



2026 Air Quality Annual Status Report (ASR)

In fulfilment of Part IV of the Environment Act 1995
Local Air Quality Management, as amended by the
Environment Act 2021

Date: June, 2026

Annual Status Report (ASR) 2026 - Air Quality

Endorsement from the Director of Health & Care, Staffordshire County Council.

Poor air quality continues to be a significant public health concern, contributing to a range of health conditions and reduced life expectancy. Local authorities have an important role in identifying areas of exceedance and implementing measures to improve air quality and protect communities.

I welcome this 2026 Annual Status Report from Tamworth Borough Council, which demonstrates the Council's ongoing commitment to improving air quality across the borough. The report outlines the progress made in monitoring air pollution and delivering targeted interventions to reduce emissions of nitrogen dioxide (NO₂) and fine particulate matter (PM_{2.5}).

The Council continues to work effectively in partnership with Staffordshire County Council and other stakeholders to deliver a coordinated approach. This includes contributions to countywide initiatives such as the Air Aware programme, promotion of sustainable and active travel, support for electric vehicle infrastructure, and wider transport and climate change strategies.

The requirements of the Environment Act 2021, particularly in relation to PM_{2.5}, further reinforce the importance of sustained local action. Measures to reduce emissions will not only improve air quality but also deliver wider health and environmental benefits.

I endorse this report and support the continued collaborative approach to improving air quality and protecting the health of residents in Tamworth.

Dr Richard Harling MBE, FFPH, MBBS, MSc



Director of Health and Care
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June 2026

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Local Responsibilities and Commitment

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

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This ASR has been approved by:

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Tamworth Borough Council does not have a director of Public Health however Richard Harling, Director of Health & Care, Staffordshire County Council, has signed off this ASR.

If you have any comments on this ASR, please send them to Luke Clark at:

LAQM Annual Status Report 2025

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Executive Summary: Air Quality in Our Area

Nitrogen dioxide (NO₂), primarily arising from combustion processes and particularly from road traffic, is the main air pollutant of concern within the Tamworth Borough Council area. As such, air quality considerations are focused on residential properties located close to busy roads and junctions, especially where congestion occurs or where buildings are close to the carriageway.

Across Tamworth, nitrogen dioxide concentrations associated with road traffic have shown a general declining trend, reflecting national improvements in vehicle emission standards and local traffic management measures. While major transport routes such as the A5 trunk road and the M42 motorway pass through or near the Borough, there are no residential receptors sufficiently close for air quality impacts to be considered significant.

Historical monitoring identified elevated nitrogen dioxide concentrations at the Two Gates crossroads in Dosthill. Detailed assessment and modelling undertaken by consultants (Ricardo-AEA) led to the declaration of an Air Quality Management Area (AQMA) in May 2014 due to the risk of exceeding the annual mean NO₂ objective at nearby properties. Subsequent improvements in vehicle technology, alongside changes to traffic signal sequencing implemented by Staffordshire County Council, resulted in reduced nitrogen dioxide levels. Following further detailed assessment, the AQMA was revoked in March 2018. There are currently no AQMAs within the Borough. Tamworth Borough Council has an Air Quality Strategy (2022-27) that is available to view on our website.

The Council's priorities for addressing air quality include the effective regulation of industrial processes, the implementation and promotion of taxi and bus anti-idling policies, and the continued integration of air quality considerations within the planning system. Further priorities are supporting the uptake of electric vehicles, encouraging a shift to more sustainable travel through the extension of cycle routes, and promoting increased walking. Key challenges to delivering these priorities include rising levels of development and population growth, limitations relating to cost and available resources, and the impacts of increased traffic congestion arising from roadworks or similar activities

The public can get involved by viewing our air quality information which is available on our website. The Council is always open to questions and engagement from the public. We also regularly take part in initiatives such as 'Clean Air Night' which makes information available on social media.

Air Quality in Tamworth Borough Council

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

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

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

Table ES 1 - Description of Key Pollutants

Pollutant	Description
Nitrogen Dioxide (NO ₂)	Nitrogen dioxide is a gas which is generally emitted from high-temperature combustion processes such as road transport or energy generation.
Sulphur Dioxide (SO ₂)	Sulphur dioxide (SO ₂) is a corrosive gas which is predominantly produced from the combustion of coal or crude oil.
Particulate Matter (PM ₁₀ and PM _{2.5})	Particulate matter is everything in the air that is not a gas. Particles can come from natural sources such as pollen, as well as human made sources such as smoke from fires, emissions from industry and dust from tyres and brakes. PM₁₀ refers to particles under 10 micrometres. Fine particulate matter or PM_{2.5} are particles under 2.5 micrometres.

Actions to Improve Air Quality

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

Conclusions and Priorities

The 2025 Air Quality Annual Status Report demonstrates that air quality within Tamworth Borough remains good and continues to comply with the UK Air Quality Objectives. No exceedances of the annual mean nitrogen dioxide (NO₂) objective, or any other regulated air quality objectives, were identified during the reporting year. As such, there are currently no Air Quality Management Areas (AQMAs) designated within the borough.

Analysis of the monitoring results indicates slight reductions in pollutant concentrations across the monitoring network when compared with previous years although there were two minor exceptions. These reductions are consistent with longer-term trends and are likely to reflect a combination of factors, including improvements in vehicle emissions standards such as increased uptake of electric vehicles and wider changes in travel behaviour. All monitoring locations remain comfortably below the relevant air quality objectives.

There were no new developments identified during the reporting year that are expected to have a significant adverse impact on local air quality moving forward. Additionally, no monitoring locations recorded pollutant concentrations in excess of the air quality objectives that would warrant the declaration of a new AQMA or the amendment of existing arrangements.

Given the continued compliance with air quality objectives and the absence of AQMAs within the district, it is considered that the current Air Quality Action Plan remains sufficient and appropriate. There is therefore no requirement to update the Action Plan at this time.

Priorities for the Coming Year

The priority for the local authority over the coming year will be to maintain and protect current air quality standards. This will be achieved through the continued operation of the diffusion

tube monitoring system ensuring their continued quality assurance, robustly assessing developing trends if required, and identification & assessment of any emerging risks at an early stage.

Tamworth Borough Council planning colleagues will continue to ensure that air quality considerations remain embedded within the development management process, supported by appropriate assessment and mitigation where necessary. Ongoing engagement with transport and public health partners will support wider objectives related to sustainable travel, climate change, and public wellbeing, which provide co-benefits for air quality.

While no significant challenges are anticipated in maintaining compliance with air quality objectives, the authority recognises the importance of remaining vigilant to potential longer-term pressures such as traffic growth and cumulative development impacts. Regular review through future Annual Status Reports will ensure that air quality continues to be effectively managed for the benefit of residents and visitors.

How to get Involved

Tamworth Borough Council engages with decision-makers and key partners on air quality matters through established planning, environmental health and public health processes, ensuring that air quality considerations are reflected in policy development and local decision-making. Air quality information and assessments are published through statutory reporting, supporting public awareness and understanding, which is generally good where local issues have previously been identified.

Members of the public can help to improve local air quality through a range of everyday actions. Wherever possible, residents are encouraged to walk or cycle instead of using a car, which provides health benefits through increased physical activity, reduces personal exposure to air pollution, and lowers individual emissions. When driving is necessary, drivers should switch off their engines (if applicable) when stationary or parked and avoid idling, particularly near sensitive receptors such as schools, hospitals, care homes and residential properties.

General travel planning advice, including information on walking and cycling routes, bus maps and timetables, and school and community transport, is available via Staffordshire County Council and Government websites:

- *Transport planning* | Staffordshire County Council
(<https://www.staffordshire.gov.uk/roads-parking-and-transport/roads-parking-and-transport/transport-planning>)
- Smarter choices: changing the way we travel – GOV.UK
(<https://www.gov.uk/government/publications/smarter-choices-main-report-about-changing-the-way-we-travel>)

Tamworth Borough benefits from an extensive network of walking and cycling routes that provide opportunities for both everyday travel and recreation. These routes link residential areas with key destinations such as the town centre, schools, employment areas, parks and open spaces, and are supported by corridors along rivers and canals, green spaces and existing transport routes. The availability of these paths encourages active travel, helps to reduce reliance on private vehicles, and delivers wider health, wellbeing and air quality benefits for residents and visitors alike.

Where appropriate, individuals and organisations can also reduce travel-related emissions by holding meetings via telephone or video conferencing platforms such as Microsoft Teams, Zoom or FaceTime, rather than travelling by car. This can reduce fuel use, vehicle wear and travel costs, while increasing productivity by avoiding time lost to unnecessary journeys.

Flexible working arrangements, including home working or working from facilities closer to home for non-front-line staff, can further help reduce commuting journeys. This contributes to reduced congestion, improved journey reliability, lower emissions, and wider social benefits such as improved work-life balance and reduced emergency vehicle response times.

For those who need to drive regularly, following fuel-efficient or “smarter driving” advice can help reduce fuel consumption and emissions. Guidance is available from several sources, including:

- Energy Saving Trust – Save money and emissions through eco-driving
- The AA – How to drive economically

Residents can also help reduce air pollution from open fires and wood-burning stoves by following Defra guidance on choosing appropriate appliances, using suitable fuels, and carrying out regular maintenance. Further advice is available from Defra and through the Smoke Control Area and public advice information provided by Tamworth Borough Council.

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1 Local Air Quality Management

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

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

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

2 Actions to Improve Air Quality

2.1 Air Quality Management Areas

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

Tamworth Borough Council currently does not have any declared AQMAs. Instead, there is a local Air Quality Strategy 2022-2027 that is in place to prevent and reduce polluting activities. The Local Air Quality Strategy 2022-2027 is available on this page:

<https://www.tamworth.gov.uk/environment/pollution-and-nuisance/air-quality>

Table 2.1 – Declared Air Quality Management Areas

AQMA Name	Date of Declaration	Pollutants and Air Quality Objectives	One Line Description	Is air quality in the AQMA influenced by roads controlled by Highways England?	Highest Concentration: Declaration	Highest Concentration: Current Year	Number of Years Compliant with Air Quality Objective	Name and Date of AQAP Publication	Web Link to AQAP
N/A – Tamworth Borough Council does not have any AQMAs	-	-	-	-	-	-	-	-	-

☒ Tamworth Borough Council confirm the information on UK-Air regarding their AQMA(s) is up to date.

☒ Tamworth Borough Council confirm that all current AQAPs have been submitted to Defra.

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

Defra's appraisal of last year's ASR concluded:

- *'TBC does not have an Air Quality Management Area (AQMA) declared within their jurisdiction. They have included a formerly declared AQMA within the ASR report. Since there are no AQMAs within their jurisdiction, it is not necessary to include previously declared AQMAs. A local Air Quality Strategy (AQS) is in place to prevent and reduce polluting activities'.*
 - No information has been included within this Annual Status Report regarding the previously revoked AQMA.
- *'Map figure D.1 shows the whole area of TBC. It is quite difficult to see specifically where each diffusion tube monitoring location is located. In a future update, it would be appreciated if TBC used mapping that showed the street and potentially a photo of where the diffusion tube is located. This would help show more context of the area where the diffusion tube is located'.*
 - Included a table with photos and exact locations for quick reference.
 - More extensive higher resolution map provided including zoomed image of a concentrated area.
- *'TBC have not highlighted three key measures in yellow in Table 2.2. To help improve the visibility of local authority action to reduce air pollution, three key measures should be highlighted in Table 2.2 will be fed through to UK-AIR. These should be measures the local authority would like to raise awareness of amongst local communities. Please ensure each measure title is succinct and meaningful to the public and includes completion dates. Guidance on how to pitch this information is available here. You should avoid using acronyms in the description of the action or when listing the organisations involved.'*
 - 3 key measures have now been highlighted.
- *'The bias adjustment factor should be added to the correct column in Table B. This should be done before final submission'.*
 - This has been completed

Tamworth Borough Council has taken forward a number of direct measures during the current reporting year of 2025 in pursuit of improving local air quality. Details of all measures completed, in progress or planned are set out in Table 2.2. 13 measures are included within Table 2.2, with the type of measure and the progress Tamworth Borough Council have made during the reporting year of 2025 presented. Where there have been or continue to be barriers restricting the implementation of the measure, these are also presented within Table 2.2.

