Blaby District Council **Statement**

2026 Air Quality Annual Status Report

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2026 Air Quality Annual Status Report (ASR)

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

Date: June 2026

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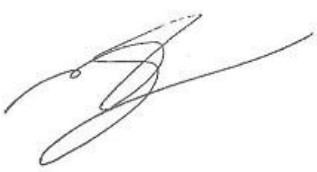
Signed:  Date: 01/05/2026

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Executive Summary: Air Quality in Our Area

Air Quality in Blaby District

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

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

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

Table ES 1 - Description of Key Pollutants

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

The main pollutants of concern in Blaby District, as in most areas of the UK, are Nitrogen dioxide (NO_2) and Particulate Matter (PM). These pollutants are primarily associated with road traffic emissions, although they can also arise from other sources, including emissions from domestic, agricultural and industrial activities. They are monitored due to their established impacts on human health and the environment.

Monitoring in Blaby District

Blaby District Council currently uses three different types of monitoring to measure these pollutants. These are: Air Quality Monitoring Stations (AQMSs), Diffusion Tubes and Zephyrs®. Maps illustrating the locations of all the monitoring sites in 2025 can be found in Appendix D: Figures D.1a-D.17b.

In 2025, the Council had four AQMSs. All four AQMSs host an analyser, known as a Continuous Monitor (CM), which measures NO_2 levels, and one of the sites also has a PM CM called a Tapered Element Oscillating Microbalancer (TEOM). The photograph on the right shows one of the AQMSs, located in the Mill Hill area of Enderby.

Diffusion Tubes were installed by the Council at 28 locations across the district throughout 2025. These small tubes are fixed in place, commonly on structures such as lampposts, and are used to measure NO_2 levels. Each tube passively collects air samples over a one-month period. After this exposure time, the tubes are retrieved and sent to a laboratory for analysis. They are then replaced with new tubes to continue monthly monitoring. Diffusion Tubes are widely used across the UK as an indicative method of air quality monitoring. They help identify areas where NO_2 levels may be elevated and where more detailed investigation may be required. The photograph to the left shows an example of a Diffusion Tube.

The Council has successfully secured several Air Quality grants in recent years. Funding from two of these grants has been used to purchase a network of Zephyrs®. A Zephyr® is a low-cost, indicative air quality monitoring device that measures NO_2 and PM. Whilst these devices are not as precise as reference-grade monitoring equipment, they play an important role in helping the Council identify pollution patterns and highlight locations that may require more detailed investigation. The photograph to the right shows one of the Council's Zephyrs® installed at Osiers Nature Reserve in Braunstone Town.

The Council currently operates one TEOM located at the CM site in Mill Hill, Enderby, alongside a network of Zephyrs® that measure PM particles sized 2.5µm and 10µm ($PM_{2.5}$ and PM_{10}). The Air Quality Objectives (AQOs) for PM specify that annual average levels should not exceed 20µg/m^3 with a more stringent future target (10µg/m^3) to be achieved by the year 2040.

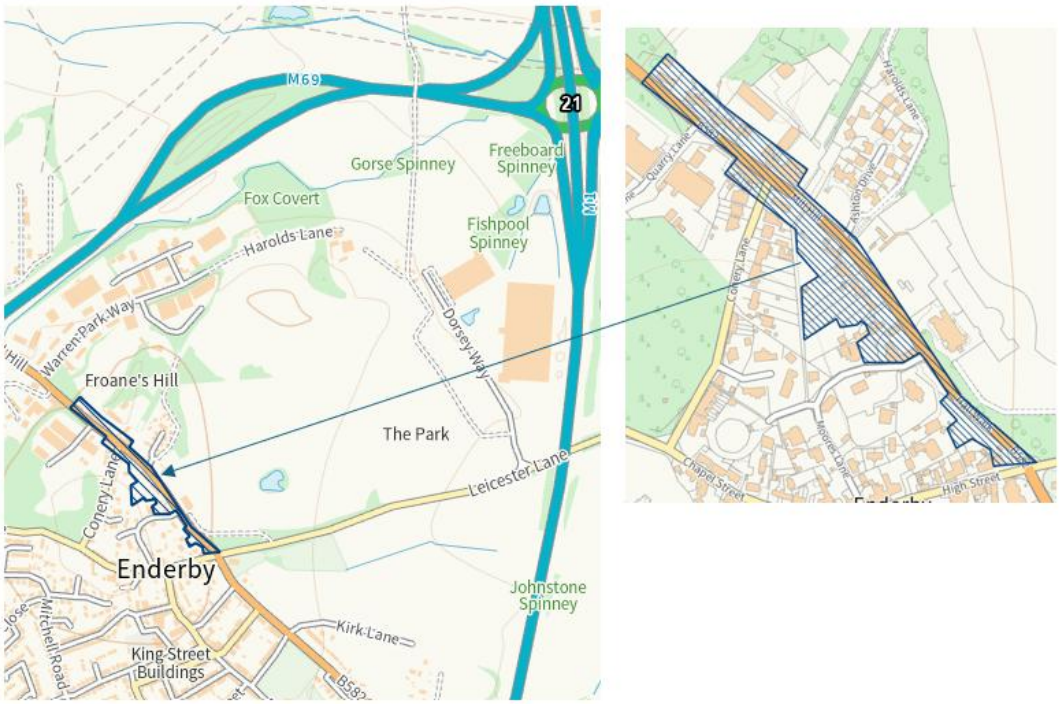
All sites in 2025 recorded average annual mean levels below the 2040 target. Detailed results can be viewed in Appendix A, B and C of this report. Locations of all the Zephyr® sites can be viewed in Appendix D; Figures D.16a-D.17b.

Air Quality Management Areas

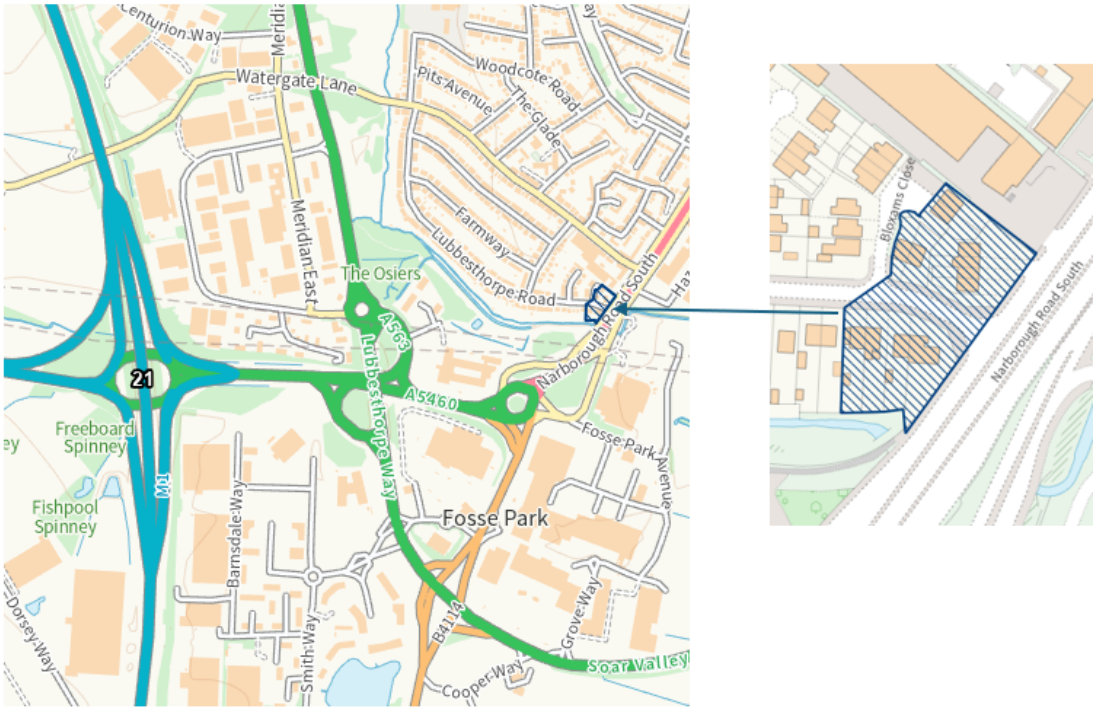
Previous years' monitoring results have identified areas of concern within the district, known as Air Quality Management Areas (AQMAs). These AQMAs are declared where concentrations of NO_2 exceed the AQOs set by the Department for Environment, Food and Rural Affairs (Defra). The AQOs require that the annual mean concentration of NO_2 does not exceed 40 µg/m³. In 2025, there were two designated AQMAs within Blaby District;

- AQMA 6: Mill Hill, Enderby
- AQMA 7: Lubbesthorpe Road, Braunstone Town

AQMA 6: Mill Hill, Enderby, is located in a high-traffic area, with a historic wall lining a significant portion of the site and several industrial installations in close proximity to the north-west. Continuous monitoring indicates that pollutant levels have fallen and are now below the AQO limits, with the area remaining compliant for the past three years. However, due to large-scale planned developments to the north and east of Enderby, it is considered prudent to retain the AQMA designation at this time. The map below shows the location of AQMA 6:



AQMA 7: Lubbesthorpe Road, Braunstone Town, is a residential area situated in a busy location opposite a major retail park and adjacent to key transport routes, including the M1 and the A5460, a main route into the city of Leicester. The most recent exceedance of the AQOs was recorded in 2022. However, due to delays in the Council's Annual Status Report (ASR) in 2023, the AQMA was not formally declared until November 2024, following the required consultation period. Since its declaration, no further exceedances have been recorded, and monitoring data indicates a continuing trend of improving air quality and sustained compliance. On this basis, the Council anticipates that the AQMA may be suitable for revocation in late 2026, subject to the achievement of three consecutive years of compliant monitoring data. We have contacted the LAQM helpdesk to confirm how the three-year compliance period is calculated, specifically whether it runs from the date of exceedance or the date of declaration and are currently awaiting a response. The map below shows the location of AQMA 7:



The majority of 2025 reporting year was spent finalising measures from the 2021-2025 Air Quality Action Plan (AQAP), alongside developing a new plan. The previous AQAP was prepared during the COVID-19 pandemic, which imposed certain limitations on its scope and delivery.

In 2025, the Council produced a new AQAP, which was approved by Defra in December 2025 following the statutory consultation process. The AQAP is a formal document prepared by a local authority that sets out measures to improve air quality in areas where pollution levels exceed, or are at risk of exceeding, AQOs.

The new AQAP aims to improve air quality across the whole of Blaby District, with a particular focus on the Council's two designated AQMAs. It outlines the actions to address air quality issues in each area and explains how the Council will monitor and evaluate progress over time.

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.

The Council's two AQMAs were declared due to exceedances of NO_2, primarily associated with emissions from road transport. The Council has continuously monitored these areas

using AQMSs, Diffusion Tubes, and Zephyr® sensors. As previously noted, an AQAP has been developed to address air quality issues within the district.

The Council has been involved in many different projects during 2025 aimed at raising awareness, reducing emissions and improving air quality within the district:

- The Council continued to be partnered with the Big Community Switch, now known as 'Switch Together' throughout 2025. The scheme is a group-buying scheme which is aimed at gaining better rates with 100% backed renewable energy: Blaby Switch and Save – Blaby District Council.
- The Leicestershire's Enhanced Bus Partnership brings services together to deliver the objectives set out in the Bus Service Improvement Plan. This relates to the Local Transport Plan which recognises key challenges presented by population growth, increased transport and housing needs and the increases in travel times and carbon emissions. The Local Transport Plan and the Bus Service Improvement Plan have been emphasising the benefits of travelling by bus as a sustainable travel mode. During 2024, the Zero Emission Bus Regional Area second round funding enabled the part-funding of 47 electric buses that entered the services in March 2025 and February 2026. Similar funding was also used to part fund 24 electric double decker buses that have been operating on Arriva services in Blaby since 2024[1]. Although the bus plan is city-led, it benefits Blaby District because many Leicester commercial bus routes serve areas within the district of Blaby.
- Flex-D is a current project being run collaboratively with local authorities and Leicestershire County Council as part of the Greener Living Leicestershire collaboration. The project will provide a Solar Charging Hub at Enderby Leisure Centre that will provide eight 11kw chargers, and two rural parish charging locations as part of the rural car club scheme, these are expected to be installed in 2026.
- In 2025, the Council was responsible for regulating 33 installations within the district that require an Environmental Permit to operate. These installations all require an Environmental Permit due to the risks they could pose to air quality and are subject to conditions and inspections to ensure ongoing compliance.
- In July 2025, a public portal providing access to real-time air quality data was launched via the Blaby District Council website. The platform displays live NO_2 and

[1] provided by Andrew Jeffreys on behalf of National bus strategy

PM data from a network of local monitors. The monitors linked to the portal were funded through a Defra grant awarded in 2023 as part of the Particulates Matter Project. The portal forms part of wider partnership activity aimed at improving access to environmental information and has been designed in a way that could support use by local authorities across Leicestershire, subject to future funding availability. This initiative enhances public access to environmental data and supports residents in making informed day to day decisions regarding their health and wellbeing. Blaby District has installed 12 Zephyr® monitors across a number of parishes, including Cosby, Croft, Huncote, Narborough, Enderby, Glen Parva, Braunstone Town and Leicester Forest East. Further information is available at: https://www.blaby.gov.uk/environmental-issue/waste-and-environment/air-quality/.

- Blaby District Council has completed the installation of more than 490 solar panels at Enderby Leisure Centre. The project received £140,000 in funding from the UK Shared Prosperity Fund to support its delivery. It is estimated that the solar panels will reduce Carbon dioxide (CO_2) emissions by approximately 39 tonnes each year. In addition, by generating clean electricity and reducing reliance on fossil fuel-based energy, these measures are expected to help lower NO_2) emissions associated with boiler use and vehicle activity: Solar panels project complete – Blaby District Council.
- During 2025, the Council installed a rooftop solar panel system at the vehicle depot site in Whetstone. The project involved the installation of 306 solar panels across the office, stores and workshop building. This change has reduced CO_2 at an estimated total of 23.11 tonnes per year and will indirectly contribute to lower NO_2 emissions through the transition away from fossil fuels.
- Also in 2025, the Council gained approval for the installation of additional Electric Vehicle (EV) chargers as part of the EV charging infrastructure project at the depot. The project was first approved in 2023, but changes to the design caused delays to the final approval and project implementation timeline. The current plan will provide up to 17 chargers to support the existing EV fleet and enable the transition of the full fleet to EVs in the future. As EVs produce no exhaust emissions, this will help reduce NO_2 levels by cutting emissions associated with petrol and diesel vehicle use.
- Since 2023, Blaby District Council has transitioned the majority of its fleet vehicles to run on Hydrogenated Vegetable Oil (HVO). This renewable fuel, derived from waste oils, offers a cleaner alternative to conventional diesel and contributes to

improved air quality. HVO can reduce net CO_2 emissions by up to 90%, PM by up to 86%, and Nitrogen oxides (NO_x) by up to 30% compared to traditional diesel. As a fossil-free and biodegradable fuel, it helps lower pollution levels without requiring any engine modifications.

- In 2024, an all-electric Road Sweeper was purchased using an air quality grant. The remaining funds were used to convert one of the existing diesel Refuse Collection Vehicles (RCV) to an electric model. The electric sweeper is out most days (except when undergoing maintenance work) and has proved to be very reliable in comparison to the previous vehicle and has shown little issues. Starting from 13th March 2025, it was recorded that the electric sweeper was out for a total of 163 days. The eRCV commenced service later in 2025 and completed a total of 92 days.
- In 2025, two 'Bike Health' events were held to provide members of the public with free bicycle maintenance checks and advice. The first event took place in Lubbesthorpe in May, followed by a second session at the Council Offices in July. Together, these events attracted around 30 attendees and helped promote active travel as an alternative to motorised transport, contributing positively to local air quality.
- Blaby District Council secured £133,000 from the UK Shared Prosperity Fund[2] in 2024 to improve parks and open spaces. The funding has supported biodiversity enhancements at Countesthorpe Park in 2025, including creating protected nature zones, improving drainage, and planting new trees, which help improve air quality by increasing Carbon absorption and supporting healthier ecosystems. It has also been used to upgrade footpaths at several locations, encouraging more walking and reducing reliance on vehicles, further contributing to better local air quality.
- Woodland management at Fosse Meadows Country Park is improving biodiversity by thinning overcrowded trees and supporting healthier growth. This also benefits air quality by strengthening the woodland's ability to absorb CO_2 and improve local ecosystem health.
- Blaby District Council's Health and Leisure Team hold a quarterly working group meeting to develop and embed actions from the staff surveys. For example,

[2] UK Shared Prosperity Fund - GOV.UK

upgrading the changing facilities for staff to promote active travel to and from the office.

- Community bike rides organised by the Health and Leisure Team on 8th July 2025 highlighted the connectivity of the Great Central Way and Cycle Route 6, including routes through Aylestone Meadows, Braunstone, and Weston Park. By promoting these routes, the event encouraged active travel across the district, helping reduce car use and improve air quality through lower vehicle emissions.
- The Council provides four e-bikes for staff use, available for 24-hour hire. These can be used for commuting or travelling to off-site meetings, encouraging active and low-emission travel and helping to reduce vehicle use and improve air quality
- From September 2025, 20 schools joined the Road Safety Education Programme[3], encouraging pupils to walk, scoot, or cycle to school safely and promoting more independent travel to reduce car use at school gates. In addition, 19 schools received Bikeability cycle training (13 in 2025), helping improve cycling skills, road awareness, and encouraging active travel, with benefits for health and wellbeing. Road Safety Education Programme | Leicestershire County Council Professional Services Portal
- Blaby District Council use an incentive scheme to encourage the use of EV and Ultra Low Emissions Vehicles (ULEV) through the Hackney Carriage and Private Hire Licensing Policy. The Licensing Department offers a reduction in fees, 50% for EV's and 25% for ULEV's, for operators who license a vehicle under any of these categories. In 2025, there was one EV currently licensed and two ULEV vehicles licensed. The 2025 vehicle application fees are:
  - Private/Hackney carriage vehicle: £150 (6 months) £190 (1 year)
  - EV: £75 (6 months) £95 (1 year)
  - ULEV: £112.50 (6 months) £142.50 (1 year)
- Clean Air Day coffee morning - The Council hosted a staff event to raise awareness of Clean Air Day and the actions individuals can take to improve air quality. The session promoted the use of the Council bike scheme, alongside activities highlighting everyday steps staff can take to reduce both NO_2 and Carbon emissions.

Conclusions and Priorities

Air quality across the district has shown a clear and encouraging improvement over the past five years, culminating in 2025 with no exceedances of any AQOs. This represents a significant achievement, particularly given the district's location which is intersected by major transport routes including the M1 and M69 motorways, as well as a heavily used junction connecting them. In addition to the motorways themselves, several major link roads connect the surrounding areas to these routes, further contributing to local traffic volumes and historically elevated pollution levels.

Results from Diffusion Tube monitoring further support this encouraging trend, with no exceedances recorded at any monitoring location across the district in 2025. The highest recorded NO_2 annual mean concentration was 32.9 µg/m³, measured within AQMA 6 at Mill Hill, Enderby. While this level remains compliant with the AQOs, it is still higher than would be desirable and indicates that pollution levels in this area remain relatively elevated compared to other parts of the district.

Despite the overall improving trend, certain areas continue to require focused attention. The two designated AQMAs, located at Mill Hill in Enderby and Lubbesthorpe Road in Braunstone Town, remain priorities for the Council.

Based on the latest monitoring data, the Council intends to retain AQMA 6 in Mill Hill, Enderby due to its comparatively elevated pollutant levels relative to the rest of the district. Although compliant with the AQOs, a number of large-scale planning developments are either underway or proposed in the surrounding area, which may have future implications for local air quality.

One of the main developments already under construction is the Lubbesthorpe development, which lies to the north of Enderby. It is a large new residential parish within the district. Construction began in the mid-2010s and is currently progressing through Phase 2. The development has planning permission for approximately 4,250 homes, with around 1,300 completed to date. As the development continues to expand, there is potential for increased traffic flows and associated emissions which could place additional pressure on local air quality, particularly around AQMA 6. Continued AQMA designation will therefore enable ongoing monitoring and appropriate management of potential impacts.

In contrast, the Council will look to revoke AQMA 7 on Lubbesthorpe Road, Braunstone Town, where long-term trends show a compliance with the AQOs. Data from both

Diffusion Tubes and Continuous Monitoring stations support this position, indicating that air quality in this area has improved to a level where the AQMA designation may no longer be required, subject to further review and statutory processes.

The Council will maintain a comprehensive monitoring programme across the district, with particular emphasis on both current and previously designated AQMAs. Monitoring locations will be regularly reviewed and adjusted where pollutant concentrations are consistently below objective levels, ensuring resources are used effectively.

Air quality considerations will also remain an integral part of the planning process. All new development proposals are and will continue to be carefully assessed for their potential impact on local air quality, with permissions granted only where it can be demonstrated that impacts are acceptable and appropriately mitigated. Conditions attached to planning approvals, especially those relating to air quality, will be closely monitored to ensure full compliance.

In 2025, officers worked with Blaby District Council's Development Management service to revise the validation list. This project clarified the requirements for development proposals that require air quality assessments, including expectations around measures such as dust mitigation.

Finally, the Council will continue to work collaboratively with key partners, including Leicestershire County Council's Public Health, Environment, and Transport Teams. This partnership approach will support coordinated action to address air quality challenges and ensure that improvements are sustained, helping to protect public health and the local environment over the long term.

How to get Involved

Everyone can play a part in improving air quality in the district. Both residents and businesses can rethink how they travel and make their buildings healthier and more energy-efficient. By making small changes, we can reduce pollution and create a cleaner, safer environment for everyone. Here are some ways to get involved:

- Choose How You Move is a Leicestershire-wide partnership providing travel information and promoting sustainable transport options such as walking, cycling, public transport, and car sharing. It encourages behaviour change through initiatives like the BetterPoints reward scheme, which incentivises active and low-emission travel. This helps reduce reliance on private cars, supporting lower

emissions and improved air quality across Leicester and Leicestershire: https://www.choosehowyoumove.co.uk/.

- Fox Connect is an on-demand bus service linking rural areas of south-west Leicestershire using low-emission vehicles that can be booked via an app or phone. By operating only when needed rather than running fixed routes, it reduces unnecessary journeys and fuel use, helping lower emissions and improve air quality: Leicestershire FoxConnect < Choose How You Move.
- Get on your bike to see the district: Take advantage of the two new cycle routes established within the district in 2026. These routes have been launched to encourage residents and visitors to explore the district by bike.
- Register for the switch and save scheme. The scheme is a group- buying scheme which is aimed at gaining better rates with 100% backed renewable energy: Blaby Switch and Save – Blaby District Council.
- The Council's energy efficiency advice and grants page provides information on local funding and support to help residents improve home energy efficiency and switch to greener energy tariffs. This can reduce household energy use and reliance on fossil fuels, contributing to lower carbon emissions and improved air quality: Energy Advice – Blaby District Council.
- Smoke Control Areas (SCAs) control emissions of smoke from domestic and certain industrial chimneys, through the Clean Air Act 1993. The parishes that lie adjacent to the built-up area of Leicester are designated SCAs: Smoke Control Order – Blaby District Council. Residents must ensure when installing appliances that they are approved for use within a SCA: Exempt Appliances – Clean Air Act Data Entry System.
- When purchasing fuels, look for the 'Ready to burn' logo to ensure that the fuel you use burns as cleanly as possible. Where this is not possible, using Defra-advised authorised fuels helps to reduce exposure.

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1 Local Air Quality Management

This report provides an overview of air quality in Blaby District 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 (AQOs) 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 Blaby District Council to improve air quality and any progress that has been made.

