Air Quality Annual Status Report for 2025

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THE ROYAL BOROUGH OF
KENSINGTON
AND CHELSEA

This report provides a detailed overview of air quality in the Royal Borough of Kensington and Chelsea during 2025. It has been produced to meet the requirements of the London Local Air Quality Management (LLAQM) statutory process[1].

Contact details:

Rebecca Brown

Pollution Regulatory Team Manager

Environmental Health,

Highway and Regulatory Services

Kensington Town Hall

Hornton Street

London, W8 7NX

airquality@rbkc.gov.uk

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

Executive Summary: Air Quality in Our Area

The entire Royal Borough of Kensington and Chelsea is an Air Quality Management Area.

As a result, we have an Air Quality Action Plan (AQAP). Our current AQAP covers the years 2022-2027 and sets out what the Council is doing to improve air quality. We have an extensive air quality monitoring network so we can see the progress we are making against achieving statutory targets and objectives and more stringent World Health Organisation Guideline Values.

This report summarises air quality monitoring data recorded over the last seven years, with a focus on what it is like now and provides an update on progress the Council has made with implementing its AQAP in 2025.

Pollutants we are currently most concerned about are nitrogen dioxide and particulate matter, especially the smaller sized particles known as PM_{10} and $PM_{2.5}$. Although ozone and sulphur dioxide are also important.

Our monitoring network is a mixture of fixed and mobile monitoring stations that provide real-time data and passive diffusion tubes that provide monthly averages. We have five fixed monitoring stations, and at the end of December 2025 we had 28 mobile sensors and 75 locations where diffusion tubes were positioned.

Over the last seven years, overall, there have been significant improvements in air quality, with national statutory targets being met in most parts of the borough. However, in 2025, air quality in the borough showed more of a mixed picture – where concentrations were either similar to 2024 or, in a few locations, increased slightly. And there remains a long way to go before we are going to be able to meet the World Health Organisation 2021 Guideline Values.

Demonstrating that action the Council has taken has resulted in improvements in air quality is difficult. There are so many other factors which can have an impact on air quality – the weather and the impact this has on dispersion and also, pollution can be carried in the atmosphere from other parts of the World. Throughout 2025, the Greater London Authority issued more than 30 air pollution alerts between February and August, highlighting weather conditions favouring pollutant build-up and imported pollution via atmospheric air masses. It is known that the wildfires that took place in Canada last June and the dust which came over from the Sahara all had an impact on

air quality in this country. However, there are actions we have taken that will have reduced emissions or exposure to pollution.

One area we are particularly proud of is the work we have been doing with our school communities. Through our Air Quality Audit Programme in schools and nurseries, we have been collaborating with students and staff to identify sources of pollution and how to remove these or reduce exposure to them. We have installed green screens and measures like additional bike and scooter storage to encourage sustainable transport. We have also worked with schools to help them gain Asthma Friendly Accreditation. Asthma affects one in 11 or about three in every London classroom, so we know how important this is. Through the GLA's Future Neighbourhoods Programme, we have started to turn our attention to the indoor air quality school environment. We have carried out retrofitting of some school buildings, upgrading boilers and making them more climate resilient. We have also created additional food growing areas, installed potting sheds, planters and all schools received fortnightly visits from the Hammersmith Community Gardens Association. The photos below show a small selection of this work.

We are very keen for our residents to get more involved in the work we do to improve air quality. Residents can get in touch by contacting us at air.quality@rbkc.gov.uk.

Green screen at Clare Gardens Nursery

Potting sheds and plants at St Thomas Primary School

Air Quality in Kensington and Chelsea

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 ES1: Description of Key Pollutants 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.
Ozone (O_3)	Ozone is a gas which filters harmful ultraviolet light radiation in the upper atmosphere, but at ground level it can cause respiratory issues and damages vegetation. It is primarily produced by photochemical reactions from nitrogen oxides and volatile organic compounds.

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.

Residents, businesses and visitors to the borough can play a significant role in improving local air quality through everyday actions. These include:

- Reducing car use by walking, cycling, or using public transport where possible.
- Avoiding engine idling, particularly near schools and residential areas.
- Choosing low-emission or electric vehicles.
- Reducing emissions from domestic activities, such as limiting wood burning.
- Supporting local greening initiatives and sustainable practices.

RBKC encourages residents to participate in behaviour change campaigns and to support local initiatives aimed at reducing emissions.

Conclusions and Priorities

Nitrogen Dioxide (NO_2)

NO_2 is monitored at five fixed automatic sites. In 2025, NO_2 concentrations remained very similar to 2024 as shown in table ES2 below. The National Air Quality Objective (NAQO) and the World Health Organization (WHO) 2005 Guideline Value of 40 µg m^{-3} continued to be met at each location. KC5 recorded the highest annual mean concentration of 34 µg m^{-3}, whilst KC1 continued to record the lowest annual mean concentration of 16 µg m^{-3} as shown in the table below.

Table ES 2: KC1-KC5 2024-2025 NO_2 Annual Mean Comparison

Site ID	Site name	NO_2 Annual Mean Concentration		Difference
		2024	2025	
KC1	North Kensington	16 µg m^{-3}	16 µg m^{-3}	0 µg m^{-3}
KC2	Cromwell Road	27 µg m^{-3}	27 µg m^{-3}	0 µg m^{-3}
KC3	Knightsbridge	29 µg m^{-3}	30 µg m^{-3}	+ 1 µg m^{-3}
KC4	Chelsea Old Town Hall	31 µg m^{-3}	30 µg m^{-3}	- 1 µg m^{-3}
KC5	Earl's Court	33 µg m^{-3}	34 µg m^{-3}	+ 1 µg m^{-3}

For the seventh consecutive year, compliance with the NAQO NO_2 1-Hour Mean Objective of 200 µg m^{-3} (not to be exceeded more than 18 times per year) was achieved at all locations during 2025.

Of the 75 diffusion tube locations, three (compared with two last year) exceeded the annual mean objective of 40 µg m^{-3}. All three were along Kensington High Street, with the highest annual concentration (42.7 µg m^{-3}) recorded by McDonalds, opposite Kensington High Street tube station (KC91). Kensington High Street falls within one of the borough's Air Quality Focus Areas (AQFA's) – see figure 27 in appendix D.

Particulate Matter (PM_{10})

PM_{10} is monitored at three sites, all of which recorded a marked increase in concentrations, but remained significantly beneath the annual mean NAQO of 40 µg m^{-3}. KC1 and KC2 met the 2005 WHO Guideline Value of 20 µg m^{-3}, but only KC1 met the more stringent 2021 WHO PM_{10} annual mean guideline value of 15 µg m^{-3}, albeit KC2 was very close. KC1 and KC2 had excellent data capture rates of 89% or higher whilst

KC5 only achieved 70%. This was due to a prolonged electrical supply fault, which has now been rectified.

Table ES 3: KC1-KC5 2024-2025 PM_{10} Annual Mean Comparison

Site ID	Site name	PM_{10} Annual Mean Concentration		Difference
		2024	2025	
KC1	North Kensington	12 µg m^{-3}	14 µg m^{-3}	+ 2 µg m^{-3}
KC2	Cromwell Road	13 µg m^{-3}	16 µg m^{-3}	+ 3 µg m^{-3}
KC5	Earl's Court	19 µg m^{-3}	23 µg m^{-3}	+ 4 µg m^{-3}

Particulate Matter ($PM_{2.5}$)

$PM_{2.5}$ is monitored at two sites, both of which recorded a small increase in concentrations. They remained beneath the annual mean NAQO and the 2005 WHO Guideline Value of 10 µg m^{-3}. Neither location met the more stringent 2021 WHO annual mean guideline value of 5 µg m^{-3}. KC1 and KC2 achieved excellent data capture rates of 92% or higher.

Table ES 4: KC1-KC5 2024-2025 $PM_{2.5}$ Annual Mean Comparison

Site ID	Site name	$PM_{2.5}$ Annual Mean Concentration		Difference
		2024	2025	
KC1	North Kensington	7 µg m^{-3}	9 µg m^{-3}	+ 2 µg m^{-3}
KC2	Cromwell Road	7 µg m^{-3}	9 µg m^{-3}	+ 2 µg m^{-3}

Black Carbon

Black carbon (traditionally referred to as soot) is monitored in the borough, as KC1 is part of the National Physics Laboratory Black Carbon Network. Black carbon is a major component of fine particulate matter and due to the increasing interest in the impact of solid fuel burning within London, we have decided to include this within our reporting going forward. Monthly average black carbon contributed approximately 5–8 per cent of $PM_{2.5}$ concentrations during the monitoring period, indicating that the majority of particulate matter, in this background location, is likely derived from non-combustion or regional sources.

Table ES 5: Black Carbon Annual Mean Results 2018-2025

2018	2019	2020	2021	2022	2023	2024	2025
0.76	0.89	0.77	0.74	0.69	0.56	0.49	0.53

Ozone

O_3 (or ground level ozone) continues to be a pollutant of growing concern for the borough as it has serious consequences for human health and ecosystems. It is usually associated as being more of a 'summer' pollutant, where increasing temperatures and

sunlight cause optimal conditions for ozone to form. There was a small reduction in the annual average concentration at each site in 2025, as shown in Table ES5. Both monitoring sites breached the NAQO 8-hour mean level of 100 µg m^{-3}, which is not to be exceeded more than 10 times per year.

Table ES 6: Automatic Monitor 2024-2025 O_3 Annual Mean Comparison

Location	O_3 Annual Mean Concentration		Difference
	2024	2025	
KC1	56 µg m^{-3}	55 µg m^{-3}	- 1µg m^{-3}
KC2	43 µg m^{-3}	42 µg m^{-3}	- 1µg m^{-3}

Further information and analysis, graphs and data on all pollutants have been provided in Section 1 of this document.

So, in conclusion, it is clear that concentrations of nitrogen dioxide, particulate matter and ozone have, in the main, stagnated this year, with a couple of µg $m^{-}3$ changes either way.

Although annual mean NO_2 concentrations at two automatic monitoring sites increased, none exceeded the objective of 40 µg m^{-3}. The highest recorded annual mean concentration was 42.7 µg m^{-3} at site KC91, a kerbside location on Kensington High Street.

The observed increases in NO_2 concentrations during 2025 are likely to be driven primarily by road traffic emissions and meteorological conditions, including periods of reduced atmospheric dispersion which are likely to have exacerbated pollutant concentrations.

Concentrations of PM_{10} increased at all sites, the greatest increase was at KC5 in Earl's Court, where the annual mean rose by 4 µg m^{-3} to 23 µg m^{-3}. This is likely to be from a combination of traffic emissions as Earl's Court Road is heavily trafficked and there is also likely to be a contribution from commercial cooking, which is becoming an increasing source of concern and requires further research.

The borough received 38 GLA Air Quality Alerts for predicted moderate pollution episodes in 2025, reflecting the ongoing occurrence of short-term pollution events. These episodes are likely influenced by a combination of local emissions and regional and meteorological factors, which can exacerbate pollutant concentrations, particularly at roadside locations. The data implies that the impact of existing emission reduction measures and policies are beginning to plateau, with further improvements requiring

more targeted measures at known hotspots (for example, Kensington High Street). Local factors such as roadworks may also have contributed to site-specific increases.

The borough's current five-year Air Quality Action Plan (AQAP) comes to an end in 2027. Preparation of the next AQAP will begin in 2027, with particular focus on aligning with the Kensington, Chelsea and Westminster Public Health Strategy 2023-33. Consultation will be coordinated with the renewal of the Council's Biodiversity Action Plan 2022-27 and Climate Change Action Plan 2022-27. This joint approach helps ensure alignment between strategies, promotes a cohesive programme of measures, and enables actions to support multiple environmental objectives.

In 2026 will continue to maintain our air quality monitoring network and make the data easier to access for residents, students, environmental consultants. We will also seek an alternative source of funding for our Air Quality Audit Programme in schools and nurseries so we can continue to implement the measures identified in the audits.

How to get Involved

Kensington and Chelsea Council officers continue to engage closely with elected members, senior officers, and regional stakeholders to ensure air quality remains a key consideration**.** Improving air quality remains a Council priority within our 'Greener, Safer, Fairer' Council Plan. It is embedded within broader Council strategies including transport planning, climate action and public health. The Council also works collaboratively with Transport for London (TfL), the Greater London Authority (GLA) and neighbouring boroughs to support coordinated action across London through various Pan London projects.

The Council engages with the public through a range of channels, including consultation exercises, public meetings, digital communications, and targeted campaigns. Information on air quality is made available via the Council's website, newsletters, and social media platforms. Recent campaigns include those promoting active travel, anti-idling and the health impacts of using woodburning stoves; these all aim to raise awareness and encourage behaviour change.

In March 2025, we undertook a consultation exercise to seek feedback from residents on how environmental issues are impacting their local area, what environmental improvements residents would like to see happen, and which actions they think the Council should prioritise to shape a green, healthier and more resilient future. A total of 212 responses were received. Almost two-thirds of respondents either strongly agreed

(31 per cent) or agreed (34 per cent) that air pollution in the borough affected their daily life or health. It was particularly interesting to learn that over half (54 per cent) said they did not know where to find information about what concentrations of air pollution are in the borough and 74 per cent said they would be interested in being alerted to when air pollution will be poor. 55 per cent also wanted to know more about indoor air quality. When asked about specific focuses for tackling air quality, residents mentioned traffic reduction/management and more trees/planting.

We are acting on this feedback. We need to do more for residents and businesses to help them understand where they can find information about air quality monitoring and what actions they can take to contribute to improved air quality both inside and outside.

Residents can currently access up-to-date information on air quality in their area through the Air Quality England website or through the UK AIR Local Authority Air Quality Dashboard, both of which provide data on pollutant concentrations, trends and local authority actions.

Additional information on air quality initiatives, monitoring results and ongoing projects is available on the RBKC website, where the Council signposts to regional resources such as AirTEXT (for pollution alerts). However, recognising that we can do more to help people feel informed, empowered and able to contribute to ongoing improvements in local air quality, the Council has decided to join Air Aware in 2026 https://www.air-aware.co.uk/. This will amalgamate all air quality data from RBKC that is currently hosted across multiple websites. This new single-source-of-truth we will greatly improve transparency as to what air quality concentrations are like in the borough (real-time and historically), a library of educational resources and an AI assistant to answer questions related to air pollution, making it much easier for anyone to view our data and see the action we are taking.

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Abbreviations

Abbreviation	Description
AQAP	Air Quality Action Plan
AQFA	Air Quality Focus Area
AQMA	Air Quality Management Area
AQN	Air Quality Neutral
AQO	Air Quality Objective
AQP	Air Quality Positive
BEB	Buildings Emission Benchmark
BL	Breathe London
BTEX	Benzene, Toluene, Ethylbenzene and Xylene
EV	Electric Vehicle
Defra	Department for Environment, Food and Rural Affairs
GLA	Greater London Authority
KHS	Kensington High Street
LAEI	London Atmospheric Emissions Inventory
LA	Local Authority
LAQM	Local Air Quality Management
LLAQM	London Local Air Quality Management
NAQO	National Air Quality Objective
NO_2	Nitrogen Dioxide
NRMM	Non-Road Mobile Machinery
O_3	Ozone
PM_{10}	Particulate matter less than 10 micron in diameter
$PM_{2.5}$	Particulate matter less than 2.5 micron in diameter
SO_2	Sulphur Dioxide
TEB	Transport Emissions Benchmark
TfL	Transport for London
WHO	World Health Organisation

Table 1: Summary of National Air Quality and International Standards, Objectives and Guidelines

Pollutant	Standard / Objective / Guideline	Averaging Period	Date[1]
Nitrogen Dioxide (NO_2)	200 µg m^{-3} not to be exceeded more than 18 times a year	1-Hour Mean	31 Dec 2005
Nitrogen Dioxide (NO_2)	40 µg m^{-3}	Annual Mean	31 Dec 2005
Nitrogen Dioxide (NO_2)	WHO AQG[2]: 10 µg m^{-3}	Annual Mean	-
Particles (PM_{10})	50 µg m^{-3} not to be exceeded more than 35 times a year	24-Hour Mean	31 Dec 2004
Particles (PM_{10})	WHO AQG[2]: 45 µg m^{-3} not to be exceeded more than 3-4 times a year	24-Hour Mean	-
Particles (PM_{10})	40 µg m^{-3}	Annual Mean	31 Dec 2004
Particles (PM_{10})	WHO AQG[2]: 15 µg m^{-3}	Annual Mean	-
Particles ($PM_{2.5}$)	10 µg m^{-3}[3]	Annual Mean	2040
Particles ($PM_{2.5}$)	London Mayoral Commitment[4]: 10 µg m^{-3}	Annual Mean	2030
Particles ($PM_{2.5}$)	WHO AQG[2]: 5 µg m^{-3}	Annual Mean	-
Particles ($PM_{2.5}$)	Target of 15% reduction in concentration at urban background locations	3-Year Mean	Between 2010 and 2021
Particles ($PM_{2.5}$)	WHO AQG[2]: 15 µg m^{-3}	24-Hour Mean	-
Sulphur Dioxide (SO_2)	266 µg m^{-3} not to be exceeded more than 35 times a year	15-Minute Mean	31 Dec 2005
Sulphur Dioxide (SO_2)	350 µg m^{-3} not to be exceeded more than 24 times a year	1-Hour Mean	31 Dec 2004
Sulphur Dioxide (SO_2)	125 µg m^{-3} mot to be exceeded more than 3 times a year	24-Hour Mean	31 Dec 2004
Sulphur Dioxide (SO_2)	WHO AQG[2]: 40 µg m^{-3} not to be exceeded more than 3-4 times a year	24-Hour Mean	

Notes:

(1) Date by which to be achieved by and maintained thereafter.

(2) 2021 World Health Organisation Air Quality Guidelines.

(3) Environmental Target Regulations under the Environment Act 2021.

(4) London Mayoral Commitment.

1. Air Quality Monitoring

1.1 Automatic Monitoring Sites

We have five automated continuous monitoring locations within the Borough. Appendix D, Figure 13 shows the locations of the monitoring sites and information about each one is summarised in Table 2 below. There has been no change to the locations, the pollutants monitored at the automatic stations or their monitoring technique since the production of our previous ASR. Quality assurance audits were carried out at all monitoring stations in March / April 2025 (and again in March 2026).

Table 2: Details of Automatic Monitoring Sites for 2025

Site ID	Site Name	Site Type	X OS Grid Ref	Y OS Grid Ref	Pollutants Monitored	Monitoring Technique	Relevant Exposure Distance (m) (1,2)	Kerb of nearest road (m) (2)	Inlet Height (m)
			Easting	Northing					
KC1	North Kensington	Urban Background	524041	181752	NO_2, CO, PM_{10}, $PM_{2.5}$, SO_2, O_3	Chemiluminescent, FIDAS, GFC, Fluorescence UV, Photometric	3.5 m	8 m	3 m
KC2	Cromwell Road	Roadside	526520	178968	NO_2, PM_{10} & $PM_{2.5}$	Chemiluminescent, BAM PM_{10} & BAM $PM_{2.5}$	10 m	4 – 5 m	1.4 m
KC3	Knightsbridge	Kerbside	527518	179395	NO_2	Chemiluminescent	0 m	0.8 – 4.2 m	2.4 m

Site ID	Site Name	Site Type	X OS Grid Ref	Y OS Grid Ref	Pollutants Monitored	Monitoring Technique	Relevant Exposure Distance (m) (1,2)	Kerb of nearest road (m) (2)	Inlet Height (m)
			Easting	Northing					
KC4	Chelsea Old Town Hall	Roadside	527267	178089	NO_2	Chemiluminescent	0 m	7.7 m	34 m
KC5	Earl's Court	Kerbside	525695	178364	NO_2 & PM_{10}	Chemiluminescent & BAM 1020 Heated	5.2 m	0.5 m	1.9 m

Notes:

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

(2) N/A if not applicable

1.2 Non-Automatic NO_2 Monitoring Sites

Nitrogen dioxide (NO_2) data is also collected using passive diffusion techniques. Details on the laboratory, method, bias adjustment, and quality control are in Appendix A and Appendix B. Figures 14 and 15 in Appendix D show the locations of all the non-automatic monitoring stations within the borough and detailed information about each is in Table 3 below. In 2025, four High Street Kensington diffusion tubes (KC87, KC89, KC97 and KC109) were decommissioned (due to low data capture rates) and new sites were set up in Beaufort Street (KC112 and KC113), Holland Park Avenue (KC114) and Penzance Place (KC118).

Table 3: Details of Non-Automatic NO_2 Monitoring Sites for 2025

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	Distance to Relevant Exposure (m) [1]	Distance to kerb of nearest road (m) [2]	Tube Co-located with Continuous Analyser?	Tube Height (m)
KC31	Ladbroke Grove / N. Kensington Library	Roadside	524349	181265	NO_2	6.0	3.5	No	6.0
KC32	Holland Park	Urban Background	524786	179600	NO_2	5.0	380.0	No	4.0
KC33	Cromwell Road / Earls Court Road	Roadside	525355	178841	NO_2	1.0	1.1	No	2.1
KC34	Dovehouse Street	Urban Centre	527136	178105	NO_2	30.0	26.0	No	2.8
KC35	Brompton Road / Cottage Place	Roadside	527225	179163	NO_2	40.0	8.0	No	1.5
KC38	Earls Court Station	Roadside	525558	178560	NO_2	1.0	1.7	No	2.7

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	Distance to Relevant Exposure (m) [1]	Distance to kerb of nearest road (m) [2]	Tube Co-located with Continuous Analyser?	Tube Height (m)
KC39	Lots Road / Upcerne Road	Roadside	526324	177024	NO_2	30.0	8.1	No	2.5
KC41	Ladbroke Crescent	Urban Background	524287	181193	NO_2	8.0	70.0	No	2.2
KC42	Pembridge Square Library	Roadside	525201	180702	NO_2	9.0	6.0	No	3.1
KC43	St Marks Grove	Urban Background	525955	177486	NO_2	12.0	38.0	No	2.3
KC44	Donne Place	Urban Background	527340	178825	NO_2	15.0	55.0	No	2.4
KC45	Chatsworth Court	Roadside	525268	178938	NO_2	13.0	13.0	No	2.0
KC47	All Saint's College	Urban Background	524051	181752	NO_2	10.0	8.5	Yes	2.1
KC47	All Saint's College	Urban Background	524051	181752	NO_2	10.0	8.5	Yes	2.1

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	Distance to Relevant Exposure (m) [1]	Distance to kerb of nearest road (m) [2]	Tube Co-located with Continuous Analyser?	Tube Height (m)
KC47	All Saint's College	Urban Background	524051	181752	NO_2	10.0	8.5	Yes	2.1
KC48	Sloane Square	Roadside	528040	178674	NO_2	1.0	7.0	No	3.0
KC49	Harrods	Roadside	527531	179409	NO_2	1.0	4.0	No	2.5
KC50	Chelsea Physic Garden (Gate)	Roadside	527729	177733	NO_2	1.0	4.0	No	2.9
KC51	Chelsea Physic Garden (Met Station)	Urban Background	527690	177811	NO_2	3.0	92.0	No	1.5
KC52	Sloane Avenue	Roadside	527407	178659	NO_2	5.0	2.6	No	2.4
KC53	Walmer House	Urban Background	523796	181189	NO_2	20.0	12.5	No	2.3
KC54	Cromwell Road / NHM	Roadside	526531	178963	NO_2	10.0	3.1	Yes	2.6

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	Distance to Relevant Exposure (m) [1]	Distance to kerb of nearest road (m) [2]	Tube Co-located with Continuous Analyser?	Tube Height (m)
KC54	Cromwell Road / NHM	Roadside	526531	178963	NO_2	10.0	3.1	Yes	2.6
KC54	Cromwell Road / NHM	Roadside	526531	178963	NO_2	10.0	3.1	Yes	2.6
KC55	Blantyre Street	Urban Background	526605	177428	NO_2	20.0	100.0	No	3.0
KC56	Chelsea Old Town Hall	Roadside	527268	178091	NO_2	14.0	9.0	No	3.1
KC57	Pavilion Street / Sloane Avenue	Roadside	527884	179144	NO_2	25.0	3.0	No	2.4
KC58	KHS / Kensington Church Street	Roadside	525639	179678	NO_2	1.0	13.0	No	2.7
KC59	KHS / Argyll Street	Kerbside	525341	179463	NO_2	1.0	0.7	No	2.5

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	Distance to Relevant Exposure (m) [1]	Distance to kerb of nearest road (m) [2]	Tube Co-located with Continuous Analyser?	Tube Height (m)
KC60	Old Brompton Road / Draycott Ave	Kerbside	526191	178430	NO_2	8.0	0.7	No	2.5
KC61	Fulham Road / Limerston Street	Roadside	526384	177878	NO_2	20.0	10.0	No	2.4
KC64	Warwick Road	Roadside	524826	178903	NO_2	8.0	3.5	No	2.6
KC65	Barlby Road	Roadside	523900	182114	NO_2	20.0	0.5	No	1.8
KC66	Acklam Road	Other	524544	181895	NO_2	18.0	16.0	No	2.5
KC67	Southern Row	Other	524059	182149	NO_2	55.0	38.0	No	2.5
KC68	Exhibition Road	Kerbside	526862	179112	NO_2	0.5	0.5	No	2.1

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	Distance to Relevant Exposure (m) [1]	Distance to kerb of nearest road (m) [2]	Tube Co-located with Continuous Analyser?	Tube Height (m)
KC69	Darfield Way	Urban Background	523586	180893	NO_2	2.0	11.7	No	2.0
KC70	Oakley Street	Kerbside	527173	177984	NO_2	4.0	0.8	No	2.0
KC71	Oakley Street	Kerbside	527269	177814	NO_2	4.0	0.7	No	2.0
KC72	Oakley Street	Kerbside	527332	177718	NO_2	4.0	0.8	No	2.0
KC73	Oakley Street	Kerbside	527227	177918	NO_2	4.0	0.6	No	2.0
KC74	Hans Road	Kerbside	527620	179319	NO_2	3.1	0.3	No	2.2
KC75	Basil Street	Kerbside	527687	179379	NO_2	3.4	0.7	No	2.0
KC76	Basil Street	Kerbside	527677	179327	NO_2	3.4	0.8	No	2.0
KC77	Lonsdale Road	Kerbside	524762	181048	NO_2	1.7	0.7	No	2.0

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	Distance to Relevant Exposure (m) [1]	Distance to kerb of nearest road (m) [2]	Tube Co-located with Continuous Analyser?	Tube Height (m)
KC78	Lonsdale Road	Kerbside	524822	181066	NO_2	3.0	0.7	No	2.0
KC79	Cadogan Gardens	Kerbside	527882	178738	NO_2	1.5	0.4	No	2.0
KC80	Pavilion Road	Kerbside	527917	178755	NO_2	2.3	1.2	No	2.0
KC81	Brompton Square	Urban Centre	527166	179334	NO_2	20.0	65.0	No	2.7
KC82	KHS LP029	Kerbside	524765	179138	NO_2	0.5	0.5	No	2.0
KC83	KHS LP018	Kerbside	524920	179231	NO_2	0.5	0.5	No	2.3
KC84	KHS / Earls Terrace LP011	Kerbside	525001	179277	NO_2	0.5	0.5	No	2.0
KC85	KHS LP010	Roadside	525025	179290	NO_2	1.0	0.5	No	2.0

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	Distance to Relevant Exposure (m) [1]	Distance to kerb of nearest road (m) [2]	Tube Co-located with Continuous Analyser?	Tube Height (m)
KC86	KHS LP064	Roadside	525165	179355	NO_2	1.0	0.5	No	2.0
KC88	KHS LP060	Kerbside	525219	179388	NO_2	0.5	0.5	No	2.0
KC89	KHS LP054	Kerbside	525291	179433	NO_2	0.5	0.5	No	2.0
KC91	KHS LP033	Kerbside	525521	179571	NO_2	0.5	0.5	No	2.1
KC92	KHS LP029	Kerbside	525568	179608	NO_2	0.5	0.5	No	2.1
KC93	KHS LP025	Kerbside	525612	179640	NO_2	0.5	0.5	No	2.1
KC94	KHS LP014	Roadside	525720	179693	NO_2	0.5	1.0	No	2.1
KC95	KHS / Kensington Palace Gardens	Kerbside	525787	179717	NO_2	0.5	0.3	No	2.0

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	Distance to Relevant Exposure (m) [1]	Distance to kerb of nearest road (m) [2]	Tube Co-located with Continuous Analyser?	Tube Height (m)
KC96	KHS LP002	Roadside	525879	179705	NO_2	0.5	1.0	No	2.0
KC98	KHS / Old Court Place LP011	Kerbside	525754	179689	NO_2	0.5	0.5	No	2.0
KC99	KHS LP022	Kerbside	525643	179641	NO_2	0.5	0.5	No	2.1
KC100	KHS / KHS Station LP032	Kerbside	525550	179572	NO_2	0.5	0.5	No	2.3
KC101	KHS / KHS Station LP034	Kerbside	525523	179552	NO_2	0.5	0.5	No	2.1
KC102	KHS / Wrights Land LP037	Roadside	525487	179531	NO_2	0.5	1.0	No	2.1
KC103	KHS / Three	Other	525400	179476	NO_2	0.5	5.0	No	2.5
KC104	KHS / Allen Street LP051	Kerbside	525328	179434	NO_2	0.5	0.5	No	2.1

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	Distance to Relevant Exposure (m) [1]	Distance to kerb of nearest road (m) [2]	Tube Co-located with Continuous Analyser?	Tube Height (m)
KC105	KHS / Abingdon Road LP059	Kerbside	525240	179380	NO_2	0.5	0.5	No	2.1
KC106	KHS LP062	Kerbside	525198	179354	NO_2	0.5	0.5	No	2.0
KC107	KHS / Earls Court Road LP002	Roadside	525132	179313	NO_2	1.0	1.5	No	2.0
KC108	KHS / Earls Court Road LP009	Kerbside	525034	179273	NO_2	0.5	0.5	No	2.0
KC110	KHS / Melbury Road LP021	Roadside	524889	179187	NO_2	0.5	1.0	No	2.0
KC111	KHS LP028	Kerbside	524798	179133	NO_2	0.5	0.5	No	2.0
KC112	Beaufort Street	Other	526894	177567	NO_2	0.5	2.5	No	0.5

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube Co-located with Continuous Analyser?	Tube Height (m)
KC113	Beaufort Street	Kerbside	526794	177714	NO_2	0.5	0.5	No	1.5
KC114	Holland Park Avenue	Roadside	524371	180121	NO_2	0.5	1.0	No	2.0
KC118	Penzance Place	Roadside	524207	180399	NO_2	0.5	1.0	No	2.0

Notes:

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

(2) N/A if not applicable.

1.3 Non-Automatic BTEX Monitoring Sites

There has been no change to the number of C_6H_6 (BTEX) diffusion tube monitoring sites and all fall within the borough-wide AQMA. Further details on the laboratory, method, bias adjustment, and quality control are in Appendix A. Appendix D, Figure 24 shows the locations of the BTEX sites within the borough and detailed information about each is contained in Table 4 below.

Table 4: Details of Non-Automatic BTEX Monitoring Sites for 2025

Tube ID	Site Name	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Relevant Exposure Distance	Distance to Kerb of Nearest Road	Inlet Height	Pollutant Monitored
KC01	Ladbroke Grove / North Kensington Library	524342	181271	Roadside	6 m	3.5 m	5.5 m	C_6H_6
KC02	Holland Park	524784	179599	Urban Background	5 m	380 m	4 m	C_6H_6
KC04	Dovehouse Street	527111	178165	Urban Background	30 m	45 m	2.2 m	C_6H_6
KC05	Pembridge Square Library	525191	180705	Roadside	9 m	6 m	4 m	C_6H_6
KC0X	Old Brompton Road / Clareville Grove	526496	178553	Petrol Station	3 m	12 m	N/A	C_6H_6

1.4 Comparison of Monitoring Results with AQOs

Concentration values for the following monitoring sites (bias adjusted and annualised, as required) are provided in Table 5 below. Those requiring any fall-off with distance correction have not been included here.

Table 5: Annual Mean NO_2 Monitoring Results: Automatic Monitoring (µg m^3)

Site ID	Site Type	X OS Grid Ref	Y OS Grid Ref	Valid data capture for monitoring period %[a]	Valid data capture 2025 %[b]	2019	2020	2021	2022	2023	2024	2025
		Easting	Northing									
KC1	Urban Background	524041	181752	98.96	98.96	27.4	21	20	18	18	16	16
KC2	Roadside	526520	178968	99.51	99.51	**43.7**	30	30	30	30	27	27
KC3	Kerbside	527518	179395	99.64	99.64	**54.4**	32	34	36	33	29	30
KC4	Roadside	527267	178089	99.03	99.03	**55**	**40**	39	35	34	31	30
KC5	Kerbside	525695	178364	99.62	99.62	**55.9**	37	**44**	**41**	37	33	34

Notes:

The annual mean concentrations are presented as µg m^{-3}.

Exceedances of the NO_2 annual mean AQO of 40 µg m^{-3} are shown in **bold and shaded in a peach colour**.

NO_2 annual means in excess of 60 µg m^{-3}, indicating a potential exceedance of the NO_2 hourly mean AQS objective are shown in **bold and underlined**.