More detail on these measures can be found in Tamworth Borough Council's respective Action Plans:

- The Air Quality Strategy 2022 – 2027
- The Tamworth Borough Council Local Plan 2006 – 2031
- The Local Cycling & Walking Infrastructure Plan 2020 – 2030.

Key completed measures are:

- Procuring alternative refuelling infrastructure to promote EV recharging (BP). This was completed with 8 BP charging hubs installed in the Castle Grounds car park.
- The procurement of electric equipment for the street-scene team. The target was 20%. This was achieved, and the figure is currently above 40%.

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

- Review of the Tamworth Borough Council Taxi Policy, to only allow Euro6 or equivalent vehicles. This will reduce pollutants, particularly nitrogen oxides (NOx), improving local air quality.
- Logistic efficiencies: Fleet route optimisation to reduce mileage and emissions from our vehicles including those used in a shared service with another local authority. This will reduce pollutants, particularly nitrogen oxides (NOx), improving local air quality.

Tamworth Borough Council's priorities for the coming year are:

- The continued procurement and implementation of electric equipment for use by our street scene team.
- Progressing and implementing the local electric vehicle infrastructure (LEVI) programme.
- Continued investigation for a 'modal shift' to promote a progressive move towards public transport (Tamworth Borough Councils travel policy).

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

- Lichfield District Council
- Staffordshire County Council

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

- Without an air quality management area there is less government funding available for air quality projects.
- Tamworth Borough Council is a small authority and does not have the resources necessarily available to larger and/or more populated authorities.
- Uncertainty over local government reorganisation which makes planning ahead more difficult.

Progress on the following measures has been slower than expected due to:

- Review of taxi licencing policy due to ongoing research and investigation.

Table 2.2 – Progress on Measures to Improve Air Quality

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
Priority Air Quality Actions														
1	Selection of suitable electric vehicle charging points in Tamworth public car parks	Promoting low emission transport	Procuring alternative refueling infrastructure to promote EV recharging.	2024	2030	TBC & SCC via LEVI funding	LEVI funding.	Funded	£4.88M LEVI funding awarded to SCC	Planning	Reduction in particulates	Reduced emissions	LEVI working group set up to steer project and monitor progress. Ran a public consultation of public EV charging (Ends 17 April 2026) 3 sites finalised although they may change if issues identified e.g. in procurement	Sites must meet the LEVI criteria Vandalism and crime e.g. copper theft Dependant on results of the public consultation Dependent on LEVI funding timeline provided by SCC.
2	Conversion of street-scene team equipment to be electric	Promoting low emission	Other	2024	2028	Tamworth Borough Council	Tamworth Borough Council	Funded	Part of replacement budget.	Planning	Reduction in particulates & NO _x	Reduced emissions	Over 40% of equipment is currently electric	Some equipment may not meet the required performance standards when electrically powered (technological limitation).
3	Domestic smoke control (Smoke Control Area)	Public Information	Via the internet/Social Media	2019	Ongoing	Tamworth Borough Council	Tamworth Borough Council	Funded	Internal officer resource	Planning	Reduction in particulates	Reduction in breaches	Ongoing	No completion year given as ongoing initiative.
4	Review of Taxi Licensing Policy to only allow Euro 6 or equivalent vehicles.	Promoting Low Emission Transport	Taxi Licensing conditions	2025	2026	Taxi Drivers	Tamworth Borough Council	Funded	Internal officer resource.	Being undertaken	Reduction in particulates & NO _x	Reduced emissions	Ongoing	Draft is advancing and will be presented to licencing committee this July. Measures against idling already included in 2024 Policy.
5	Promotion of walking to school	Alternatives to private vehicle use	Other	2022	Ongoing	Tamworth Borough Council & Air Aware (SCC)	Staffordshire County Council	Funded	Resource shared by other 2 tier councils.	Implementation	Reduction in particulates & NO _x	Reduced emissions	Engagement with Anker Valley Florendine	No completion year given as ongoing initiative.
6	Promotion of walking & reduction in vehicle use in Tamworth	Alternatives to private vehicle use	Other	2019	Ongoing	Tamworth Borough Council & SCC	Staffordshire County Council	Funded	Resource shared by other 2 tier councils.	Planning	Reduction in particulates & NO _x	Length of new foot paths	Planning phase	LAs with AQMAs are prioritised for SCC funded projects that assist schools with alternative modes of travel. We have no AQMA
7	Promotion of Cycling	Alternatives to private vehicle use	Other	2019	Ongoing	Tamworth Borough Council & SCC	Staffordshire County Council	Funded	Resource shared by other 2 tier councils.	Implementation	Reduction in particulates & NO _x	Length of new cycle paths	Implementation ongoing	https://www.staffordshire.gov.uk/Transport/transportplanning/Walking-and-cycling.aspx No completion year given as ongoing initiative
8	Continued Integration with planning system eg incorporation of features to reduce short car journeys	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	2019	Ongoing	Tamworth Borough Council	Tamworth Borough Council	Funded	Internal officer resource.	Implementation	Reduction in particulates & NO _x	Reduced emissions	Ongoing	No completion year given as ongoing initiative.

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
	EV Chargers at road services etc.													
9	Regulation of industrial processes	Environmental Permits	Other measure through permit systems and economic instruments	2010	Ongoing	Tamworth Borough Council	Tamworth Borough Council	Funded	Internal officer resource.	Implementation	Reduction in particulates & NO _x	Reduced emissions	Ongoing	Tamworth Borough has 14 Permitted processes of which 7 are petrol stations. No completion year given as ongoing initiative.
10	Continuing of Home & Hybrid working contracts for Tamworth Borough Council employees.	Alternatives to private vehicle use	Other	2022	Ongoing	Tamworth Borough Council	Tamworth Borough Council	Funded	No cost	Home – 44.2% Hybrid - 21.5% Site – 34.3%	Reduction in particulates & NO _x	Reduced emissions	Ongoing	Ongoing
11	Consultation on solid fuel burning, aimed at tackling fine particulate matter (PM2.5)	Public information	Via the internet / social media	2026	2026	Tamworth Borough Council Defra	Tamworth Borough Council	Funded	No cost	Completed	Reduction in particulates	Web clicks	Completed March 2026	Defra ran consultation shared on Tamworth Borough Council social media as it may directly influence future Policy. Potential lack of engagement.
12	Modal shift – updating of Tamworth Borough Council travel policy.	Alternatives to private vehicle use	Other	2025	2028	Tamworth Borough Council	Tamworth Borough Council	Funded	Internal officer resource.	Planning	Reduction in particulates & NO _x	Reduced emissions	Ongoing	Recommendations made to the corporate management team.
13	Route optimisation for authority owned vehicles.	Promoting low emission	Fleet efficiency and recognition schemes	2025	2027	Tamworth Borough Council Lichfield District Council	Tamworth Borough Council Lichfield District Council	Funded	Internal officer resource.	Planning	Reduction in particulates & Nox (0.4% against overall authority emissions)	Reduced emissions	Ongoing	In progress (joint waste partnership).

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

As detailed in Policy Guidance LAQM.PG22 (Chapter 8) and the Air Quality Strategy¹, local authorities are expected to work towards reducing emissions and/or concentrations of fine particulate matter (PM_{2.5}). There is clear evidence that PM_{2.5} (particulate matter smaller 2.5 micrometres) has a significant impact on human health, including premature mortality, allergic reactions, and cardiovascular diseases.

Tamworth Borough Council is implementing a range of measures to address PM_{2.5} emissions, as outlined in Table 2.4, in partnership with Staffordshire County Council and other partners identified within that table. These measures complement those set out in Table 2.2, with particular emphasis on Actions 1, 2, and 3 in Table 2.2. In the absence of PM_{2.5} or PM10 monitoring, Table 2.3 shows the estimated background PM_{2.5} (2021) demonstrating that the levels are below the 2040 target as set out in the Environment Act 2021 (10 g/m³).

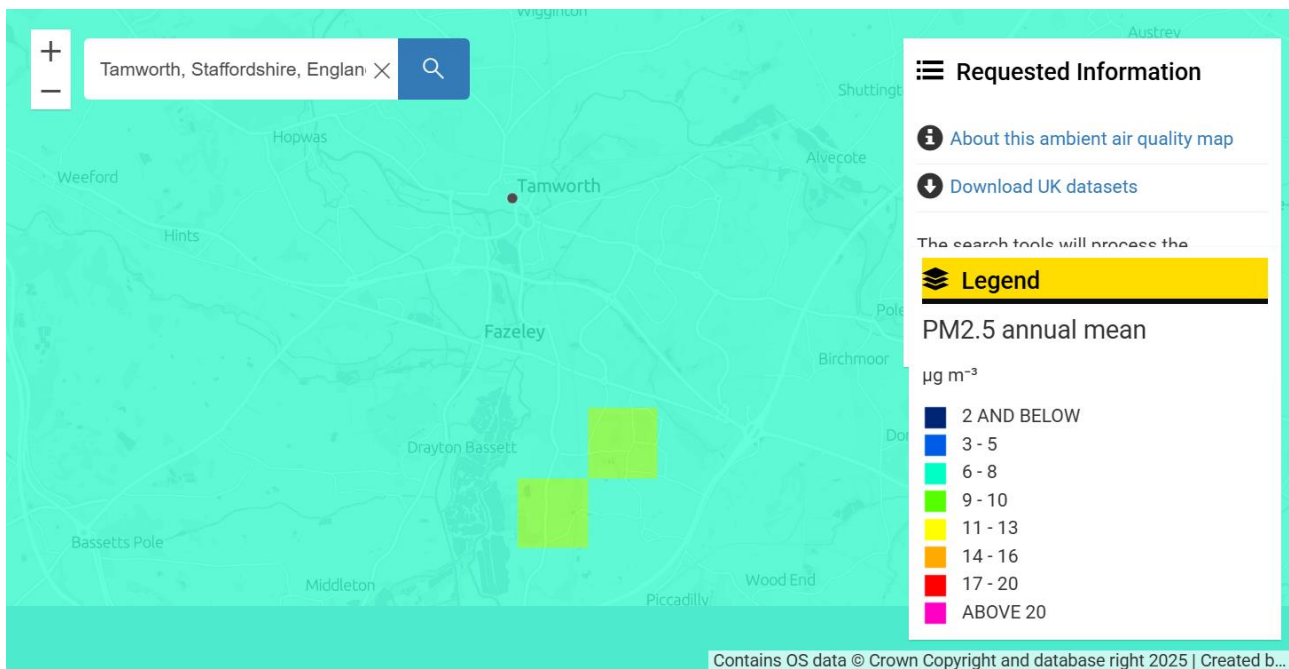
Tamworth Borough Council declared the entire Borough a Smoke Control Area in the late 1970s. Amendments introduced through the Environment Act 2021 have since strengthened local authority powers, enabling councils to issue financial penalties for emissions of dark, persistent smoke from domestic chimneys. Previously, such emissions were difficult to regulate, as household chimneys were largely exempt from statutory nuisance provisions.