The statutory AQOs applicable to LAQM in England are presented in Table E.1.

2 Actions to Improve Air Quality

2.1 Air Quality Management Areas

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

A summary of AQMAs declared by Blaby District Council can be found in Table 1. The table presents a description of the two AQMAs that are currently designated within Blaby District. Appendix D: Maps of Monitoring Locations and AQMAs provides maps of AQMAs and also the air quality monitoring locations in relation to the AQMAs. The AQOs pertinent to the current AQMA designations are as follows:

- NO_2 annual mean 40µg/m^3

As highlighted in the Executive Summary section of this report, there are two designated AQMAs within Blaby District; the boundaries of these areas are illustrated in both the Executive Summary and Appendix D (Figures D.1a and D.2a).

- AQMA 6: Mill Hill, Enderby
- AQMA 7: Lubbesthorpe Road, Braunstone Town

Both locations include Diffusion Tubes and a Continuous Monitor (CM), ensuring comprehensive and reliable assessment of local air pollutant levels at each site. In addition, AQMA 6 is supplemented with a Zephyr® monitor, further enhancing coverage and the quality of data collected within this area.

AQMA 6 is situated between two major motorway routes and serves as a primary connection from the M1/ M69 and associated link roads, through to the western parishes of the district, including the new parish of Lubbesthorpe which is still under development. The road is the original route and was not designed for high-volume traffic.

Along the eastern edge of the AQMA, there is a large stone wall extending approximately 275 metres, which forms part of the Enderby Hall estate, a Grade II listed building. The western edge consists of a mix of trees and residential properties. This combination creates a “canyon effect,” making it harder for pollutants to disperse. When combined with

high traffic volumes, this effect likely contributed to the historically high pollution readings in the area.

AQMA 6 was originally declared in October 2018 following a recorded exceedance of 43 µg/m³, as detailed in Table 1. While the area has shown compliance with the AQO in recent years, the most recent exceedance occurred in 2022 at DT 4 (40.3 µg/m^3). One year compliance was incorrectly reported in the 2025-2029 AQAP when it should have been two, representing an error. Since 2023, no further exceedances have been recorded, which is encouraging, although the area continues to be closely monitored.

Improvements in air quality can be attributed to factors such as advancements in catalytic converter technology, cleaner Heavy Goods Vehicles (HGVs), and the gradual uptake of Electric Vehicles (EVs). The area has now been compliant for three consecutive years (2023, 2024 and 2025), and under normal recommendation from Defra, the Council would look to revoke the area. However, further progress is still required to achieve optimal air quality, and given the potential impact of nearby large-scale developments, it is considered prudent to retain AQMA 6 for the foreseeable future.

The Environmental Services Team has a close working relationship with the Planning and Strategic Growth Group, and are regularly consulted on a range of planning applications by both the Development Services and Major Schemes Teams. Air quality is considered as a potential constraint when responding to such consultations. Where appropriate, Air Quality Assessments are required, most commonly when the proposed development is close to a busy road. Assessments advise appropriate mitigation measures for potential impacts which are secured using planning conditions such as Construction Environmental Management Plans (CEMPs) for the construction phase and sustainable transport for the built development. In addition, Section 106 (s106) funding has been secured for air quality monitoring in relation to a number of larger developments.

The latest Local Plan is currently being prepared. Environmental Services works closely with the Local Plan Team, including the wording of policies and the assessment of sites that may be included in the ‘preferred’ list. Air quality is one of the factors that is considered at this stage.

New Lubbesthorpe is a major development site to the north-west of Enderby, which is a brand-new community for Blaby District bringing much needed housing and infrastructure. Once finished it will include 4250 homes, three new schools, and other community facilities such as a health centre and business centre. The development is divided into four

phases and is currently in Phase 2, with around 1308 homes already occupied. All four phases are expected to be completed during the 2030's.

During 2025, Environmental Services were consulted on a number of planning applications for elements of New Lubbesthorpe, several of which related to the first Local Centre. This Centre, located in Phase 1, provides a number of shops and services. In addition, an application was received for an extension to the existing Primary School (reference 25/0066/RM). Air quality was considered within the Outline Planning Application (reference 11/0100/1/OX).

The other major development that has been in the planning stages for several years is a new logistics hub, known as the Enderby Hub. Located near Junction 21 of the M1 motorway, south-east of AQMA 6, the scheme comprises a 33-hectare site allocated for employment use in the 2019 Blaby District Local Plan and will include a mix of warehouses, industrial units, and office space. The development is expected to generate significant employment opportunities within the district while also promoting sustainable travel through the provision of footpaths, cycle links, cycle parking, and EV charging infrastructure. The Reserved Matters Planning Application (reference 25/0774/RM) was approved late 2025, following the granting of Outline Planning Permission (reference 23/1066/OUT). Air quality was considered at the Outline Planning Application stage. A signed s106 Agreement is in place, which includes a sum of £65,000 for a replacement of Air Quality Monitoring Station (AQMS) Blaby 2 (CM5), which lies within AQMA 6.

AQMA 7 is situated at the junction of Lubbesthorpe Road and Narborough Road South, which is located near Junction 21 of the M1, where it meets the M69. The junction also connects with several other major roads into Leicester and the main Leicester City ring road. The AQMA is opposite Fosse Park which is one of the UK's largest out-of-town shopping parks. Fosse Park opened in 1989 and has grown significantly since then with the most recent expansion in 2021, known as Fosse Park West.

Although the exceedance for AQMA 7 was measured in 2022, the area was not officially declared until November 2024. This was due to a delay with Defra approval of the Councils ASR in 2023 and ensuring the required consultation took place. No exceedances have been recorded since 2022, which means three years compliance has now been reached. The Council is expecting to be able to revoke this AQMA in 2026, following guidance from the LAQM helpdesk in reference to the delay in declaration.

The previous AQMAs that were revoked in 2024 are still closely monitored to ensure continued compliance. No concerns have been noted, and the areas continue to remain well within compliance of the AQOs.

Table 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
AQMA 6: Mill Hill, Enderby	Declared October 2018	NO_2 Annual Mean	A section of the B582 in Enderby, known as Mill Hill	NO	43 µg/m^3	32.9 µg/m^3	3 years	Air Quality Action Plan 2025-2029	blaby-district-council-air-quality-action-plan-2025-2029.pdf
AQMA 7: Lubbesthorpe Road, Braunstone Town	Declared November 2024	NO_2 Annual Mean	Lubbesthorpe Road next to the junction with Narborough Road South in Braunstone Town, Leicestershire	NO	43 µg/m^3	22.6 µg/m^3	3 years	Air Quality Action Plan 2025-2029	blaby-district-council-air-quality-action-plan-2025-2029.pdf

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

☒ **Blaby District Council confirm that all current AQAPs have been submitted to Defra**

Notes:

There was a delay in the 2023 ASR being accepted, which caused a delay in the declaration of AQMA 7. The initial exceedance was during 2022, yet this was not formally declared until 2024. Data from 2023 onwards does not show an annual average exceedance and,

therefore, there have been three years of compliance since AQO exceedance. We are awaiting the LAQM helpdesk to confirm if compliance is from date of exceedance or date of declaration.

2.2 Progress and Impact of Measures to address Air Quality in Blaby District

Defra's appraisal of last year's ASR concluded "The report is well structured, detailed, and provides the information specified in the Guidance. The following comments are designed to help inform future reports:

1. The details in Table 2.1 for the number of years of compliance for the remaining AQMAs are incorrect i.e. AQMA 7 states it was declared in 2024 but has two years of compliance.
2. In Table 2.2, the top three measures which are listed are marked as complete. Whilst it is acknowledged that the updated AQAP is in draft, the top three measures presented within the ASR should be those which will actively be progressed within that reporting year. This is required to be updated in future ASRs.
3. Comments are missing in Table B.1 to outline why data is missing in specific months, i.e. missing tube, anomalous data. This should be included in future reports.
4. Within Table B.1, the bias adjustment factor which has been used has not been included. This should be stated in future reports in line with the template.
5. Low-cost Zephyr sensors have been used during 2024 to help identify trends and hotspots. These are appropriately presented within an appendix and within the relevant discussions. This should be continued in future reports.
6. The comments from the 2024 ASR are included and are responded to in full which is commended.
7. Within the monitoring results tables, the valid data capture for monitoring period percentages appears to be incorrect as these are listed as 100% for all locations despite missing data in Table B.1 and no statement of monitoring only being undertaken for part of the year at automatic monitoring locations. If further support is required on calculating these values, please contact the LAQM Helpdesk.
8. Minor formatting errors are persistent throughout the report, i.e. page orientation. This should be reviewed prior to submission in future reports to ensure the report meets the accessibility requirements.
9. There were changes to the diffusion tube network in 2024, however it is not clearly stated why a number of locations were removed relative to 2023. This should be included in future reports.

10. Clear graphs outlining the trends in pollutants have been included within the ASR which is welcomed.
11. BDC have included a clear statement of adherence to the Defra diffusion tube monitoring calendar. This should be continued.
12. Appendix D includes clear figures showing the location of all monitoring sites as well as AQMA boundaries and tables showing the monitoring concentration at each site. This is appreciated and should be continued in future ASRs."

In response to the comments made by Defra upon accepting the 2025 ASR, the following has been completed:

1. A note has been added below Table 1 to explain the delayed acceptance of the 2023 ASR and the subsequent declaration of AQMA 7. This clarification addresses the discrepancy between the year the AQMA was declared and the year the compliance data were recorded. Although the initial exceedance occurred in 2022, the delay in accepting the 2023 ASR meant that AQMA 7 was not formally declared until 2024. Monitoring data from 2023 onwards indicate that annual mean concentrations have remained within compliance, resulting in three consecutive years of compliant data.
2. A new Air Quality Action Plan (AQAP) has now been published; therefore, the top three measures presented in the 2026 ASR reflect the priority actions currently being implemented. As the new AQAP was only published in late 2025, this report includes discussion of both the previous and updated AQAPs to ensure continuity and context.
3. Table B.1, presenting the 2025 NO_2 Diffusion Tube results, now includes comments explaining any missing or anomalous data. This approach will be maintained in all future reports to ensure transparency and provide clear justification for any data gaps.
4. The bias adjustment factor has been included in Table B.1 for the 2026 ASR and will be incorporated into all future reports in line with the reporting template. A corresponding explanatory note has also been added to the notes section below the table.
5. Low-cost Zephyr® sensors were again used during 2025 to help identify air quality trends and potential hotspots. The data from these sensors have been presented within Appendix C and referenced in the relevant discussion sections. Subject to

continued availability and funding, these sensors will continue to be utilised in future reports.

6. This has been continued in the 2026 ASR.
7. Accurate data capture has been reported in the 2026 ASR for all monitoring locations, including within the Diffusion Tube monitoring results presented in Table A.4.
8. Minor formatting errors, including inconsistent page orientation, were identified throughout the report. To ensure compliance with accessibility requirements, these issues have been reviewed and corrected in the 2026 ASR.
9. Details on changes to Diffusion Tube network are explained in 'Section 3.1: Summary of Monitoring Undertaken' in the 2026 ASR
10. This has been continued in the 2026 ASR.
11. This has been continued in the 2026 ASR.
12. This has been continued in the 2026 ASR.

2.2.1 Air Quality Action Plans

Blaby District Council wrote and published a new AQAP in 2025, following the required district consultation and approvals from Defra. It was published in December 2025 and replaced the previous AQAP 2021 - 2025. Written during the COVID-19 pandemic, a time of great uncertainty especially with regards to funding availability and staffing issues, many of the 2021-2025 AQAP actions were repetitive and hard to measure. The Council have ensured the new AQAP includes measures that are wider ranging and measurable.

As the new AQAP was not effective until the end of 2025, it is important that we should comment on the measures from the previous AQAP in addition to the new ones.

AQAP 2021-2025

The 2021-2025 AQAP contained 26 measures which are summarised below:

Measures 1-14 covered previously declared, now revoked AQMA's. These were as follows:

- AQMA 1 - A5460 Narborough Road South: In 2025, two Zephyr® monitors were located in close proximity to the site and showed no issues. The area remains compliant with the AQOs.
- AQMA 2 - M1 Corridor in Enderby and Narborough: In 2025, continued monitoring confirmed the area remained compliant with the AQOs.

- AQMA 3 - M1 Corridor between Thorpe Astley and Leicester Forest East: In 2025, Diffusion Tube monitoring showed continued compliance with the AQOs.
- AQMA 4B - Enderby Road, Whetstone: In 2025, continued monitoring confirmed the area remains compliant with the AQOs.

Measures 15-19 covered AQMA 6 Mill Hill in Enderby. The measures included:

- *Increased Air Quality monitoring* which was covered by the installation of an additional Zephyr® monitor alongside DTs and CM5.
- *Gather information from local sources and interrogate air quality monitoring data to inform actions and support bids for funding* - This was completed and grants were successfully bid for and awarded for projects such as 'Let's Go Electric' and 'Particulates Matter Project'. Traffic data was collected during the drafting of the new AQAP to better understand source apportionment.
- *Integrate traffic management (for example, SCOOT) with air quality monitoring* - LCC has smart cameras installed but, due to lack of funding, are currently not in action.
- *Improve driver information about air quality for example, signs and active signs* - Signs installed in Park and Ride and on EVs promoting cleaner forms of transport.

Wider Measures

- ***20 - Promoting Travel Alternatives:*** The Health and Leisure Team at Blaby District Council continues to promote active travel across the district. A new Active Travel Strategy was approved and published in 2024 (*Active Travel Strategy - Blaby District Council*), providing a framework for encouraging sustainable and healthy modes of transport: Active Travel Strategy – Blaby District Council. During 2025, a staff travel survey was completed to assess current travel patterns, and staff challenges were implemented to encourage healthier forms of transport, including walking and cycling. These initiatives support the Council's wider objectives to reduce vehicle emissions and improve local air quality.
- ***21 - Behavioural change project with businesses in vicinity of AQMA***: Completed in previous years. This involved Council Officers attending and delivering business breakfast sessions, hosted by Blaby District Council, to raise awareness on air quality and how businesses can make a positive difference through employee travel plans and incentives for green travel. In addition,

businesses were contacted in 2025 during the consultation phase for the new AQAP.

- ***22 - Behavioural change within schools****:* Completed in previous years. The Countdown to Clean Air project finished in 2023, this involved educational sessions, assemblies and fun activities for children and parents to take part in to encourage active travel to and from schools.
- ***23 - Develop a partnership to create a charging network across the district***: Flex-D is a current project being run collaboratively with local authorities and Leicestershire County Council. The project will see ten EV charging points installed across the county including a charging hub at Enderby Leisure Centre comprising of eight 11kW EV charging points, due to be installed in 2026. The project also involves two new rural chargers to be installed in 2026. This action has been incorporated into the new AQAP as Measure 2.
- ***24 - Engage with the taxi drivers to encourage the switch to electric vehicles:*** The Council operates The Hackney Carriage and Private Hire Licensing Policy for 2022-2027. The policy incentivises the use of Ultra Low Emission Vehicles (ULEV) and EV. Under this policy, the Licensing Department offers reduced fees for operators and drivers who license vehicles falling into these low-emission categories. These incentives support the Council's wider objectives to reduce transport-related emissions and improve local air quality.
- ***25 - Improve air quality information on BDC website:*** In 2025, the Council updated its website to include a 'live portal' that enables residents and businesses to view local air quality data in real time. This initiative forms part of the Particulates Matter project, funded by a Defra Air Quality Grant that was awarded to the Council in 2022. The portal has been delivered through partnership working and enhances public access to environmental data, supporting residents and businesses in making informed day-to-day decisions. Further details of this project and associated measures are provided in the Additional Measures section below.
- ***26 - Use the Pan Regional Transport Model (PRTM) to build an Air quality model:*** Aborted, as reported in previous years ASR.

AQAP 2025-2026

Blaby District 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 15 measures in

progress or planned are set out in Table 2 with the type of measure and the progress Blaby District Council have made during the reporting year of 2025 presented. It should be noted that, as the new AQAP was only adopted in December 2025, the scope for implementation during the reporting year was limited. Nevertheless, the Council anticipates significant progress across all measures throughout 2026 with no barriers to implementation expected at this time.

Measure 1: ***The new Local Plan -*** Currently being prepared and is expected to be published in draft form for consultation in 2026. The Local Plan will set out the Council's policies and proposals for future development across the district. A strategic Air Quality Assessment is currently being undertaken to evaluate the potential impacts of the emerging plan. The findings of this assessment will inform the development of the Local Plan and ensure that air quality considerations are appropriately integrated into future planning policies.

Measure 2: ***Continued installation of EV Charging Points and improving EV charging infrastructure -*** An existing project, known as Flex-D, is currently underway and is in the final stages of implementation. The project will deliver a new EV charging hub at Enderby Leisure Centre, comprising eight 11kW chargers. In addition, two rural charging points will be installed: one on High Street, Whetstone and one on Winstanley Avenue, Croft. Installation of this infrastructure is expected to be completed in 2026. These measures will support the uptake of EVs and contribute to the reduction of transport-related emissions across the district.

The Council will continue to seek external funding opportunities to support the delivery and promotion of additional projects aimed at expanding EV charging infrastructure across the district.

Measure 3: ***Increase and improve air quality information and advice -*** The Council will review its website on an annual basis to ensure that it provides the most up-to-date information relating to air quality within the district. In addition, relevant updates and initiatives will be communicated through the Council's newsletter and social media channels. This approach aims to raise awareness, encourage public engagement, and promote opportunities for residents and businesses to contribute to improving local air quality.

Measure 4: ***Review and increase enforcement of existing Smoke Control Areas (SCAs) -*** Both AQMAs are also within Smoke Control Areas (SCAs) and therefore ensuring the Smoke Control Orders (SCOs) are enforced appropriately is essential to

improving air quality. In 2025, the Council was awarded a ‘New Burdens’ grant from Defra to support the enhancement of enforcement and management of smoke emissions within SCAs. A review of the Council’s SCAs is currently underway, with implementation expected to take place during the winter of 2026.

Measure 5: ***Implementation of Active Travel Strategy 2024 -*** Both the Active Travel Strategy and Active Travel Action Plan were published in 2024. They contain actions the Council will implement through to 2034 to increase active travel infrastructure and to promote an increase in active travel. Links to these plans are below.

Measure 6: ***Collaborative partnership working and information sharing -*** Blaby District Council regularly engages and collaborates with neighbouring local authorities and key stakeholders, including Leicestershire County Council Public Health Team and the NHS. There are several groups that meet on a regular basis including the Air Quality and Health Partnership (AQHP) and the Children and the Young People Respiratory Working Group. The AQHP provide forums to share evidence, align activity and inform proportionate, health focused responses, with the aim of improving health outcomes for residents and now meets twice a year. Two subgroups have been formed for more detailed work, which also meet twice a year. This measure will continue as an ongoing commitment, with the Council seeking additional opportunities to strengthen collaboration, enhance information sharing, and build on existing partnerships to support improvements in local air quality. The Children and the Young People Respiratory Working Group is NHS-led, air quality is focussed on every three months.

Measure 7: ***Control of Industrial Emissions*** **-** Blaby District Council’s Environmental Services Team currently conducts inspections under the Environmental Permitting (England and Wales) Regulations 2016 for 33 active processes. This measure aims to ensure that emission controls go beyond the requirements of Best Available Techniques (BAT) wherever possible. Four of these processes are located near Mill Hill in Enderby (AQMA 6). Inspections of these sites are carried out annually, or more frequently if required based on the outcomes of associated risk assessments. Based on inspections undertaken in 2025, all installations in this area are currently classified as low risk.

Measure 8: ***Promote uptake of sustainable transport, such as EVs and buses -*** Encouraging the use of sustainable transport, and therefore reducing the number of petrol and diesel vehicles on the road, will directly reduce Nitrogen dioxide (NO_2) emissions within the district. The Council will explore campaigns to promote existing EV charging bays in the district, as well as those due for future installation, alongside information on

bus routes available to residents. The planned development of the Enderby Hub has a s106 agreement in place to provide all Hub employees with a bus pass, with the aim of reducing the impact of employee traffic in the area.

In addition, the Council will seek to promote EV ownership through social media campaigns, public engagement, and the promotion of any available incentive schemes. It is estimated that 67.2% of UK households have access to a driveway, and that 5.26% of these have an EV charging point installed. Based on these figures, it is estimated that within the district (44,105 households), approximately 29,640 households have a driveway, of which around 1,560 are likely to have an EV charger installed. These estimates will be used as a baseline against which future progress can be measured.

It is anticipated that initial projects can be delivered in 2026; however, this measure will be ongoing.

Measure 9: ***Promote benefits of car sharing schemes/ bus routes and alternative modes of transport to local business -*** The Council regularly hosts breakfast meetings with local businesses. The aim of this measure is to attend one or more of these events to engage more closely with local businesses and promote the benefits of car-sharing schemes for their employees. The Council expects to deliver this activity jointly with the Net Zero Programme Delivery Officer to strengthen information sharing and improve awareness and education.

Measure 10***: Complete an anti-idling campaign -*** The Council will complete an anti-idling campaign to encourage drivers to turn off their engines when queuing for long periods in traffic or waiting in their vehicle. It is expected this work will commence and be completed in 2026.

Measure 11: ***Delivery of Highway improvements associated with Lubbesthorpe development -*** The Lubbesthorpe Development is a large, sustainable, urban development proposing over 4,000 new residential dwellings, along with associated infrastructure including schools, businesses, and retail units. An s106 agreement is in place, under which the developers have committed to providing funding to improve both the Foxhunter Roundabout junction and the Braunstone Crossroads junction. These improvements are expected to help alleviate congestion, particularly within AQMA 6.

The developers have also committed to delivering a new M69 link road and bridge, which is anticipated to further reduce congestion and, in turn, local emissions. These

commitments are not expected to be delivered until Phases 3 and 4 of the development, while Phase 2 is now underway.

Measure 12: ***Encourage / Facilitate home-working -*** The Council has already adopted a Flexible Working Policy that enables hybrid working, allowing employees to work both from the office and from home. Home working reduces the number of commuter journeys, thereby contributing to reduced transport emissions. This measure will remain ongoing as the Council continues to explore opportunities to further develop and promote the policy.

Measure 13: ***Taxi Licensing schemes and promotion -*** The current Hackney Carriage and Private Hire Policy (2022-2027) provides financial incentives for both EVs and ULEVs for licensed drivers and operators. EVs receive a 50% discount on licensing fees, while ULEVs receive a 25% discount. The Council will explore ways to promote the scheme in order to increase uptake in 2026 and future years. The Hackney Carriage and Private Hire Policy is due for review in 2027, and opportunities to introduce enhanced incentives will be considered as part of the policy development process.

Measure 14: ***Upgrading of the Council's own vehicle fleet to greener alternatives -*** In 2023, Blaby District Council converted almost its entire refuse collection fleet from diesel to Hydrogenated Vegetable Oil (HVO). The Council continues to use HVO across the majority of its fleet. In addition, the Council was able to purchase an all-electric road sweeper and convert an existing diesel Refuse Collection Vehicle (RCV) to electric, using grant funding awarded by Defra.

In 2025, the electric road sweeper was operational for a total of 163 days, with 658 hours of recorded use. The eRCV was operational from 14th April 2025 for a total of 92 days, with 394 hours and 34 minutes of use. Overall, feedback from drivers and crews has been very positive, with particular emphasis on the quieter operating environment.

The Council has an ambition to transition the entire fleet to EVs; however, this is dependent on available funding due to the significant associated costs. The depot site has received approval for the installation of EV infrastructure to support future fleet electrification.