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

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

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

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

1.5 Interpretation of Automatic Monitoring Results

Across the seven-year period (2019–2025), annual mean NO_2 concentrations show a clear downward trend at all automatic monitoring sites. KC1 (in All Saints College) is an urban background site and concentrations there have declined steadily from 27.4 µg m^{-3} in 2019 to 16 µg m^{-3} in 2024–2025, indicating sustained improvement in wider-area concentrations. The roadside and kerbside locations show larger absolute reductions, with a marked step-change between 2019 and 2020 (e.g. KC2: 43.7 to 30 µg m^{-3}; KC3: 54.4 to 32 µg m^{-3}; KC4: 55 to 40 µg m^{-3}; KC5: 55.9 to 37 µg m^{-3}) while lockdown conditions took place, followed by smaller year-on-year decreases thereafter.

In 2025, all sites are below the NAQO and WHO 2005 Guideline Value of 40 µg m^{-3}. This is the third consecutive year that the Council has been able to report that all its automatic monitoring locations have met these standards, but it remains some way from meeting the WHO 2021 Guideline Value of 10 µg m^{-3}. Indeed, concentrations in 2025 remained very similar to 2024. The greatest residual concentrations remain at kerbside/roadside sites (KC3–KC5). Overall, however the pattern is consistent with improving roadside air quality and a narrowing gap between kerbside/roadside sites and the background location over time, while indicating that traffic-influenced sites still represent the highest exposure locations.

All sites had excellent data capture rates (>98%).

Figure 1: Annual Mean NO_2 Concentrations (2018-2025): Automatic Monitoring Stations

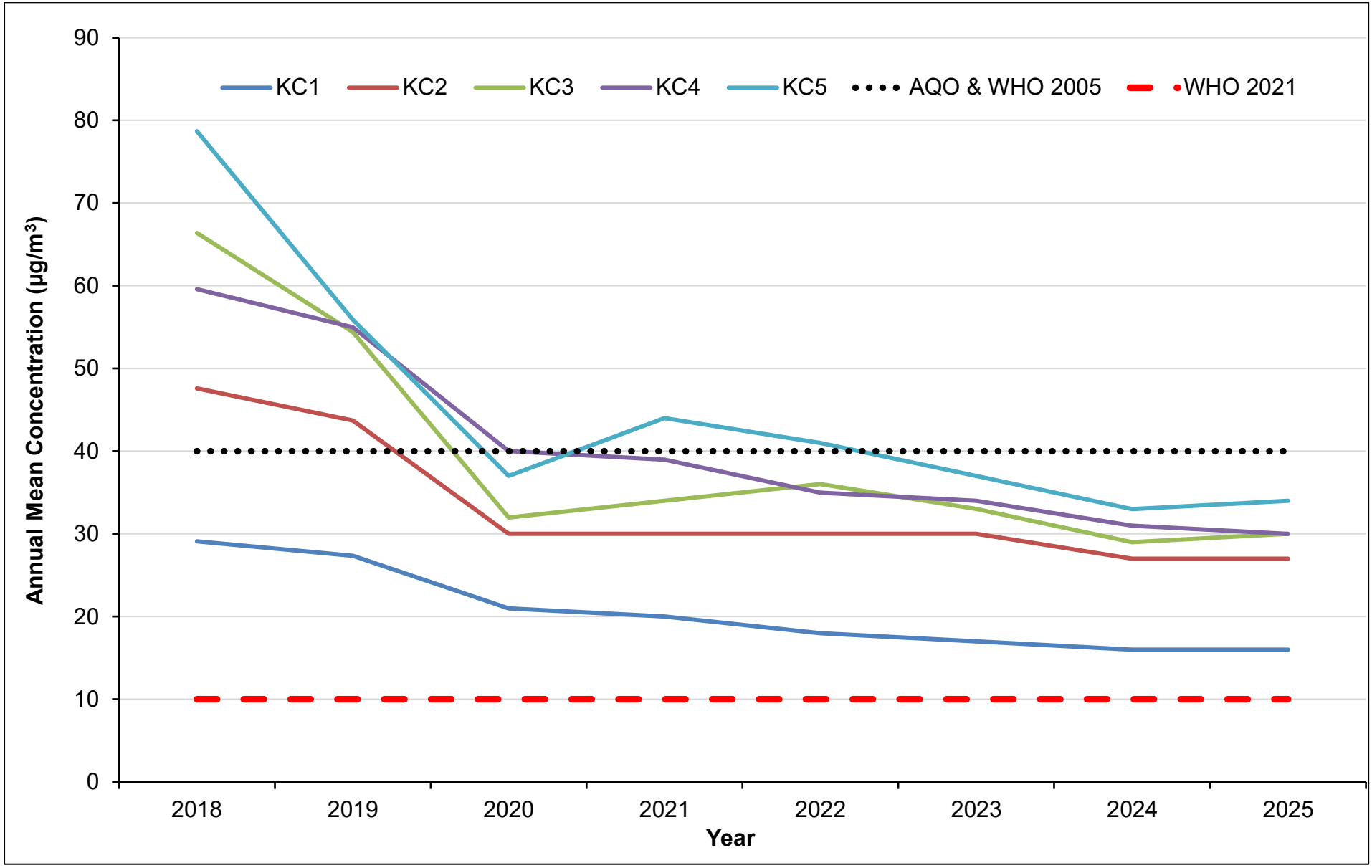

Table 6: Annual Mean NO_2 Monitoring Results: Non-Automatic Monitoring (µg m^3)

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)	2019	2020	2021	2022	2023	2024	2025
KC31	524349	181265	Roadside	100.0	100.0	**42.6**	31.8	27.3	25.7	25.5	22.4	25.2
KC32	524786	179600	Urban Background	100.0	100.0	23.8	17.2	15.9	15.1	13.8	12.6	14.3
KC33	525355	178841	Roadside	100.0	100.0	**71.6**	**50.5**	**43.8**	**40.5**	**40.6**	36.3	36.0
KC34	527136	178105	Urban Centre	100.0	100.0	36.3	26.5	23.4	22.6	20.3	17.8	18.2
KC35	527225	179163	Roadside	82.7	82.7	**56.0**	38.0	34.8	34.6	35.0	32.0	32.9
KC38	525558	178560	Roadside	100.0	100.0	**70.3**	**47.1**	**41.0**	36.1	35.9	34.5	32.8
KC39	526324	177024	Roadside	100.0	100.0	29.2	22.9	22.7	17.9	15.9	14.0	15.1
KC41	524287	181193	Urban Background	100.0	100.0	30.5	22.4	20.9	20.2	19.4	16.4	18.8
KC42	525201	180702	Roadside	100.0	100.0	34.5	24.5	20.3	20.9	18.0	17.5	18.9
KC43	525955	177486	Urban Background	100.0	100.0	29.9	22.4	21.2	18.0	17.4	15.3	16.5
KC44	527340	178825	Urban Background	100.0	100.0	33.1	24.0	25.5	18.4	18.5	15.5	19.0
KC45	525268	178938	Roadside	100.0	100.0	**41.9**	28.8	22.1	24.6	23.2	20.5	22.2
KC47	524051	181752	Urban Background	100.0	100.0	27.2	19.8	18.6	17.3	16.2	14.4	15.7

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])	2019	2020	2021	2022	2023	2024	2025
KC47	524051	181752	Urban Background	100.0	100.0	27.2	19.8	18.6	17.3	16.2	14.4	15.7
KC47	524051	181752	Urban Background	100.0	100.0	27.2	19.8	18.6	17.3	16.2	14.4	15.7
KC48	528040	178674	Roadside	100.0	100.0	**49.9**	**41.6**	36.6	32.1	31.3	28.9	31.3
KC49	527531	179409	Urban Centre	75.0	75.0	**59.9**	39.1	36.7	**41.4**	**43.4**	38.8	38.9
KC50	527729	177733	Roadside	100.0	100.0	**45.9**	28.5	26.6	23.2	22.1	18.8	20.2
KC51	527690	177811	Urban Background	90.4	90.4	31.4	27.0	17.7	16.1	16.0	13.7	16.7
KC52	527407	178659	Roadside	100.0	100.0	39.4	30.7	28.5	27.3	25.1	22.6	23.2
KC53	523796	181189	Urban Background	100.0	100.0	38.0	28.6	24.9	22.5	21.0	19.6	19.9
KC54	526531	178963	Roadside	100.0	100.0	**48.8**	34.8	32.0	33.2	33.0	28.9	28.7
KC54	526531	178963	Roadside	100.0	100.0	**48.8**	34.8	32.0	33.2	33.0	28.9	28.7
KC54	526531	178963	Roadside	100.0	100.0	**48.8**	34.8	32.0	33.2	33.0	28.9	28.7
KC55	526605	177428	Urban Background	90.4	90.4	37.5	26.4	24.0	22.9	20.1	19.0	20.7
KC56	527268	178091	Roadside	100.0	100.0	**51.2**	**40.0**	36.5	31.6	31.6	27.7	29.7
KC57	527884	179144	Roadside	100.0	100.0	**42.8**	27.0	26.2	23.4	21.1	20.2	23.1
KC58	525639	179678	Roadside	82.7	82.7	**46.0**	36.9	30.0	28.5	25.1	24.0	28.1

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%)([1])	Valid Data Capture 2025 (%)([2])	2019	2020	2021	2022	2023	2024	2025
KC59	525341	179463	Kerbside	100.0	100.0	**59.2**	**52.2**	39.8	35.0	32.7	32.1	35.0
KC60	526191	178430	Kerbside	100.0	100.0	**50.9**	34.1	29.3	28.6	27.3	24.9	24.2
KC61	526384	177878	Roadside	92.3	92.3	**43.6**	33.4	29.9	27.3	27.7	24.6	25.2
KC64	524826	178903	Roadside	100.0	100.0	**41.6**	33.0	29.8	28.2	24.8	22.6	24.0
KC65	523900	182114	Roadside	84.6	84.6	33.2	24.6	21.4	20.2	18.8	17.9	19.6
KC66	524544	181895	Other	100.0	100.0	33.6	27.3	22.1	20.5	18.1	17.1	19.3
KC67	524059	182149	Other	100.0	100.0	35.3	25.6	22.7	21.1	20.5	18.3	17.9
KC68	526862	179112	Kerbside	100.0	100.0	39.1	30.7	24.4	22.7	22.3	23.8	23.4
KC69	523586	180893	Urban Background	59.6	59.6	37.0	24.0	29.2	19.5	19.0	18.1	17.1
KC70	527173	177984	Kerbside	69.2	69.2	**50.1**	36.8	28.4	29.7	29.5	24.4	23.4
KC71	527269	177814	Kerbside	82.7	82.7	**41.6**	30.8	32.0	25.6	24.9	20.5	23.4
KC72	527332	177718	Kerbside	80.8	80.8	**51.5**	35.7	27.4	30.4	28.0	25.1	28.5
KC73	527227	177918	Kerbside	100.0	100.0	**41.2**	30.2	24.6	24.2	23.7	20.4	22.4
KC74	527620	179319	Kerbside	75.0	75.0	38.8	27.8	28.5	26.4	24.7	21.9	26.3
KC75	527687	179379	Kerbside	75.0	75.0	**48.9**	30.9	33.5	28.2	27.5	24.4	25.2

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])	2019	2020	2021	2022	2023	2024	2025
KC76	527677	179327	Kerbside	100.0	100.0	**46.2**	30.4	21.8	27.1	26.2	23.1	24.4
KC77	524762	181048	Kerbside	80.8	80.8	30.4	23.3	21.4	19.4	17.2	16.9	18.1
KC78	524822	181066	Kerbside	92.3	92.3	30.4	25.5	23.0	23.5	19.2	19.4	19.8
KC79	527882	178738	Kerbside	82.7	82.7	34.1	25.6	21.6	21.3	20.1	18.0	18.4
KC80	527917	178755	Kerbside	92.3	92.3	35.8	22.0	21.0	20.4	19.4	17.3	19.0
KC81	527166	179334	Urban Centre	92.3	92.3	32.0	22.9	21.4	19.0	17.4	17.6	19.2
KC82	524765	179138	Kerbside	80.8	80.8	-	38.2	38.9	36.7	31.6	30.8	31.1
KC83	524920	179231	Kerbside	100.0	100.0	-	-	38.4	30.4	27.4	25.3	28.1
KC84	525001	179277	Kerbside	100.0	100.0	-	**44.6**	**45.6**	38.8	35.5	36.6	34.7
KC85	525025	179290	Roadside	92.3	92.3	-	**41.8**	38.2	32.9	25.5	29.3	31.1
KC86	525165	179355	Roadside	100.0	100.0	-	36.8	34.9	33.6	33.0	28.4	29.9
KC87	525219	179388	Roadside	N/A	N/A	-	38.6	38.6	34.7	31.0	30.3	N/A
KC88	525291	179433	Kerbside	100.0	100.0	-	**42.0**	38.7	33.6	35.6	31.5	34.3
KC89	525521	179571	Kerbside	100.0	100.0	-	**50.4**	**51.3**	**40.0**	37.1	36.4	34.4
KC90	525568	179608	Other	N/A	N/A	-	-	**44.5**	35.5	38.0	34.7	N/A

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%)([1])	Valid Data Capture 2025 (%)([2])	2019	2020	2021	2022	2023	2024	2025
KC91	525612	179640	Kerbside	100.0	100.0	-	**52.4**	**49.3**	**44.1**	**40.3**	38.1	**42.7**
KC92	525720	179693	Kerbside	90.4	90.4	-	-	**42.5**	37.6	34.2	29.8	35.6
KC93	525787	179717	Kerbside	84.6	84.6	-	**43.0**	**47.3**	**43.4**	**41.0**	39.9	38.0
KC94	525879	179705	Roadside	82.7	82.7	-	37.4	**44.0**	**41.6**	**41.3**	**40.3**	39.3
KC95	525754	179689	Kerbside	75.0	75.0	-	**44.8**	**47.2**	**42.1**	**42.6**	38.8	37.8
KC96	525643	179641	Roadside	75.0	75.0	-	-	**41.1**	37.7	35.1	33.9	33.5
KC97	525550	179572	Roadside	N/A	N/A	-	**45.7**	**42.4**	**41.5**	**41.0**	36.1	N/A
KC98	525523	179552	Kerbside	82.7	82.7	-	**46.3**	**44.7**	**44.6**	**42.4**	**41.4**	**41.9**
KC99	525487	179531	Kerbside	90.4	90.4	-	**46.4**	**45.3**	**44.0**	38.2	32.7	38.0
KC100	525400	179476	Kerbside	100.0	100.0	-	**50.3**	**41.9**	**40.8**	37.7	35.9	**42.4**
KC101	525328	179434	Kerbside	100.0	100.0	-	**49.1**	**42.6**	**40.4**	38.1	33.8	39.9
KC102	525240	179380	Roadside	100.0	100.0	-	**44.7**	**43.1**	**40.3**	38.2	37.4	39.7
KC103	525198	179354	Other	100.0	100.0	-	-	32.4	28.9	31.0	26.7	29.8
KC104	525132	179313	Kerbside	100.0	100.0	-	**44.6**	37.1	32.8	31.7	30.3	31.4
KC105	525034	179273	Kerbside	100.0	100.0	-	**40.4**	39.7	34.3	32.9	32.9	33.9

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%)([1])	Valid Data Capture 2025 (%)([2])	2019	2020	2021	2022	2023	2024	2025
KC106	524889	179187	Kerbside	100.0	100.0	-	**42.3**	38.1	33.7	31.1	29.8	32.5
KC107	524798	179133	Roadside	100.0	100.0	-	35.0	36.3	29.6	27.2	27.1	30.4
KC108	525034	179273	Kerbside	100.0	100.0	-	31.7	31.0	29.8	26.5	23.1	27.4
KC109	524958	179233	Kerbside	N/A	N/A	-	36.9	35.5	32.9	29.4	27.4	N/A
KC110	524889	179187	Roadside	100.0	100.0	-	34.4	33.7	29.8	27.6	25.3	28.1
KC111	524798	179133	Kerbside	100.0	100.0	-	34.6	31.8	28.5	25.9	23.9	25.8
KC112	526894	177567	Roadside	57.7	57.7	-	-	-	-	-	-	20.1
KC113	526794	177714	Roadside	92.3	92.3	-	-	-	-	-	-	31.6
KC114	524371	180121	Kerbside	82.7	82.7	-	-	-	-	-	-	32.2
KC118	524207	180399	Kerbside	75.0	75.0	-	-	-	-	-	-	21.0

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

☒ Diffusion tube data has been bias adjusted.

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

Notes:

The annual mean concentrations are presented as μg m^{-3}.

Exceedances of the NO_2 annual mean objective of 40μg m^{-3} are shown in **bold** and shaded in pink

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" in accordance with LLAQM Technical Guidance if valid data capture for the calendar year is less than 75% and greater than 25%.

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

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

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

1.6 Interpretation of Non-Automatic Monitoring Annual Mean NO_2 Results

Table 6 shows that annual mean NO_2 concentrations have generally declined over the past seven years, indicating an overall long-term improvement across the diffusion tube (non-automatic) network**.** Data from 2025 shows that three sites remain above the NAQO of 40 µg m^{-3}: KC91 (42.7 µg m^{-3}), KC98 (41.9 µg m^{-3}) and KC100 (42.4 µg m^{-3}). However, compared with 2024, the position in 2025 was mixed with only 12 sites showing slight improvements. While most sites remained compliant and showed only small year-on-year variation, KC91 increased from 38.1 to 42.7 µg m^{-3} and KC100 increased from 35.9 to 42.4 µg m^{-3}, moving above the objective, while KC98 rose slightly from 41.4 to 41.9 µg m^{-3} and remained above the objective, as shown in Table 7. These three tubes are all on Kensington High Street and are within one of the borough's Air Quality Focus Areas (see figure 27 in Appendix D).

Last year we commented that not all sites achieved a data capture rate of 100% for the monitoring period; some were below 75 per cent. We decided to decommission four sites along Kensington High Street (KC87, KC90, KC97, and K109) that had the lowest data capture and introduce four new ones elsewhere. The two in Beaufort Street (KC112 and KC113) were in response to a request from a resident. We will continue to keep data capture under review with a view to further changes at the end of 2026.

Table 7: Sites which exceeded the NO_2 Annual Mean objective in 2025

Site ID	Site Type	Data Capture	2024	2025	Difference
KC91	Kerbside	100%	38.1	**42.7**	+ 4.6 µg m^{-3}
KC98	Kerbside	82.7%	**41.4**	**41.9**	+ 0.5 µg m^{-3}
KC100	Kerbside	100%	35.9	**42.4**	+ 6.5 µg m^{-3}

Figure 2: Annual Mean NO_2 Concentrations (2021-2025): Roadside Monitoring Locations (excluding Kensington High Street)

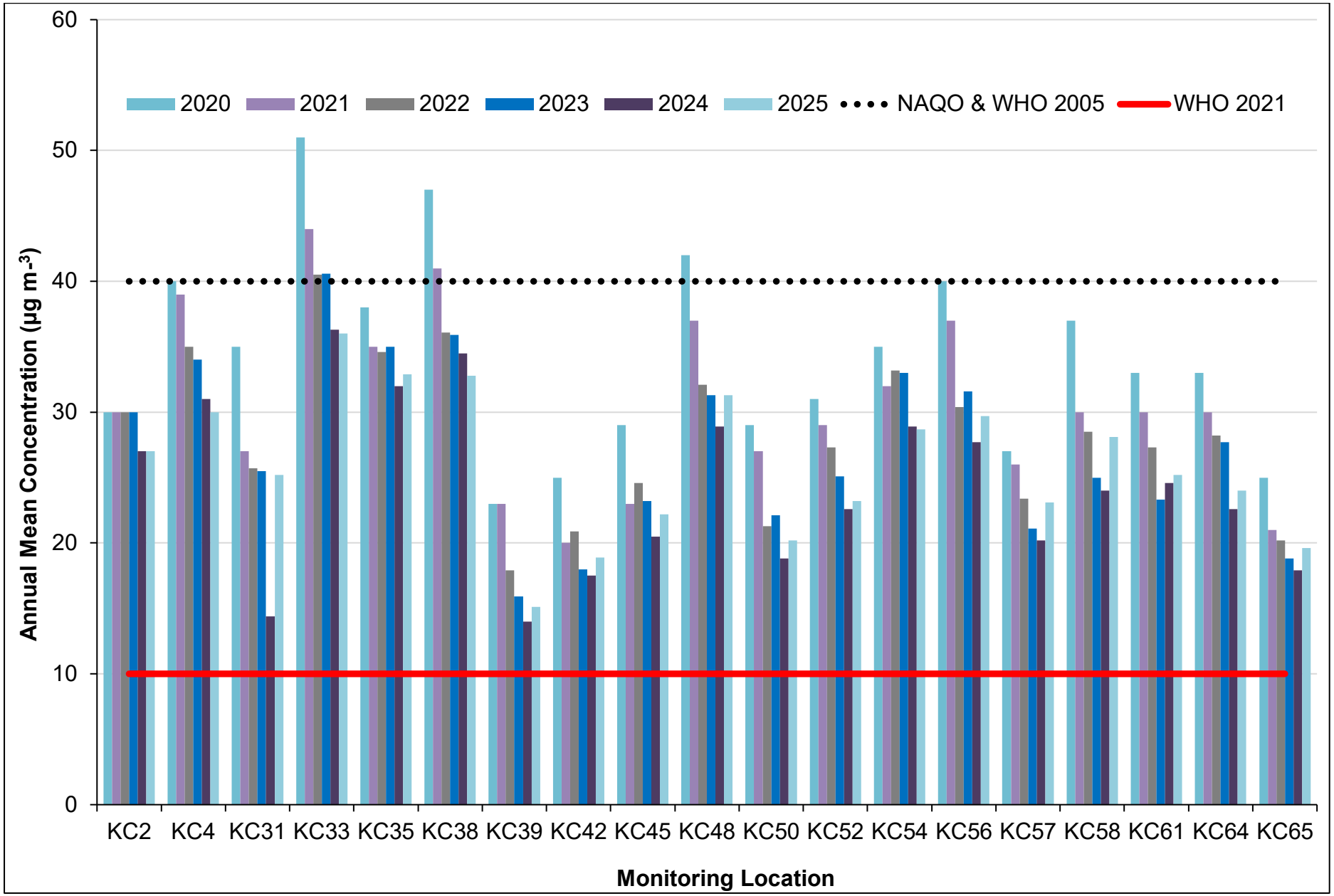

Figure 3: Annual Mean NO_2 Concentrations (2021-2025): Kerbside Monitoring Locations (excluding Kensington High Street)

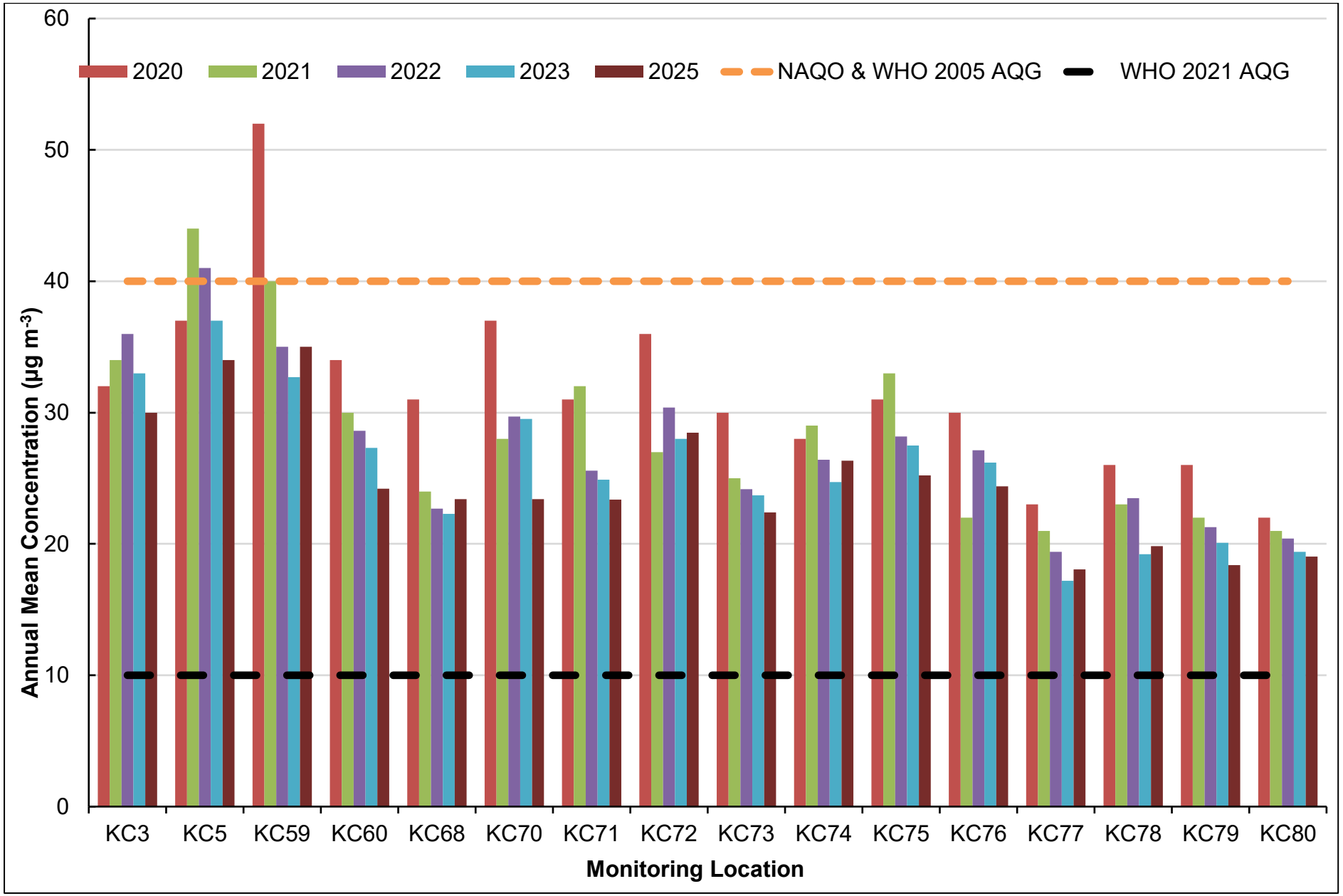

Figure 4: Annual Mean NO_2 Concentrations (2021-2025): Kerbside Monitoring Locations on Kensington High Street

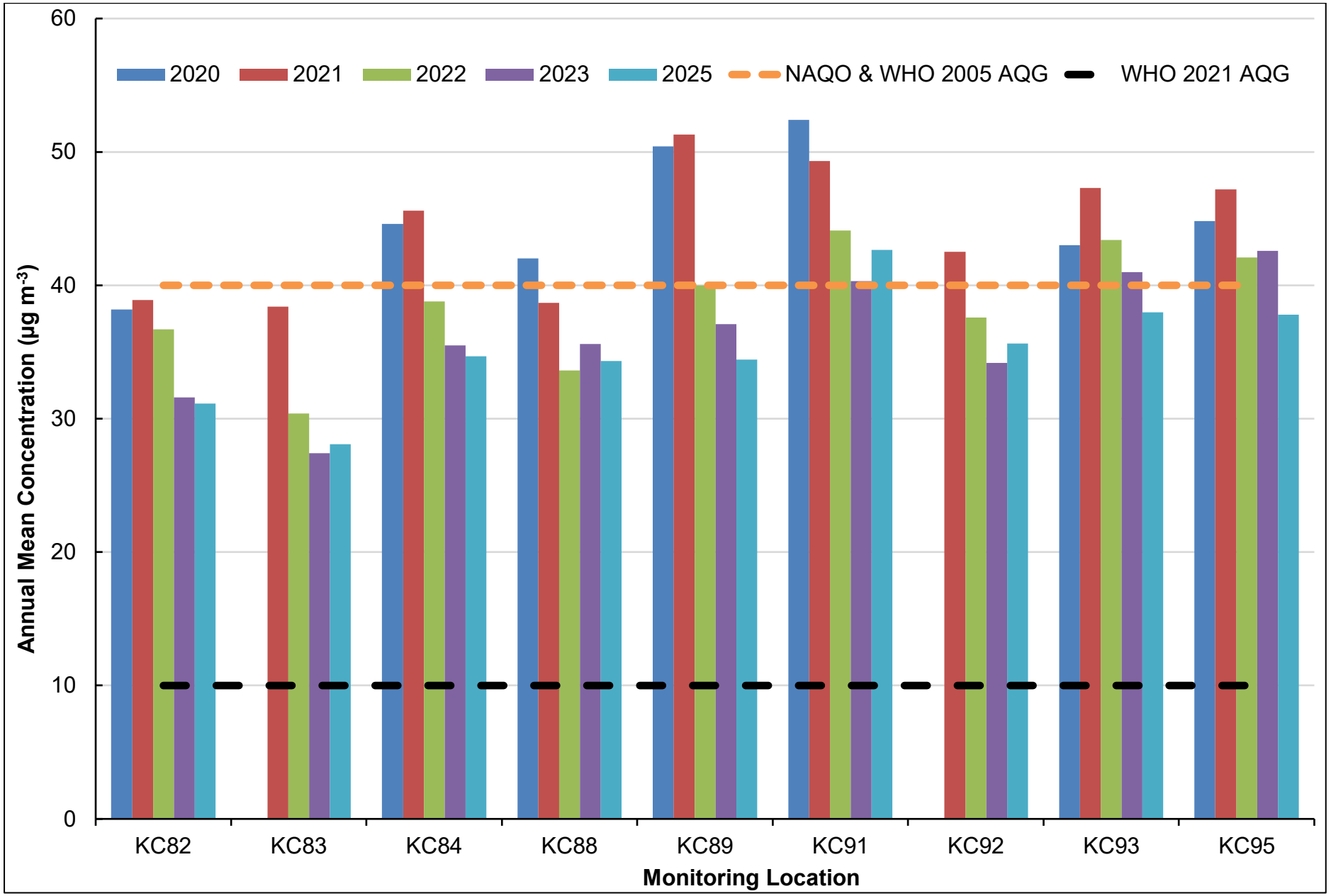

Figure 5: Annual Mean NO_2 Concentrations (2021-2025): Urban Background and Urban Centre Locations

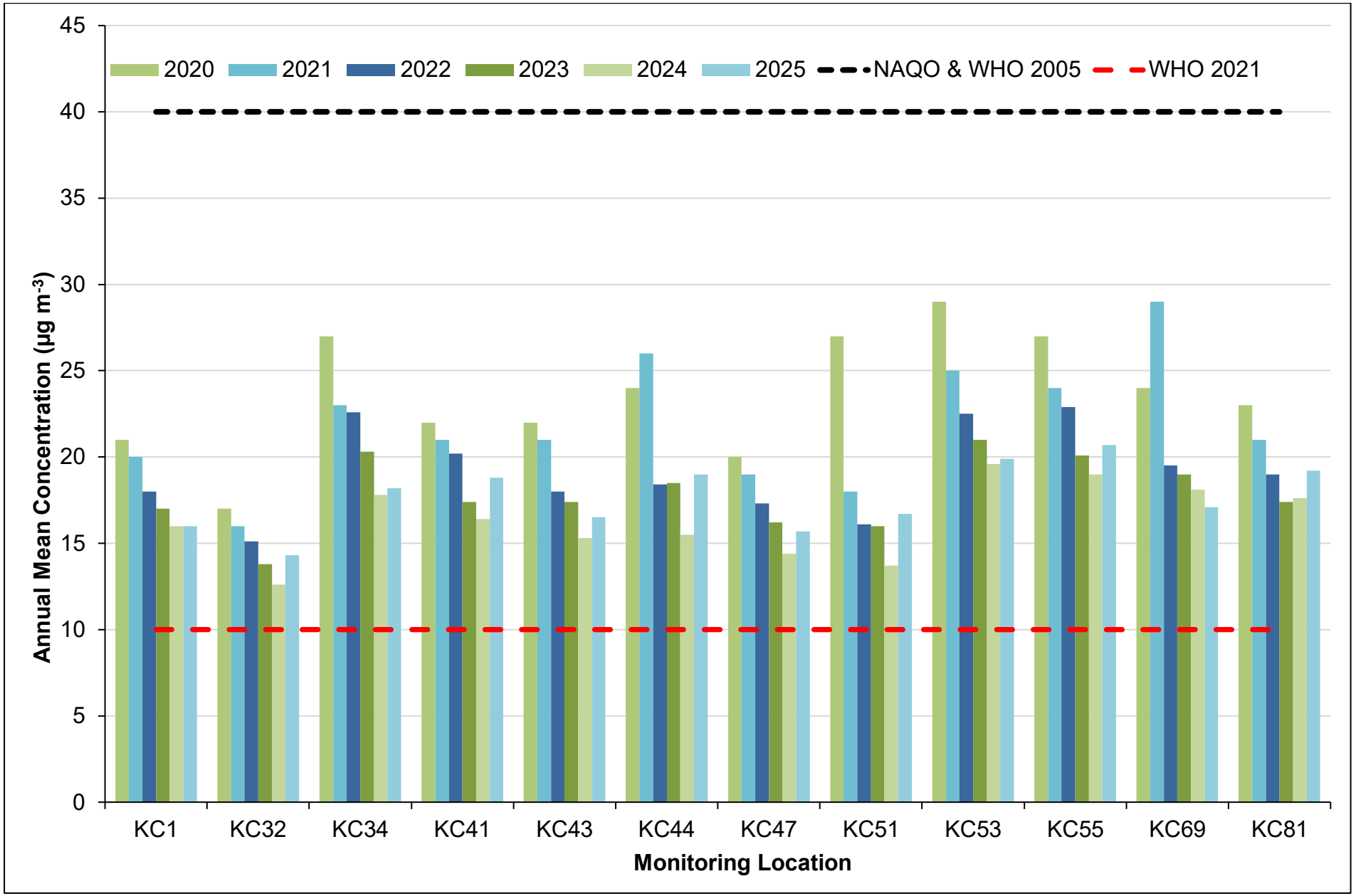

Figure 6: Annual Mean NO_2 Concentrations (2013-2025): Railway Monitoring Locations

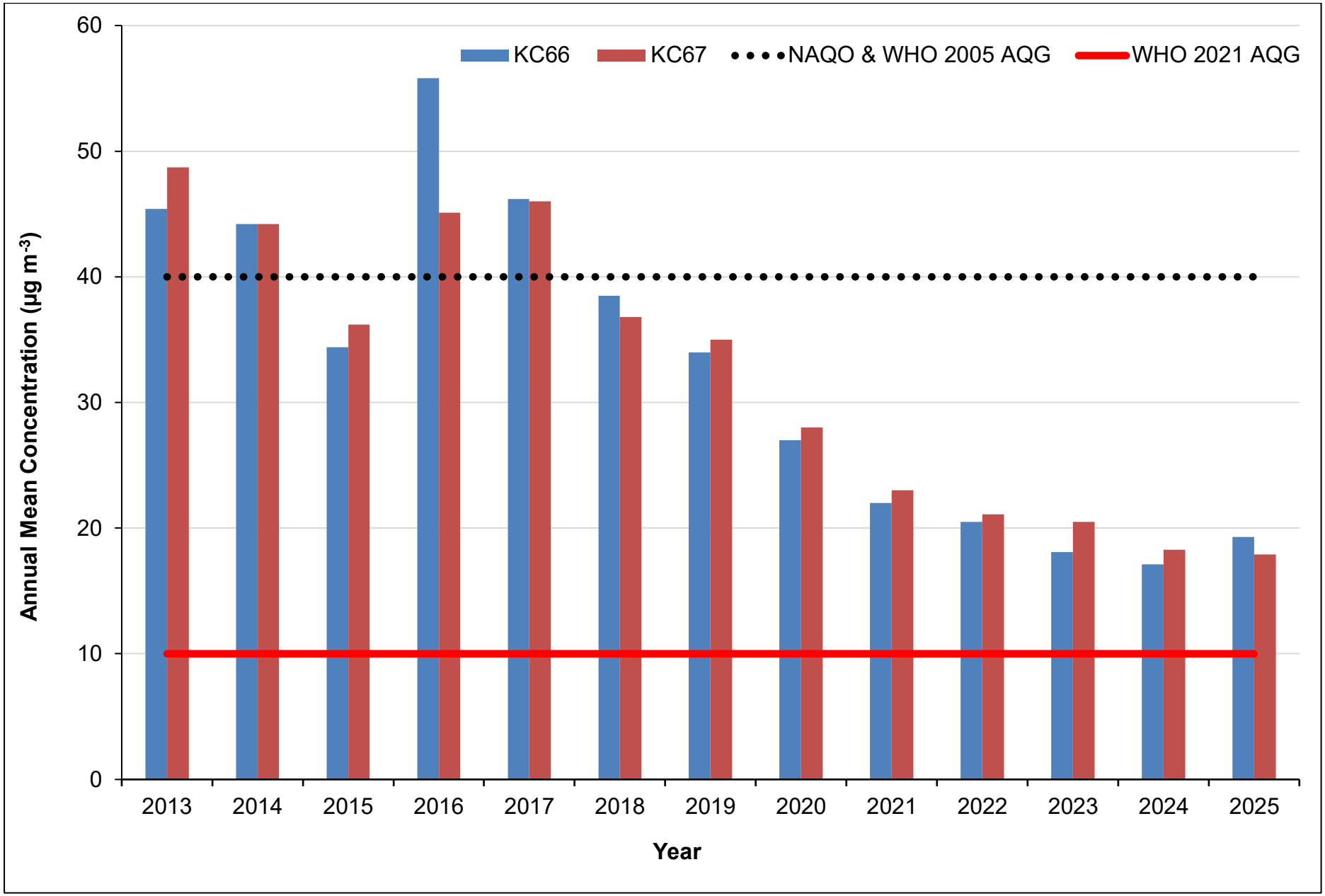

Table 8: NO_2 Automatic Monitoring Results: Comparison with 1-hour Mean Objective, Number of 1-Hour Means > 200 µg m^3

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid data capture for monitoring period %([a])	Valid data capture 2025 %([b])	2019	2020	2021	2022	2023	2024	2025
KC1	524041	181752	Urban Background	98.94	98.98	0	0	0	0	0	0	0
KC2	526520	178968	Roadside	99.10	99.10	0	0	0	0	0	0	0
KC3	527518	179395	Kerbside	95.30	95.30	15	3	0	0	0	0	0
KC4	527267	178089	Roadside	99.30	99.30	0	0	0	0	0	0	0
KC5	525695	178364	Kerbside	99.51	99.51	2	0	0	0	0	0	0

Notes

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

Exceedance of the NO_2 short term AQO of 200 µg m^{-3} over the permitted 18 hours per year are shown in **bold**.