These legislative changes provide the Council with greater scope to address the incorrect use of solid fuel appliances, including log burners, even where such appliances are Defra-exempt. In addition, during January 2025 the Council's Communications Team promoted National Clean Air Night through social media channels to raise public awareness of air quality issues.

¹ Defra. Air Quality Strategy – Framework for Local Authority Delivery, August 2023

Table 2.3 Estimated Background Air Pollution Maps (base year 2021)

2025 PM 2.5 background data



Tamworth					
2025 Estimated Background Air Pollution Maps (base year 2021), downloaded from https://uk-air.defra.gov.uk/data/laqm-background-home . Total annual mean concentrations based on 1 km x 1 km grid squares are provided.					
Concentrations are as ug.m-3 gravimetric PM2.5					
Local Authority Code	x	y	Geographic area	EU_zone_agglom_01	Total_PM2.5_25
E07000199	419500	305500	6	35	6.55267
E07000199	420500	305500	6	35	6.584438

E07000199	421500	305500	6	35	6.521854
E07000199	422500	305500	6	35	6.363645
E07000199	423500	305500	6	35	6.363646
E07000199	424500	305500	6	35	6.269579
E07000199	418500	304500	6	35	6.398874
E07000199	419500	304500	6	35	6.719151
E07000199	420500	304500	6	35	6.752224
E07000199	421500	304500	6	35	6.62048
E07000199	422500	304500	6	35	6.630519
E07000199	423500	304500	6	35	6.64699
E07000199	419500	303500	6	35	6.590324
E07000199	420500	303500	6	35	6.822852
E07000199	421500	303500	6	35	6.900498
E07000199	422500	303500	6	35	6.935854
E07000199	423500	303500	6	35	6.855842
E07000199	420500	302500	6	35	6.89962
E07000199	421500	302500	6	35	7.143749
E07000199	422500	302500	6	35	7.229012
E07000199	423500	302500	6	35	7.041179
E07000199	421500	301500	6	35	7.056699
E07000199	422500	301500	6	35	7.369453

E07000199	423500	301500	6	35	7.394653
E07000199	421500	300500	6	35	7.176001
E07000199	422500	300500	6	35	9.155917
E07000199	423500	300500	6	35	7.319221
E07000199	420500	299500	6	35	6.803133
E07000199	421500	299500	6	35	8.885152

Table 2.3 – Actions being taken within Staffordshire to reduce PM2.5

Measures category	Measure Classification	Effect on reducing NOx and PM10 emissions (low, medium, high)	Reduces PM2.5 emissions	Local Authority							
				Staffordshire Moorlands DC	Newcastle under -Lyme BC	Cannock Chase	Stafford BC	East Staffs BC	Lichfield DC	South Staffs DC	Tamworth BC
Traffic Management	Urban Traffic Control systems, Congestion management, traffic reduction	low		UTC in Leek Town Centre. Completely validated Leek traffic signals in 2024/25 year.	UTC SCOOT in areas of Newcastle Town Centre AQMA and Kidsgrove AQMA. Live labs monitoring work linked to congestion	UTC in Cannock Town Centre	UTC in Stafford Town Centre. Review of Beaconside corridor to implement UTC control during peak travel periods	Traffic signal reconfiguration within the Wellington Street/Derby Street/Borough Road gyratory to help improve traffic flow and reduce congestion within AQMA 1 to be	Liaising with Midlands Connect to increase usage of M6 Toll to reduce congestion on A5 & lobbying for upgrade of A38 & A5. Junction improvement		UTC in Tamworth Town Centre at Ventura Park and recent setup from Lichfield Street to Offa Drive to improve coordination 2025/26.

Measures category	Measure Classification	Effect on reducing NOx and PM10 emissions (low, medium, high)	Reduces PM2.5 emissions	Local Authority							
				Staffordshire Moorlands DC	Newcastle under -Lyme BC	Cannock Chase	Stafford BC	East Staffs BC	Lichfield DC	South Staffs DC	Tamworth BC
					in Newcastle.		during 2026/27.	delivered in 2024-25. Horninglow Road corridor validation for adaptive coordination complete 2025/25.	s at Muckley Corner. UTC in Lichfield Town Centre. Revalidated regions to span from Birmingham Road through to St. Michaels Road to improve traffic signal coordination.		

Measures category	Measure Classification	Effect on reducing NOx and PM10 emissions (low, medium, high)	Reduces PM2.5 emissions	Local Authority							
				Staffordshire Moorlands DC	Newcastle under -Lyme BC	Cannock Chase	Stafford BC	East Staffs BC	Lichfield DC	South Staffs DC	Tamworth BC
	Reduction of speed limits, 20mph zones	low		20mph zones near some schools in residential areas			20mph zones near some schools in residential areas	20 mph zones near some schools in residential areas	.	20mph zones in Trysull, Bradley, Kinver and Bilbrook	Under consideration as part of emerging Town Centre Masterplan
	Road User Charging / Congestion charging	low		No					M6 Toll	M6 Toll	
	Anti-idling enforcement	low		Anti Idling Campaign toolkits available to schools for	Anti Idling Campaign toolkits available to schools for	Anti Idling Campaign toolkits available to schools for	Anti Idling Campaign toolkits available to schools for	Anti Idling Campaign toolkits available to schools for	Anti Idling Campaign toolkits available to schools for	Anti Idling Campaign toolkits available to schools for	Anti Idling Campaign toolkits available to schools for

Measures category	Measure Classification	Effect on reducing NOx and PM10 emissions (low, medium, high)	Reduces PM2.5 emissions	Local Authority							
				Staffordshire Moorlands DC	Newcastle under -Lyme BC	Cannock Chase	Stafford BC	East Staffs BC	Lichfield DC	South Staffs DC	Tamworth BC
				pupil run campaign. Anti Idling Signage installed or offered at every school in the Staffordshire Moorlands	pupil run campaign.	pupil run campaign.	pupil run campaign.	pupil run campaign.	pupil run campaign.	pupil run campaign.	pupil run campaign.
	Other			Live Public Facing portal linked to Zephyr air quality monitor for PM _{2.5} with				Live Public Facing portal linked to Zephyr air quality monitor for PM2.5 with			

Measures category	Measure Classification	Effect on reducing NOx and PM10 emissions (low, medium, high)	Reduces PM2.5 emissions	Local Authority							
				Staffordshire Moorlands DC	Newcastle under -Lyme BC	Cannock Chase	Stafford BC	East Staffs BC	Lichfield DC	South Staffs DC	Tamworth BC
				district modelling.				district modelling.			
Promoting Travel Alternatives	Workplace Travel Planning	low		Where developers are required to produce and implement Workplace Travel Plans as part of the planning process, SCC review and monitor the outcomes.							
	Encourage / Facilitate home-working	low		Agile working policy applied	Homeworking Policy adopted	Homeworking Policy adopted	Homeworking Policy adopted	Homeworking Policy adopted	Homeworking policy adopted	Agile working policy adopted	Homeworking policy adopted

Measures category	Measure Classification	Effect on reducing NOx and PM10 emissions (low, medium, high)	Reduces PM2.5 emissions	Local Authority						
				Staffordshire Moorlands DC	Newcastle under -Lyme BC	Cannock Chase	Stafford BC	East Staffs BC	Lichfield DC	South Staffs DC
	School Travel Plans	low		Where School Travel Plans are required as part of the planning process SCC review and monitor the outcomes Residential developers are required to make S106 contributions where appropriate to fund active travel measures and initiatives carried out within schools. School Travel Plans are written and produced by the Active School Travel Team for any school in Staffordshire wishing to take part in the accredited Modeshift STARS with support of resources, toolkits, assemblies, campaigns and lesson plans to encourage behaviour change						
	Promotion of cycling	low		https://www.staffordshire.gov.uk/roads-parking-and-transport/transport-planning/active-travel-schemes Review of LCWIP will include additional areas such as Biddulph and Rugeley - a rural study has also been commissioned to include all areas of the county not covered by the original document or the additional settlements. A new LCWIP is currently being drafted that will cover the whole county. All schemes included in the original LCWIP have been reviewed against current design guidance. INTO Walking and Cycling Social Prescribing Specific to Newcastle-under-Lyme www.staffordshire.gov.uk/walkingandcycling (just newcastle)						

Measures category	Measure Classification	Effect on reducing NOx and PM10 emissions (low, medium, high)	Reduces PM2.5 emissions	Local Authority						
				Staffordshire Moorlands DC	Newcastle under -Lyme BC	Cannock Chase	Stafford BC	East Staffs BC	Lichfield DC	South Staffs DC
				Benefits of cycling promoted through the Travel Plan Process (all) Gov Cycle to work scheme promoted and encouraged via the Travel Plan Process Bikeability is promoted and delivered in most schools in Staffordshire in line with Active Travel England's target of 80% of all year 6 pupils to receive Bikeability training by 2025. Staffordshire is on target to achieve this figure. (Link to Bikeability Page)						
	Promotion of walking	low		https://www.staffordshire.gov.uk/roads-parking-and-transport/transport-planning/active-travel-schemes Review of LCWIP will include additional areas such as Biddulph and Rugeley– walking audits in additional settlements have been conducted by Sustrans - additional walking audits are to be undertaken in Stone and Uttoxeter in April 26. 15 towns will have had walking audits completed, rural review conducted by Atkins assessed walking infrastructure in other areas of the county INTO Walking and Cycling Social Prescribing Specific to Newcastle-under-Lyme https://www.newcastle-staffs.gov.uk/leisure-sport-culture/get-walking-cycling-newcastle-lyme (just newcastle)						

Measures category	Measure Classification	Effect on reducing NOx and PM10 emissions (low, medium, high)	Reduces PM2.5 emissions	Local Authority						
				Staffordshire Moorlands DC	Newcastle under -Lyme BC	Cannock Chase	Stafford BC	East Staffs BC	Lichfield DC	South Staffs DC
				Walk to school campaign resources offered free to all Staffordshire schools including railing banner, posters, digital toolkit and reward bookmarks for pupils https://letstalk.staffordshire.gov.uk/active-school-travel/surveys/walk-to-school-week-2024-sign-up Walking Bus Promotion offered to all Staffordshire schools Benefits of Walking promoted through the Travel Plan process (all) https://www.staffordshire.gov.uk/environment/footpaths-and-bridleways/walks-and-country-trails Good Life Health & Wellbeing in the Community Same as other Staffs authorities						
	Car Share			Car Share promoted via Travel Plan process.						

Measures category	Measure Classification	Effect on reducing NOx and PM10 emissions (low, medium, high)	Reduces PM2.5 emissions	Local Authority							
				Staffordshire Moorlands DC	Newcastle under -Lyme BC	Cannock Chase	Stafford BC	East Staffs BC	Lichfield DC	South Staffs DC	Tamworth BC
	Promote use of rail and inland waterways	medium		North Staffordshire Community Rail Partnership operating along the North Staffordshire Line includes Blythe Bridge station.	North Staffordshire Community Rail Partnership operating along the North Staffordshire Line. Kidsgrove Station to be fully accessible and regenerated through Town Deal.		Redevelopment of Stafford Station into a gateway associated with HS2 works. North Staffordshire Community Rail Partnership operating along the Stafford to Stoke route includes	Burton Forecourt improvements completed in 2021 with segregated bus lanes/stops to help improve flow. North Staffordshire Community Rail Partnership operating along the	Lichfield Trent Valley access for all works recently completed including lifts. Additional fast Avanti services introduced at Lichfield Trent Valley station.	Improved access/ park facilities at Codsall Station.	Additional fast Avanti services introduced at Tamworth station.