Measure 15: ***Air Quality monitoring; including investigatory indicative monitoring and detailed source apportionment -*** The Council currently monitors air quality across the district using CMs, Diffusion Tubes, and indicative low-cost monitoring devices, Zephyrs®.

The Council works closely with the Air Quality and Health Partnership to share information and reports generated from all monitoring methods, including both mobile and fixed devices. In partnership with Public Health Leicestershire, the Council is exploring ways to improve public access to real-time air quality data and enhance communications to support informed decision-making. A joint public portal was launched in 2025 to support this aim, and funding will be sought to further progress this in 2026 and beyond. The portal is also referred to in 'Actions to Improve Air Quality' in the Executive Summary.

The Council will continue to undertake investigatory monitoring to identify any emerging areas of concern using Zephyrs®, CMs, and Diffusion Tubes. Officers will also review source apportionment on a biennial basis.

Blaby District Council anticipates that the measures stated above and in Table 2 will achieve compliance in AQMA 6 - Mill Hill Enderby and AQMA 7 - Lubbesthorpe Road, Braunstone Town.

Whilst the measures stated above and in Table 2 will help to contribute towards compliance, Blaby District Council anticipates that further additional measures not yet prescribed will be required in subsequent years to achieve compliance and enable the revocation of AQMA 6 - Mill Hill Enderby due to ongoing developments in and around the area.

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

Air Quality Action Plan 2025-2029: blaby-district-council-air-quality-action-plan-2025-2029.pdf

Climate Change Strategy 2020-2030: blaby-district-council-climate-change-strategy-2020-2030.pdf

Active Travel Strategy 2024- 2034: blaby-district-council-active-travel-strategy-2024-1.pdf

Active Travel Action Plan- 2024-2034: https://www.blaby.gov.uk/media/skjgl1ma/blaby-district-council-active-travel-action-plan-2024-1.pdf

Air Quality Portal: Leicestershire County Council | EarthSense

Blaby District Council Vehicle Licensing fees: hackney-carriage-and-private-hire-fees-2026-2027.pdf

Blaby District Council worked to write a new AQAP in consultation and partnership with the following external stakeholders during 2025:

- Leicestershire County Council Public Health

- Blaby District Parish Councils
- Neighbouring District Councils
- Leicestershire County Council Transport Strategy and Policy Team
- UK Health Security Agency
- NHS Integrated Care Board
- Local Residents and Businesses

AQAP Top 3 Measures

Blaby District Council's priorities top 3 priorities for the coming year are Measures 1-3 due to the current status and impact that they will have.

Measure 1: *The New Local Plan -* The Local Plan is a significant piece of work that sets out the overall strategy for the district. It is important that this is treated as a priority, as it underpins and interlinks with all other priorities and will shape development and decision-making across the district over time. The Local Plan is also referred to in Appendix C.

Measure 2: *Continued installation of EV Charging Points and improving EV charging infrastructure -* The installation of EV charging infrastructure throughout the district is of high importance, as it is essential to support the uptake and use of EVs and thereby reduce pollutant levels. The network needs to be efficient, reliable, and located in suitable, accessible areas to ensure public confidence and encourage widespread adoption, particularly within a more rural community where access can be more limited. One project is already underway, which includes eight chargers at Enderby Leisure Centre and two chargers in local parishes. This represents the first step towards district-wide support for EV charging infrastructure.

Measure 3: *Increase and improve air quality information and advice -* Educating the public and businesses about air quality is essential, as it directly influences behaviours that contribute to pollution levels and, ultimately, public health outcomes. It is a relatively low-cost yet vital measure that can deliver significant benefits. Education is a key preventative tool: it empowers behaviour change, supports compliance with AQOs, and helps deliver long-term improvements in environmental quality and public health.

The Environmental Services Team are working with colleagues at Leicestershire County Council, to improve air quality information that is available to the public, linking to the information from Defra and the UKHSA.

Table 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	Publication of updated Local Plan	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	2025	2026	BDC	BDC	Funded	< £10k	Implementation	The aim of this measure is to ensure air quality is thoroughly considered in future development	Introduction of new Local Plan with air quality addressed	The new Local Plan is currently being developed, with a draft expected in Summer 2026. Environmental Services have been involved to ensure air quality is thoroughly considered.	The new Local Plan draft was expected to be taken to council for approval in April 2026, but due to a delay beyond control, it is now due to go to Council for approval in the summer. This may mean the consultation is delayed and may push the deadline date into 2027.
2	Continued installation of EV Charging Points and improving EV charging infrastructure	Promoting Low Emission Transport	Other	2025	2026	BDC, LCC, neighbouring local authorities	Partial government fund and remaining from local authorities	Funded	£1 million - £10 million	Implementation	Up to 1µg/m^3	EV Chargers installed	Harborough District Council secured funding in 2023. The contractors have been appointed and the planning application approved. Works are expected to commence in 2026 to install EV chargers across the county.	An installation project team has been set up and Install is expected to take place in late summer 2026.
3	Increase and improve air quality information and advice	Public Information	Via the Internet	2025	2026	BDC	BDC	Funded	< £10k	Planning	Not quantifiable	Information improved	A review is scheduled for the information available to the public. Particular attention will be paid to information on what the public can do to improve air quality.	Events currently planned in for Clean Air Day / Week such as walk to school event and promotional comms activities via newsletters and social media channels.
4	Review and increase enforcement of existing Smoke Control Areas (SCAs)	Policy Guidance and Development Control	Other policy	2025	2026	BDC	Defra, BDC	Funded	£10k - 50k	Planning	Up to 0.5 µg/m^3	Increase of enforcement action in SCAs	BDC has received a grant from Defra to review our current Smoke Control Policy. Officers are currently in the planning stage for this project.	
5	Implementation of Active Travel Strategy 2024	Promoting Travel Alternatives	Intensive active travel campaign and infrastructure	2024	2034	BDC	BDC	Funded	£50k - £100k	Implementation	Up to 1µg/m^3	Strategy Actions implemented	Both an Active Travel Strategy and Active Travel Action Plan were	

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
													introduced in 2024.	
6	Collaborative partnership working and Information sharing	Policy Guidance and Development Control	Regional Groups Co-ordinating programmes to develop Area wide Strategies to reduce emissions and improve air quality	2025	Ongoing	BDC, LCC, neighbouring local authorities	BDC, LCC, neighbouring local authorities	Funded	< £10k	Implementation	Not quantifiable	Continued collaboration and effective information sharing	BDC regularly meets with other stakeholders.	
7	Control of Industrial Emissions	Environmental Permits	Measures to reduce pollution through IPPC Permits going beyond BAT	2025	Ongoing	BDC	BDC	Funded	< £10k	Planning	0.5µg/m^3	Inspections completed and a decrease in risk rating for processes	BDC currently conducts EPR inspections, a review will be conducted to ensure these are all up to date.	
8	Promote uptake of sustainable transport, such as EVs and buses	Promoting Travel Alternatives	Intensive active travel campaign and infrastructure	2025	Ongoing	BDC, LCC	BDC, LCC, s106 agreements	Not Funded	£10k - 50k	Planning	0.5µg/m^3	Alternatives promoted and provided	Enderby Hub s106 agreement in place to provide all Hub employees with a bus pass. Other ways to promote alternative travel will be explored.	
9	Promote benefits of car sharing schemes/bus routes and alternative modes of transport to local businesses	Alternatives to private vehicle use	Car and lift sharing schemes	2025	2026	BDC	BDC	Funded	< £10k	Planning	Up to 0.5 µg/m^3	Meeting attended and alternatives promoted	Intention to engage with local businesses through the BDC Business Breakfasts.	
10	Complete anti-idling campaign	Public Information	Via other mechanisms	2026	2026	BDC	BDC	Not Funded	< £10k	Planning	Not quantifiable	Campaign delivered	Currently in early planning stages.	
11	Delivery of highway improvements associated with the Lubbesthorpe Development	Traffic Management	UTC, Congestion management, traffic reduction	2025	Ongoing	BDC Planning, LCC, local developer	LCC, s106 agreements	Not Funded	£1 million - £10 million	Planning	Up to 1µg/m^3	Highway improvements delivered resulting in a decrease in traffic and queuing	Lubbesthorpe Development s106 agreement to improve junctions at Foxhunter roundabout, Braunstone junction and to build a bridge over M69.	

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
12	Encourage / Facilitate home-working	Promoting Travel Alternatives	Encourage / Facilitate home-working	2025	Ongoing	BDC	BDC	Funded	< £10k	Planning	Not quantifiable	Less journeys into work	BDC currently has a flexible working policy in place that allows for home working.	
13	Taxi Licensing schemes and promotion	Promoting Low Emission Transport	Taxi emission incentives	2025	2028	BDC	BDC	Funded	< £10k	Planning	Up to 0.5µg/m^3	Increase in number of PHVs/HCVs using scheme	Current Hackney Carriage and Private Hire Policy 2022-2027 provides financial incentives. Ways to promote this scheme will be explored and a new policy will need to be published for 2027.	
14	Upgrading of the Council's own vehicle fleet to greener alternatives	Vehicle Fleet Efficiency	Vehicle Retrofitting programmes	2024	Ongoing	BDC	Defra, BDC	Funded	£100k - £500k	Implementation	0.5µg/m^3	New vehicles in operation	Electric road sweeper is now operational and the retro-fitted electric RCV is expected to be operational in 2025. A vehicle naming competition was held with prizes given out between November 2024 - February 2025.	
15	Air quality monitoring; including investigatory indicative monitoring and detailed source apportionment	Other	Other	2025	2026	BDC	BDC	Funded	£10k - 50k	Implementation	Not quantifiable	Monitoring completed and information gained	The Council currently monitors across the district however more investigatory monitoring and a detailed source apportionment exercise at more locations would be beneficial.	

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

As detailed in Policy Guidance LAQM.PG22 (Chapter 8) and the Air Quality Strategy[4], local authorities are expected to work towards reducing emissions and/or concentrations of fine Particulate Matter ($PM_{2.5}$ - PM smaller 2.5 micrometres). There is clear evidence that $PM_{2.5}$ has a significant impact on human health, including premature mortality, allergic reactions, and cardiovascular diseases.

The AQOs for PM specify that annual mean concentrations should not exceed 20µg/m³ for $PM_{2.5}$, with a more stringent future target of 10µg/m³ to be achieved by 2040. During 2025, the Council monitored PM within the district using a fixed continuous TEOM monitor, located in CM5, within AQMA 6 in Enderby, in addition to 12 indicative Zephyr® air quality monitors. The Council recognises low-cost monitoring devices are not approved reference methods, however they provide indicative results and can identify potential areas for further monitoring using approved reference methods. Results from the Blaby District Council Zephyr® network are shown in Appendix C. Maps of monitoring locations can be found in Appendix D.

To date, all monitored locations within the district are compliant with the 2040 target. The Zephyr® monitors have also proved useful for mobile monitoring, helping to identify areas that may warrant further investigation. No exceedances of the PM AQOs have been recorded to date, and no AQMAs have been declared as a result of PM exceedances.

Blaby District Council places a high priority on air quality and recognises that, although no exceedances have been reported and the district remains well within compliance levels, it is still important to continue monitoring PM and explore opportunities to further reduce concentrations.

Blaby District Council is taking the following measures to address $PM_{2.5}$ which form part of our new AQAP as shown in Table 2.

As stated in Section 2.2 above, following the adoption and publication of a new AQAP in December 2025, Blaby District Council has introduced new measures to address pollutant levels within both the AQMAs and the wider district. While the exceedances recorded

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

relate to NO_2, these measures are also expected to contribute to reductions in $PM_{2.5}$ concentrations. These measures also form a strong link to the Public Health Outcomes Framework (PHOF) particularly under indicators related to air pollution, respiratory disease, cardiovascular disease and health inequalities.

The following measures will have the most impact on the reduction of PM within the district:

Measure 3: ***Increase and improve air quality information and advice -*** The Council will ensure that, as part of the website review, information on both NO_2 and PM is clearly presented and accessible. The existing public-facing Air Quality Portal already allows users to select and view different pollutants in real time. The portal is also referred to in 'Actions to Improve Air Quality' in the Executive Summary'

The portal is aligned with the PHOF, supporting individuals, particularly those with respiratory conditions, to access up-to-date air quality data and make informed decisions about outdoor activities.

This approach aims to raise awareness, encourage greater public engagement, and promote opportunities for residents and businesses to contribute to improving local air quality.

Measure 4: ***Review and increase enforcement of existing Smoke Control Areas (SCAs) -*** Both AQMAs are located within SCAs and therefore ensuring the SCOs are enforced appropriately is essential to improving air quality. During 2025, the Environmental Health Team investigated 70 reports of domestic bonfires and a further 12 reports of commercial bonfires. Additionally, 16 domestic and 1 commercial smoking chimney / flue reports were received and investigated in 2025. No financial penalties have been issued. As part of an ongoing review of SCAs in Blaby District, the Environmental Services Team is working with the Environmental Health Team to increase awareness of SCAs, the rules in SCAs and the health impact of solid fuel burning.

Measure 5: ***Implementation of Active Travel Strategy 2024 -*** The Council promotes walking and cycling through the Active Travel Team at Blaby District Council. Encouraging active travel helps to reduce reliance on more polluting forms of transport, thereby contributing to improved air quality. At the same time, it supports increased physical activity among residents.

This approach aligns with the PHOF, contributing to outcomes such as indicator D.01 (air pollution: mortality attributable to particulate matter), as well as reducing the risk of cardiovascular disease and obesity.

Measure 15: ***Air Quality monitoring; including investigatory indicative monitoring and detailed source apportionment -*** The Council currently monitors PM concentrations across the district using a TEOM and indicative low-cost monitoring devices (Zephyrs®). The Council received funding from Defra in 2022 to undertake a project focused on PM. The project came to an end in November 2025 and the final report is due for publication later in 2026. Through this project, the Council was able to procure several Zephyr® monitors and develop a public-facing air quality portal in collaboration with Leicestershire County Council Public Health.

Planning applicants are required to submit a Construction Environmental Management Plan (CEMP), including controls for dust emissions where relevant. These CMPs are reviewed by the Environmental Services Team to ensure mitigation methods are sufficient. The Environmental Services Team works closely with the Environmental Health and Planning Enforcement Teams to resolve issues that may arise. Section 27 of the Leicestershire Act 1985 allows enforcement action to be taken in relation to dust from building operations, including demolition, or the cleansing of buildings or structures

Dust suppression techniques are also closely monitored through Environmental Permit Regulation Inspections. Processes with the potential to create PM such as Mobile Crushers, Concrete Suppliers and Timber Manufacturers are regularly inspected and appropriate action is taken for any breaches of conditions.

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

This section sets out the monitoring undertaken within 2025 by Blaby District Council and how it compares with the relevant AQOs. 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

Blaby District Council undertook automatic (continuous) monitoring at four sites during 2025. Table A.1 in Appendix A shows the details of the automatic monitoring sites. NB. Local authorities do not have to report annually on the following pollutants: 1,3 butadiene, benzene, carbon monoxide and lead, unless local circumstances indicate there is a problem.

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

3.1.2 Non-Automatic Monitoring Sites

Blaby District Council undertook non-automatic (i.e. passive) monitoring of NO_2 at 28 sites during 2025 using Diffusion Tubes. Details of these monitoring locations are presented in Table A. in Appendix A.

Monitoring locations across the district are reviewed at the end of each year, to help decide if any new sites should be added at the start of the following year. Following on from a review in late 2024, it was decided to add eight new locations in January, in addition to the existing sites. The Council chooses these locations based on a range of factors, including historic monitoring data, new planned developments and reasoned requests from residents/ councillors. Full details of Diffusion Tube location changes can be found in Appendix C.

The location of one of the Diffusion Tubes (DT 48) was moved from the outside of a property to a nearby lamppost meaning co-ordinates for this Diffusion Tube differs to those detailed in previous ASRs. It was moved due to access issues and the relevant new measurements were taken to ensure compliance.

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

3.2 Individual Pollutants

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

3.2.1 Nitrogen dioxide (NO_2)

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

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

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

Within the District

No exceedances of the current AQOs for NO_2 were recorded at any of the four AQMSs located in the district. A comparison of results from 2024 and 2025, shows a decrease in annual mean NO_2 concentrations across all monitoring stations.

Although CM5 (Blaby 2, Enderby) recorded the largest increase in NO_2 levels between 2023 and 2024, it also showed the most significant decrease between 2024 and 2025, with concentrations falling below those recorded in 2023. As this site is located within a declared AQMA (AQMA 6), the reduction demonstrates the positive impact of the Council's actions to reduce pollutant concentrations in line with the recently published AQAP.

Results at the other monitoring station located in one of the district's declared AQMA sites (CM6 - Blaby 5), also shows a positive trend with NO_2 levels showing a consistent decrease over the last 3 years.

Overall, there was no significant change in air quality across the district as a whole. Non-automatic monitoring sites (Diffusion Tubes) show decreases at ten locations and increases at ten locations. The remaining eight are newly introduced sites and no previous comparable data is available (changes to Diffusion Tube locations is explained in Appendix C). No exceedance of NO_2 AQOs were recorded for any site. Only two sites recorded an annual average over 30µg/m^3 (DT 4 and DT 118, both in AQMA 6) and almost 40% of non-automatic monitoring sites recorded annual average below half the current AQO for NO_2 (40µg/m^3), which is encouraging. Summaries of the NO_2 trends within Blaby District's AQMAs are provided in the sections below:

AQMA 1 – A5460 Narborough Road South (now revoked)

In January 2025, a new Diffusion Tube (DT 127) was added within the boundary of the now revoked AQMA 1. Results from this location have no previous years data for comparison however the recorded annual average (24.3µg/m^3) is well below the annual AQO for NO_2. This site will be retained for the collection of comparable data in future years.

AQMA 2 – M1 Corridor in Enderby and Narborough (now revoked)

DT 48 saw a slight increase in NO_2 from 18.5µg/m^3 to 21.0µg/m^3 between 2024 and 2025. It is worth noting that the location of this Diffusion Tube has moved slightly from the façade of 98 Leicester Road to a nearby lamppost due to access issues. The slight movement of this Diffusion Tube closer to road traffic (one of the main sources of NO_2 across the country) may explain the slight increase observed in annual NO_2 concentrations.

AQMA 3 – M1 Corridor between Thorpe Astley and Kirby Muxloe (now revoked)

Despite seeing an increase between 2023 and 2024, annual NO_2 levels recorded by automatic monitor CM4 decreased from 24.9µg/m^3 in 2024 to 20.1µg/m^3 in 2025. This is supported by the decrease observed by DT 54 (29.3µg/m^3 and 26.3µg/m^3 in 2024 and 2025 respectively). DT 16 was replaced in January 2025 with DT 125 which is now located further within the now revoked AQMA 3 to ensure ongoing monitoring within the area. With a recorded annual NO_2 concentration of 20.7µg/m^3, this provides further evidence of compliance with AQOs and justifies this AQMAs revocation in November 2024.

AQMA 4a – B4114 St Johns, between the Foxhunter roundabout and Fosse Park (now revoked)

DT 129 was added as a non-automatic monitoring location in January 2025 to ensure the continued compliance of now revoked AQMA 4a. 16.2µg/m^3 was the recorded NO_2 annual

average for 2025 at this location demonstrating air quality in this area remains compliant with AQOs.

AQMA 4b – B582 Enderby Road, Whetstone (now revoked)

A slight increase in NO_2 average was recorded for DT 20 between 2024 and 2025 however the reading of 18.2µg/m^3 is still below half of the current NO_2 AQO and continues the trend of consistently low concentrations recorded at this location for the past 5 years.

AQMA 5 - Area around the junction of the A46, Leicester Western Bypass and the A50 Groby Road (now revoked)

The closest Diffusion Tubes to the now revoked AQMA 5 are DT 65 and DT 84, both of which recorded NO_2 average well within the NO_2 AQO (25.7µg/m^3 and 22.9µg/m^3 respectively). CM7 is the closest CM to the now revoked AQMA 5 which also recorded a low NO_2 average (18.5µg/m^3 in 2025).

AQMA 6 – Mill Hill, Enderby

As one of the two remaining AQMAs in the district, Mill Hill, Enderby is a focal point for monitoring with a total of five Diffusion Tubes (DT 4, DT 115, DT 117, DT 118 and DT 119) and an AQMS (CM5) within the AQMA boundary and a further two Diffusion Tubes monitoring the area outside AQMA 6 (DT 112 and DT 114).

Results recorded for 2025 by DT 4, DT 115, DT 117 and DT 118 all continued the decreasing NO_2 trend observed since 2022. The only Diffusion Tube within AQMA 6's boundary to show an increase from 2024 to 2025 was DT 119 with NO_2 annual average rising slightly from 25.6µg/m^3 to 26µg/m^3. All Diffusion Tubes were compliant with AQOs.

CM 5 (known as Blaby 2) recorded an NO_2 annual concentration of 18.6µg/m^3 which is the lowest NO_2 average recorded for the station for 5 years.

Beyond the AQMA boundary, DT 112 and DT 114 also continued the decreasing trend observed at these locations since 2022 and supports the positive fall in NO_2 concentrations seen within the AQMA.

Overall, the NO_2 levels in AQMA 6 are decreasing and remain compliant with the AQOs. Mill Hill remains an area of monitoring focus and, due to the planned development in the area, the AQMA declaration will be retained at present.

AQMA 7 - Lubbesthorpe Road, Braunstone Town

Two Diffusion Tubes are located within AQMA 7 with a further Diffusion Tube located just outside the boundary. CM6 (known as Blaby 5) is also located in AQMA 7.

DT 89 has recorded continually decreasing NO_2 values since 2022, with 2025 recording the lowest value of 21.3µg/m^3. DT 121 saw an increase from 15.7µg/m^3 in 2024 to 16.6µg/m^3 in 2025 however remains below the 2023 recorded NO_2 level of 18.3µg/m^3. DT 128 was newly introduced in 2025 to better cover the area monitored around AQMA 7. Therefore, there is no previous year results for comparison but, similar to results for DT 89 and DT 121, NO_2 levels compliant with AQOs.

Compliance was also demonstrated by CM6, which recorded the lowest NO_2 annual average concentration since 2022 with a value of 22.6µg/m^3 in 2025. The low NO_2 levels recorded in AQMA 7 in 2025 mean the AQMA has been compliant with AQOs for 3 years and, should trends continue, Blaby District Council will look to revoke the AQMA declaration later this year. This is dependent on advice from the LAQM whether compliance is recorded form point of last exceedance or point of declaration of AQMA.

Outside revoked or declared AQMA boundaries

Stoney Stanton currently has two Diffusion Tubes monitoring NO2 concentrations. Both DT 73 and DT 96 saw a decrease in NO_2 concentrations from 2024 to 2025 and remain compliant with NO_2 AQOs.

Within the Sapcote area, both DT 31 and DT 78 saw slight increases from 2024 to 2025 (12.6µg/m^3 to 13.1 µg/m^3 and 16.2 µg/m^3 to 17.5 µg/m^3 respectively) however remain below the 2022 and 2023 values recorded for their respective locations. Similarly, DT 69 saw a slight increase from 14.0 µg/m^3 to 14.2 µg/m^3 between 2024 and 2025. DT 123 was a newly introduced location for the 2024 ASR and, as a result, only has one year's data for comparison. An increase from 15.9 µg/m^3 to 20.5 µg/m^3 was seen between 2024 and 2025. Despite seeing increases in NO_2 levels at these locations, all averages are below or just over half the NO_2 AQO meaning air pollutant concentrations in these areas are well within compliance limits.

The remaining Diffusion Tubes outside of revoked or designated AQMA boundaries (DT 124, DT 126, DT 130 and DT 131) only have one years recorded data meaning trend analysis is not yet possible. All recorded annual averages are compliant with NO_2 AQOs.