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

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

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

1.7 Interpretation of NO_2 Automatic 1-Hour Mean Objective Results

Compliance with the NAQO NO_2 1-hour mean objective of 200 µg m^{-3} (not to be exceeded more than 18 times in a year) was achieved at all five automatic monitoring locations during 2025 with no exceedances. This is the seventh consecutive year that all locations have achieved compliance with this objective. The WHO also recommend a 1-hour objective of 200 µg m^{-3}; however, this

is not to be exceeded more than once in a year. All sites have met this objective for the last four years, whilst KC1, KC2 and KC4, as Table 8 demonstrates, have achieved this for considerably longer.

Figure 7 presents the number of 1-hour means in excess of the NAQO for the period of 2019-2024. At KC3 (Knightsbridge) and KC5 (Earl's Court Road), there has been an overall downward trend in concentrations between 2018 to 2022. Exceedances at KC1, KC2 and KC4 have remained consistent throughout the most recent five-year period with no 1-hour NO_2 mean concentrations in excess of 200 µg m^{-3}.

Figure 7: NO_2 Automatic 1-Hour Mean Objective

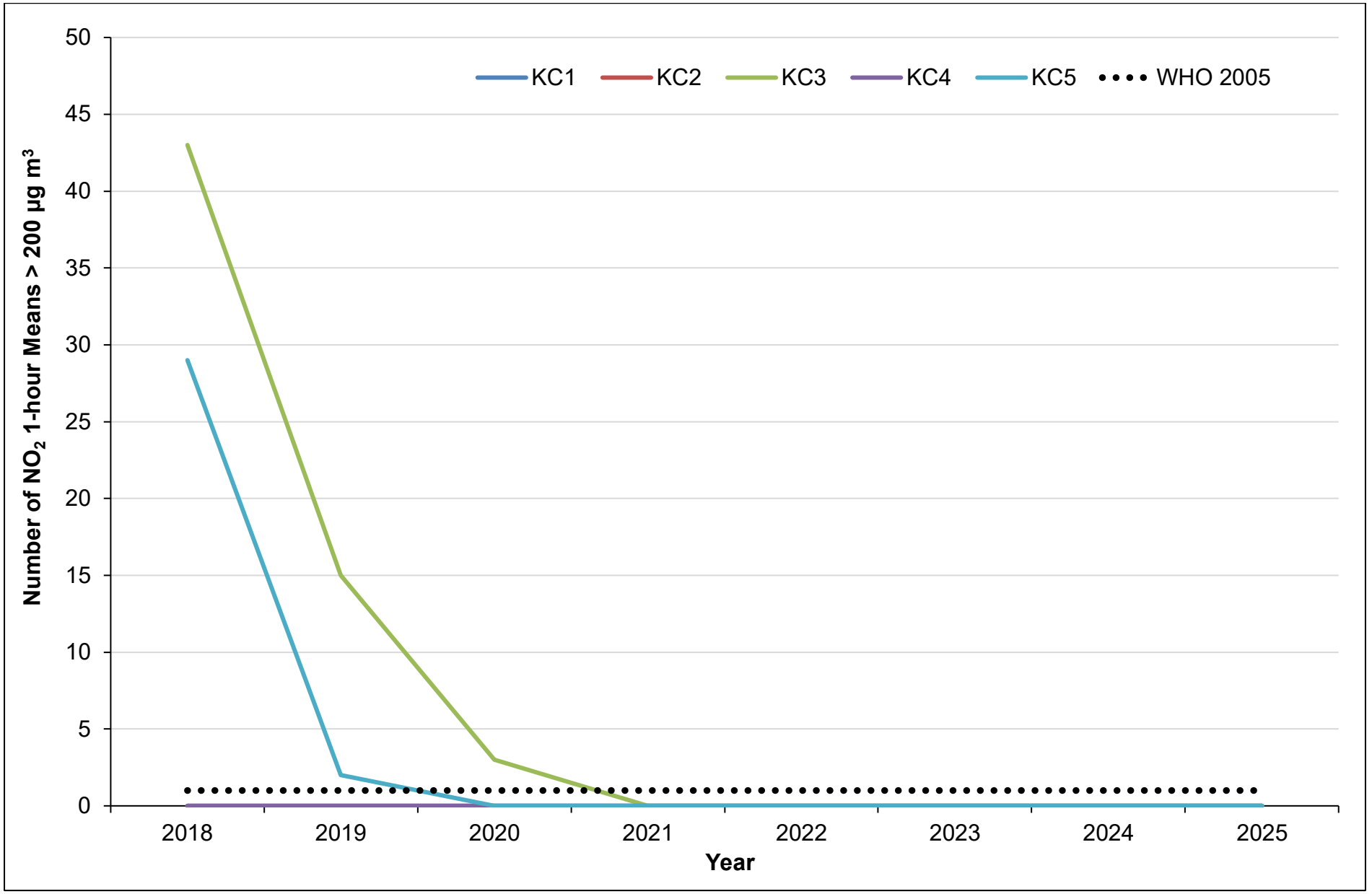

Table 9: Annual Mean PM_{10} Automatic Monitoring Results (µg m^3)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid data capture for monitoring period %(a)	Valid data capture 2025 %(b)	2019	2020	2021	2022	2023	2024	2025
KC1	524041	181752	Urban Background	99.63	99.63	15	13	14	15	12	12	14
KC2	526520	178968	Roadside	89.38	89.83	-	-	17	18	15	13	16
KC5	525695	178364	Kerbside	69.93	69.93	24	24	25	22	18	19	23

Notes

The annual mean concentrations are presented as µg m^{-3}.

Exceedances of the PM_{10} annual mean AQO of 40 µg m^{-3} are shown in **bold**.

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

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

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

1.8 Interpretation of Annual Mean PM_{10} Results

Over the seven-year period (2019–2025), annual mean PM_{10} concentrations across the automatic monitoring network remained consistently below the annual mean objective of 40 µg m^{-3} and showed relatively modest year-to-year variation. KC1 (the urban background site at All Saints' College) remained broadly stable in the low-to-mid teens throughout the period, ranging from 12 to 15 µg m^{-3} and increasing slightly from 12 µg m^{-3} in 2024 to 14 µg m^{-3} in 2025. KC2 (the roadside site) also remained below the objective and, after declining from 18 µg m^{-3} in 2022 to 13 µg m^{-3} in 2024, increased to 16 µg m^{-3} in 2025. The kerbside site on Earl's Court Road (KC5) recorded the highest concentrations in each year, falling from 25 µg m^{-3} in 2021 to 19 µg m^{-3} in 2024 before increasing to 23 µg m^{-3} in 2025.

In 2025, all three sites recorded higher annual mean concentrations than in 2024, with increases of 2 µg m^{-3} at KC1, 3 µg m^{-3} at KC2 and 4 µg m^{-3} at KC5. However, data capture at KC5 was not optimal due to repeated power failure, meaning the results may not be wholly representative and should be treated with some caution. New circuit boards and analyser parts were eventually installed to rectify the problems.

The 2005 WHO annual mean guideline value for PM_{10} of 20 µg m^{-3} was met at KC1 and KC2, while the more stringent 2021 WHO annual mean guideline value of 15 µg m^{-3} was met only at KC1, with KC2 remaining close.

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Figure 8: Annual Mean PM_{10} Monitoring Results (2018-2025)

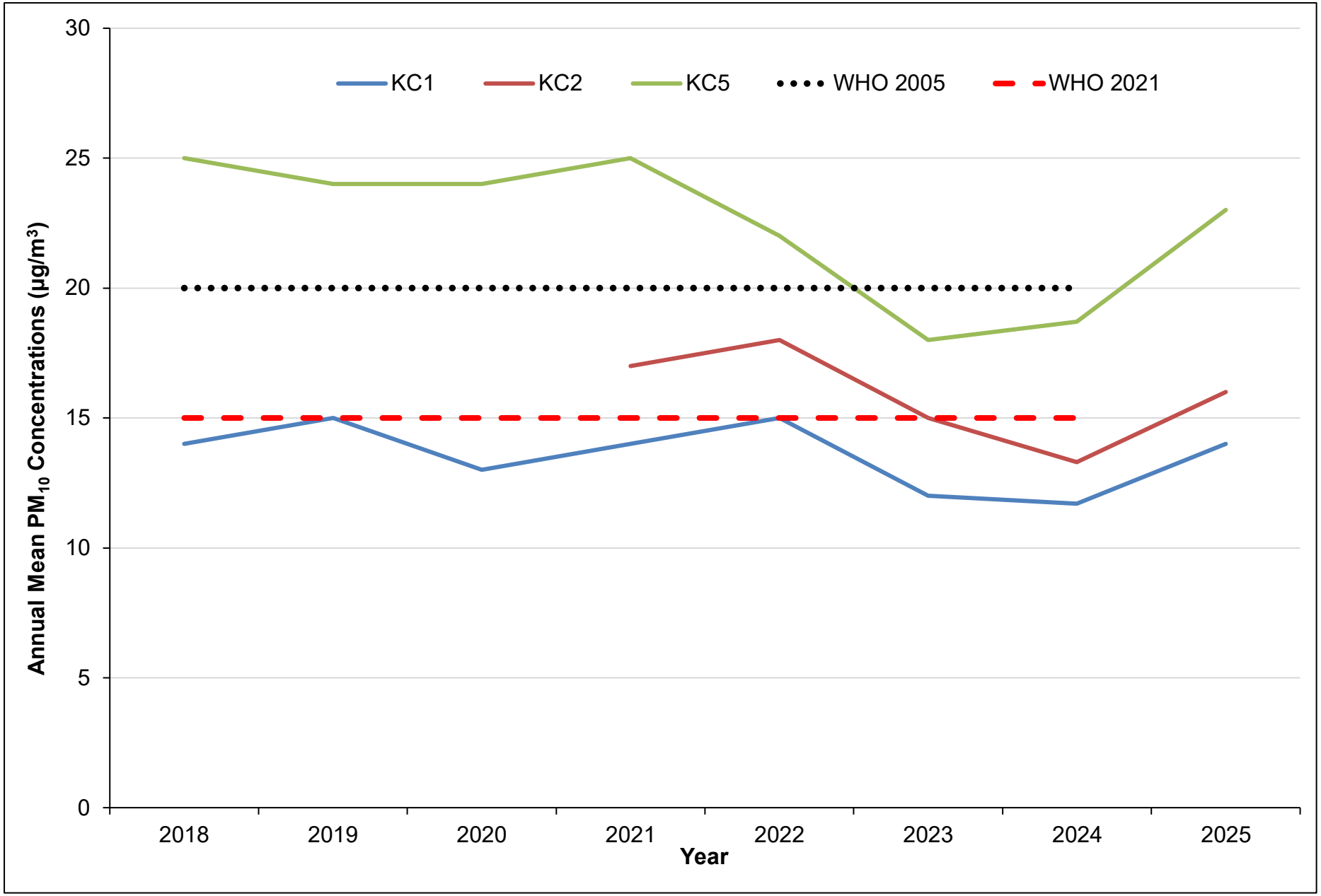

Table 10: PM_{10} Automatic Monitoring Results: Comparison with 24-Hour Mean Objective, Number of PM_{10} 24-Hour Means > 50 µg m^3

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid data capture for monitoring period %[(a)]	Valid data capture 2025 %[(b)]	2019	2020	2021	2022	2023	2024	2025
KC1	524041	181752	Urban Background	99.63	99.63	5	0	1	4	1	0	2
KC2	526520	178968	Roadside	89.38	89.83	-	-	1	4	1	0	1
KC5	525695	178364	Kerbside	69.93	69.93	13	10	6	10	5	3	7

Notes

Exceedances of the PM_{10} 24-hour mean objective (50 µg m^{-3} over the permitted 35 days per year) are shown in **bold.**

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

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

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

1.9 Interpretation of PM_{10} 24-Hour Mean objective Results

Compliance with the short-term NAQO (no more than 35 exceedances of the 24-hour mean PM_{10} objective of 50 µg m^{-3}) continued to be achieved in 2025 at all three automatic monitoring sites. However, while all sites were well within the 35 days permitted, the number of days increased, as shown in Table 10. Overall, the data currently indicates ongoing compliance across the network, with inter-annual variability rather than a consistent steady decline across all years.

The 2005 24-hour mean WHO Guideline Value is 50 µg m^{-3}, however this concentration is not to be exceeded more than once. Only KC2 achieved this in 2025. Figure 9 displays the number of daily means in excess of the short term PM_{10} NAQO across the KC1 and KC5 monitoring sites for the period of 2020-2025 and KC2 from 2020-2025.

Figure 9: Number of PM_{10} Daily Means >50 µg m^3

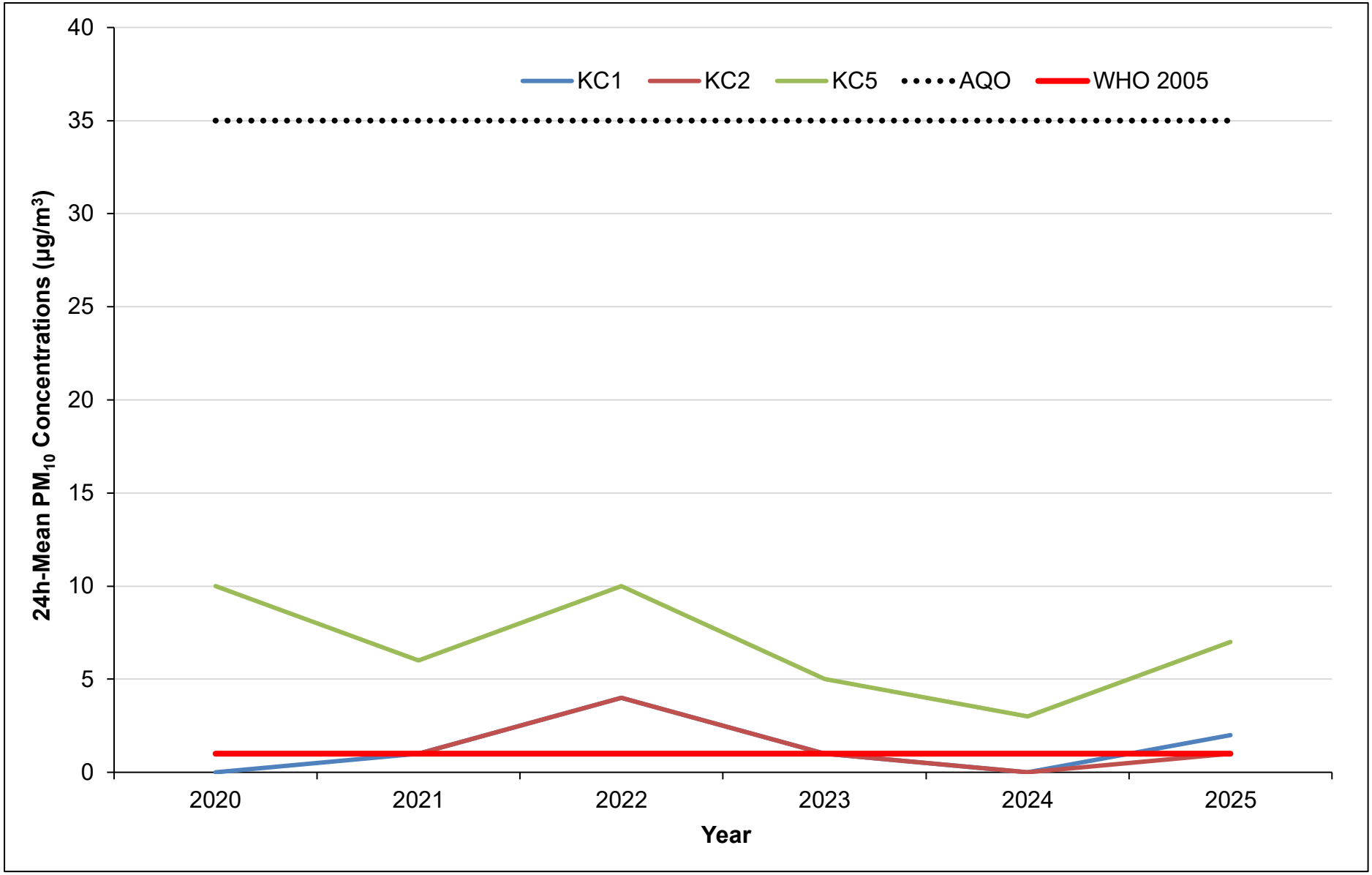

Table 11: Annual Mean $PM_{2.5}$ Automatic Monitoring Results (µg m^3)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid data capture for monitoring period %[(a)]	Valid data capture 2025 %[(b)]	2019	2020	2021	2022	2023	2024	2025
KC1	524041	181752	Urban Background	99.82	99.82	10	8	9	9	8	7	9
KC2	526520	178968	Roadside	92.28	92.28	-	-	6	10	7	7	9

Notes

The annual mean concentrations are presented as µg m^{-3}.

Exceedances of the $PM_{2.5}$ annual mean concentration target of 10 µg m^{-3} are shown in **bold**.

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

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

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

1.10 Interpretation of Annual Mean $PM_{2.5}$

The Environment Act 2021 introduced a stricter annual mean $PM_{2.5}$ concentration of 10 µgm^3, which is in line with the 2005 WHO Guideline Value, albeit with differing dates of when it should be achieved.

Table 11 and figure 10 show that compliance with the NAQO and 2005 WHO Guideline Value of 10 µg m^{-3} continues to be achieved. Data from KC2 in 2021 should be treated with caution as the monitor was installed part way through the year, resulting in a low data capture of around 60%. Concentrations have increased to 9 µg m^{-3} at both locations, meaning that the 2021 WHO Guideline Value of 5 µg m^{-3} has not been achieved.

Figure 10: Annual Mean $PM_{2.5}$ Monitoring Results (2021-2025)

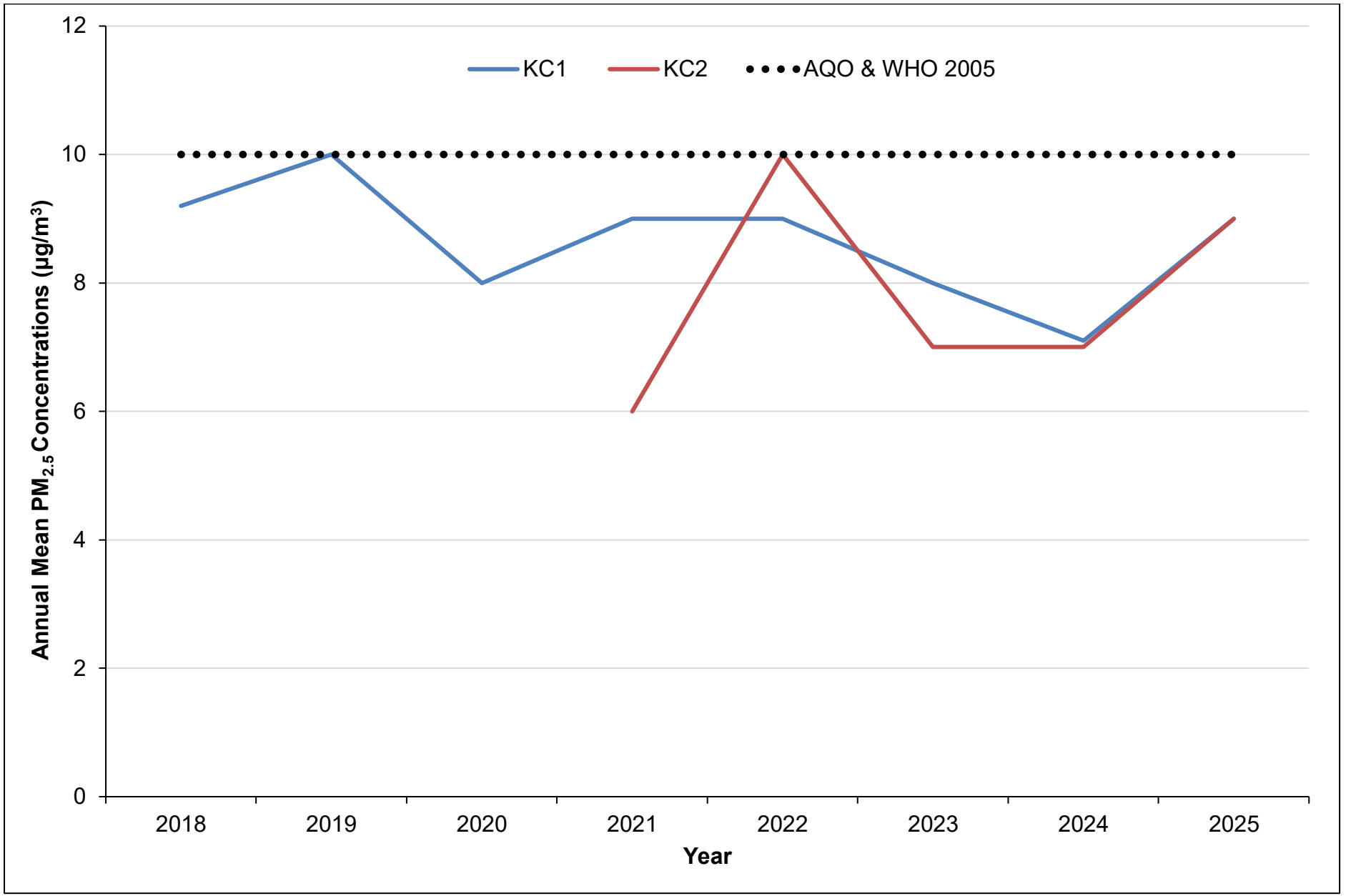

Table 12: Black Carbon Annual Mean Automatic Monitoring Results

Site ID	Valid data capture of monitoring period (%)	Valid data capture for 2025 (%)	2020	2021	2022	2023	2024	2025
KC1	80%	80%	0.77	0.74	0.69	0.56	0.49	0.53 (1.7)

Notes

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

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

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

1.11 Interpretation of Black Carbon Results

Black carbon (soot) is a major component of $PM_{2.5}$ formed through incomplete combustion and is emitted predominantly from diesel vehicles, wood and coal burning, construction activity and shipping. Although there are currently no UK Air Quality Objectives or statutory target concentrations for black carbon, it is recognised both as a harmful pollutant and a short-lived climate pollutant. Kensington and Chelsea operates an aethalometer at KC1, which forms part of the UK Black Carbon Network, allowing the borough to monitor long-term trends and assess contributions from local combustion sources. Monthly average black carbon contributed approximately 5–8% of $PM_{2.5}$ concentrations during the monitoring period, indicating that the majority of particulate matter, in this background location, is likely derived from non-combustion or regional sources.

Table 13: Black Carbon and $PM_{2.5}$ comparison 2025

Month	Black Carbon Monthly Average (µg m^{-3})	Particulate Matter ($PM_{2.5}$) Monthly Average (µg m^{-3})	Black Carbon Monthly Fraction	Black Carbon Percentage of $PM_{2.5}$
January	0.99	13.50	0.07	7.48%
February	0.65	14.87	0.05	5.13%
March	0.84	16.58	0.06	5.53%
April	0.54	10.60	0.05	5.12%
May	0.34	7.32	0.05	4.93%
June	0.36	6.25	0.06	6.09%
July	0.39	5.17	0.08	8.29%
August	0.40	5.98	0.07	7.11%
September	0.35	4.31	0.08	8.05%
October	0.44	5.99	0.08	7.74%
November	0.54	6.34	0.08	8.09%
December	0.46	7.60	0.06	6.24%

Table 14: 2025 SO_2 Monitoring Results: Comparison with Objectives

Site ID	Valid data capture for monitoring period %[(a)]	Valid data capture 2025 %[(b)]	Number of 15-minute means > 266 µg m^{-3}	Number of 1-hour mean > 350 µg m^{-3}	Number 24-hour mean > 125 µg m^{-3}
KC1	77.63	77.63	0	0	0

Notes

Results are presented as the number of instances where monitored concentrations are greater than the objective concentration.

Exceedances of the SO_2 objectives are shown in **bold** (15-min mean = 35 allowed a year, 1-hour mean = 24 allowed a year, 24-hour mean = 3 allowed a year).

If the period of valid data is less than 85%, the relevant percentiles are provided in brackets, where required.

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

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

1.12 Interpretation of SO_2 Objective Results

No mean values recorded at KC1 exceeded the 15-minute, 1-hour or 24-hour SO_2 NAQO concentration limits for the 2025 monitoring period.

Table 15: Ozone (O_3) Monitoring Results: Comparison with 8-Hour Objective, Number of 8 Hour Means > 100 µg m^{-3}

Site ID	Valid data capture for monitoring period %[(a)]	Valid data capture 2025 %[(b)]	2021	2022	2023	2024	2025
KC1	97.73	97.73	**66**	**195**	**213**	**159**	**196**
KC2	75.98	75.98	-	-	-	56	30 (67.9)

Notes:

Exceedances of the O_3 8-hour mean objective (100 µg m^{-3}over the permitted 10 days per year) are shown in bold.

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

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

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

1.13 Interpretation of O_3 Objective Results

The O_3 8-Hour Objective (a concentration greater than 100 µg m^{-3} is not permitted to be exceeded more than 10 times per year) has not been met for a number of years. KC1 saw 196 exceedances over 27 days in 2025, whilst KC2 saw 30 exceedances over 6 days, which is an improvement on 2024. At KC1 although this constitutes a breach of the NAQO, it is not a large increase from the number experienced in 2024 and still a reduction on the 213 recorded in 2023. The ozone monitor was installed at KC2 in January 2024, so this is the second full year that we can report on the O_3 concentrations.

Figure 11: Number of O_3 8-Hour Mean Objectives > 100 µgm-3 [3] at KC1 between 2014-2025

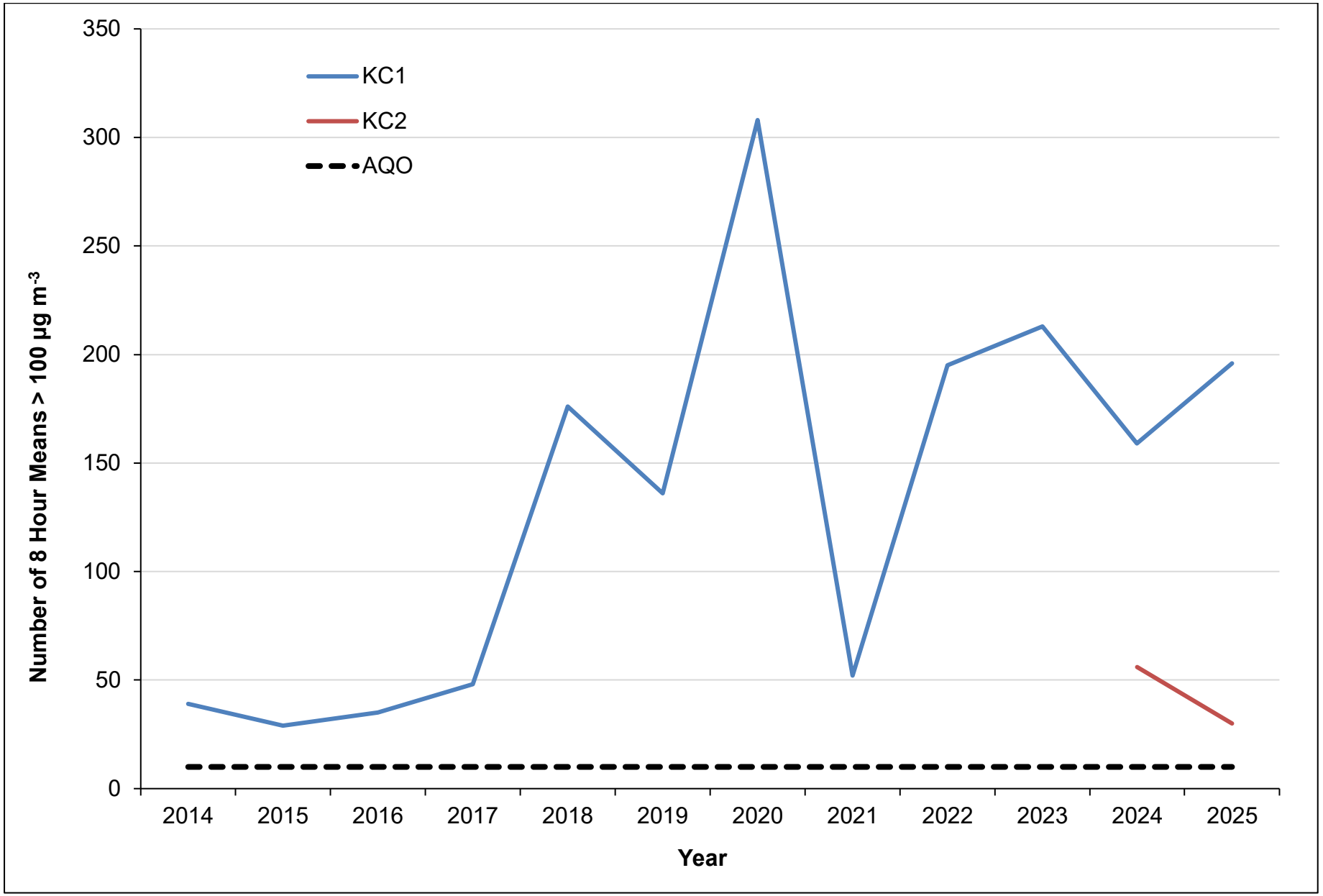

Table 16: Annual Mean Benzene Monitoring Results µg m^{-3}

Year	KC01	KC02	KC03	KC04	KC05	KC0X
2000	5.1	3.1	11.4	2.6	4.2	-
2001	4.3	2.0	11.0	3.7	2.9	-
2002	4.9	1.8	12.5	2.1	2.6	-
2003	3.9	2.4	9.6	2.5	2.9	-
2004	2.1	1.2	9.5	1.4	1.6	-
2005	2.0	1.3	9.2	1.4	1.8	-
2006	2.3	1.9	9.2	1.7	2.0	5.7
2007	2.2	1.6	Site Discontinued	1.5	1.7	3.2
2008	2.3	1.6		1.6	2.0	2.8
2009	2.1	1.6		1.7	1.8	2.6
2010	1.6	1.0		1.2	1.6	1.7
2011	1.4	1.3		1.4	1.9	2.8
2012	1.2	1.1		1.0	1.1	1.6
2013	1.0	0.7		0.7	0.9	1.2
2014	0.9	0.7		0.7	0.8	1.3
2015	1.25	0.78		1.0	0.94	1.8
2016	1.18	0.87		0.89	0.92	*6.75*
2017	0.57	0.56		0.55	0.61	0.73
2018	0.57	0.47		0.78	0.53	0.85
2019	0.49	0.38		0.42	0.44	0.69
2020	0.53	0.40		0.45	0.42	0.71
2021	0.47	0.39		0.40	0.40	0.62
2022	0.50	0.46		0.43	0.49	0.84
2023	0.45	0.49		0.43	0.44	0.66
2024	0.46	0.40		0.43	0.45	0.68
2025	0.51	0.49		0.43	0.45	0.61

Notes

The running annual mean is 16.25 µg m^{-3}. Any exceedances of this are shown in bold. Exceedances of the annual mean of 5 µg m^{-3} since 2016 are shown in italics and underlined.

