



Air Quality

Annual Status Report for 2024

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THE ROYAL BOROUGH OF
KENSINGTON
AND CHELSEA

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

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

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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
CAB	Cleaner Air Borough
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
NO ₂	Nitrogen Dioxide
NAQO	National Air Quality Objective
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	-
Ozone (O ₃)	100 µg/m ³ not to be exceeded more than 3-4 times a year	8-Hour Mean	31 Dec 2005
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	Annual Mean	2020
Particles (PM _{2.5})	London Mayoral Objective ⁽³⁾ : 10 µg/m ³	Annual Mean	2030
Particles (PM _{2.5})	WHO AQG ⁽²⁾ : 5 µg/m ³	Annual Mean	-
Particles (PM _{2.5})	Target of 15% reduction in concentration at urban background locations	3-Year Mean	Between 2010 and 2021
Particles (PM _{2.5})	WHO AQG ⁽²⁾ : 15 µg/m ³	24-Hour Mean	-
Sulphur Dioxide (SO ₂)	266 µg/m ³ not to be exceeded more than 35 times a year	15-Minute Mean	31 Dec 2005
Sulphur Dioxide (SO ₂)	350 µg/m ³ not to be exceeded more than 24 times a year	1-Hour Mean	31 Dec 2004
Sulphur Dioxide (SO ₂)	125 µg/m ³ not to be exceeded more than 3 times a year	24-Hour Mean	31 Dec 2004
Sulphur Dioxide (SO ₂)	WHO AQG ⁽²⁾ : 40 µg/m ³ not to be exceeded more than 3-4 times a year	24-Hour Mean	-

Notes:

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

(2) 2021 World Health Organisation Air Quality Guidelines

(3) London Mayoral Objective

Executive Summary

This report provides a detailed review of air quality in Kensington and Chelsea during 2024. It has been produced to meet the requirements of the London Local Air Quality Management (LLAQM) statutory process

In 2024, the Council expanded its air quality monitoring network with the installation of a new reference grade ozone monitor at our Cromwell Road site (KC2). A further 12 mobile sensors were installed, with the Council installing 7 at schools and nurseries. The Borough now has five reference-grade automatic air quality monitoring stations to measure four key air pollutants (nitrogen dioxide, particulate matter (PM₁₀ and PM_{2.5}) and ozone). In addition, it has 79 nitrogen dioxide diffusion tubes (at 77 different sites), 5 BTEX diffusion tubes and at the end of 2024, had 28 mobile sensors.

Nitrogen Dioxide (NO₂)

NO₂ concentrations at the Borough's reference grade automatic monitoring locations improved at all five sites in 2024, with the National Air Quality Objective (NAQO) and the World Health Organization (WHO) 2005 Guideline Value of 40 µg/m³ having been met at each location (see Table 2). This is the second consecutive year that the Council has been able to report this. As with last year, KC5 recorded the highest annual mean concentration out of the five locations, with 33 µg/m³, whilst KC1 continued to record the lowest annual mean concentration of 16 µg/m³ as shown in the table below. All sites had excellent data capture rates of 98% or higher.

Table 2: KC1-KC5 2023-2024 NO₂ Annual Mean Comparison

Site ID	Site name	NO ₂ Annual Mean Concentration		Difference
		2023	2024	
KC1	North Kensington	18 µg/m ³	16 µg/m ³	-2 µg/m ³
KC2	Cromwell Road	30 µg/m ³	27 µg/m ³	-3 µg/m ³
KC3	Knightsbridge	33 µg/m ³	29 µg/m ³	-4 µg/m ³
KC4	Chelsea Old Town Hall	34 µg/m ³	31 µg/m ³	-3 µg/m ³
KC5	Earl's Court	37 µg/m ³	33 µg/m ³	-4 µg/m ³

Compliance with the NAQO NO₂ 1-Hour Mean Objective of 200 µg/m³ (not to be exceeded more than 18 times per year) was achieved at all five automatic monitoring locations during 2024. This is the 6th consecutive year that the Council has been able to report this.

Of the 77 diffusion tube locations, just two (compared with eight last year) exceeded the annual mean objective of 40 µg/m³ in 2024. The highest annual concentration

(41.4 $\mu\text{g}/\text{m}^3$) was recorded towards the eastern end of Kensington High Street (KC98). In addition, whilst remaining over the objective, they both recorded an overall reduction of 1 $\mu\text{g}/\text{m}^3$. Of particular note is the improvement which has occurred at diffusion tube ‘railway’ monitoring locations – where concentrations have more than halved over the last six years (see Figure 6, P38).

However, whilst there continue to be improvements, it is important to recognise that the Borough is not close to meeting the 2021 WHO Annual Mean Guidance Value of 10 $\mu\text{g}/\text{m}^3$ for NO_2 at any monitoring location.

Particulate Matter (PM_{10})

PM_{10} is monitored at three sites. We can only report an improvement at KC2, with KC1 staying the same and KC5 experienced an increase of 1 $\mu\text{g}/\text{m}^3$. All locations met the annual mean NAQO of 40 $\mu\text{g}/\text{m}^3$ and the 2005 WHO Guideline Value of 20 $\mu\text{g}/\text{m}^3$ (see table 3). The 2021 WHO PM_{10} annual mean guideline value of 15 $\mu\text{g}/\text{m}^3$ was met at KC1 and KC2. All sites had excellent data capture rates of 95% or higher.

Table 3: Automatic Monitor 2023-2024 PM_{10} Annual Mean Comparison

Site ID	Site name	PM_{10} Annual Mean Concentration		Difference
		2023	2024	
KC1	North Kensington	12 $\mu\text{g}/\text{m}^3$	12 $\mu\text{g}/\text{m}^3$	0 $\mu\text{g}/\text{m}^3$
KC2	Cromwell Road	15 $\mu\text{g}/\text{m}^3$	13 $\mu\text{g}/\text{m}^3$	-2 $\mu\text{g}/\text{m}^3$
KC5	Earl's Court	18 $\mu\text{g}/\text{m}^3$	19 $\mu\text{g}/\text{m}^3$	+1 $\mu\text{g}/\text{m}^3$

Particulate Matter ($\text{PM}_{2.5}$)

$\text{PM}_{2.5}$ is monitored at two sites. Both met the NAQO annual mean and 2005 WHO Guideline Value of 10 $\mu\text{g}/\text{m}^3$. Neither location met the more stringent 2021 WHO annual mean guideline value of 5 $\mu\text{g}/\text{m}^3$. The table below demonstrates that KC1 recorded a small reduction in concentrations, whilst KC2 remained the same. Both locations had data capture rates of 96% or higher.

Table 4: Automatic Monitor 2023-2024 $\text{PM}_{2.5}$ Annual Mean Comparison

Location	Site name	$\text{PM}_{2.5}$ Annual Mean Concentration		Difference
		2023	2024	
KC1	North Kensington	8 $\mu\text{g}/\text{m}^3$	7 $\mu\text{g}/\text{m}^3$	-1 $\mu\text{g}/\text{m}^3$
KC2	Cromwell Road	7 $\mu\text{g}/\text{m}^3$	7 $\mu\text{g}/\text{m}^3$	0 $\mu\text{g}/\text{m}^3$

Ozone (O_3)

O_3 (or ground level ozone) is an emerging pollutant of 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. However, with decreasing NO_x production and NO₂ concentrations, background ozone levels are gradually increasing, which in turn will likely further exacerbate summer episodes. Both monitoring sites breached the NAQO 8-hour mean level of 100 µg/m³, which is not to be exceeded more than 10 times per year.

Table 5: Automatic Monitor 2023-2024 O₃ Annual Mean Comparison

Location	O ₃ Annual Mean Concentration		Difference
	2023	2024	
KC1	55 µg/m ³	56 µg/m ³	+1 µg/m ³
KC2	Not Monitored	43 µg/m ³	N/A

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

1. Air Quality Monitoring

1.1 Automatic Monitoring Sites

We have five automated continuous monitoring locations within the Borough. Appendix C, Figure C1 shows the locations of the monitoring sites and information about each one is summarised in Table 6 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. QA/QC audits were carried out at all monitoring stations in March/April 2024 (and again in March 2025).

Table 6: Details of Automatic Monitoring Sites for 2024

Site ID	Site Name	Site Type	X OS Grid Ref	Y OS Grid Ref	Pollutants Monitored	AQMA	Monitoring Technique	Relevant Exposure Distance (m) ⁽¹⁾	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	Y	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}	Y	Chemiluminescent, BAM PM ₁₀ & BAM PM _{2.5}	10 m	4 – 5 m	1.4 m
KC3	Knightsbridge	Kerbside	527518	179395	NO ₂	Y	Chemiluminescent	0 m	0.8 – 4.2 m	2.4 m
KC4	Chelsea Old Town Hall	Roadside	527267	178089	NO ₂	Y	Chemiluminescent	0 m	7.7 m	34 m
KC5	Earl's Court	Kerbside	525695	178364	NO ₂ & PM ₁₀	Y	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 Monitoring Sites

Nitrogen dioxide (NO₂) data is also collected using passive diffusion techniques. Further details on the laboratory, method, bias adjustment, and quality control are in Appendix A, Appendix B, Figures C2 and C3 in Appendix C show the locations of all the non-automatic monitoring stations within the borough and detailed information about each is in Table 7 below. There have been no changes to the non-automatic monitoring locations in the last 12 months.

Table 7: Details of Non-Automatic NO₂ Monitoring Sites for 2024

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
KC31	Ladbroke Grove / N Kens. Library	Roadside	524349	181265	NO ₂	Boroughwide	6.0	3.5	No	6.0
KC32	Holland Park	Urban Background	524786	179600	NO ₂	Boroughwide	5.0	380.0	No	4.0
KC33	Cromwell Road / Earls Court Road	Roadside	525355	178841	NO ₂	Boroughwide	1.0	1.1	No	2.1
KC34	Dovehouse Street	Urban Centre	527136	178105	NO ₂	Boroughwide	30.0	26.0	No	2.8
KC35	Brompton Road / Cottage Place	Roadside	527225	179163	NO ₂	Boroughwide	40.0	8.0	No	1.5
KC38	Earls Court Station	Roadside	525558	178560	NO ₂	Boroughwide	1.0	1.7	No	2.7
KC39	Lots Road / Upcerne Road	Roadside	526324	177024	NO ₂	Boroughwide	30.0	8.1	No	2.5
KC41	Ladbroke Crescent	Urban Background	524287	181193	NO ₂	Boroughwide	8.0	70.0	No	2.2

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
KC42	Pembridge Square Library	Roadside	525201	180702	NO ₂	Boroughwide	9.0	6.0	No	3.1
KC43	St Marks Grove	Urban Background	525955	177486	NO ₂	Boroughwide	12.0	38.0	No	2.3
KC44	Donne Place	Urban Background	527340	178825	NO ₂	Boroughwide	15.0	55.0	No	2.4
KC45	Chatsworth Court	Roadside	525268	178938	NO ₂	Boroughwide	13.0	13.0	No	2.0
KC47	All Saint's College	Urban Background	524051	181752	NO ₂	Boroughwide	10.0	8.5	Yes	2.1
KC47	All Saint's College	Urban Background	524051	181752	NO ₂	Boroughwide	10.0	8.5	Yes	2.1
KC47	All Saint's College	Urban Background	524051	181752	NO ₂	Boroughwide	10.0	8.5	Yes	2.1
KC48	Sloane Square	Roadside	528040	178674	NO ₂	Boroughwide	1.0	7.0	No	3.0
KC49	Harrods	Roadside	527531	179409	NO ₂	Boroughwide	1.0	4.0	No	2.5
KC50	Chelsea Physic Garden (Gate)	Roadside	527729	177733	NO ₂	Boroughwide	1.0	4.0	No	2.9
KC51	Chelsea Physic Garden (Met Station)	Urban Background	527690	177811	NO ₂	Boroughwide	3.0	92.0	No	1.5
KC52	Sloane Avenue	Roadside	527407	178659	NO ₂	Boroughwide	5.0	2.6	No	2.4

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
KC53	Walmer House	Urban Background	523796	181189	NO ₂	Boroughwide	20.0	12.5	No	2.3
KC54	Cromwell Road / NHM	Roadside	526531	178963	NO ₂	Boroughwide	10.0	3.1	Yes	2.6
KC54	Cromwell Road / NHM	Roadside	526531	178963	NO ₂	Boroughwide	10.0	3.1	Yes	2.6
KC54	Cromwell Road / NHM	Roadside	526531	178963	NO ₂	Boroughwide	10.0	3.1	Yes	2.6
KC55	Blantyre Street	Urban Background	526605	177428	NO ₂	Boroughwide	20.0	100.0	No	3.0
KC56	Chelsea Old Town Hall	Roadside	527268	178091	NO ₂	Boroughwide	14.0	9.0	No	3.1
KC57	Pavilion Street / Sloane Avenue	Roadside	527884	179144	NO ₂	Boroughwide	25.0	3.0	No	2.4
KC58	KHS / Kensington Church Street	Roadside	525639	179678	NO ₂	Boroughwide	1.0	13.0	No	2.7
KC59	KHS / Argyll Street	Kerbside	525341	179463	NO ₂	Boroughwide	1.0	0.7	No	2.5
KC60	Old Brompton Road / Draycott Ave	Kerbside	526191	178430	NO ₂	Boroughwide	8.0	0.7	No	2.5
KC61	Fulham Road / Limerston Street	Roadside	526384	177878	NO ₂	Boroughwide	20.0	10.0	No	2.4

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
KC64	Warwick Road	Roadside	524826	178903	NO ₂	Boroughwide	8.0	3.5	No	2.6
KC65	Barlby Road	Roadside	523900	182114	NO ₂	Boroughwide	20.0	0.5	No	1.8
KC66	Acklam Road	Other	524544	181895	NO ₂	Boroughwide	18.0	16.0	No	2.5
KC67	Southern Row	Other	524059	182149	NO ₂	Boroughwide	55.0	38.0	No	2.5
KC68	Exhibition Road	Kerbside	526862	179112	NO ₂	Boroughwide	0.5	0.5	No	2.1
KC69	Darfield Way	Urban Background	523586	180893	NO ₂	Boroughwide	2.0	11.7	No	2.0
KC70	Oakley Street	Kerbside	527173	177984	NO ₂	Boroughwide	4.0	0.8	No	2.0
KC71	Oakley Street	Kerbside	527269	177814	NO ₂	Boroughwide	4.0	0.7	No	2.0
KC72	Oakley Street	Kerbside	527332	177718	NO ₂	Boroughwide	4.0	0.8	No	2.0
KC73	Oakley Street	Kerbside	527227	177918	NO ₂	Boroughwide	4.0	0.6	No	2.0
KC74	Hans Road	Kerbside	527620	179319	NO ₂	Boroughwide	3.1	0.3	No	2.2
KC75	Basil Street	Kerbside	527687	179379	NO ₂	Boroughwide	3.4	0.7	No	2.0

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
KC76	Basil Street	Kerbside	527677	179327	NO ₂	Boroughwide	3.4	0.8	No	2.0
KC77	Lonsdale Road	Kerbside	524762	181048	NO ₂	Boroughwide	1.7	0.7	No	2.0
KC78	Lonsdale Road	Kerbside	524822	181066	NO ₂	Boroughwide	3.0	0.7	No	2.0
KC79	Cadogan Gardens	Kerbside	527882	178738	NO ₂	Boroughwide	1.5	0.4	No	2.0
KC80	Pavilion Road	Kerbside	527917	178755	NO ₂	Boroughwide	2.3	1.2	No	2.0
KC81	Brompton Square	Urban Centre	527166	179334	NO ₂	Boroughwide	20.0	65.0	No	2.7
KC82	KHS LP029	Kerbside	524765	179138	NO ₂	Boroughwide	0.5	0.5	No	2.0
KC83	KHS LP018	Kerbside	524920	179231	NO ₂	Boroughwide	0.5	0.5	No	2.3
KC84	KHS / Earls Terrace LP011	Kerbside	525001	179277	NO ₂	Boroughwide	0.5	0.5	No	2.0
KC85	KHS LP010	Roadside	525025	179290	NO ₂	Boroughwide	1.0	0.5	No	2.0
KC86	KHS LP064	Roadside	525165	179355	NO ₂	Boroughwide	1.0	0.5	No	2.0
KC87	KHS LP063	Roadside	525189	179369	NO ₂	Boroughwide	1.0	0.5	No	2.3

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
KC88	KHS LP060	Kerbside	525219	179388	NO ₂	Boroughwide	0.5	0.5	No	2.0
KC89	KHS LP054	Kerbside	525291	179433	NO ₂	Boroughwide	0.5	0.5	No	2.0
KC90	KHS / Stafford Court	Other	525317	179449	NO ₂	Boroughwide	0.5	5.0	No	2.0
KC91	KHS LP033	Kerbside	525521	179571	NO ₂	Boroughwide	0.5	0.5	No	2.1
KC92	KHS LP029	Kerbside	525568	179608	NO ₂	Boroughwide	0.5	0.5	No	2.1
KC93	KHS LP025	Kerbside	525612	179640	NO ₂	Boroughwide	0.5	0.5	No	2.1
KC94	KHS LP014	Roadside	525720	179693	NO ₂	Boroughwide	0.5	1.0	No	2.1
KC95	KHS / Kensington Palace Gardens	Kerbside	525787	179717	NO ₂	Boroughwide	0.5	0.3	No	2.0
KC96	KHS LP002	Roadside	525879	179705	NO ₂	Boroughwide	0.5	1.0	No	2.0
KC97	KHS LP007	Roadside	525810	179710	NO ₂	Boroughwide	0.3	0.5	No	2.0
KC98	KHS / Old Court Place LP011	Kerbside	525754	179689	NO ₂	Boroughwide	0.5	0.5	No	2.0

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
KC99	KHS LP022	Kerbside	525643	179641	NO ₂	Boroughwide	0.5	0.5	No	2.1
KC100	KHS / KHS Station LP032	Kerbside	525550	179572	NO ₂	Boroughwide	0.5	0.5	No	2.3
KC101	KHS / KHS Station LP034	Kerbside	525523	179552	NO ₂	Boroughwide	0.5	0.5	No	2.1
KC102	KHS / Wrights Land LP037	Roadside	525487	179531	NO ₂	Boroughwide	0.5	1.0	No	2.1
KC103	KHS / Three	Other	525400	179476	NO ₂	Boroughwide	0.5	5.0	No	2.5
KC104	KHS / Allen Street LP051	Kerbside	525328	179434	NO ₂	Boroughwide	0.5	0.5	No	2.1
KC105	KHS / Abingdon Road LP059	Kerbside	525240	179380	NO ₂	Boroughwide	0.5	0.5	No	2.1
KC106	KHS LP062	Kerbside	525198	179354	NO ₂	Boroughwide	0.5	0.5	No	2.0
KC107	KHS / Earls Court Road LP002	Roadside	525132	179313	NO ₂	Boroughwide	1.0	1.5	No	2.0
KC108	KHS / Earls Court Road LP009	Kerbside	525034	179273	NO ₂	Boroughwide	0.5	0.5	No	2.0
KC109	KHS / Melbury Road LP015	Kerbside	524958	179233	NO ₂	Boroughwide	0.5	0.5	No	2.0
KC110	KHS / Melbury Road LP021	Roadside	524889	179187	NO ₂	Boroughwide	0.5	1.0	No	2.0

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
KC111	KHS LP028	Kerbside	524798	179133	NO ₂	Boroughwide	0.5	0.5	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 BTEX Non-Automatic Monitoring

There has been no change to the number of C₆H₆ (BTEX) diffusion tube monitoring sites within the Non-Automatic Monitoring Network. Further details on the laboratory, method, bias adjustment, and quality control are in Appendix A. Appendix C, Figure C2 shows the locations of all the sites within the borough and detailed information about each is contained in Table 8 below.

Table 8: Details of BTEX Non-Automatic Monitoring Sites for 2024

Tube ID	Site Name	X (m)	Y (m)	Site Type	In AQMA?	Relevant Exposure Distance	Distance to Kerb of Nearest Road	Inlet Height	Pollutant Monitored
KC01	Ladbroke Grove / North Kensington Library	524342	181271	Roadside	Boroughwide	6 m	3.5 m	5.5 m	C ₆ H ₆
KC02	Holland Park	524784	179599	Urban Background	Boroughwide	5 m	380 m	4 m	C ₆ H ₆
KC04	Dovehouse Street	527111	178165	Urban Background	Boroughwide	30 m	45 m	2.2 m	C ₆ H ₆
KC05	Pembridge Square Library	525191	180705	Roadside	Boroughwide	9 m	6 m	4 m	C ₆ H ₆

Tube ID	Site Name	X (m)	Y (m)	Site Type	In AQMA?	Relevant Exposure Distance	Distance to Kerb of Nearest Road	Inlet Height	Pollutant Monitored
KC0X	Old Brompton Rd/ Clareville Grove	526496	178553	Petrol Station	Boroughwide	3 m	12 m	N/A	C ₆ H ₆

1.3 Comparison of Monitoring Results with NAQOs

Concentration values for the following monitoring sites (bias adjusted and annualised, as required) are provided in Table 9 below.

Those requiring any fall-off with distance correction have not been included here.

Table 9: Annual Mean NO₂ Monitoring Results: Automatic Monitoring (µg/m³)

Site ID	Site Type	X OS Grid Ref	Y OS Grid Ref	Valid data capture for monitoring period % ^(a)	Valid data capture 2024 % ^(b)	2018	2019	2020	2021	2022	2023	2024
		Easting	Northing									
KC1	Urban Background	524041	181752	98.96	98.96	29.1	27.4	21	20	18	18	16
KC2	Roadside	526520	178968	99.51	99.51	47.6	43.7	30	30	30	30	27
KC3	Kerbside	527518	179395	99.64	99.64	<u>66.4</u>	54.4	32	34	36	33	29
KC4	Roadside	527267	178089	99.03	99.03	59.6	55	40	39	35	34	31
KC5	Kerbside	525695	178364	99.62	99.62	<u>78.7</u>	55.9	37	44	41	37	33

Notes:

The annual mean concentrations are presented as µg/m³.

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

NO₂ annual means in excess of 60 µg/m³, indicating a potential exceedance of the NO₂ hourly mean AQS objective are shown in **bold and underlined**.

Means for diffusion tubes have been corrected for bias.

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

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

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

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

1.4 Interpretation of Automatic NO₂ Monitoring Results

For 2024 we can report that all five automatic monitoring locations (KC1-KC5) continued to meet both the NO₂ NAQO annual mean and the WHO 2005 NO₂ Guideline Value of 40 µg/m³. In addition, all sites had excellent data capture rates (>98%), with small to modest reductions in NO₂ annual mean concentrations. The greatest reductions were experienced at KC3 and KC5 (-4 µg/m³), both of which are kerbside monitoring locations.

In the previous Annual Status Report, published in 2024 (covering data from the calendar year 2023), we identified that our automatic monitoring station at KC3 (which had a lower data capture rate in 2023) showed a decrease in concentrations, while the diffusion tube KC49, around the corner, showed an increase (for the 2nd year) and we would monitor this in 2024. Data capture at KC3 was significantly improved this year (99.64%) We are able to report that for the 2024 monitoring period, KC49 did see a decrease in its annual mean concentration, consistent with KC3. However, the data capture rate for the diffusion tube was lower than ideal at 71.2%, which means the results have been annualised and may not be wholly representative. In addition, KC49 is close to an area where pick up and drop offs from Harrods occur and could account for the overall increase in concentrations generally at this particular location. We will continue to keep this under review.

With regards to the WHO 2021 Guideline Value of 10 µg/m³, none of the automatic locations met this more stringent concentration, however we are pleased to see concentrations decreasing steadily on an annual basis and will work to continue this trajectory.

