		23.7	26.1	21.9		
65	521313	186529	36.3	40.5	38.3	27.0	21.9	22.9	27.0	26.1	27.1	34.4	35.4	26.9	30.2	25.3		
66	521912	186514					19.1	18.7	20.5	19.6	24.8		32.8	27.5	23.2	20.9		
67	521651	186611	33.1	27.6	26.1	19.3	15.9	14.3	18.0	16.0		25.4	30.6	26.0	22.7	19.0		
68	521448	186626	33.6	32.9	30.1	28.8	23.3	25.2	26.2	22.3	30.5	28.1	36.6	29.2	28.6	24.1		
69	523782	183527	30.9	25.1	24.3	19.3	16.2	17.6	19.1	17.0	23.2	16.6	31.1	23.9	21.6	18.2		
70	523828	183338	31.1	26.5	24.2	18.8	15.9	15.7	17.9	16.1	19.6	24.3	30.3	22.1	21.6	18.2		
71	524179	183232	30.1	25.4	22.9			14.4	16.9	14.8	19.8	23.8	28.8	22.7	21.8	18.3		
72	524142	183120	32.7	28.3	27.1	17.9	17.8	17.5	18.5	17.3	22.7	27.1	31.2	23.9	23.3	19.6		
73	524607	183267	32.9	29.6	29.7	25.0	21.8	22.7	26.0	20.0	29.5		30.8	24.6	26.2	22.0		
74	524283	183882	30.4	25.8	25.9	20.4	19.0	18.3	19.3	16.1	24.0	25.2	32.5	22.2	23.0	19.3		
75	517499	187778	26.0	24.2	23.1	17.2	14.3	14.5	16.0	14.6	16.1	24.2	28.3	20.1	19.8	16.6		
76	518430	188406	26.1	19.8	20.2	14.1	10.6	10.4	12.5	12.8	13.9		25.4	18.0	16.4	13.8		
77	519100	189827	28.3		24.4	18.0	13.7	7.5	17.2	11.7	17.8	24.1	28.1	21.8	19.1	16.0		
78	516721	185478	35.1	31.4	33.9	28.4	24.6		29.1	26.0	29.7	36.7	42.0	30.5	31.4	26.3		
79a	523721	183008	30.6	25.2	26.0	21.8					28.2	32.6	34.6	25.9	28.1	20.5		
79b	523721	183008	32.2	26.4	26.5	22.0						30.8	33.9	26.0	28.2	20.1		
79c	523721	183008	33.9	23.8	27.3	20.7						28.1	33.9	23.9	27.6	19.3		
BRT42	521131	183995	33.6	30.0	33.0	26.1	24.0	24.3	27.5	24.2	30.2	34.9	36.4	23.5	28.6	24.1		