1.14 Interpretation of Benzene Monitoring

Benzene (C_6H_6) monitoring was undertaken at five locations using BTEX diffusion tubes for the 2025 monitoring period. Location types include two roadside, two background and one site in close proximity to a petrol station forecourt. The petrol station has operated a Stage Two (in addition to Stage One) Vapour Recovery systems since 2007.

Two NAQO's have been set for the assessment of Benzene; a running annual mean of 16.25 µg m^{-3} to be met by 31/12/2003, and a more stringent annual mean of 5 µg m^{-3} to be achieved by 31/12/2010.

Table 15 demonstrates that there have been no exceedances of the running annual mean of 16.25 µg m^{-3} (the measured annual mean has assumed to be the equivalent of the running annual mean), and only one exceedance of the more stringent annual mean (5 µg m^{-3}) at KC0X in 2016, when a concentration of 6.75 µg m^{-3} was recorded.

Since 2000 the highest annual mean concentrations of Benzene were recorded at sites within proximity to petrol stations; KC03 and KC0X. KC03 was previously located next to a petrol station on Warwick Road before its closure in 2007, and as a result the monitoring location was discontinued. KC0X is located near to the Shell Petrol Station situated on the Old Brompton Road / Clareville Grove.

1.15 Mobile Sensor Monitoring

Kensington and Chelsea Council is a member of both the Breathe London Communities network and also the Breathe London Network. The original four-year Breathe London programme delivered by Imperial College London concluded on 14 December 2024 and has now become known as the Breathe London Community Programme. The new Breathe London Network is now operated by a consortium comprising Vodafone, Airly, Cambridge Environmental Research Consultants (CERC), Scotswolds Ltd, Ricardo, and Global Action Plan (GAP).

At the point of transition, the borough hosted 8 of the 136 Mayor of London-wide funded Breathe London sensors (Almanaar, Holy Trinity CE Primary School, Kensington High Street, North Kensington, Oxford Gardens Primary School, Royal Marsden Hospital, South Kensington Underground Station and St Mary Abbots Primary School or BL01-BL09), originally supplied by Clarity. During 2025, these Clarity Node-S monitors were removed and 7 were replaced with new Airly Aura Plus sensors. Data from the replacement sensors is available on the Breathe London website (https://www.breathelondon.org/).

A total of 18 Clarity Nodes were decommissioned in 2025, primarily following the completion of several Air Quality School Audits; these decommissioned nodes are highlighted in blue in Table 28 in Appendix C. Before deployment, all nodes underwent a two-week co-location period with London Air reference monitors. Scaled and processed datasets remain available on the individual Node pages on the Breathe London Communities website (https://www.breathelondon-communities.org/) and through the API.

The Council has continued its collaboration with Imperial and installed six new Clarity Nodes (BL34–BL39) at schools participating in the Air Quality School Audit programme. Additionally, nodes BL40–BL46 have been installed by the UKHSA as part of a small network in and around the Grenfell Tower area. Data from these sensors, alongside other local monitoring, supports the assessment of air quality in the vicinity of the site.

The Council-owned Vaisala sensors (KCM01-KCM04) were decommissioned by the end of 2024 as they had come to the end of their working life.

Monitoring data for the nodes is presented in Table 29 & 30 in Appendix C. It should be noted that only the $PM_{2.5}$ data has been ratified at the time of writing this report, the NO_2 data remains provisional. This will be updated once the data has been through the ratification process.

2. Action to Improve Air Quality

2.1 Air Quality Management Areas

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

A summary of AQMA's declared by the Royal Borough of Kensington and Chelsea can be found below in Table 17. The table presents a description of the boroughwide AQMA that is currently designated within the borough. Appendix D provides maps the air quality monitoring locations in relation to the AQMA. The air quality objectives pertinent to the current AQMA designation(s) are as follows:

- 01/11/2000 – Particulate Matter PM_{10} – Annual Mean and 24-Hour Mean.
- 01/11/2000 – Nitrogen Dioxide NO_2 – Annual Mean and 1-Hour Mean.

Table 17: Declared Air Quality Management Areas

AQMA Name	Kensington and Chelsea AQMA
Declaration Date	01/11/2000
Pollutants & NAQO's:	Nitrogen Dioxide (NO_2) 1 Hour Mean
	Nitrogen Dioxide (NO_2) Annual Mean
	Particulate Matter (PM_{10}) 24 Hour
	Particulate Matter (PM_{10}) Annual Mean

Description	Boroughwide. Source: Road Transport (unspecified).		
Is air quality in the AQMA influenced by roads controlled by National Highways?		**No**	
Level of NO_2 Exceedance: Declaration	**Level of NO_2 Exceedance: Current Year**	**Level of PM_{10} Exceedance: Declaration**	**Level of PM_{10} Exceedance: Current Year**
KC1: 40 µg m^{-3} KC2: 88 µg m^{-3} KC3: 75 µg m^{-3} KC4:86 µg m^{-3} KC5: N/A	KC1: 16 µg m^{-3} KC2: 27 µg m^{-3} KC3: 30 µg m^{-3} KC4: 30 µg m^{-3} KC5: 34 µg m^{-3}	KC1: 26 µg m^{-3} KC2: 35 µg m^{-3} KC5: N/A	KC1: 14 µg m^{-3} KC2: 16 µg m^{-3} KC5: 23 µg m^{-3}
Number of Years Compliant with NO_2 Air Quality Objectives (reference grade monitoring stations only)		**Number of Years Compliant with PM_{10} Air Quality Objectives (reference grade monitoring stations only)**	
KC1: 5+ years KC2: 5+ years KC3: 5+ Years KC4: 5 Years KC5: 3 Years		KC1: 5+ years KC2: 5+ years KC5: 5+ years	
Name of AQAP **Date of Publication**	Air Quality Action Plan 2022-2027 April 2022		
Web Link to AQAP	https://www.rbkc.gov.uk/environment/air-quality/air-quality-action-plan-2022-2027		

☒ **The Royal Borough of Kensington and Chelsea confirm the information on UK-Air regarding their AQMA(s) is up to date.**

☒ **The Royal Borough of Kensington and Chelsea confirm that all current AQAP's have been submitted to GLA.**

2.2 Air Quality Action Plan Progress

The Council's Air Quality Action Plan (AQAP) was adopted in 2022. The next iteration is due to be produced for consultation in 2027 and will detail how the Council will continue to strive for better air quality over the next 5-year period (2028-2033).

Table 18 provides a brief summary of Kensington and Chelsea Council's progress made in 2025 against the Air Quality Action Plan.

Table 18: Delivery of Air Quality Action Plan Measures

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress Emissions/Concentration data Benefits Negative impacts / Complaints
E6	Emissions from Developments & Buildings	Completion of school audits: Undertake air quality audits for schools located in the worst areas of air quality. Identify and implement measures to improve air quality.	2026 / 2027	• RBKC's Pollution Regulatory Team • RBKC's Sustainable Transport Team • RBKC's Climate Change Team • Borough Primary and Secondary Schools • Arup • Global Action Plan	The Council, in partnership with Arup and Global Action Plan (GAP), continued implementing the Council's air quality audit programme in schools and nurseries. Progress during 2025 was as follows: • 20 further schools/nurseries were audited. • 17 audit reports were drafted and shared with the schools and nurseries. • 15 in-person school engagement workshops were held to raise awareness of the impacts of poor air quality, highlighting how to reduce exposure and steps individuals/school community can take to improve it. • 6 new air quality sensors were installed for a 12-month period and officers produced quarterly reports for each school, summarising the data. • 22 in-person meetings were organised with the schools, post audit, to discuss the implementation of physical measures. • 1 'careers' day was organised with Kensington Aldridge Academy, during which Year 12 students visited the offices of Arup. The students were

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress Emissions/Concentration data Benefits Negative impacts / Complaints
					introduced to career and apprenticeship opportunities in sustainability, climate change, and air quality. • 1 air quality awareness session was delivered by GAP at Marlborough Primary School as part of the Clean Air Day, engaging Year 6 pupils in activities to improve understanding of air pollution and its impacts on health. The session included practical activities such as air quality monitoring and educational exercises. • 2 green screens were installed (on at Clare Gardens nursery, one at Kensington Queensmill) that were recommended during the audit report. • Ongoing discussions with 5 schools to implement scooter and bike storage improvements that were recommended on the audit reports.
P15	Public Health & Awareness Raising	New action in 2024: Asthma Friendly Schools The Asthma Friendly Schools (AFS) initiative in North-West London is part of a regional programme led by NHS Transformation Partners, aiming to improve asthma outcomes for children and young people. To work with schools to become 'Asthma Friendly' to ensure children with asthma are safe and can fully participate in all aspects of school life. There are nine criteria to fulfil to gain accreditation.	Ongoing	• RBKC's Pollution Regulatory Team • Bi-Borough Public Health Team and NHS partners • Borough Primary and Secondary Schools	Action taken helps reduce absences from school due to asthma, identify which children have asthma, know that medication is immediately available and know what to do in an emergency. The Public Health Commissioned School Health Service (School Nursing) is supporting primary and secondary schools (including alternative provision) to become asthma friendly. Schools have to be re-accredited as Asthma Friendly every academic year. A targeted approach to support North Kensington Schools is ongoing. As of 20 February 2026, 16 schools in RBKC have been accredited for the academic year 2025/6.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress Emissions/Concentration data Benefits Negative impacts / Complaints
E1	Emissions from Developments & Buildings	Continue to assess all planning applications for air quality impact and ensure that emissions from energy and heat sources in new developments are minimised: Review all applications and make recommendations for conditions. Make informed decisions on planning applications about decentralised energy (DE) networks, combined heating power (CHP), biomass, and biofuel, by considering the balance between air quality and carbon reduction benefits.	Ongoing	RBKC's Pollution Regulatory Team RBKC's Planning Department	For the period 01/01/2025 – 31/12/2025 the following numbers of applications have been reviewed for their impact on air quality, and where appropriate comments & recommendations have been provided. • 13 Major Applications. • 1,247 Minor Applications. • 18 Discharge of Condition Applications. • 4 Pre-Application Advice Notes.
M1	Monitoring & Statutory Duties	Maintain automatic monitoring network: Continue to provide air quality pollutant monitoring across the borough via our five reference automatic monitoring stations and additional mobile sensors.	Completed Annually	• RBKC's Pollution Regulatory Team • Ricardo • Cura Terrae	Retained 100% of the automatic monitor network. KC1 achieved an average data capture rate of 93% across all pollutants monitored. KC2 achieved an average data capture rate of 90% across all pollutants monitored. KC3 achieved an average data capture rate of 95% across all pollutants monitored. KC4 achieved an average data capture rate of 99% across all pollutants monitored. KC5 achieved an average data capture rate of 85% across all pollutants monitored.
M2	Monitoring & Statutory Duties	Maintain passive diffusion tube network: Continue to review and provide passive monitoring network of nitrogen dioxide and BTEX diffusion tubes.	Completed Annually	• RBKC's Pollution Regulatory Team • Pest Control Team (to deploy diffusion tubes) • Gradko	Retained 75 monitoring locations for NO_2 diffusion tubes. Diffusion tube sites achieved between 58 – 100 per cent data capture rate across the 2025 monitoring period. Of these, there were only three sites with data capture lower than 70 per cent. These will be reviewed.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress Emissions/Concentration data Benefits Negative impacts / Complaints
					Four new diffusion tube locations were created in Penzance Place, Holland Park Road and two in Beaufort Street following the removal of four tubes from Kensington High Street that had low data capture rates in previous years. Retained 100% BTEX diffusion tube network. The 5 BTEX sites achieved between 92% and 100% data capture rate across the 2025 monitoring period.
M3	Monitoring & Statutory Duties	Review opportunities for expanding the monitoring network: Consider installation of additional fixed and mobile sensors, and work with community groups, residents, and schools to encourage undertaking their own monitoring. Offer residents and community groups a chance to 'adopt a tube' to monitor nitrogen dioxide for a period of 12 months.	Completed Annually	• RBKC's Pollution Regulatory Team • Imperial College Breathe London Community Network • GLA Breathe London Network Consortium (inc. Airly and Global Action Plan)	Kensington and Chelsea Council is a member of both the Breathe London and Breathe London Community Networks (the community network developed when the Mayor of London's Breathe London network was taken over by a new consortium at the end of 2024). In 2025, seven Clarity Node-S sensors were decommissioned and replaced with Airly Aura Plus sensors, re-installed by the Mayor of London's new Breathe London network. Data from these can be viewed here www.breathelondon.org/. Through the Council's Air Quality audit programme in schools and nurseries (Action E6), in consultation with the schools, whilst 18 Clarity Nodes were decommissioned in 2025 following completion of a 12-month exposure programme, a further six nodes (BL34-39) were also installed. As of December 31st, 2025, a total of 17 Council funded clarity nodes were operating in the borough. The data is available on the Breathe London Communities website (www.breathelondon-communities.org).

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress Emissions/Concentration data Benefits Negative impacts / Complaints
					Six nodes (BL40–BL46) were also installed by the UKHSA as part of a small network in and around the Grenfell Tower area to monitor air quality during the deconstruction of the tower and other partners (Cadogan Estates, the Earl's Court Society and Science Museum) have installed five nodes. In total, this brings the number of mobile sensors active as of 31 Dec 2025 sensors to 28. We have not been able to progress the adopt a tube scheme.
M4	Monitoring & Statutory Duties	Improve dissemination of data: Update Council's website to provide overview and links to all air quality data, including Air Quality England and Breathe London.	Completed Annually	• RBKC's Pollution Regulatory Team • Imperial College Breathe London Community Network • GLA Breathe London Network • Global Action Plan • Air Aware Partnership (London Boroughs of Hackney, Newham, Tower Hamlets and the City of London and Openkit).	Through our air quality audit programme (see Action E6), for those schools who have a Breathe London sensor installed, we email quarterly reports to the schools/nurseries to summarise and explain the data inviting feedback and opportunity to have reports tailored for individual school needs. In addition, Global Action Plan discuss air quality monitoring data as part of the school engagement event. We also committed to joining Air Aware https://www.air-aware.co.uk/ – a data platform which will enable us to amalgamate all air quality data from RBKC that is currently hosted across multiple websites which will provide greater transparency as to what air quality concentrations are like in the borough. A data protection impact assessment was completed, and it is hoped that the onboarding process will be complete by mid-2026.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress Emissions/Concentration data Benefits Negative impacts / Complaints
M5	Monitoring & Statutory Duties	Statutory reporting: Produce an Annual Status Report for approval by DEFRA and the GLA and update on implementation of actions within this plan.	Completed Annually	• Pollution Regulatory Team • Sustainable Transport Team • Climate Change Team • Public Health Team • Lancaster West Team	The Annual Status Reports are submitted to the GLA every May for review and comment. The 2024 ASR was submitted in May 2025. This, and ASR's from previous years, can be viewed on the Council's website: https://www.rbkc.gov.uk/environment/air-quality/air-quality-reports-and-documents
P1	Public Health & Awareness Raising	Promotion of existing air quality messaging services: The Council subscribes to the AirTEXT messaging service. It will continue to subscribe and promote this and other schemes that are available, including CityAir, until such time that a more streamlined, tailored system can be implemented.	Subscription currently renewed annually	• RBKC's Pollution Regulatory Team • Bi-Borough Public Health Team • AirTEXT	At the end of 2025, RBKC had active 461 airTEXT subscribers, a net increase of 16 on the previous year. There were 13 alert days, and 2,737 alert messages were sent by text, email or voicemail.
P2	Public Health & Awareness Raising	Develop air quality messaging service: Review existing awareness services and identify cost-effective options for reaching out to vulnerable groups and delivering appropriate action-orientated messages.	New data platform to be operational in second half of 2026 (estimated).	• Pollution Regulatory Team • Public Health Team	It has not yet been possible to commence this review as the Council has been focussed on improving dissemination of data more widely (see action M4) by seeking the required internal approval to start onboarding with Air Aware.
P3	Public Health & Awareness Raising	Develop and embed alert service: Ensure air quality alerts are disseminated to schools, NHS colleagues, and other interested parties.	Ongoing	• Pollution Regulatory Team • Public Health Team	As previously reported, the NHS and Mayor of London expanded its alert system and continues to automatically notify healthcare professionals when air pollution is predicted to be high. Alerts from the Mayor of London continue to be sent to schools. Separately, the Pollution Team alerts colleagues in the Council's Public Health Team and Media and Comms Team.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress Emissions/Concentration data Benefits Negative impacts / Complaints
P4	Public Health & Awareness Raising	Increase awareness among NHS colleagues about impact of air pollution on health: Consult GPs to determine knowledge and data gaps and tailor information to support advice that can be provided to vulnerable patients and visitors to GPs and hospitals.	Surveys completed and results analysed by end of 2026.	• Pollution Regulatory Team • Public Health Team • London Borough of Westminster colleagues	Working closely with the Council's Public Health Team, the Pollution Team has proposed a project consisting of three surveys to consult hospital doctors and GPs, medical students and residents to identify existing knowledge among these cohorts and what additional resources would be beneficial to aid discussion linking health effects to air quality. We have approached colleagues in Westminster to see if they would like to undertake this work in partnership with us. We will be meeting early 2026 to progress this.
P5	Public Health & Awareness Raising	Sense check: Review of public health actions to identify progress and issues that have arisen – update to be published on Council website.	2027	• Pollution Regulatory Team • Public Health	As reported last year, we intend to publish this once the air quality audits and other PH projects have progressed further, towards the conclusion of this Plan in 2027.
P6	Public Health & Awareness Raising	Promotion of clean air walking and cycling routes: Reduce the need for cars by promoting and taking active travel such as walking, cycling, and public transport accessible and enjoyable. Update Council website and carry out more frequent promotion of schemes like Walk-It, CRPs, Clean Air Walking Routes, https://footways.london/and RBKC's own walking tourist map.	Ongoing	• Pollution Regulatory Team • Sustainable Transport Team • RBKC Schools • RBKC Nurseries • Arup • Global Action Plan • Westminster Council	As part of the Council's air quality audit work in schools and nurseries, we continue to promote clean air route mapping for walking and cycling routes to schools. Arup, who is completing air quality audits at our schools and nurseries has its own tool (Staterra) which assigns air quality scores to roads based on the volume of traffic. Internal local roads, for example, receive better air quality scores because they have less traffic, while busier through roads with higher volume of traffic, are assigned lower air quality scores. Global Action Plan highlight these routes during the engagement workshop to teachers and children who are encouraged to pass the information on to parents. In addition, we have been sharing the tool produced by Westminster Council https://cleanairroutes.org/ with Council staff and other contacts.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress Emissions/Concentration data Benefits Negative impacts / Complaints
P7	Public Health & Awareness Raising	Cycleways Map: Production of an online Cycleways map.	Action completed in 2023	• RBKC's Sustainable Transport Team	Map available at: https://www.rbkc.gov.uk/parking-transport-and-streets/cycling-and-walking/cycle-routes.
P8	Public Health & Awareness Raising	Promotion of smoking cessation to reduce smoking at home and the impact on indoor air quality: Delivery of smoking cessation sessions in schools. One You in the Community to reduce domestic smoking in the home, including the collection of smoke-free home pledges.	Completed annually	• Bi-borough Public Health Team • Re:start • One You	In 2025, Public Health commissioned Re:start, a children and young people's health and wellbeing service. The service provides universal and targeted, age-appropriate support for children and young people aged 9 to 25 who are engaging in risky behaviours, including smoking and vaping. It delivers diversionary activities and health promotion, providing clear information and advice on the harms of smoking, vaping and other tobacco products, so as to be better equipped to resist social pressures. The service offers outreach, education and awareness sessions, culturally appropriate interactive smoking and vaping workshops and events and support in schools and community settings in partnership with other services. It also works with the One You service to support those who already smoke. In the last financial year, the One You service supported 887 residents to stop smoking.
P9a	Public Health & Awareness Raising	Support initiatives to improve indoor air quality: Update web page to incorporate new NICE guidelines and produce new leaflet on indoor air quality.	Ongoing	• Pollution Regulatory Team	A leaflet on indoor air pollution with information to help residents identify potential sources and reduce their exposure, was designed by officers and distributed during two Sustainability Fairs that took place in the borough in May and September 2025.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress Emissions/Concentration data Benefits Negative impacts / Complaints
P9b	Public Health & Awareness Raising	Support initiatives to improve indoor air quality: Ensure health visitors and other Council officers are aware so information can be shared with those they visit.	Mid 2027	• Pollution Regulatory Team • Public Health Team • Lancaster West Team • WSP • Colville Primary School • Thomas Jones Primary School • GLA • Other RBKC schools.	The Lancaster West Team continues to offer residents (via the Green Skills Academy Equipment Library) living in any part of the borough the opportunity to borrow an indoor air quality sensor for a period of one month to help them see how air quality changes within their homes to help them identify a cause https://forms.office.com/e/QcV1bJqgkU. In 2025, 18 residents borrowed sensors. Through the Future Neighbourhoods Programme, the Pollution Team sort quotations and is in the process of finalising a contract to appoint an environmental consultant to address indoor air quality in two schools in north Kensington. This will include the installation of filters, indoor air quality monitoring and production of a best practice guide to assist other schools. The project is likely to commence in April 2026 and will last 12 months. The methodology being followed aligns with the GLA's schools' filter programme. We also supported the GLA in raising awareness about its programme and engaged with the schools to assist with sign up.
P10	Public Health & Awareness Raising	Discourage burning of logs and house coal: Launch an initial publicity drive backed up by yearly campaigns to highlight pollution caused by burning non-smokeless fuels in household fireplaces, with enforcement for persistent offenders. Engage GPs and other health visitors so they are also equipped to provide advice.	Currently underway	• RBKC's Pollution Regulatory Team • RBKC's Noise & Nuisance Team • Pan-London London Wood Burning Group, led by LB Camden.	The Council remains a member of the London Wood Burning Group (LWBG) and has attended regular steering group meetings and contributed to various sub groups, including the development of training relating to enforcement of the Clean Air Act delivered to Council officers across London and a leaflet about the risks associated with wood and solid fuel burning in commercial premises.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress Emissions/Concentration data Benefits Negative impacts / Complaints
					In addition, as a result of activity by the LWBG, there has been a media campaign on bus rears across London and radio advertisements on Greatest Hits Radio to raise awareness about the impact on health that wood burning has. Seven Officers from RBKC also attended the Clean Air Act training enforcement sessions held in October 2025. The Council's Noise and Nuisance Team responds to complaints regarding smoke control, initially adopting an advisory position. No formal enforcement action was required in 2025.
P11	Public Health & Awareness Raising	Engagement with Canal and Rivers Trust and canal boat owners: Evidence of wood burning in canal boats, so there is a need for engagement to see if there is scope to convert to electric.	Currently underway	• RBKC's Pollution Regulatory Team • Healthy Waterways Project (Consortium of 15 London boroughs, led by LB's Hackney and Newham).	RBKC remains part of the Healthy Waterways Project which aims to improve air quality on and beside London's waterways. In 2025, a survey was undertaken of London's boating community to gather information on knowledge, attitude and behaviours around solid-fuel use and the connections between air quality and climate change. The Healthy Waterways report was finalised and published in September 2025. A total of 115 boaters from 16 boroughs responded to the survey. The insights will be used to guide behaviour change interventions and inform a longer-term cross borough strategy. During 2026/7, we intend to explore options to work more closely with boaters in our borough to better understand their needs and the role they can play to improve air quality in the borough.
P12	Public Health & Awareness Raising	Support NHS colleagues with audits in hospitals: Provide guidance to hospitals on completing audits and	Start 2027	• RBKC's Pollution Regulatory Team	The Council is currently focussed on progressing air quality audits in its nurseries and schools but intends to move on to

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress Emissions/Concentration data Benefits Negative impacts / Complaints
		developing action plans to reduce their own emissions and exposure to air pollution.		• Bi-Borough Public Health Team	hospitals and care homes once these are near completion, if funding can be identified.
P13	Public Health & Awareness Raising	Combined sustainability leaflet: Production of combined sustainability leaflet/booklet centred on key information and actions around the five priorities of Green Plan (air quality, climate change, biodiversity, fuel poverty, and waste) for residents and businesses. Ensure Council website on different areas of sustainability is more joined up and becomes an information hub for residents, students, businesses, and other organisations.	Ongoing	• RBKC's Climate Change Team • Greater London Authority	In relation to the production of a sustainability leaflet, the Council has pivoted to instead work with the Kensington and Chelsea Volunteer Centre in its production. This will make Climate Change accessible to residents and will be a product of weekly zone workshops with the community. In terms of the Climate Change and Energy Efficiency grants we referred to in our update last year, ten community buildings received total grant funding of £25,127 and seven SMEs received funding to the value of £62,926. A wide variety of measures were funded covering the five priorities of the Green Plan (air quality, climate change, biodiversity, fuel poverty, and waste) including an e-cargo bike, solar panels, LEDs, water saving taps and installation of a flood wall.
P14	Public Health & Awareness Raising	Training for Council staff: Deliver training to Council staff so there is a baseline of knowledge about monitoring, what powers the Council has to improve air quality, and what actions individuals can take.	Annually	• RBKC's Pollution Regulatory Team • RBKC's Ecology Service • RBKC's Climate Change Team • RBKC's Planning Service	In October 2025, officers from RBKC's Noise and Nuisance Team and Pollution Regulatory Team attended refresher training arranged by the London Wood Burning Group to understand about enforcement powers available to local authorities and appropriate action if someone releases smoke from their chimney. A staff conference took place and the Climate Change Team presented covering RBKC's sustainability performance, educational information and facts.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	**Progress** **Emissions/Concentration data** **Benefits** **Negative impacts / Complaints**
					In addition, the Council hosted several 'Lunch and Learn' sessions throughout 2025 covering a variety of sustainability topics including: • Climate Action Week – Building resilience: Mainstreaming climate adaption beyond net zero (June); • Smarter recycling at Work (July) • Biking to work (September) • Carbon Performance: The Council's route to net zero (October).
P15	Public Health & Awareness Raising	New action in 2024: Asthma Friendly Schools The Asthma Friendly Schools (AFS) initiative in North-West London is part of a regional programme led by NHS Transformation Partners, aiming to improve asthma outcomes for children and young people. To work with schools to become 'Asthma Friendly' to ensure children with asthma are safe and can fully participate in all aspects of school life. There are nine criteria to fulfil to gain accreditation.	Ongoing	• RBKC's Pollution Regulatory Team • Bi-Borough Public Health Team and NHS partners • Borough Primary and Secondary Schools	Action taken helps reduce absences from school due to asthma, identify which children have asthma, know that medication is immediately available and know what to do in an emergency. The Public Health Commissioned School Health Service (School Nursing) is supporting primary and secondary schools (including alternative provision) to become asthma friendly. Schools have to be re-accredited as Asthma Friendly every academic year. A targeted approach to support North Kensington Schools is ongoing. As of 20 February 2026, 16 schools in RBKC have been accredited for the academic year 2025/6.
T1	Cleaner Transport & Active Travel	Reduction in Council fleet operation emissions and for fleets of Council contractors: Subject to operational requirements, work towards 100 per cent of owned or leased Council vehicles being electric or hybrid by 2027	Ongoing	• RBKC's Climate Change Team • RBKC's Transport and Highways Team	There are currently 127 vehicles in total within the RBKC vehicle fleet (including Housing), out of which 13 are fully electric and 77 hybrid vehicles. In total, fully electric and hybrid vehicles represent 71 per cent of the total fleet.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress Emissions/Concentration data Benefits Negative impacts / Complaints
		and ensure infrastructure (charging points) is in place to support this (see also action T14a and T14b). Reduce the size and number of vehicles in the Council fleet. Reduce fuel consumption and miles by assessing service delivery and operations. Replace car journeys with bike journeys where possible. Continue to deliver eco driving training for all Council staff and contracted drivers on a regular basis and embed the anti-idling advice. Ensure all Council contractors use electric or hybrid vehicles by 2027.		• Our Bike	A new five year contract with FM Conway commenced in April 2025. All new vehicles, <3.5t dedicated to the contract, will be zero emission. In addition, all of FM Conway's portfolio of Non-Road Mobile Machinery (NRMM) meets Stage V standards. It also has a fleet of e-cargo bikes which will be used to transport loads up to 250g on the local road network. As part of the Future Neighbourhoods Programme, in July 2025, the Council partnered with Our Bike and launched an e-cargo bike scheme which is now available for staff and residents to book for £5/hour. The bike is based in North Kensington https://www.rbkc.gov.uk/newsroom/new-e-cargo-bike-available-hire-north-kensington
T2	Cleaner Transport & Active Travel	Implementation of travel hierarchy across the Council to encourage active travel: Implement the Council's travel hierarchy and avoid business travel/journeys where possible (digital-by-default). Develop costed proposals to establish a Council-wide pool bike service, including electric bikes (or use of existing e-bike hire schemes).	Ongoing	• RBKC's Climate Change Team	We began investigating a variety of salary sacrifice schemes for staff EV purchasing and are evaluating options. We have carried out a full review of our internal fleet management processes, including promoting a renewed focus on more EVs, overall vehicle number reduction, and modal shift for operational travel to bikes public transport where practicably possible.
T3	Cleaner Transport & Active Travel	Grey Fleet Review: Review grey fleet and encourage staff members using personal vehicles (grey fleet) to switch towards using electric vehicles and public transport.	Ongoing	• RBKC's Climate Change Team	Fleet review ongoing due to internal organisational changes.
T4	Cleaner Transport & Active Travel	Cleaner Transport provision within Procurement: Ensure cleaner transport provisions become standard in any	Ongoing	• RBKC's Climate Change Team	Ongoing active participation in procurement activities and contract specifications. This includes pre-tender review of