Summary

Overall, all monitoring locations across the district recorded NO_2 results that are compliant with the AQOs, and for the most part, NO_2 levels remain well below the AQOs, which is very encouraging. The two remaining AQMAs, although within the AQOs, continue to be a focus for the measures set out within the AQAP to ensure ongoing compliance.

The Council is committed to maintaining compliance and therefore wishes to retain AQMA 6 due to upcoming large-scale planned developments in the area. The Council is hopeful to obtain approval from Defra to revoke AQMA 7, given that the area has not recorded any exceedances since 2022.

3.2.2 Particulate Matter ($PM_{2.5}$)

The Council does not currently operate a dedicated PM_{10} monitor. However, trends from historic air quality data, which can be viewed in past ASRs, have not identified any concerns relating to PM_{10} levels within the district. The Council does, however, monitor $PM_{2.5}$ concentrations. In addition, Defra funded grant monies are being used to install a new TEOM analyser, which is due to be installed in summer 2026 and will measure both PM_{10} and $PM_{2.5}$, strengthening the Council's long-term air quality monitoring capability.

Table A.6 in Appendix A presents the ratified and adjusted monitored $PM_{2.5}$ annual mean concentrations for the past five years.

No exceedances of the $PM_{2.5}$ AQOs were recorded at CM5 (Blaby 2). CM5 shows a small increase in annual mean $PM_{2.5}$ concentrations from 7.5µg/m^3 in 2024 to 8.2µg/m^3 in 2025, following a level of 9.1µg/m^3 in 2023. While these concentrations remain compliant with the 2040 target of 10µg/m^3, they are still relatively high and will continue to be monitored closely. Further PM concentrations were recorded across the district using low-cost indicative air quality monitors, results for which are explained within section 3.2.3 below.

The measures set out in the AQAP address both NO_2 and $PM_{2.5}$ and will remain a continued focus for the Council.

3.2.3 Low Cost Air Quality Sensor Monitoring

Although direct comparison between Zephyr® results and AQOs is not recommended, as low-cost sensor results are indicative only, the results can be used to assess general air quality trends in both PM and NO_2. In 2025, the Council had 12 Zephyr® monitoring sites, with location maps provided in Appendix D and data results presented in Table C.5 and C.6. No exceedances of the current AQOs for NO_2 or $PM_{2.5}$ were recorded at any location.

The highest annual mean NO_2 concentration for the whole district using a Zephyr® was 31.0µg/m^3, recorded at unit 1049 (Osiers Nature Reserve), which is located close to the M1 and M69 motorway junction and not in close proximity to any receptor, as it was installed for indicative monitoring purposes. Monitoring using other methods (Diffusion

Tubes and CMs) remains a priority in this area due to the presence of the declared AQMA on Lubbesthorpe Road.

Despite the indicative results showing an increase in NO_2 concentrations from 2024 to 2025 at some locations, reference monitoring shows continually low and, overall, decreasing levels of NO_2. The Zephyr® located within AQMA 6 showed a decrease from 31.9µg/m^3 in 2024 to 25.1µg/m^3 in 2025 which supports the decreasing NO_2 concentration trend seen with other monitoring techniques in the area.

All Zephyr® units recorded $PM_{2.5}$ concentrations well within the current AQO and compliant with the stricter 2040 target of 10µg/m^3 annual mean. Unit 1045 recorded the highest $PM_{2.5}$ concentration in 2025 (7.9µg/m^3); however, the unit was only operational for six months before being removed following the identification of technical issues.

Full monthly and annual results for Blaby District Councils Zephyr® network can be found in Appendix C. Whilst results from the low-cost Zephyr® monitors are indicative and no significant conclusions should be drawn from the data, they are useful in highlighting trends and prompting further investigation where necessary.

Appendix A: Monitoring Results

Table A.1 - Details of Automatic Monitoring Sites

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA?	Which AQMA? (1)	Monitoring Technique	Distance to Relevant Exposure (m) (1,2)	Distance to kerb of nearest road (m) (1)	Inlet Height (m)
CM4	Blaby 4 (Hinckley Road, LFE)	Roadside	453492	303315	NO_2	No	Previously within now revoked AQMA3	Chemiluminescent	22.0	3.6	1.5
CM5	Blaby 2 (Mill Hill, Enderby)	Roadside	453594	299549	NO_2, $PM_{2.5}$	Yes	AQMA 6: Mill Hill, Enderby	Chemiluminescent; Gravimetric (TEOM)	4.0	1.0	1.5
CM6	Blaby 5 (Lubbesthorpe Road, Braunstone Town)	Roadside	455722	300782	NO_2	Yes	AQMA 7: Lubbesthorpe Road, Braunstone Town	Chemiluminescent	5.8	2.7	1.5
CM7	Blaby 3 (Stamford Street, Glenfield)	Roadside	453934	305999	NO_2	No		Chemiluminescent	5.0	2.4	1.5

Notes:

(1) N/A if not applicable

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

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

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
4	Corner of Moores Lane and Hall Walk, Enderby (near CM5)	Roadside	453605	299564	NO_2	Yes, AQMA 6	2.9	1.3	No	1.9
20	159 Enderby Road, Whetstone	Roadside	455819	297955	NO_2	No	0.0	4.8	No	1.8
31	5 Hinckley Road, Sapcote	Roadside	448877	293447	NO_2	No	0.0	1.2	No	1.8
48	Lamppost 34 (outside No. 98 Leicester Road, Enderby)	Roadside	454517	298129	NO_2	No	13.4	1.8	No	1.9
54	71 Hinckley Road, LFE	Roadside	453579	303381	NO_2	No	24.6	3.2	No	1.9
65	11 Stamford Street, Glenfield	Roadside	453890	306039	NO_2	No	0.0	2.0	No	2.0
69	Railway Bridge, Station Road, Elmesthorpe	Roadside	447035	295874	NO_2	No	51.2	1.2	No	1.9
73	1 New Road, Stoney Stanton	Roadside	449033	294721	NO_2	No	6.7	2.4	No	1.9
78	Hinckley Road, M69 Junction, Sapcote	Roadside	446182	293774	NO_2	No	95.0	1.4	No	1.8
84	Parking sign, Station Road, Glenfield	Roadside	453915	306128	NO_2	No	6.6	1.2	No	2.0
89	CM6, Lubbesthorpe Road, Braunstone Town	Suburban	455722	300782	NO_2	Yes, AQMA 7	5.8	2.7	Yes	1.5
96	1 Broughton Road, Stoney Stanton	Roadside	449085	294702	NO_2	No	0.0	1.6	No	1.7
112	Lamppost 78, Mill Hill, Enderby	Kerbside	453126	300011	NO_2	No	218.7	0.8	No	2.0

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
114	Lamppost 71, Mill Hill, Enderby	Roadside	453323	299851	NO_2	No	38.4	1.6	No	1.7
115	20 Mill Hill, Enderby	Roadside	453435	299743	NO_2	Yes, AQMA 6	0.0	2.5	No	2.0
117	Lamppost by walkway, Mill Hill, Enderby	Roadside	453495	299696	NO_2	Yes, AQMA 6	10.8	1.7	No	2.1
118	Lamppost 57, Hall Walk, Enderby	Roadside	453673	299481	NO_2	Yes, AQMA 6	22.3	1.1	No	1.9
119	Lamppost 62, Mill Hill, Enderby	Roadside	453571	299634	NO_2	Yes, AQMA 6	20.7	1.6	No	1.9
121	16 Lubbesthorpe Road, Braunstone Town	Suburban	455702	300762	NO_2	Yes, AQMA 7	0.0	16.6	No	1.6
123	1 Coventry Road, Narborough	Roadside	454028	297427	NO_2	No	7.9	2.8	No	2.0
124	130 Leicester Road (A426), Glen Parva	Roadside	456912	299140	NO_2	No	29.5	2.6	No	1.8
125	35 Hinckley Road (A47), LFE	Roadside	453962	303467	NO_2	No	20.1	0.7	No	1.7
126	Lamppost 1, Burchnall Road, Braunstone Town	Roadside	454665	302217	NO_2	No	12.6	1.6	No	1.7
127	9 Narborough Road South, Braunstone Town	Roadside	456467	301898	NO_2	No	8.9	1.9	No	1.8
128	52 Lubbesthorpe Road, Braunstone Town	Roadside	455540	300791	NO_2	No	6.0	2.0	No	1.7
129	35 St Johns, Enderby	Roadside	455028	298954	NO_2	No	7.8	1.5	No	1.7

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)
130	110 Grove Road, Blaby	Roadside	456623	297332	NO_2	No	12.3	1.3	No	1.7
131	32 Cosby Road, Countesthorpe	Roadside	457277	495387	NO_2	No	10.4	1.3	No	1.8

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.

DT 48 (Lamppost 34, Leicester Road) was previously on the façade of 98 Leicester Road however was moved to the nearby lamppost in 2025 due to access issues. Due to the slight move, co-ordinates for this DT will be differ to the location in previous ASRs. The DT was moved due to access issues.

The Site Names for DT 4 and DT 84 differ from the 2024 ASR as, during DT location review in winter 2024-2025, names were updated to better reflect locations.

The co-ordinates for DT 89 do not match previous ASR's due to identification of an error in reported co-ordinates and subsequent correction. Measurements for DT 89 have been updated accordingly.

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

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture for 2025 (%) (2)	2021	2022	2023	2024	2025
CM4	453492	303315	Roadside	76.0	76.0	26.9	23.3	18.9	24.9	20.1
CM5	453594	299549	Roadside	77.0	76.9	18.9	24.9	19.1	31.5	18.6
CM6	455722	300782	Roadside	92.0	92.0	19.8	**47.8 (43)**	**40.2 (35.7)**	29.7	22.6
CM7	453934	305999	Roadside	84.9	84.8	20.2	19.1	19.1	20.4	18.5

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

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

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

Notes:

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

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

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

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

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

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

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

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2025 (%) (2)	2021	2022	2023	2024	2025
4	453605	299564	Roadside	100.0	100.0	29.3	**40.3**	35.6	35.3	32.9
20	455819	297955	Roadside	100.0	100.0	17.2	21.7	19.8	17.1	18.2
31	448877	293447	Roadside	100.0	100.0	11.6	16.2	14.8	12.6	13.1
48	454517	298129	Roadside	83.3	80.8	18.3	23.8	20.7	18.5	21.0
54	453579	303381	Roadside	83.3	82.7	20.7	22.6	23.6	29.3	26.3
65	453890	306039	Roadside	100.0	100.0	25.6	30.9	25.6	25.1	25.7
69	447035	295874	Roadside	100.0	100.0	14.5	15.3	13.8	14.0	14.2
73	449033	294721	Roadside	91.7	92.3	24.0	29.7	22.0	23.4	23.3
78	446182	293774	Roadside	100.0	100.0	18.0	18.2	18.9	16.2	17.5
84	453915	306128	Roadside	91.7	90.4	22.0	27.7	24.0	22.3	22.9
89	455722	300782	Suburban	100.0	100.0	19.9	25.7	22.2	22.0	21.3
96	449085	294702	Roadside	100.0	100.0	25.0	29.8	28.0	27.4	25.6
112	453126	300011	Kerbside	91.7	90.4		36.8	34.1	31.2	28.6
114	453323	299851	Roadside	100.0	100.0		33.4	28.9	28.2	27.8
115	453435	299743	Roadside	100.0	100.0		33.5	28.6	27.3	25.5
117	453495	299696	Roadside	100.0	100.0		34.6	27.9	26.9	24.2

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2025 (%) (2)	2021	2022	2023	2024	2025
118	453673	299481	Roadside	100.0	100.0		**43.0**	**40.3**	32.8	31.5
119	453571	299634	Roadside	100.0	100.0		33.0	27.2	25.6	26.0
121	455702	300762	Suburban	100.0	100.0			18.3	15.7	16.6
123	454028	297427	Roadside	100.0	100.0				15.9	20.5
124	456912	299140	Roadside	91.7	90.4					17.0
125	453962	303467	Roadside	91.7	92.3					20.7
126	454665	302217	Roadside	100.0	100.0					14.6
127	456467	301898	Roadside	100.0	100.0					24.3
128	455540	300791	Roadside	100.0	100.0					17.2
129	455028	298954	Roadside	100.0	100.0					16.2
130	456623	297332	Roadside	100.0	100.0					14.0
131	457277	495387	Roadside	100.0	100.0					14.5

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

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

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

Notes:

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

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

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

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

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

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

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

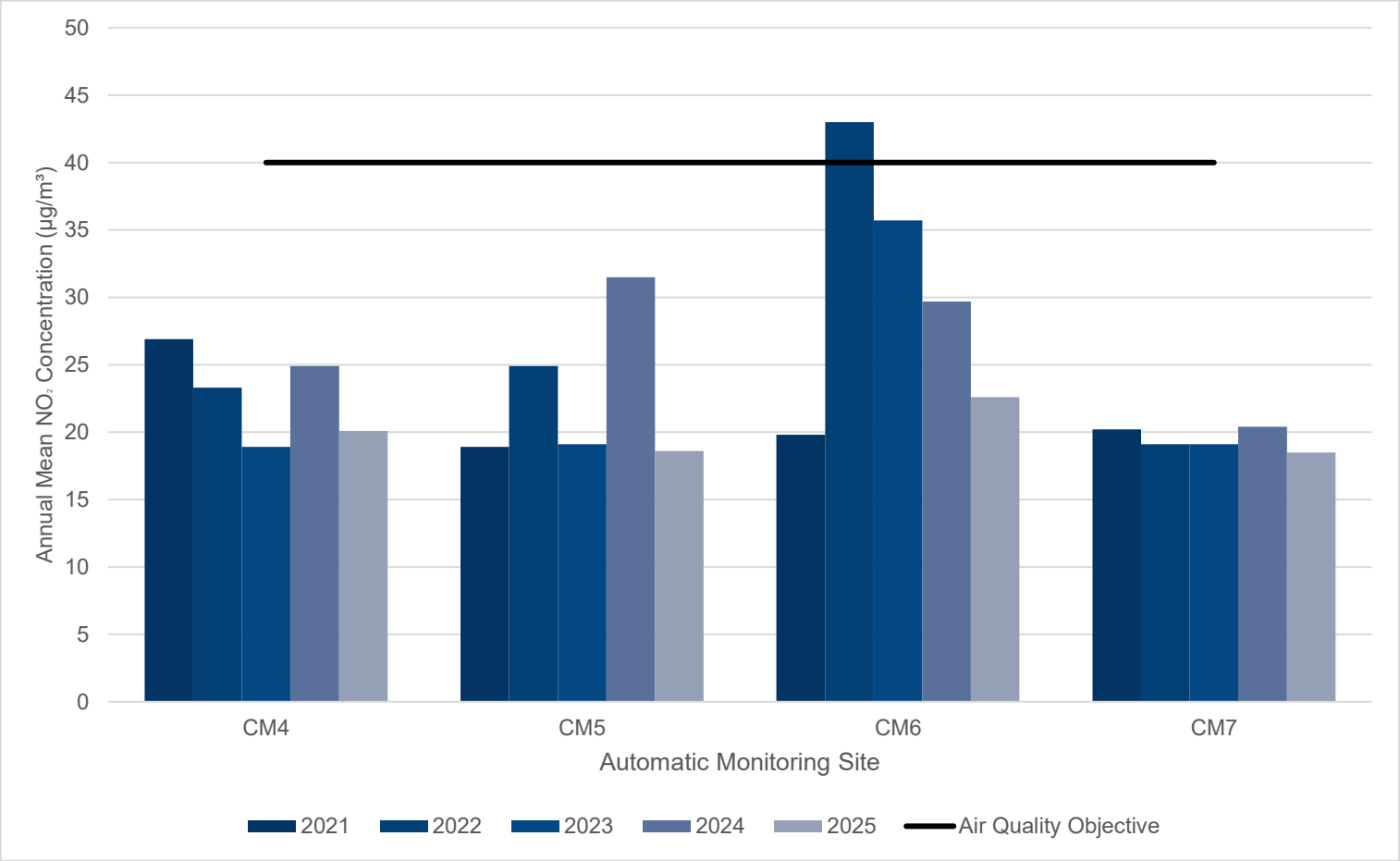
Data capture under 100% is due to missing tubes during some months of monitoring. Months without data capture are left blank in Table B.1 (see Appendix B).

DT 48 (Lamppost 34, Leicester Road) was previously on the façade of 98 Leicester Road however was moved to the nearby lamppost in 2025 due to access issues. Due to the slight move, co-ordinates for this DT will be differ to the location in previous ASRs. The DT was moved due to access issues.

The Site Names for DT 4 and DT 84 differ from the 2024 ASR as, during DT location review in winter 2024-2025, names were updated to better reflect locations.

The co-ordinates for DT 89 do not match previous ASR's due to identification of an error in reported co-ordinates and subsequent correction. Measurements for DT 89 have been updated accordingly.

Figure A.1 - Trends in Annual Mean NO_2 Concentrations at Automatic Monitoring Sites

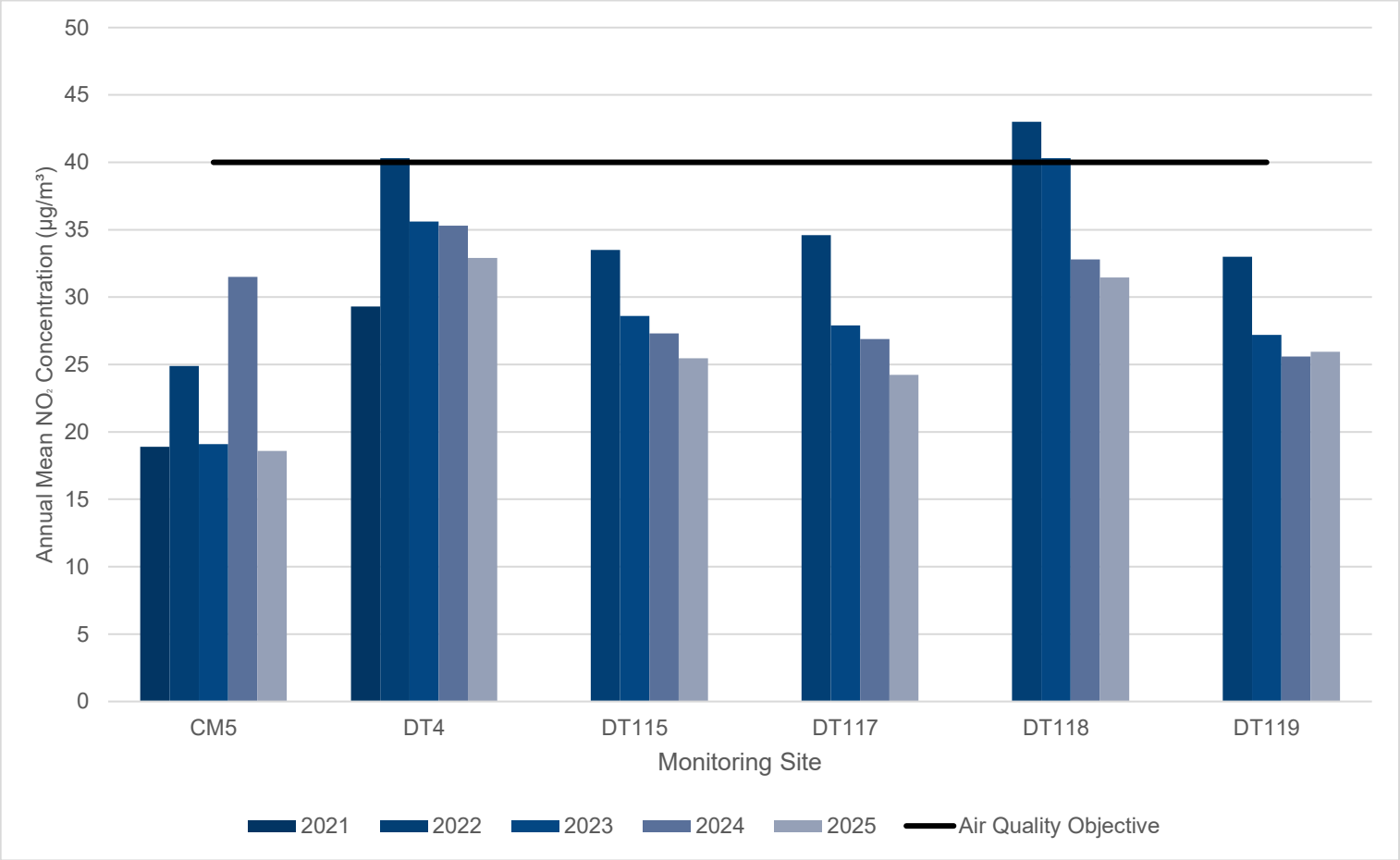


Notes:

Concentrations are not distance corrected.

The black line represents the annual mean objective for NO_2.

Figure A.2 - Trends in Annual Mean NO_2 Concentration at monitoring locations in AQMA 6: Mill Hill, Enderby

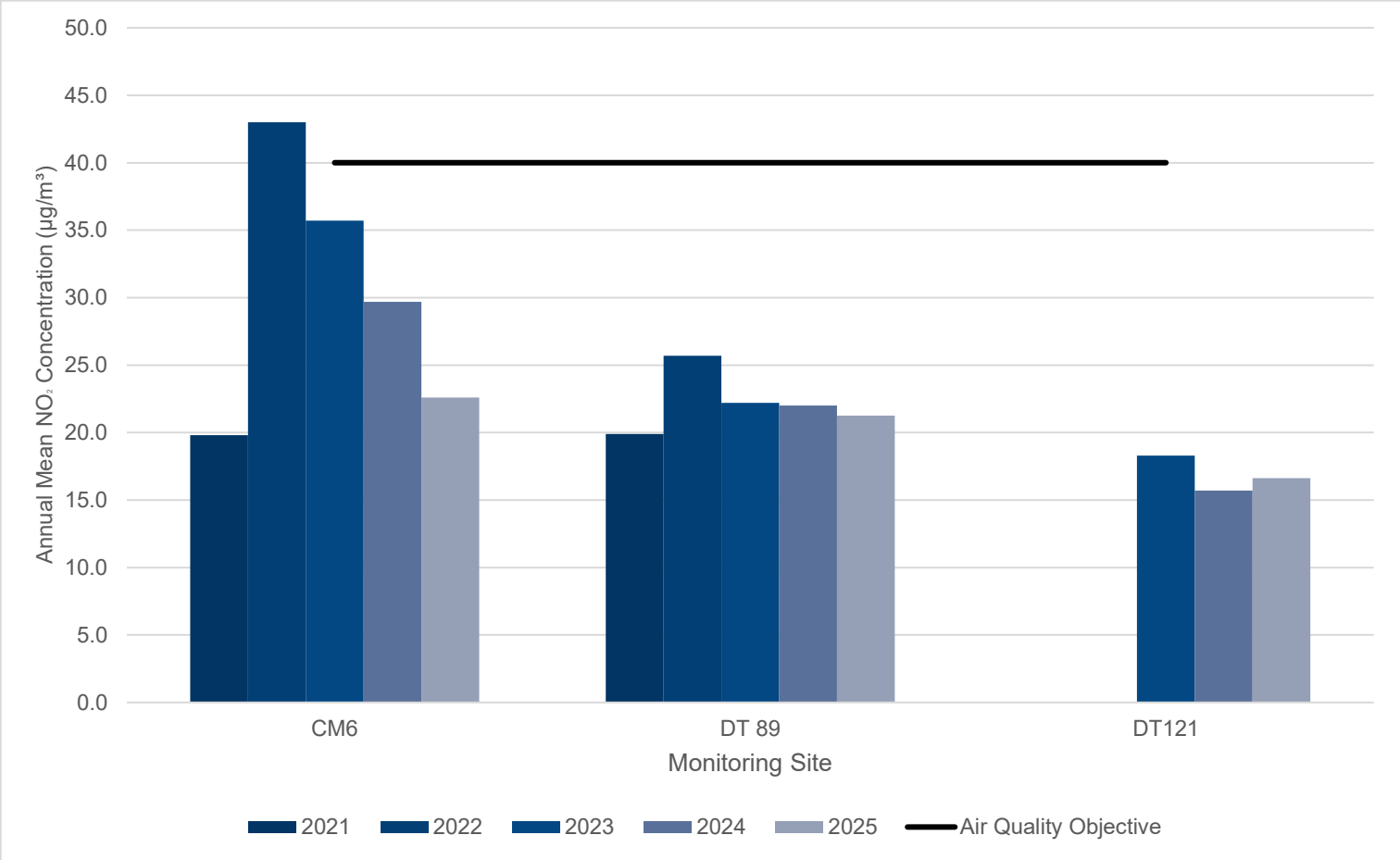


Notes:

Concentrations are not distance corrected.