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sept	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.84)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
BRT43	520242	184541	42.5	42.9	44.2	36.4		32.7	38.1	34.9	38.8	41.9	43.8	33.4	38.9	32.7		
BRT53	518303	185181	50.5	50.0	51.8	47.1	38.6	44.9	55.5	48.0	53.8	59.2	50.1	40.8	48.7	40.9	31.5	
BRT55	521743	183361	71.9	71.3	66.2	79.8	66.7	68.7		54.8	72.3	61.1	67.0	52.8	65.8	55.3	42.8	
BRT56	523635	183153	41.9	35.7	36.3	32.8	31.9	40.5	35.5	32.5	38.8	36.0	46.3	34.7	36.5	30.7		
BRT57	525419	183612	49.9	47.0	44.5	42.2	34.4	41.1	42.2	36.4	41.6	40.9	45.1	36.4	41.3	34.7		
BRT58	523031	184655	44.0	42.2	42.4	40.2	31.3	33.3	38.9	36.4	44.2	39.1	43.9	31.8	38.4	32.3		
SZ1	521103	183408	32.6	28.6	27.0	23.7	19.6	20.4		18.6	25.9			24.9	24.2	21.8		
SZ2	521069	186250	32.5	29.6	28.0	19.2	16.3	17.2	19.2	18.7	22.2		29.8	21.7	22.8	19.1		
SZ3A	518900	184774	25.9		21.8	16.9	13.9	12.6	15.1	15.6		23.8	26.3	21.9	19.2	16.1		
SZ3B	518913	184670	24.7	23.0	21.1	13.9	13.2	12.3		14.3	17.0	23.0	25.2	20.2	18.8	15.8		
SZ4a	521643	183579	32.1	30.9	30.3	23.3	18.0	20.0	23.1	20.0			35.5	25.6	25.5	21.4		
SZ4b	521718	183649	36.1	31.4	31.6	23.4	18.6	18.6	22.3			23.9	35.0	24.6	26.1	21.9		
SZ4c	521781	183700	32.5	26.6	27.2	20.0	16.6	16.7		17.9	22.9	26.2	33.9	23.2	23.6	19.8		
SZ41	521624	184275		23.7	23.0	15.1	14.2	13.7	16.8	14.1	19.4	24.1	27.1	21.4	19.4	16.3		
SZ5a	521394	184264	29.0	22.0	22.3	17.2	14.8	14.7	18.6	15.5			29.3	21.0	20.0	16.8		
SZ5b	521364	184185	29.4	26.7	23.8	18.6	15.4	16.6	18.0	16.9	20.2	21.7	31.2	22.7	21.5	18.1		
SZ6	517900	187137	24.8	21.0	20.2	13.8	10.6	11.3	13.1	12.3	14.9	21.2	24.0	18.8	17.0	14.3		
SZ7	523119	185933	28.6	25.2	23.7	15.5	15.0	14.0	17.0	15.6	20.3	24.3	29.8	19.7	20.5	17.2		
SZ8	521314	184712	33.5	28.2	25.9	20.1	16.1	16.4	16.9		21.4		31.9	21.4	22.8	19.1		
SZ10	524585	184031	29.2	25.3	24.0	17.3	14.9	14.7	18.4	15.3	18.4	21.2	30.6	23.5	20.8	17.5		
SZ11A	520480	183908	28.0	22.7	22.2	16.6	27.6	15.2	15.8	16.7	19.7	23.2	28.8	19.6	21.3	17.9		
SZ11b	520525	183861	32.3	25.9	24.6		14.8	15.2	16.7	15.0	19.9	24.1	32.7	21.0	21.6	18.2		
SZ12	523167	186491	29.0	25.5		19.3	16.7	16.2	16.2	14.9	21.9	21.2	30.1	21.5	20.8	17.5		
SZ14A	518837	185102	28.8	23.4	24.8		15.4	14.3	16.3	14.8	37.1	21.0	27.0	21.8	21.6	18.2		