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress Emissions/Concentration data Benefits Negative impacts / Complaints
		Council procurement and lease process. All departments to comply with the vehicle procurement process chart and adopt the travel hierarchy outlined in the Council's Green Fleet Strategy and Action Plan		• Fleet Management	potential environmental impacts and input into evaluation criteria.
T5	Cleaner Transport & Active Travel	Bike by Default: Require zero emission, electric, or hybrid vehicles as a default for any courier or taxi bookings for people or deliveries. Promotion of services such as 'Pedal Me'.	Ongoing	• RBKC's Climate Change Team • RBKC's Transport Projects Team	Promoting sustainable travel is a key focus of the Green Champions Network. In September, the Council's Climate Change Team and Transport Projects team collaborated to host a 'A Lunch & Learn' session which highlighted simple and effective ways to travel more sustainably within the Borough. In 2026, the Teams will be filming educational videos on cycling to work.
T6a	Cleaner Transport & Active Travel	Cycle Training: Cycling lessons for children and adults to learn to ride safely and increase confidence.	Ongoing	• RBKC's Leisure & Sports Team	1,715 lessons were provided to adults and children in 2025.
T6b	Cleaner Transport & Active Travel	Cycle Training: Re-start the Council's award-winning Social Cycling programme for two days per week, focusing on the harder to reach communities.	Ongoing	• RBKC's Leisure & Sports Team	73 all ability sessions were held every Friday and alternate Saturdays with 665 participants. The inclusive cycling All Ability Club, delivered at Little Wormwood Scrubs and provides access to cycling, from a fleet of specialist cycles delivered by an experienced team. The programme for 2026 will be reduced to support budget savings. During 2025, 138 children and young people took part, in Ashburnham's School All Ability Cycling, making 323 visits in total. 79 riders returned for multiple sessions, showing sustained engagement and confidence in the sessions.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress Emissions/Concentration data Benefits Negative impacts / Complaints
T7	Cleaner Transport & Active Travel	Dr Bike Surgeries: Maintain our popular monthly public 'Dr Bike' surgeries once a month at three locations across the borough.	Ongoing	• RBKC's Transport Projects Team	58 Dr Bike sessions were held, servicing 475 bikes.
T8	Cleaner Transport & Active Travel	Increase bike parking and tree planting: Remove parking bays and replace with cycle hangars and trees.	Ongoing	• RBKC's Transport Projects Team	17 cycle hangars were installed. Locations for further rental e-bike parking bays were identified and are due to be consulted on in 2026.
T9	Cleaner Transport & Active Travel	Install additional cycle parking: Provision of secure visitor cycle parking.	Cannot be confirmed	• RBKC's Transport Projects Team	The growing popularity of dockless rental ebikes in London means there is no longer a need for additional secure visitor cycle parking. The council has created 245 ebike parking bays to meet this demand.
T10	Cleaner Transport & Active Travel	Build on existing programme of school streets: Continue to work with existing school streets and identify future streets.	Ongoing	• RBKC's Transport Projects Team	Two new School Streets were implemented in Pembridge Square and St Alban's Grove. One further consultation is currently planned for Holland Park School 2026.
T11	Cleaner Transport & Active Travel	Promotion of STARS school travel plans: Continue to work with schools to promote and implement school travel plans.	Ongoing	• RBKC's Transport Projects Team • TfL	TfL Travel for Life Accreditation is awarded in September- 15 schools achieved Gold accreditation, 2 at Silver and 3 at Bronze in September 2025. These figures apply to the 2024-25 school year. One further school is working towards an accreditation.
T12	RBKC's Transport Projects Team	20 mph borough: Review experimental 20 mph scheme to decide whether it will become permanent.	Complete	• RBKC's Transport Projects Team	Complete - the only roads with higher speed limits in Kensington and Chelsea are on some of the Red Routes managed by Transport for London.
T14a	Cleaner Transport & Active Travel	Review the provision of electric charging across the borough: Investigate the most cost-effective method to enable expansion of rapid charging points across the borough by encouraging TfL to make timely progress on	Ongoing	• RBKC's Transport Projects Team	In 2025 RBKC took over as lead Borough for the inner west London LEVI funding bid. Funding approval has been given and new charging locations have been identified. Procurement is to take place in 2026 for both new rapid and

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress Emissions/Concentration data Benefits Negative impacts / Complaints
		securing a new procurement framework through Crown Commercial Services, from which boroughs will be able to call off contracts.			slow chargers, with LEVI funding of £734,000 (shared with the City of London).
T14b	Cleaner Transport & Active Travel	Review the provision of electric charging across the borough: Expand network of slow and fast chargers to meet increasing demand.	Ongoing	• RBKC's Transport Projects Team	42 fast chargers were installed in Spring 2025. A further 50 sites have been identified to be consulted on and installed Spring / Summer 2026.
T15	Cleaner Transport & Active Travel	Participation in the e-scooter trial and review of success: Expand network of e-scooter parking bays.	Complete	• RBKC's Transport Projects Team	Completed in 2022.
T16	Cleaner Transport & Active Travel	Continue to take action to reduce idling engines: • Contribute to the pan-London Idling Action London campaign. • Respond to complaints, erect signs, and take enforcement action when appropriate. • Engage with schools and fleets to incite behavioural change. • Community events to target idling hotspots.	Ongoing	• RBKC's Pollution Regulatory Team • NSL's Parking Enforcement Officers • RBKC's Street Enforcement Team • Pan London Idling Action Group (led by LB Camden and Hounslow)	The Council is part of the part of the pan-London Idling Action London campaign, attending quarterly steering group meetings and contributing to the policy, guidance and enforcement improvement workstream. As a result of action by this group, a radio advertisement campaign has taken place across three different radio stations, and bus rears and ads on google have been used to raise awareness about the impact that vehicle idling can have. Through our Air Quality Audit Programme in schools, in February 2026, we will asking school children to design an no idling banner to hang in front of their schools. In 2025, Parking Civil Enforcement Officers issued 206 leaflets to drivers about idling. The Council's Street Enforcement Team also continues to speak with drivers who idle but unfortunately, due to the Council's cyber attack, we currently do not have access to the information where these

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					interactions are recorded. No FPNs have been issued for this offence.
T17	Cleaner Transport & Active Travel	Continue to support the Mayor of London with the implementation of the extension of the Ultra-Low Emission Zone: Monitor the impact of the ULEZ and assist with signage.	Complete	• RBKC's Transport Policy Team and Pollution Regulatory Team. • TfL/GLA	Completed in 2023
T18	Cleaner Transport & Active Travel	Protection of bus services: Seek to protect all bus services in the borough and work with TfL to support their programme of upgrades for buses and rapid electrification of the fleet.	Ongoing	• RBKC's Transport Policy Team GLA	RBKC formally objected to the changes proposed to the bus route 452, however TfL has decided to proceed with shortening the route, following its consultation.
T19	Cleaner Transport & Active Travel	Assess impact on air quality of any major transport and public realm scheme implemented: Consider impacts prior to implementation and monitoring while in place before making further decisions about whether they should be continued. Incorporate greening and planting where possible.	Ongoing	• RBKC's Transport Policy Team	The design of Sloane Square, Draycott Avenue and Hogarth Road public realm schemes, which were informed by air quality considerations, were all completed or substantially delivered in 2025. The completed schemes have been well received and are recognised as having enhanced local environmental conditions.
T20a	Cleaner Transport & Active Travel	Ensure assessment of new developments: Ensure Local Plan Review contains suitable policies to enable delivery of car-free developments and appropriate cycle parking, for example new developments have secure parking facilities for non-standard cycles, cargo bikes, hand carts, and visitor cycle bays and rapid charging points where possible.	Ongoing	• RBKC's Transport Policy Team	In 2025, the Council resolved to grant planning permission for two Opportunity Area developments, one at Earl's Court and the other at Kensal Canalside. The former is car free (save for blue badge parking). The latter does include some general car parking. The electric vehicle charging point provision will be through detailed design. By the time these developments are delivered in the 2030s, EVs should dominate the private car market. The amount of space allocated for cycle parking in these developments was

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					deemed to be satisfactory, in line with London Plan requirements with limited provision for non-standard cycles.
T20b	Cleaner Transport & Active Travel	Ensure assessment of new developments: Require developments to increase the use of the river for movements of construction and waste. Require car-free developments in accordance with the London Plan.	Ongoing	• RBKC's Transport Policy and Planning Teams	The use of canal to remove and deliver materials to and from the Kensal Canalside Opportunity Area has been secured. It may be possible for most materials (by weight) to be moved in this way. This continues to be investigated. The Council has committed to rebuild a jetty on the River Thames that is owns. This may facilitate beneficial use of river transport in the future. Most small developments are car free. So too is the Council's own development at Lots Road South, that was approved in December.
T21	Cleaner Transport & Active Travel	Support businesses to reduce their emissions from deliveries: Develop Environmental Charter for businesses. Support businesses to combine and rationalise deliveries using low/zero emission vehicles and e-cargo bikes and local distribution hubs for final stage deliveries.	Ongoing	• RBKC's Climate Change Team • Greater London Authority • Local businesses in Notting Dale.	In 2024/25, total emissions from non-domestic buildings in Kensington and Chelsea were 317 $ktCO_2e$. Of this, 45% came from non-domestic gas use and 55% from non-domestic electricity use. This represents an 8.5% reduction compared with 2023/24 emissions, which were 346 $ktCO_2e$. In 2025, through the Future Neighbourhoods programme, the Sustainable Business Grant supported six businesses in Notting Dale by funding and delivering projects aimed at reducing carbon emissions and lowering energy bills for independent organisations. The programme achieved estimated energy savings of 219,266 kWh for businesses in North Kensington. Projects included the installation of solar panels, LED lighting, draught proofing, and secondary window glazing.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress Emissions/Concentration data Benefits Negative impacts / Complaints
					Similarly, the Knightsbridge Partnership, based in Kensington, has been delivering a comparable programme on a larger scale. The partnership supports businesses through carbon and energy assessments, net zero advice and guidance, and access to grants and consultancy services.
T22	Cleaner Transport & Active Travel	Carry out study into post Covid-19 travel patterns: We have commissioned the Centre for London to work with academic partners to investigate likely post Covid travel patterns and how we can best support active travel on our streets, including Kensington High Street.	Completed in 2023	• RBKC's Transport Policy Team	Completed.
T23	Cleaner Transport & Active Travel	Upgrade at junction of Courtfield Road/Ashburn Place was completed. Upgrades at Harrington Road/Ashburn Place and Old Brompton Road are due to go to site in 2025.	Ongoing	• RBKC's Transport Teams	Upgrades at Harrington Road/Ashburn Place and Old Brompton Road were completed.
T24	Cleaner Transport & Active Travel	Modal filters for traffic segregation: Consider installation of modal filters to facilitate traffic restrictions or segregation where research or evidence suggests benefits.	Ongoing	• RBKC's Highways Capital Projects Team • Landowner (Tribeca) funding	In 2024, a modal filter was installed at the northern end of Draycott Avenue. No complaints have been received and it appears to be working well. There is likely to have been reduced traffic volumes on Draycott Avenue, part in which is a school street.
T25	Cleaner Transport & Active Travel	Removal of parking bays to facilitate al fresco dining: In 2020–2021, 100 parking bays have been removed to make way for al fresco dining. The Council intends to continue with this measure.	Ongoing	• RBKC's Transport Policy and Licensing Teams.	114 Summertime Terraces were licensed in 2025. Additionally, some of the original summertime terraces licensed in 2021 or 2022 have subsequently been turned into permanent pedestrian areas as a result of the Council's Amazing Spaces scheme. This initiative is yielding greater

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					benefits for air quality year on year, with fewer parked cars on our commercial parades.
T26	Cleaner Transport & Active Travel	New action in 2024: Increase dockless e-bike parking bays: Identification of locations, consultation and implementation of dockless bicycle parking bays to make e-bikes more accessible to encourage increased use and help reduce footway obstructions caused by them.	Ongoing	• RBKC's Transport Teams • Santander/Lime/Forest	Locations for a further 50 rental e-bike parking bays were identified and are due to be consulted on in 2026.
T27	Cleaner Transport & Active Travel	New action in 2024: Increase availability of e-cargo bikes	Ongoing	• RBKC's Climate Change Team • RBKC's Legal Services • Our Bike	Through Phase 1 of the Future Neighbourhoods 2030 Programme, a community e-cargo bike rental system has been implemented in Notting Dale. It is available for residents, businesses and community groups to use, to encourage the adoption of more sustainable travel options. The scheme was launched in 2025 - https://www.rbkc.gov.uk/newsroom/new-e-cargo-bike-available-hire-north-kensington . Our Bike supplies the e-cargo bike, oversees maintenance and manages bookings via its app. The original host of the bike has now changed to the Rugby Portobello Trust. The bike has been used frequently, demonstrating a strong and consistent local uptake.
L1	Localised Solutions	Improve walking and cycling access to White City: New pedestrian and cycle link under West London line at	Ongoing	• RBKC's Transport Policy Team and Planning Service	Planning permission for the planning link under the West London Line was granted in early 2025 by both RBKC and LBHF. Since, progress has stalled with no further updates

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress Emissions/Concentration data Benefits Negative impacts / Complaints
		Latimer Road, which would connect to existing Q2 on Latimer Road in RBKC.			from Imperial College or LBHF. They are not responding to this Council's correspondence.
L3	Localised Solutions	Active travel schemes at Kensal Canalside Opportunity Area: Implement a high-quality cycle route within the Kensal Canalside Opportunity Area, as set out in the Kensal SPD. Other schemes include new walking route over the canal to the cemetery and bridge over the railway line.	Ongoing	• RBKC's Transport Planning Team • RBKC's Planning Department	The approved Kensal Canalside scheme includes an east west cycle route through the middle of the site. The planning permission should fund significant updates to the canal path and a cycleway along Kensal Road to link with Cycleway 44. There are commitments to progress bridge delivery, though disappointingly no financial support as yet.
L4	Localised Solutions	Two-way cycling schemes: Delivering two-way cycling streets in one-way streets to form key links enabling cyclists to access existing Quietway/Cycleway routes.	Ongoing	• RBKC's Transport & Highways Teams	The schemes at Queen's Gate Gardens and Holland Street were completed on-street. New feasibility studies for two-way cycling schemes in Lansdowne Road, Cathcart Road, Pavilion Road were undertaken. Consultation will take place in 2026.
L5	Localised Solutions	Provide green man facilities at all signalised junctions: Ensure there are green man facilities at: • Fulham Road and Beaufort Street • King's Road, Beaufort Street, Drayton Gardens junction with Old Brompton Rd • Chelsea Bridge Road/Lower Sloane Street • Fulham Road/Old Church Street	Ongoing	• RBKC's Transport & Highways Teams	King's Road / Beaufort Street is scheduled to be implemented in summer 2026. Fulham Road / Old Church Street scheme is on-hold whilst further work is undertaken to understand the implications of a nearby proposed scheme on Dovehouse Street.
L6a	Localised Solutions	Reduction in museum delivery and servicing trips: Feasibility study of locations within the borough for a consolidation hub.	Periodic Review	• RBKC's Pollution Regulatory Team • RBKC's Transport Policy Team	The CAV4 project working with the museums came to an end. Options for a hub were considered but none were suitable. In borough, no additional spaces have become available that are not accounted for – this will be periodically reviewed.

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L6b	Localised Solutions	Reduction in museum delivery and servicing trips: Feasibility study into the conversion of one coach parking space or delivery bay to include an EV charge point for museum deliveries.	Periodic Review	• RBKC's Pollution Regulatory Team • RBKC's Transport Policy Team	The CAV4 project working with the museums came to an end and the Pollution Team has not had the resources to explore this further.
L6c	Localised Solutions	Reduction in museum delivery and servicing trips: Review into the consolidation of waste, delivery, and servicing trips.	Periodic Review	• RBKC's Pollution Regulatory Team • RBKC's Transport Policy Team	The CAV4 project working with the museums came to an end and it has not been possible to carry out additional work with the museums on this issue since then.
L7	Localised Solutions	Work with schools on installing green screens and green infrastructure: Carry out site walkovers at schools to identify opportunities to install green infrastructure.	Ongoing	• RBKC's Pollution Regulatory Team • RBKC's Ecology Service	Through the Council's Air Quality Audit Programme in Schools and Nurseries, two green screens were installed in 2025 (one at Clare Gardens nursery and one at Kensington Queensmill). Another screen will be installed at Kensington Aldridge Academy in 2026. Additional food growing areas and potting sheds were installed at 7 schools, while plants, planters and tools have been provided to a further three schools. Various food and pollinator plants were also delivered and all schools received fortnightly visits from the Hammersmith Community School Gardener.
L8	Localised Solutions	Work with landowners on large streetscape improvements which include significant greening: Work with landowners such as Cadogan Estates and the Westway Trust to implement localised measures to improve air quality and reduce carbon emissions.	Ongoing	• RBKC's Pollution Regulatory Team • RBKC's Climate Change Team • Imperial College's Breathe London Communities Network	Organisations in The Knightsbridge Partnership has released its Green Plan. We continue to work with them, other local organisations and stakeholders to develop and maintain coordinated green strategies and action plans.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress Emissions/Concentration data Benefits Negative impacts / Complaints
				• Cadogan Estates • Knightsbridge Sustainability Forum	The Pollution Team has continued to meet with Cadogan and discuss air quality data from their Breathe London sensors.
L9	Localised Solutions	Develop new place-making public realm projects to reduce traffic dominance: Build on success of temporary road closure schemes in some streets and consider new similar schemes.	Ongoing	• RBKC's Transport Teams	Kensington Park Road Streetscape Scheme began construction in 2025 and is due to be completed by June 2026.
L10	Localised Solutions	Implement road closures on Portobello Road during market operating times to improve conditions for pedestrians and shoppers: Make permanent the experimental scheme traffic order.	Completed	• RBKC's Transport Teams	Scheme was made permanent in 2024.
L11	Localised Solutions	Future Neighbourhoods programme: Develop an eco-neighbourhood in Notting Dale through the GLA's 2030 Future Neighbourhoods programme.	Concluding April 2026	• Climate Change Team • Pollution Regulatory Team • Ecology Service • Lancaster West Team • Planning Services • RBKC Schools • Future Neighbourhoods Community • Greater London Authority	More than 50 environmental initiatives have been delivered as part of the Phase 1,2 & 3 Future Neighbourhoods 2030 Programme in Notting Dale. All projects are due to be completed by the end of 2026. As part of phase 3, as reported in action P9b, we are in the process of appointing an environmental consultant to address indoor air quality in two schools in north Kensington. This will include the installation of filters, indoor air quality monitoring and production of a best practice guide to assist other schools. Between October and December 2025, the environmental charity Urbanwise delivered a Climate Change Education Programme to five schools in North Kensington. Each school received training on a Climate Change topic across four sessions, including one practical session. This

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					culminated in the Schools Climate Summit at Avondale Park Primary School on 8th December 2025. All schools involved in the project presented their Climate Change topic findings to the audience of students and Council Officers. Additional Food Growing, SUDS and Climate adaption measures were implemented as part of the project.
L12	Localised Solutions	New action for 2024: Garden Greening Scheme (for Lancaster West Estate residents). To review plant species included within the Lancs West Garden MOT brochure to see if the existing range can be extended to incorporate a focus on improving air quality.	Ongoing	• RBKC's Climate Change Team • RBKC's Ecology Service • RBKC's Lancaster West Team	The Garden MOT brochure continues to offer air- purifying plant species including pine trees, lavender, heuchera and hebe. In 2025, eight properties had a completed a garden and balcony MOT scheme.
E1	Emissions from Developments & Buildings	Continue to assess all planning applications for air quality impact and ensure that emissions from energy and heat sources in new developments are minimised: Review all applications and make recommendations for conditions. Make informed decisions on planning applications about decentralised energy (DE) networks, combined heating power (CHP), biomass, and biofuel, by considering the balance between air quality and carbon reduction benefits.	Ongoing	• RBKC's Pollution Regulatory Team	For the period 01/01/2025 – 31/12/2025 the following numbers of applications have been reviewed for their impact on air quality, and where appropriate comments & recommendations have been provided. • 13 Major Applications. • 1,247 Minor Applications. • 18 Discharge of Condition Applications. • 4 Pre-Application Advice Notes.
E2	Emissions from Developments & Buildings	Ensure emissions from construction are minimised and the cumulative effects of numerous nearby developments are taken into consideration: Implement the Council's Code of Construction Practice and review dust management impact assessments.	Ongoing	• RBKC's Pollution Regulatory Team	For period 01/01/2025 – 31/12/2025 the following have been reviewed for their impact on local air quality during the construction and development phases. • 11 Major Application Dust Risk Assessments reviewed.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress Emissions/Concentration data Benefits Negative impacts / Complaints
					• 8 Discharge of Condition Applications reviewed regarding Environmental Management Plans. • Minor Applications requested via condition to provide a Dust Risk Assessment via a Dust Management Plan. • 6 Major Applications requested via condition to provide demolition / construction air quality monitoring.
E3a	Emissions from Developments & Buildings	Non-Road Mobile Machinery (NRMM): Ensure that development sites NRMM requirements are understood and enforced through the planning system.	Ongoing	• RBKC's Pollution Regulatory Team • RBKC's Planning Department • Merton Council's Non-Road Mobile Machinery Team	For period 01/01/2025 – 31/12/2025 the following have been undertaken with regards to NRMM. • 19 NRMM Conditions recommended. • An NRMM informative has been recommended to our Planning Department on every relevant application.
E3b	Emissions from Developments & Buildings	Non-Road Mobile Machinery (NRMM): Pan-London NRMM project.	Ongoing	• RBKC's Pollution Regulatory Team • RBKC's Planning Department • LB Merton's Non-Road Mobile Machinery Team	For period 01/01/2025 – 31/12/2025 there were a total of 12 audits undertaken by the pan-London NRMM team. • 7 Self-Compliant Sites • 2 Compliant Site • 0 Non-Compliant Site • 3 No NRMM Sites
E4	Emissions from Developments & Buildings	Air quality supplementary planning guidance: Update the Council's supplementary planning guidance for air quality to reflect new policies and requirements of the Local and London Plan.	Ongoing	• RBKC's Pollution Regulatory Team • RBKC's Planning Department	Due to proposed reforms, local planning authorities will no longer be able to produce Supplementary Planning Documents (SPDs) after June 2026, as set out on the .gov website https://www.gov.uk/government/publications/plan-

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					making-regulations-explainer/plan-making-regulations-explainer.
E5	Emissions from Developments & Buildings	Air Quality Neutral and Air Quality Positive: Implementation and enforcement of Air Quality Neutral and Air Quality Positive policies.	Ongoing	• RBKC's Pollution Regulatory Team	For the 01/01/2025 – 31/12/2025 period, a total of 12 Air Quality Neutral Assessments and 3 Air Quality Positive Statements were reviewed.
E6	Emissions from Developments & Buildings	Completion of school audits: Undertake air quality audits for schools located in the worst areas of air quality. Identify and implement measures to improve air quality. Engage schools on issues relating to the climate emergency and air pollution and develop an Environmental Charter that schools can sign up to.	2026 / 2027	• RBKC's Pollution Regulatory Team • RBKC's Sustainable Transport Team • RBKC's Climate Change Team	The Council, in partnership with Arup and Global Action Plan (GAP), continued implementing the Council's air quality audit programme in schools and nurseries. Progress during 2025 was as follows: • 20 further schools/nurseries were audited. • 17 audit reports were drafted and shared with the schools and nurseries. • 15 in-person school engagement workshops were held to raise awareness of the impacts of poor air quality, highlighting how to reduce exposure and steps individuals/school community can take to improve it. • 6 new air quality sensors were installed for a 12-month period and officers produced quarterly reports for each school, summarising the data. • 22 in-person meetings were organised with the schools, post audit, to discuss the implementation of physical measures. • 1 'careers' day was organised with Kensington Aldridge Academy, during which Year 12 students visited the offices of Arup. The students were

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress Emissions/Concentration data Benefits Negative impacts / Complaints
					introduced to career and apprenticeship opportunities in sustainability, climate change, and air quality. • 1 air quality awareness session was delivered by GAP at Marlborough Primary School as part of the Clean Air Day, engaging Year 6 pupils in activities to improve understanding of air pollution and its impacts on health. The session included practical activities such as air quality monitoring and educational exercises. • 2 green screens were installed (on at Clare Gardens nursery, one at Kensington Queensmill) that were recommended during the audit report. • Ongoing discussions with 5 schools to implement scooter and bike storage improvements that were recommended on the audit reports. Working on the Greener Schools programme with RAFT (Retrofit Action For Tomorrow), retrofit work was completed at three schools in North Kensington. The schools all had new LEDs installed and 2 schools had replacement windows and doors. The contractors and the RAFT team gave education sessions to the children to engagement with them about sustainability and environmental challenges such as energy efficiency and air pollution. PSDS 3C project, secondary heating network was upgraded at Kensington Leisure Centre for future connection to the Notting Dale heat network.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress Emissions/Concentration data Benefits Negative impacts / Complaints
E7	Emissions from Developments & Buildings	New development green space and infrastructure: Ensure adequate, appropriate, and well-located green space and infrastructure is included in new developments.	Ongoing	• Pollution Regulatory Team • Ecology Service • Climate Change Team • Transport Planning Team • Planning Department	All Major Applications are reviewed for green space and infrastructure in conjunction with the Council's Climate Change and Ecology Service (who oversee Biodiversity and the requirement for net gains).
E8	Emissions from Developments & Buildings	Smoke Control Zones (SCZ's):Ensure that borough-wide Smoke Control Zones (SCZ's) are promoted and enforced.	Ongoing	• RBKC's Pollution Regulatory Team • Noise & Nuisance Team	The whole Borough is already a smoke control area. As part of our work with the London Woodburning Group, we have updated our information and warning letters and are reviewing whether canal boats should be included within the Order.
E9	Emissions from Developments & Buildings	Emissions from chimneys: Issue authorisations for chimney heights for new appliances.	As received	• RBKC's Pollution Regulatory Team	No new chimney height applications were received in 2025.
E10	Emissions from Developments & Buildings	Prescribed processes emission controls: Carry out regular risk-based inspection processes and ensure authorisations are up to date.	Inspections undertaken in accordance with timetable	• Pollution Regulatory Team • Martin Cranfield Associates	Inspections of Part B permitted premises were completed in accordance with requirements based on Risk Rating.
E11	Emissions from Developments & Buildings	Implementation of the Council's Climate Emergency Action Plan: Implementation of the new Climate Emergency Action Plan, which sets out how the Council will become net zero by 2030 and the borough by 2040	Ongoing	Led by RBKC's Climate Change Team but delivery involves all Council Departments	Delivery of the Climate Emergency Action Plan continues, including carbon performance monitoring. Internal briefs per department are being finalised. 2025 saw a renewed focus on extreme weather preparedness, adaption and resilience – a Council wide workshop took place. The Council also continued with its

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress Emissions/Concentration data Benefits Negative impacts / Complaints
					deep retrofit programme at schools and operational buildings and its delivery of the final phase of the Notting Dale Future Neighbourhoods Project.
E12	Emissions from Developments & Buildings	Council Housing Action Plan development to implement the Housing Sustainability and Fuel Poverty Strategy: Develop an action plan that outlines how the Council's housing stock will achieve net zero by 2030 and reduce air pollution and ensure these are incorporated in the capital programme of refurbishment.	Warm Homes scheme runs from April 2025 until March 2028.	Lead by the Climate Change Team but delivery involves multiple Council Departments (Housing, Lancaster West, Housing Management).	The Council published its new Housing Strategy in 2025 Housing Strategy 2025-2030 which commits to improving energy efficiency of Council housing to meet the Council's net zero carbon target by 2030 where funding is available. The Council is taking part in the Warm Homes:Local Grant scheme designed to provide a grant to eligible households to improve the energy efficiency and building fabric of their property. Measures can include insulation, air source heat pumps, smart controls and solar panels. The grant is available to home owners and landlords and is being delivered by SureServe.
E13	Emissions from Developments & Buildings	A new renewable heat network will secure Lancaster West Estate in becoming net zero carbon: Replace two existing communal networks powered by gas with the Notting Dale heat network, which is an integral part of the Lancaster West Estate's refurbishment programme.	2026	RBKC's Lancaster West Team is leading, with input from other Council teams including Pollution Regulatory Team, Climate Change and the Planning Department.	The Notting Dale Heat Network is now fully constructed at primary network level, with 100 per cent of the buried primary pipework (≈2 km) installed, pressure-tested, and nitrogen-purged with no leaks detected. The project has moved from heavy civil works into plant installation, commissioning preparation, and secondary/tertiary connections. Heat-on for the renewable network is forecast for May–June 2027, aligned with refurbishment phasing and resident transition planning.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress Emissions/Concentration data Benefits Negative impacts / Complaints
					371 gas meters have already been removed in homes connected to interim or preparatory works, reducing local NO_2 emissions exposure ahead of full heat-on. Transitional gas arrangements are being carefully managed and minimised to maintain heat resilience while enabling final commissioning of the renewable system.
E14	Emissions from Developments & Buildings	Waste management sites: Any new consents for waste management sites will address potentially dusty operations and require them to be enclosed within a building.	As received	• RBKC's Pollution Regulatory Team	None received in 2025.
WP1	Working in Partnership	Collaboration with GLA and TfL to support working groups and policies that will improve air quality: Implementing actions from working groups such as the Wood-Burning Working Group.	Ongoing	• RBKC's Pollution Regulatory Team	The Council collaborates with the GLA and TfL through the central London Air Quality Cluster Group and other pan London working groups.
WP2	Working in Partnership	Collaborative partnerships to take action to improve air quality: Continue to work with other local authorities, London Councils, LEDNET and other organisations (e.g., Crossriver Partnership) to take action to improve air quality. Explore opportunities for trials of innovative measures/technologies and projects.	Ongoing	• Pollution Regulatory Team • Public Health • Other London Boroughs. • GLA • TfL • Canal and River Trust Waterways	The Council continues to collaborate and work with other local authorities and organisations to improve air quality. It is part of the London Wood Burning Group, The Healthy Waterways Partnership and the Idling Action network, all of whom are part funded by the GLA.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress Emissions/Concentration data Benefits Negative impacts / Complaints
WP3	Working in Partnership	Work with universities: To support research and to aid our own understanding of sources and potential mitigation.	Ongoing	• Pollution Regulatory Team • Imperial College • Clarity	In 2025, we have continued to work with Imperial College to expand the number of air quality sensors on the Breathe London network.
WP4	Working in Partnership	Develop Environmental Steering Group of residents, businesses, and academic institutions: To assist with delivery of Air Quality and Climate Emergency action plans and set up an air quality resource.	Ongoing	• Pollution Regulatory Team • Public Health • Climate Change Team	A Community Steering Group was created as part of the Future Neighbourhoods (FN) 2030 Programme, with 10 active residents involved. A legacy steering group is planned as the program wraps up. A Greener Survey was launched in 2025 which included questions about residents joining a steering group. A FN2030 Project Delivery Partners network takes place quarterly which includes project leads, local partners and residents.

3. Planning Update and Other New Sources of Emissions

In November 2025, the Council was a victim of a cyber-attack. This had a significant impact on the Council's ability to accept and process Planning Applications as systems were not able to operate between 24 November 2025 and 12 March 2026. This has had an impact on the number of planning applications assessed.

Table 19: Planning requirements met by planning applications in Kensington & Chelsea in 2025

Condition	Number
Number of planning applications where an air quality impact assessment was reviewed for air quality impacts	12
Number of planning applications required to undertake construction dust monitoring and reporting (Please specify how you get access to dust monitoring data i.e. online tool or CSV file)	10 Online or Consultant Reporting
Number of CHPs/Biomass boilers refused on air quality grounds	0 (None Received)
Number of CHPs/Biomass boilers subject to GLA emissions limits and/or other restrictions to reduce emissions as detailed in Air Quality Neutral LPG (london.gov.uk) point 3.1.5.	0 (None Received)
Number of developments required to install Ultra-Low NO_X boilers	2
Number of developments where an AQ Positive, AQ Neutral Building and / or Transport Assessments undertaken	12
Number of developments where the AQ Neutral Building and/or Transport Assessments not meeting the	1

Condition	Number
benchmark and so required to include additional mitigation	
Number of planning applications with S106 agreements including other requirements to improve air quality	0 new contributions secured between 1 Jan and 31 Dec 2025. The council received two payments from legal agreements agreed in previous years.
Number of planning applications with CIL payments that include a contribution to improve air quality	CIL is not collected for specific categories
NRMM: Number of planning applications with conditions related to NRMM included. Number of developments registered at www.nrmm.london. Number of audits (based on the pan-London project report and / or inhouse auditing programme) % of sites unregistered prior to audit % of sites compliant with the NRMM LEZ policy standards.	13 Planning Applications with NRMM condition Total Audits: 23 Self-Compliant: 7 Compliant: 2 No NRMM: 3 Inappropriate for audit: 11

3.1 New or significantly changed industrial or other sources

No new sources identified.

4. Additional Activities to Improve Air Quality

4.1 Royal Borough of Kensington and Chelsea Fleet

There are currently 127 vehicles in total within the RBKC vehicle fleet (including Housing), out of which 13 are fully electric and 77 are hybrid vehicles. In total, fully electric and hybrid vehicles represent 71 per cent of the total fleet.

4.2 Planning Enforcement

Planning Applications requiring air quality comments are either forwarded directly to the Pollution Regulatory Team, picked up by the team on the Weekly Planning List or sent through to the corresponding PLAN-AQ inbox which is checked on a regular basis. Kensington and Chelsea participate in the Pan-London NRMM project which sees NRMM Officers visit construction sites to ensure their compliance.

4.3 Pan-London NRMM Auditing Project

Kensington and Chelsea Council will continue to support the NRMM Enforcement project in 2026-2027.

Q1. What is the standard wording you use for NRMM conditions on construction/demolition sites?

A1. Prior to the commencement of the development, details shall be submitted to and approved in writing by the Local Planning Authority of all Non-Road Mobile Machinery (NRMM) to be used on the development site. All NRMM should meet as minimum the Stage IV emission criteria of Directive 97/68/EC and its subsequent amendments unless it can be demonstrated that Stage IV equipment is not available. An inventory of all NRMM must be registered on the NRMM register https://nrmm.london/user-nrmm/register. All NRMM should be regularly serviced, and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment'.

Reason: To ensure any impact on air quality is both minimised and managed and to comply with the NPPF (2024), development plan policies and Air Quality policies of the Local Plan.

Q2. Where is the wording applied?

A2. Wording is applied to the decision notice.

Q3. What sites is this condition applied to?

A3. The condition is applied to all planning applications.