Measures category	Measure Classification	Effect on reducing NOx and PM10 emissions (low, medium, high)	Reduces PM2.5 emissions	Local Authority							
				Staffordshire Moorlands DC	Newcastle under -Lyme BC	Cannock Chase	Stafford BC	East Staffs BC	Lichfield DC	South Staffs DC	Tamworth BC
							Stone station.	North Staffordshire Line includes Uttoxeter station.			
Transport Planning & Infrastructure	Local Transport Plans/ District Strategies	high			https://www.staffordshire.gov.uk/roads-parking-and-transport/transport-planning/district-integrated-transport-strategies District Data Reports https://letstalk.staffordshire.gov.uk/let-s-talk-transport#folder-102240-12179						

Measures category	Measure Classification	Effect on reducing NOx and PM10 emissions (low, medium, high)	Reduces PM2.5 emissions	Local Authority							
				Staffordshire Moorlands DC	Newcastle under -Lyme BC	Cannock Chase	Stafford BC	East Staffs BC	Lichfield DC	South Staffs DC	Tamworth BC
	Public transport improvements- interchange stations and services	low		Oct 2023 the re-opening of the Stoke – Leek line to be funded by scrapping of Northern leg of HS2 – should this be deleted as Network North funding (and RYR) scrapped	Kidsgrove will be multi-modal through Town Deal funding.		New services with S106 funding provided in Stone to new estates in Walton and Yarnfield. Stafford Gateway will be multi-modal. Study ongoing looking at reopening of		Alternative location for bus station currently under consideration	Construction on the West Midlands interchange has started.	Planned improvements at Tamworth station

Measures category	Measure Classification	Effect on reducing NOx and PM10 emissions (low, medium, high)	Reduces PM2.5 emissions	Local Authority							
				Staffordshire Moorlands DC	Newcastle under -Lyme BC	Cannock Chase	Stafford BC	East Staffs BC	Lichfield DC	South Staffs DC	Tamworth BC
				Consideration of improvements at Leek Bus Station as part of BSIP. Some local bus stops will have solar powered Real Time Information screens relaying live service information.			either Barlaston or Wedgwood rail stations or to consider a new station at Trentham.				

Measures category	Measure Classification	Effect on reducing NOx and PM10 emissions (low, medium, high)	Reduces PM2.5 emissions	Local Authority							
				Staffordshire Moorlands DC	Newcastle under -Lyme BC	Cannock Chase	Stafford BC	East Staffs BC	Lichfield DC	South Staffs DC	Tamworth BC
	Public cycle hire scheme	low					e-scooter trials completed	Working with local cycle firms to establish an affordable bike rental scheme to increase uptake of sustainable travel in Burton.			
	Cycle network	low			https://www.staffordshire.gov.uk/roads-parking-and-transport/transport-planning/local-cycling-and-walking-infrastructure-plan						

Measures category	Measure Classification	Effect on reducing NOx and PM10 emissions (low, medium, high)	Reduces PM2.5 emissions	Local Authority							
				Staffordshire Moorlands DC	Newcastle under -Lyme BC	Cannock Chase	Stafford BC	East Staffs BC	Lichfield DC	South Staffs DC	Tamworth BC
					Staffordshire cycle maps currently awaiting audit and review - A review of the cycle network is being currently being conducted						
	Bus route improvements	high		As a result of BSIP & BSIP+ funding consideration is being given to bus route improvements where feasible. New 95 route from	As a result of BSIP & BSIP+ funding consideration is being given to bus route improvements where feasible. New 95 route from	As a result of BSIP & BSIP+ funding consideration is being given to bus route improvements where feasible. Additional route 828A	As a result of BSIP & BSIP+ funding consideration is being given to bus route improvements where feasible. New trial services to	Defra air quality bid to fund procurement of electric buses & associated infrastructure along services 8 & 9 through Burton secured	As a result of BSIP & BSIP+ funding consideration is being given to bus route improvements where feasible. New 63 service	As a result of BSIP & BSIP+ funding consideration is being given to bus route improvements where feasible. Revised 878 route	As a result of BSIP & BSIP+ funding consideration is being given to bus route improvements where feasible

Measures category	Measure Classification	Effect on reducing NOx and PM10 emissions (low, medium, high)	Reduces PM2.5 emissions	Local Authority							
				Staffordshire Moorlands DC	Newcastle under -Lyme BC	Cannock Chase	Stafford BC	East Staffs BC	Lichfield DC	South Staffs DC	Tamworth BC
				Audley to Biddulph introduced.	Audley to Biddulph introduced, and new service K from Keele University to Chesterton.	introduced to serve more of Rugeley.	be introduced in Stone from the end of March 2026, and a revised route 6 introduced in Stafford.	from Feb 2024. Scheme to be delivered 2024 with funding from the Defra Air Quality grant and Level up Funding 2. New 63 service through Abbots Bromley and Uttoxeter introduced.	through Armitage and Hill Ridware introduced.	introduced between Stafford, Penkridge and Wolverhampton. New trial services introduced for Wheaton Aston.	

Measures category	Measure Classification	Effect on reducing NOx and PM10 emissions (low, medium, high)	Reduces PM2.5 emissions	Local Authority							
				Staffordshire Moorlands DC	Newcastle under -Lyme BC	Cannock Chase	Stafford BC	East Staffs BC	Lichfield DC	South Staffs DC	Tamworth BC
								6 electric buses delivered on Service 9, a further 9 electric buses to be delivered through Zebra 2 expansion funding. Planning permission granted and gantry charging infrastructure			

Measures category	Measure Classification	Effect on reducing NOx and PM10 emissions (low, medium, high)	Reduces PM2.5 emissions	Local Authority							
				Staffordshire Moorlands DC	Newcastle under -Lyme BC	Cannock Chase	Stafford BC	East Staffs BC	Lichfield DC	South Staffs DC	Tamworth BC
								e installed at Diamond's Burton Depot. Order for 4 electric buses for Services 8/9 placed, to be delivered late 2026.			
	Active Travel Fund	low		<u>Move More Staffordshire Moorlands</u> a collaborative strategy that	ATF 2 measures to encourage walking and cycling.	ATF2 measures to encourage walking and cycling.	ATF 2 measures to encourage walking and cycling.	ATF 2, 3 & 4 measures to encourage walking/ cycling.	ATF4e scheme to improve access to Erasmus	CATF scheme to assist surface upgrades to	ATF 3 and 4 measures to encourage walking and cycling

Measures category	Measure Classification	Effect on reducing NOx and PM10 emissions (low, medium, high)	Reduces PM2.5 emissions	Local Authority							
				Staffordshire Moorlands DC	Newcastle under -Lyme BC	Cannock Chase	Stafford BC	East Staffs BC	Lichfield DC	South Staffs DC	Tamworth BC
				will see partners working together. ATF5 scheme to provide a new pedestrian crossing on St Edward Street.	ATF5 scheme to provide new crossing on Lower Milehouse Lane to connect the cycleway. CATF schemes planned for a new parallel crossing on	ATF4e Rugeley – improving town centre accessibility	ATF5 scheme to improve cycle parking in Stafford Town Centre.	Footway widening with segregated cycle & pedestrian routes along Station St to the railway station completed late 2023. Further pedestrian & cycle improvements within the AQMA &	Darwin Academy in Chasetown.	the South Staffordshire Railway Walk. We are liaising/worki ng with South Staffs on the delivery of the scheme	

Measures category	Measure Classification	Effect on reducing NOx and PM10 emissions (low, medium, high)	Reduces PM2.5 emissions	Local Authority							
				Staffordshire Moorlands DC	Newcastle under -Lyme BC	Cannock Chase	Stafford BC	East Staffs BC	Lichfield DC	South Staffs DC	Tamworth BC
					Pool Dam and improved cycle connection on Hassell Street			across Burton planned 2024 - 2026			
	Levelling Up Fund 2	medium			Schemes will improve a number of major roads around the county, reduce journey times, put greener, cleaner buses on main roads, improve walking and cycling routes and reduce the impact of housing and commercial developments. They will benefit East Staffordshire, Cannock Chase and Stafford Borough. Total package cost circa £20m. ▪ Branston Interchange works now complete – junction modifications and access to large development area ▪ Active travel infrastructure delivered in Cannock and Stafford ▪ Delivery of electric buses now underway						

Measures category	Measure Classification	Effect on reducing NOx and PM10 emissions (low, medium, high)	Reduces PM2.5 emissions	Local Authority							
				Staffordshire Moorlands DC	Newcastle under -Lyme BC	Cannock Chase	Stafford BC	East Staffs BC	Lichfield DC	South Staffs DC	Tamworth BC
					Bus routes benefiting from the new investment include the #8 and #9 services in Burton, run by Midland Classic; the #74 between Stafford and Cannock, run by Chaserider; and the #875 from Stafford to Cannock, via Penkridge, run by Select Buses.						
Alternatives to private vehicle use	Bus based Park & Ride	medium									
Policy Guidance and Development Control	Planning applications to require assessment of exposure / emissions for developme	high		https://www.staffsmoorlands.gov.uk/media/6155/Adopted-Local-Plan/pdf/Adopted_Local_Plan.pdf	Included as part of Local Validation List Adoption of SCC EV Strategy		http://www.staffordbc.gov.uk/planning/policy/local-plan-2012-2031	https://www.eaststaffsbc.gov.uk/planning/policy/local-plan-2012-2031	https://www.lichfielddc.gov.uk/Council/Planning/Ther-local-plan-and-planning-policy/Planni	Adopted South Staffordshire Local Plan, Local Plan, Planning Framework	Local & National Validation requirements: http://www.tamworth.gov .

Measures category	Measure Classification	Effect on reducing NOx and PM10 emissions (low, medium, high)	Reduces PM2.5 emissions	Local Authority							
				Staffordshire Moorlands DC	Newcastle under -Lyme BC	Cannock Chase	Stafford BC	East Staffs BC	Lichfield DC	South Staffs DC	Tamworth BC
	nt requiring air quality impact assessment			Plan.pdf?m=1601645140880					ng-policy.aspx	(sstaffs.gov.uk)	uk/sites/default/files/planning_docs/National-and-Local-Validation-requirements-2017.pdf
	Air Quality Strategy			Draft Air Quality Action Plan 2024-2029 submitted to Defra awaiting feedback.	Revised Air Quality Action Plan due in 2024 will include requirements for PM _{2.5}		2019-2023 Air Quality Strategy	Revised Air Quality Action Plan & overarching Air Quality Strategy has been drafted & approved internally &		In development	2022-2027 Air Quality Strategy

Measures category	Measure Classification	Effect on reducing NOx and PM10 emissions (low, medium, high)	Reduces PM2.5 emissions	Local Authority							
				Staffordshire Moorlands DC	Newcastle under -Lyme BC	Cannock Chase	Stafford BC	East Staffs BC	Lichfield DC	South Staffs DC	Tamworth BC
								submitted to Defra for approval. Going for public consultation/ formal adoption 2024			
	Planning Guidance for developers			Air Quality Emissions Mitigation guidance for developers available, being updated with view to be	To be developed alongside New Local Plan HERE		http://www.stafforddc.gov.uk/planning-policy/supplementary-planning-	Currently informal guidance in place, but the revised Air Quality Action Plan includes a measure for		Planning Guidance and SPDs (sstaffs.gov.uk)	https://www.tamworth.gov.uk/sites/default/files/planning_docs/Tamworth_Design_SPD

Measures category	Measure Classification	Effect on reducing NOx and PM10 emissions (low, medium, high)	Reduces PM2.5 emissions	Local Authority							
				Staffordshire Moorlands DC	Newcastle under -Lyme BC	Cannock Chase	Stafford BC	East Staffs BC	Lichfield DC	South Staffs DC	Tamworth BC
				adopted as an official SPD			policy-documents	formal guidance as part of a Supplementary Planning Document (SPD)			July_2019_v1-0.pdf
				New Highway Design Code to be published shortly							
	Developer Contributions based on damage			Damage cost assessment used Developer	To be considered as above			Damage cost assessment now required for			