Figure 1: Annual Mean NO₂ Concentrations (2017-2024): Automatic Monitoring Stations

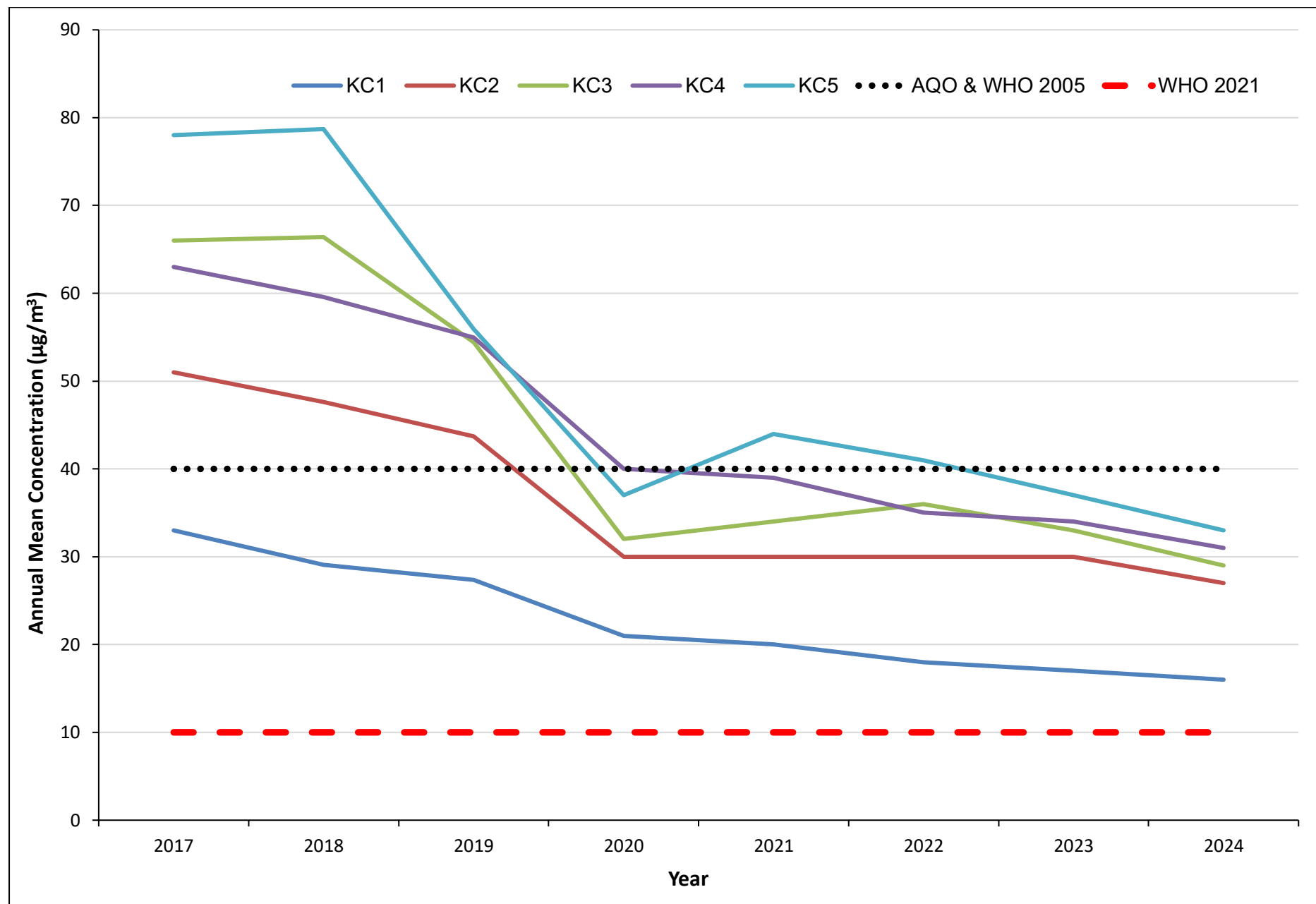


Table 10: Annual Mean NO₂ Monitoring Results: Non-Automatic Monitoring (µg/m³)

Site ID	Site type	In AQFA?	Valid data capture for monitoring period % ^(a)	Valid data capture 2023 % ^(b)	2018	2019	2020	2021	2022	2023	2024
KC31	Roadside	N	100	100.0	42.8	42.6	31.8	27.3	25.7	25.5	22.4
KC32	Urban Background	N	100	100.0	26.2	23.8	17.2	15.9	15.1	13.8	12.6
KC33	Roadside	Y	100	100.0	84.0	71.6	50.5	43.8	40.5	40.6	36.3
KC34	Urban Centre	N	100	100.0	39.0	36.3	26.5	23.4	22.6	20.3	17.8
KC35	Roadside	Y	83.0	83.0	58.5	56.0	38.0	34.8	34.6	35.0	32.0
KC38	Roadside	Y	100	100.0	75.8	70.3	47.1	41.0	36.1	35.9	34.5
KC39	Roadside	Y	100	100.0	30.6	29.2	22.9	22.7	17.9	15.9	14.0
KC41	Urban Background	N	100	100.0	32.2	30.5	22.4	20.9	20.2	19.4	16.4
KC42	Roadside	N	92.3	92.3	38.4	34.5	24.5	20.3	20.9	18.0	17.5
KC43	Urban Background	Y	100	100.0	30.0	29.9	22.4	21.2	18.0	17.4	15.3
KC44	Urban Background	N	100	100.0	35.5	33.1	24.0	25.5	18.4	18.5	15.5
KC45	Roadside	N	100	100.0	44.9	41.9	28.8	22.1	24.6	23.2	20.5
KC47	Urban Background	N	100	100.0	27.7	27.2	19.8	18.6	17.3	16.2	14.4
KC47	Urban Background	N	100	100.0	27.7	27.2	19.8	18.6	17.3	16.2	14.4
KC47	Urban Background	N	100	100.0	27.7	27.2	19.8	18.6	17.3	16.2	14.4
KC48	Roadside	N	100	100.0	58.4	49.9	41.6	36.6	32.1	31.3	28.9

Site ID	Site type	In AQFA?	Valid data capture for monitoring period % ^(a)	Valid data capture 2023 % ^(b)	2018	2019	2020	2021	2022	2023	2024
KC49	Urban Centre	Y	100	100.0	e	59.9	39.1	36.7	41.4	43.4	38.8
KC50	Roadside	N	100	100.0	41.0	45.9	28.5	26.6	23.2	22.1	18.8
KC51	Urban Background	N	90.6	90.6	27.7	31.4	27.0	17.7	16.1	16.0	13.7
KC52	Roadside	N	100	100.0	49.4	39.4	30.7	28.5	27.3	25.1	22.6
KC53	Urban Background	N	100	100.0	40.7	38.0	28.6	24.9	22.5	21.0	19.6
KC54	Roadside	Y	100	100.0	57.3	48.8	34.8	32.0	33.2	33.0	28.9
KC54	Roadside	Y	100	100.0	57.3	48.8	34.8	32.0	33.2	33.0	28.9
KC54	Roadside	Y	100	100.0	57.3	48.8	34.8	32.0	33.2	33.0	28.9
KC55	Urban Background	Y	100	100.0	40.5	37.5	26.4	24.0	22.9	20.1	19.0
KC56	Roadside	N	100	100.0	59.9	51.2	40.0	36.5	31.6	31.6	27.7
KC57	Roadside	N	100	100.0	47.1	42.8	27.0	26.2	23.4	21.1	20.2
KC58	Roadside	N	92.5	92.5	48.0	46.0	36.9	30.0	28.5	25.1	24.0
KC59	Kerbside	N	100	100.0	66.5	59.2	52.2	39.8	35.0	32.7	32.1
KC60	Kerbside	N	100	100.0	51.8	50.9	34.1	29.3	28.6	27.3	24.9
KC61	Roadside	N	100	100.0	45.2	43.6	33.4	29.9	27.3	27.7	24.6
KC64	Roadside	N	100	100.0	42.5	41.6	33.0	29.8	28.2	24.8	22.6
KC65	Roadside	N	100	100.0	34.5	33.2	24.6	21.4	20.2	18.8	17.9

Site ID	Site type	In AQFA?	Valid data capture for monitoring period % ^(a)	Valid data capture 2023 % ^(b)	2018	2019	2020	2021	2022	2023	2024
KC66	Other	N	100	100.0	38.5	33.6	27.3	22.1	20.5	18.1	17.1
KC67	Other	N	100	100.0	36.8	35.3	25.6	22.7	21.1	20.5	18.3
KC68	Kerbside	N	75.0	75.0	42.1	39.1	30.7	24.4	22.7	22.3	23.8
KC69	Urban Background	N	84.9	84.9	35.8	37.0	24.0	29.2	19.5	19.0	18.1
KC70	Kerbside	N	100	100.0	55.5	50.1	36.8	28.4	29.7	29.5	24.4
KC71	Kerbside	N	92.5	92.5	44.0	41.6	30.8	32.0	25.6	24.9	20.5
KC72	Kerbside	N	100	100.0	59.6	51.5	35.7	27.4	30.4	28.0	25.1
KC73	Kerbside	N	100	100.0	44.0	41.2	30.2	24.6	24.2	23.7	20.4
KC74	Kerbside	Y	100	100.0	-	38.8	27.8	28.5	26.4	24.7	21.9
KC75	Kerbside	Y	100	100.0	-	48.9	30.9	33.5	28.2	27.5	24.4
KC76	Kerbside	Y	100	100.0	-	46.2	30.4	21.8	27.1	26.2	23.1
KC77	Kerbside	N	90.6	90.6	-	30.4	23.3	21.4	19.4	17.2	16.9
KC78	Kerbside	N	66	66.0	-	30.4	25.5	23.0	23.5	19.2	19.4
KC79	Kerbside	N	92.5	92.5	-	34.1	25.6	21.6	21.3	20.1	18.0
KC80	Kerbside	N	92.5	92.5	-	35.8	22.0	21.0	20.4	19.4	17.3
KC81	Urban Centre	Y	90.6	90.6	32.5	32.0	22.9	21.4	19.0	17.4	17.6
KC82	Kerbside	Y	100	100.0	-	-	38.2	38.9	36.7	31.6	30.8

Site ID	Site type	In AQFA?	Valid data capture for monitoring period % ^(a)	Valid data capture 2023 % ^(b)	2018	2019	2020	2021	2022	2023	2024
KC83	Kerbside	Y	100	100.0	-	-	-	38.4	30.4	27.4	25.3
KC84	Kerbside	Y	100	100.0	-	-	44.6	45.6	38.8	35.5	36.6
KC85	Roadside	Y	83	83.0	-	-	41.8	38.2	32.9	25.5	29.3
KC86	Roadside	Y	100	100.0	-	-	36.8	34.9	33.6	33.0	28.4
KC87	Roadside	Y	83	83.0	-	-	38.6	38.6	34.7	31.0	30.3
KC88	Kerbside	Y	100	100.0	-	-	42.0	38.7	33.6	35.6	31.5
KC89	Kerbside	Y	100	100.0	-	-	50.4	51.3	40.0	37.1	36.4
KC90	Other	Y	90.6	90.6	-	-	-	44.5	35.5	38.0	34.7
KC91	Kerbside	Y	100	100.0	-	-	52.4	49.3	44.1	40.3	38.1
KC92	Kerbside	Y	75	75.0	-	-	-	42.5	37.6	34.2	29.8
KC93	Kerbside	Y	92.5	92.5	-	-	43.0	47.3	43.4	41.0	39.9
KC94	Roadside	Y	100	100.0	-	-	37.4	44.0	41.6	41.3	40.3
KC95	Kerbside	Y	100	100.0	-	-	44.8	47.2	42.1	42.6	38.8
KC96	Roadside	Y	41.5	41.5	-	-	-	41.1	37.7	35.1	33.9
KC97	Roadside	Y	56.6	56.6	-	-	45.7	42.4	41.5	41.0	36.1
KC98	Kerbside	Y	92.5	92.5	-	-	46.3	44.7	44.6	42.4	41.4
KC99	Kerbside	Y	100	100.0	-	-	46.4	45.3	44.0	38.2	32.7

Site ID	Site type	In AQFA?	Valid data capture for monitoring period % ^(a)	Valid data capture 2023 % ^(b)	2018	2019	2020	2021	2022	2023	2024
KC100	Kerbside	Y	100	100.0	-	-	50.3	41.9	40.8	37.7	35.9
KC101	Kerbside	Y	100	100.0	-	-	49.1	42.6	40.4	38.1	33.8
KC102	Roadside	Y	100	100.0	-	-	44.7	43.1	40.3	38.2	37.4
KC103	Other	Y	92.5	92.5	-	-	-	32.4	28.9	31.0	26.7
KC104	Kerbside	Y	100	100.0	-	-	44.6	37.1	32.8	31.7	30.3
KC105	Kerbside	Y	100	100.0	-	-	40.4	39.7	34.3	32.9	32.9
KC106	Kerbside	Y	90.6	90.6	-	-	42.3	38.1	33.7	31.1	29.8
KC107	Roadside	Y	100	100.0	-	-	35.0	36.3	29.6	27.2	27.1
KC108	Kerbside	Y	100	100.0	-	-	31.7	31.0	29.8	26.5	23.1
KC109	Kerbside	Y	100	100.0	-	-	36.9	35.5	32.9	29.4	27.4
KC110	Roadside	Y	100	100.0	-	-	34.4	33.7	29.8	27.6	25.3
KC111	Kerbside	Y	100	100.0	-	-	34.6	31.8	28.5	25.9	23.9

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

☒ Diffusion tube data has been bias adjusted.

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

Notes:

The annual mean concentrations are presented as µg/m³.

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

NO₂ annual means exceeding 60µg/m³, indicating a potential exceedance of the NO₂ 1-hour mean objective are shown in **bold and underlined**.

Means for diffusion tubes have been corrected for bias. All means have been “annualised” 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%).

^e Data capture was below 25% for the year, therefore annualisation was not completed and data was not presented.

1.5 Interpretation of Non-Automatic Monitoring Annual Mean NO₂ Results

Two diffusion tube monitoring locations exceeded the annual mean objective in 2024 after bias adjustment and annualisation. This is a significant decrease in the number reported in the previous Annual Status Report published last year, which was eight. In addition, whilst remaining over the objective, they did both record an overall reduction in concentrations of 1 µg/m³.

Table 11: Sites which exceeded the NO₂ Annual Mean Objective in 2024

Site ID	Site Type	Data Capture	2023	2024	Difference
KC94	Roadside	100%	41.3 µg/m ³	40.3 µg/m ³	- 1 µg/m ³
KC98	Kerbside	92.5%	42.4 µg/m ³	41.4 µg/m ³	- 1 µg/m ³

Table 12 shows the monitoring locations that saw a small (<1) to medium (<4) increase in bias adjusted and annualised annual mean NO₂ concentrations between 2023 and 2024. It should be noted that although KC85 recorded the largest increase in concentrations it had a lower data capture rate (83%) and therefore would be unlikely to be totally representative of site conditions and should be treated with caution. These limitations should also be considered for KC68, which also saw a lower data capture rate of 75%. These sites will be kept under review during the next monitoring period and reported on next year. Of those tubes listed in Table 12, four of the five were located in close proximity (<1.50m) to a trafficked road and classified as either Kerbside or Roadside.

Table 12: Sites which recorded increased NO₂ Annual Mean concentrations in 2024

Site ID	Site Type	Data Capture	2023	2024	Difference
KC68	Kerbside	75%	22.3 µg/m ³	23.8 µg/m ³	+1.5 µg/m ³
KC78	Kerbside	66%	19.2 µg/m ³	19.4 µg/m ³	+0.2 µg/m ³
KC81	Urban Centre	90.6%	17.4 µg/m ³	17.6 µg/m ³	+0.2 µg/m ³
KC84	Kerbside	100%	35.5 µg/m ³	36.6 µg/m ³	+1.1 µg/m ³
KC85	Roadside	83%	25.5 µg/m ³	29.3 µg/m ³	+3.8 µg/m ³

69 monitoring sites recorded a reduction in annual mean concentrations. Those with the most significant reductions have been included within Table 13 below. We are aware that not all sites achieved a data capture rate of 100% for the monitoring period and particularly for those that achieved below 75%, the results will be treated with caution and reviewed again in the next Annual Status Report due for publication next year.

Table 13: Sites which recorded the greatest reductions NO₂ Annual Mean concentrations in 2024

Site ID	Site Type	Data Capture	2023	2024	Difference
KC49	Urban Centre	100%	43.4	38.8	-4.6 µg/m ³
KC70	Kerbside	100%	29.5	24.4	-5.1 µg/m ³
KC71	Kerbside	92.5%	24.9	20.5	-4.4 µg/m ³
KC86	Roadside	100%	33.0	28.4	-4.6 µg/m ³
KC92	Kerbside	75%	34.2	29.8	-4.4 µg/m ³
KC97	Roadside	56.6%	41.0	36.1	-4.9 µg/m ³
KC99	Kerbside	100%	38.2	32.7	-5.5 µg/m ³

Figure 2: Annual Mean NO₂ Concentrations (2020-2024): Roadside Monitoring Locations (excluding Ken High St)

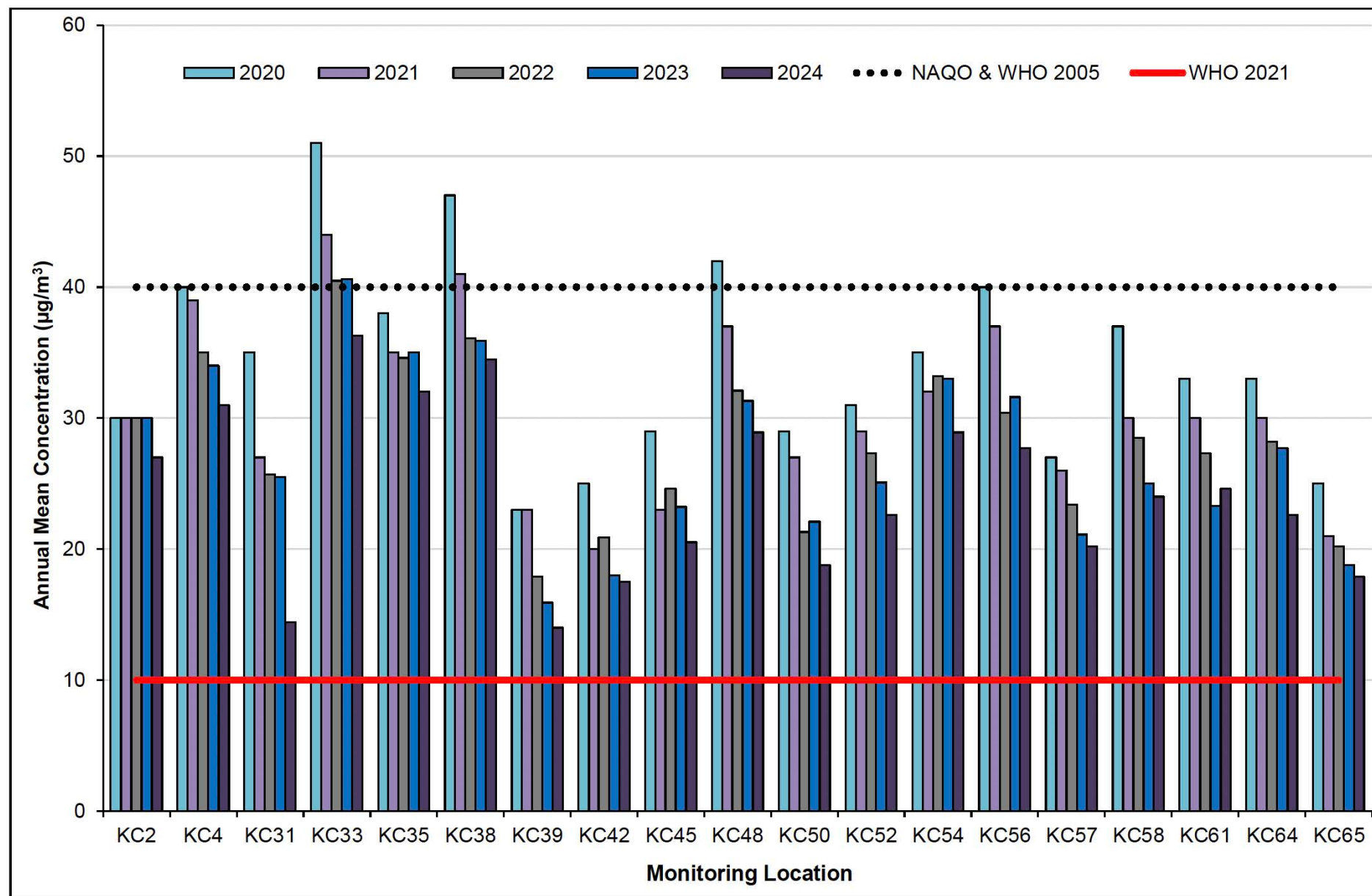


Figure 3: Annual Mean NO₂ Concentrations (2020-2024): Kerbside Monitoring Locations (excluding Ken High St)

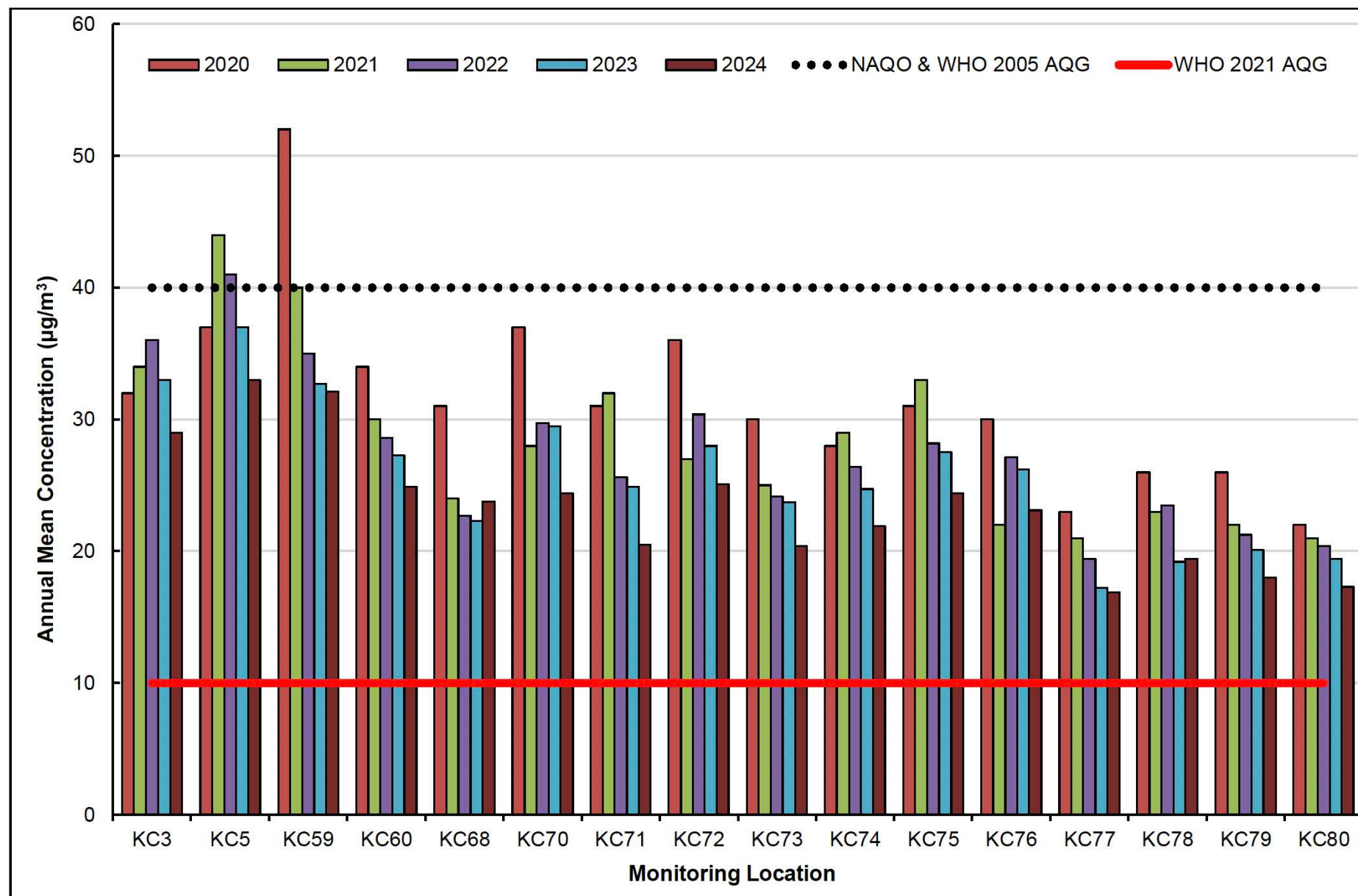


Figure 4: Annual Mean NO₂ Concentrations (2020-2024): Kerbside Monitoring Locations on Kensington High Street