The black line represents the annual mean objective for NO_2.

Figure A.3 - Trends in Annual Mean NO_2 Concentration at monitoring locations in AQMA 7: Lubbesthorpe Road, Braunstone Town



Notes:

Concentrations are not distance corrected.

The black line represents the annual mean objective for NO_2.

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

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2025 (%) (2)	2021	2022	2023	2024	2025
CM4	453492	303315	Roadside	76.0	76.0	0	0	0 (90.4)	0 (78)	0 (111)
CM5	453594	299549	Roadside	77.0	76.9	0	0	0	2 (165)	0 (75)
CM6	455722	300782	Roadside	92.0	92.0	0	0	0	0	0
CM7	453934	305999	Roadside	84.9	84.8	0	0	0	0 (96)	0 (81)

Notes:

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

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

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

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

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

Table A.6 - Annual Mean $PM_{2.5}$ Monitoring Results (µg/m^3)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2025 (%) (2)	2021	2022	2023	2024	2025
CM5	453594	299549	Roadside	78.0	78.0	8.4	5.2	9.1	7.5	8.2

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

Notes:

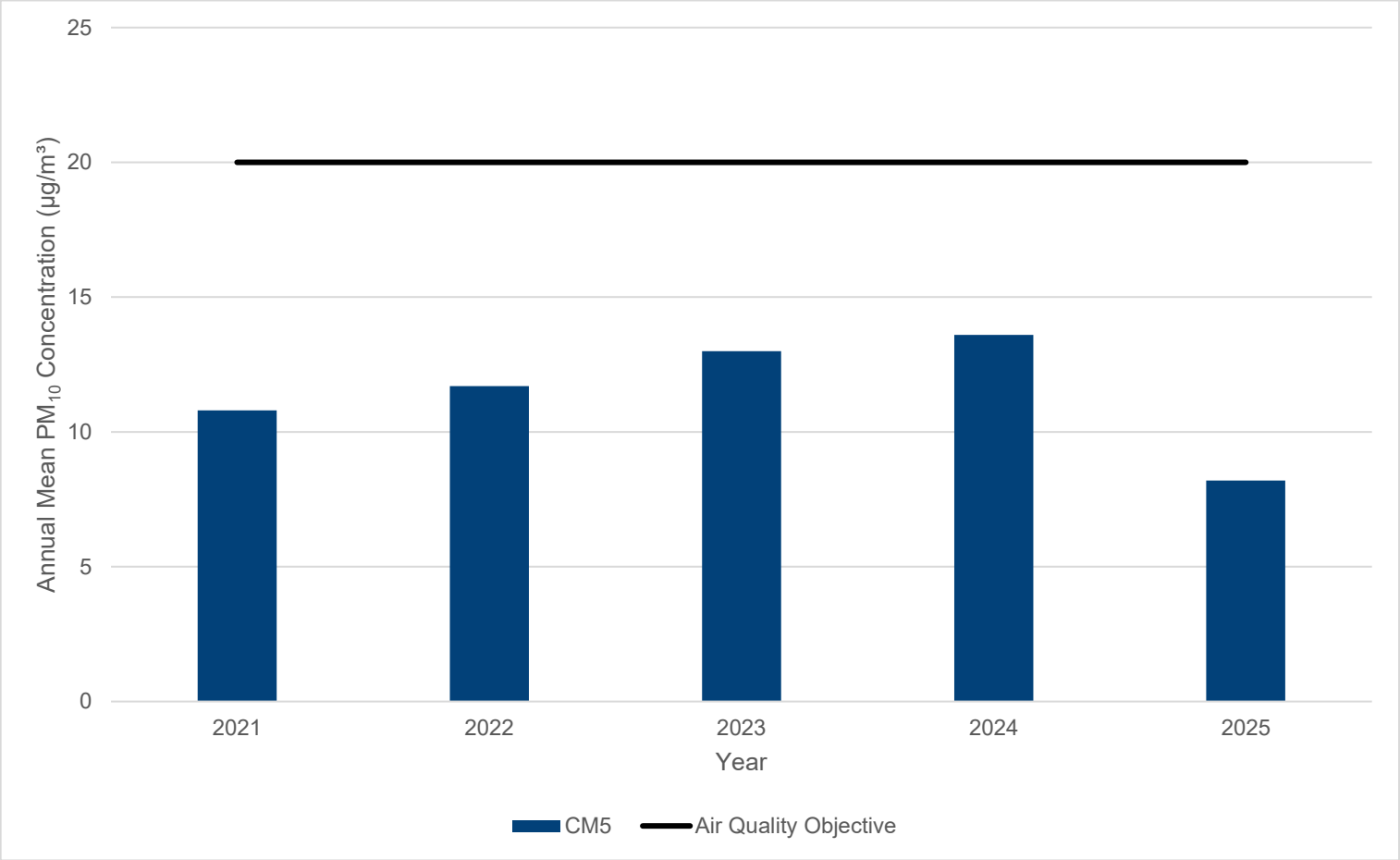
The annual mean concentrations are presented as µg/m^3.

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

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

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

Figure A.4 - Trends in Annual Mean $PM_{2.5}$ Concentrations



Notes:

Concentrations are not distance corrected.

The black line represents the annual mean objective for $PM_{2.5}$.

Appendix B: Full Monthly Diffusion Tube Results for 2025

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

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.78)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
4	453605	299564	50.7	44.4	50.4	44.6	33.1	40.3	35.7	39.1	44.7	45.0	47.3	30.1	42.1	32.9		
20	455819	297955	29.6	27.9	29.5	22.6	27.5	17.1	13.4	18.7	20.3	23.5	26.4	22.8	23.3	18.2		
31	448877	293447	13.5	19.1	22.8	17.6	20.1	12.0	15.0	11.7	14.9	15.2	21.7	17.5	16.8	13.1		
48	454517	298129	31.6	25.7	26.7	19.5		18.8		25.5	28.3	31.5	34.6	26.8	26.9	21.0		Tube missing in May and July
54	453579	303381	51.8	39.4	25.9	33.2	20.4	30.2			34.3	30.3	43.4	28.9	33.8	26.3		Tube missing in July and August
65	453890	306039	43.1	34.9	36.0	32.6	19.3	30.5	27.6	29.6	36.4	34.9	36.3	34.8	33.0	25.7		
69	447035	295874	16.8	21.7	23.4	22.6	17.5	14.7	16.5	18.9	16.7	18.1	17.5	14.5	18.2	14.2		
73	449033	294721	39.6	30.4	34.2	30.4	23.0		29.1	29.3	29.1	23.7	32.3	27.4	29.9	23.3		Tube missing in June
78	446182	293774	31.3	29.7	26.5	25.6	22.8	16.1	13.2	18.3	20.3	21.3	22.2	22.5	22.5	17.5		
84	453915	306128	37.9	27.6	35.8	32.4	27.8	23.8	27.5	25.4	26.5		31.5	27.3	29.4	22.9		Tube missing in October
89	455722	300782	37.5	29.4	31.5	30.0	26.3	21.4	18.8	21.2	25.8	28.5	28.7	28.0	27.3	21.3		
96	449085	294702	45.7	32.5	36.4	32.2	30.3	31.8	28.5	29.1	32.6	32.9	29.0	33.1	32.8	25.6		
112	453126	300011	44.5	27.7	49.3	38.4		32.6	30.5	34.3	36.8	37.2	35.1	36.8	36.7	28.6		Tube missing in May
114	453323	299851	42.9	41.9	45.8	36.8	38.1	27.0	32.5	29.8	32.1	34.2	36.4	29.6	35.6	27.8		
115	453435	299743	39.4	35.9	40.2	34.2	32.6	32.5	28.3	27.5	29.1	29.0	35.4	27.7	32.7	25.5		
117	453495	299696	40.0	36.9	41.5	28.7	27.2	26.9	26.5	27.9	27.7	30.5	33.5	25.5	31.1	24.2		
118	453673	299481	53.1	44.0	56.3	53.5	37.7	31.3	36.9	35.7	29.5	32.3	38.3	35.4	40.3	31.5		
119	453571	299634	37.9	38.1	44.8	38.7	34.0	25.7	25.0	27.3	31.1	31.6	33.1	32.0	33.3	26.0		
121	455702	300762	27.7	24.2	27.4	24.6	23.9	15.5	10.6	17.6	21.8	17.2	21.7	23.5	21.3	16.6		
123	454028	297427	31.3	31.9	31.2	25.2	25.3	21.8	21.5	21.6	23.8	28.9	25.8	26.8	26.3	20.5		
124	456912	299140	35.5	8.8	28.7	24.9		16.1	14.7	18.1	20.5	23.3	26.6	22.1	21.8	17.0		Tube missing in May
125	453962	303467	38.5	34.3	16.2	28.9	20.7		18.3	24.0	25.2	28.6	31.0	26.3	26.5	20.7		Tube missing in June
126	454665	302217	27.1	14.1	24.4	16.9	20.8	12.1	14.4	14.4	18.1	18.7	24.1	19.2	18.7	14.6		
127	456467	301898	43.3	39.9	38.2	35.8	21.7	22.6	19.0	27.7	29.9	29.6	32.5	33.7	31.2	24.3		
128	455540	300791	34.9	20.9	28.4	19.4	18.7	15.5	16.3	16.5	20.9	21.5	26.1	25.9	22.1	17.2		
129	455028	298954	28.0	23.8	26.8	17.5	22.2	16.1	19.8	15.3	20.7	21.4	16.1	20.9	20.7	16.2		
130	456623	297332	31.1	22.0	20.5	15.8	11.8	11.8	12.9	12.5	17.8	18.8	20.1	20.5	18.0	14.0		

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.78)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
131	457277	495387	22.6	18.4	25.3	19.2	19.0	12.4	16.6	18.9	15.9	16.1	18.3	19.8	18.5	14.5		

☒ **All erroneous data has been removed from the NO_2 Diffusion Tube dataset presented in Table B.1.**

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

☐ **Local bias adjustment factor used.**

☒ **National bias adjustment factor used.**

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

☒ **Blaby District Council confirm that all 2025 Diffusion Tube data has been uploaded to the Diffusion Tube Data Entry System.**

Notes:

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

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

See Appendix C for details on bias adjustment and annualisation.

Blank entries for certain months for DT 48, DT 54, DT 73, DT 84, DT 112, DT 124 and DT 125 indicate no data due to missing tubes.

The bias adjustment factor of 0.78 was received from the LAQM (Local Air Quality Management sector of Defra) in March 2026 and has been used in the above table to calculate final Diffusion Tube values for the 2025 data.

DT 48 (Lamppost 34, Leicester Road) was previously on the façade of 98 Leicester Road however was moved to the nearby lamppost in 2025 due to access issues. Due to the slight move, co-ordinates for this DT will be differ to the location in previous ASRs. The DT was moved due to access issues.

The Site Names for DT 4 and DT 84 differ from the 2024 ASR as, during DT location review in winter 2024-2025, names were updated to better reflect locations.

The co-ordinates for DT 89 do not match previous ASR's due to identification of an error in reported co-ordinates and subsequent correction. Measurements for DT 89 have been updated accordingly.

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

New or Changed Sources Identified Within Blaby District Council During 2025

Blaby District Council had one Environmental Permit surrendered and one mothballed.

New significant planning applications received during 2025 and an update on planning proposals mentioned in the 2025 ASR

Several planning applications have been received in 2025 for larger housing developments. Air quality was not found to be a significant issue for the completed development, but can be an issue for the construction phase, and controls are imposed where appropriate, as referred to earlier in this ASR.

The latest Local Plan is currently being prepared. Environmental Services works closely with the Local Plan Team, including the wording of policies and the assessment of sites that may be included in the 'preferred' list. Air quality is one of the factors that is considered at this stage.

- **Blaby Golf Range** – the Outline planning application (reference 24/0574/OUT), was for the redevelopment of the golf course for up to 200 houses, the re-siting of existing commercial premises, demolition of existing buildings and creation of public open space. Air quality was not a significant issue for the completed development, but the construction phase would have been controlled for dust emission. The application was refused by Planning Committee and is now subject to an appeal.
- **Land east of Willoughby Road, Countesthorpe** - the Outline Planning Application (reference 24/0001/OUT) was approved by Planning Committee. A Reserved Matters Planning Application has been submitted (reference 26/0238/RM) and is under consideration. Air quality is not a significant issue for the completed development, but the construction phase will be controlled for dust emissions. Condition 17 on the Outline Planning Permission relates to this.
- **Lubbesthorpe Development** - New Lubbesthorpe is a major development site to the north-west of Enderby, which is a brand-new community for Blaby District bringing much needed housing and infrastructure. Once finished it will include 4250

homes, three new schools, and other community facilities such as a health centre and business centre. The development is divided into four phases and is currently in Phase 2, with around 1308 homes already occupied. All four phases are expected to be completed during the 2030's.

During 2025, Environmental Services were consulted on a number of planning applications for elements of New Lubbesthorpe, several of which related to the first Local Centre. This Centre, located in Phase 1, provides a number of shops and services. In addition, an application was received for an extension to the existing Primary School (reference 25/0066/RM). Air quality was considered within the Outline Planning Application (reference 11/0100/1/OX).

- **Extension to Croft Quarry** - Original permission to extend the quarry and other operations on the wider quarry site was granted by Leicestershire County Council, as Minerals Planning Authority (MPA) in 2022. An application to vary the timetable for the operation of the actual quarry was made in September 2024 to the MPA (reference 2024/EIA/101/LCC). Blaby District Council was consulted (as it was on the original application) and officers from the Major Schemes and Environmental Services Teams have been working closely together on considering the proposal, liaising with the MPA. The applicant was asked to provide additional information, some of which relates to the potential air quality implications of the proposal. The applicant did this and information and Blaby District Council made further comments. This application is currently still under consideration by the MPA.
- **Enderby Hub** - Located near Junction 21 of the M1 motorway, south-east of AQMA 6, the scheme comprises a 33-hectare site allocated for employment use in the 2019 Blaby District Local Plan and will include a mix of warehouses, industrial units, and office space. The development is expected to generate significant employment opportunities within the district while also promoting sustainable travel through the provision of footpaths, cycle links, cycle parking, and electric vehicle charging infrastructure. The Reserved Matters Planning Application (reference 25/0774/RM) was approved late 2025, following the granting of Outline Planning Permission (reference 23/1066/OUT). Air quality was considered at the Outline Planning Application stage. A signed s106 Agreement is in place, which includes a sum of £65,000 for a replacement of AQMS Blaby 2 (CM5), which lies within AQMA 6.
- **Land north of A47 Hinckley Road, Kirby Muxloe** - This is a proposal for 885 dwellings and a primary school. The Outline Planning Application (reference

19/1610/OUT) was approved by Planning Committee in 2023 however the associated s106 agreements is still being drafted, and therefore a Decision Notice has not been issued. It is unknown when development will commence.

- **Hinckley National Rail Freight Interchange Development** - The Secretary of State refused development consent for this application in March 2025.

Additional Air Quality Works Undertaken by Blaby District Council During 2025

During 2025, Blaby District Council used a mobile Zephyr® unit to undertake monitoring in areas of the district without a permanently installed Zephyr® to assess if any further monitoring was required. All monitoring results were compliant with relevant AQOs and no areas of concern were identified. Reports for this monitoring are not yet finalised but will be available in 2026. The monitoring took place as part of the Defra-funded Particulates Matter project which concluded in November 2025. A final report will be written and submitted to Defra in 2026 and results will be shared in next year's ASR.

Blaby District Council currently has sixteen declared SCAs. Smoke complaints are infrequent and PM levels are compliant with AQOs however a Solid Fuel Burning survey was conducted winter 2025 in order to assess the public awareness of Solid Fuel Burning practices and the environmental and health impacts of burning. The results of the survey will guide the educational campaign planned for winter 2026.

An internal coffee morning style Clean Air Day event was hosted by the Council to educate Council staff on air quality and the monitoring undertaken by the Environmental Services Team as well as Net Zero initiatives. The event was well received with interactive activities based around the carbon-cost of everyday items, renewable energy and air quality in general encouraging staff engagement and participation. Based on the success of an internal event, the Council looks to host similar events in the future.

QA/QC of Diffusion Tube Monitoring

Throughout 2025, Blaby District Council used 50% TEA in acetone Diffusion Tubes from the supplier SOCOTEC Didcot. SOCOTEC Didcot participates in the AIR Proficiency Testing (PT) Scheme for Diffusion Tubes, operated by LGC Standards and supported by the Health and Safety Executive (HSE).

Monitoring has been completed in adherence with the 2025 Diffusion Tube Monitoring Calendar produced by the LAQM. The tubes are posted to laboratory for analysis within one working day of changeover. No Diffusion Tube was left in situ for prolonged periods.

All Diffusion Tube locations were reviewed in 2025. Eight Diffusion Tubes from 2024 were removed and eight new locations for Diffusion Tubes were introduced.

DT 1 (2025 ASR) was replaced with DT 127 as the new location is within the boundary of the now revoked AQMA 1 but still measuring the areas surrounding the declared AQMA 7. Further, DT 122 (2025 ASR) was replaced with DT 128 due to the close proximity of Diffusion Tubes in 2024 and the need to assess the area surrounding AQMA 7 for AQO exceedance or compliance.

Due to DT 16 and DT 57 (2025 ASR) showing consistently low NO_2 levels, during the reassessment of monitoring locations DT 125 was chosen as the new Diffusion Tube location due to the locations proximity to several receptors and being within the boundary of the now revoked AQMA 3. Similarly, as DT 100 (2025 ASR) showed consistently low results, the location of the Diffusion Tube was reviewed and DT 124 was introduced as a replacement.

As there was a high concentration of Diffusion Tube monitoring in the same area, DT 74 (2025 ASR) was removed for the 2025 monitoring period. Consistently low results for DT 110 (2025 ASR), monitoring the area outside of AQMA 6, lead to removal for 2025. These Diffusion Tubes along with the removed tube from the Ratby Lane area and a new additional tube were relocated to four new areas of the district where less monitoring was being undertaken.

Additionally, as previously noted, the position of DT 48 was moved from the façade of 98 Leicester Road to the nearby lamppost. The co-ordinates and relevant measurements for this Diffusion Tube have been updated accordingly.

Diffusion Tube Annualisation

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

Blaby District Council have applied a national bias adjustment factor of 0.78 to the 2025 monitoring data. A summary of bias adjustment factors used by Blaby District Council over the past five years is presented in Table C.1

The national bias adjustment factor was taken from the Diffusion Tube Bias Adjustment Factors Spreadsheet v03_26 published by Defra in March 2026. The factor from SOCOTEC Didcot for 50% TEA in acetone was applied. The bias adjustment factor was calculated using 17 studies.

Table C.1 - Bias Adjustment Factor

Monitoring Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2025	National	03/26	0.78
2024	National	04/25	0.78
2023	National	03/24	0.77
2022	National	03/23	0.76
2021	National	03/22	0.77

NO2 Fall-off with Distance from the Road

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

No Diffusion Tube NO_2 monitoring locations within Blaby District required distance correction during 2025.

QA/QC of Automatic Monitoring

For Automatic Monitoring Sites within Blaby District, data management and Local Site Operator (LSO) duties are undertaken by Blaby District Council Environmental Services Officers. Refresher training was completed during 2025 due to a change of service and maintenance provider. Calibration of Automatic Monitoring Stations is now undertaken once every two weeks, and servicing by the servicing and maintenance supplier completed once every 6 months.

All data presented for Automatic Monitoring presented in this report has been ratified by Blaby District Council Officers. Following calibration, analyser data is adjusted using linear two-point regression and manually ratified to remove any erroneous data. The same officer responsible for the calibration of the site is also responsible for the ratification of the data allowing for more accurate screening of outliers.

Historic data is available on the Council's website, which hosts ASRs dating back five years. The reports include historic air quality monitoring data, alongside information on trends, analysis, and progress against national air quality objectives, allowing users to review how air quality in the district has changed over time.

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

The type of $PM_{2.5}$ monitor utilised within Blaby District does not require the application of a correction factor.

NO_2 Fall-off with Distance from the Road

Wherever possible, monitoring locations are representative of exposure. However, where this is not possible, the NO_2 concentration at the nearest location relevant for exposure has been estimated using the NO_2 fall-off with distance calculator available on the LAQM Support website. Where appropriate, automatic annual mean NO_2 concentrations corrected for distance are presented in Table A.3.

No automatic NO_2 monitoring locations within Blaby District required distance correction during 2025.

Summary of Low Cost Air Quality Sensor Monitoring

Blaby District Council successfully applied for and have been awarded several Air Quality Grants in recent years, two of which have funded the Council's network of Zephyrs®. Twelve Zephyrs® were permanently installed in locations across the district in 2025.

Results from the Zephyrs® are presented in the tables below. These sensors provide indicative measurements only and should not be used to determine compliance with AQOs. Instead, they are primarily used to indicate whether further investigation may be required.

The 2025 results for both PM and NO_2 indicate compliance with the AQOs and do not raise any concerns that would warrant further investigation.