4.4 Air Quality Alerts

RBKC supports airTEXT https://www.airtext.info/ and the Mayor's Air Quality Alert Messaging (in which emails are sent directly to schools and healthcare facilities/professionals.

4.5 Air Quality Positive

We do not have any examples of innovate mitigation measures that have been submitted as part of an Air Quality Positive Matrix.

Appendix A Details of Monitoring Site Quality QA/QC

A.1 Automatic Monitoring Sites

Data Management and Local Site Operator (LSO) duties for RBKC's Automatic Monitoring Station Network for the period of 2024 was undertaken by Ricardo Energy and Environment, who have been employed by RBKC since November 2017. All real-time data from the monitoring stations were independently collected and validated on a daily basis. A combination of automatic and manual checks were utilised to assess data, identify, and diagnose potential equipment faults and adjust data to take account of calibration tests. Automatic overnight calibrations were supplemented with regular manual calibrations of analysers. The procedures used conform to EU standards that are a requirement of the AURN.

All data is also formally ratified and available online by accessing the Air Quality England Website and selecting Kensington & Chelsea within the menu bar. During this process, the validation decisions can be ratified with the benefit of hindsight and using greater information, such as service records, calibration records and the results of station audits. Station audits are carried out by Ricardo Energy and Environment's in house audit team.

In addition, the PM_{10} / $PM_{2.5}$ monitoring undertaken at KC1 North Kensington is affiliated to the AURN/LAQN monitoring network, which means that independent calibration and audits are completed for the FIDAS monitors by a Defra appointed contractor.

PM_{10} Monitoring Adjustment

PM_{10} monitoring is completed within the borough at three monitoring sites: KC1 with a FIDAS, KC2 with a BAM, and KC5 with a 1020 Heated BAM. As per LLAQM guidance[1], through independent data validation completed by Ricardo Energy and Environment, the BAM data is corrected by dividing the raw data by 1.035. Monitoring data from the FDMS and FIDAS monitors do not require correction during their data validation stage.

All fully validated monitoring PM_{10} data is available through the Air Quality England website.

A.2 Diffusion Tubes

The NO_2 diffusion tubes for 2025 were supplied and analysed by Gradko with the 50% Triethanolamine (TEA) in acetone preparation method. Gradko is a UKAS accredited laboratory that follows the procedures set out by Defra within Diffusion Tubes for Ambient NO_2 Monitoring: Practical Guidance for Laboratories and Users, and strict internal QA/QC procedures to ensure that concentrations reported are as accurate as possible. Gradko also participate in two independent QA/QC schemes to ensure their performance is constantly independently reviewed.

A.2.1 AIR-PT

AIR is an independent proficiency-testing (PT) scheme that is operated by LGC standards and supported by the Health and Safety Laboratory (HSL). AIR-PT began in April 2014 and combined two long running PT schemes: LGC Standards STACKS PT scheme, and the HSL WASP PT scheme. AIR is a recognised performance-testing programme for labs undertaking NO_2 diffusion tube analysis as part of a wider UK NO_2 monitoring network. The AIR-PT results for Gradko during 2024 are presented in Table A.1 below.

Further information on proficiency testing can be found at Defra's Local Air Quality Management webpages under QA/QC framework for NO_2 diffusion tube monitoring.

Table 20: Gradko Performance within AIR-PT for NO_2 Diffusion Tubes – 2025

AIR PT AR062	AIR PT AR063	AIR PT AR064	AIR PT AR065
January – February 2025	April – June 2025	July – September 2025	October – December 2025
100%	75%	100%	100%

A.2.2 Network Field Inter-Comparison Exercise

Gradko International participates in the NO_2 Network Field Inter-Comparison Exercise, operated by the National Physical Laboratory (NPL), which complements the AIR-PT scheme in assessing sampling and analytical performance of diffusion tubes under normal operating conditions. This involves the regular exposure of a triplicate set of tubes at an Automatic Urban Network site (AURN) site where continuous chemiluminescent analysers measure NO_2 concentrations.

The inter-comparison exercise is completed at the Marylebone AURN monitoring station. Of particular interest is the bias of the diffusion tube measurement relative to the automatic analyser that gives an indication of accuracy. Performance criterion have been established for participating laboratories in line with the Air Quality Directive 2008/50/EC requirement for indicative monitoring techniques, as the 95% confidence interval of the annual mean bias which should not exceed ±25%.

In conjunction with this, a measure of precision is determined by comparing the triplicate co-located tube measurements, commonly referred to as the coefficient of variation (CoV). This value is useful for assessing the uncertainty of results due to sampling and analytical techniques. The NPL performance criterion for precision is that the mean coefficient of variation for the full year should not exceed 10%, should this be achieved the precision is given a score of 'good'.

Gradko operates well within the required level of performance in terms of accuracy and precision, as shown by the results presented in Table A.2.

Table 21: Precision Results for Gradko in 2025

2025 Good	2025 Bad
18	0

A.2.3 Benzene Diffusion Tubes

All Benzene tubes were analysed by a Gradko International a UKAS accredited laboratory using desorption scanning gas chromatography / mass spectrometry (GC / MS). This method of analysis gives unequivocal identification of BTEX peaks. The analysis is carried out in accordance with the Gradko International Laboratory Quality Procedure GLM 4.

The accuracy of the Laboratory measurements was monitored by participation in the Laboratory Measurement Proficiency Scheme.

The measurement method used in the Benzene survey were consistent with the sampling, analysis, and QA/QC requirements of EN 14662-4: 2005 Ambient Air Quality – Standard Method for Measurement of Benzene Concentrations – Part 4: Diffusive Sampling followed by Thermal Desorption and Gas.

A.2.4 Factor from Local Co-location Studies

Due to a change in diffusion tube supplier RBKC no longer forms part of the London Wide environmental Programme (LWEP). The diffusion tubes are now directly supplied to us by Gradko, rather than through a third party, previously Bureau Veritas.

Table 22: KC1 Triplicate Tubes Precision

Period	NO_2 Period Mean (µg m^{-3})			Triplicate Mean	Standard Deviation	Coefficient of Variation (CV)	95% CI of Mean	Data Quality
	Tube 1	Tube 2	Tube 3					
1	29.7	24.4	25.3	26.4	2.9	11%	7.1	**Good**
2	22.1	22.1	22.4	22.2	0.2	1%	0.4	**Good**
3	22.6	25.0	22.6	23.4	1.4	6%	3.5	**Good**
4	16.6	15.6	18.9	17.1	1.7	10%	4.2	**Good**
5	10.7	12.1	10.7	11.2	0.8	7%	2.0	**Good**
6	10.0	10.0		10.0	0.0	0%	0.0	**Good**
7	11.3	9.9	12.0	11.1	1.1	10%	2.7	**Good**
8	11.2	13.7	13.4	12.7	1.4	11%	3.4	**Good**
9	12.3	13.7		13.0	1.0	7%	8.6	**Good**
10	13.5	15.7	15.2	14.8	1.2	8%	2.9	**Good**
11	20.2	19.0	19.0	19.4	0.7	4%	1.7	**Good**
12	20.2	19.7	19.5	19.8	0.4	2%	1.0	**Good**

Table 23: KC2 Triplicate Tubes Precision

Period	NO_2 Period Mean (µg m^{-3})			Triplicate Mean	Standard Deviation	Coefficient of Variation (CV)	95% CI of Mean	Data Quality
	Tube 1	Tube 2	Tube 3					
1	40.6	41.7	44.0	42.1	1.8	4%	4.4	**Good**
2		36.0	38.7	37.3	1.9	5%	16.8	**Good**
3	38.3	34.8	32.7	35.3	2.8	8%	6.9	**Good**
4	32.6	31.0	31.8	31.8	0.8	3%	2.0	**Good**
5	27.8	26.3	25.5	26.5	1.2	4%	2.9	**Good**
6	24.0	25.1	29.2	26.1	2.7	10%	6.8	**Good**
7	23.2	21.0	23.6	22.6	1.4	6%	3.6	**Good**
8	23.5	24.7	27.7	25.3	2.1	8%	5.3	**Good**
9	26.4	26.3	25.6	26.1	0.5	2%	1.1	**Good**
10	28.1	28.9	26.3	27.8	1.3	5%	3.3	**Good**
11	33.9	33.7	34.4	34.0	0.3	1%	0.9	**Good**
12	34.9	32.5	34.7	34.1	1.4	4%	3.4	**Good**

Table 24: Local Bias Adjustment Outputs

	STEP 3a Local Bias Adjustment Input 1	STEP 3b Local Bias Adjustment Input 2
Periods used to calculate bias	12	12
Bias Adjustment Factor A	0.98 (0.9 - 1.09)	0.89 (0.83 - 0.95)
Diffusion Tube Bias B	2% (-8% - 12%)	12% (5% - 20%)
	2	12
Diffusion Tube Mean (µg/m^3)	16.8	30.8
Mean CV (Precision)	6.3%	5.1%
Automatic Mean (µg/m^3) (for periods used to calculate bias)	16.5	27.4
Data Capture (for periods used to calculate bias)	98%	98%
Overall Data Capture	98%	98%
Adjusted Tube Mean (µg/m^3)	16 (15 - 18)	27 (26 - 29)
Overall Diffusion Tube Precision	**Good Overall Precision**	**Good Overall Precision**
Overall Continuous Monitor Data Capture	**Good Overall Data Capture**	**Good Overall Data Capture**

Combined Local Bias Adjustment Factor	0.93

Figure 12: National Bias Adjustment Factor (BAF)

National Diffusion Tube Bias Adjustment Factor Spreadsheet

Spreadsheet Version Number: 03/26

Follow the steps below **in the correct order** to show the results of **relevant** co-location studies

Data only apply to tubes exposed monthly and are not suitable for correcting individual short-term monitoring periods

Whenever presenting adjusted data, you should state the adjustment factor used and the version of the spreadsheet

This spreadsheet will be updated every few months: the factors may therefore be subject to change. This should not discourage their immediate use.

This spreadsheet will be updated at the end of June 2026

LAQM Helpdesk Website

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

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

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

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

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

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

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

If a year is not shown, we have no data[2]

Step 4:

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

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

Analysed By[1]	Method (To undo your selection, choose (All) from the pop-up list)	Year[5] (To undo your selection, choose (All))	Site Type	Local Authority	Length of Study (months)	Diffusion Tube Mean Conc. (Dm) (µg/m³)	Automatic Monitor Mean Conc. (Cm) (µg/m³)	Bias (B)	Tube Precision[6]	Bias Adjustment Factor (A) (Cm/Dm)
Gradko	50% TEA in acetone	2025	UB	City Of London Corporation	12	24	22	8.4%	G	**0.92**
Gradko	50% TEA in acetone	2025	R	City Of London Corporation	12	31	28	9.8%	G	**0.91**
Gradko	50% TEA in acetone	2025	R	Lb Hounslow	10	31	25	22.1%	G	**0.82**
Gradko	50% TEA in Acetone	2025	UC	Falkirk Council	11	27	25	6.1%	G	**0.94**
Gradko	50% TEA in Acetone	2025	UB	Falkirk Council	11	11	15	-22.6%	G	**1.29**
Gradko	50% TEA in acetone	2025	KS	Marylebone Road Intercomparison	12	37	31	17.7%	G	**0.85**
Gradko	50% TEA in acetone	2025	SU	Redcar And Cleveland Borough Council	12	11	9	29.0%	G	**0.78**
Gradko	50% TEA in Acetone	2025	R	London Borough Of Merton	12	27	22	22.7%	G	**0.81**
Gradko	50% TEA in acetone	2025	UB	London Borough Of Wandsworth	12	20	18	9.0%	G	**0.92**
Gradko	50% TEA in acetone	2025	R	London Borough Of Richmond Upon Thames	12	15	18	-17.8%	G	**1.22**
Gradko	50% TEA in acetone	2025	KS	London Borough Of Richmond Upon Thames	10	30	26	15.9%	G	**0.86**
Gradko	50% TEA in acetone	2025	B	London Borough Of Richmond Upon Thames	12	13	13	1.5%	G	**0.99**
Gradko	50% TEA in acetone	2025	R	Sandwell Mbc	11	28	24	16.6%	G	**0.86**
Gradko	50% TEA in acetone	2025	UB	Sandwell Mbc	11	19	20	-5.2%	G	**1.05**
Gradko	50% TEA in acetone	2025	UB	City Of York Council	12	13	12	13.4%	G	**0.88**
Gradko	50% TEA in acetone	2025	R	City Of York Council	12	20	19	6.6%	G	**0.94**
Gradko	50% TEA in acetone	2025	R	City Of York Council	10	16	15	7.0%	G	**0.93**
Gradko	50% TEA in acetone	2025	R	City Of York Council	11	21	18	18.1%	G	**0.85**
Gradko	50% TEA in acetone	2025		**Overall Factor[3] (18 studies)**				**Use**		**0.92**

A.2.5 Discussion of Choice of BAF to Use

Historically, a single Bias Adjustment Factor (BAF) derived from the North Kensington Monitoring Station (KC1) urban background co-location site was applied to correct the raw diffusion tube data. The KC1 BAF was considered representative of urban background conditions across the borough, particularly for sites located away from heavily trafficked roads.

Following the establishment of a triplicate co-location site at Cromwell Road (KC2), an additional locally-derived BAF has become available. To improve the robustness and representativeness of the bias adjustment, the Borough now applies the average of the BAFs from both NKMS and KC2.

This combined approach reduces reliance on a single reference site and better reflects local spatial variability in nitrogen dioxide concentrations, thereby providing a more representative adjustment for the Borough's diffusion tube monitoring network.

Table 25: Bias Adjustment Factor

Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2025	Local	03/26	0.93
2024	Local	03/25	0.88
2023	Local	03/24	0.82
2022	Local	03/23	0.80
2021	Local	03/22	0.83
2020	Local	06/21	March 0.88 May 0.89 Jan, Feb, Apr, Jun-Dec 0.95

Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2019	Local	09/20	Non-Urban Background: 0.87 Urban Background: 1.01
2018	Local	06/19	0.98
2017	Local	03/18	1.15
2016	Local	-	1.15

A.3 Adjustments to the Ratified Monitoring Data

Short-term to Long-term Data Adjustment

In regard to the 2025 diffusion tube data set, 3 monitoring locations (KC69, KC70 and KC112) had data capture below 75%.

Annualisation of the monitoring sites has been completed in line with Box 4.8 and 4.9 within LLAQM.TG(19) and full working details are presented in Table A.4 and Table A.5. In completing the annualisation process, data has been taken from a number of automatic monitoring sites that are part of the LAQM/AURN. In line with LLAQM.TG(19) the monitoring sites that have been used lie within a radius of approximately 50 miles of the sites to be annualised and have a data capture of 85% or above.

Distance Adjustment

In line with LLAQM.TG(22) distance correction has been applied to NO_2 monitoring sites that are not sited at locations of relevant exposure as detailed within the LLAQM Guidance documents. The Diffusion Tube Data Processing Tool V6.0 has been used to predict the NO_2 concentration at a location of relevant exposure; the calculations are presented below.

To complete the NO_2 fall off with distance calculations a background value for each monitoring location is required. Background NO_2 concentrations for 2025 have been

derived from the Defra Background Map database that has a current baseline of 2021.

Distance correction has been completed for all Roadside and Kerbside monitoring locations and not the Urban Background and Urban Centre locations.

Table 26: Non-Automatic NO_2 Monitoring Data Adjustment

Site ID	Annualisation Factor London Bloomsbury	Annualisation Factor London Haringey Priory Park South	Annualisation Factor North Kensington	Annualisation Factor Westminster	Average Annualisation Factor	Raw Data Annual Mean (µg m^{-3})	Annualised Annual Mean (µg m^{-3})	Comments
KC69	0.9585	0.9478	0.9670	0.9862	0.9649	19.0	18.3	-
KC112	0.9521	0.9405	0.9599	0.9748	0.9568	22.5	21.5	-

Table 27: Automatic PM_{10} Monitoring Data Adjustment

Background Site	Annual Data Capture (%)	Annual Mean (A_m)	KC5	
			Period Mean (P_m)	Ratio (A_m / P_m)
Bloomsbury	99.7	15.0	16.0	0.936
North Kensington	99.7	13.8	15.0	0.919
Honor Oak Park	99.7	12.8	13.9	0.923
Average (R_a)			0.926	
Raw Data Annual Mean (M)			23.1	
Annualised Annual Mean (M x R_a)			21.4	

Table 28: NO_2 Fall off With Distance Calculations

Site ID	Distance (m): Monitoring Site to Kerb	Distance (m): Receptor to Kerb	Monitored Concentration (Annualised and Bias Adjusted) (µg m^{-3})	Background Concentration (µg m^{-3})	Concentration Predicted at Receptor (µg m^{-3})	Comments
KC33	1.1	2.1	36.0	22.5	34.3	
KC49	4.0	5.0	38.9	24.3	*37.9*	*Predicted concentration at Receptor within 10% the AQS objective.*
KC91	0.5	1.0	42.7	22.5	**40.2**	*Predicted concentration at Receptor above AQS objective.*
KC93	0.5	1.0	38.0	22.4	*36.1*	*Predicted concentration at Receptor within 10% the AQS objective.*
KC94	1.0	1.5	39.3	24.4	*38.0*	*Predicted concentration at Receptor within 10% the AQS objective.*

Site ID	Distance (m): Monitoring Site to Kerb	Distance (m): Receptor to Kerb	Monitored Concentration (Annualised and Bias Adjusted (µg m^{-3})	Background Concentration (µg m^{-3})	Concentration Predicted at Receptor (µg m^{-3})	Comments
KC95	0.3	0.8	37.8	21.9	35.3	
KC98	0.5	1.0	41.9	21.9	*39.4*	*Predicted concentration at Receptor within 10% the AQS objective.*
KC99	0.5	1.0	38.0	21.9	*36.0*	*Predicted concentration at Receptor within 10% the AQS objective.*
KC100	0.5	1.0	42.4	21.9	*39.9*	*Predicted concentration at Receptor within 10% the AQS objective.*
KC101	0.5	1.0	39.9	21.9	*37.7*	*Predicted concentration at Receptor within 10% the AQS objective.*
KC102	1.0	1.5	39.7	21.9	*38.2*	*Predicted concentration at Receptor within*

Site ID	Distance (m): Monitoring Site to Kerb	Distance (m): Receptor to Kerb	Monitored Concentration (Annualised and Bias Adjusted (µg m^{-3})	Background Concentration (µg m^{-3})	Concentration Predicted at Receptor (µg m^{-3})	Comments
						10% the AQS objective.

Appendix B Full Monthly Diffusion Tube Results for 2025

Table 29: NO_2 2025 Diffusion Tube Results (µg m^3)

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sept	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted µg m^{-3}	Annual Mean: Distance Corrected to Nearest Exposure	Comment
KC31	524342	181271	39.5	36.2	36.5	29.5	22.6	18.7	19.6	21.2	22.3	22.4	27.9	26.7	26.9	25.2		
KC32	524784	179599	24.9	21.3	19.9	15.8	9.6	9.9	10.6	10.1	12.5	13.2	17.4	18.9	15.4	14.3		
KC33	525355	178841	48.7	41.8	45.7	34.0	35.0	37.1	37.3	32.2	36.2	37.0	40.7	37.2	38.6	36.0	34.3	
KC34	527164	178103	32.4	24.0	24.3	16.8	13.8	13.5	12.1	14.3	17.4	18.9	21.9	24.6	19.5	18.2		
KC35	527192	179185	41.5	35.2	40.5	36.5	34.8		32.3	32.4	32.2	32.9	33.3		35.2	32.9		
KC38	525548	178556	46.7	41.4	42.5	32.9	29.7	38.1	33.6	7.3	34.3	39.0	40.8	35.2	35.1	32.8		
KC39	526317	177022	25.6	20.6	22.9	16.5	11.6	9.3	10.3	11.8	13.0	14.3	19.4	18.2	16.1	15.1		
KC41	524294	181200	30.6	28.9	30.4	23.3	14.8	10.2	10.0	12.4	16.8	17.0	23.6	23.0	20.1	18.8		
KC42	525191	180705	27.0	26.1	26.6	19.7	14.7	15.1	15.9	15.4	17.0	17.9	23.0	23.9	20.2	18.9		
KC43	525950	177487	24.4	26.9	24.9	17.0	13.2	10.3	10.7	12.2	14.1	15.1	20.4	22.1	17.6	16.5		
KC44	527335	178810	32.3	27.8	21.5	20.6	14.3	14.1	15.1	13.2	16.4	18.9	24.6	25.6	20.4	19.0		
KC45	525263	178936	28.2	30.2	29.3	25.4	16.1	21.0	16.2	19.1	23.8	21.4	27.4	27.2	23.8	22.2		

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sept	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted µg m^{-3}	Annual Mean: Distance Corrected to Nearest Exposure	Comment
KC47a	524046	181758	26.4	22.2	23.4	17.1	11.2	10.0	11.1	12.7	13.0	14.8	19.4	19.8	16.8	15.7		Triplicate Site with KC47a, KC47b and KC47c - Annual data provided for KC47c only
KC47b	524046	181758	26.4	22.2	23.4	17.1	11.2	10.0	11.1	12.7	13.0	14.8	19.4	19.8	16.8	15.7		Triplicate Site with KC47a, KC47b and KC47c - Annual data provided for KC47c only
KC47c	524046	181758	26.4	22.2	23.4	17.1	11.2	10.0	11.1	12.7	13.0	14.8	19.4	19.8	16.8	15.7		Triplicate Site with KC47a, KC47b and KC47c - Annual data provided for KC47c only
KC48	528011	178675	42.4	37.7	35.2	53.3	24.1	28.4	30.1	28.9	29.9	29.4	32.6	29.5	33.5	31.3		
KC49	527516	179395	44.4	47.5	45.6		41.1	38.5		45.1		33.3	37.4	41.3	41.6	38.9	37.9	
KC50	527726	177727	30.2	28.2	25.7	25.6	18.6	20.6	15.7	16.6	19.7	17.7	18.4	21.9	21.6	20.2		
KC51	527690	177800	47.5	19.7	21.7	17.9	13.1	8.2	10.5	12.1	14.0	14.4	17.9		17.9	16.7		
KC52	527411	178659	33.7	33.0	33.2	26.1	18.7	17.4	22.4	19.3	19.9	23.4	24.8	26.1	24.8	23.2		
KC53	523792	181189	31.9	28.5	23.9	20.0	15.0	14.9	15.8	18.0	18.7	19.8	25.9	22.6	21.3	19.9		
KC54a	526522	178968	42.1	37.3	35.3	31.8	26.5	26.1	22.6	25.3	26.1	27.8	34.0	34.1	30.8	28.7		Triplicate Site with KC54a, KC54b and KC54c - Annual data provided for KC54c only
KC54b	526522	178968	42.1	37.3	35.3	31.8	26.5	26.1	22.6	25.3	26.1	27.8	34.0	34.1	30.8	28.7		Triplicate Site with KC54a, KC54b and KC54c - Annual data provided for KC54c only
KC54c	526522	178968	42.1	37.3	35.3	31.8	26.5	26.1	22.6	25.3	26.1	27.8	34.0	34.1	30.8	28.7		Triplicate Site with KC54a, KC54b and KC54c - Annual data provided for KC54c only

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sept	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted µg m^{-3}	Annual Mean: Distance Corrected to Nearest Exposure	Comment
KC55	526608	177429	35.3	29.0	33.1	20.2	14.9	13.0		14.9	16.3	19.5	22.7	24.9	22.2	20.7		
KC56	527268	178089	40.2	36.7	36.3	32.8	24.5	30.6	29.7	29.1	29.7	27.5	32.6	32.0	31.8	29.7		
KC57	527889	179145	34.6	34.0	34.2	27.0	22.7	18.1	24.6	18.1	21.2	17.7	21.5	22.9	24.7	23.1		
KC58	525630	179674	37.5	32.8	39.2	30.6	24.9	26.9			25.1	27.0	28.4	28.5	30.1	28.1		
KC59	525342	179464	40.2	41.2	44.0	39.1	38.3	31.4	41.3	32.3	33.2	37.4	36.3	34.7	37.5	35.0		
KC60	526231	178425	40.9		34.8	26.2	22.7	8.3	21.4	19.8	25.2	25.9	29.7	30.0	25.9	24.2		
KC61	526377	177867	41.6	37.3	37.3	23.3	24.0	18.3	18.9	19.5	23.5	23.6		29.1	26.9	25.2		
KC64	524825	178902	34.0	34.8	32.8	25.8	22.3	20.2	22.5	20.5	21.2	21.8	26.5	26.1	25.7	24.0		
KC65	523899	182113	31.4	26.2	28.0		13.0	16.3	14.9		17.4	18.7	21.8	22.2	21.0	19.6		
KC66	524541	181893	31.3	29.7	29.2	20.8	13.6	16.0	13.5	15.8	16.1	18.3	22.5	21.5	20.7	19.3		
KC67	524056	182148	22.1	25.7	25.0	20.8	12.1	11.8	16.5	15.0	16.9	19.4	20.6	24.3	19.2	17.9		
KC68	526863	179060	43.0	29.1	28.9	22.3	16.5	20.7	18.9	18.6	20.3	22.3	30.1	29.4	25.0	23.4		
KC69	523587	180893		27.1	26.4	18.9		9.9	12.0			17.2	20.3	20.2	19.0	17.1		
KC70	527170	177985		31.8		24.8	22.6	24.9	24.5	23.9	25.7	27.9		19.4	25.1	23.4		
KC71	527267	177812	35.6	28.6	33.1		17.4	15.5		18.8	20.5	21.7	30.9	27.8	25.0	23.4		
KC72	527330	177716	40.4	37.4	37.3	34.3		22.8	21.6	24.7	27.0	23.0	36.3		30.5	28.5		

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sept	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted µg m^{-3}	Annual Mean: Distance Corrected to Nearest Exposure	Comment
KC73	527227,	177918	35.0	32.4	33.4	24.5	17.3	15.9	18.1	17.7	19.7	20.1	26.1	27.0	24.0	22.4		
KC74	527600	179325	34.8	34.0	32.7	25.5	20.6	21.7				24.2	30.1	29.9	28.2	26.3		
KC75	527675	179325	36.2	34.6	39.1	28.8	23.3	2.8				22.1	26.5	29.4	27.0	25.2		
KC76	527691	179390	25.9	35.5	36.6	28.7	25.4	18.5	20.7	23.0	19.1	23.3	27.4	28.8	26.1	24.4		
KC77	524820	181065	30.8	26.8	22.4	16.4	14.4	11.6		14.1	16.4	17.9	22.7		19.3	18.1		
KC78	524762	181049	32.0	25.6	28.9	21.9	13.6	13.8	14.6	15.4		17.8	25.5	24.5	21.2	19.8		
KC79	527892	178731	24.2	27.8	26.9	20.4	16.8	16.0	15.3	15.0	17.1	17.1			19.7	18.4		
KC80	527917	178755	29.7	27.4		19.2	14.7	12.8	13.0	14.0	15.9	20.0	29.3	28.2	20.4	19.0		
KC81	527214	179153	30.2	28.1	28.6	19.5	13.9	12.1	11.6		15.8	17.2	24.0	25.2	20.6	19.2		
KC82	524764	179139	36.9	41.3	36.9	35.1		30.2	28.6	30.7	28.1	30.1	35.2		33.3	31.1		
KC83	524919	179229	36.1	35.4	32.9	28.8	23.7	22.0	31.2	28.1	30.4	27.0	33.2	31.6	30.0	28.1		
KC84	525002	179275	47.9	44.3	43.7	37.9	35.1	28.4	34.1	33.2	28.9	36.0	39.1	36.8	37.1	34.7		
KC85	525002	179277	41.0	36.4	41.3	34.3	32.8	26.5	30.5		28.9	33.5	28.7	31.8	33.2	31.1		
KC86	525165	179355	35.9	36.4	39.3	34.1	36.1	24.5	26.9	26.5	27.3	28.8	32.6	35.3	32.0	29.9		

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sept	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted µg m^{-3}	Annual Mean: Distance Corrected to Nearest Exposure	Comment
KC88	525219	179387	46.3	43.5	40.5	40.3	34.5	27.7	29.8	29.9	36.0	36.0	40.2	36.0	36.7	34.3		
KC89	525291	179432	47.5	53.9	46.1	34.9	35.6	29.0	38.3	27.2	32.2	33.4	24.8	39.3	36.9	34.4		
KC91	525520	179571	57.2	49.0	41.6	52.5	50.6	47.7	42.4	43.1	36.0	47.0	44.1	36.4	45.6	42.7	40.2	
KC92	525520	179573	51.4		42.1	42.1		36.9	35.5	37.1	35.4	34.3	35.3	30.9	38.1	35.6		
KC93	525597	179623		48.1	44.1	45.7	45.1	41.5	36.3	40.4	29.5	42.2	34.7	39.3	40.7	38.0	36.1	
KC94	525719	179694	50.2	47.5		46.5	43.9	36.5	34.7	39.3	40.2		41.2	40.0	42.0	39.3	38.0	
KC95	525786	179717	44.7	40.4	44.7	38.2	42.3		40.1			39.1	38.2	36.6	40.5	37.8	35.3	
KC96	525860	179707	42.1	40.3		32.9	32.8	36.1	33.6	33.9		39.9		31.4	35.9	33.5		
KC98	525755	179687	51.3	53.2	52.2	55.1	16.8	45.1	36.9	46.8			48.1	42.3	44.8	41.9	39.4	
KC99	525644	179639	47.6	50.0	39.0	48.3	39.1	37.7	33.1	39.5	37.1	32.2	43.9		40.7	38.0	36.0	
KC100	525550	179572	53.8	49.4	52.6	55.8	43.0	40.4	30.9	46.2	45.4	39.4	43.9	43.9	45.4	42.4	39.9	
KC101	525523	179552	53.5	44.6	42.0	46.9	38.7	37.2	33.7	40.9	40.9	38.6	47.8	47.0	42.7	39.9	37.7	
KC102	525486	179529	46.1	52.2	46.7	45.0	37.3	43.2	29.6	41.3	41.1	40.4	42.1	44.7	42.5	39.7	38.2	
KC103	525411	179478	40.5	41.2	49.7	34.8	29.6	28.6	24.2	27.8	27.4	29.6	31.9	17.5	31.9	29.8		

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sept	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted µg m^{-3}	Annual Mean: Distance Corrected to Nearest Exposure	Comment
KC104	525327	179434	42.8	45.9	44.1	40.4	30.7	28.2	27.7	32.3	30.3	33.1	31.4	16.0	33.6	31.4		
KC105	525239	179379	55.1	37.9	39.0	35.0	35.8	31.2	27.0	31.0	33.3	34.9	37.6	37.2	36.2	33.9		
KC106	525197	179353	41.6	41.6	41.5	38.0	33.8	32.2	20.7	34.5	34.9	30.2	30.4	37.7	34.8	32.5		
KC107	525132	179314	41.4	39.9	38.5	33.4	29.8	26.8	23.0	30.8	26.8	29.4	32.3	38.6	32.5	30.4		
KC108	525034	179273	38.3	35.5	34.4	36.7	27.9	19.9	20.6	26.4	25.0	27.7	28.3	30.7	29.3	27.4		
KC110	524888	179186	38.7	33.9	38.5	34.7	26.2	25.4	16.8	28.6	28.9	30.1	29.4	29.6	30.1	28.1		
KC111	524797	179132	35.7	33.0	34.4	26.1	23.4	19.7	23.4	21.9	25.0	25.7	31.9	30.8	27.6	25.8		
KC112	526894	177567		28.2	31.1	26.4		15.8		18.7		21.7	30.7	7.5	22.5	20.1		
KC113	526794	177714	37.1	40.1	34.6	35.5	34.7		27.2	30.3	31.0	29.9	38.8	32.8	33.8	31.6		
KC114	524371	180121	40.3	40.8	38.7	32.4	30.6		33.4	33.5	31.3		32.3	31.3	34.4	32.2		
KC118	524207	180399	29.6	30.3	28.6		14.5		14.5	18.8	18.5	19.2		28.1	22.5	21.0		

☒ **All erroneous data has been removed from the NO_2 diffusion tube dataset presented in Table 27.**

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

☒ **Local bias adjustment factor used.**

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

☒ **Kensington & Chelsea 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.