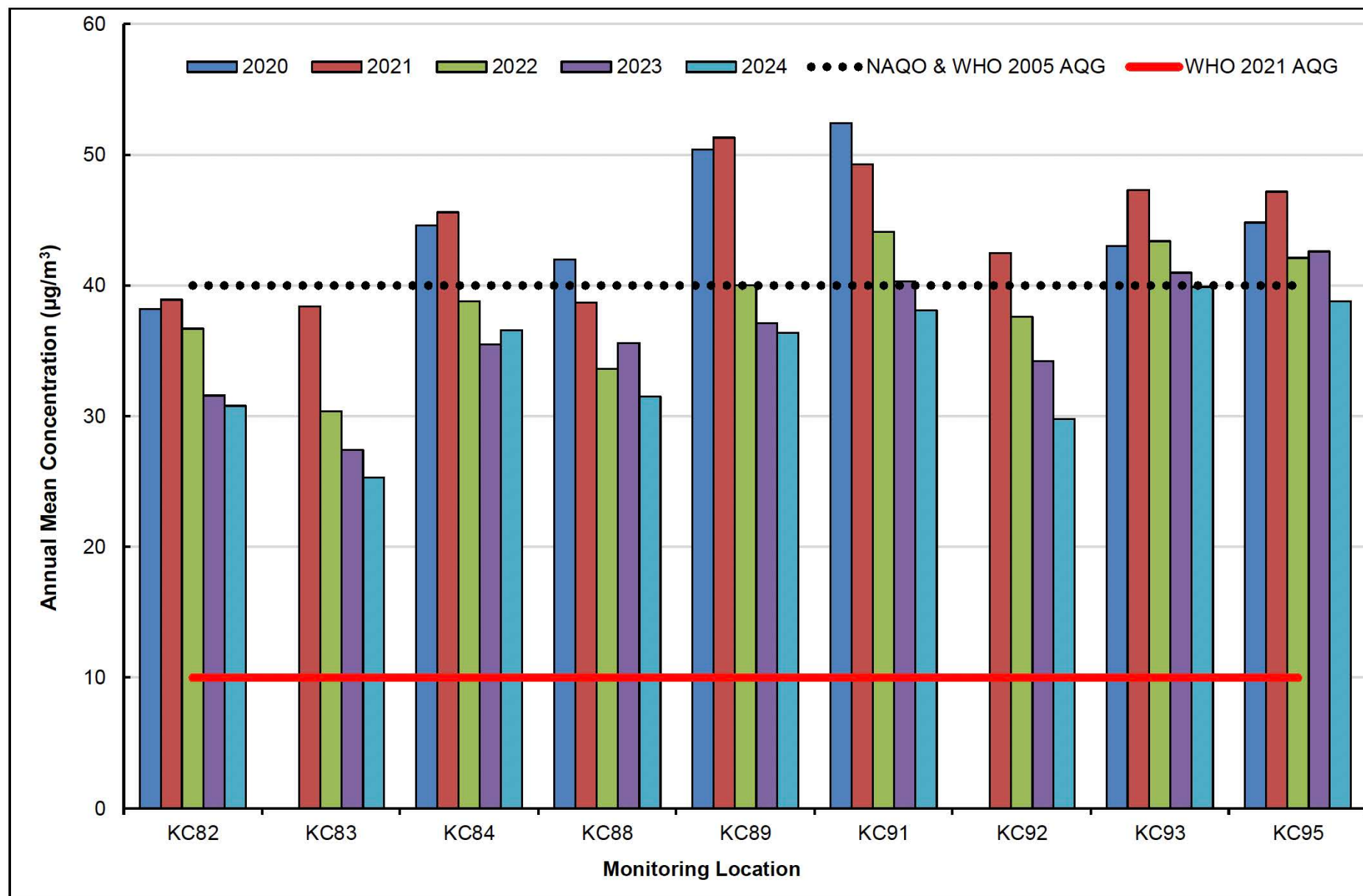


Figure 5: Annual Mean NO₂ Concentrations (2020 – 2024): Urban Background and Urban Centre Locations

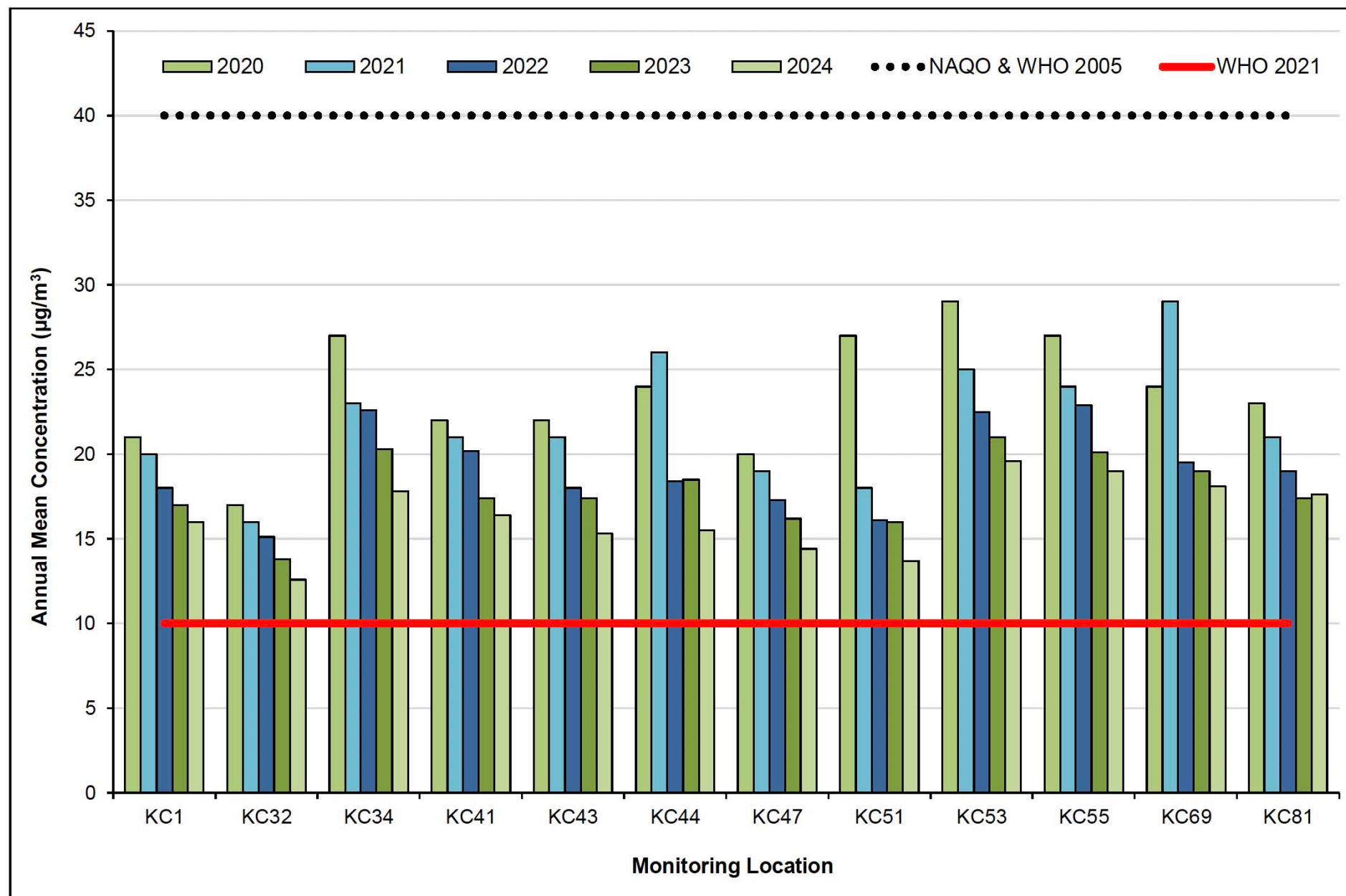


Figure 6: Annual Mean NO₂ Concentrations (2013 – 2024): Railway Monitoring Locations

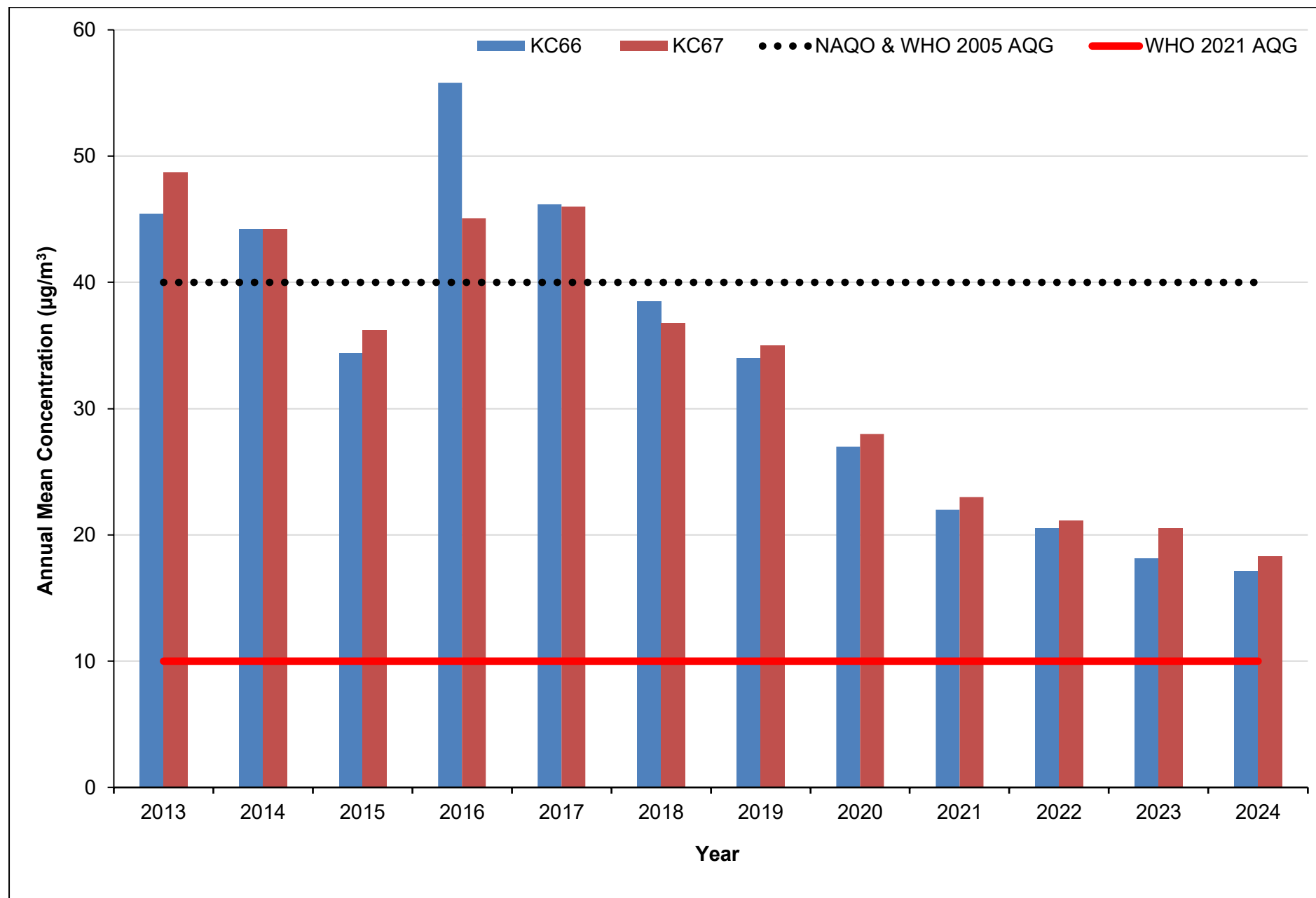


Table 14: NO₂ Automatic Monitoring Results: Comparison with 1-hour Mean Objective, Number of 1-Hour Means > 200 µg/m³

Site ID	Valid data capture for monitoring period % ^(a)	Valid data capture 2023 % ^(b)	2018	2019	2020	2021	2022	2023	2024
KC1	98.96	98.96	0	0	0	0	0	0	0
KC2	99.51	99.51	0	0	0	0	0	0	0
KC3	99.64	99.64	43	15	3	0	0	0	0
KC4	99.03	99.03	0	0	0	0	0	0	0
KC5	99.62	99.62	29	2	0	0	0	0	0

Notes

Results are presented as the number of 1-hour periods where concentrations greater than 200 µg/m³ have been recorded.

Exceedance of the NO₂ short term NAQO of 200 µg/m³ 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%).

1.6 Interpretation of NO₂ Automatic 1-Hour Mean Objective Results

Compliance with the NAQO NO₂ 1-hour mean objective of 200 µg/m³ (not to be exceeded more than 18 times in a year) was achieved at all five automatic monitoring locations during 2024 with no exceedances. This is the sixth consecutive year that all locations have achieved compliance with this objective. The WHO also recommend a 1-hour objective of 200 µg/m³; 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 14 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 and KC5, 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 NO₂ mean concentrations in excess of 200 µg/m³.

Figure 7: NO₂ Automatic 1-Hour Mean Objective

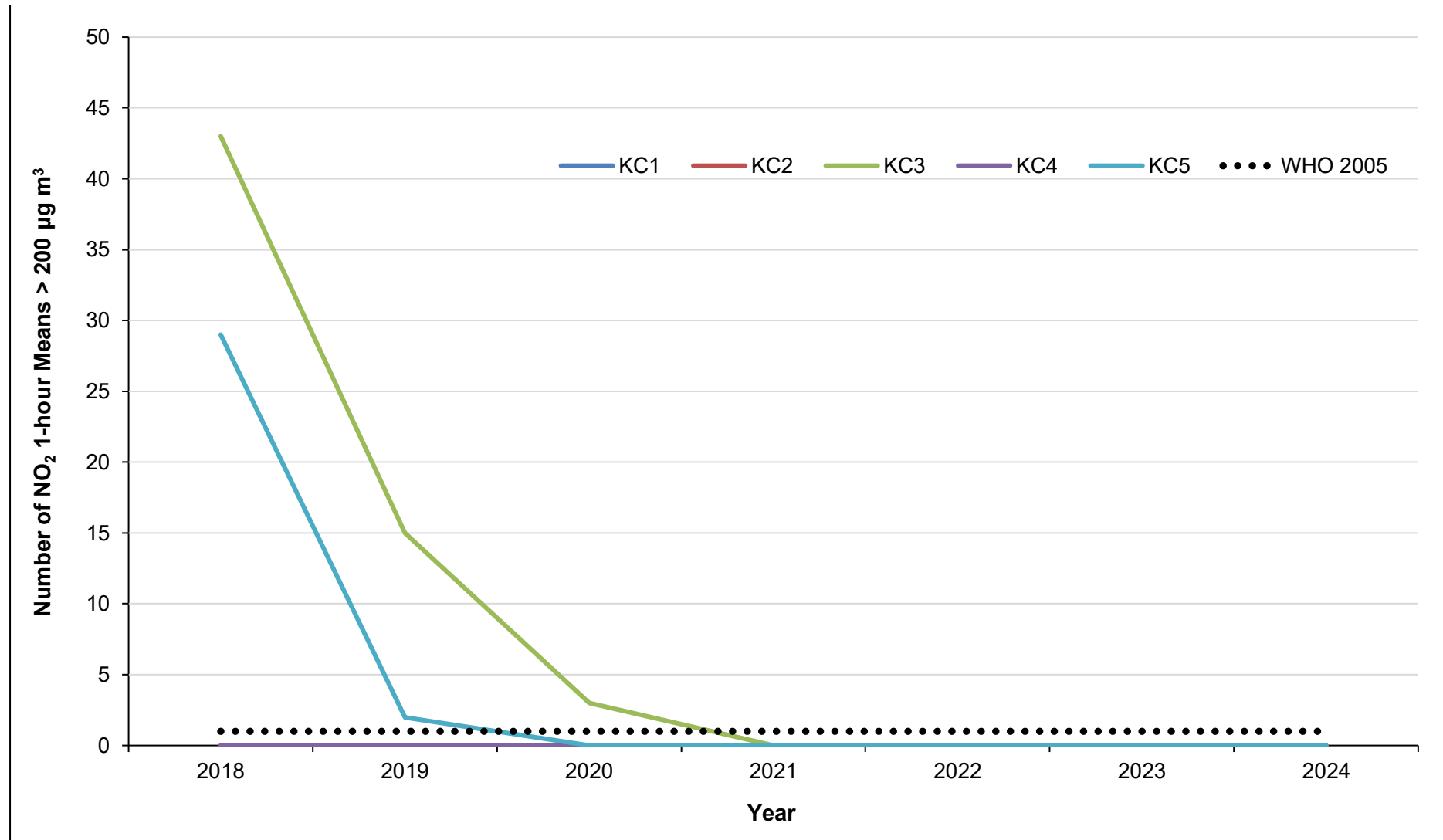


Table 15: Annual Mean PM₁₀ Automatic Monitoring Results (µg/m³)

Site ID	Valid data capture for monitoring period % ^(a)	Valid data capture 2023 % ^(b)	2018	2019	2020	2021	2022	2023	2024
KC1	99.3	99.3	14	15	13	14	15	12	12
KC2	96.6	96.6	18	-	-	17	18	15	13
KC5	95.2	95.2	25	24	24	25	22	18	19

Notes

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

Exceedances of the PM₁₀ annual mean NAQO 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%).

1.7 Interpretation of Annual Mean PM₁₀ Results

Compliance with the annual mean NAQO of 40 µg/m³ continued in 2024 for all sites, even though KC5 experienced a minimal increase in concentrations of 1 µg/m³. It is likely that this result is more representative of the PM₁₀ concentrations experienced in the area as data capture was significantly higher (95.2%) than that recorded for the 2023 monitoring period (88%). However, we will continue to monitor the results from this location and provide an update in the next ASR. In addition, we will continue to monitor trends at KC2 as no data was recorded between 2019 and 2020, before a new monitor was installed part way through May 2021.

The 2005 WHO Guideline Value for PM₁₀ annual mean concentration is 20 µg/m³ and all monitoring locations achieved this objective in 2024. The 2021 WHO Guideline Value for PM₁₀ Annual Mean concentration is 15 µg/m³. KC1 and KC2 have achieved this more stringent objective during 2023 and 2024, however KC5 exceed it as concentrations were at 19 µg/m³.

Figure 8: Annual Mean PM₁₀ Monitoring Results (2018-2024)



Table 16: PM₁₀ Automatic Monitoring Results: Comparison with 24-Hour Mean Objective, Number of PM₁₀ 24-Hour Means > 50 µg/m³

Site ID	Valid data capture for monitoring period % ^(a)	Valid data capture 2024 % ^(b)	2018	2019	2020	2021	2022	2023	2024
KC1	99.3	99.3	1	5	0	1	4	1	0
KC2	96.6	96.6	0	-	-	1	4	1	0
KC5	95.2	95.2	4 (33.2)	13	10	6	10	5	3

Notes

Exceedances of the PM₁₀ 24-hour mean objective (50 µg/m³ 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%).

1.8 Interpretation of PM₁₀ 24-Hour Mean Objective Results

Compliance with the short term NAQO of fewer than 35 exceedances of a 24-hour average > 50 µg/m³ continued to be achieved in 2024. With the exception of 2022, the total number of exceedances of the 24-hour mean have been decreasing at all locations, as shown in Table 16.

The 2005 24-hour mean WHO Guideline Value is 50 µg/m³, however this concentration is not to be exceeded more than once. KC1 and KC2 have achieved this target during 2024, whereas KC5 exceeded it. Figure 9 displays the number of daily means in excess of the short term PM₁₀ NAQO across the KC1 and KC5 monitoring sites for the period of 2019-2024 and KC2 from 2021-2024.

Figure 9: Number of PM₁₀ Daily Means >50 µg/m³

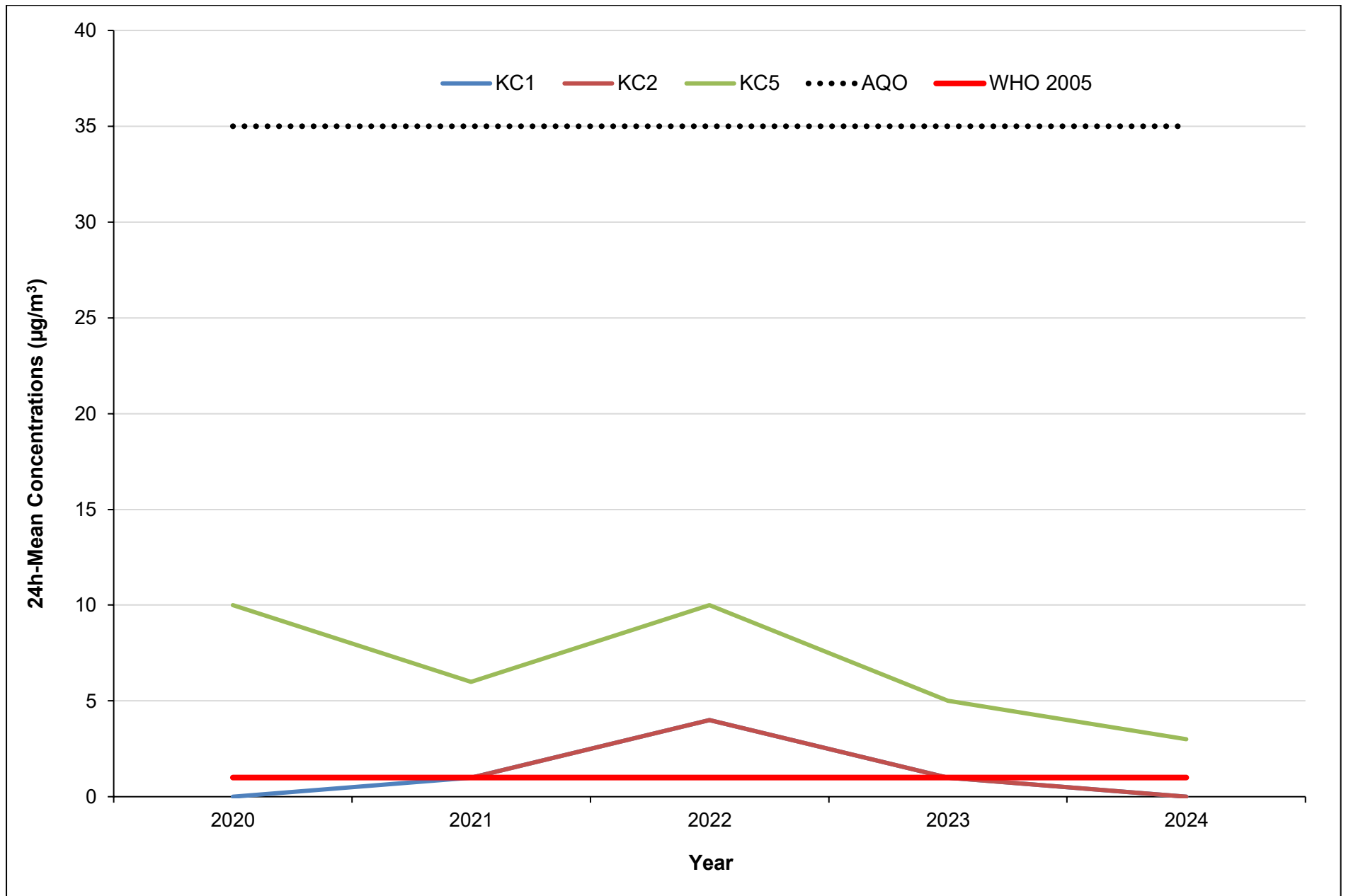


Table 17: Annual Mean PM_{2.5} Automatic Monitoring Results (µg/m³)

Site ID	Valid data capture for monitoring period % ^(a)	Valid data capture 2024 % ^(b)	2018	2019	2020	2021	2022	2023	2024
KC1	99.3	99.3	9.2	10	8	9	9	8	7
KC2	96.2	96.2	-	-	-	6	10	7	7

Notes

The annual mean concentrations are presented as µg/m³.

Exceedances of the PM_{2.5} annual mean concentration target of 10 µg/m³ 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%).

1.9 Interpretation of Annual Mean PM_{2.5} Results

For data collected prior to 2022, annual mean concentrations were compared to the previous NAQO of 25 µg/m³. However, with the introduction of the Environment Act 2021, this has been tightened to 10 µg/m³, which is in line with the 2005 WHO Guideline Value, albeit with differing dates of when it should be achieved.

Compliance with the NAQO of 25 µg/m³ has been achieved historically at KC1 and KC2 for a number of years, as has the new NAQO and WHO Guideline Value of 10 µg/m³. Figure 10 presents KC1 concentrations between 2020 and 2024, and KC2 concentrations between 2021 and 2024. Data at KC2 in 2021 should be treated with caution as the monitor was only installed part way through the year resulting in a low data capture of around 60%. Concentrations at KC1 improved by 1 µg/m³ while at KC2 they

remained the same as in 2023. The 2021 WHO Air Quality Guideline Value of 5 $\mu\text{g}/\text{m}^3$ has not yet been met but continues being worked towards.