Table C.2 - Details of Low Cost Sensor Sites

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	Sensor Type	In AQMA?	Which AQMA? (1)	Distance to Relevant Exposure (m) (1,2)	Distance to kerb of nearest road (m) (1)	Inlet Height (m)
945	Narborough Rd South, Braunstone	Suburban	466102	301332	NO_2, $PM_{2.5}$	Zephyr®	NO		7.57	3.27	2.22
951	Leisure Centre, Enderby	Roadside	453942	298941	NO_2, $PM_{2.5}$	Zephyr®	NO		37.89	2.80	2.00
966	Playing Fields, Stoney Stanton	Rural	448856	294497	NO_2, $PM_{2.5}$	Zephyr®	NO		30.48	56.62	1.91
967	Pumping Station, Huncote	Roadside	451513	297318	NO_2, $PM_{2.5}$	Zephyr®	NO		24.86	13.7	1.29

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	Sensor Type	In AQMA?	Which AQMA? (1)	Distance to Relevant Exposure (m) (1,2)	Distance to kerb of nearest road (m) (1)	Inlet Height (m)
970	Croft Quarry 1, Croft	Industrial	451509	296215	NO_2, $PM_{2.5}$	Zephyr®	NO		183.97	195.69	2.1
1045	Croft Quarry 2, Croft	Industrial	451435	296019	NO_2, $PM_{2.5}$	Zephyr®	NO		45.24	36.44	2.02
1046	Alyssum Way, Narborough	Roadside	452881	298059	NO_2, $PM_{2.5}$	Zephyr®	NO		4.03	19.65	2.16
1049	Osiers Nature Reserve, Braunstone	Other	455543	300718	NO_2, $PM_{2.5}$	Zephyr®	NO		53.05	19.10	2.15
1283	Stelle Way, Glenfield	Other	454709	306981	NO_2, $PM_{2.5}$	Zephyr®	NO		87.66	65.17	2.15
1324	Brierfield Rd, Cosby	Roadside	454809	294565	NO_2, $PM_{2.5}$	Zephyr®	NO		32.07	14.09	2.37
1432	Hinckley Rd, Leicester Forest East	Roadside	452555	303013	NO_2, $PM_{2.5}$	Zephyr®	NO		38.02	8.64	2.03
1484	Mill Hill, Enderby	Roadside	453509	299687	NO_2, $PM_{2.5}$	Zephyr®	YES	AQMA 6	20.09	1.47	2.16

Table C.3 - Annual Air Quality Sensor Monitoring Results (NO_2)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Valid Data capture for 2025 monitoring period (%)	Valid Data Capture for 2025 (%)	2022	2023	2024	2025
945	466102	301332	95.6	76.7	36.3	26.4	26.3	24.2
951	453942	298941	100.0	80.3	14.1	11.4	10.3	18.8
966	448856	294497	100.0	80.3		10.6	10.3	15.9
967	451513	297318	100.0	72.3		15.9	17	26.4
970	451509	296215	100.0	80.3		17.1	12.3	29.8
1045	451435	296019	100.0	44.7			13.9	14.2
1046	452881	298059	100.0	80.3	17	14.8	16	29.0
1049	455543	300718	96.2	77.3			23.8	31.0
1283	454709	306981	100.0	80.3			23	25.4
1324	454809	294565	100.0	80.3		18.6	15.9	15.6
1432	452555	303013	100.0	80.3		21.7	21.6	24.4
1484	453509	299687	100.0	55.6		27.4	31.9	25.1

Notes:

Data from low-cost air quality is indicative and should not be directly compared to AQOs to assess compliance.

Table C.4 - Annual Air Quality Sensor Monitoring Results ($PM_{2.5}$)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Valid Data capture for 2025 monitoring period (%)	Valid Data Capture for 2025 (%)	2022	2023	2024	2025
945	466102	301332	95.6	76.7	9.2	8.3	7.8	7.4
951	453942	298941	100.0	80.3	7.5	6.6	6.4	6.4
966	448856	294497	100.0	80.3		7.4	9.4	7.3
967	451513	297318	100.0	72.3		6.2	6.1	7.4
970	451509	296215	100.0	80.3		7	7.1	6.7
1045	451435	296019	100.0	44.7			7.2	7.9
1046	452881	298059	100.0	80.3	7.7	8.2	5.7	7.6
1049	455543	300718	96.2	77.3			4.1	6.3
1283	454709	306981	100.0	80.3			5.9	5.7
1324	454809	294565	100.0	80.3		6.1	6.1	6.5
1432	452555	303013	100.0	80.3		6.1	2.6	7.0
1484	453509	299687	100.0	55.6		5.6	5.6	6.5

Notes:

Data from low-cost air quality is indicative and should not be directly compared to AQOs to assess compliance.

Table C.5 - Monthly Air Quality Sensor Monitoring Results (NO_2)

Site 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 Data
945	466102	301332		31.9	25.0	21.6	20.4	22.6	22.3	23.1	21.9	34.1	23.2	27.0	24.2
951	453942	298941		7.9	13.9	14.4	15.4	22.9	24.5	24.1	17.5	16.6	18.0	40.1	18.8
966	448856	294497		9.2	11.1	11.0	12.9	19.5	23.2	19.5	14.8	15.3	17.2	19.9	15.9
967	451513	297318			17.4	21.8	24.6	36.0	36.3	35.6	23.2	19.4	19.0	21.8	26.4
970	451509	296215		16.2	21.8	24.1	26.0	40.5	42.7	39.2	28.5	21.5	21.9	15.9	29.8
1045	451435	296019		8.1	11.4	11.8	12.3	23.1	22.7						14.2
1046	452881	298059		16.3	22.3	22.2	24.6	36.0	39.3	37.1	28.6	26.8	27.9	31.7	29.0
1049	455543	300718		21.3	25.7	25.4	29.5	44.9	51.7	35.8	27.4	23.9	25.9	30.6	31.0
1283	454709	306981		18.6	20.1	20.2	21.3	29.6	32.0	29.1	21.7	19.6	20.9	23.0	25.4
1324	454809	294565		10.4	13.2	13.7	14.5	20.2	20.5	17.8	13.3	13.8	14.8	16.9	15.6
1432	452555	303013		19.2	22.4	20.6	21.0	27.7	28.8	26.1	22.7	24.5	26.7	29.0	24.4
1484	453509	299687				26.1	17.4	29.3	30.2	27.8	23.0	23.5	24.4		25.1

Notes:

Data from low-cost air quality is indicative and should not be directly compared to AQOs to assess compliance.

No data is shown for January as a majority of sensors were installed mid-February with the exception of 967 (installed 19th March) and 1484 (installed 29th April). Issues with the unit means there is no data for 1045 to report from August to December. Connection issues means there is no data for 1484.

Table C.6 - Monthly Air Quality Sensor Monitoring Results ($PM_{2.5}$)

Site 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 Data
945	466102	301332		8.1	15.2	11.0	7.6	5.9	5.5	5.7	4.2	6.5	5.3	3.5	7.4
951	453942	298941		7.0	13.6	9.5	6.2	5.1	5.0	5.0	3.6	6.2	4.0	2.2	6.4
966	448856	294497		8.4	14.7	10.6	6.9	6.0	5.8	5.8	4.3	6.8	5.4	3.7	7.3
967	451513	297318			15.0	11.6	8.0	6.7	6.6	6.4	4.9	7.5	5.4	3.2	7.4
970	451509	296215		7.5	13.2	9.7	6.5	5.5	5.3	5.4	4.0	5.2	4.9	2.7	6.7
1045	451435	296019		8.2	14.5	10.6	7.1	5.8	5.5						7.9
1046	452881	298059		8.4	15.0	11.0	7.5	6.4	6.2	6.2	4.5	7.0	5.6	3.2	7.6
1049	455543	300718		7.7	13.0	8.4	5.6	4.9	3.9	5.6	4.3	6.2	4.0	2.5	6.3
1283	454709	306981		7.7	13.4	3.0	1.8	1.8	1.6	1.9	1.2	19.1	7.4	0.5	5.7
1324	454809	294565		7.6	13.4	9.6	6.3	5.6	5.3	5.3	3.7	5.8	4.3	2.7	6.5
1432	452555	303013		7.3	13.9	10.1	6.7	5.8	5.6	5.6	4.3	6.6	4.9	2.9	7.0
1484	453509	299687				15.0	6.7	6.2	6.2	6.1	4.9	8.3	6.2		6.5

Notes:

Data from low-cost air quality is indicative and should not be directly compared to AQOs to assess compliance.

No data is shown for January as a majority of sensors were installed mid-February with the exception of 967 (installed 19th March) and 1484 (installed 29th April). Issues with the unit means there is no data for 1045 to report from August to December. Connection issues means there is no data for 1484.

Appendix D: Maps of Monitoring Locations and AQMAs

An assessment of 2025 results in the context of past data has been carried out for the following areas:

AQMA 6 - Mill Hill, Enderby

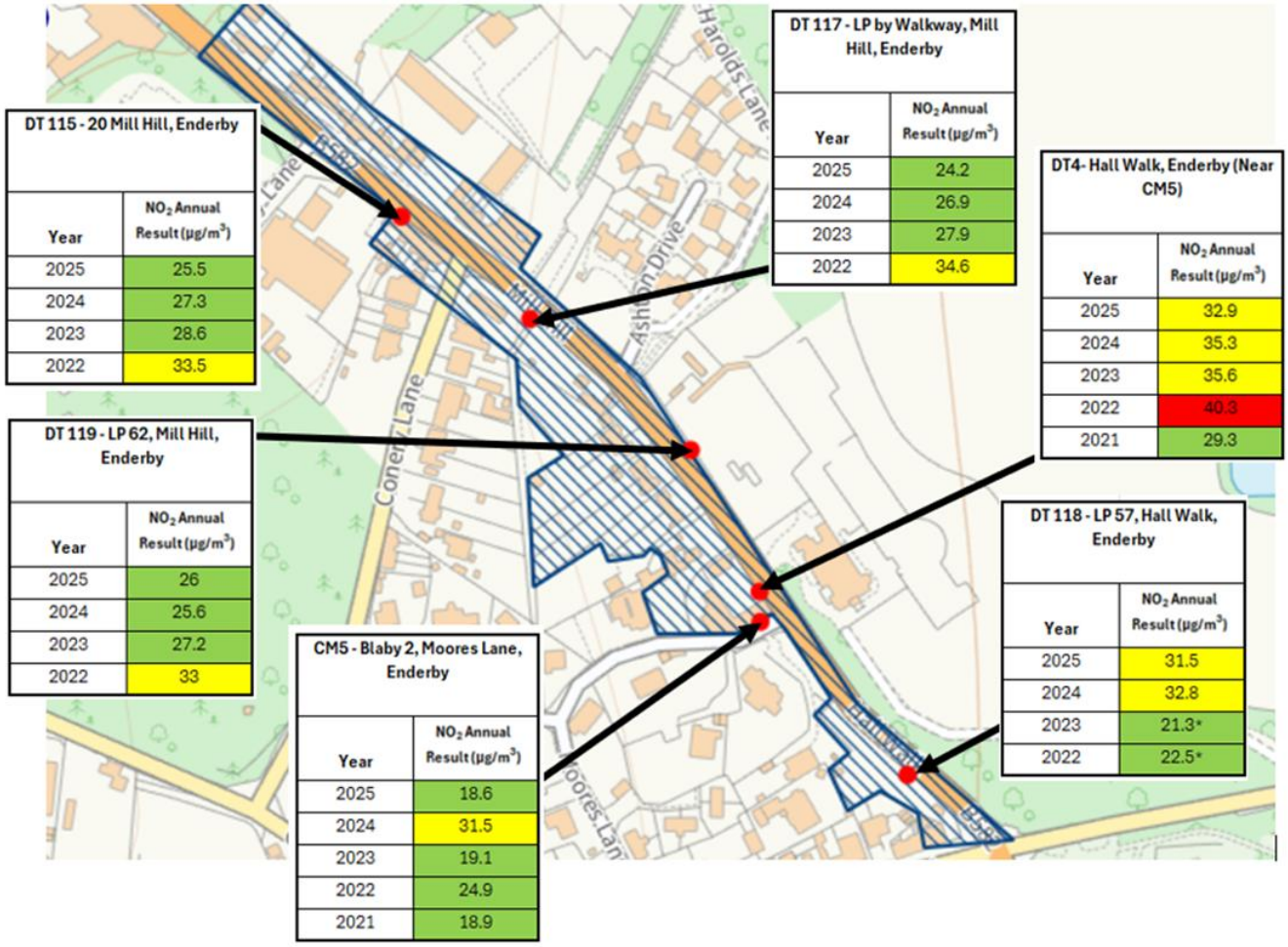


Figure D.1a:

The map shows the locations and results of the Diffusion Tubes and CM5 in AQMA 6, Mill Hill, Enderby. The AQMA boundary is represented by the blue grid lines. The National Air Quality Objective for this pollutant is 40µg/m^3. Numbers with a * represent a figure that has been annualised and/or distance corrected.

Outside AQMA 6

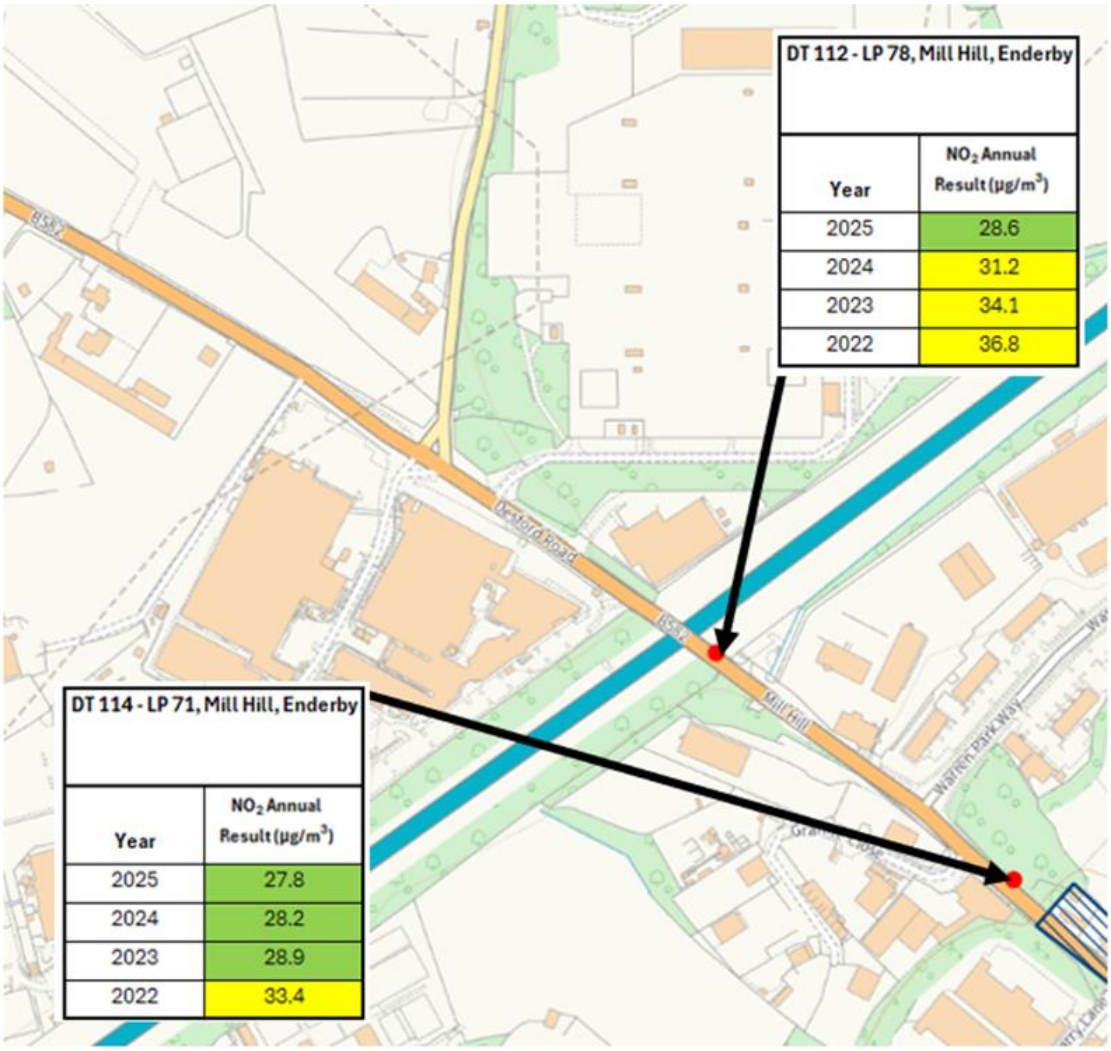


Figure D.1b:

The map shows the locations and results of the Diffusion Tubes outside of AQMA 6, Mill Hill, Enderby. The AQMA boundary is represented by the blue grid lines. The National Air Quality Objective for this pollutant is 40µg/m^3. ©Crown Copyright. All rights reserved.

AQMA 7 - Lubbesthorpe Road, Braunstone Town

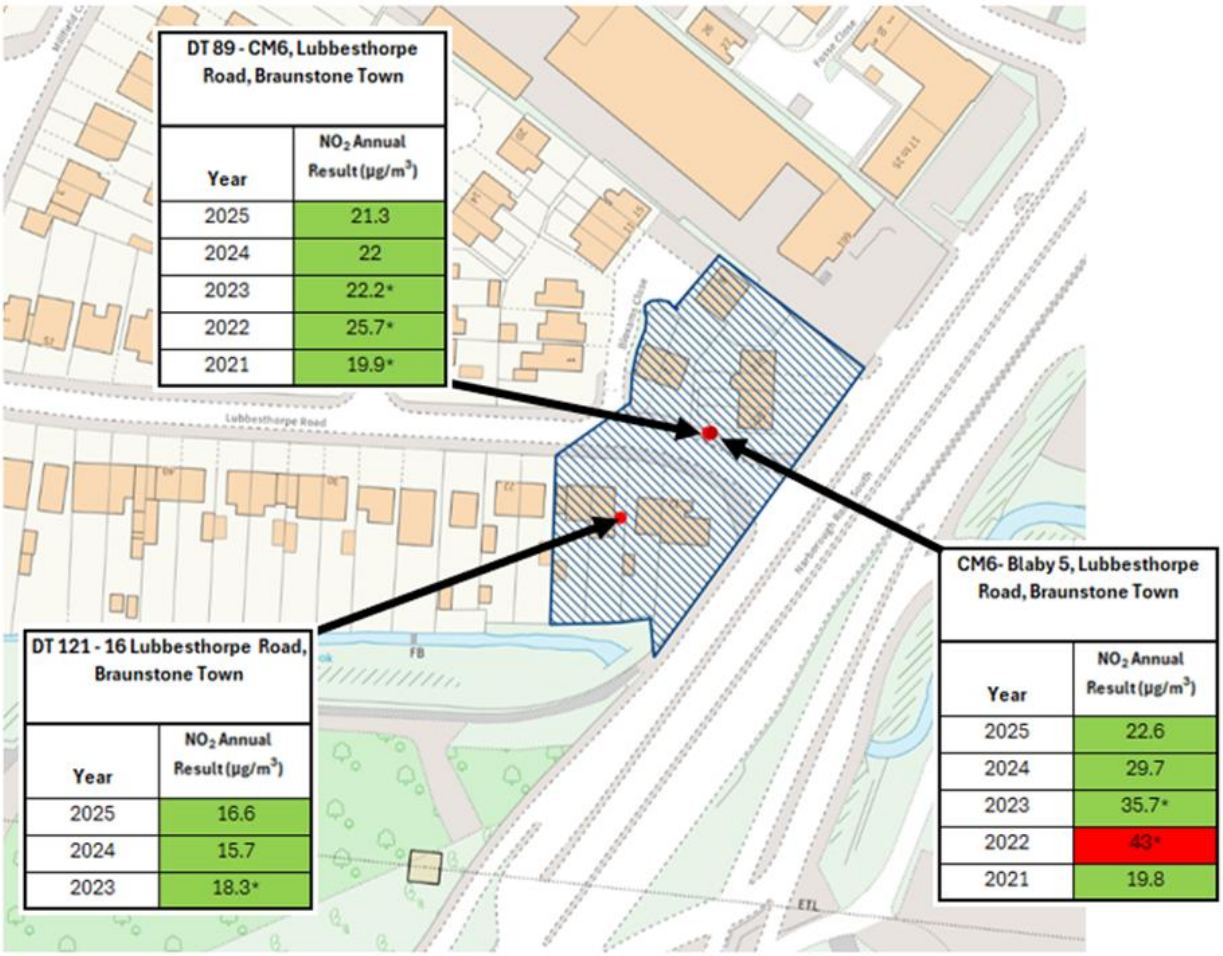


Figure D.2a:

The map shows the locations and results of the Diffusion Tubes and CM6 in AQMA 7, Lubbesthorpe Road, Braunstone Town. The AQMA boundary is represented by the blue grid lines. The National Air Quality Objective for this pollutant is 40µg/m^3. Numbers with a * represent a figure that has been annualised and/or distance corrected. ©Crown Copyright. All rights reserved.

Outside AQMA 7

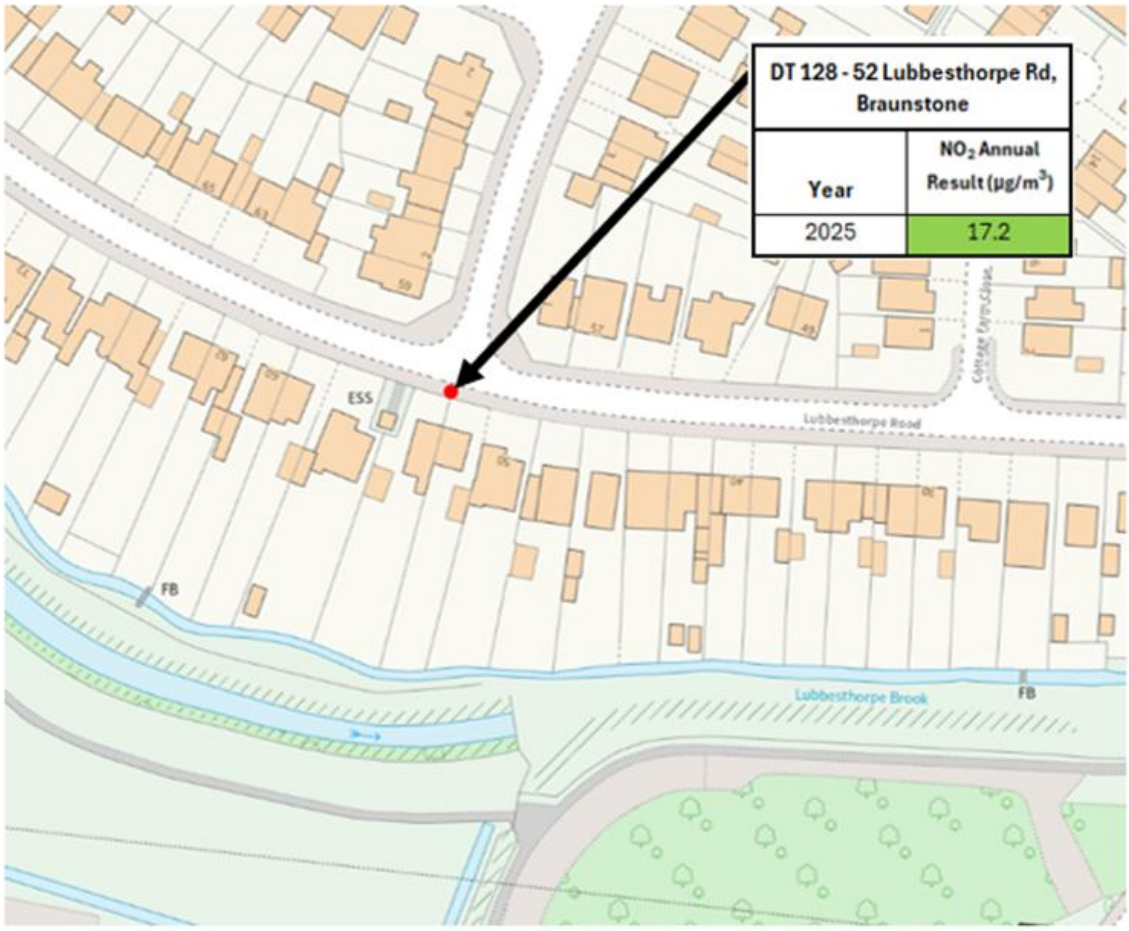


Figure D.2b:

The map shows the locations and results of the Diffusion Tubes outside of AQMA 7, Lubbesthorpe Road, Braunstone Town. The AQMA boundary is represented by the blue grid lines. The National Air Quality Objective for this pollutant is 40µg/m^3. ©Crown Copyright. All rights reserved.

Braunstone Town

Figure D.3:

The map shows the locations and results of the Diffusion Tubes in the area of Braunstone. The National Air Quality Objective for this pollutant is 40µg/m^3. ©Crown Copyright. All rights reserved.