Appendix C Summary of Breathe London Sensor Monitoring Data

Table 30: Details of Breathe London Sensor Sites

Site ID	Site Name	X (m)	Y (m)	Site Type	In AQMA?	In AQFA?	Distance to Relevant Exposure	Distance to Kerb of Nearest Road	Height	Sensor Type	Operational Dates	Pollutants Monitored	Sensor Type	Operational Dates	Pollutants Monitored
BL01	Oxford Gardens Primary School	523720	181240	Roadside	Y	N	1 m	10 m	4 m	Clarity Node-S	09/06/2021 – 14/12/2024	NO_2 & $PM_{2.5}$	Airly Aura Plus Sensor	19/03/2025 – PRESENT	NO_2 & $PM_{2.5}$
BL02	North Kensington	524041	181752	Background	Y	N	2 m	5 m	4 m	Clarity Node-S	19/02/2021 – 14/12/2024	NO_2 & $PM_{2.5}$	Airly Aura Plus Sensor	02/04/2025 – PRESENT	NO_2 & $PM_{2.5}$
BL03	Almanaar, Acklam Road	524731	181797	Roadside	Y	N	0.5 m	1.5 m	4 m	Clarity Node-S	29/06/2021 – 14/12/2024	NO_2 & $PM_{2.5}$	Airly Aura Plus Sensor	25/11/2025 – PRESENT	NO_2 & $PM_{2.5}$
BL04	St Mary Abbots Primary School	525554	179655	Roadside	Y	Y	1 m	50 m	4 m	Clarity Node-S	16/06/2021 – 14/12/2024	NO_2 & $PM_{2.5}$	N/A		
BL05	Kensington High Street	525231	179383	Urban Traffic	Y	Y	0.5 m	1 m	4 m	Clarity Node-S	09/07/2021 – 14/12/2024	NO_2 & $PM_{2.5}$	Airly Aura Plus Sensor	02/07/2025 – PRESENT	NO_2 & $PM_{2.5}$
BL06	South Kensington Underground Station	526823	178830	Urban Traffic	Y	Y	1 m	0.5 m	4 m	Clarity Node-S	29/06/2021 – 14/12/2024	NO_2 & $PM_{2.5}$	Airly Aura Plus Sensor	02/07/2025 – PRESENT	NO_2 & $PM_{2.5}$
BL07	Royal Marsden Hospital	526921	178467	Urban Traffic	Y	N	0.5 m	5 m	2 m	Clarity Node-S	23/01/2021 – 14/12/2024	NO_2 & $PM_{2.5}$	Airly Aura Plus Sensor	13/03/2025 – PRESENT	NO_2 & $PM_{2.5}$

Site ID	Site Name	X (m)	Y (m)	Site Type	In AQMA?	In AQFA?	Distance to Relevant Exposure	Distance to Kerb of Nearest Road	Height	Sensor Type	Operational Dates	Pollutants Monitored	Sensor Type	Operational Dates	Pollutants Monitored
BL08	Sloane Street	527831	179524	Urban Traffic	Y	Y	0.5 m	3 m	4 m	Clarity Node-S	13/12/2021 – PRESENT	NO_2 & $PM_{2.5}$	N/A		
BL09	Holy Trinity Church of England Primary School	528080	178466	Roadside	Y	N	0.5 m	5 m	1.5 m	Clarity Node-S	15/06/2021 – 14/12/2024	NO_2 & $PM_{2.5}$	Airly Aura Plus Sensor	14/03/2025 – PRESENT	NO_2 & $PM_{2.5}$
BL10	Oakley Street	527329	177713	Kerbside	Y	N	0.5 m	0.5 m	2.5 m	Clarity Node-S	04/01/2023 – PRESENT	NO_2 & $PM_{2.5}$	N/A		
BL11	Royal Brompton Hospital, Fulham Wing	526899	178410	Roadside	Y	N	0.5 m	2.0 m	2 m	Clarity Node-S	26/07/2022 – PRESENT	NO_2 & $PM_{2.5}$	N/A		
BL12	Sloane Square	528049	178652	Roadside	Y	N	1.0 m	5.0 m	5 m	Clarity Node-S	29/06/2022 – PRESENT	NO_2 & $PM_{2.5}$	N/A		
BL13	Warwick Road	525309	178406	Kerbside	Y	Y	0.5 m	0.5 m	4 m	Clarity Node-S	28/04/2022 – PRESENT	NO_2 & $PM_{2.5}$	N/A		
BL14	St Francis of Assisi Primary School	523816	180710	Kerbside	Y	N	0.5 m	0.1 m	3.5 m	Clarity Node-S	24/02/2023 – PRESENT	NO_2 & $PM_{2.5}$	N/A		

Site ID	Site Name	X (m)	Y (m)	Site Type	In AQMA?	In AQFA?	Distance to Relevant Exposure	Distance to Kerb of Nearest Road	Height	Sensor Type	Operational Dates	Pollutants Monitored	Sensor Type	Operational Dates	Pollutants Monitored
BL15	Avondale Park Primary School	524025	180627	Background	Y	N	0.5 m	20 m	4 m	Clarity Node-S	24/02/2023 – 04/10/2024	NO_2 & $PM_{2.5}$	N/A		
BL16	Thomas Jones Primary School	524214	181119	Background	Y	N	0.5 m	9.5 m	1- 2 m	Clarity Node-S	01/03/2023 – 02/10/2024	NO_2 & $PM_{2.5}$	N/A		
BL17	Colville Primary School	524811	181076	Background	Y	N	0.5 m	15 m	3.0 m	Clarity Node-S	24/02/2023 – 02/10/2024	NO_2 & $PM_{2.5}$	N/A		
BL18	Lancaster West RA	523781	180877	Roadside	Y	N	0.5 m	3.5 m	3.0 m	Clarity Node-S	02/06/2023 – PRESENT	NO_2 & $PM_{2.5}$	N/A		
BL19	Edward Woods Community Centre	523894	180163	Background	Y	Y	0.5 m	10 m	3 m	Clarity Node-S	06/10/2022 – 07/10/2024	NO_2 & $PM_{2.5}$	N/A		
BL20	Science Museum	526845	179178	Roadside	Y	Y	0.5 m	5 m	6 m	Clarity Node-S	03/03/2023 – PRESENT	NO_2 & $PM_{2.5}$	N/A		
BL21	Sutton Way	523223	182042	Roadside	Y	N	0.5 m	0.5 m	3.5 m	Clarity Node-S	16/01/2024 – 11/06/2025	NO_2 & $PM_{2.5}$	N/A		

Site ID	Site Name	X (m)	Y (m)	Site Type	In AQMA?	In AQFA?	Distance to Relevant Exposure	Distance to Kerb of Nearest Road	Height	Sensor Type	Operational Dates	Pollutants Monitored	Sensor Type	Operational Dates	Pollutants Monitored
BL22	Bonchurch Road	524185	181783	Roadside	Y	N	0.5 m	0.5 m	3.5 m	Clarity Node-S	16/01/2024 – 11/06/2025	NO_2 & $PM_{2.5}$	N/A		
BL23	Barlby & Kensington Queensmill School	523859	181991	Background	Y	N	5 m / 20 m	35 m	3 m	Clarity Node-S	21/06/2024 – 18/06/2025	NO_2 & $PM_{2.5}$	N/A		
BL24	Kensington Aldridge Academy School	523896	181024	Background	Y	N	~5 m	25 m	~18 m	Clarity Node-S	21/06/2024 – 18/06/2025	NO_2 & $PM_{2.5}$	N/A		
BL25	St. Cuthbert & St. Matthias Schools	525522	178262	Background	Y	Y	0.5 m	26 m	3 m	Clarity Node-S	21/06/2024 – 18/06/2025	NO_2 & $PM_{2.5}$	N/A		
BL26	Kensington Primary Academy School	524710	178978	Background	Y	N	0.5 m	3 m	3 m	Clarity Node-S	21/06/2024 – 18/06/2025	NO_2 & $PM_{2.5}$	N/A		
BL27	Marlborough Primary School	527436	178694	Roadside	Y	N	1 m	4 m	~ 12 m	Clarity Node-S	21/06/2024 – 18/06/2025	NO_2 & $PM_{2.5}$	N/A		
BL28	Bousfield Primary School	525986	178378	Roadside	Y	N	1 m	3 m	3 m	Clarity Node-S	27/06/2024 – 18/06/2025	NO_2 & $PM_{2.5}$	N/A		
BL29	Golborne and Maxilla Nursery	524587	181653	Background	Y	N	0.5 m	5 m	5 m	Clarity Node-S	02/07/2024 –	NO_2 & $PM_{2.5}$	N/A		

Site ID	Site Name	X (m)	Y (m)	Site Type	In AQMA?	In AQFA?	Distance to Relevant Exposure	Distance to Kerb of Nearest Road	Height	Sensor Type	Operational Dates	Pollutants Monitored	Sensor Type	Operational Dates	Pollutants Monitored
											PRESENT				
BL30	Park Walk Primary School	526591	177712	Background	Y	N	0.5 m	23 m	3 m	Clarity Node-S	04/07/2024 – 18/06/2025	NO_2 & $PM_{2.5}$	N/A		
BL31	Bevington Primary School	524396	181811	Urban Background	Y	N	0.5 m	26 m	2.5 m	Clarity Node-S	10/12/2024 – PRESENT	NO_2 & $PM_{2.5}$	N/A		
BL32	Ashburnham Community School	526554	177435	Urban Background	Y	Y	0.5 m	26 m	3 m	Clarity Node-S	10/10/2024 – 10/10/2025	NO_2 & $PM_{2.5}$	N/A		
BL33	Ormiston Latimer Academy	523612	180970	Urban Background	Y	N	1 m	50 m	3 m	Clarity Node-S	12/10/2024 – 10/12/2025	NO_2 & $PM_{2.5}$	N/A		
BL34	Servite RC Primary School	526237	177786	Urban Background	Y	Y	0.5 m	20 m	2.7 m	Clarity Node-S	06/01/2025 – 09/12/2025	NO_2 & $PM_{2.5}$	N/A		
BL35	Clare Gardens Children's Centre	524470	181219	Urban Background	Y	N	0.5 m	10 m	2 m	Clarity Node-S	31/01/2025 – PRESENT	NO_2 & $PM_{2.5}$	N/A		
BL36	Our Lady of Victories RC Primary School	526501	178652	Urban Background	Y	N	0.5 m	8 m	3 m	Clarity Node-S	29/01/2025 – PRESENT	NO_2 & $PM_{2.5}$	N/A		

Site ID	Site Name	X (m)	Y (m)	Site Type	In AQMA?	In AQFA?	Distance to Relevant Exposure	Distance to Kerb of Nearest Road	Height	Sensor Type	Operational Dates	Pollutants Monitored	Sensor Type	Operational Dates	Pollutants Monitored
BL37	St Luke's Playground Oratory RC Primary School	527144	178386	Urban Background	Y	N	0.5 m	10 m	2.7 m	Clarity Node-S	03/02/2025 – PRESENT	NO_2 & $PM_{2.5}$	N/A		
BL38	ARK Brunel	524122	182222	Urban Background	Y	N	0.5 m	23 m	2.8 m	Clarity Node-S	09/09/2025 – PRESENT	NO_2 & $PM_{2.5}$	N/A		
BL39	St Clement & St James CE Primary School	524233	180441	Urban Background	Y	N	0.5 m	34 m	3 m	Clarity Node-S	09/09/2025 – PRESENT	NO_2 & $PM_{2.5}$	N/A		
BL40	Station Walk	523855	180971	Urban Background	Y	N	1 m	15 m	2.5 m	Clarity Node-S	24/06/2025 - PRESENT	NO_2 & $PM_{2.5}$	N/A		
BL41	Barandon Walk	523860	180884	Urban Background	Y	N	0.5 m	75 m	3.5 m	Clarity Node-S	07/03/2025 – PRESENT	NO_2 & $PM_{2.5}$	N/A		
BL42	Grenfell Road	523911	180917	Urban Background	Y	N	0.5 m	40 m	2.5 m	Clarity Node-S	13/01/2025 – 24/06/2025	NO_2 & $PM_{2.5}$	N/A		
BL43	Waynflete Square	523733	181003	Urban Background	Y	N	0.5 m	2.5 m	2.5 m	Clarity Node-S	07/03/2025 – PRESENT	NO_2 & $PM_{2.5}$	N/A		
BL44	Lancaster / Silchester Road	523725	180872	Roadside	Y	N	0.5 m	0.5 m	1.5 m	Clarity Node-S	13/01/2025 – 24/06/2025	NO_2 & $PM_{2.5}$	N/A		

Site ID	Site Name	X (m)	Y (m)	Site Type	In AQMA?	In AQFA?	Distance to Relevant Exposure	Distance to Kerb of Nearest Road	Height	Sensor Type	Operational Dates	Pollutants Monitored	Sensor Type	Operational Dates	Pollutants Monitored
BL45	Kensington Leisure Centre	524040	180880	Roadside	Y	N	0.5 m	5 m	4 m	Clarity Node-S	07/03/2025 – PRESENT	NO_2 & $PM_{2.5}$	N/A		
BL46	Kensington Aldridge Academy - East	523959	181009	Urban Background	Y	N	0.5 m	30 m	~ 15 m	Clarity Node-S	29/09/2025 – PRESENT	NO_2 & $PM_{2.5}$	N/A		
BL47	Kingsdown Close	523966	181108	Roadside	Y	N	0.5 m	0.5 m	3.5 m	Clarity Node-S	13/01/2025 – 01/10/2025	NO_2 & $PM_{2.5}$	N/A		
KCM01	Kensington High Street 1 (VS009)	525726	179690	Urban Traffic	Y	Y	0.5	1	4	Vaisala	26/05/2021 – 07/03/2024	NO_2, PM_{10} & $PM_{2.5}$	N/A		
KCM02	Kensington High Street 2 (VS010)	525273	179415	Urban Traffic	Y	Y	0.5	1	4	Vaisala	26/05/2021 – 19/01/2024	NO_2, PM_{10} & $PM_{2.5}$	N/A		
KCM03	Sedding Street (VS008)	528048	178781	Urban Traffic	Y	N	0.5	0.5	4	Vaisala	26/05/2021 – 01/09/2024	NO_2, PM_{10} & $PM_{2.5}$	N/A		
KCM04	Holland Park Avenue / Norland Square (VS014)	524338	180083	Urban Traffic	Y	N	1	0.5	4	Vaisala	23/05/2021 – 02/09/2024	NO_2, PM_{10} & $PM_{2.5}$	N/A		

Table 31: Breathe London Air Quality Sensor NO_2 Monthly and Annual Mean Monitoring Results

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
BL01	523720	181240	-	-	-	-	18.44	18.43	19.12	18.42	16.08	15.23	15.74	15.07	17.1
BL05	525231	179383	-	-	-	-	-	-	-	18.50	17.23	18.17	16.76	15.85	-
BL06	526823	178830	-	-	-	-	-	-	28.21	21.51	21.72	26.04	27.76	24.67	-
BL07	526921	178467	-	-	-	26.35	21.29	24.37	24.62	23.47	27.74	23.96	25.15	23.18	24.5
BL08	527831	179524	44.29	36.15	38.10	26.63	16.53	16.49	18.62	17.91	19.90	25.12	33.63	30.73	27.0
BL09	528080	178466	-	-	-	19.01	18.53	18.20	18.49	17.54	14.78	13.88	13.53	13.24	16.4
BL10	527329	177713	40.96	42.64	30.59	18.43	19.21	18.74	19.86	21.49	23.45	30.53	27.68	40.96	27.6
BL11	526899	178410	33.14	27.99	30.52	22.49	14.33	13.67	15.85	15.40	16.92	21.79	21.33	33.14	19.5
BL12	528049	178652	39.33	34.43	26.39	16.24	16.49	17.82	17.14	19.13	21.65	26.76	25.88	39.33	21.8
BL13	525309	178406	28.53	26.32	31.40	22.66	14.76	13.51	15.85	15.17	16.55	18.09	20.07	18.47	20.11
BL14	523816	180710	37.82	31.55	34.76	25.10	17.99	18.34	18.79	18.00	17.62	20.43	25.90	18.67	23.8
BL18	523781	180877	33.16	36.35	28.76	18.51	17.42	18.79	20.32	20.11	24.66	33.16	-	-	24.7
BL20	526845	179178	31.91	28.97	34.02	23.25	14.99	14.77	16.94	17.30	18.02	20.14	24.30	22.69	22.3
BL21	523223	182042	24.36	29.16	22.47	13.95	-	-	-	-	-	-	-	-	-
BL22	524185	181783	-	52.38	33.81	23.40	14.32	-	-	-	-	-	-	-	-
BL23	523859	181991	-	-	31.11	23.03	14.65	16.54	15.87	-	-	-	-	-	-
BL24	523896	181024	31.88	27.39	31.18	22.61	14.95	-	-	-	-	-	-	-	-
BL25	525522	178262	31.89	28.58	33.15	25.10	18.05	-	-	-	-	-	-	-	-
BL26	524710	178978	47.56	46.79	54.95	42.81	31.47	-	-	-	-	-	-	-	-

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
BL27	527436	178694	35.64	31.42	34.18	24.32	14.63	-	-	-	-	-	-	-	-
BL28	525986	178378	25.34	24.43	28.42	20.72	13.45	-	-	-	-	-	-	-	-
BL29	524587	181653	27.09	21.71	27.40	21.68	13.05	11.44	13.56	14.09	13.09	15.44	18.70	16.63	17.8
BL30	526591	177712	30.74	25.62	29.59	21.67	14.68	-	-	-	-	-	-	-	-
BL31	524396	181811	36.64	33.30	36.96	26.97	17.91	18.40	20.54	19.44	19.62	21.02	26.35	21.18	25.1
BL32	526554	177435	-	-	-	-	16.16	-	-	16.38	16.17	17.37	19.39	-	-
BL33	523612	180970	32.21	30.93	36.02	25.42	18.01	19.73	20.43	21.39	22.62	23.61	27.73	-	25.3
BL34	526237	177786	36.55	35.63	41.98	37.33	29.04	32.78	35.30	34.78	34.84	20.91	19.73	-	32.62
BL35	524470	181219	-	22.06	30.38	24.65	16.79	16.81	16.97	17.41	17.04	17.52	20.40	17.42	19.8
BL36	526501	178652	-	27.79	35.68	26.82	17.56	16.55	16.66	17.32	18.35	19.62	24.36	20.80	20.1
BL37	527144	178386			34.96	25.77	17.81	16.62	17.29	18.08	19.16	21.80	29.55	26.66	22.8
BL38	524122	182222	-	-	-	-	-	-	-	-	-	19.97	21.55	19.42	-
BL39	524233	180441	-	-	-	-	-	-	-	-	-	26.96	35.37	30.2	-
BL40	523855	180971							15.47	15.74	15.67	16.91	19.83	18.77	17.6
BL41	523860	180884	-	-	-	25.42	17.29	15.76	16.25	17.31	19.32	20.94	24.11	-	19.6
BL42	523911	180917	-	33.47	39.52	30.00	21.64	-	-	-	-	-	-	-	-
BL43	523733	181003	-	-	-	25.87	16.29	17.46	18.87	18.56	20.42	26.22	21.63	25.87	20.29
BL44	523725	180872	-	24.66	23.07	14.13	14.43	16.05	16.07	17.46	18.32	21.88	20.54	24.66	19.6
BL45	524040	180880	-	-	-	23.52	14.72	14.93	16.13	16.74	17.93	19.43	23.84	22.83	18.9

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
BL46	523959	181009	-	-	-	-	-	-	-	-	-	15.73	20.14	18.44	-
BL47	523966	181108	-	-	-	-	-	19.10	21.74	20.29	21.98	-	-	-	-

Table 32: Breathe London Air Quality Sensor $PM_{2.5}$ Monthly and Annual Mean Monitoring Results

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
BL01	523720	181240	-	-	-	12.27	7.47	6.32	5.58	5.89	4.56	6.62	6.66	8.18	7.1
BL05	525231	179383	-	-	-	-	-	-	6.20	6.24	4.97	7.14	6.83	8.28	-
BL06	526823	178830	-	-	-	-	-	-	6.32	6.44	5.23	7.34	7.25	8.79	-
BL07	526921	178467	-	-	-	12.20	7.54	6.38	5.72	5.65	4.47	6.46	7.82	9.59	7.3
BL08	527831	179524	11.83	12.85	14.91	13.51	9.17	10.37	9.83	9.83	9.57	9.40	9.93	9.20	10.9
BL09	528080	178466	-	-	-	12.17	7.50	6.49	5.88	6.00	4.70	7.05	6.72	8.54	7.2
BL10	527329	177713	13.35	14.43	15.43	13.65	8.99	9.35	8.82	9.17	8.96	8.90	9.95	9.19	10.8
BL11	526899	178410	11.50	12.71	14.75	13.05	9.30	7.99	8.49	8.80	9.00	9.55	8.71	9.5	10.3
BL12	528049	178652	13.23	14.42	14.18	9.67	11.07	10.01	10.27	10.64	10.50	11.63	10.23	13.23	10.5
BL13	525309	178406	12.96	11.85	13.94	11.72	8.13	8.20	8.24	8.60	8.75	8.52	9.74	8.45	9.9
BL14	523816	180710	13.42	14.29	15.55	10.29	7.13	6.13	5.07	5.91	4.44	5.64	6.50	13.42	8.6
BL18	523781	180877	15.31	17.57	17.87	11.79	7.99	7.04	6.08	6.71	5.03	6.51	-	-	10.2
BL20	526845	179178	13.37	13.71	14.81	12.70	8.57	8.57	8.43	8.93	8.81	8.79	10.05	9.20	10.5
BL21	523223	182042	-	11.12	14.35	13.14	8.52	-	-	-	-	-	-	-	-
BL22	524185	181783	-	12.45	14.07	12.48	8.10	-	-	-	-	-	-	-	-
BL23	523859	181991	-	-	15.53	10.03	7.17	5.71	6.60	-	-	-	-	-	-
BL24	523896	181024	14.26	14.82	16.30	10.93	8.20	-	-	-	-	-	-	-	-
BL25	525522	178262	12.63	14.04	15.27	10.48	7.81	-	-	-	-	-	-	-	-
BL26	524710	178978	13.42	13.42	13.42	13.42	13.42	-	-	-	-	-	-	-	-

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
BL27	527436	178694	12.03	12.79	14.79	13.23	8.89	-	-	-	-	-	-	-	-
BL28	525986	178378	9.67	9.67	9.67	9.67	9.67	-	-	-	-	-	-	-	-
BL29	524587	181653	14.10	15.59	16.53	11.25	8.35	7.54	6.54	7.88	6.20	7.33	7.75	9.99	9.9
BL30	526591	177712	12.89	14.50	16.03	10.70	7.48	-	-	-	-	-	-	-	-
BL31	524396	181811	17.52	17.70	17.90	11.94	7.99	7.13	7.93	9.02	8.65	9.95	10.78	13.41	11.7
BL32	526554	177435	15.97	17.14	11.14	7.82	6.79	5.67	6.49	5.16	6.02	6.76	15.97	-	8.1
BL33	523612	180970	14.99	15.40	16.11	10.61	7.57	6.51	5.40	6.11	4.66	5.86	6.91	-	9.1
BL34	526237	177786	13.51	13.87	14.49	9.96	7.21	6.26	5.19	5.89	4.72	5.53	6.31	-	8.4
BL35	524470	181219	-	15.53	16.25	10.72	7.67	6.55	5.79	6.54	4.64	6.28	6.56	8.03	8.6
BL36	526501	178652	-	14.66	15.77	10.82	7.52	6.55	5.21	5.74	4.00	5.19	5.77	7.48	8.1
BL37	527144	178386	-	-	16.09	10.79	7.74	6.57	5.62	6.18	4.61	5.74	6.27	7.92	7.8
BL38	524122	182222	-	-	-	-	-	-	-	-	-	5.84	5.84	5.84	-
BL39	524233	180441	-	-	-	-	-	-	-	-	-	6.18	7.01	8.67	-
BL40	523855	180971	-	-	-	-	-	-	6.00	6.75	5.19	6.71	7.36	9.13	-
BL41	523860	180884	-	-	-	11.18	7.74	6.58	5.64	6.29	4.56	5.88	7.00	-	6.9
BL42	523911	180917	-	15.80	16.39	11.06	7.89	7.41	-	-	-	-	-	-	-
BL43	523733	181003	-	-	-	10.45	7.27	5.80	6.53	4.75	6.12	6.71	8.03	-	7.0
BL44	523725	180872	-	13.03	15.05	13.07	8.50	9.03	8.48	8.94	9.02	8.88	10.01	8.96	10.3
BL45	524040	180880	-	-	-	12.86	8.33	8.55	7.84	8.39	8.21	8.33	9.76	8.93	9.0

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
BL46	523959	181009	-	-	-	-	-	-	-	-	-	6.85	7.17	8.59	-
BL47	523966	181108	-	13.60	15.11	12.80	7.88	8.75	7.99	8.60	8.74	-	-	-	10.4

Figure 13: Breathe London Monthly Average NO_2 Concentrations – Urban Traffic

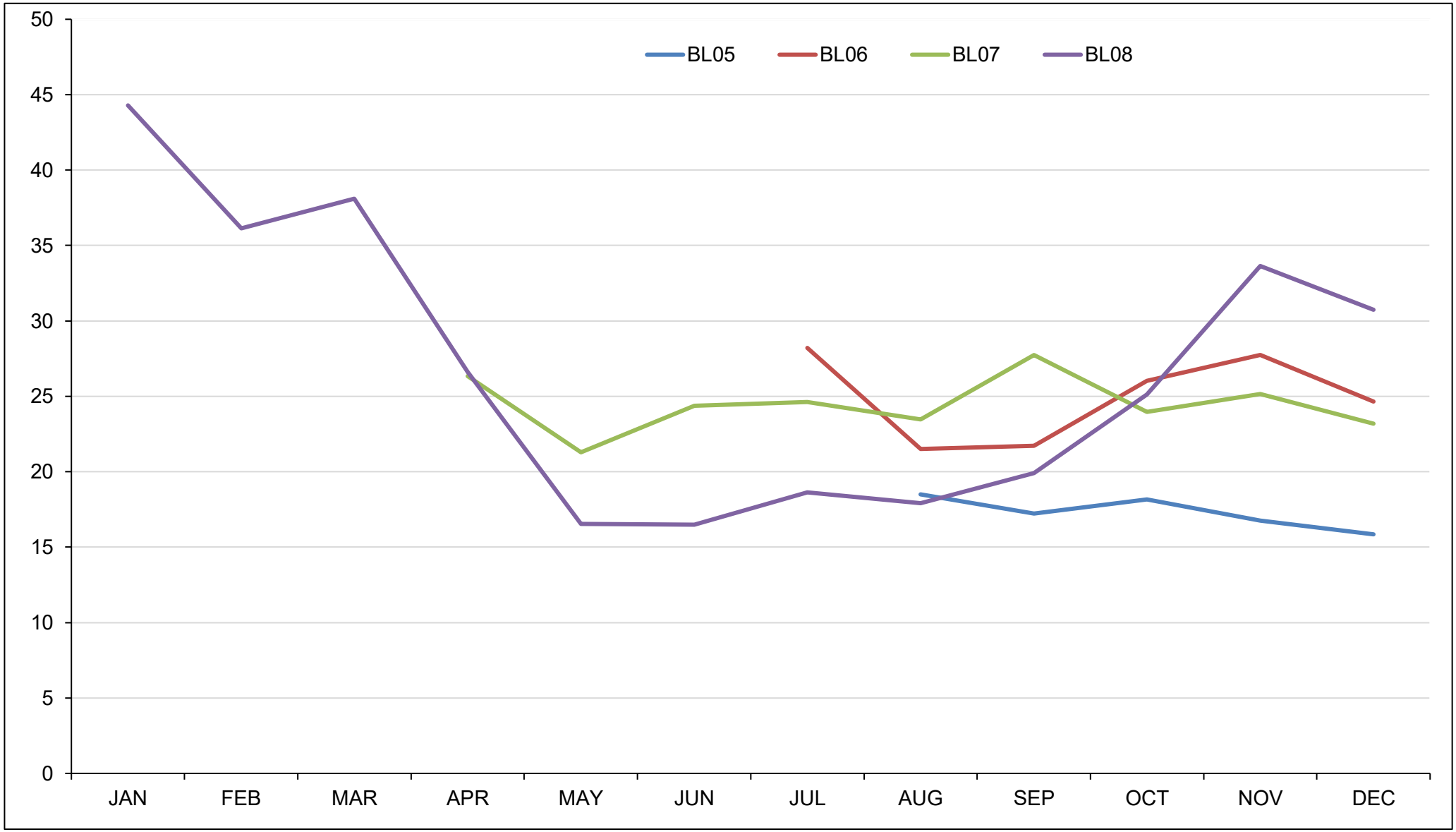


Figure 14: Breathe London Monthly Average $PM_{2.5}$ Concentrations – Urban Traffic