Figure 10: Annual Mean $\text{PM}_{2.5}$ Monitoring Results (2018-2024)

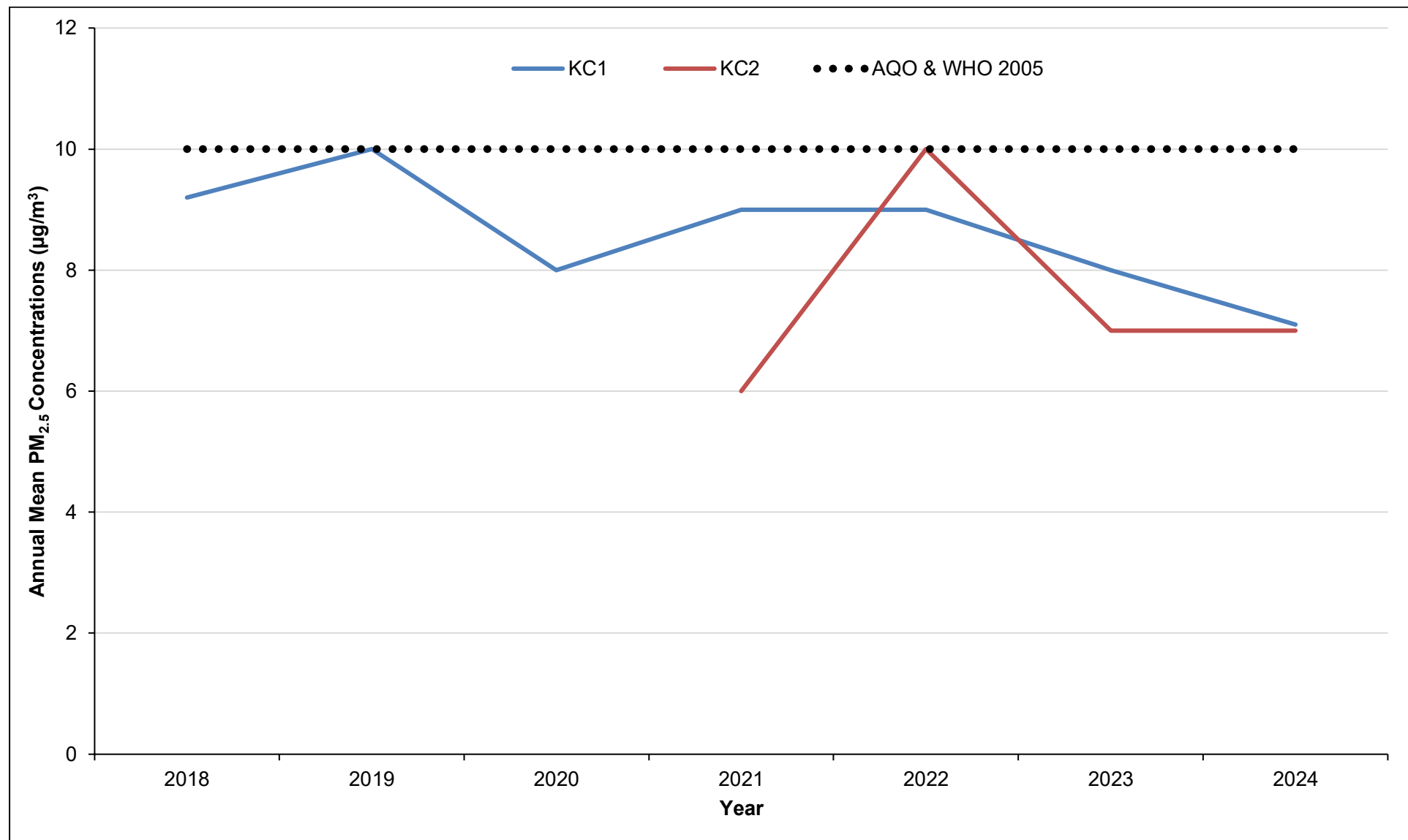


Table 18: 2024 SO₂ Automatic Monitoring Results: Comparison with Objectives

Site ID	Valid data capture for monitoring period % ^(a)	Valid data capture 2024 % ^(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	81.22	81.22	0	0	0

Notes

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

Exceedances of the SO₂ 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.

(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 SO₂ Objective Results

No mean values recorded at KC1 exceeded the 15-minute, 1-hour, or 24-hour SO₂ NAQO concentration limits for the 2024 monitoring period.

Table 19: Ozone (O₃) Automatic Monitoring Results: Comparison with 8-Hour Mean Objective, number of O₃ 8 Hour Means >100 µg/m³

Site ID	Valid data capture for monitoring period % ^(a)	Valid data capture 2024 % ^(b)	2020	2021	2022	2023	2024
KC1	98.82	98.82	308	66	195	213	159
KC2	83.66	83.66	-	-	-	-	56

Notes:

Exceedances of the O₃ 8-hour mean objective (100 µg/m³ 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%).

1.11 Interpretation of O₃ Objective Results

The O₃ 8-Hour objective has not been met for a number of years at KC1. A concentration greater than 100 µg/m³ is not permitted to be exceeded more than 10 times per year, and KC1 saw 159 exceedances over 23 days in 2024. Although this constitutes a breach of the NAQO, it is a reduction on the 213 exceedances experienced at KC1 in 2023. In January 2024, the Council installed a new ozone monitor at KC2 and the 8-Hour objective was exceeded here too. The results for KC1 are shown graphically in Figure 11 overleaf, KC2 will be included from next year.

The significant increase in exceedances recorded at KC1 in 2020 was due to the COVID-19 pandemic lockdown measures, which saw a substantial reduction in fresh NO_x production due to the limited traffic and commercial activity in London. The limited NO_x production shifted the balance by making the reactions that remove ozone less effective.

Figure 11: Number of O₃ 8-Hour Mean Objectives > 100 µg/m³ at KC1 between 2014-2024

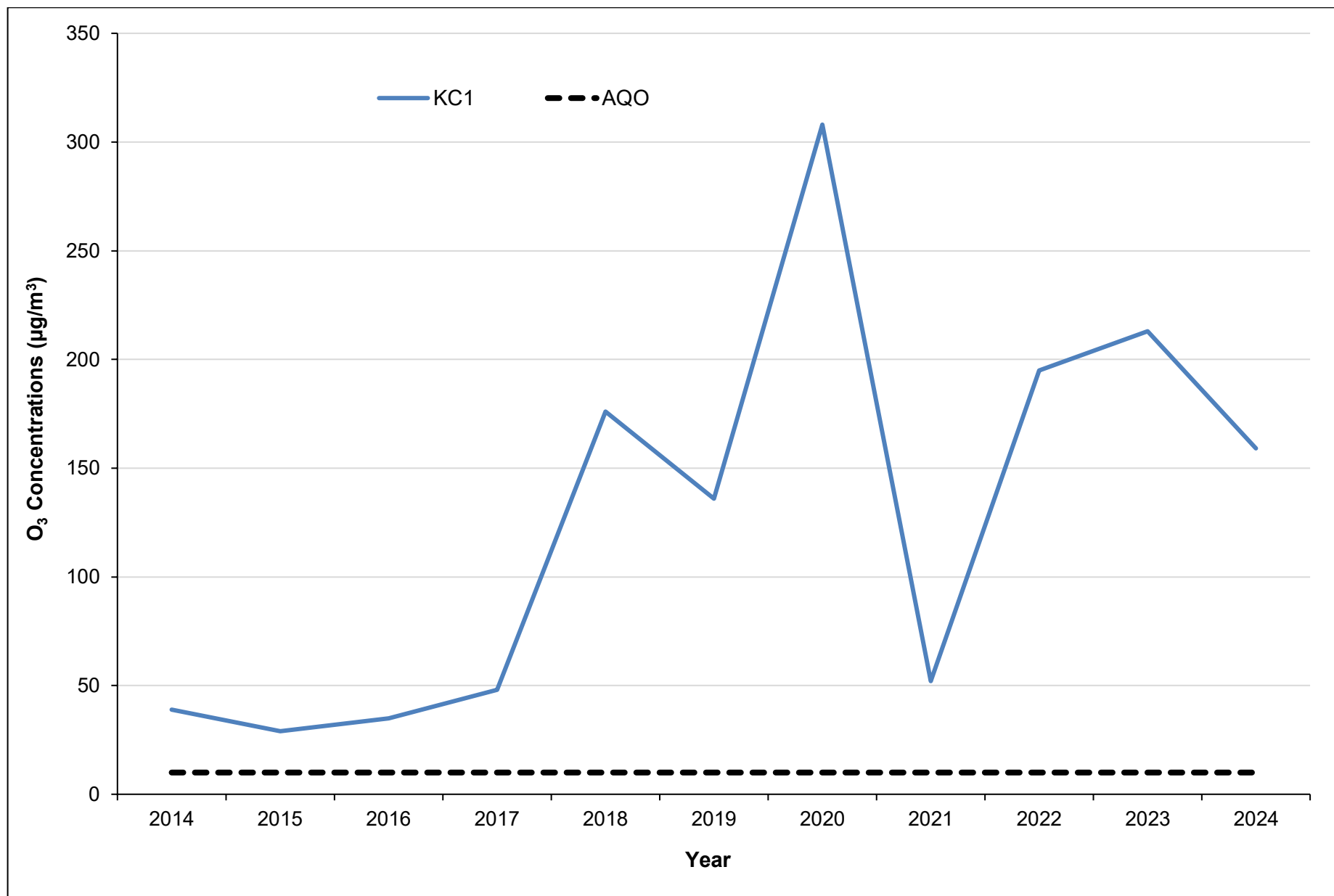


Table 20: Annual Mean Benzene Monitoring Results (µg/m³)

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	<u>6.75</u>
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

Notes

Exceedances of the running annual mean of 16.25 µg/m³ are shown in bold.

Exceedances of the annual mean of 5 µg/m³ are shown in italics and underlined.

1.12 Interpretation of Benzene Monitoring

Benzene (C₆H₆) monitoring was undertaken at five locations using BTEX diffusion tubes for the 2024 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 Stage Two (in addition to Stage One) Vapour Recovery systems since 2007.

Two NAQOs have been set for the assessment of benzene; a running annual mean of 16.25 µg/m³ to be met by 31/12/2003, and a more stringent annual mean of 5 µg/m³ to be achieved by 31/12/2010.

Table 20 demonstrates that there have been no exceedances of the running annual mean of 16.25 µg/m³ (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/m³) at KC0X in 2016, when a concentration of 6.75 µg/m³ 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.

1.13 Mobile Sensors

Kensington and Chelsea Council remains a member of the Breathe London Network. In 2024 we saw the number of nodes deployed across the borough rise to 30, an increase of 12 nodes from the 18 operating by the end of 2023. Nodes BL1-BL9 were installed in 2021, BL11-13 in 2022, BL14-18 in 2023 and BL19-30 in 2024. Nodes BL14-18 were provided to schools participating in the Mayor of London's Future Neighbourhoods Project and installed during the first quarter of 2023 and BL23-30 were installed by the Council as part of its air quality audit programme for schools and nurseries, which commenced in May 2024.

The Breathe London network, until the end of 2024, was managed and operated by Imperial College Projects Limited (Imperial College London). The monitoring nodes have been provided by their partner Clarity Movement Co and the Mayor of London for the 2024 monitoring period. Prior to deployment, all the nodes are co-located with London Air reference monitors for two weeks. All scaled and

processed data is available to download on the individual Node information pages on the Breathe London website and through the API.
Details of Nodes BL1-BL30 are provided in Table 21 below.

Table 21: Breathe London Sensor Details

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	Pollutants Monitored	Sensor Type
BL01	Oxford Gardens Primary School	523720	181240	Roadside	Y	N	1 m	10 m	4 m	NO ₂ & PM _{2.5}	Clarity Node-S
BL02	North Kensington	524041	181752	Background	Y	N	2 m	5 m	4 m	NO ₂ & PM _{2.5}	Clarity Node-S
BL03	Al Manaar, Acklam Road	524731	181797	Roadside	Y	N	0.5 m	1.5 m	4 m	NO ₂ & PM _{2.5}	Clarity Node-S
BL04	St Mary Abbots Primary School	525554	179655	Roadside	Y	Y	1 m	50 m	4 m	NO ₂ & PM _{2.5}	Clarity Node-S
BL05	Kensington High Street	525231	179383	Urban Traffic	Y	Y	0.5 m	1 m	4 m	NO ₂ & PM _{2.5}	Clarity Node-S
BL06	South Kensington Underground Station	526823	178830	Urban Traffic	Y	Y	1 m	0.5 m	4 m	NO ₂ & PM _{2.5}	Clarity Node-S
BL07	Royal Marsden Hospital	526921	178467	Urban Traffic	Y	N	0.5 m	5 m	2 m	NO ₂ & PM _{2.5}	Clarity Node-S
BL08	Sloane Street	527831	179524	Urban Traffic	Y	Y	0.5 m	3 m	4 m	NO ₂ & PM _{2.5}	Clarity Node-S
BL09	Holy Trinity Church of England Primary School	528080	178466	Roadside	Y	N	0.5 m	5 m	1.5 m	NO ₂ & PM _{2.5}	Clarity Node-S
BL10	Oakley Street	527329	177713	Kerbside	Y	N	0.5 m	0.5 m	2.5 m	NO ₂ & PM _{2.5}	Clarity Node-S

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	Pollutants Monitored	Sensor Type
BL11	Royal Brompton Hospital, Fulham Wing	526899	178410	Roadside	Y	N	0.5 m	2.0 m	2 m	NO ₂ & PM _{2.5}	Clarity Node-S
BL12	Sloane Square	528049	178652	Roadside	Y	N	1.0 m	5.0 m	5 m	NO ₂ & PM _{2.5}	Clarity Node-S
BL13	Warwick Road	525309	178406	Kerbside	Y	Y	0.5 m	0.5 m	4 m	NO ₂ & PM _{2.5}	Clarity Node-S
BL14	St Francis of Assisi Primary School	523816	180710	Kerbside	Y	N	0.5 m	0.1 m	3.5 m	NO ₂ & PM _{2.5}	Clarity Node-S
BL15	Avondale Park Primary School	524025	180627	Background	Y	N	0.5 m	20 m	4 m	NO ₂ & PM _{2.5}	Clarity Node-S
BL16	Thomas Jones Primary School	524214	181119	Background	Y	N	0.5 m	9.5 m	1 m / 2 m (fence on split level)	NO ₂ & PM _{2.5}	Clarity Node-S
BL17	Colville Primary School	524811	181076	Background	Y	N	0.5 m	15 m	3.0 m	NO ₂ & PM _{2.5}	Clarity Node-S
BL18	Lancaster West RA	523781	180877	Roadside	Y	N	0.5 m	3.5 m	3.0 m	NO ₂ & PM _{2.5}	Clarity Node-S
BL19	Edward Woods Community Centre	523894	180163	Background	Y	Y	0.5 m	10 m	3 m	NO ₂ & PM _{2.5}	Clarity Node-S
BL20	Science Museum	526845	179178	Roadside	Y	Y	0.5 m	5 m	6 m	NO ₂ & PM _{2.5}	Clarity Node-S

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	Pollutants Monitored	Sensor Type
BL21	Sutton Way	523223	182042	Roadside	Y	N	0.5 m	0.5 m	3.5 m	NO ₂ & PM _{2.5}	Clarity Node-S
BL22	Bonchurch Road	524185	181783	Roadside	Y	N	0.5 m	0.5 m	3.5 m	NO ₂ & PM _{2.5}	Clarity Node-S
BL23	Barlby & Kensington Queensmill School	523859	181991	Background	Y	N	5 m/ 20 m	35 m	3 m	NO ₂ & PM _{2.5}	Clarity Node-S
BL24	Kensington Aldridge Academy School	523896	181024	Background	Y	N	~5 m	25 m	~18 m	NO ₂ & PM _{2.5}	Clarity Node-S
BL25	St. Cuthbert & St. Matthias Schools	525522	178262	Background	Y	Y	0.5 m	26 m	3 m	NO ₂ & PM _{2.5}	Clarity Node-S
BL26	Kensington Primary Academy School	524710	178978	Background	Y	N	0.5 m	3 m (25 m to main road)	3 m	NO ₂ & PM _{2.5}	Clarity Node-S
BL27	Marlborough Primary School	527436	178694	Roadside	Y	N	1 m	4 m	~ 12 m	NO ₂ & PM _{2.5}	Clarity Node-S
BL28	Bousfield Primary School	525986	178378	Roadside	Y	N	1 m	3 m	3 m	NO ₂ & PM _{2.5}	Clarity Node-S
BL29	Golborne and Maxilla Nursery	524587	181653	Background	Y	N	0.5 m	5 m (9 m to Westway)	5 m (to street level in either direction)	NO ₂ & PM _{2.5}	Clarity Node-S
BL30	Park Walk Primary School	526591	177712	Background	Y	N	0.5 m	23 m	3 m	NO ₂ & PM _{2.5}	Clarity Node-S
KCM01	Kensington High Street 1 (VS009)	525726	179690	Urban Traffic	Y	Y	0.5	1	4	NO ₂ , PM ₁₀ & PM _{2.5}	Vaisala

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	Pollutants Monitored	Sensor Type
KCM02	Kensington High Street 2 (VS010)	525273	179415	Urban Traffic	Y	Y	0.5	1	4	NO ₂ , PM ₁₀ & PM _{2.5}	Vaisala
KCM03	Sedding Street (VS008)	528048	178781	Urban Traffic	Y	N	0.5	0.5	4	NO ₂ , PM ₁₀ & PM _{2.5}	Vaisala
KCM04	Holland Park Avenue / Norland Square (VS014)	524338	180083	Urban Traffic	Y	N	1	0.5	4	NO ₂ , PM ₁₀ & PM _{2.5}	Vaisala

The NO₂ data presented in Figures 12-19 from the Breathe London sensors give an indication of the local air quality rather than a definitive picture as the Clarity Node-S units are not reference grade or MCERTS accredited instruments for this pollutant. However, in February 2024 the Clarity Node-S achieved MCERTS accreditation for PM₁₀ and PM_{2.5} so can now be used to provide indicative ambient air quality measurements for particulate matter. Sensors BL15 (Avondale Park Primary School), BL16 (Thomas Jones Primary School) and BL17 (Coleville Primary School) were decommissioned at the end of September as the school audit 12-month monitoring period came to an end in these locations.

As mentioned, the contract held by Imperial College London for the delivery of the Mayor's 136 sensors across the network concluded on 13th December 2024, whereby it was taken over by another operator. This means that sensors BL01-BL07 and BL09 ceased operating in December and have been decommissioned. A monthly concentration has been calculated for December for these sensors; however, it should be treated with caution as it will not be wholly representative of the month. More information on the impacts of this procurement and contract change will be provided in the report next year. We are working with the new operators of the network to have as many locations reinstated as possible for the 2025 monitoring period. The historic monitoring data will remain available on the Breathe London website hosted by Imperial College London for the public to access and download. We continue to work with Imperial to maintain our other Breathe London sensors installed before the contract end.

In addition, this will be the last reporting year for locations KC01-KC04 as the Visala monitors in 2024 came to the end of their working life. KCM01 closed in January 2024, KCM02 in March, KCM03 and KCMO4 in September. The historic monitoring data will remain available on the Air Quality England website for the public to access and download. The Pollution Regulatory Team will continue to review available monitoring options to see if these locations can be reinstated at a future date.

Figure 12: Breathe London Monthly Average NO₂ Concentrations – Urban Traffic

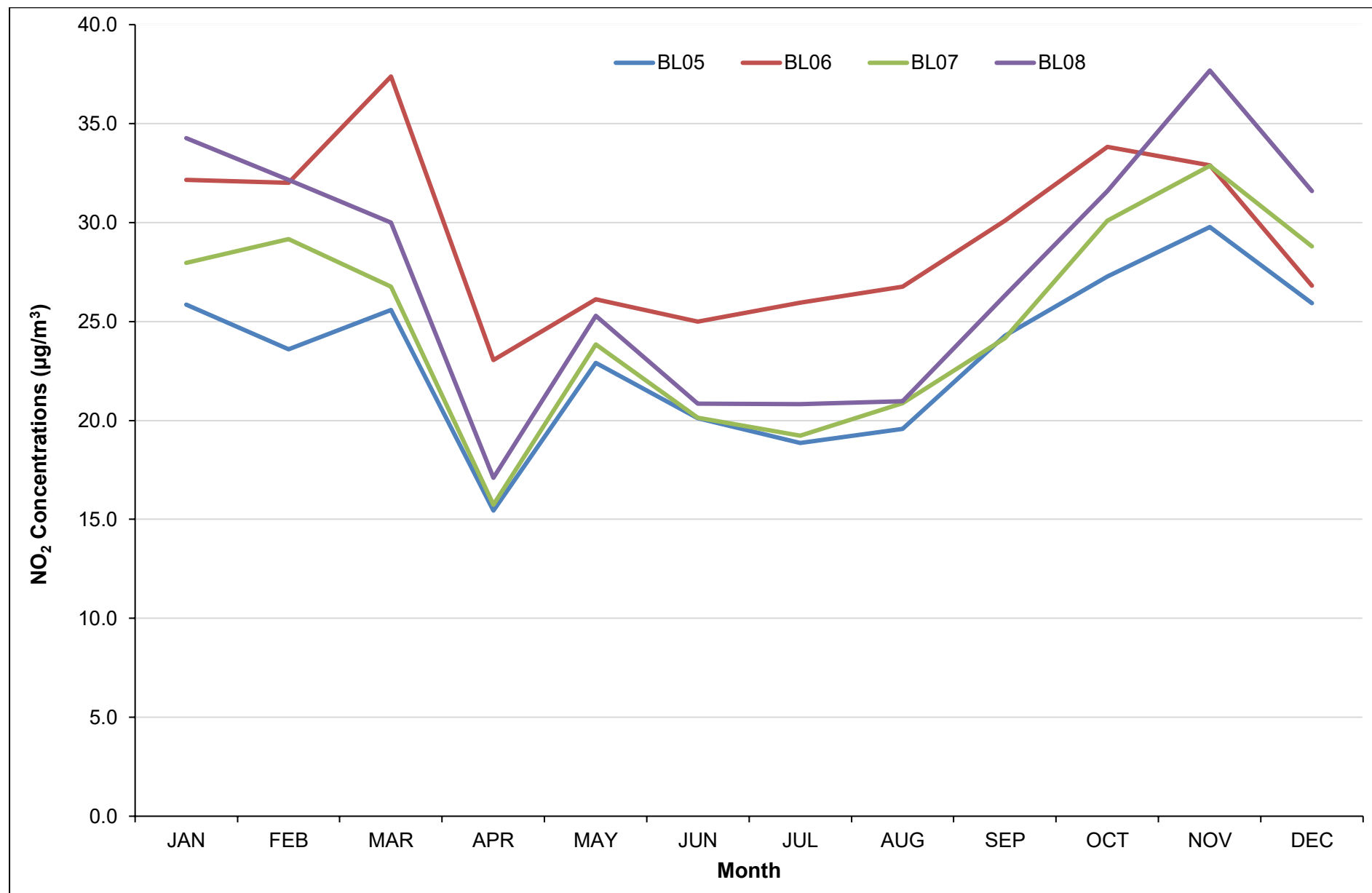


Figure 13: Breathe London Monthly Average PM_{2.5} Concentrations – Urban Traffic