Thorpe Astley

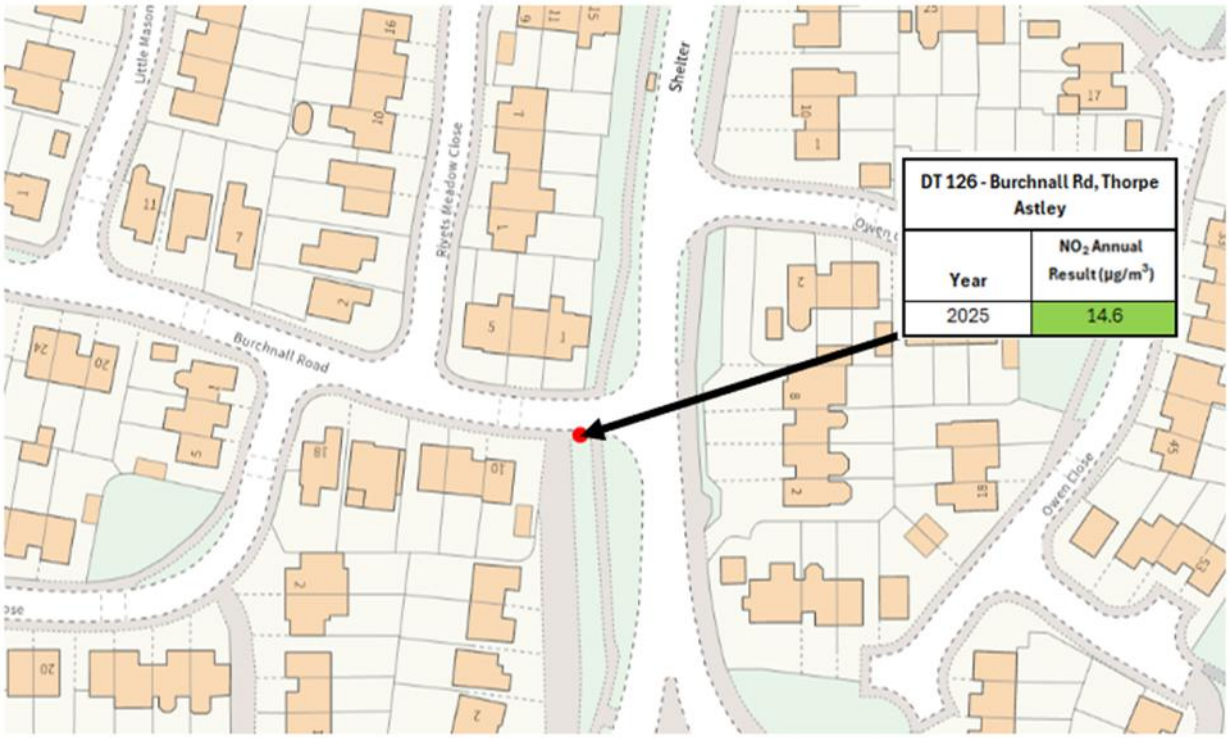


Figure D.4:

The map shows the locations and results of the Diffusion Tubes in the village of Thorpe Astley. The National Air Quality Objective for this pollutant is 40µg/m^3. ©Crown Copyright. All rights reserved.

Enderby

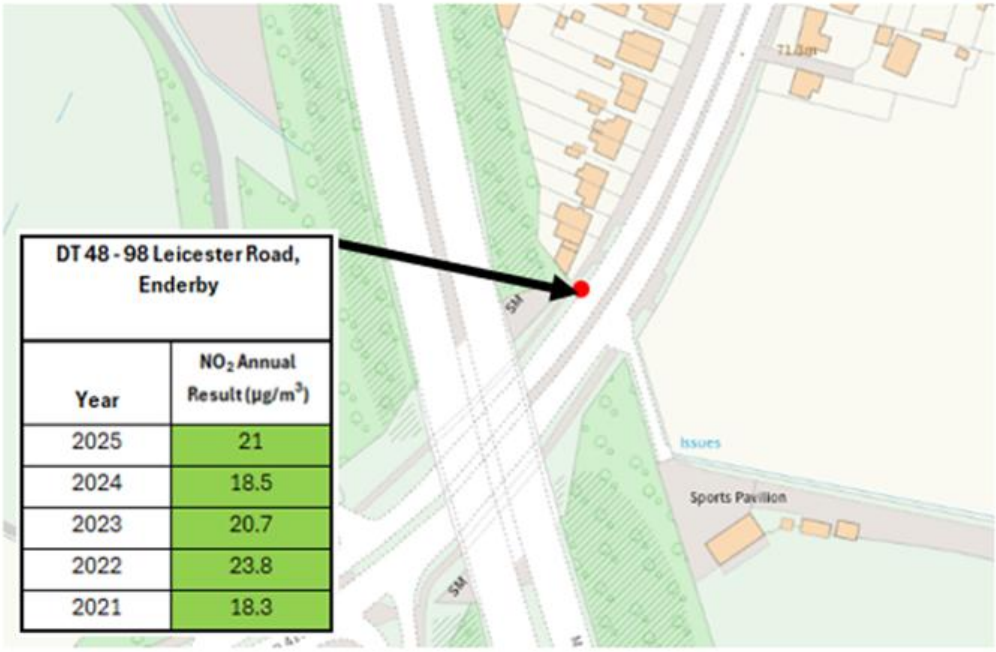


Figure D.5:

The map shows the locations and results of the Diffusion Tubes in the village of Enderby. The National Air Quality Objective for this pollutant is 40µg/m^3. ©Crown Copyright. All rights reserved.

Leicester Forest East

Figure D.6:

The map shows the locations and results of the Diffusion Tubes in the village of Leicester Forest East. The National Air Quality Objective for this pollutant is 40µg/m^3. ©Crown Copyright. All rights reserved.

Glenfield

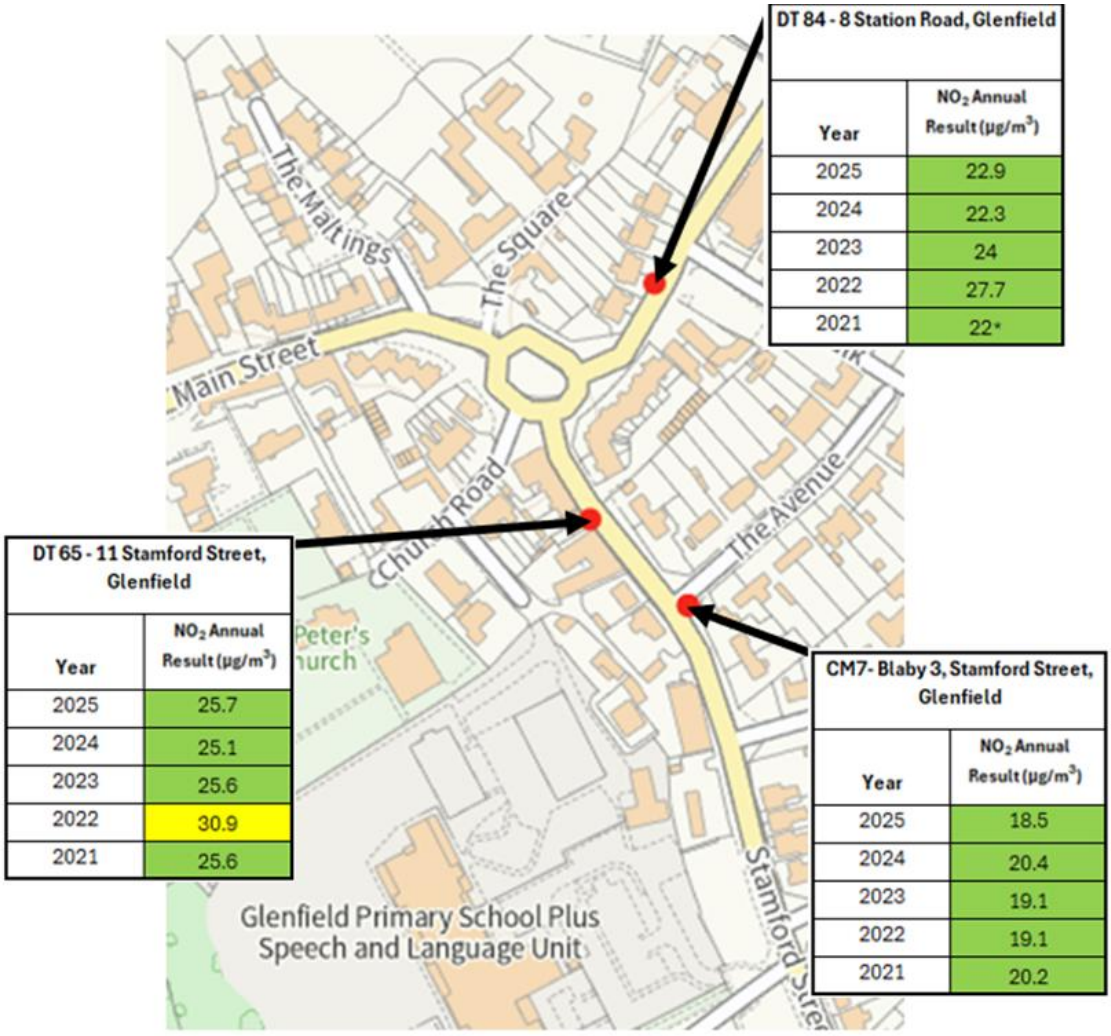


Figure D.7:

The map shows the locations and results of the Diffusion Tubes in the village of Glenfield. The National Air Quality Objective for this pollutant is 40µg/m^3. Numbers with a * represent a figure that has been annualised and/or distance corrected. ©Crown Copyright. All rights reserved.

Stoney Stanton

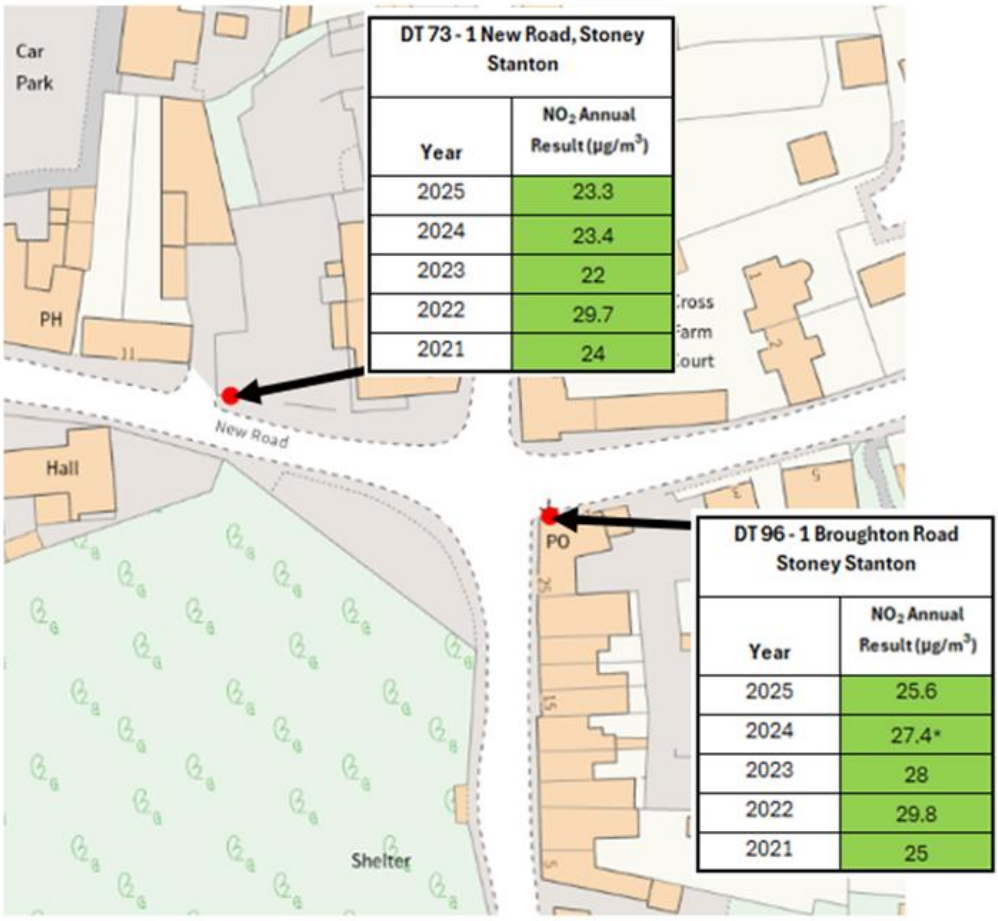
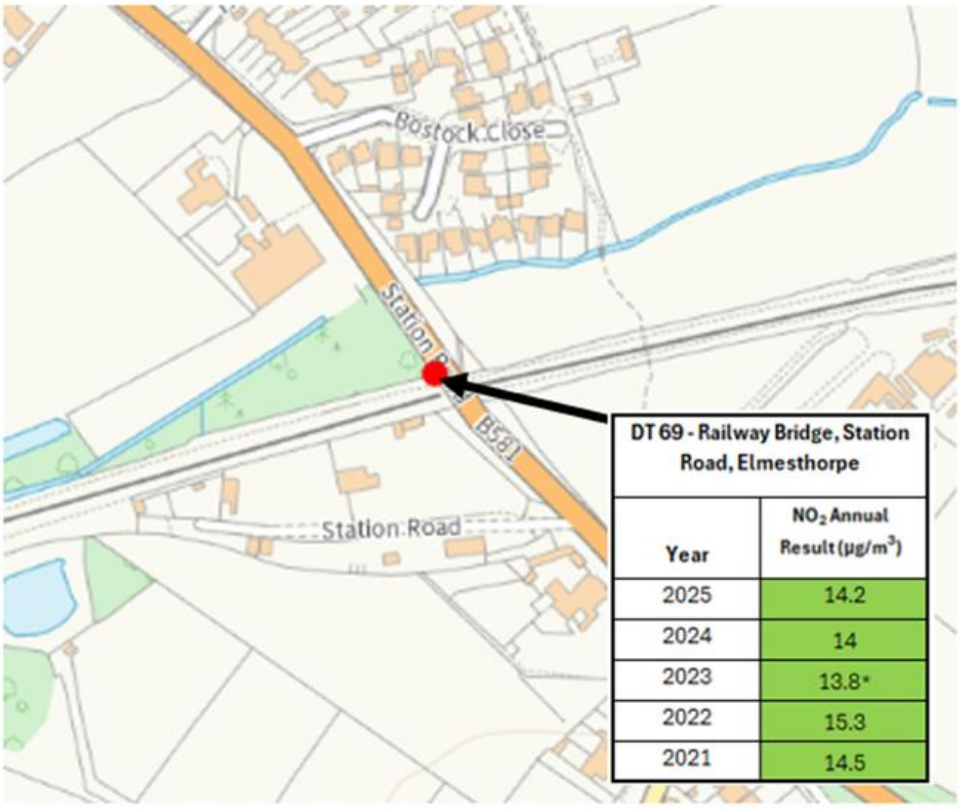


Figure D.8:

The map shows the locations and results of the Diffusion Tubes in the village of Stoney Stanton. The National Air Quality Objective for this pollutant is 40µg/m^3. Numbers with a * represent a figure that has been annualised and/or distance corrected. ©Crown Copyright. All rights reserved.

Elmesthorpe

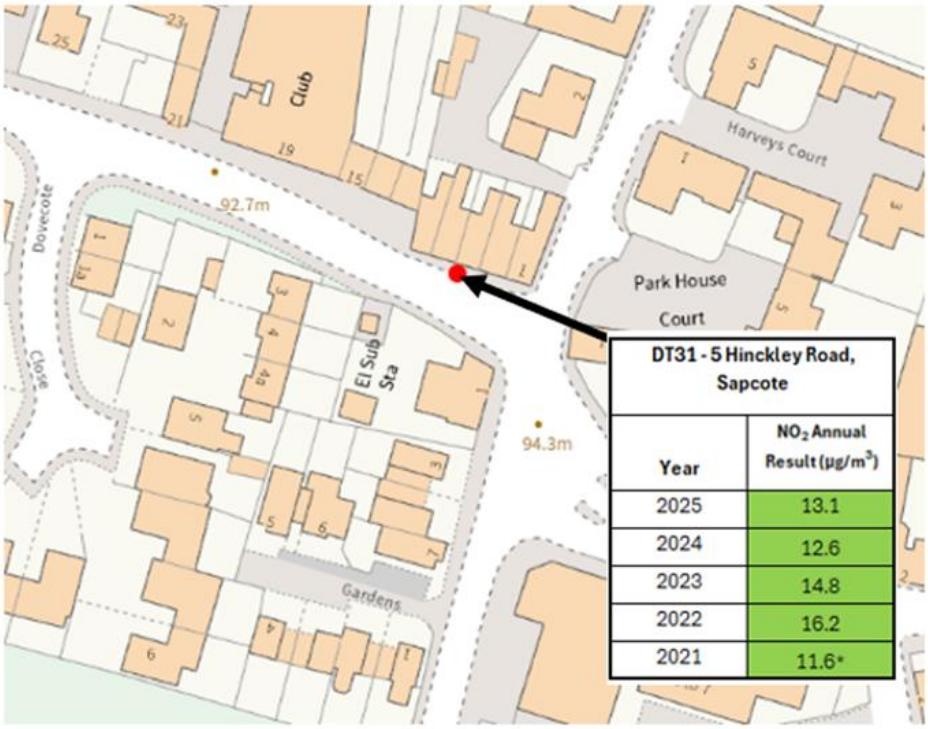


DT 69 - Railway Bridge, Station Road, Elmesthorpe	
Year	NO_2 Annual Result ($\mu g/m^3$)
2025	14.2
2024	14
2023	13.8*
2022	15.3
2021	14.5

Figure D.9:

The map shows the locations and results of the Diffusion Tubes in the village of Elmesthorpe. The National Air Quality Objective for this pollutant is 40µg/m^3. Numbers with a * represent a figure that has been annualised and/or distance corrected.

Sapcote



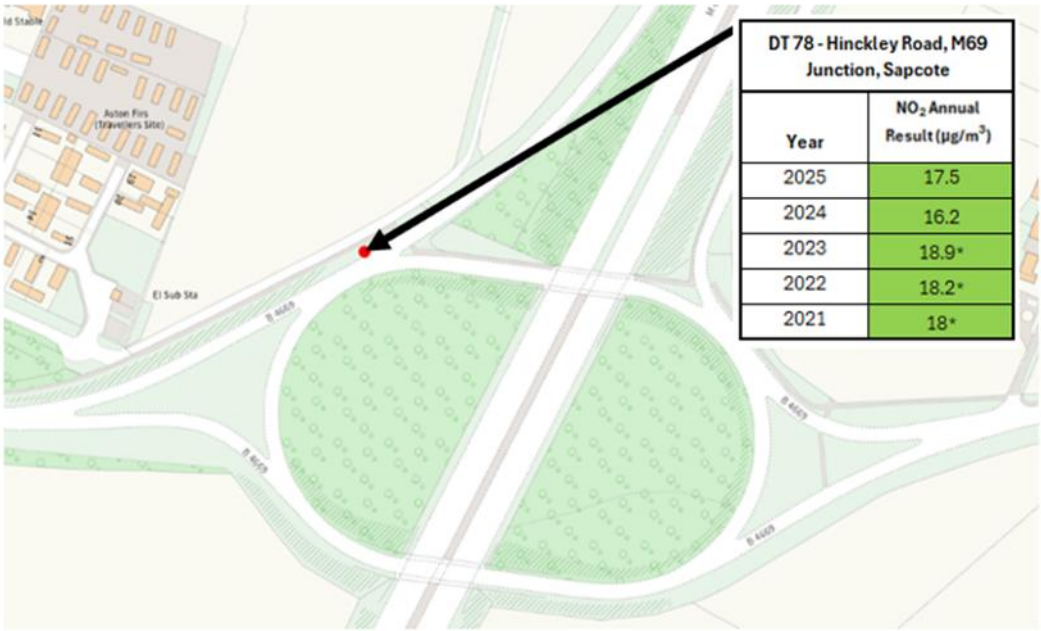


Figure D.10:

The map shows the locations and results of the Diffusion Tubes in the village of Sapcote. The National Air Quality Objective for this pollutant is 40µg/m^3. Numbers with a * represent a figure that has been annualised and/or distance corrected. ©Crown Copyright. All rights reserved.

Narborough

Figure D.11:

The map shows the locations and results of the Diffusion Tube in the village of Narborough. The National Air Quality Objective for this pollutant is 40µg/m^3. Numbers with a * represent a figure that has been annualised and/or distance corrected. ©Crown Copyright. All rights reserved.

Blaby

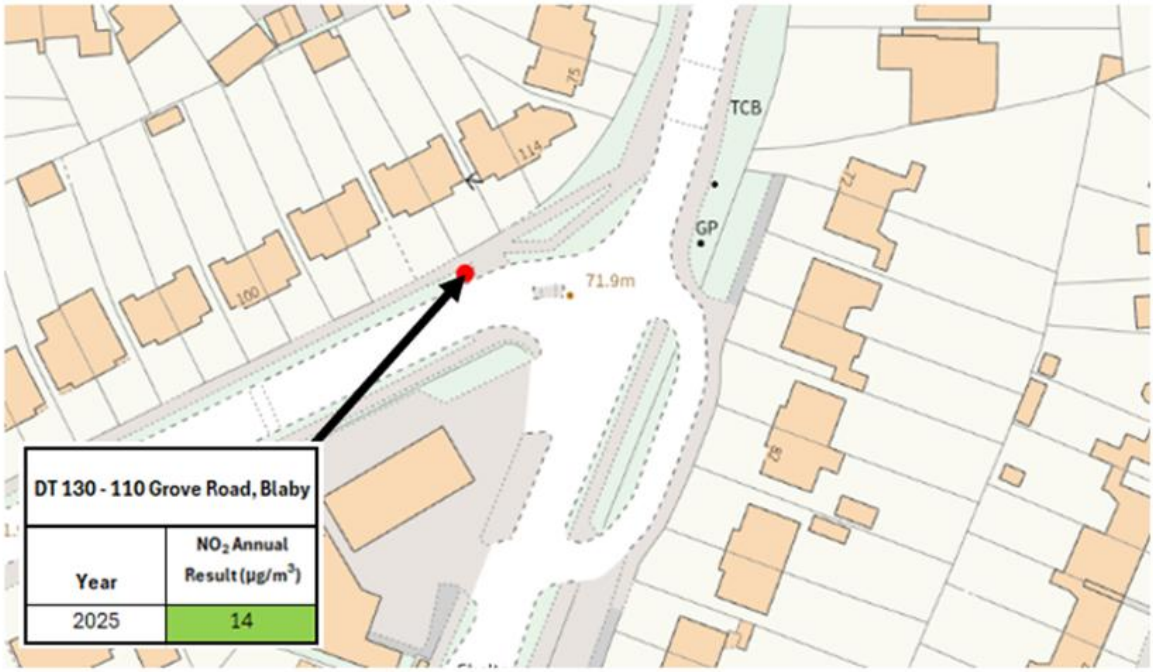


Figure D.12:

The map shows the locations and results of the Diffusion Tube in the village of Blaby. The National Air Quality Objective for this pollutant is 40µg/m^3. ©Crown Copyright. All rights reserved.