Measures category	Measure Classification	Effect on reducing NOx and PM10 emissions (low, medium, high)	Reduces PM2.5 emissions	Local Authority							
				Staffordshire Moorlands DC	Newcastle under -Lyme BC	Cannock Chase	Stafford BC	East Staffs BC	Lichfield DC	South Staffs DC	Tamworth BC
	cost calculation			Contributions SPD has reference to contributions to mitigate air quality impacts.				applicable applications.			
	Planning Policies			https://www.staffsmoorlands.gov.uk/media/6155/Adopted-Local-Plan/pdf/Adopted-Local-Plan.pdf?m=1	Currently reviewing their Local Plan Local plan main modification consultation – Newcastle-	Cannock Chase Local Plan Cannock Chase District Council	http://www.staffordbc.gov.uk/planning/policy/local-plan-2012-2023	Supplementary planning document to be developed as part of revised Air Quality Action Plan	https://www.lichfielddc.gov.uk/Council/Planning/Thematic-local-plan-and-planning-policy.aspx	Planning Guidance and SPDs (sstaffs.gov.uk)	https://www.tamworth.gov.uk/local-plan

Measures category	Measure Classification	Effect on reducing NOx and PM10 emissions (low, medium, high)	Reduces PM2.5 emissions	Local Authority							
				Staffordshire Moorlands DC	Newcastle under -Lyme BC	Cannock Chase	Stafford BC	East Staffs BC	Lichfield DC	South Staffs DC	Tamworth BC
				1601645140880	under-Lyme Borough Council						
	Low Emissions Strategy	high		Forms part of Climate change action plan & Climate change action plan part 2	In development			Part of Climate Change Action Plan developed in 2022 https://www.eaststaffsbc.gov.uk/environmental-health/climate-			Part of the Climate Change Mitigation Action Plan: https://www.tamworth.gov.uk/tackling-climate-change-tamworth

Measures category	Measure Classification	Effect on reducing NOx and PM10 emissions (low, medium, high)	Reduces PM2.5 emissions	Local Authority							
				Staffordshire Moorlands DC	Newcastle under -Lyme BC	Cannock Chase	Stafford BC	East Staffs BC	Lichfield DC	South Staffs DC	Tamworth BC
								change/what -we-are- doing-tackle- climate-change			
	Route Plans/ Strategic routing strategy for HGV's	high			https://www.staffordshire.gov.uk/roads-parking-and-transport/roads-parking-and-transport/transport-planning/local-transport-plan This should be considered as part of planning applications where new proposals come forward.						
	Delivery and Service plans	medium									

Measures category	Measure Classification	Effect on reducing NOx and PM10 emissions (low, medium, high)	Reduces PM2.5 emissions	Local Authority							
				Staffordshire Moorlands DC	Newcastle under -Lyme BC	Cannock Chase	Stafford BC	East Staffs BC	Lichfield DC	South Staffs DC	Tamworth BC
	Promoting low emission public transport (see bus route improvements above)	high									
	Vehicle retrofitting programmes	medium		On going / in development Energy Saving Trust have reviewed current fleet and issued		Cannock Council Ultra low emission vehicle strategy in development .			Retrofitting of old Council owned HGVs and Buses with pollution abatement		

Measures category	Measure Classification	Effect on reducing NOx and PM10 emissions (low, medium, high)	Reduces PM2.5 emissions	Local Authority							
				Staffordshire Moorlands DC	Newcastle under -Lyme BC	Cannock Chase	Stafford BC	East Staffs BC	Lichfield DC	South Staffs DC	Tamworth BC
				recommendations including <u>training</u> .		Cannock Council Green Transport Strategy in development			equipment will be considered by the Council where technically and financially feasible		
	Fleet efficiency & recognition schemes	medium		https://www.staffordshire.gov.uk/sites/default/files/2026-03/Environmental%20Strategy%20final.pdf https://www.staffordshire.gov.uk/roads-parking-and-transport/roads-parking-and-transport/transport-planning/local-transport-plan							

Measures category	Measure Classification	Effect on reducing NOx and PM10 emissions (low, medium, high)	Reduces PM2.5 emissions	Local Authority							
				Staffordshire Moorlands DC	Newcastle under -Lyme BC	Cannock Chase	Stafford BC	East Staffs BC	Lichfield DC	South Staffs DC	Tamworth BC
				Staffordshire County Council, through Fleetcare, is progressing fleet efficiency and emissions reduction by rolling out telematics across all new operational fleet vehicles to capture data on mileage, fuel consumption, idling, speed, driving behaviours and vehicle utilisation. Fleetcare has also engaged with the Midlands Net Zero Hub and Cenex to undertake a fleet analysis assessing the power demand, charging infrastructure requirements, costs and emissions associated with transitioning to battery electric vehicles. A new fleet management database has been procured to integrate live telematics data, enabling improved understanding of vehicle use and driver behaviour and supporting ongoing fleet efficiency improvements and decarbonisation planning.							
	Public Vehicle Procurement - Prioritising uptake of	high		Procurement Strategy in development			Waste fleet vehicles comply with Euro VI.	Working towards decarbonising the waste fleet by 2030.		Council new vehicles all comply with Euro 6	Depot has 6 x Electric vehicles – considering more

Measures category	Measure Classification	Effect on reducing NOx and PM10 emissions (low, medium, high)	Reduces PM2.5 emissions	Local Authority							
				Staffordshire Moorlands DC	Newcastle under -Lyme BC	Cannock Chase	Stafford BC	East Staffs BC	Lichfield DC	South Staffs DC	Tamworth BC
	low emission vehicles							Currently looking at funding options for feasibility study of waste depot decarbonisation.			
	Company Vehicle Procurement - Prioritising uptake of low	high		Majority of fleet comply with highest EURO emission next replacement			Investigating replacing old vehicles within the fleet with more modern cleaner vehicles,		Vehicles replaced (in addition to normal fleet turnover)	Most council vehicles were replaced last year with new cleaner vehicles	

Measures category	Measure Classification	Effect on reducing NOx and PM10 emissions (low, medium, high)	Reduces PM2.5 emissions	Local Authority							
				Staffordshire Moorlands DC	Newcastle under -Lyme BC	Cannock Chase	Stafford BC	East Staffs BC	Lichfield DC	South Staffs DC	Tamworth BC
	emission vehicles			period in 2028. EV salary Sacrifice Scheme launched for employees			which comply with the prevailing EURO standard. This will be extended to all Council owned vehicles.				
	Procuring alternative Refuelling infrastructure to promote Low	high		<u>EV strategy</u> on council car parks. hydrated vegetable oil are currently	Newcastle towns deal includes EV charging infrastructure.	LEVI project to deliver EV infrastructure in residential	Procurement of EV on staff carparks partially completed.	EV Strategy adopted 2022. Currently own 1 rapid charger and		EV Parking at Council Offices, staff & public car parks	EV Strategy to be adopted 2024 . Looking at charging

Measures category	Measure Classification	Effect on reducing NOx and PM10 emissions (low, medium, high)	Reduces PM2.5 emissions	Local Authority							
				Staffordshire Moorlands DC	Newcastle under -Lyme BC	Cannock Chase	Stafford BC	East Staffs BC	Lichfield DC	South Staffs DC	Tamworth BC
	Emission Vehicles, EV recharging, Gas fuel recharging			being used by waste fleet LEVI project to deliver EV infrastructure in residential off-street car parks	LEVI project to deliver EV infrastructure in residential off-street car parks	off-street car parks	LEVI project to deliver EV infrastructure in residential off-street car parks	2 fast dual charge Electric Vehicle Charging Points (EVCPs) Further EVCPs shortlisted for funding through LEVI . LEVI project to deliver EV infrastructure in residential			hubs using Levi funding. LEVI project to deliver EV infrastructure in residential off-street car parks

Measures category	Measure Classification	Effect on reducing NOx and PM10 emissions (low, medium, high)	Reduces PM2.5 emissions	Local Authority							
				Staffordshire Moorlands DC	Newcastle under -Lyme BC	Cannock Chase	Stafford BC	East Staffs BC	Lichfield DC	South Staffs DC	Tamworth BC
								off-street car parks			
	Priority parking for LEV's	high							LiDC reviewing its car park strategy for the District in pursuit of increasing the provision of EV charging Infrastructure.		EV charging spaces being investigated.

Measures category	Measure Classification	Effect on reducing NOx and PM10 emissions (low, medium, high)	Reduces PM2.5 emissions	Local Authority							
				Staffordshire Moorlands DC	Newcastle under -Lyme BC	Cannock Chase	Stafford BC	East Staffs BC	Lichfield DC	South Staffs DC	Tamworth BC
	Taxi Licensing conditions	medium		In development		Taxi licensing policy promotes uptake of electric vehicles	Scheduled to promote EV	All taxi vehicles must meet Euro 6 emission standards.			Looking at introducing Euro VI Standard .
	Taxi emission incentives	medium		In development				Viability for incorporation of financial incentives in taxi licensing policy to encourage EV uptake in development			

Measures category	Measure Classification	Effect on reducing NOx and PM10 emissions (low, medium, high)	Reduces PM2.5 emissions	Local Authority							
				Staffordshire Moorlands DC	Newcastle under -Lyme BC	Cannock Chase	Stafford BC	East Staffs BC	Lichfield DC	South Staffs DC	Tamworth BC
	EV Strategy	high		Public Electric Vehicle Charging Infrastructure Strategy 2022		Staffordshire Public EV Charging Strategy to be re-written and updated 2026/27 (all LPAs will be asked to adopt the new strategy) Tamworth specific: https://tamworth.moderngov.co.uk/documents/s38620/Appendix%201%20Tamworth%20Electric%20Vehicle%20Strategy.pdf					
	Adoption of SCC EV Strategy	high		Adoption of SCC EV Strategy February 2023	Adoption of SCC EV Strategy <u>Cabinet 10 January, 2023</u>	Adoption of SCC EV Strategy April 2023	Adoption of SCC EV Strategy Aug/Sept 2023	Adoption of SCC EV Strategy March 2023 Their own local agenda and informative web site:		Adoption of SCC EV Strategy July 2023	Adopted SCC EV Strategy Apr 2023 Currently drafting a local EV strategy

Measures category	Measure Classification	Effect on reducing NOx and PM10 emissions (low, medium, high)	Reduces PM2.5 emissions	Local Authority							
				Staffordshire Moorlands DC	Newcastle under -Lyme BC	Cannock Chase	Stafford BC	East Staffs BC	Lichfield DC	South Staffs DC	Tamworth BC
								Electric Vehicles and Charging Infrastructure East Staffordshire Borough Council (eaststaffsbc.gov.uk)			Adoption of SCC EV strategy:
Environmental permits	Introduction/increase of charges through permit systems and	medium							On going Environmental Permits inspection of installation adhering to permits and enforcement		On going Environmental Permits inspection of installation adhering to permits and enforcement

Measures category	Measure Classification	Effect on reducing NOx and PM10 emissions (low, medium, high)	Reduces PM2.5 emissions	Local Authority							
				Staffordshire Moorlands DC	Newcastle under -Lyme BC	Cannock Chase	Stafford BC	East Staffs BC	Lichfield DC	South Staffs DC	Tamworth BC
	economic instruments								/penalties for breaches		/penalties for breaches
	Measures to reduce pollution through IPPC Permits going beyond BAT	medium			https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/211863/env-permitting-general-guidance-a.pdf (Chapter 15)						

Measures category	Measure Classification	Effect on reducing NOx and PM10 emissions (low, medium, high)	Reduces PM2.5 emissions	Local Authority							
				Staffordshire Moorlands DC	Newcastle under -Lyme BC	Cannock Chase	Stafford BC	East Staffs BC	Lichfield DC	South Staffs DC	Tamworth BC
Other measures	Smoky Diesel Hotline			https://www.gov.uk/report-smoky-vehicle							
	A5 and M6 Partnership								Strategy for the A5 2011-2026	Strategy for the A5 2011-2026	
	Domestic Smoke Control advice and Enforcement			SMDC Smoke Control			https://www.staffordbc.gov.uk/environment/smoke-control.cfm	Smoke Control Area in force covering Burton Town As part of the revised	https://www.lichfielddc.gov.uk/home-garden/bonfire-barbecues-smoke/1	Smoke Control Areas South Staffordshire District Council	Policy for issue of persistent dark smoke from domestic chimneys.