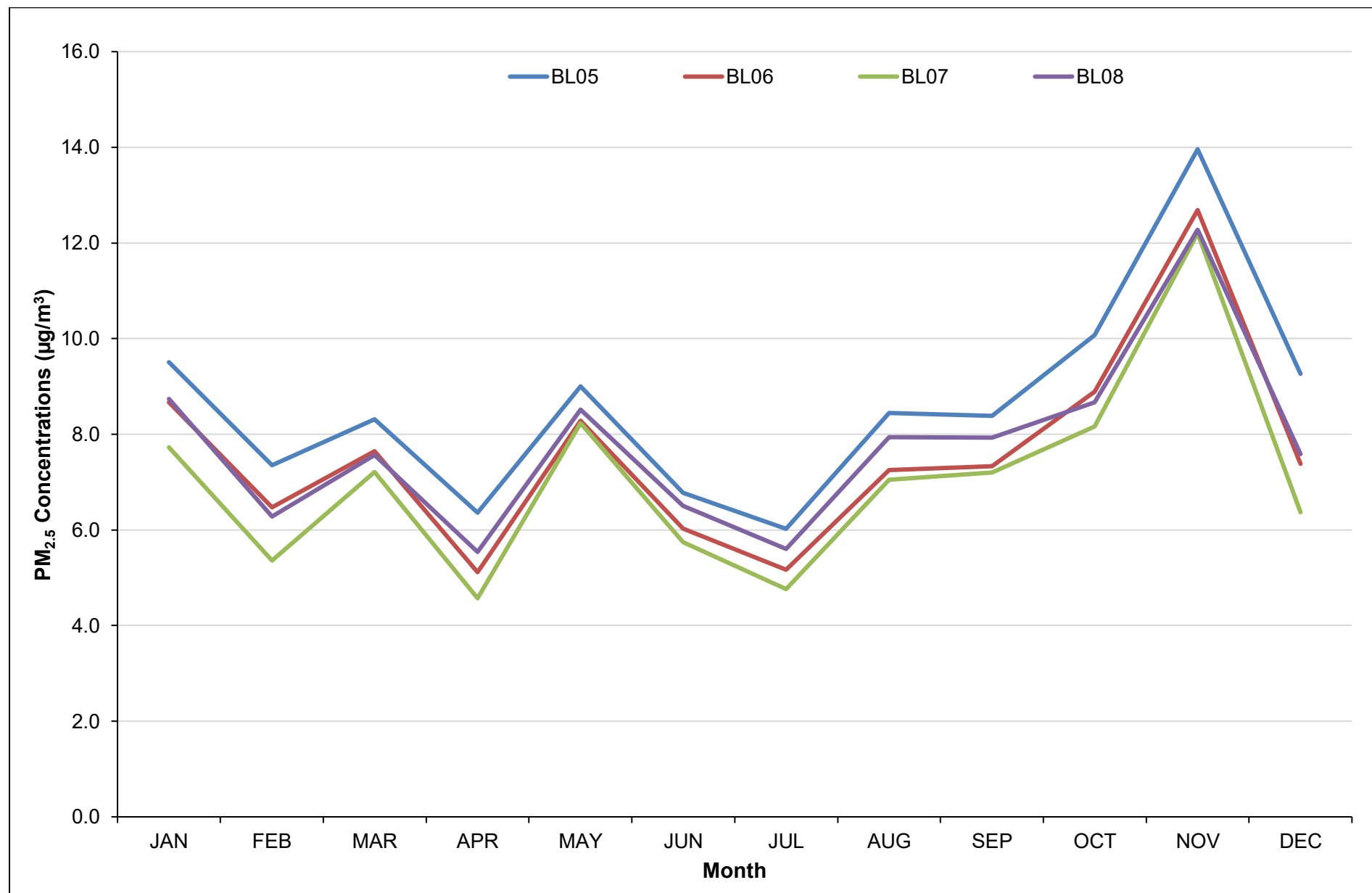


Figure 14: Breathe London Monthly Average NO₂ Concentrations – Kerbside

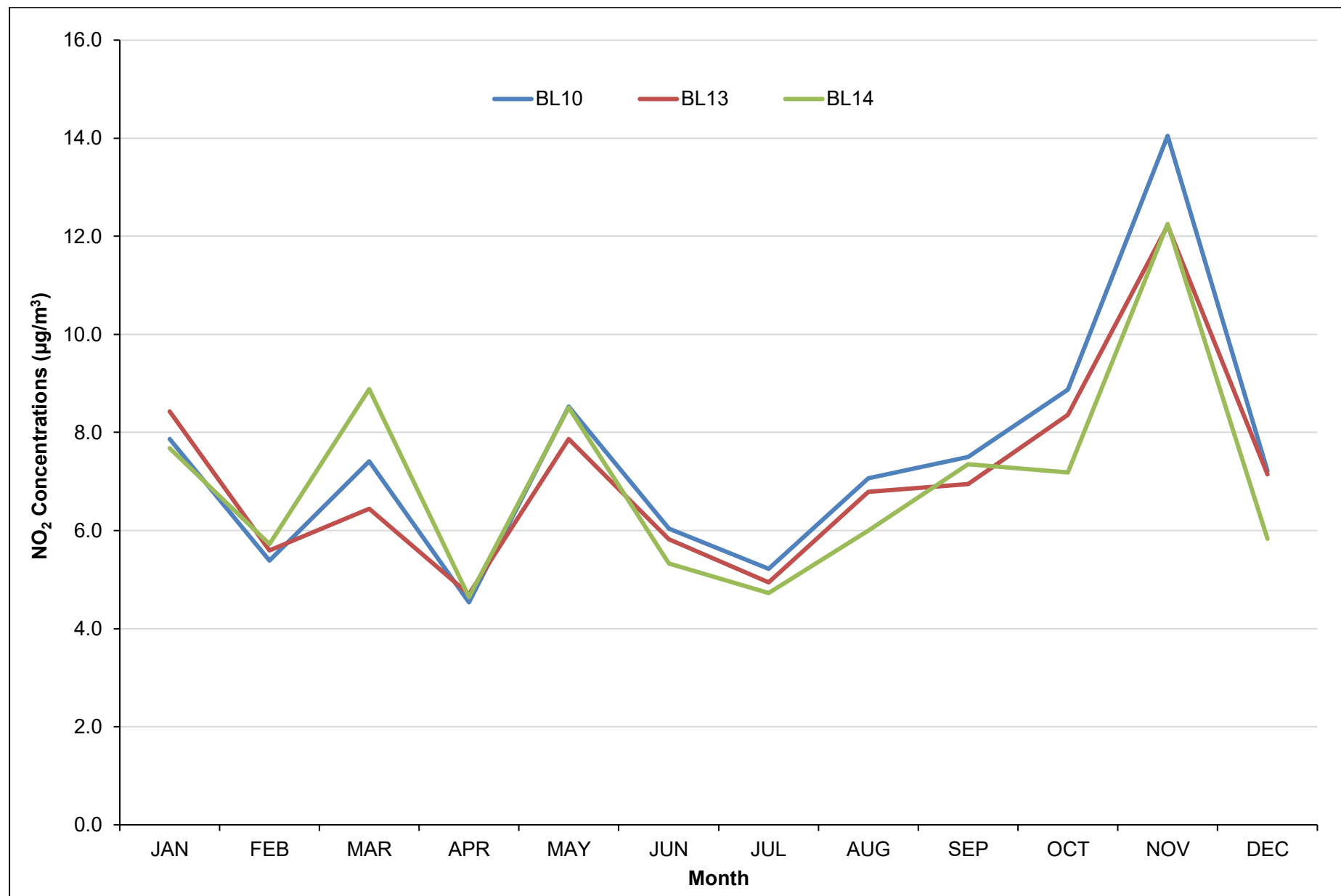


Figure 15: Breathe London Monthly Average PM_{2.5} Concentrations – Kerbside

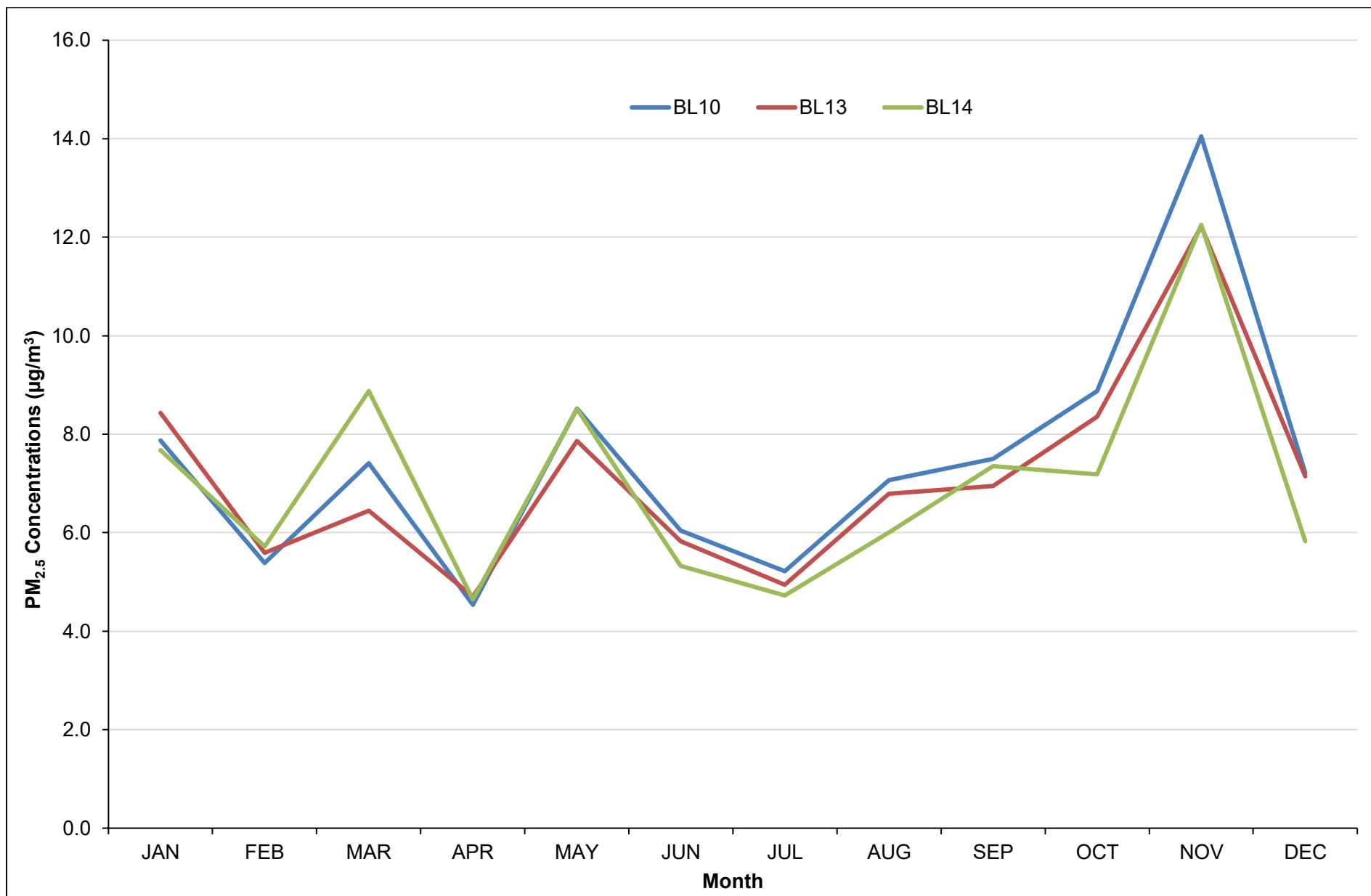


Figure 16: Breathe London Monthly Average NO₂ Concentrations – Roadside

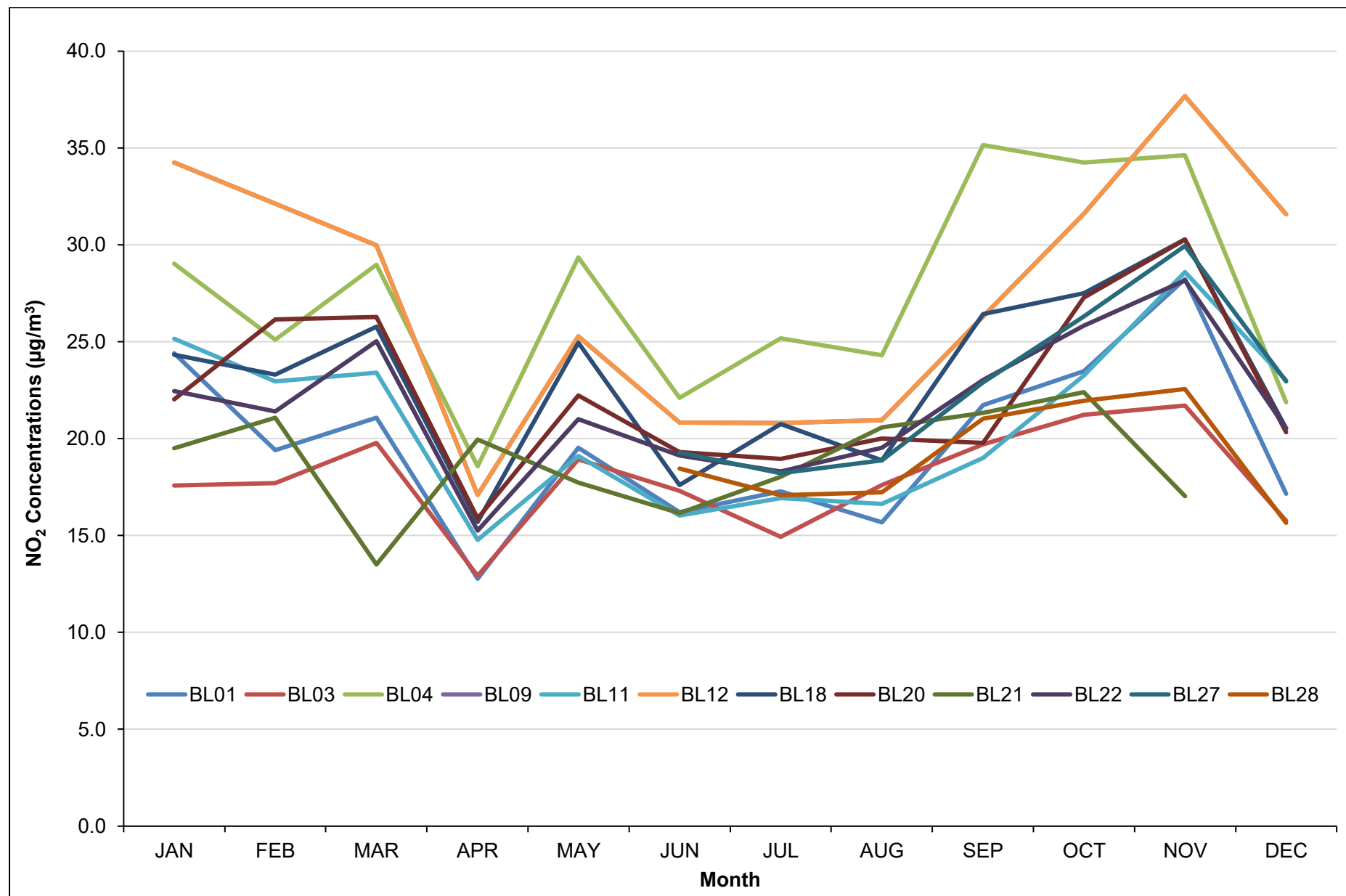


Figure 17: Breathe London Monthly Average PM_{2.5} Concentrations – Roadside

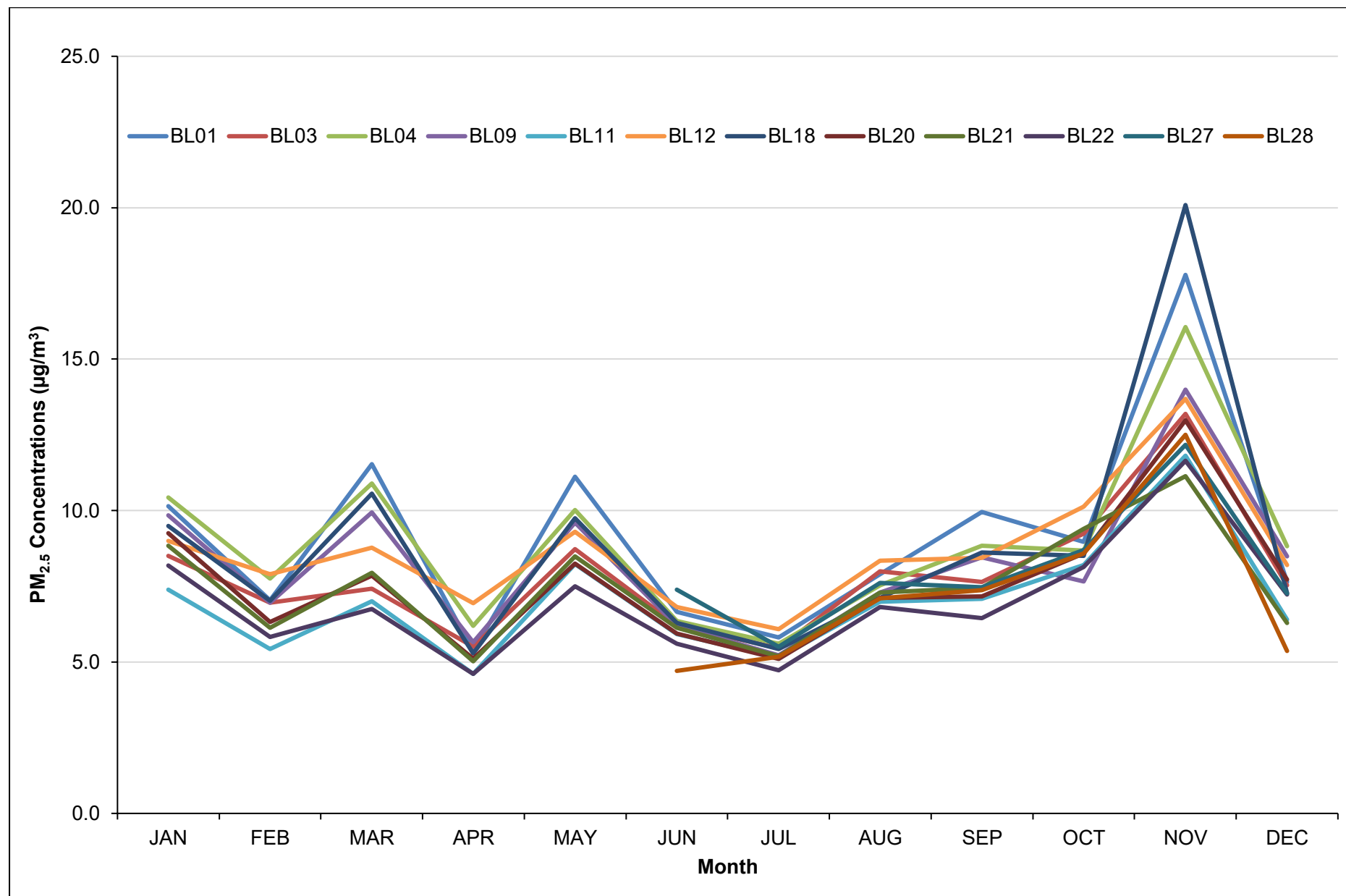


Figure 18: Breathe London Monthly Average NO₂ Concentrations – Background

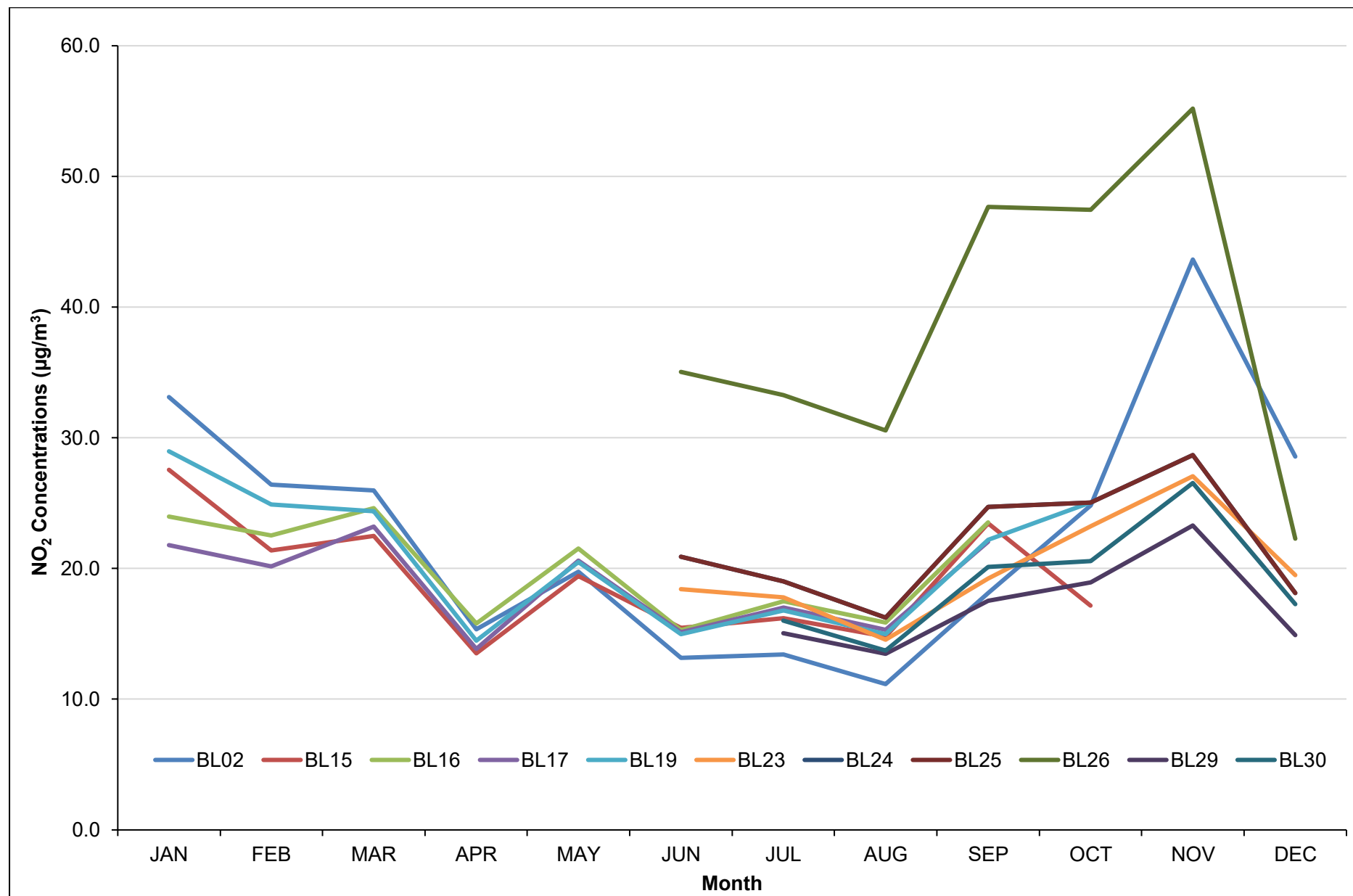


Figure 19: Breathe London Monthly Average PM_{2.5} Concentrations – Background

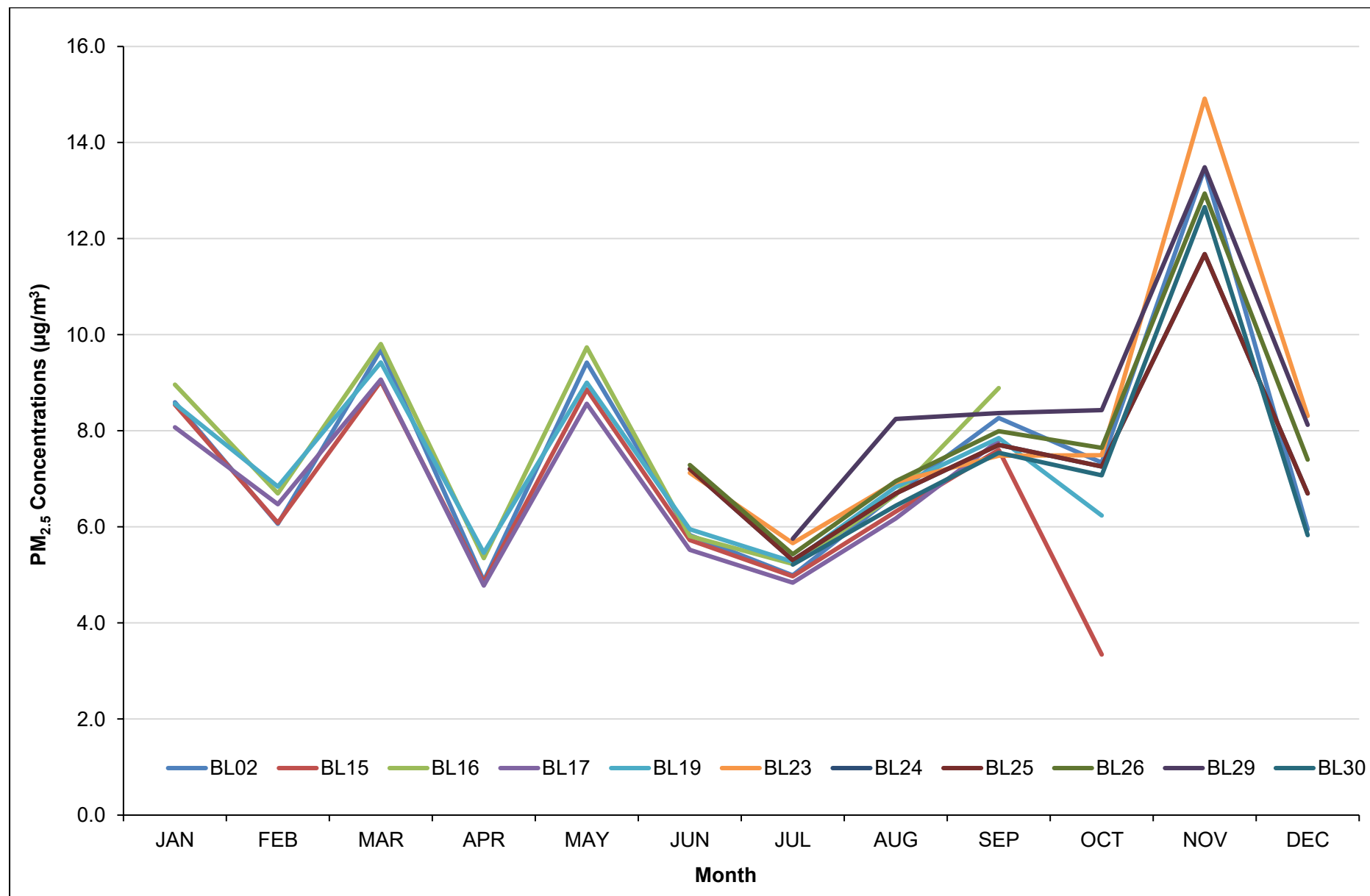


Figure 20: KCM03 & KCM04 Monthly Average NO₂ Concentrations

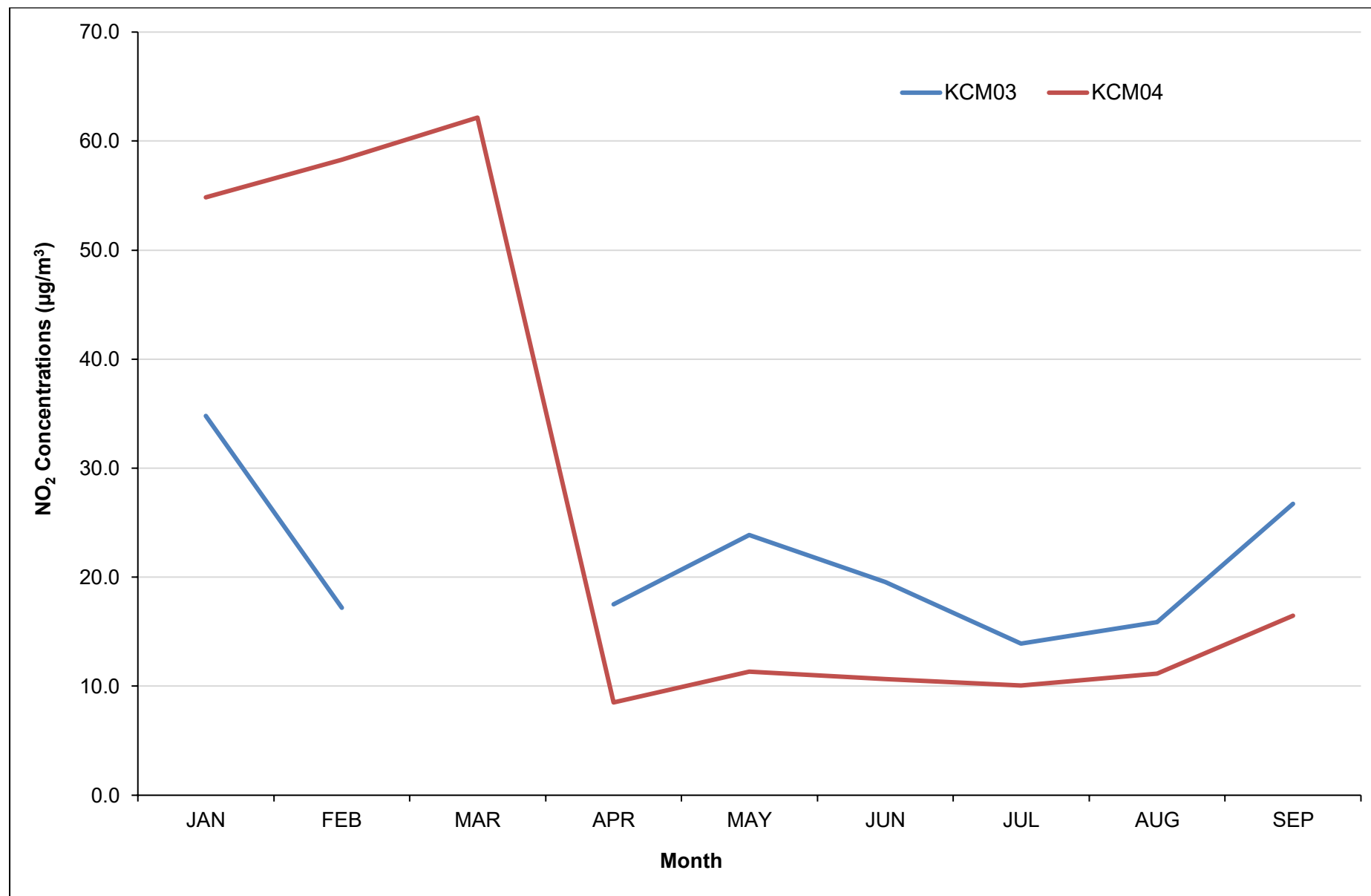


Figure 21: KCM03 & KCM04 Monthly Average PM₁₀ Concentrations

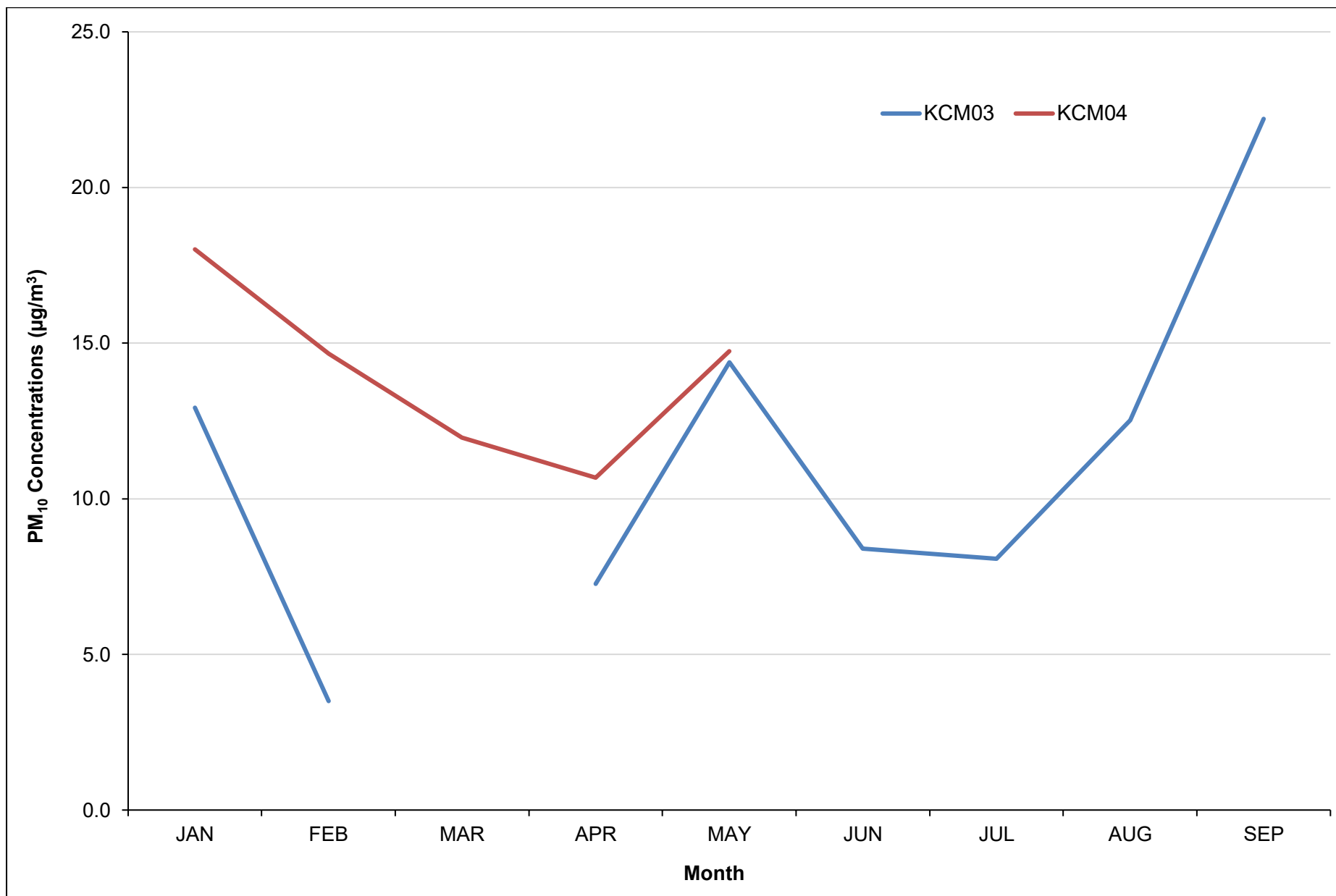
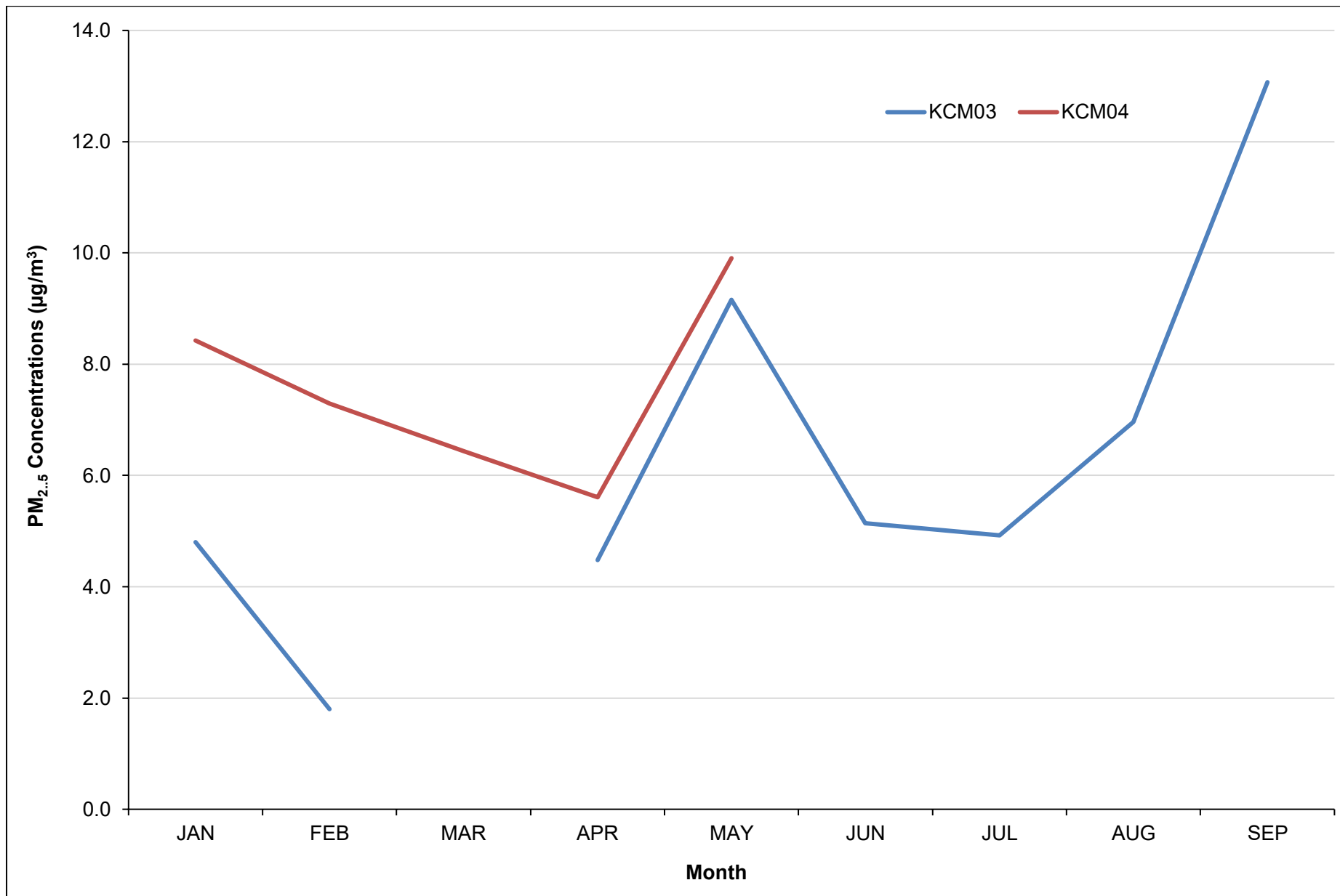


Figure 22: KCM03 & KCM04 Monthly Average PM_{2.5} Concentrations



2. Actions to Improve Air Quality

2.1 Air Quality Management Areas

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

A summary of AQMA declared by the Council can be found in Table 22. The table presents a description of the boroughwide AQMA that is currently designated within Kensington and Chelsea. Figure C4 in Appendix C provides a map of the AQMA (entire borough) and also the air quality monitoring locations within GLA Focus Areas. The air quality objectives pertinent to the current AQMA designation are as follows:

- 01/11/2000, Particulate Matter PM₁₀ – Annual Mean and 24-Hour Mean
- 01/11/2000, Nitrogen Dioxide NO₂ – Annual Mean and 1-Hour Mean

Table 22: 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 the Air Quality in the AQMA influenced by roads controlled by Highways England?	No		
Level of NO₂ Exceedance: Declaration	Level of NO₂ Exceedance: Current Year	Level of PM₁₀ Exceedance: Declaration	Level of PM₁₀ Exceedance: Current Year
KC1: 40 µg/m ³ KC2: 88 µg/m ³ KC3: 75 µg/m ³ KC4: 86 µg/m ³ KC5: Not Operational	KC1: 16 µg/m ³ KC2: 27 µg/m ³ KC3: 29 µg/m ³ KC4: 31 µg/m ³ KC5: 33 µg/m ³	KC1: 26 µg/m ³ KC2: 35 µg/m ³ KC5: Not Operational	KC1: 12 µg/m ³ KC2: 13 µg/m ³ KC5: 19 µg/m ³
Number of Years Compliant with NO₂ Air Quality Objectives		Number of Years Compliant with PM₁₀ Air Quality Objectives	
KC1: 5+ Years KC2: 5 Years KC3: 5 Years KC4: 4 Years KC5: 2 Years		KC1: 5+ Years KC2: 5+ Years KC3: 5+ Years	
Name & Date of AQAP 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		

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

☒ Kensington and Chelsea confirm that all current AQAPs 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).

Error! Reference source not found.23 provides a brief summary of Kensington and Chelsea's progress against the Air Quality Action Plan, showing progress made this year. New projects which commenced in 2024 are shown at the bottom of the table. Table 24 contains the actions that have been completed.

Table 23: Delivery of Air Quality Action Plan Measures

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress
E6	Emissions from Developments & Buildings	School and nursery air quality audits Undertake air quality audits for schools located in the worst areas of air quality. Identify and implement measures to improve air quality.		RBKC Pollution Regulatory Team, Sustainable Transport and Climate Change Teams Arup, Global Action Plan RBKC Schools and Nurseries	Arup, in partnership with Global Action Plan (GAP), started work on the Council's air quality audit programme in May 2024. Progress between then and the end of December 2024 is as follows: • 10 schools/nurseries were audited. • 8 audit reports were drafted by Arup and reviewed by the Council. • Hosted by GAP, A 'All Hands' online engagement event took place with schools/nurseries in November to raise awareness of the project and the impact that poor air quality can have on health. • 1 in person school engagement event was held to raise awareness of the impacts of poor air quality and highlighting how to reduce exposure to it and steps individuals/school community can take to improve it. • 7 new air quality sensors were installed for a 12-month period and officers have produced quarterly

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress
					reports for each school that has a sensor, summarising the data. We are now working to arrange implementation of agreed recommendations, and further audits and engagement events have already been scheduled for 2025/26
T26	Cleaner Transport and Active Travel	Increase dockless e-bikes 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	In 2024, we identified 80 new rental e-bike parking bay locations and between March and April 2024 carried out a public consultation. In September, the Council confirmed it would be implementing 54 of the proposed rental e-bike parking bays Rental e-Bike Cycle Parking Bays (2024) - Kensington and Chelsea's Consultation and Engagement Hub - Citizen Space. 52 were installed in 2024, with the remainder to be installed in 2025. These additions bring the total number of bays provided for e-bike parking to 186 marked bays and 61 virtual bays. e-Bike suppliers have been providing ridership data since October 2023. Comparing October to December 2023 with October to December 2024 we see a 62 per cent increase in trips originating in the borough in the second 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,	Completed annually	RBKC's Pollution Regulatory Team GLA/Imperial College Breathe London Network	Twelve more Breathe London Nodes were installed across the borough, seven by RBKC in schools and nurseries, taking the total to 30 (at its peak). Data from these can be viewed on the Breathe London website: www.breathelondon.org

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress
		and schools to encourage undertaking their own monitoring.		RBKC schools and nurseries	A new reference grade ozone monitor was installed at our Cromwell Road Site (KC2) in 2024.
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 Enviro Technology	- Retained 100% of the automatic monitor network. - KC1 achieved an average data capture rate of 98% across all pollutants monitored. - KC2 achieved an average data capture rate of 99% across all pollutants monitored. - KC3 achieved an average data capture rate of 99% 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 99% across all pollutants monitored.
M2	Monitoring & Statutory Duties	Maintain passive diffusion tube network Consider installation of additional fixed and mobile sensors, and work with community groups, residents, and schools to encourage undertaking their own monitoring.	Completed annually	RBKC's Pollution Regulatory Team Gradko	- Retained 100% of NO₂ diffusion tube network. - Diffusion tube sites achieved between 40% - 100% data capture rate across the 2024 monitoring period. Four tubes from Kensington High Street (with low data capture rates) were removed at the end of 2024 and new positions, elsewhere in the borough, will start in 2025. - Retained 100% BTEX diffusion tube network. - All 5 BTEX sites achieved a 100% data capture rate across the 2024 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,	Completed annually	RBKC's Pollution Regulatory Team GLA/Imperial College Breathe London Network	Twelve more Breathe London Nodes were installed across the borough, seven by RBKC in schools and nurseries, taking the total to 30 (at its peak). Data from these can be viewed on the Breathe London website: www.breathelondon.org

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress
		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.		RBKC schools and nurseries	We have not yet been able to progress the adopt a tube scheme but still intend to look at this in 2025/6. A new reference grade ozone monitor was installed at our Cromwell Road Site (KC2) in 2024.
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 and Tech Hub Teams Global Action Plan.	A review of Council air quality web pages has been undertaken. The air quality monitoring pages have been updated https://www.rbkc.gov.uk/environment/air-quality/air-quality-monitoring Further amendments will be completed as required. 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.
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	Multiple teams across the Council including the Pollution Regulatory Team, Sustainable Transport, Climate Change, Public Health	The Annual Status Reports are submitted to the GLA every May for review and comment. The 2023 ASR was submitted in May 2024. Upon publication they can be viewed on the Council's website: https://www.rbkc.gov.uk/environment/air-quality/air-quality-reports-and-documents