SZ14B	518835	185012	27.8	23.0	25.2	18.0	15.8	14.3	18.8	17.0	21.7	25.8	30.2	21.6	21.4	18.0		
SZ15	522934	184702	31.3	25.7			15.9	15.1	18.0	15.3	20.8	23.8	30.6	23.3	21.6	18.2		
SZ16	523039	184745	28.8	25.8	24.3	16.2	13.7	13.4	16.0	14.5	18.8	23.7	29.7	21.6	20.4	17.1		
SZ17	521618	185525	32.0	33.4	27.3	20.8	17.5	18.1	15.6	19.4	22.8	27.3	30.2	26.5	24.2	20.3		
SZ18	523224	183045	30.9		25.6	22.2	19.9	15.5	17.5	16.3	23.0	25.5	32.0	23.3	22.6	19.0		
SZ19	523744	183076	30.0	28.0	25.5	20.3	17.4	35.5	34.4	19.6	21.5	25.6	30.2	25.0	25.8	21.6		
SZ20A	523678	183956	24.5	19.9	19.8	13.5	12.7	11.1		11.6	15.8	21.9	26.0	18.7	17.5	14.7		
SZ20B	524003	183995	27.9	22.2	23.2	14.8	13.4	13.3	14.6	13.3	19.5	22.3	29.4	21.4	19.4	16.3		
SZ22	519883	189197	22.5		18.3	13.7		9.5	12.0	10.8	14.3	19.6		17.8	15.3	13.4		
SZ23	520065	188673	25.7	18.2		15.5	12.4	12.2	14.2	12.7	16.3	22.1	24.4	18.7	17.3	14.5		
SZ231	520211	188478	24.6	21.0	21.2	14.1	11.8	11.2	12.2	12.0	15.7	20.8			16.3	13.7		
SZ24	517739	187912	23.1	19.3	18.9	12.3	10.0	10.3	11.4	11.3	14.3	21.1	24.4	16.8	15.9	13.4		
SZ25A	518243	188627	23.6	21.8	20.2	13.7	10.3	9.8	12.4	11.1	13.7	19.0	25.0	18.9	16.5	13.9		
SZ25B	518184	188539	22.5	18.8	17.2	12.4	9.3	9.8	11.4	12.3	13.3		21.7		14.6	12.2		
SZ26	516559	185913	27.6	22.8	22.5	16.1	13.4	13.2	15.4	13.2	16.1	21.8	27.9	20.1	19.0	15.9		
SZ27	519913	185066	29.7		27.2	17.5	16.2	15.6	19.1	17.5	21.4	23.0	28.7	23.2	21.4	18.0		
SZ63	518603	186544	25.3	20.9	20.9	13.5	10.7	11.4	12.9	12.5		20.9	22.8	19.0	17.1	14.4		
SZ81	520512	184580	31.1	25.5	22.1	17.7	16.3	15.6		16.2	22.0	23.6	30.5	23.5	21.8	18.4		
PM14A	520763	183700	32.9	28.2	27.7	21.1	17.0	17.5	19.8		21.5	27.3	29.8	24.4	24.1	20.2		
PM14b	521049	183874	42.5	35.2	38.8	33.6	28.2	37.4	39.6	37.1	40.8	34.4	42.2	29.6	35.9	30.2		
PM14C	521401	183542	31.7	27.2	24.7	19.6	16.0	16.9	17.6	17.4	20.6	26.4	31.4	23.3	22.5	18.9		
PM14D	521321	183478	35.2	28.0	26.7		16.3		20.1	18.3	22.4			23.5	23.3	19.9		
PM16a	521348	183912	33.1	26.6	26.8	20.9	18.1	18.9	20.6	18.4	23.6	25.6	35.1	24.4	24.0	20.2		
PM16b	521741	184243		24.8	24.0	19.3	16.1	16.6	17.9	16.1	19.2	24.2	29.1	21.9	20.9	17.5		
PM19a	523453	183500	41.0	32.5		28.7	25.3	26.6	29.9	25.9	33.1	39.6	43.7	33.5	32.4	27.2		