Glen Parva

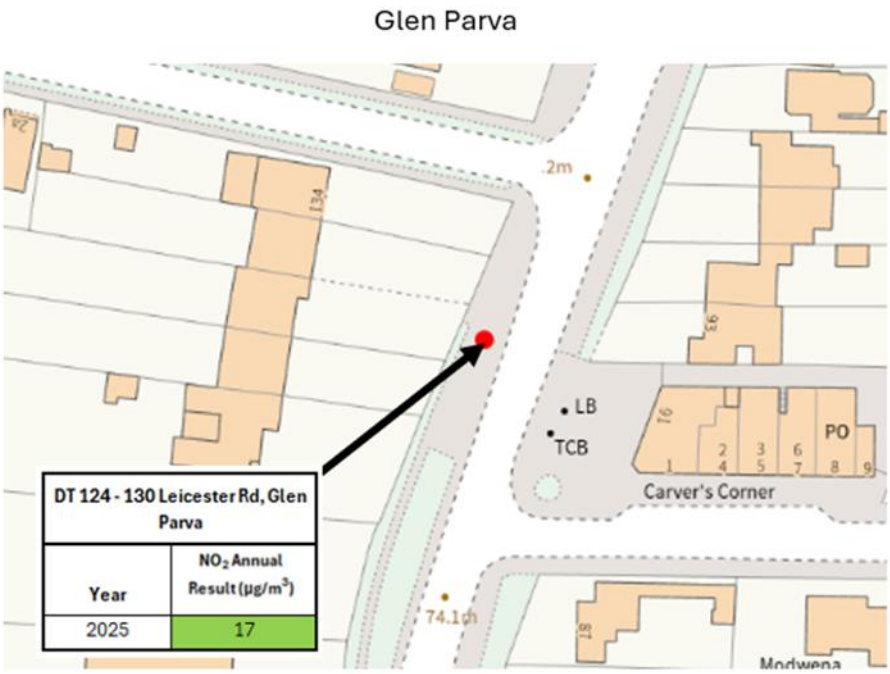


Figure D.13:

The map shows the locations and results of the Diffusion Tube in the village of Glen Parva. The National Air Quality Objective for this pollutant is 40µg/m^3. ©Crown Copyright. All rights reserved.

Whetstone

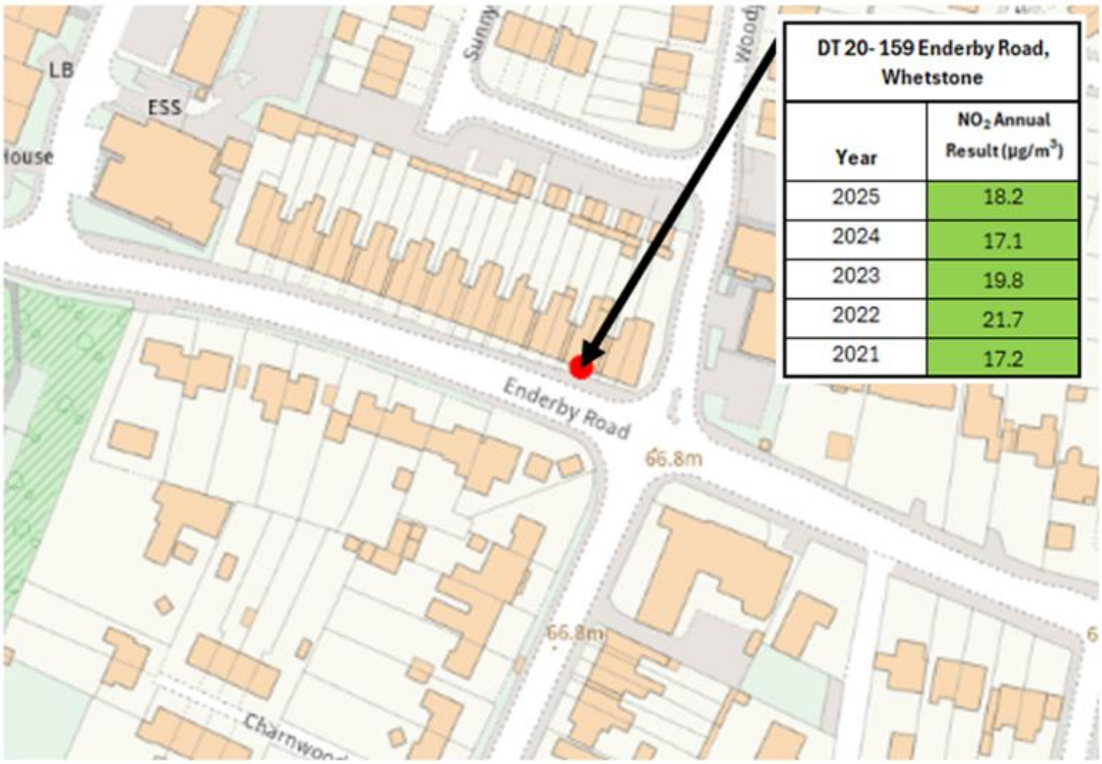


Figure D.14:

The map shows the locations and results of the Diffusion Tube in the village of Whetstone. The National Air Quality Objective for this pollutant is 40µg/m^3. ©Crown Copyright. All rights reserved.

Countesthorpe

Figure D.15:

The map shows the locations and results of the Diffusion Tube in the village of Countesthorpe. The National Air Quality Objective for this pollutant is 40µg/m^3. ©Crown Copyright. All rights reserved.

Zephyr® Location Maps - Particulate Matter results

Figure D.16a

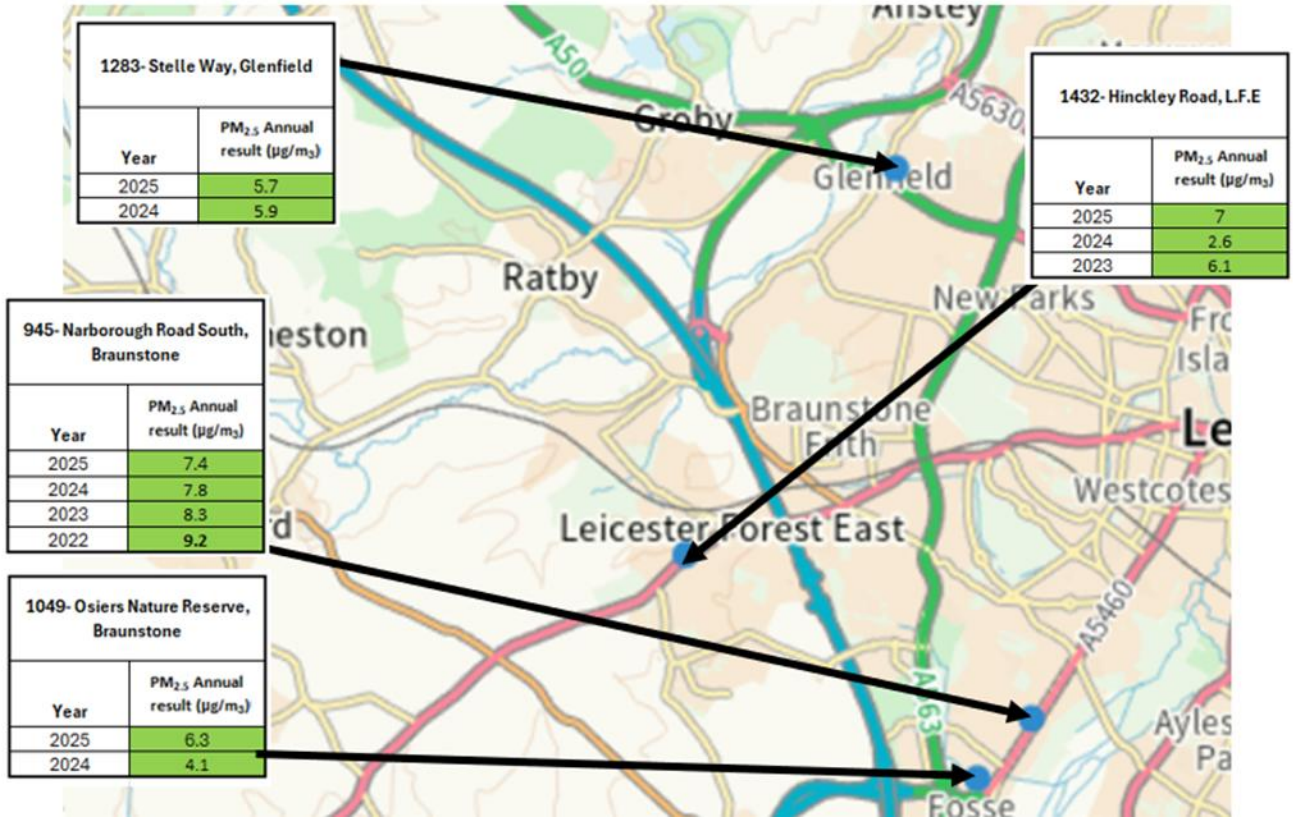
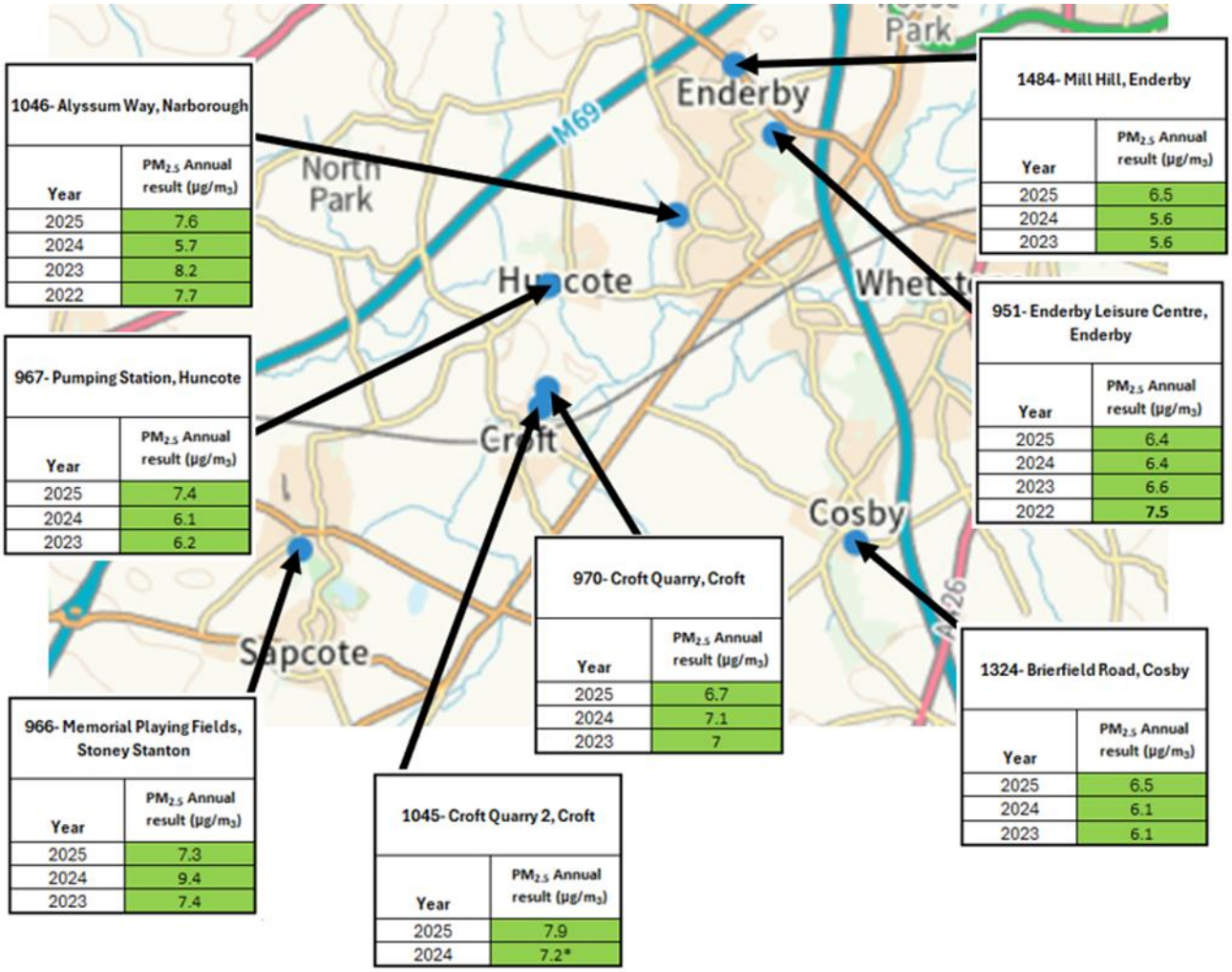


Figure 16 a and b: The maps show the locations and results of the Zephyr® monitors in the Blaby District. The National Air Quality Objective for Particulate Matter is 20µg/m^3. ©Crown Copyright. All rights reserved.

Figure D.16b


Park
Enderby
M69
North Park
Huncote
Croft
Cosby
Sapcote
A426
1046- Alyssum Way, Narborough
Year | PM2.5 Annual result (µg/m3)
2025 | 7.6
2024 | 5.7
2023 | 8.2
2022 | 7.7
1484- Mill Hill, Enderby
Year | PM2.5 Annual result (µg/m3)
2025 | 6.5
2024 | 5.6
2023 | 5.6
967- Pumping Station, Huncote
Year | PM2.5 Annual result (µg/m3)
2025 | 7.4
2024 | 6.1
2023 | 6.2
951- Enderby Leisure Centre, Enderby
Year | PM2.5 Annual result (µg/m3)
2025 | 6.4
2024 | 6.4
2023 | 6.6
2022 | 7.5
970- Croft Quarry, Croft
Year | PM2.5 Annual result (µg/m3)
2025 | 6.7
2024 | 7.1
2023 | 7
1324- Brierfield Road, Cosby
Year | PM2.5 Annual result (µg/m3)
2025 | 6.5
2024 | 6.1
2023 | 6.1
966- Memorial Playing Fields, Stoney Stanton
Year | PM2.5 Annual result (µg/m3)
2025 | 7.3
2024 | 9.4
2023 | 7.4
1045- Croft Quarry 2, Croft
Year | PM2.5 Annual result (µg/m3)
2025 | 7.9
2024 | 7.2*

Zephyr® Location Maps - Nitrogen dioxide

Figure D.17a

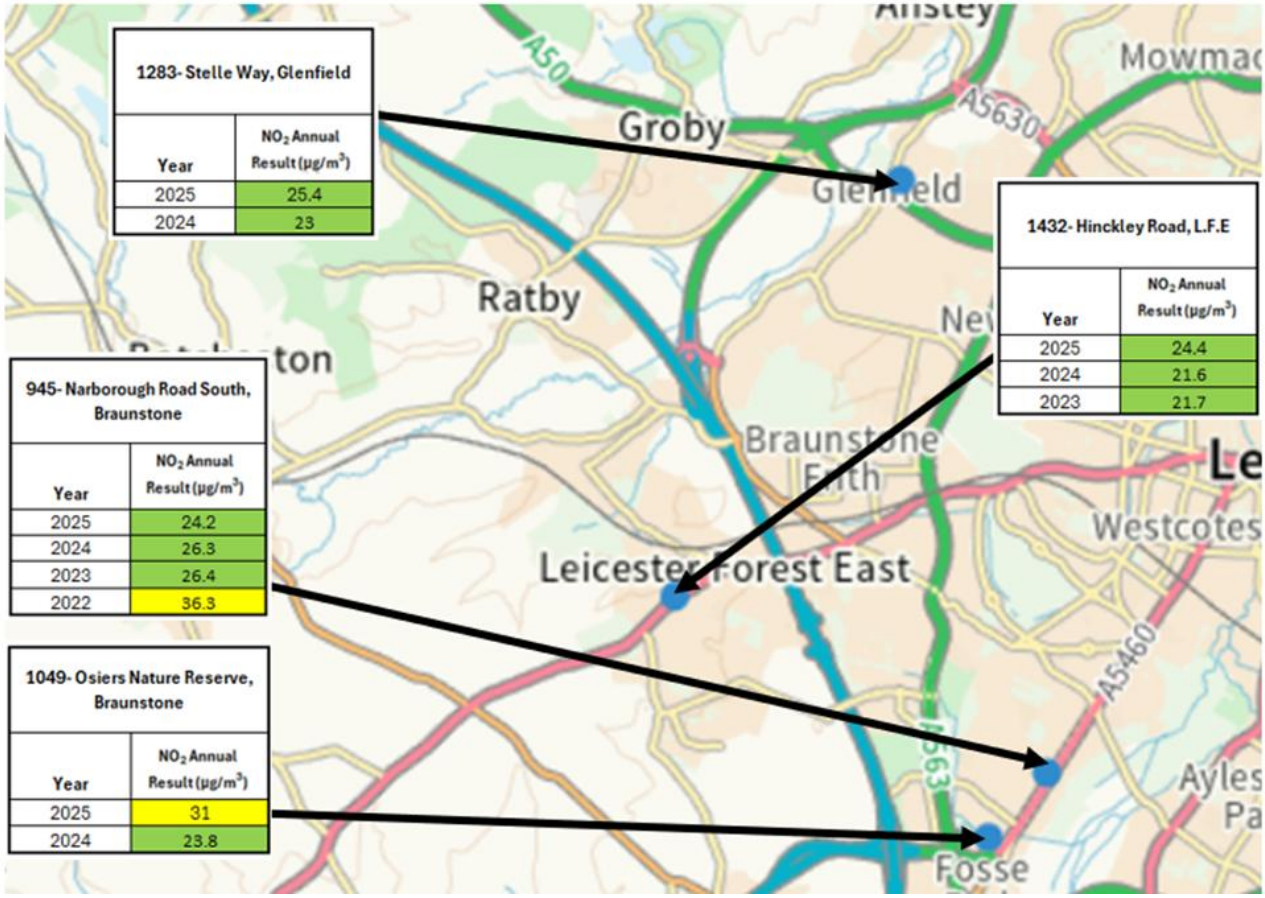
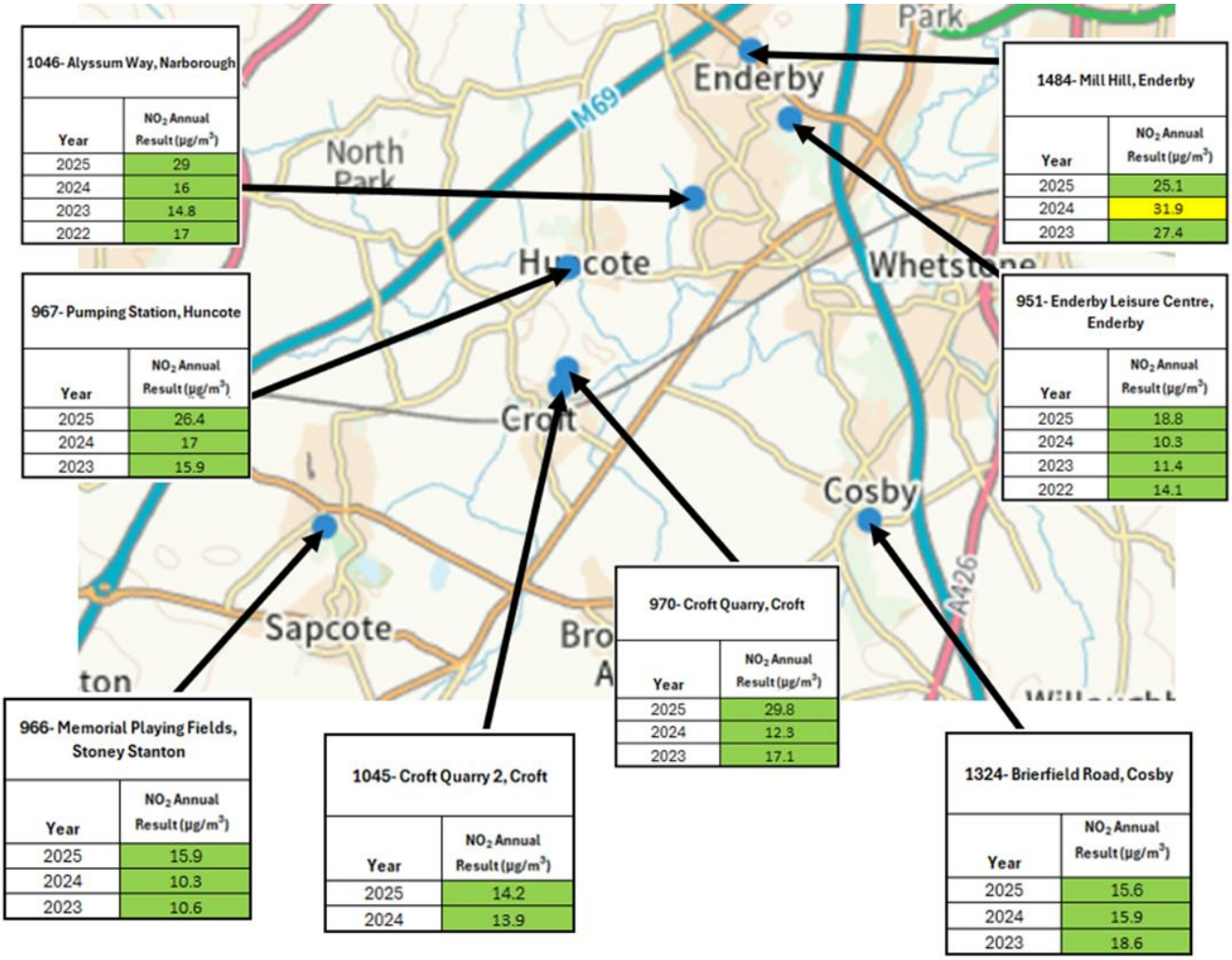


Figure D.17 a and b: The maps show the locations and results of the Zephyr® monitors in the Blaby District. The National Air Quality Objective for Nitrogen dioxide is 40µg/m^3.

Figure D.17b



1046- Alyssum Way, Narborough	
Year	NO_2 Annual Result ($\mu g/m^3$)
2025	29
2024	16
2023	14.8
2022	17

1484- Mill Hill, Enderby	
Year	NO_2 Annual Result ($\mu g/m^3$)
2025	25.1
2024	31.9
2023	27.4

967- Pumping Station, Huncote	
Year	NO_2 Annual Result ($\mu g/m^3$)
2025	26.4
2024	17
2023	15.9

951- Enderby Leisure Centre, Enderby	
Year	NO_2 Annual Result ($\mu g/m^3$)
2025	18.8
2024	10.3
2023	11.4
2022	14.1

970- Croft Quarry, Croft	
Year	NO_2 Annual Result ($\mu g/m^3$)
2025	29.8
2024	12.3
2023	17.1

966- Memorial Playing Fields, Stoney Stanton	
Year	NO_2 Annual Result ($\mu g/m^3$)
2025	15.9
2024	10.3
2023	10.6

1045- Croft Quarry 2, Croft	
Year	NO_2 Annual Result ($\mu g/m^3$)
2025	14.2
2024	13.9

1324- Brierfield Road, Cosby	
Year	NO_2 Annual Result ($\mu g/m^3$)
2025	15.6
2024	15.9
2023	18.6

Appendix E: Summary of Air Quality Objectives in England

Table E.1 - Air Quality Objectives in England[5]

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

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

Glossary of Terms

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
AQMS	Air Quality Monitoring Station
AQO	Air Quality Objective
ASR	Annual Status Report
BAT	Best Available Technique
CM	Continuous Monitor
CMP	Construction Management Plan
Defra	Department for Environment, Food and Rural Affairs
DMRB	Design Manual for Roads and Bridges – Air quality screening tool produced by National Highways
EV	Electric Vehicle
HGV	Heavy Goods Vehicle
HVO	Hydrogenated Vegetable Oil
HSE	Health and Safety Executive
LAQM	Local Air Quality Management
LSO	Local Site Operator
MPA	Mineral Planning Authority
NO_2	Nitrogen dioxide
NO_x	Nitrogen oxides
PHOF	Public Health Outcomes Framework
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
PRTM	Pan Regional Transport Model
PT	Proficiency Testing

Abbreviation	Description
QA/QC	Quality Assurance and Quality Control
RCV	Refuse Collection Vehicle
SCA	Smoke Control Area
SCO	Smoke Control Order
SO_2	Sulphur dioxide
TEOM	Tapered Element Oscillating Microbalance
ULEV	Ultra Low Emission Vehicle

References

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