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress
				and Lancaster West Team	
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 and Public Health Teams AirTEXT	At the end of 2024, RBKC had 445 active airTEXT subscribers, a net increase of 13 subscribers. There were 7 alert days, and 2,211 alert messages were sent by text, email or voicemail. It is understood that further improvements to the AirTEXT scheme are expected and will be presented to the consortium in 2025. The Council is also considering other alternatives.
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.	Adoption of new data platform by Dec 2025.	RBKC's Pollution Regulatory & Public Health Teams	It has not yet been possible to commence this review. Linked with action M4, the Council is currently considering whether to proceed with a new online data platform to amalgamate all of its air quality information to reduce the number of different websites that residents, students and consultants currently have to visit to obtain air quality data for the borough. It has spent the last few months reviewing systems that already exist and is in the process of deciding which one to proceed with.
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.	RBKC's Pollution Regulatory & Public Health Teams Greater London Authority / Mayor of London	As was reported last year, the NHS and Mayor of London has expanded its alert system and is automatically notifying 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
P4	Public Health & Awareness Raising	Increase awareness among NHS colleagues about the 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.	By March 2026	RBKC's Pollution Regulatory & Public Health Teams	Information about the Mayor of London's cascade system for healthcare professionals continues to be shared with public health colleagues who have also cascaded the information within their channels to raise awareness. Further work with GPs is required to understand if this information is sufficient for their needs.
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.	December 2026	RBKC's Pollution Regulatory & Public Health Teams	To be published once the school air quality audits and other public health projects have progressed further, towards the conclusion of this Plan.
P6	Public Health & Awareness Raising	Promotion of clean air walking and cycling routes Reduce the need for cars by promoting and making 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	RBKC's Pollution Regulatory and Sustainable Transport Teams. RBKC schools and nurseries Arup	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.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress
P7	Public Health & Awareness Raising	Cycleways Map Production of an online Cycleways map.	Completed in 2023.	RBKC's Sustainable Travel & Tech Hub Teams	Completed. Map is 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	RBKC's Public Health Team	In 2024, 772 smokefree homes pledges were made and 712 people confirmed they had quit smoking in RBKC.
P9	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.	Website updated; new leaflet due by August 2025.	RBKC's Pollution Regulatory, Tech Hub, Media & Comms and Design Teams	The information about indoor air quality on the Council's website has been updated and be accessed here . A new leaflet has been drafted and is in the process of being designed for use in 2025.
	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.	Currently underway	RBKC's Pollution Regulatory Team, Public Health Team and Lancaster West Teams	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 residents see how air quality changes within their homes to help identify a cause. The form is available here . Through the Future Neighbourhoods Programme, we had intended to address indoor air quality in schools in

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress
					the north of the borough who are part of this programme. However, this work is now being tied in with the GLA's filter programme so as resources were not duplicated.
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, Noise & Nuisance and Trading Standards Teams. LB Camden along with 19 other London Boroughs and the GLA.	The Council remains a member of the London Wood Burning Group and has attended regular steering group meetings and contributed to three subgroups (on training, data gathering and leaflets and notices). We have assisted with drafting information and warning letters and contributed to the specification used to procure the training provider who delivered training relating to enforcement of the Clean Air Act to council officers across London. We also contributed to the content and design of a new leaflet which will be available in 2025 to provide information about relevant legislation and the financial penalties which exist for producing smoke from a chimney. Through the group, there has been a campaign to advertise the impact of wood burning, using radio, buses and posters. 7 Officers from RBKC also attended the Clean Air Act training enforcement sessions.
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	Approximately 14 London Boroughs are members of the project.	In 2024, RBKC joined the Healthy Waterways project which aims to raise awareness among the boat dwellers across London on health impacts of air pollution and barriers they face to switch from fossil fuels. A questionnaire has been designed with the input of all participating boroughs and the survey will be carried out in 2025. As part of preparation, the Council visited the river and canal side of the borough to better understand where the boats are located and how many there are.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress
P12	Public Health & Awareness Raising	Support NHS colleagues with audits in hospitals Provide guidance to hospitals on completing audits and developing action plans to reduce their own emissions and exposure to air pollution.	This will not start until 2027	RBKC's Pollution Regulatory and Public Health Teams.	The Council is currently focussed on progressing air quality audits in its nurseries and schools but intends to move on to hospitals once these are further ahead.
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. The GLA.	The sustainability booklet remains in draft format. In 2024, research and preparation took place for our new climate change and energy efficient grants, which will be awarded in 2025, as part of Phase 3 of the Future Neighbourhoods 2030 programme. The grants will be offered to support community centres, libraries, leisure centres, places of worship, and micro, small, and medium-sized businesses (SMEs) in Notting Dale. These grants (funded by the Mayor of London) will help organisations reduce energy costs and use, cut emissions, improve building efficiency, and support climate adaptation and resilience; and create warmer, more sustainable spaces for residents to help meet the 2030 and 2040 carbon targets. The GLA are providing £45,000 for community centres and £26,000 for SMEs, offering grants between £500 and £3,000, with up to £5,000 available for community hubs. Eligible projects will include:

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress
					• Energy efficiency upgrades – LED lighting, insulation, draught-proofing, smart thermostats, double glazing, ventilation systems etc. • Renewable energy – Solar PV, heat pumps • Sustainable transport – E-cargo bikes, EV charging points • Sustainable business practices – Low-carbon supply chains, climate adaptation strategies • Climate adaptation and resilience measures e.g. SuDS, tree planting, permeable streets etc.
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.	Training takes place annually.	Multiple teams across the Council: Pollution Regulatory, Ecology Service, Climate Change Team, and Planning.	Officers from the Noise and Nuisance Team and Pollution Regulatory Team attended 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. Planning colleagues have been trained on how to review energy assessments for major developments both residential and commercial. In November, The Ecology Team delivered three Biodiversity Net Gain refresher training courses for all Planning Development Control Management and Spatial Planning Officers (30).
T1	Cleaner Transport & Active Travel	Reduction in Council fleet operation emissions and for fleets of Council contractors	Ongoing	RBKC's Fleet Management Service and Climate Change Team.	There are currently 126 vehicles in total within the RBKC fleet (including Housing), out of which 20 are fully electric and 70 are hybrid vehicles. In total fully electric and hybrid vehicles now represent 71% of the total fleet, compared to 29% in 2023. The fleet will further reduce its number of