Measures category	Measure Classification	Effect on reducing NOx and PM10 emissions (low, medium, high)	Reduces PM2.5 emissions	Local Authority							
				Staffordshire Moorlands DC	Newcastle under -Lyme BC	Cannock Chase	Stafford BC	East Staffs BC	Lichfield DC	South Staffs DC	Tamworth BC
								Air Quality Action Plan a Smoke Control Policy will be developed in 2024-25 to incorporate the new smoke controls laws and charging regime		sstaffs.gov.uk	
	Garden Bonfires - Advice and nuisance			SMDC Smoke Nuisance and Bonfires			http://www.staffordbc.gov.uk/environmental-	Information provided via the website	https://www.lichfielddc.gov.uk/home-garden/bonfires-res-	Smells, Dust and Fumes South Staffordshire District	http://www.tamworth.gov.uk/air-quality

Measures category	Measure Classification	Effect on reducing NOx and PM10 emissions (low, medium, high)	Reduces PM2.5 emissions	Local Authority							
				Staffordshire Moorlands DC	Newcastle under -Lyme BC	Cannock Chase	Stafford BC	East Staffs BC	Lichfield DC	South Staffs DC	Tamworth BC
	enforcement			<u>& EPUK leaflet used</u>			health/pollution/bonfires	http://eaststaffsbc.gov.uk/environmental-health/pollution/bonfires	barbecues-smoke/1	Council (sstaffs.gov.uk)	
	Commercial burning advice and enforcement			<u>SMDC Commercial smoke</u> & waste management "its a burning issue" EA leaflet			http://www.staffordbc.gov.uk/environmental-health/pollution/bonfires	Information provided via http://eaststaffsbc.gov.uk/environmental-health/pollution/smoke-control-areas	https://www.lichfielddc.gov.uk/home-garden/bonfires-barbecues-smoke/1	Smells, Dust and Fumes South Staffordshire District Council (sstaffs.gov.uk)	http://www.tamworth.gov.uk/air-quality

Measures category	Measure Classification	Effect on reducing NOx and PM10 emissions (low, medium, high)	Reduces PM2.5 emissions	Local Authority							
				Staffordshire Moorlands DC	Newcastle under -Lyme BC	Cannock Chase	Stafford BC	East Staffs BC	Lichfield DC	South Staffs DC	Tamworth BC
	Multi agency working with Fire Service and Environment Agency for trade burning			Information shared as appropriate. -				Information shared as appropriate	Information shared as appropriate	Information shared as appropriate	Information shared as appropriate

Measures category	Measure Classification	Effect on reducing NOx and PM10 emissions (low, medium, high)	Reduces PM2.5 emissions	Local Authority							
				Staffordshire Moorlands DC	Newcastle under -Lyme BC	Cannock Chase	Stafford BC	East Staffs BC	Lichfield DC	South Staffs DC	Tamworth BC
	Multi agency working with Staffordshire Fire Service & Building Control re chimney fires & DIY heating systems			Information shared as appropriate. -				Information shared as appropriate	Information shared as appropriate	Information shared as appropriate	Information shared as appropriate

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

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

3.1 Summary of Monitoring Undertaken

3.1.1 Automatic Monitoring Sites

Tamworth Borough Council does not operate any automatic (continuous) monitors.

3.1.2 Non-Automatic Monitoring Sites

Tamworth Borough Council undertook non- automatic (i.e. passive) monitoring of NO₂ at 14 sites during 2025. Table A.2 in Appendix A presents the details of the non-automatic sites.

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

3.2 Individual Pollutants

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

3.2.1 Nitrogen Dioxide (NO₂)

Table A.3 and Table A.4 in Appendix A compare the ratified and adjusted monitored NO₂ annual mean concentrations for the past five years with the air quality objective of 40µg/m³. Note that the concentration data presented represents the concentration at the

location of the monitoring site, following the application of bias adjustment and annualisation, as required (i.e. the values are exclusive of any consideration to fall-off with distance adjustment).

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

There were no exceedances of the annual mean Air Quality Objective for nitrogen dioxide during 2025. Consequently, there is no requirement to consider the declaration of an Air Quality Management Area (AQMA) within the Tamworth Borough Council area. Nitrogen dioxide concentrations decreased at 12 of the 14 diffusion tube monitoring locations across the Borough compared with 2024, with the exceptions of tubes N3 and Q2. These increases were very minor. All recorded concentrations are lower than those measured in 2019, with the exception of locations Q1 and Q4, which were not monitored during that year. All monitoring data presented have been fully ratified and corrected for bias where applicable, and no distance correction was required.

3.2.2 Particulate Matter (PM₁₀)

Tamworth Borough Council does not monitor Particulate Matter (PM₁₀).

3.2.3 Particulate Matter (PM_{2.5})

Tamworth Borough Council does not monitor Particulate Matter (PM_{2.5}).

3.2.4 Sulphur Dioxide (SO₂)

Tamworth Borough Council does not monitor Sulphur Dioxide (SO₂).

Appendix A: Monitoring Results

Table A.1 – Details of Automatic Monitoring Sites

N/A – Tamworth Borough does not have any automatic monitoring sites.

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

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
N10	47 Upper Gungate	Roadside	420760	304560	NO2	No.	5.0	2.2	No	3.0
N3	34 Claremont Road	Urban Background	420040	305690	NO2	No.	6.0	2.1	No	3.0
Q1	114 Overwoods Road (opposite)	Roadside	423105	300367	NO2	No.	4.0	2.1	No	3.0
Q2	50 Lakeland Drive	Roadside	423430	301280	NO2	No.	39.0	1.7	No	3.0
Q3	14 High Broom Court	Roadside	420350	303480	NO2	No.	6.0	1.8	No	3.0
Q4	60 High Street, Dosthill	Roadside	421452	300082	NO2	No.	2.5	2.1	No	3.0
Q6S	13/17 Dosthill Road (Two gates)	Roadside	421588	301526	NO2	No.	12.0	1.8	No	3.0
Q6W	Watling Street (Two Gates Club)	Roadside	421560	301605	NO2	No.	17.0	2.8	No	3.0
Q6N	8 Tamworth Road (Two Gates)	Roadside	421580	301630	NO2	No.	15.0	2.6	No	3.0

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
Q6EX	Watling Street (R/O 118 Highcliffe Road)	Roadside	421600	301600	NO2	No.	6.0	15.0	No	3.0
Q7	253 Glascoate Road	Roadside	422110	303420	NO2	No.	3.0	2.0	No	3.0
Q8	Perrycrofts Crescent (1 Arkhall Close)	Roadside	421380	305450	NO2	No.	9.0	2.1	No	3.0
Q9	101-103 Upper Gungate (opposite)	Kerbside	420823	304899	NO2	No.	26.0	1.0	No	3.0
Q10	251 Tamworth Road, Amington	Kerbside	423090	304300	NO2	No.	7.0	1.1	No	3.0

Notes:

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

(2) N/A if not applicable.

Table A.3 – Annual Mean NO₂ Monitoring Results: Automatic Monitoring (µg/m³)

N/A – Tamworth Borough does not have any automatic monitoring sites.

Table A.4 – Annual Mean NO₂ Monitoring Results: Non-Automatic Monitoring (µg/m³)

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
N10	420760	304560	Roadside	100.0	100.0	25.4	25.2	23.1	21.7	21.0
N3	420040	305690	Urban Background	100.0	100.0	13.8	13.4	12.8	12.2	12.4
Q1	423105	300367	Roadside	100.0	100.0	20.3	20.9	19.4	17.9	17.6
Q2	423430	301280	Roadside	82.7	82.7	18.5	18.2	16.7	14.7	15.5
Q3	420350	303480	Roadside	100.0	100.0	18.7	20.6	19.1	16.8	16.6
Q4	421452	300082	Roadside	100.0	100.0	21.3	21.6	20.7	20.5	18.9
Q6S	421588	301526	Roadside	100.0	100.0	28.6	28.6	25.3	23.4	22.9
Q6W	421560	301605	Roadside	100.0	100.0	26.1	26.1	24.5	23.1	22.0
Q6N	421580	301630	Roadside	100.0	100.0	26.7	28.8	26.5	24.6	23.5
Q6EX	421600	301600	Roadside	100.0	100.0	19.9	21.9	19.0	17.2	17.1
Q7	422110	303420	Roadside	100.0	100.0	24.0	23.7	23.8	22.2	20.3
Q8	421380	305450	Roadside	100.0	100.0	16.6	17.7	16.3	15.4	14.9
Q9	420823	304899	Kerbside	100.0	100.0	21.9	24.0	24.0	22.0	20.4
Q10	423090	304300	Kerbside	100.0	100.0	18.9	20.2	18.3	17.2	16.1
N10	420760	304560	Roadside	100.0	100.0	25.4	25.2	23.1	21.7	21.0

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

☒ Diffusion tube data has been bias adjusted

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

Notes:

The annual mean concentrations are presented as µg/m³.

Exceedances of the NO₂ annual mean objective of 40µg/m³ are shown in **bold**.

NO₂ annual means exceeding 60µg/m³, 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” as per LAQM.TG22 if valid data capture for the full calendar year is less than 75%. See Appendix C for details.