Figure 15: Breathe London Monthly Average NO_2 Concentrations – Kerbside

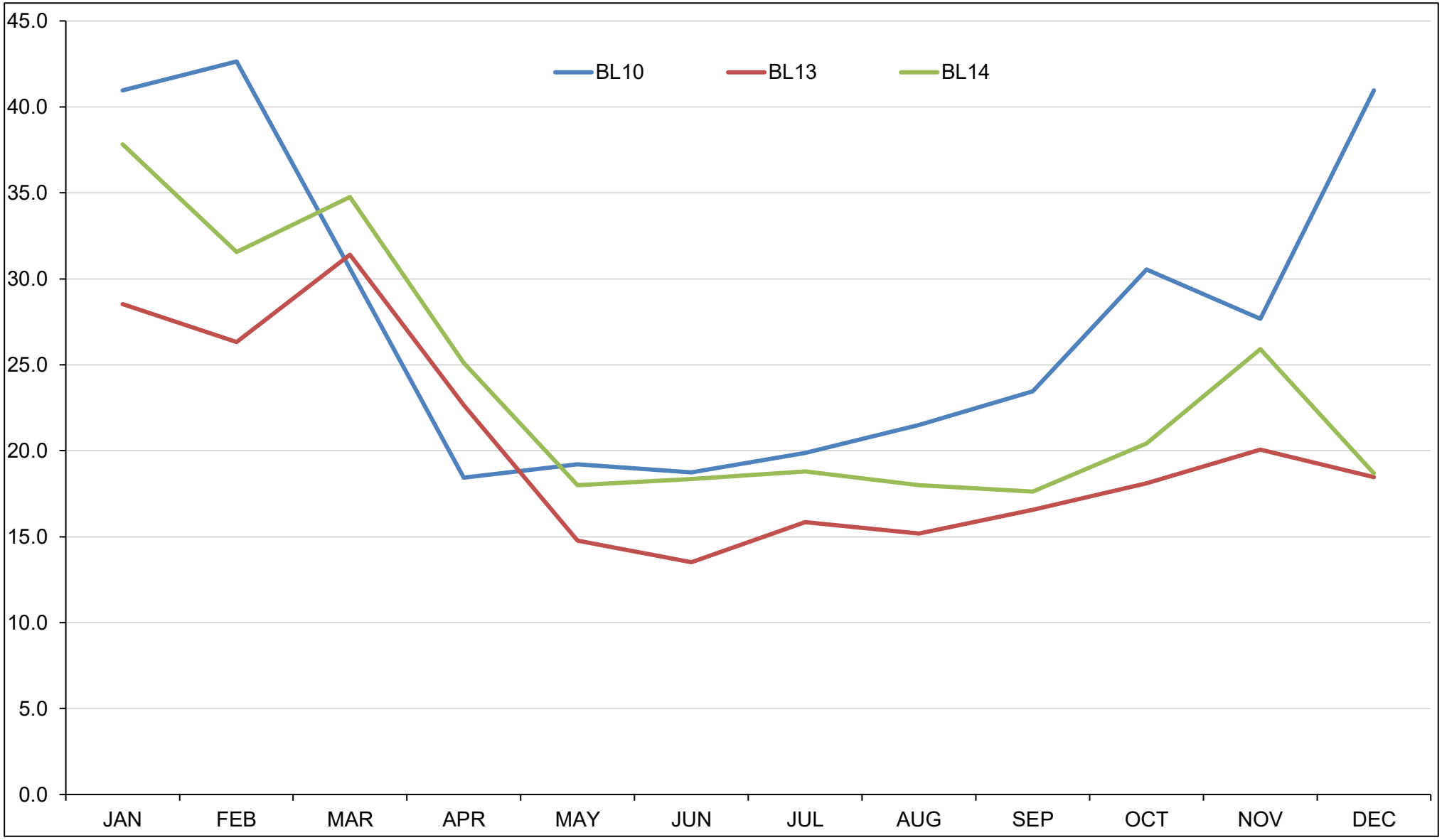


Figure 16: Breathe London Monthly Average $PM_{2.5}$ Concentrations – Kerbside

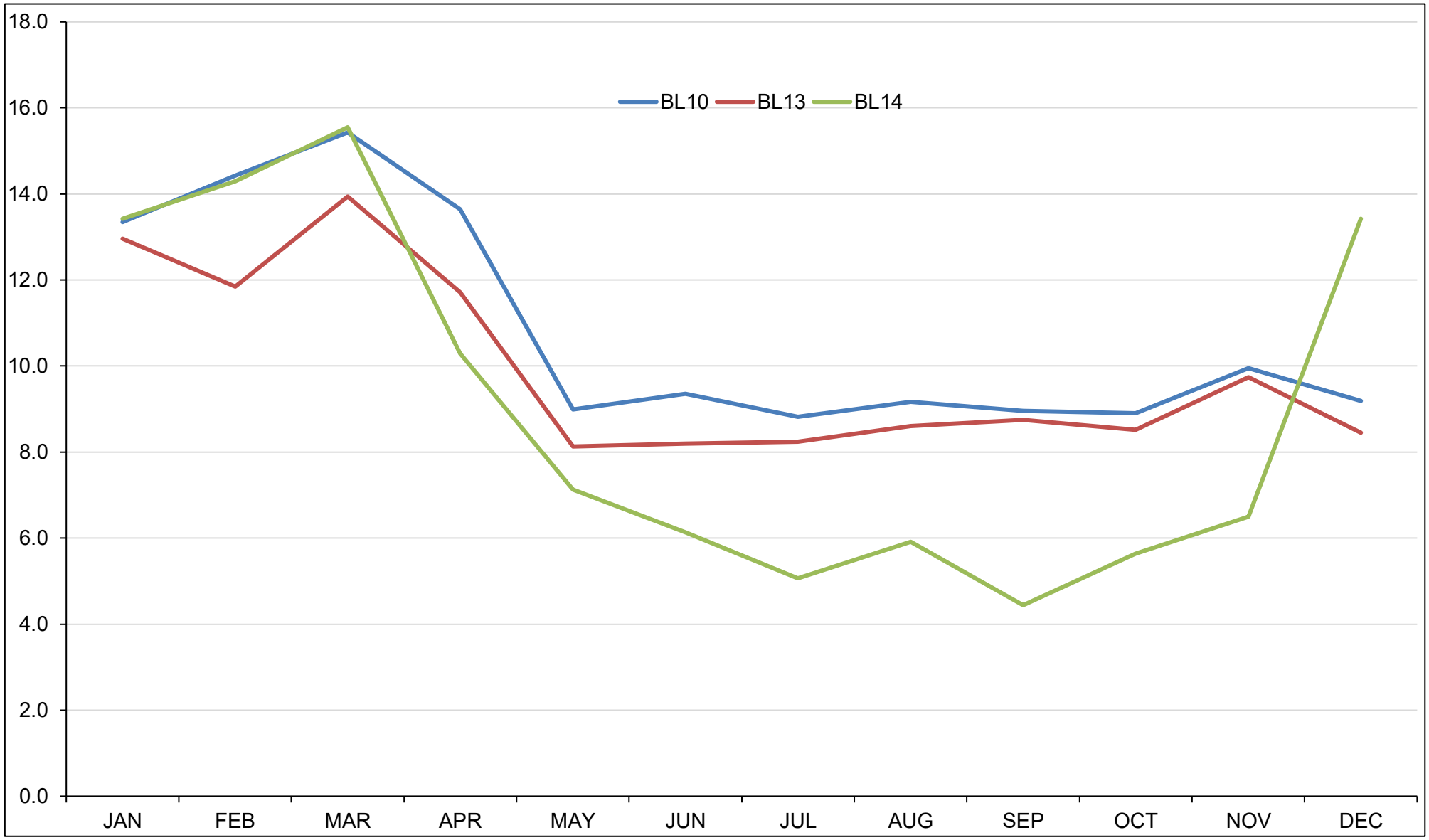


Figure 17: Breathe London Monthly Average NO_2 Concentrations – Roadside

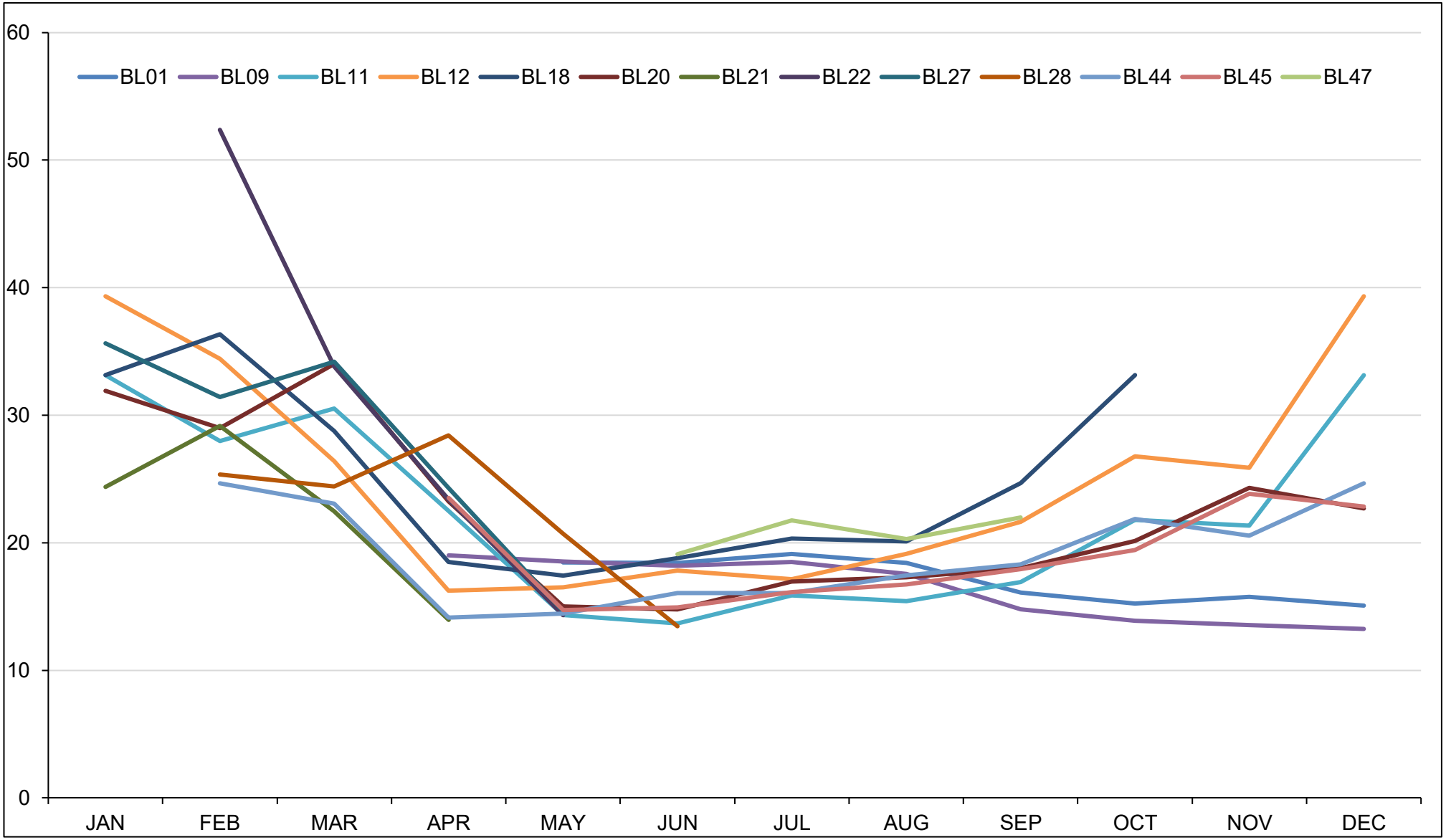


Figure 18: Breathe London Monthly Average $PM_{2.5}$ Concentrations – Roadside

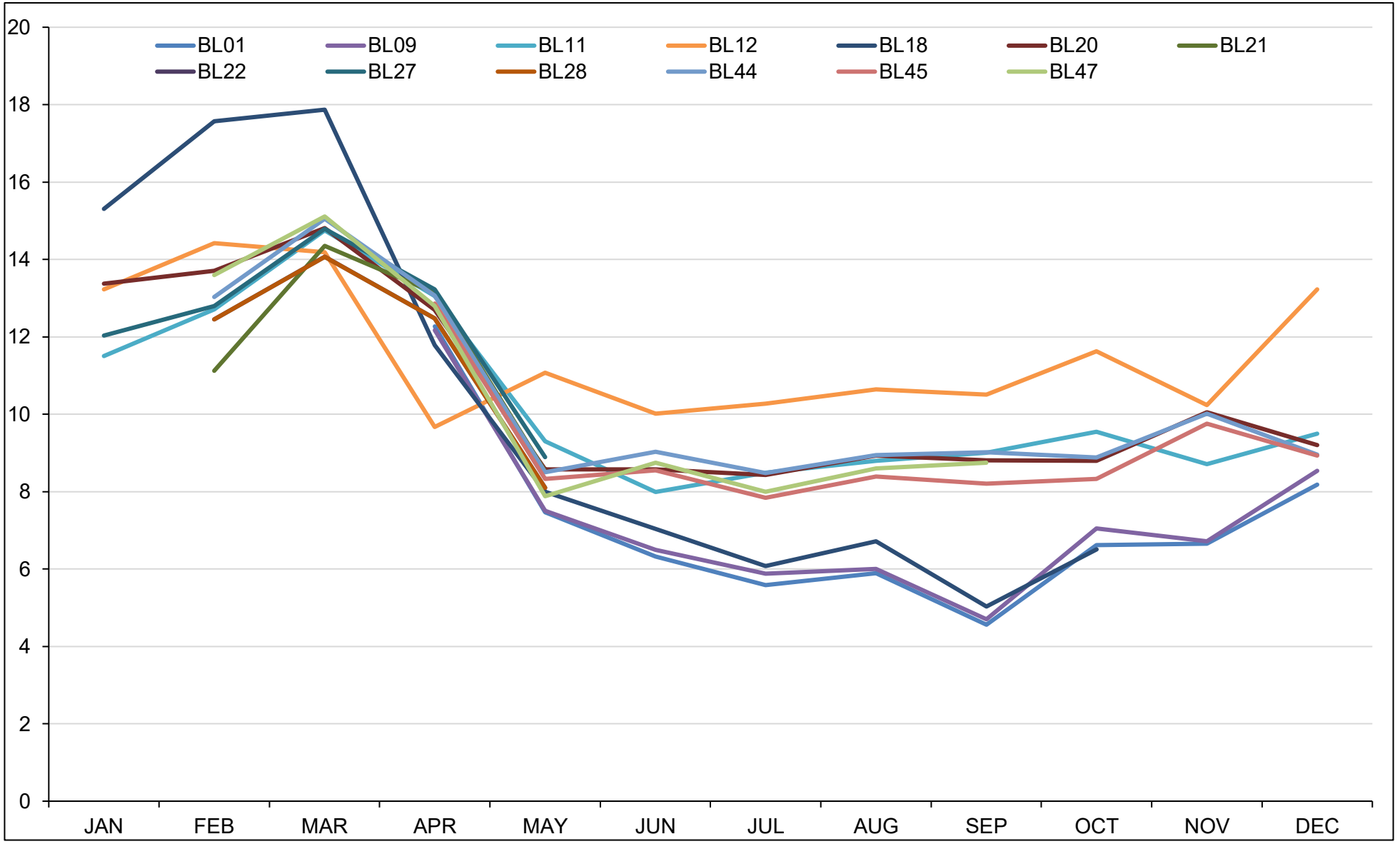


Figure 19: Breathe London Monthly Average NO_2 Concentrations – Background

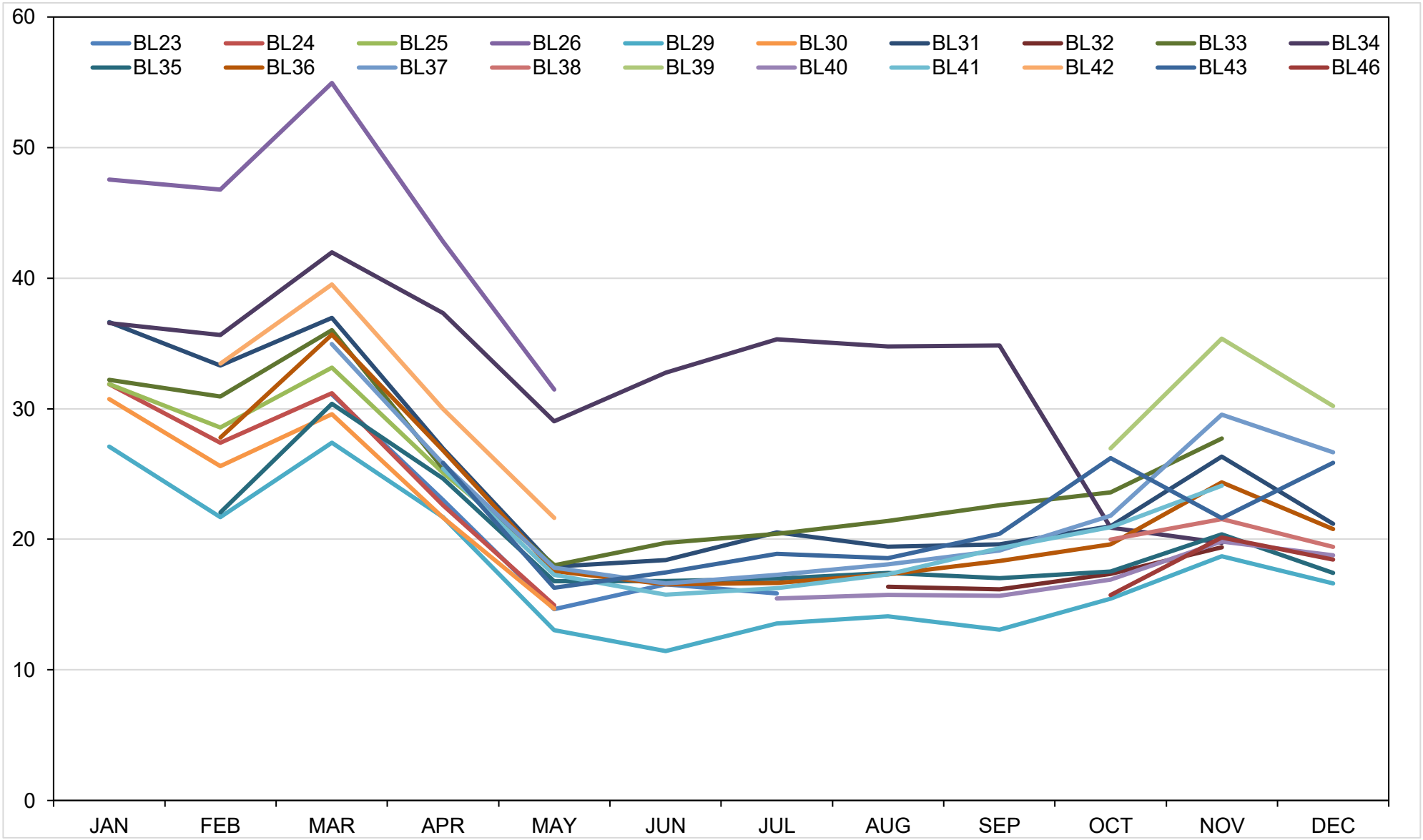
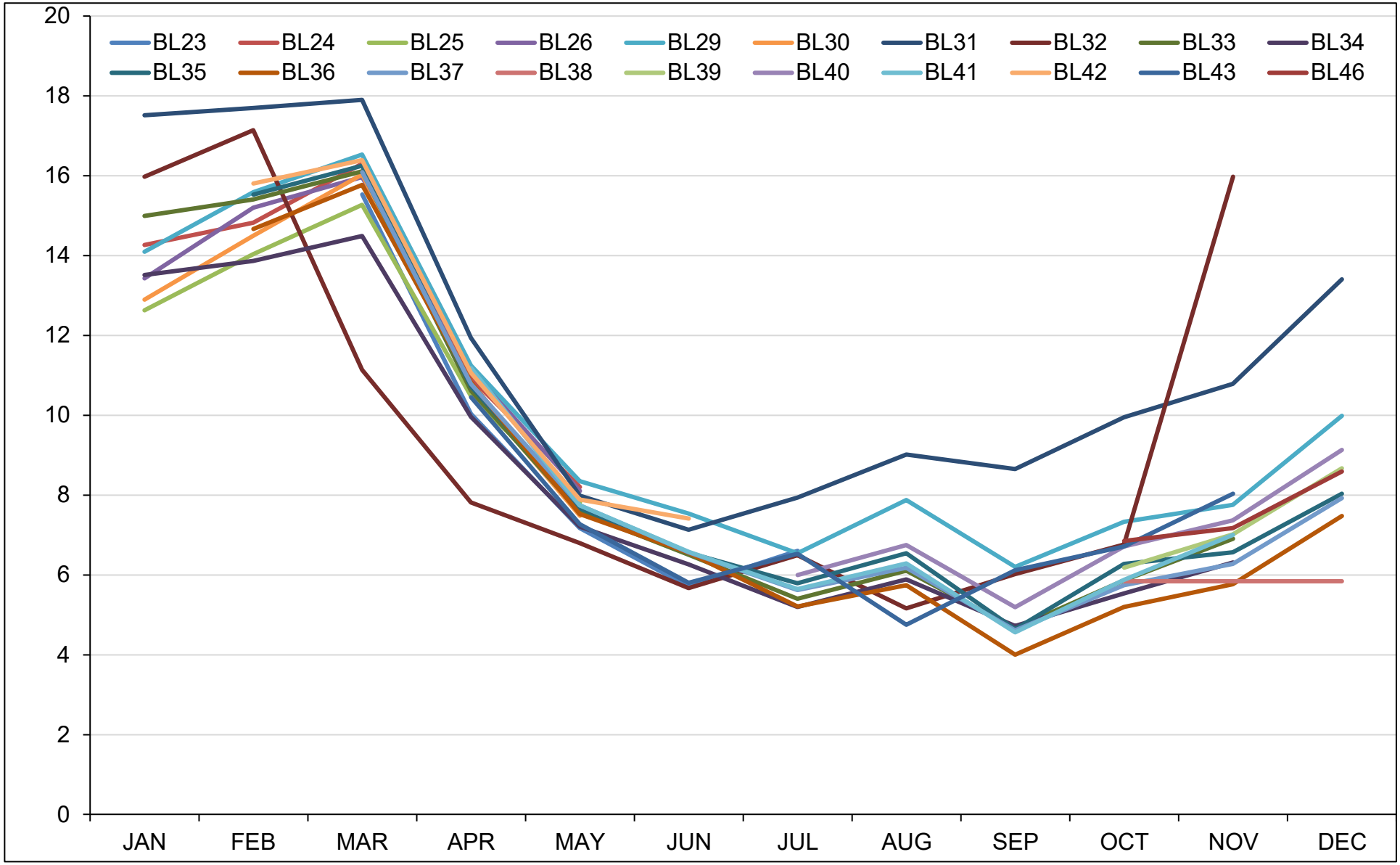


Figure 20: Breathe London Monthly Average $PM_{2.5}$ Concentrations – Background



Appendix D Map(s) of Monitoring Locations and AQMA's

INSTRUCTIONS

Please include here one or more clear map(s) that show the location of all monitoring sites in relation to any AQMA(s), ensuring that monitoring positions are clearly labelled using the Site IDs and the mapped coordinates correspond to those presented in Table B and Table C

As for all charts within the annual report alt text should be added to comply with accessibility regulations.

Delete this box when the document is finished

The entire borough of Kensington and Chelsea is an Air Quality Management Area (AQMA); therefore, all of our monitoring locations fall inside this area. There are several Air Quality Focus Areas (AQFA) within the borough and separate maps have been provided within this section to show which monitoring locations are located within an AQFA.

Figure 21: Automatic Monitoring Sites

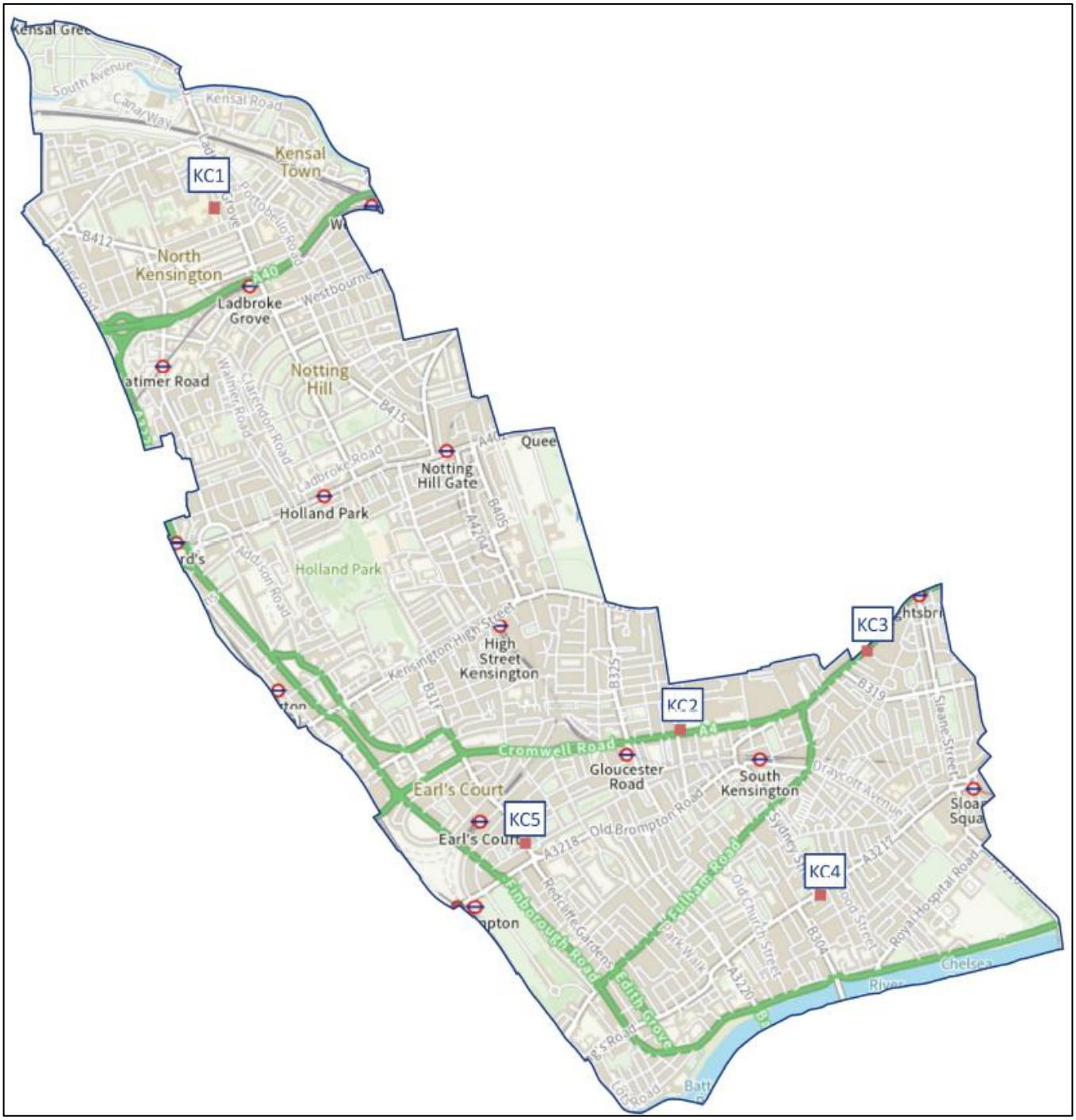


Figure 22: NO_2 Diffusion Tube Monitoring Locations (excluding Kensington High Street)

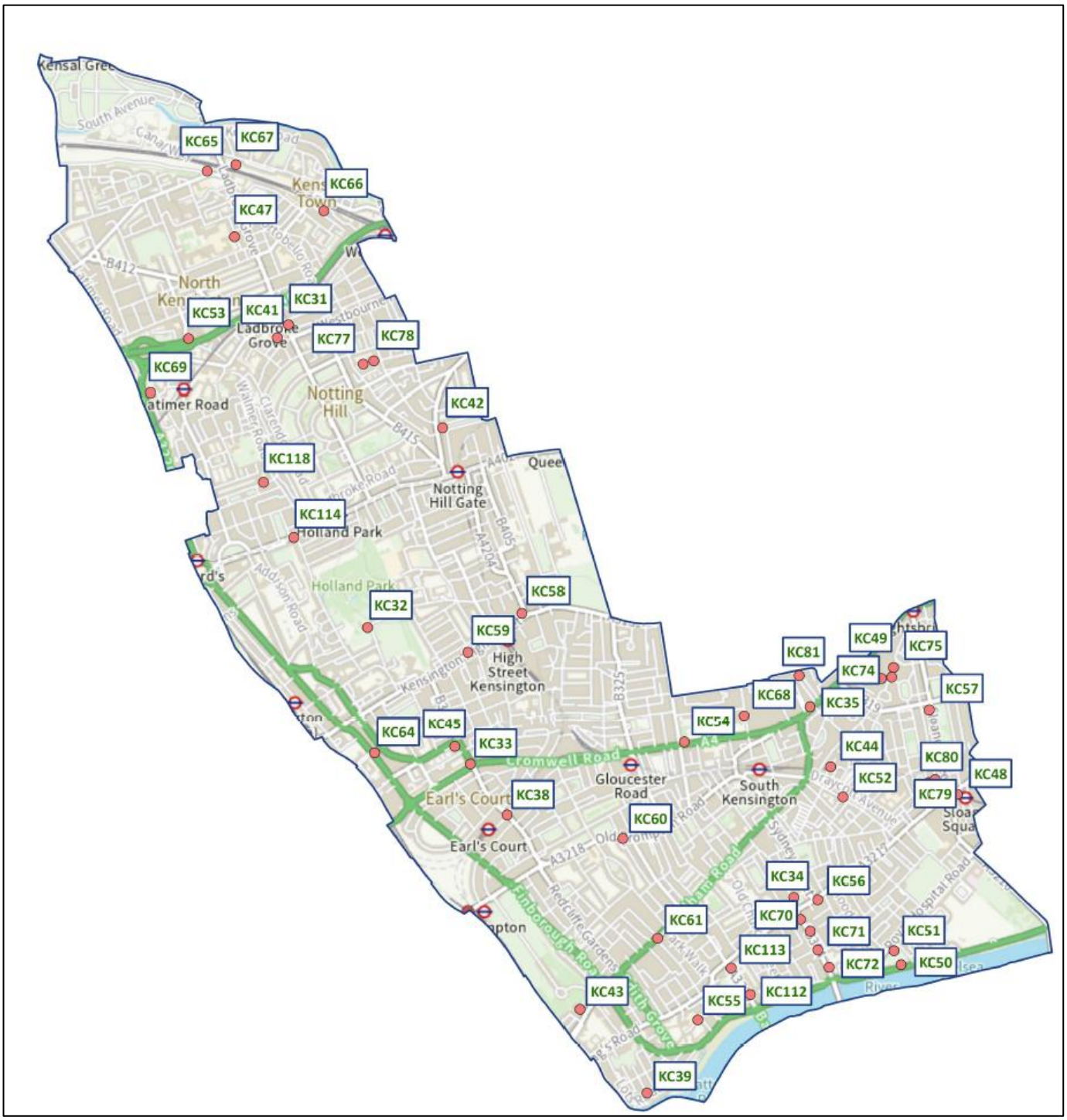


Figure 23: NO_2 Diffusion Tube Monitoring Locations (Kensington High Street only)

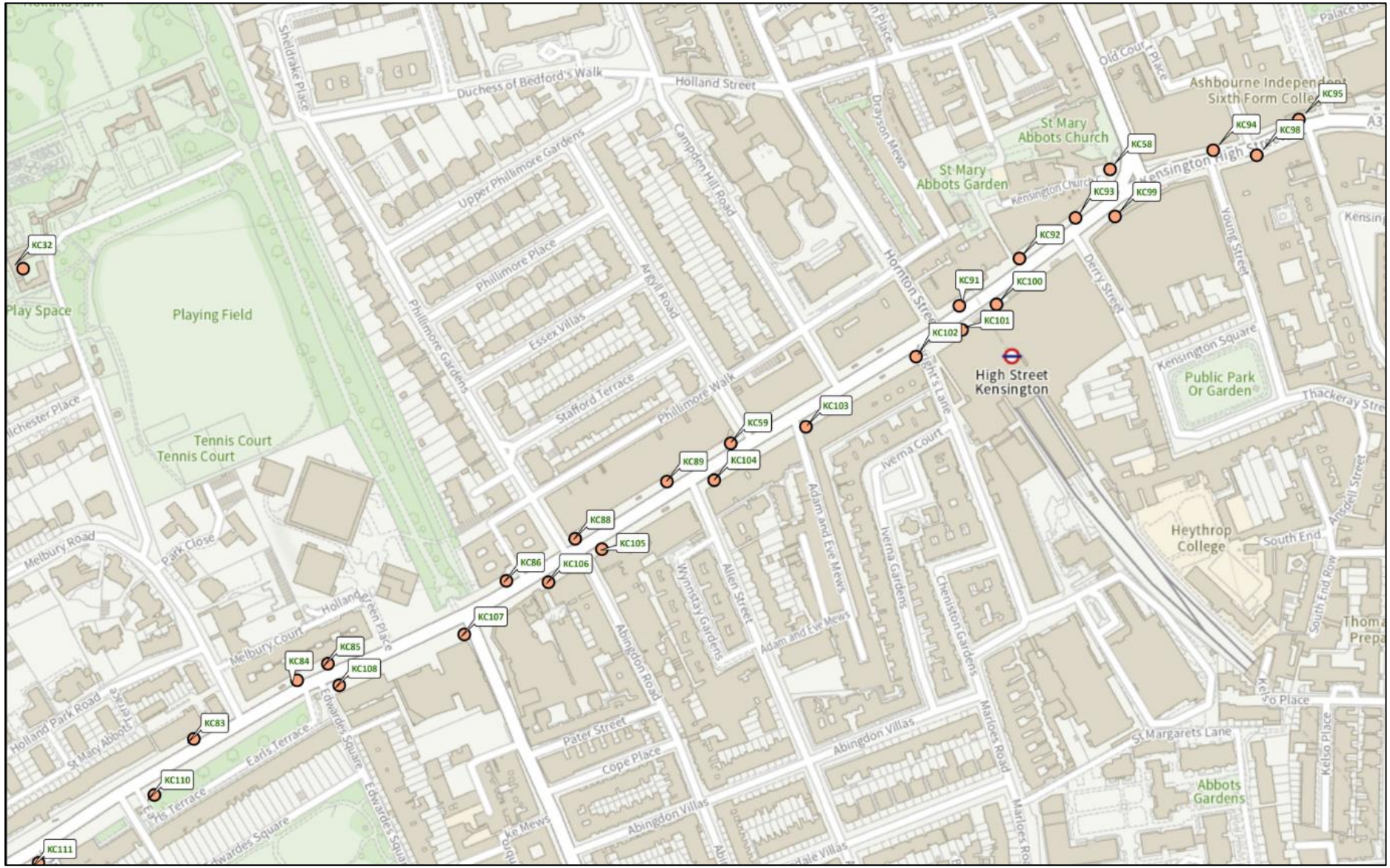


Figure 24: BTEX Diffusion Tube Monitoring Locations

Figure 25: Breathe London Mobile Sensor Sites

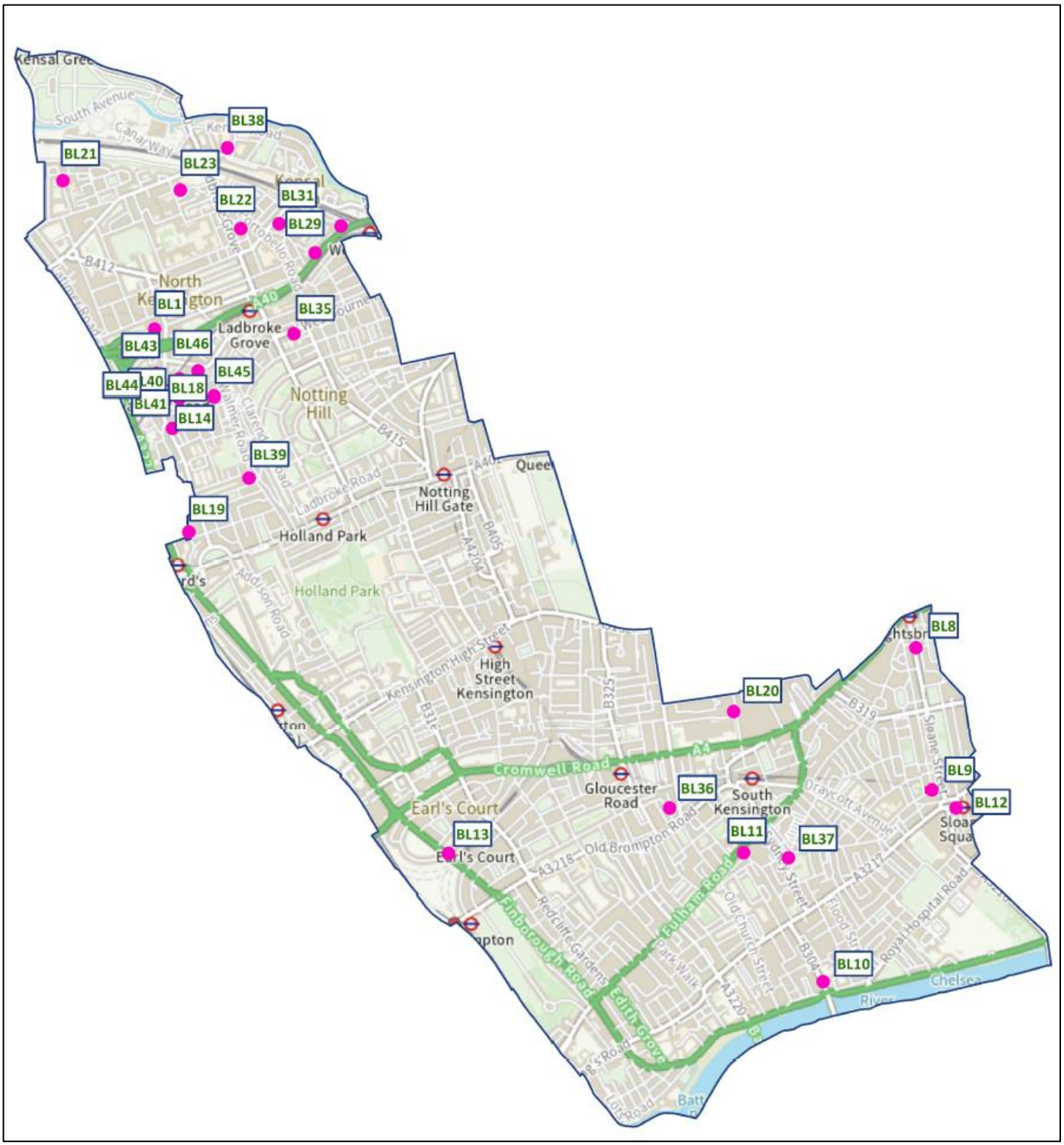


Figure 26: Monitoring locations situated within Air Quality Focus Areas (AQFA)