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress
		Subject to operational requirements, work towards 100 per cent of owned or leased Council vehicles being electric or hybrid by 2027 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.			fossil fuelled vehicles, with 8 being replaced by plug in hybrid vehicles by the end of 2026. In 2024, the Climate Change Team commissioned Aether consultants to analyse the Council's carbon performance since the 2018/19 baseline year, for the past five years for both in-house and borough-wide emissions. A Carbon Performance Report has been produced. According to the latest GHG emissions inventory and carbon performance data, in 2022/2023 the Council emitted 36 ktCO₂e through its operations and estates, representing an 11 per cent reduction in emissions since the 2018/2019 baseline year. Transport produced 0.5 per cent of Council emissions (0.2ktCO₂e). These are emissions from business travels, contractors and Council fleet.
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).	Ongoing	RBKC's Climate Change Team	The Council purchased five electrical assisted bikes for the Waste Action and Street Enforcement Teams in 2024. The aim is to expand this further across the Council. We have also drafted a proposal to re-launch the pool bike scheme at the Pembroke Road Council office and launch a new scheme at Kensington Town Hall.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress
		Develop costed proposals to establish a Council-wide pool bike service, including electric bikes (or use of existing e-bike hire schemes).			
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.	Towards the end of 2025	RBKC's Climate Change Team	A grey fleet draft strategy has been produced and requires internal sign off and approval.
T4	Cleaner Transport & Active Travel	Cleaner Transport provision within Procurement Ensure cleaner transport provisions become standard in any 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.	Effectively complete, but ongoing.	RBKC's Climate Change Team and Fleet Management.	An 'environmental' section has been introduced in the Sourcing Strategy template which has to be completed for all new contracts. The Climate Change Team is now one of the consultees of the Commercial Assurance Panel where all major contracts and papers are discussed. In addition, in 2024, a new contract was procured for the Council's vehicle fleet with includes a variety of electric vehicles.
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.	To re-start in 2025	Lead by RBKC's Climate Change Team involving representatives from across the Council.	The Council will re-launch its own Green Champions scheme in May 2025 (for Council officers) and one of the key activities will be to promote sustainable transport for deliveries, couriers, events etc.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress
		Promotion of services such as 'Pedal Me'.			
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 and Sports Team	1,359 lessons were provided to adults and children in 2024.
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 and Sports Team	73 all ability sessions were held with 677 participants - every Friday and alternate Saturdays. The inclusive cycling All Ability Club, at Little Wormwood Scrubs provides access to cycling, from a fleet of specialist cycles delivered by an experienced team. Cycle Connect is an inclusive transport service focused on providing equitable access to active travel for disabled people, people with health conditions, isolated individuals, people with restricted mobility, and older adults. In 2024, there were 301 participants. The service closed end of the year and requires additional funding for 2025.
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 Sustainable Transport Team	43 Dr Bike sessions were held, servicing 414 bikes.
T8	Cleaner Transport & Active Travel	Increase bike parking and tree planting	Ongoing	RBKC's Sustainable Transport Team	No progress was made with bike hangars. However, 66 parking bays were converted to on-street parking for rental e-bikes.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress
		Remove parking bays and replace with cycle hangars and trees.			
T9	Cleaner Transport & Active Travel	Install additional cycle parking Provision of secure visitor cycle parking.	Cannot be confirmed	RBKC's Sustainable Transport Team	No progress in 2024
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 Sustainable Transport Team	No new School Streets implemented. Consultation on School Streets in St Albans Grove and Pembridge Square due to take place in 2025.
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 Sustainable Transport Team	Accreditation is awarded in September - in Sept 2024, 9 schools achieved Gold accreditation, 2 at Silver and 4 at Bronze. These figures apply to the 2023-24 school year. More schools are now working towards an accreditation.
T12	20 mph borough	20 mph borough Review experimental 20 mph scheme to decide whether it will become permanent.	Completed in 2024	RBKC's Transportation & Highways Teams GLA TfL	The 20mph speed limit covers all borough managed roads. The only remaining 30mph limits in Kensington and Chelsea are on some of the Red Routes, which are managed by Transport for London (TfL). The section of Earl's Court Road between the West Cromwell Road and Old Brompton Road and Chelsea Embankment are also subject to a 20mph limit and TfL has announced plans to introduce 20mph limits on other parts of its network in Kensington and Chelsea.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress
T13	Cleaner Transport & Active Travel	Work towards no diesel cars parked on our roads by 2030 April 2021 saw the introduction of new fees with the lowest charges applied to zero and low emission vehicles. We now wish to consider and consult on taking this further by potentially phasing out diesel permits and on street visitor parking for diesel cars by 2030.	-	-	As per last years' update, this action will not be implemented as it is no longer supported by the Council.
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 securing a new procurement framework through Crown Commercial Services, from which boroughs will be able to call off contracts.	Underway	RBKC's Sustainable Transport Team	Further work completed to establish that procurement for new Rapid chargers can be undertaken through the London Councils Dynamic Purchasing System. LEVI funding bid submitted in full by end of 2024, but final funding decision has not yet been received.
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 Policy Team	30 fast chargers were installed in 2024 which expanded the Network to 921 total slow and fast chargers (with another 42 authorised and ready to be installed in Spring 2025).

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress
T15	Cleaner Transport & Active Travel	Participation in the e-scooter trial and review of success Expand network of e-scooter parking bays.	Completed in 2022	RBKC's Sustainable Transport Team	This action was completed in 2022 with the implementation of 15 new rental e-scooter bays, bringing the total capacity to 33 bays. There are no further plans to increase these.
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. - Record the number of interactions the enforcement teams have with idling drivers. Ensure all frontline enforcement teams tackle idling drivers.	Ongoing	RBKC's Pollution Regulatory Team, Parking Enforcement Officers and Street Enforcement Team.	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. In 2024, Parking Civil Enforcement Officers issued 207 leaflets to drivers about idling. The Street Enforcement Team, alongside the 'My Local Bobby Scheme' recorded 524 idling engine service requests and of these there were 464 interventions with drivers who were asked to cease idling. No FPNs were issued as all drivers ceased to idle. Officers received and responded to 11 requests for signage.
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.	Completed in 2023	GLA RBKC's Transport, Pollution Regulatory Teams	To help clean London's air, the ULEZ was expanded on 29 August 2023 to cover all London boroughs.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress
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	TfL consulted on changes to two services in 2024 (removal of route 414, and changes to route 452 that would shorten the route). RBKC formally objected to both, however TfL have decided to remove route 414. Decision on proposals for 452 is pending.
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 Planning Team	All of the Council's schemes seek to increase the street space available to pedestrians and to increase the separation distances between emitters (vehicles) and receptors (peds). The design of Sloane Street, Basil Street and Hollywood Road public realm schemes (all completed in 2024) were informed by air quality considerations.
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	The new Local Plan was adopted in July 2024. The plan includes transport policies to support active travel, cycle parking provision, and the effective management of car parking supply and demand. All parking spaces within new development are to be equipped with electric vehicle charging points. These policies were informed by the need to improve air quality in the borough and this AQAP.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress
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.	Use of canal to remove materials from the Kensal Canalside Opportunity Area is being investigated. The new Local Plan policies are consistent with the London Plan. The Lead Member considers that some car parking should be provided with new development, and he has asked for the relevant policies to be applied accordingly.
T21	Cleaner Transport & Active Travel	Support businesses to reduce their emissions from deliveries Develop Environmental Charter for businesses.	Ongoing	RBKC's Climate Change Team GLA Local businesses in Notting Dale.	The Council has secured a total of £26,000 through the Mayor of London's Future Neighbourhoods 2030 programme (Phase 3) to support local businesses in Notting Dale with energy efficiency grants. The GLA grant agreement has been signed in 2024 for Phase 3 Future Neighbourhoods. In 2025, the Council will be offering change and energy efficiency grants for small and medium-sized enterprises (SME), social enterprises, commercial landlords and landlords with SMEs tenants in Notting Dale to implement energy efficiency measures and solutions. All information will be uploaded here https://storymaps.arcgis.com/stories/807cd8fa79934f67a14cda4d18b4454c. See response to P13 for further information. In 2022 (latest data available for the borough), the commercial and industrial sectors accounted for 48.5% of carbon emissions in the Borough. Therefore, improving energy efficiency within these industries could significantly reduce overall emissions and support the

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress
					Council's ambitious goal of becoming a carbon neutral borough by 2040.
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 Teams	The research found that air travel, public transport ridership and office working are all still lower than before the Covid 19 pandemic. It also found that in Kensington and Chelsea 79 per cent of trips are made by residents are made on public transport, walking or cycling.
T23	Cleaner Transport & Active Travel	Upgrade existing cycle routes Upgrade existing routes to provide higher levels of service and improved public realm.	Ongoing	RBKC's Transport Teams.	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.
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 Transport Teams.	A modal filter was installed at the northern end of Draycott Place.
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	Ongoing	RBKC's Transport Policy and Licensing Teams.	There were c. 100 summertime terraces licensed during daylight savings time in 2024.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress
		al fresco dining. The Council intends to continue with this measure.			Several further former summertime terrace sites have been incorporated into public realm schemes as part of the borough's "Amazing Spaces" programme.
L1	Localised Solutions	Improve walking and cycling access to White City New pedestrian and cycle link under West London line at Latimer Road, which would connect to existing Q2 on Latimer Road in RBKC.	Underway	RBKC's Transport Policy and Planning Teams	A planning application for this infrastructure was submitted in late 2024. Should planning permission be granted - decision is expected before Easter 2025 - the scheme promoters expect to begin construction in 2026.
L2	Localised Solutions	Shepherd's Bush to Notting Hill Cycleway A new cycle route serving communities in Shepherd's Bush, Holland Park and Notting Hill Gate.	-	-	This action will not be implemented as it is no longer supported by the Council.
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.	Underway.	RBKC's Transport Planning team and Planning Department.	The developers' proposals have several shortcomings. These have been highlighted to the developer. Updated information is expected in March 2025.
L4	Localised Solutions	Two-way cycling schemes	Underway	RBKC's Transport and	New schemes were implemented in Gilston Road, Victoria Grove and Powis Terrace. Schemes at Queen's

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress
		Delivering two-way cycling streets in one-way streets to form key links enabling cyclists to access existing Quietway/Cycleway routes.		Highways Teams.	Gate Gardens and Holland Street are due to go to site early 2025.
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	Underway	RBKC's Transport and Highways Teams.	Fulham Road / Beaufort Street and Drayton Gardens / Old Brompton Road schemes were implemented in 2023. Chelsea Bridge Road / Lower Sloane Street scheme implemented in 2022. King's Road / Beaufort Street and Fulham Road / Old Church Street (the final junction in the borough with no green man facilities) is in the design review stage with TfL. Consultation and construction (if approved) are programmed for 25/26 FY.
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 and Transport Policy Team.	The CAV4 project working with the museums came to an end and the potential to identify a hub was investigated then and could not be identified. Since then, the Pollution Team has not had the resources to pursue this separately. In borough, no additional spaces have become available that are not accounted for, but this will be periodically reviewed.
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.			

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress
L6c	Localised Solutions	Reduction in museum delivery and servicing trips Review into the consolidation of waste, delivery, and servicing trips.	December 2025	RBKC's Pollution Regulatory Team and Museums	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. However, the Team intend to investigate this further towards the end of 2025.
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	Planning permission for a green screen was installed at Bousfield Primary School and this was installed in 2024. Through the Council's air quality audit programme, green screens/infrastructure have been recommended at 5 schools, and these will be installed in 2025.
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 and Climate Change Team, Imperial Breathe London, Cadogan Estates and the Knightsbridge Sustainability Forum.	The Pollution Regulatory Team met with the Sustainability Team at Cadogan and has provided support with interpreting data from the two Breathe London Sensors that the Estate Operates. The Climate Change Team attended the Knightsbridge Partnership Sustainability Forum and South Ken Zen meetings and network events and contributed to development of climate emergency strategies and plans led by major institutions and landlords in RBKC.
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.	2025	RBKC Transport Teams.	No progress has been made. Kensington Park Road, between Elgin Crescent and Blenheim Crescent, no longer features a pedestrian and cycle zone, but streetscape scheme is due to go to site in 2025.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress
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 in 2021.	RBKC Transport Teams.	Scheme has been made permanent.
L11	Localised Solutions	Future Neighbourhoods programme Develop an eco-neighbourhood in Notting Dale through the GLA's 2030 Future Neighbourhoods programme.	2027	RBKC's Climate Change Team, Pollution Regulatory Team, Ecology Service, Lancaster West Team and Planning Department. RBKC schools. GLA The Future Neighbourhoods Community.	50+ environmental initiatives are being delivered as part of Phase 1, 2 and 3 Future Neighbourhoods programme in Notting Dale. All projects will be completed by end of 2025. As part of Phase 3 of the Notting Dale Future Neighbourhoods 2030 programme, a 'Sustainable Schools - Holistic Project' has been included, which includes installation of SUDS, climate adaptation and resilient measures in four schools (Thomas Jones, Avondale, Colville and Oxford Gardens), indoor air quality monitoring in two schools, and food growing initiatives in three of these schools. This will be coupled with related educational activities, including a Climate Summit for schools in Notting Dale delivered by the local environmental charity Urbanwise. Food growing: Since Summer term 2024, three schools have received fortnightly visits from the school gardener, who has helped prepare growing spaces and started planting with the students. Teaching and food growing all underway and sessions carried out by HCGA.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress
					Indoor air quality monitoring: Currently exploring how to align with the GLA Schools Filter project which is to be launched in 2025. Meetings have been held between the Council and the GLA to identify synergies and alignment of the goals of both organisations. SUDs and climate adaptation measures: several site visits and feasibility studies have been carried out at different schools affected by flooding. In addition, climate adaptation and SUDs measures have been incorporated as part of the playground improvements project at Colville Primary School which will have benefits not only for the school but for the nearby streets. The Council has also been successful in applying for £95,000 grants from the Secretary of State for Education for four schools to support the implementation of Sustainable Drainage Systems (SuDS). In addition, also applied and secured £295,000 from the GLA Greener Schools Programme for three schools to implement LEDs, double glazing windows and solar panels. We also supported several schools to apply for the National Education Nature Park grant managed by RHS, with Avondale and St Ann's Nursery securing £20,000 for greening projects.
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	Ongoing	RBKC's Pollution Regulatory Team	For period 01/01/2024 – 31/12/2024 the following have been reviewed for their impact on air quality and where appropriate comments and recommendations have been provided. • 19 Major Applications. • 649 Minor Applications.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress
		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.			• 40 Discharge of Condition Applications. • 5 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 01/01/2024 – 31/12/2024 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. • 31 Discharge of Condition Applications reviewed regarding Environmental Management Plans. • 27 Minor Applications requested via condition to provide a Dust Risk Assessment via a Dust Management Plan. • 11 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.	Completed annually	RBKC's Pollution Regulatory Team and Planning Department NRMM Service	For period 01/01/2024 – 31/12/2024 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	Non-Road Mobile Machinery (NRMM)	Completed annually	RBKC Pollution Regulatory Team	For period 01/01/2024 – 31/12/2024 there were a total of 15 audits undertaken by the NRMM team.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress
	Developments & Buildings	Pan-London NRMM project.		NRMM Service	• 4 Self-Compliant Sites • 0 Compliant Site • 0 Non-Compliant Site • 10 No NRMM Sites • 1 Site Complete
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.	2026	RBKC's Pollution Regulatory, Planning Department, and Consultation Team.	The New Local Plan was adopted in July 2024. The Council's Air Quality SPG has been drafted to incorporate the requirements of the New Local Plan and consultation on this will commence in 2025 with adoption intended for 2026.
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 and Planning Teams	For period 01/01/2024 – 31/12/2024 a total of 13 Air Quality Neutral Assessments were reviewed. 2 Air Quality Positive Assessments received.
E6	Emissions from Developments & Buildings	School Air Quality 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	Four-year programme which commenced in 2024	RBKC Pollution Regulatory, Sustainable Transport and Climate Change Teams Arup and Global Action Plan	Arup, in partnership with Global Action Plan (GAP), started work on the Council's air quality audit programme in May 2024. Progress between then and the end of December 2024 is as follows: • 10 schools/nurseries were audited. • 8 audit reports were drafted by Arup and reviewed by the Council. • Hosted by GAP, A 'All Hands' online engagement event took place with schools/nurseries in

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress
		Environmental Charter that schools can sign up to.		RBKC schools and nurseries	November to raise awareness of the project and the impact that poor air quality can have on health. • 1 in person school engagement event was held to raise awareness of the impacts of poor air quality and highlighting how to reduce exposure to it and steps individuals/school community can take to improve it. • 7 new air quality sensors were installed for a 12-month period and officers have produced quarterly reports for each school that has a sensor, summarising the data. • We are now working to arrange implementation of agreed recommendations, and further audits and engagement events have already been scheduled for 2025/26. As part of Phase 1 Retrofit Accelerator Programme, six schools have had their old inefficient gas boilers replaced with heat pumps. £3,6mil secured through the PSDS3b. All units were installed on site by April 2024. The Council also applied and secured additional £2,7mil from PSDS3c to support new schools as part of Phase 2 to replace their old heating systems with low carbon technologies. Six additional schools were investigated with site visits and audits carried out.
E7	Emissions from Developments & Buildings	New development green space and infrastructure Ensure adequate, appropriate, and well-located green space and	Ongoing	RBKC's Pollution Regulation Team, Ecology Service, Climate Change Team, Transport	All Major Applications reviewed for green space and infrastructure in conjunction with Climate Change and Biodiversity Teams.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress
		infrastructure is included in new developments.		Planning Team and Planning Department.	
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, Noise and Nuisance, Media and Comms, Consultation and Governance Teams. Canal boat owners and Canal and River Trust Waterways.	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 in 2025 will be considering whether to incorporate canal boats 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 and Planning Service	No new chimney height applications received in 2024.
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.	RBKC's Pollution Regulatory Team Martin Cranfield Associates	Inspections of Part B permitted premises completed in accordance with requirements based on Risk Rating.
E11	Emissions from	Implementation of the Council's Climate Emergency Action Plan	Action Plan adopted in	Lead by RBKC's Climate Change	Climate Emergency Action Plan is part way through implementation; a progress report was produced in 2024.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress
	Developments & Buildings	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.	2022, and implementation continues until 2027.	but delivery involves all Council Departments.	A net zero update was presented at the Environment Select Committee in December 2024. Committee Report An internal Climate Adaptation and Resilient Workshop was organised in 2024 with all relevant departments attending. The aims were to: • Assess the increasing risks to Council services, current capability, procedures, and governance arrangements for dealing with extreme weather events. • Map out each department's roles and responsibilities. • Consolidate data and information on existing / future actions and projects relating to climate resilience. • Increase collaboration and leadership on resilience and climate adaptation. • Start to develop an internal climate adaptation and resilience action plan and associated risk register.
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.	Ongoing.	RBKC Climate Change Team & Housing Team.	A Net Zero update report which included updates on Council housing has been presented at the Environment Select Committee in December 2024. A new Housing Strategy will be consulted on and adopted in 2025.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress
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.	Ongoing, with planned completion in 2026.	RBKC's Lancaster West Team with input from other Council teams including Pollution Regulatory Team, Climate Change and Planning Department.	The Notting Dale Heat Network made significant progress in 2024. Pipe installation has been completed on Camborne Mews and Verity Close, with works nearing completion at Lower Clarendon Walk. In 2025 the completion of secondary networks in 80% of homes and tertiary network installations, including HIUs, will enable all homes on Lancaster West Estate to go live with renewable energy in Summer 2026. A pilot project has been designed to explore the use of rented modular green screens from partner organisation Alive Labs. These will create an aesthetic form of fencing that also absorbs particulate matter. The system will be trialled during the construction of the Thermal Store outside Kensington Leisure Centre.
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.		None received.
WP1	Working in Partnership	Collaboration with GLA and TfL to support working groups and policies that will improve air quality	Ongoing	RBKC's Pollution Regulatory Team GLA TfL	The Council collaborates with the GLA and TfL through the central London Air Quality Cluster Group and other pan London working groups.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress
		Implementing actions from working groups such as the Wood-Burning Working Group.		Other London Boroughs.	
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 to take action to improve air quality. Explore opportunities for trials of innovative measures/technologies and projects.	Ongoing	RBKC's Pollution Regulatory Team and Public Health. Other London Boroughs. The 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 Mayor of London.
WP3	Working in Partnership	Work with universities To support research and to aid our own understanding of sources and potential mitigation.	Ongoing	RBKC's Pollution Regulatory Team Imperial College	In 2024, we continue 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	RBKC's Climate Change Team and Pollution Regulatory Team.	A Community Steering Group was created as part of the Future Neighbourhoods (FN) 2030 Programme, with 10 active residents involved. A new format is being explored as part of building a legacy in Notting Dale with the aim to be replicated across the borough. A 'Greener Survey' was drafted in 2024 (to go live in 2025) which includes questions about residents joining a wider steering group.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress
					A FN2030 Project Delivery Partners network takes place quarterly which includes project leads, local partners and residents.
NEW ACTIONS					
P15	Public Health	Asthma Friendly Schools 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 Public Health & Pollution Regulatory Teams Borough Schools	Four schools are currently signed up in Kensington and Chelsea. Asthma friendly schools :: North West London ICS
T26	Cleaner Transport and Active Travel	Increase dockless e-bikes 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	In 2024, we identified 80 new rental e-bike parking bay locations and between March and April 2024 carried out a public consultation. In September, the Council confirmed it would be implementing 54 of the proposed rental e-bike parking bays Rental e-Bike Cycle Parking Bays (2024) - Kensington and Chelsea's Consultation and Engagement Hub - Citizen Space. 52 were installed in 2024, with the remainder to be installed in 2025. These additions bring the total number of bays provided for e-bike parking to 186 marked bays and 61 virtual bays. e-Bike suppliers have been providing ridership data since October 2023. Comparing October to December 2023 with October to December 2024 we see a 62 per cent increase in trips originating in the borough in the second period.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress
T27	Cleaner Transport and Active Travel	Increase availability of e-cargo bikes	Summer 2025	RBKC Climate Change Team and Legal Services Our Bike	Through Phase 1 Future Neighbourhoods 2030 programme a community e-cargo bike renting system is being implemented in Notting Dale. An e-cargo bike will be made available in Notting Dale to encourage residents, community groups and businesses to adopt a more sustainable mode of transport. After exploring several suppliers in 2024, the Council selected 'Our Bike', which already operates successfully within other London boroughs such as Lambeth, Richmond, and Wandsworth. Our Bike will supply the e-cargo bike (purchased in 2024), oversee maintenance, and handle bookings via an app. The e-cargo bike requires a host to ensure the batteries are charged at least twice a week. Multiple hosting options were explored in 2024 with the final one identified as 'The Space'. The Council is in the process of finalising the legal agreement and it will be launched by summer 2025.
L12	Localised Solutions	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.		RBKC Climate Change Team & Ecology Service Lancaster West Team	Air-purifying plant species have been added to the Garden MOT brochure as an option for Lancaster West Estate residents to transform and maintain their gardens and balconies.

3. Planning Update and Other New Sources of Emissions

Table 24: Planning requirements met by planning applications in Kensington & Chelsea in 2024

Condition	Number
Number of planning applications where an air quality impact assessment was reviewed for air quality impacts	22
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)	11 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	7
Number of developments where an AQ Neutral building and/or transport assessments undertaken	2
Number of developments where the AQ Neutral building and/or transport assessments not meeting the benchmark and so required to include additional mitigation	0
Number of planning applications with s106 agreements including other requirements to improve air quality	3 contributions secured and a further 3 contributions received.
Number of planning applications with CIL payments that include a contribution to improve air quality	CIL is not collected for specific categories

Condition	Number
NRMM: Central Activity Zone, Canary Wharf and Opportunity Areas Number of planning applications with conditions related to NRMM included. Number of developments registered at www.nrmm.london. Number of audits (based on the pan-London project report and / or inhouse auditing programme) % of sites unregistered prior to audit % of sites compliant with Stage IV of the Directive and/or exemptions to the policy.	2 registered 1 audit 100% sites compliant after audit (Only a very small proportion of the borough falls into the CAZ or OA).
NRMM: Greater London (excluding Central Activity Zone, Canary Wharf and Opportunity Areas) Number of planning applications with conditions related to NRMM included. Number of developments registered at www.nrmm.london. Number of audits (based on the pan-London project report and / or inhouse auditing programme)% of sites unregistered prior to audit % of sites compliant with Stage IIIB of the Directive and/or exemptions to the policy.	11 number of applications with NRMM conditions 20 developments registered in 2024 15 audits 100% of sites compliant after audit 0 Stage IIB exemptions

3.1 New or significantly changed industrial or other sources

No new sources.

4. Additional Activities to Improve Air Quality

4.1 Royal Borough of Kensington & Chelsea Fleet

There are currently 126 vehicles in total within the RBKC fleet (including Housing), out of which 20 are fully electric and 70 are hybrid vehicles. In total fully electric and hybrid vehicles now represent 71% of the total fleet, compared to 29% in 2023. The fleet will further reduce its number of fossil fuelled vehicles, with 8 being replaced by plug in hybrid vehicles by the end of 2026.

4.2 Planning Enforcement

Planning Applications requiring air quality comments are either forwarded directly to the Pollution Regulatory Team or through to the EH Plan 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 is continuing to support the NRMM Enforcement project in 2025-2026.

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 *air*TEXT and the Mayor's Air Quality Alert Messaging, which are now sent directly to schools and healthcare professionals.

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 2021 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 PM₁₀ / 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.

PM₁₀ Monitoring Adjustment

PM₁₀ 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 guidance¹, 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 PM₁₀ data is available through the Air Quality England Website.

A.2 Diffusion Tubes

The NO₂ diffusion tubes for 2024 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 NO₂ 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 NO₂ diffusion tube analysis as part of a wider UK NO₂ 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 NO₂ diffusion tube monitoring.