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sept	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.84)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
PM19b	523931	183500	31.3	26.7	25.2	21.1	18.5	19.0	20.6		14.2	23.9	33.2	22.2	23.1	19.4		
PM19c	524520	183495	34.7	29.8	29.6	27.8	23.9	25.3	27.4	23.1	31.5	30.3		23.9	27.5	23.1		
PM20c	524908	184273	39.8	36.9	41.0		34.6	34.5	37.3	29.1			43.3		36.8	31.3		
PM22A	523854	185249	29.7	25.1	26.0	20.2	16.3	16.2	17.6	17.0	21.3	24.4	32.2	24.4	22.3	18.8		
PM22B	523770	185086	30.2	23.9	23.6	19.7	15.5	15.1	17.2	16.5	19.5	24.0	28.4	21.8	21.0	17.7		
PM22C	524333	184827	28.4	25.0	23.2	19.3	14.6	14.9	13.9	12.1	19.5	21.6	31.3		20.1	16.8		
PM22D	524486	184877	32.7	33.1	34.6	34.8	31.3	33.3	34.0	30.0	35.5	30.8	36.5	26.2	32.4	27.2		
PM22E	523846	184875	25.3	24.0	23.1	16.0	14.2	15.0	16.2	15.3	18.1	22.9		21.9	19.3	16.2		
PM23A	522708	184973	32.7	26.3	27.8	20.1	18.3	19.1	19.2	19.2	26.3	26.2	31.3	22.5	23.7	19.9		
PM23B	522970	184812	30.6	24.3	24.6	19.1	14.7	15.1	17.6	15.8	20.7	25.8	31.9	22.6	21.6	18.2		
PM25a	523246	185765	31.3	26.2	25.0		14.6	15.7	19.6		23.8	25.3	32.4	22.1	23.2	19.5		
PM25b	523581	185671	27.5	24.4			15.5	15.4	16.5	15.4	21.3	23.5	29.0	15.2	19.9	16.7		
PM25c	523560	185395	31.3	25.3	23.6	20.4	16.0	15.3	16.9	14.7	21.2	24.7	29.7	21.5	21.4	18.0		
PM26a	522941	186263	30.5	23.1	25.2	16.7	14.5	13.7	16.1	15.6	20.0	24.3	25.8	22.3	20.4	17.2		
PM26b	522563	186233	29.1	26.7	24.5	18.3	15.0	15.8	16.9	15.6	18.7	23.0	30.8	22.2	21.2	17.8		
PM28A	517811	186252	37.4	32.0	33.7	29.4	25.3	29.2	31.8	27.7	33.6	35.7	37.3	28.8	31.5	26.4		
PM28B	518367	185872	27.1	22.4	21.4	15.6	12.7	13.2	15.4	14.4	17.9	17.4	27.4	19.7	18.4	15.5		
PM28C	518172	186004	29.0	26.8	24.8	17.6	13.9	14.6	17.9	16.0	20.1	21.8	31.7	22.6	21.1	17.8		
PM28D	518076	185421	28.8	26.8	26.3		15.8	16.2	18.4	18.0	19.6	24.9	29.6	19.7	21.9	18.4		
PM28E	517952	185913	27.1	23.4	22.8	16.1	13.4	14.0	16.0	14.9	18.5	20.6	27.5	19.1	19.2	16.1		
PM29a	517896	186958	27.2	26.0	24.4	16.7	14.0	13.7	15.4	17.0	18.5	21.7	27.3	21.3	20.1	16.9		
PM29b	518008	187311	25.8	22.7	22.5	15.4	12.3	12.8	13.8		16.7	22.4	26.9	19.5	19.0	16.0		
PM29c	518280	187411	30.4	27.0	26.4	19.9	17.8	17.8	20.9	17.4	22.9	25.0	31.3	22.4	23.0	19.3		
PM32a	519588	189311	31.0	25.2	25.6	18.4	14.6	15.6	18.1	15.6			31.0	21.5	21.2	17.8		
PM32b	519432	188972	28.5	22.6	23.1	17.8	13.5	14.0	15.4	13.9			29.5	19.7	19.4	16.3		
PM32c	519268	188982	29.5	25.3	23.6	17.8		12.0	15.9	15.1	18.3	23.8			20.1	17.5		
PM36A	518590	185172	32.2	28.7			30.5	28.3	33.2	26.7	20.6	33.0	41.7	29.4	30.4	25.5		
PM36B	519200	184899	32.9	28.7	30.4	24.5	21.6	19.6	24.3	23.8	27.0	30.3	28.5	24.6	26.1	21.9		