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

- (1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.
- (2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

Figure A.1 – Trends in Annual Mean NO₂ Concentrations

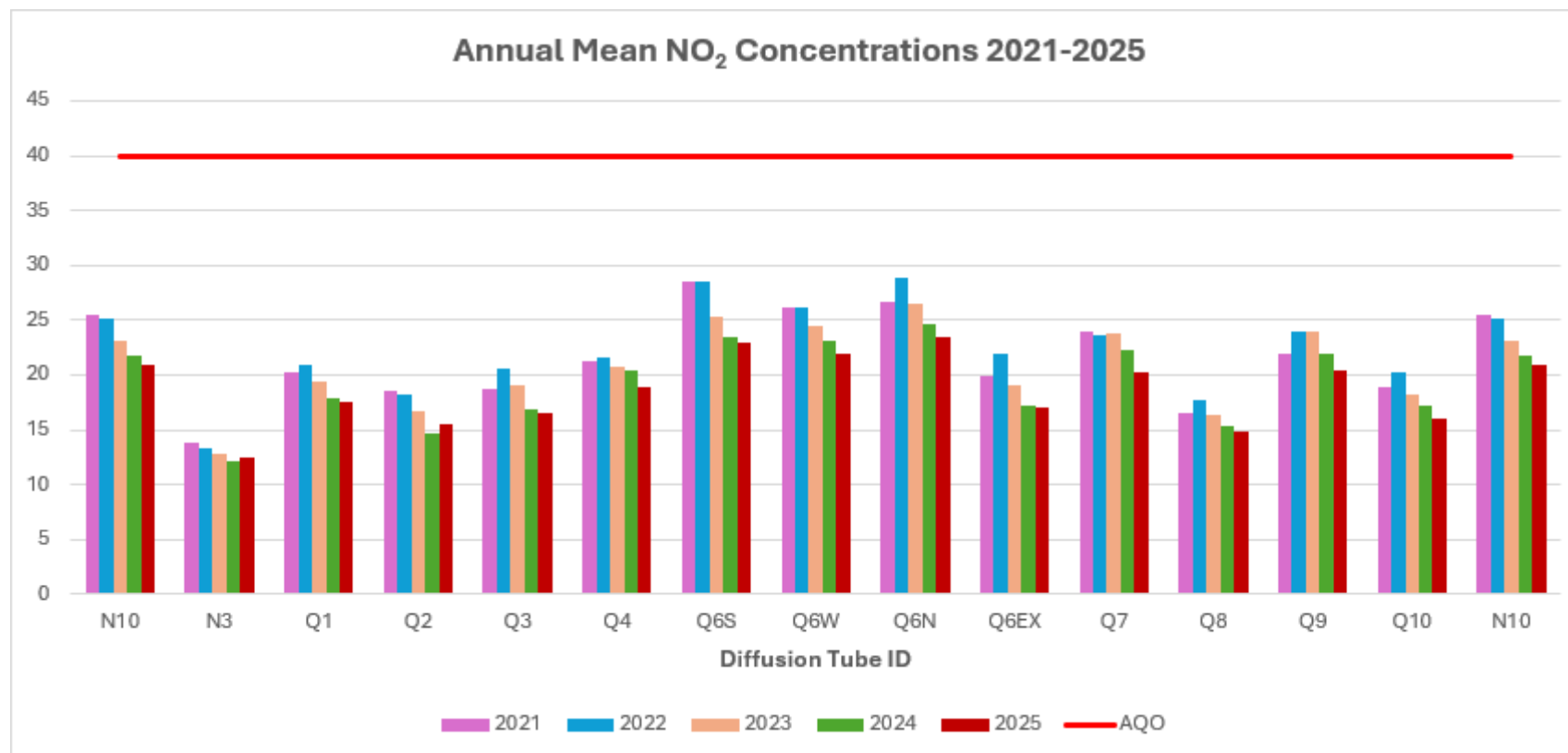


Figure A.2 – Trends in Number of NO₂ 1-Hour Means > 200µg/m³

N/A – Tamworth Borough does not have any automatic monitoring sites.

Figure A.3 – Trends in Annual Mean PM₁₀ Concentrations

N/A – Tamworth Borough does not have any PM10 monitoring sites.

Figure A.4 – Trends in Number of 24-Hour Mean PM₁₀ Results > 50µg/m³

N/A – Tamworth Borough does not have any PM10 monitoring sites.

Figure A.5 – Trends in Annual Mean PM_{2.5} Concentrations

N/A – Tamworth Borough does not have any PM2.5 monitoring sites.

Table A.5 – 1-Hour Mean NO₂ Monitoring Results, Number of 1-Hour Means > 200µg/m³

N/A – Tamworth Borough does not have any automatic monitoring sites.

Table A.6 – Annual Mean PM₁₀ Monitoring Results (µg/m³)

N/A – Tamworth Borough does not have any PM10 monitoring sites.

Table A.7 – 24-Hour Mean PM₁₀ Monitoring Results, Number of PM₁₀ 24-Hour Means > 50µg/m³

N/A – Tamworth Borough does not have any PM10 monitoring sites.

Table A.8 – Annual Mean PM_{2.5} Monitoring Results (µg/m³)

N/A – Tamworth Borough does not have any PM2.5 monitoring sites.

Table A.9 – SO₂ 2025 Monitoring Results, Number of Relevant Instances

N/A – Tamworth Borough does not have any SO₂ monitoring sites

Appendix B: Full Monthly Diffusion Tube Results for 2025

Table B.1 – NO₂ 2025 Diffusion Tube Results (µg/m³)

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.81)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
N10	420760	304560	34.4	41.4	25.4	19.3	17.0	19.9	23.0	24.1	25.0	21.9	29.2	29.8	25.9	21.0		
N3	420040	305690	22.3	28.0	16.6	12.2	7.7	9.9	10.3	10.7	16.2	13.6	20.1	16.8	15.4	12.4		
Q1	423105	300367	29.0	33.2	26.7	20.8	15.1	15.5	18.4	16.2	22.4	19.1	23.3	20.9	21.7	17.6		
Q2	423430	301280	24.2	24.5	21.9	19.8	13.8	13.9	missin g	missin g	18.2	17.3	18.6	18.6	19.1	15.5		2 tubes missing
Q3	420350	303480	26.6	32.1	21.6	20.1	11.8	16.3	13.8	18.0	20.9	19.7	25.0	20.1	20.5	16.6		
Q4	421452	300082	29.0	34.4	29.0	25.6	14.5	16.3	17.7	18.2	22.9	22.2	28.6	21.1	23.3	18.9		
Q6S	421588	301526	37.2	36.3	34.5	28.3	20.3	20.8	24.8	25.2	26.5	26.0	29.9	29.4	28.3	22.9		
Q6W	421560	301605	37.3	33.5	32.2	30.8	17.9	21.6	20.1	24.9	26.9	25.6	30.5	25.0	27.2	22.0		
Q6N	421580	301630	33.4	46.2	27.8	25.1	22.1	25.2	22.8	26.4	29.4	27.4	32.9	29.5	29.0	23.5		
Q6EX	421600	301600	27.9	35.7	24.3	19.8	11.3	16.0	14.3	18.3	21.1	19.6	24.4	21.2	21.2	17.1		
Q7	422110	303420	33.8	37.2	29.0	26.3	16.9	11.5	22.0	21.8	25.0	24.2	27.4	25.4	25.0	20.3		
Q8	421380	305450	25.7	27.8	20.1	14.7	11.3	12.6	13.7	16.2	19.3	17.8	22.9	18.0	18.3	14.9		
Q9	420823	304899	31.8	36.3	29.2	28.0	16.2	18.5	18.9	20.5	24.3	23.5	28.9	26.5	25.2	20.4		
Q10	423090	304300	23.6	30.4	17.0	18.8	11.9	19.9	11.7	15.6	19.8	20.0	28.6	20.9	19.9	16.1		

- ☒ All erroneous data has been removed from the NO₂ diffusion tube dataset presented in Table B.1.
- ☒ Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG22.
- ☐ Local bias adjustment factor used.
- ☒ National bias adjustment factor used.
- ☒ Where applicable, data has been distance corrected for relevant exposure in the final column.
- ☒ Tamworth Borough Council confirm that all 2025 diffusion tube data has been uploaded to the Diffusion Tube Data Entry System.

Notes:

Exceedances of the NO₂ annual mean objective of 40µg/m³ are shown in **bold**.

NO₂ annual means exceeding 60µg/m³, 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: Supporting Technical Information / Air Quality Monitoring Data QA/QC

Diffusion tubes provide a simple and cost-effective method of monitoring nitrogen dioxide (NO₂) concentrations at multiple locations across the authority. Monitoring locations are selected based on the findings of previous reviews and assessments, focusing on areas where NO₂ concentrations are most likely to be elevated due to the presence of significant emission sources, principally road traffic.

The diffusion tubes are small plastic devices, approximately 6 cm in length, which are open at one end and contain an absorbent mesh at the other. This mesh reacts with nitrogen dioxide present in ambient air. The tubes are typically affixed to lampposts, other items of street furniture, or building façades, and are exposed for a period of approximately four to five weeks in line with the UK national diffusion tube monitoring programme.

The absorbent mesh is coated with a 20% v/v solution of Triethanolamine (TEA) in water. Tubes are capped before and after exposure, and deployment and collection are undertaken in accordance with the Defra diffusion tube monitoring calendar to ensure consistency and data quality.

New or Changed Sources Identified Within Tamworth Borough Council During 2025

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

Additional Air Quality Works Undertaken by Tamworth Borough Council During 2025

Tamworth Borough Council has not completed any additional works within the reporting year of 2025.

QA/QC of Diffusion Tube Monitoring

The diffusion tubes that Tamworth Borough Council use are supplied and analysed by **Staffordshire Highways Laboratories**, operated by Staffordshire County Council. The laboratory participates in the *AIR NO2 Proficiency Testing Scheme* for the analysis the diffusion tubes.

Air PT Scheme

The AIR NO2 Proficiency Testing Scheme is an independent analytical proficiency- testing (PT) scheme, operated by LGC Standards and supported by the Health and Safety Laboratory (HSL). The AIR PT scheme, started in April 2014, and combines two long running PT schemes: LGC Standards STACKS PT scheme and HSL WASP PT scheme.

Over a rolling five round AIR PT window, one would expect that 95 % of laboratory results should be $\leq \pm 2$. If this percentage is substantially lower than 95 % for a particular laboratory, within this five round window, it may be concluded that the laboratory in question may have significant systematic sources of bias in their assay. LAQM Annual Status Report 2025 23

AIR PT Scheme (LGC)

Results for each round are classified on z-scores for each tube as SATISFACTORY (≤ 2), QUESTIONABLE (between 2 and <3) and UNSATISFACTORY (>3).

Staffordshire Highways Laboratory explanation of their performance in this scheme is given below.

PT Rounds during 2025

- Round 68 – Feb 2025. 87.5% satisfactory results, 12.5% questionable results
- Round 69 – June 2025. 100% satisfactory results
- Round 71 – Sept 2025. 100% satisfactory results
- Round 72 – Dec 2025. 100% satisfactory results

The table below shows a summary of our z-score results.

PT Round	Technician	z-scores	Performance
68 – Feb 2025	1	0.35, 0.89, -0.05, 0.00	87.5% SATISFACTORY, 12.5% QUESTIONABLE
	2	0.70, -2.86, 0.23, 0.28	
69 – June 2025	1	1.22, 1.48, 0.39, 0.32	100% SATISFACTORY
	2	0.97, 1.11, 0.39, 0.13	
71 – Sept 2025	1	0.26, 0.09, 0.00, 0.46	100% SATISFACTORY
	2	0.26, 0.74, 0.64, 0.91	
72 – Dec 2025	1	0.09, 0.57, -0.27, 0.00	100% SATISFACTORY
	2	0.62, 1.14, 0.34, 0.47	

Field Intercomparison (NPL)

Staffordshire Highways Laboratory's performance for all Field Intercomparison results of 2025 was classified as 'GOOD' (CoV <20)

Bias factor

The bias adjustment factor spreadsheet on the Defra website was updated in March 2026. The overall bias factor for Staffordshire Highways Laboratory for 2025 (including the Field Intercomparison result and all the co-location results from participating local authorities, total of 16 studies) was 0.81. The tube precision for all co-location studies was 'Good'.

Diffusion Tube Annualisation

All diffusion tube monitoring locations within Tamworth Borough Council recorded data capture of 75% therefore it was not required to annualise any monitoring data. In addition, any sites with a data capture below 25% do not require annualisation.

Diffusion Tube Bias Adjustment Factors

The diffusion tube data presented within the 2026 ASR have been corrected for bias using an adjustment factor. Bias represents the overall tendency of the diffusion tubes to under or over-read relative to the reference chemiluminescence analyser. LAQM.TG22 provides guidance with regard to the application of a bias adjustment factor to correct diffusion tube monitoring. Triplicate co-location studies can be used to determine a local bias factor based on the comparison of diffusion tube results with data taken from NO_x/NO₂ continuous analysers. Alternatively, the national database of diffusion tube co-location surveys provides bias factors for the relevant laboratory and preparation method.

Tamworth Borough Council have applied a national bias adjustment factor of 0.81 to the 2025 monitoring data. A summary of bias adjustment factors used by Tamworth Borough Council over the past five years is presented in Table C.. We use a national bias adjustment factor chosen as opposed to a local factor because we do not use continuous analysers.