☒ All erroneous data has been removed from the NO₂ diffusion tube dataset presented in Table .

☒ Annualisation has been conducted where data capture is <75% and >25% in line with LLAQM.TG19.

☐ Local bias adjustment factor used.

☒ National bias adjustment factor used.

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

☒ London Borough of Brent confirm that all 2024 diffusion tube data has been uploaded to the Diffusion Tube Data Entry System.

Notes:

Exceedances of the NO₂ annual mean objective of 40µg m⁻³ are shown in **bold**.

NO₂ annual means exceeding 60µg m⁻³, indicating a potential exceedance of the NO₂ 1-hour mean objective are shown in **bold and underlined**.

See Appendix C for details on bias adjustment and annualisation.

Appendix C Map(s) of Monitoring Locations and AQMAs

Figure 4. Map of Non-Automatic Monitoring Site(s)

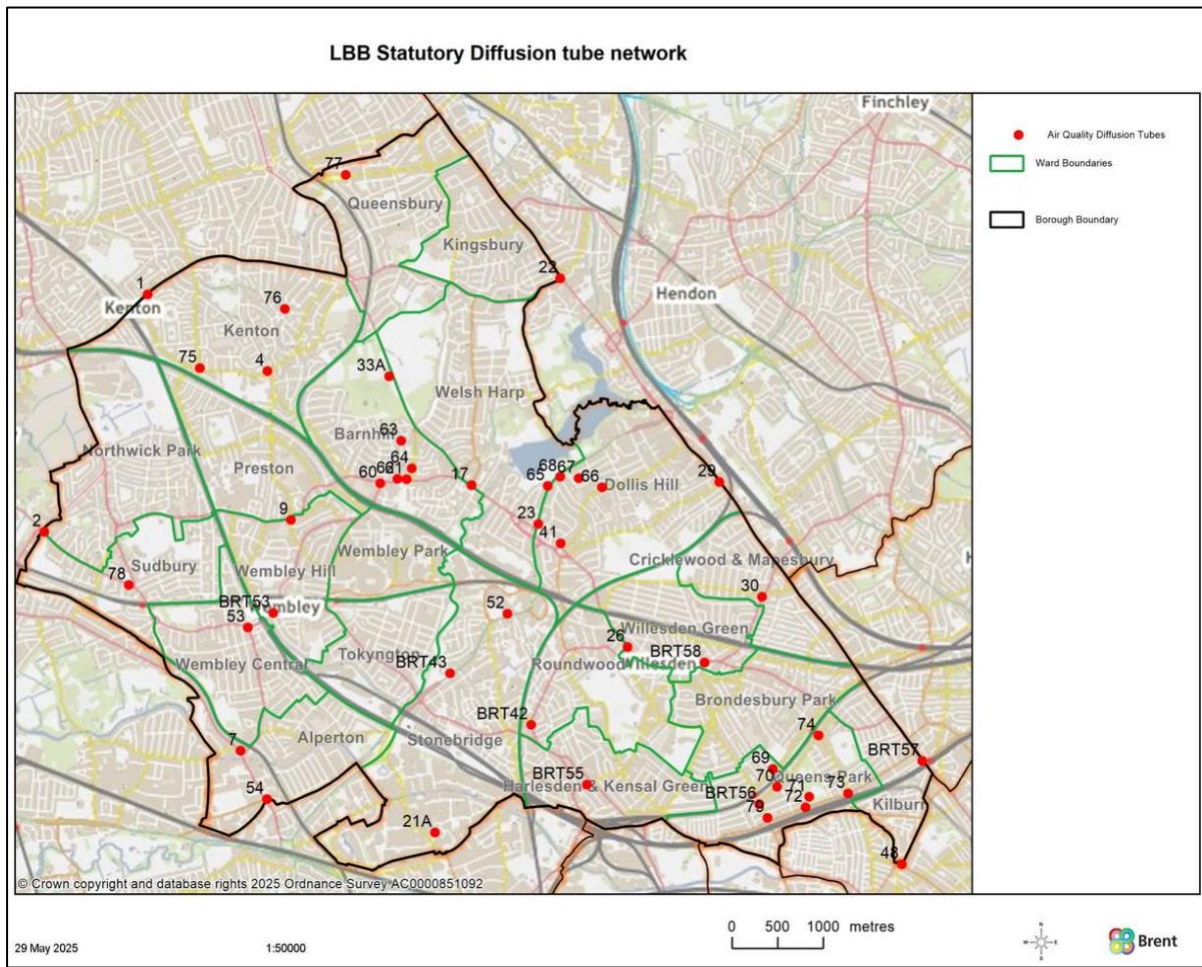


Figure 5. Map of Automatic Monitoring Site(s)