Table C.1 – Bias Adjustment Factor

Monitoring Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2025	National	03/26	0.81 (14 studies)
2024	National	3/25	0.82 (16 Studies)
2023	National	03/24	0.86 (11 Studies)
2022	National	03/23	0.87 (12 Studies)
2021	National	09/22	0.85 (16 studies)
2020	National	09/21	0.85 (15 studies)
2019	National	09/20	0.93 (17 studies)
2018	National	06/19	0.89 (14 studies)
2017	National	09/18	0.88 (11studies)
2016	National	06/17	0.83 (15 studies)

NO₂ Fall-off with Distance from the Road

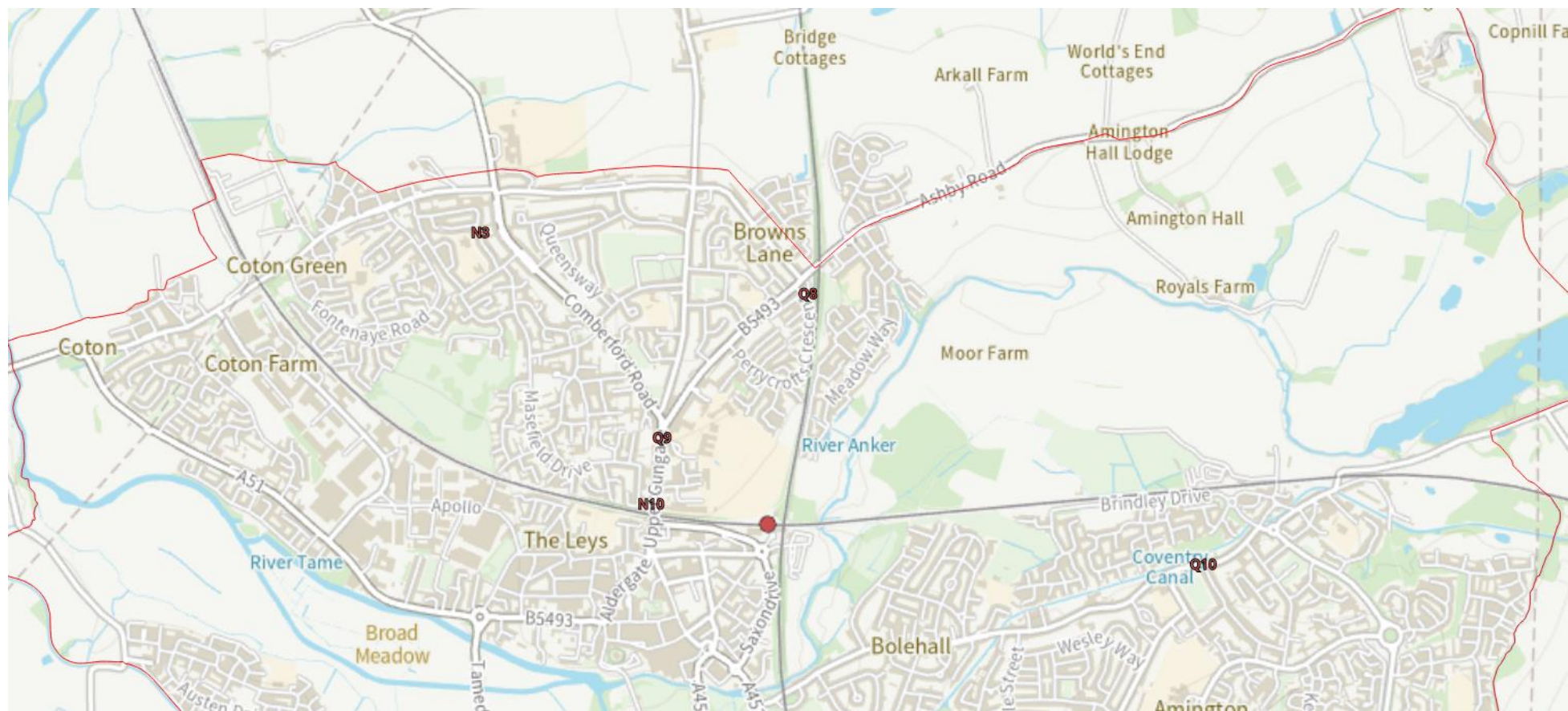
Wherever possible, monitoring locations are representative of exposure. However, where this is not possible, the NO₂ concentration at the nearest location relevant for exposure has been estimated using the Diffusion Tube Data Processing Tool/NO₂ fall-off with

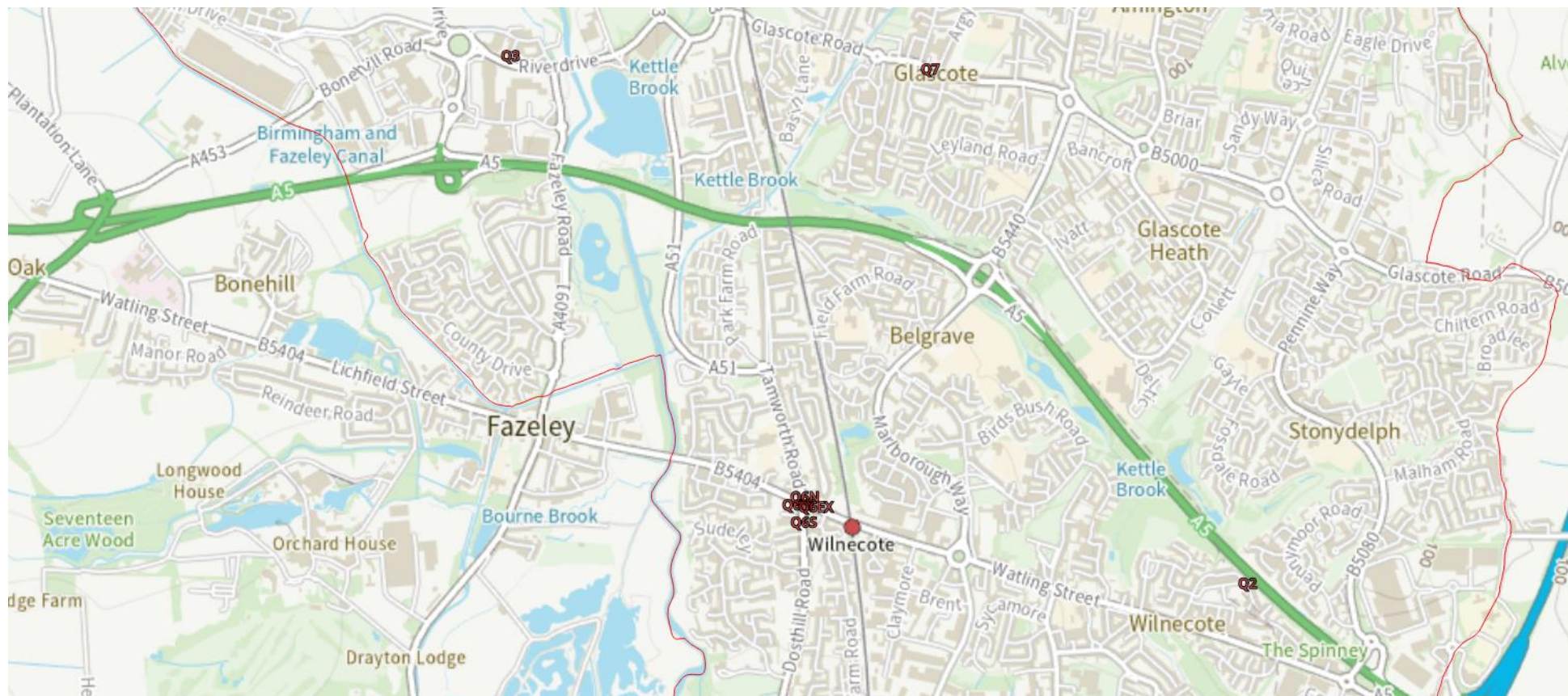
distance calculator available on the LAQM Support website. Where appropriate, non-automatic annual mean NO₂ concentrations corrected for distance are presented in Table B.1.

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

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

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







Zoomed in view of Q6N/S/W/EX:



Site ref	Address	Postcode	Lamp post	Image	Photo
Q9	101-103 Upper Gungate (opposite)	B79 8AA	T20	https://maps.app.goo.gl/HRpo1io6R55q1NPBA	

N10	47 Upper Gungate	B79 8AX	T11	https://goo.gl/maps/9UnQQVMP1i-gvHcsG6	
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N3	34 Claremont Road	B79 8EN	T5	https://goo.gl/maps/bVUqy3cc8HN1qy657	
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Q8	Perrycrofts Crescent (1 Arkhall Close)	B79 8TL	T1	https://maps.app.goo.gl/hpmXaztX4f5NRVJ2A	
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Q10	251 Tamworth Road, Amington	B77 3DG	29	https://goo.gl/maps/HrvQKchMB1rUCLAUA	
Q7	253 Glascote Road	B77 2AU	T19	https://goo.gl/maps/QqPLDvrMtYL Y66vx9	

Q2	50 Lakeland Drive	B77 5TG	T7	https://goo.gl/maps/Wt2HrCKaJ95nA3RW9	
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Q1	114 Overwoods Road (opposite)	B77 5NE	15	https://goo.gl/maps/jYV6WMcrRU6kQ5YC7	
Q4	60 High Street, Dosthill	B77 1LP	T10	https://goo.gl/maps/im4NaowEHarkguSg6	

Q6 S	13/17 Dosthill Road (Two gates)	B77 1EL	T4	https://goo.gl/maps/9de3MScU7gUewNFW9	
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Q6 W	Watling Street (Two Gates Club)	B77 1EL	T13	https://maps.app.goo.gl/7GakiqyP993FtZrd7	
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Q6 N	8 Tamworth Road (Two Gates)	B77 1EL	T2	https://goo.gl/maps/Xz45PCE7adYbFjTDA	
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Q6 EX	Watling Street (R/O 118 Highcliffe Road)	B77 1EL	T14	https://goo.gl/maps/aHkozmCtEXvjSA77	
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Q3	14 High Broom Court	B78 3HP	T4	https://goo.gl/maps/r7hs3RzgM9G6SJ3T7	
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Appendix E: Summary of Air Quality Objectives in England

Table E.1 – Air Quality Objectives in England²

Pollutant	Air Quality Objective: Concentration	Air Quality Objective: Measured as
Nitrogen Dioxide (NO ₂)	200µg/m ³ not to be exceeded more than 18 times a year	1-hour mean
Nitrogen Dioxide (NO ₂)	40µg/m ³	Annual mean
Particulate Matter (PM ₁₀)	50µg/m ³ , not to be exceeded more than 35 times a year	24-hour mean
Particulate Matter (PM ₁₀)	40µg/m ³	Annual mean
Sulphur Dioxide (SO ₂)	350µg/m ³ , not to be exceeded more than 24 times a year	1-hour mean
Sulphur Dioxide (SO ₂)	125µg/m ³ , not to be exceeded more than 3 times a year	24-hour mean
Sulphur Dioxide (SO ₂)	266µg/m ³ , not to be exceeded more than 35 times a year	15-minute mean

² The units are in microgrammes of pollutant per cubic metre of air (µg/m³).

Glossary of Terms

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
ASR	Annual Status Report
Defra	Department for Environment, Food and Rural Affairs
DMRB	Design Manual for Roads and Bridges – Air quality screening tool produced by National Highways
LAQM	Local Air Quality Management
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxides
PM ₁₀	Airborne particulate matter with an aerodynamic diameter of 10µm or less
PM _{2.5}	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
QA/QC	Quality Assurance and Quality Control
SO ₂	Sulphur Dioxide

References

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