Figure A. 1: Gradko Performance within AIR-PT for NO₂ Diffusion Tubes – 2024

AIR PT AR062	AIR PT AR063	AIR PT AR064	AIR PT AR065
January – February 2024	April – June 2024	2024	2024
100%	100%	TBC	TBC

A.2.2 Network Field Inter-Comparison Exercise

Gradko International participates in the NO₂ 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 NO₂ 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 $\pm 25\%$.

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.

Figure A. 2: Precision Results for Gradko in 2024

2024 Good	2024 Bad
11	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.

Figure 23: KC1 Triplicate Tubes Precision & Accuracy

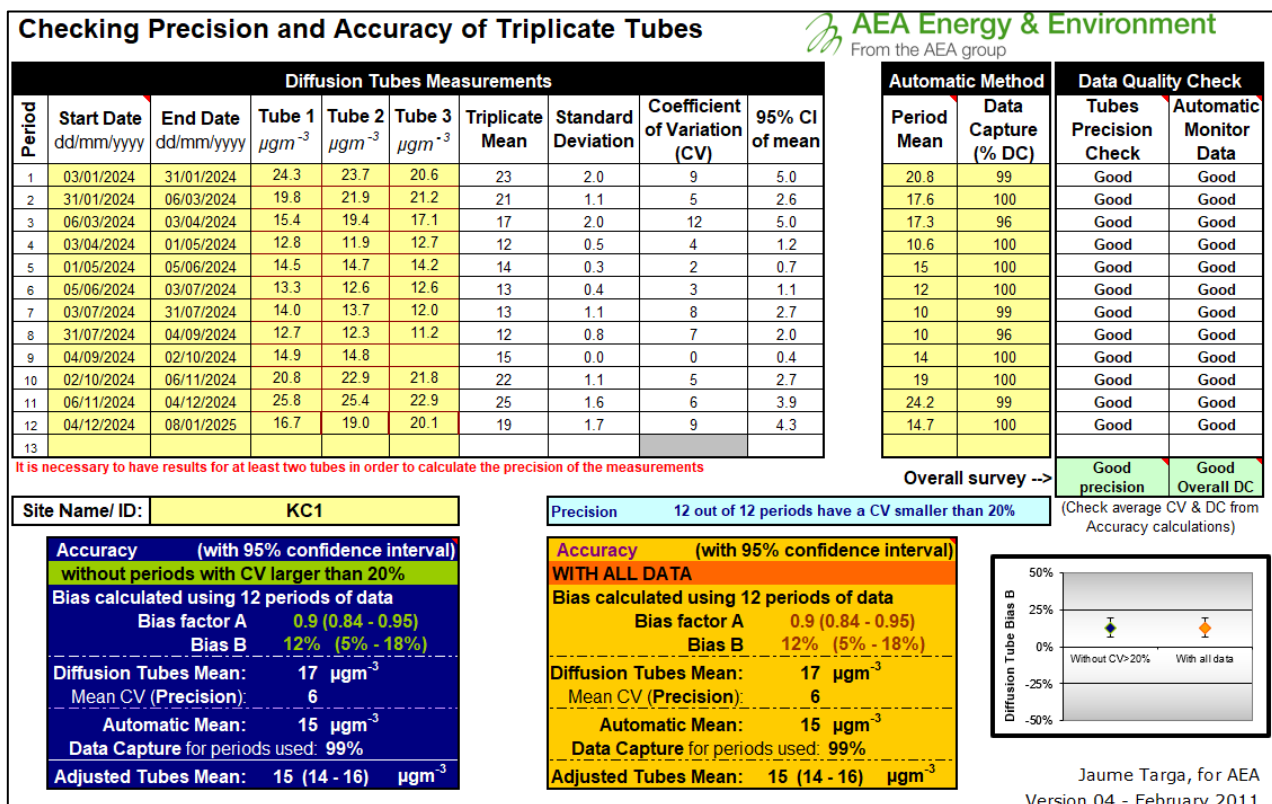


Figure 24: KC2 Triplicate Tubes Precision & Accuracy

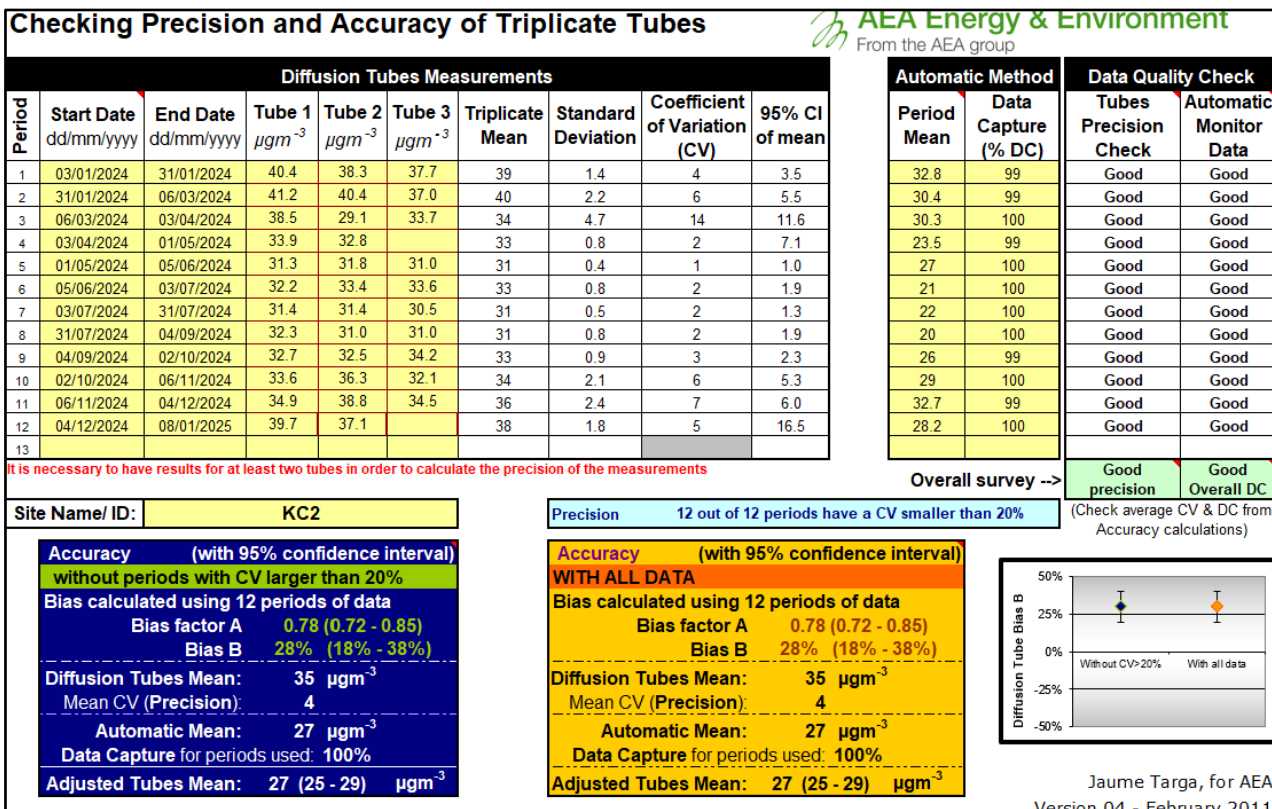


Figure 25: National Bias Adjustment Factor (BAF)

National Diffusion Tube Bias Adjustment Factor Spreadsheet							Spreadsheet Version Number: 04/25			
Follow the steps below <u>in the correct order</u> to show the results of <u>relevant</u> 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. 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.							This spreadsheet will be updated at the end of June 2025 LAQM Helpdesk Website Spreadsheet maintained by the National Physical Laboratory. Original compiled by Air Quality Consultants Ltd.			
Step 1:		Step 2:	Step 3:	Step 4:						
Select the Laboratory that Analyses Your Tubes from the Drop-Down List		Select a Preparation Method from the Drop-Down List	Select a Year from the Drop-Down List	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 a laboratory is not shown, we have no data for this laboratory.		If a preparation method is not shown, we have no data for this method at this laboratory.	If a year is not shown, we have no data ²	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	2024	UB	City Of London Corporation	10	26	21	26.8%	G	0.79
Gradko	50% TEA in Acetone	2024	R	City Of London Corporation	12	34	30	12.1%	G	0.89
Gradko	50% TEA in Acetone	2024	UB	Falkirk Council	11	13	13	-1.6%	G	1.02
Gradko	50% TEA in acetone	2024	SU	Redcar And Cleveland Borough Council	12	12	9	35.4%	G	0.74
Gradko	50% TEA in acetone	2024	KS	Marylebone Road Intercomparison	11	43	36	20.8%	G	0.83
Gradko	50% TEA in acetone	2024	R	Sandwell Mbc	12	30	25	24.2%	G	0.81
Gradko	50% TEA in acetone	2024	UB	Sandwell Mbc	12	19	17	8.0%	G	0.93
Gradko	50% TEA in acetone	2024	R	Sandwell Mbc	12	20	20	-2.6%	S	1.03
Gradko	50% TEA in Acetone	2024	R	London Borough Of Merton	12	27	22	25.7%	G	0.80
Gradko	50% TEA in acetone	2024	UB	London Borough Of Wandsworth	10	19	14	31.7%	G	0.76
Gradko	50% TEA in acetone	2024	R	London Borough Of Richmond Upon Thames	12	18	19	-9.1%	G	1.10
Gradko	50% TEA in acetone	2024	B	London Borough Of Richmond Upon Thames	12	13	13	5.0%	G	0.95
Gradko	50% TEA in acetone	2024		Overall Factor ³ (12 studies)				Use		0.88

A.2.5 Discussion of Choice of Factor to Use

Historically a single BAF derived from the North Kensington Monitoring Station (NKMS) Urban Background co-location site, was used to correct raw Diffusion Tube data. The NKMS BAF is considered to represent the best local BAF for Urban Background Diffusion Tube monitoring locations and monitoring locations away from busy roads in the borough.

Table A 1: Bias Adjustment Factor History

Year	Local or National	Version of National Spreadsheet	Adjustment Factor
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
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 2024 diffusion tube data set, 3 monitoring locations (KC78, KC96 and KC97) 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 LAQN/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 NO₂ monitoring sites that are not sited at locations of relevant exposure as detailed within the LLAQM Guidance documents. The Diffusion Tube Data Processing Tool V4.0 has been used to predict the NO₂ concentration at a location of relevant exposure; the calculations are presented below.

To complete the NO₂ fall off with distance calculations a background value for each monitoring location is required. Background NO₂ concentrations for 2023 have been derived from the Defra Background Map database that has a current baseline of 2018.

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

Table A 2: Non-Automatic Monitoring Data Adjustment

Site ID	Annualisation Factor All Saint's College	Annualisation Factor Westminster	Annualisation Factor Haringey Priory Park South	Annualisation Factor Bloomsbury	Average Annualisation Factor	Raw Data Annual Mean ($\mu\text{g}/\text{m}^3$)	Annualised Annual Mean ($\mu\text{g}/\text{m}^3$)	Comments
KC78	1.0365	1.0544	1.0503	1.0309	1.0430	22.2	23.2	-
KC96	1.0049	1.0294	1.0267	1.0324	1.0234	39.6	40.6	-
KC97	1.0454	1.0608	1.0275	1.0053	1.0348	41.7	43.2	-

Table A 5: NO₂ Fall off With Distance Calculations

Site ID	Distance (m): Monitoring Site to Kerb	Distance (m): Receptor to Kerb	Monitored Concentration (Annualised and Bias Adjusted (µg/m ³))	Background Concentration (µg/m ³)	Concentration Predicted at Receptor (µg/m ³)	Comments
KC33	1.1	2.1	36.3	28.9	35.4	-
KC49	4.0	5.0	38.8	28.8	38.1	<i>Predicted concentration at Receptor within 10% the AQS objective.</i>
KC84	0.5	1.0	36.6	28.9	35.6	-
KC89	0.5	1.0	36.4	28.9	35.5	-
KC91	0.5	1.0	38.1	28.9	37.0	<i>Predicted concentration at Receptor within 10% the AQS objective.</i>
KC93	0.5	1.0	39.9	28.9	38.6	<i>Predicted concentration at Receptor within 10% the AQS objective.</i>
KC94	1.0	1.5	40.3	28.9	39.3	<i>Predicted concentration at Receptor within 10% the AQS objective.</i>
KC95	0.3	0.8	38.8	28.9	37.3	<i>Predicted concentration at Receptor within 10% the AQS objective.</i>
KC97	0.5	0.8	36.1	28.9	35.5	-

Site ID	Distance (m): Monitoring Site to Kerb	Distance (m): Receptor to Kerb	Monitored Concentration (Annualised and Bias Adjusted ($\mu\text{g}/\text{m}^3$))	Background Concentration ($\mu\text{g}/\text{m}^3$)	Concentration Predicted at Receptor ($\mu\text{g}/\text{m}^3$)	Comments
KC98	0.5	1.0	41.4	28.9	39.9	<i>Predicted concentration at Receptor within 10% the AQS objective.</i>
KC102	1.0	1.5	37.4	28.9	36.7	<i>Predicted concentration at Receptor within 10% the AQS objective.</i>

Appendix B Full Monthly Diffusion Tube Results for 2024

Table B. 1: NO₂ 2024 Diffusion Tube Results (µg/m³)

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: Raw Data	Annual Mean: Annualised and Bias Adjusted	Annual Mean: Distance Corrected to Nearest Exposure
KC31	524342	181271	30.7	28.2	26.5	24.1	27.2	22.6	22.3	21.7	29.2	31.4	30.0	27.5	26.8	22.4	
KC32	524784	179599	21.7	16.9	13.4	11.1	12.4	11.3	11.6	12.4	13.8	19.6	19.8	16.6	15.1	12.6	
KC33	525355	178841	46.4	46.9	40.4	39.4	41.5	45.7	44.4	38.2	40.7	41.7	45.6	50.3	43.4	36.3	35.4
KC34	527164	178103	29.8	23.7	18.6	18.1	20.6	16.0	16.9	15.5	20.7	26.0	27.5	21.5	21.2	17.8	
KC35	527192	179185	36.1	40.0	32.3	37.4	37.6	-	39.7	-	40.9	39.7	38.0	40.9	38.3	32.0	
KC38	525548	178556	45.3	41.5	39.8	41.5	40.9	40.1	40.0	36.3	44.6	40.6	46.4	38.1	41.3	34.5	
KC39	526317	177022	22.3	18.4	13.5	13.3	15.0	12.6	13.5	12.6	17.6	21.2	22.0	18.1	16.7	14.0	
KC41	524294	181200	24.0	20.4	21.2	14.8	18.1	14.6	14.3	13.0	20.4	24.7	28.0	21.9	19.6	16.4	
KC42	525191	180705	26.6	21.4	19.9	15.7	17.6	18.5	18.4	17.5	-	25.1	29.2	20.3	20.9	17.5	
KC43	525950	177487	26.4	20.8	18.8	14.7	16.0	12.8	13.7	14.4	17.5	21.9	23.9	18.7	18.3	15.3	
KC44	527335	178810	28.2	23.2	15.3	14.3	16.9	13.1	15.5	14.4	1.5	25.0	26.7	27.5	18.5	15.5	
KC45	525263	178936	29.9	28.3	26.9	18.8	23.4	21.1	21.0	16.1	22.2	30.4	32.1	23.9	24.5	20.5	
KC47a	524046	181758	24.3	19.8	15.4	12.8	14.5	13.3	14.0	12.7	14.9	20.8	25.8	16.7	-	-	
KC47b	524046	181758	23.7	21.9	19.4	11.9	14.7	12.6	13.7	12.3	14.8	22.9	25.4	19.0	-	-	
KC47c	524046	181758	20.6	21.2	17.1	12.7	14.2	12.6	12.0	11.2	-	21.8	22.9	20.1	17.2	14.4	
KC48	528011	178675	39.5	38.1	34.1	31.8	34.6	32.8	30.6	31.5	35.1	38.2	37.9	29.8	34.5	28.9	
KC49	527516	179395	42.0	38.0	46.5	36.2	51.7	44.2	49.2	43.8	54.7	52.0	52.5	45.0	46.3	38.8	38.1
KC50	527726	177727	24.6	25.8	23.7	17.3	25.2	23.7	22.3	19.2	19.3	23.9	21.6	22.7	22.4	18.8	

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: Raw Data	Annual Mean: Annualised and Bias Adjusted	Annual Mean: Distance Corrected to Nearest Exposure
KC51	527690	177800	18.7	16.5	16.4	10.9	15.2	12.4	13.6	13.2	17.4	20.7	25.0	-	16.4	13.7	
KC52	527411	178659	30.3	25.8	26.8	22.7	26.0	24.8	22.9	19.7	30.5	30.0	37.5	27.7	27.1	22.6	
KC53	523792	181189	29.9	26.4	20.6	16.9	20.4	20.6	20.6	19.7	22.9	25.9	33.0	24.0	23.4	19.6	
KC54a	526522	178968	40.4	41.2	38.5	33.9	31.3	32.2	31.4	32.3	32.7	33.6	34.9	39.7	-	-	
KC54b	526522	178968	38.3	40.4	29.1	32.8	31.8	33.4	31.4	31.0	32.5	36.3	38.8	37.1	-	-	
KC54c	526522	178968	37.7	37.0	33.7	-	31.0	33.6	30.5	31.0	34.2	32.1	34.5	-	34.5	28.9	
KC55	526608	177429	32.8	26.1	21.8	18.6	18.1	14.9	16.3	14.2	24.0	26.0	32.2	28.1	22.8	19.0	
KC56	527268	178089	35.6	33.3	32.5	29.9	32.8	30.3	31.7	31.5	33.6	34.4	39.8	31.7	33.1	27.7	
KC57	527889	179145	29.7	23.5	21.8	19.7	22.9	21.2	20.0	19.3	27.3	27.5	30.0	27.1	24.2	20.2	
KC58	525630	179674	34.5	33.0	29.3	26.0	30.1	29.6	29.8	27.7	33.4	32.4	-	10.3	28.7	24.0	
KC59	525342	179464	41.6	37.5	29.3	32.3	38.8	40.9	37.0	35.4	46.5	38.9	42.0	39.6	38.3	32.1	
KC60	526231	178425	31.4	34.7	26.6	24.4	30.7	27.1	27.9	21.9	32.0	34.2	36.9	29.5	29.8	24.9	
KC61	526377	177867	31.2	31.4	23.5	25.7	27.0	26.5	25.9	24.8	32.3	32.5	40.2	32.3	29.4	24.6	
KC64	524825	178902	32.5	27.9	25.7	22.9	25.2	25.8	25.4	22.6	24.6	32.0	32.1	26.9	27.0	22.6	
KC65	523899	182113	27.2	23.9	18.1	15.0	18.1	16.4	18.4	16.1	23.1	26.8	28.1	25.0	21.3	17.9	
KC66	524541	181893	27.8	20.3	19.3	13.6	18.6	15.8	16.3	16.0	21.1	25.4	28.4	22.7	20.4	17.1	
KC67	524056	182148	26.4	26.9	20.3	17.5	17.4	17.6	18.0	18.5	21.6	24.3	29.6	24.4	21.9	18.3	
KC68	526863	179060	33.1	-	25.4	36.0	24.7	-	35.7	24.9	25.1	-	25.0	26.3	28.5	23.8	
KC69	523587	180893	25.3	22.0	18.6	14.5	17.8	15.7	-	27.3	-	24.2	29.0	22.0	21.6	18.1	
KC70	527170	177985	12.3	32.7	30.2	31.8	28.5	28.6	28.2	26.8	30.7	32.4	39.3	28.6	29.2	24.4	

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: Raw Data	Annual Mean: Annualised and Bias Adjusted	Annual Mean: Distance Corrected to Nearest Exposure
KC71	527267	177812	-	27.5	26.7	19.4	23.2	20.9	23.0	18.9	21.1	29.2	33.4	25.8	24.5	20.5	
KC72	527330	177716	32.4	28.6	27.3	28.4	32.1	30.6	28.8	26.1	29.3	34.8	33.5	28.2	30.0	25.1	
KC73	527227,	177918	28.5	21.3	24.3	22.1	24.3	20.2	18.9	18.5	26.1	30.6	30.5	26.5	24.3	20.4	
KC74	527600	179325	33.5	29.9	24.9	22.8	25.2	22.9	23.8	21.7	28.5	30.3	22.9	28.2	26.2	21.9	
KC75	527675	179325	36.7	29.7	25.0	28.2	31.1	25.8	25.6	26.5	28.4	29.4	33.0	29.8	29.1	24.4	
KC76	527691	179390	35.8	31.7	26.8	23.9	27.9	22.0	21.4	22.4	26.8	28.8	33.2	30.7	27.6	23.1	
KC77	524820	181065	23.7	21.7	17.3	14.0	17.3	15.2	14.9	-	20.9	25.1	28.0	23.7	20.2	16.9	
KC78	524762	181049	-	27.3	23.1	18.8	-	-	16.6	16.4	19.5	-	32.4	23.7	22.2	19.4	
KC79	527892	178731	27.8	20.8	21.2	17.5	19.5	16.8	-	16.4	20.3	24.7	29.4	22.5	21.5	18.0	
KC80	527917	178755	27.1	22.5	17.1	16.3	17.8	15.5	-	15.6	21.9	26.1	24.6	23.4	20.7	17.3	
KC81	527214	179153	24.0	23.6	16.9	11.8	15.9	12.8	13.9	-	36.0	23.6	26.3	26.6	21.0	17.6	
KC82	524764	179139	38.1	36.7	32.8	27.9	36.6	38.9	39.9	34.2	33.8	40.9	42.7	38.7	36.8	30.8	
KC83	524919	179229	34.4	28.3	25.3	27.3	29.8	30.7	29.6	25.9	31.4	34.8	34.7	31.3	30.3	25.3	
KC84	525002	179275	44.9	39.7	34.4	36.9	45.4	48.7	44.6	44.8	45.8	48.4	45.9	44.6	43.7	36.6	35.6
KC85	525002	179277	38.5	33.3	25.3	26.4	35.3	37.6	-	-	45.0	36.9	40.3	31.3	35.0	29.3	
KC86	525165	179355	36.1	34.3	35.0	30.8	39.4	33.2	34.2	35.1	24.8	29.5	39.3	35.7	33.9	28.4	
KC87	525187	179369	36.7	34.5	27.9	31.5	39.4	37.3	33.5	33.9	-	-	51.0	35.8	36.2	30.3	
KC88	525219	179387	45.4	43.6	42.0	33.6	37.0	13.5	38.5	33.4	38.5	39.9	42.4	43.9	37.6	31.5	
KC89	525291	179432	45.0	38.9	31.7	33.1	43.4	42.2	42.2	37.7	54.3	54.2	47.1	52.5	43.5	36.4	35.5
KC90	525317	179448	-	-	32.7	35.6	41.4	57.1	42.7	42.5	53.2	47.0	55.2	48.0	41.5	34.7	

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: Raw Data	Annual Mean: Annualised and Bias Adjusted	Annual Mean: Distance Corrected to Nearest Exposure
KC91	525520	179571	39.6	40.0	40.8	39.6	52.0	49.6	43.1	44.6	47.2	53.3	46.1	51.2	45.6	38.1	37.0
KC92	525520	179573	29.8	-	35.8	34.1	-	37.8	37.5	36.9	30.6	37.8	40.3	-	35.6	29.8	
KC93	525597	179623	56.6	49.1	34.7	39.1	53.4	53.6	50.5	44.2	53.2	51.5	-	38.7	47.7	39.9	38.6
KC94	525719	179694	47.4	50.0	44.3	48.7	43.9	57.7	42.4	48.4	52.1	51.4	51.7	39.5	48.1	40.3	39.3
KC95	525786	179717	50.4	47.2	41.7	47.7	46.8	54.2	46.3	42.8	52.2	42.5	42.0	43.1	46.4	38.8	37.3
KC96	525860	179707	41.1	44.2	-	34.5	-	-	-	34.8	43.6	-	-	-	39.6	33.9	
KC97	525810	179710	5.4	-	-	-	-	54.7	46.7	38.2	54.0	-	50.4	42.5	41.7	36.1	35.5
KC98	525755	179687	51.3	47.6	55.2	48.8	52.7	-	57.7	48.6	52.3	54.8	49.2	26.2	49.5	41.4	39.9
KC99	525644	179639	34.9	32.6	39.4	35.0	40.1	38.4	45.4	39.5	39.8	49.1	41.2	33.6	39.1	32.7	
KC100	525550	179572	41.1	43.5	41.9	31.9	46.9	46.6	48.7	45.4	45.8	47.1	37.9	37.3	42.8	35.9	
KC101	525523	179552	46.5	19.6	41.1	35.5	42.9	44.5	44.2	43.6	41.9	44.6	41.1	39.7	40.4	33.8	
KC102	525486	179529	49.9	46.0	39.4	38.1	46.2	45.6	46.2	46.0	40.7	47.4	49.5	41.2	44.7	37.4	36.7
KC103	525411	179478	-	32.1	29.4	26.9	32.8	26.7	33.6	24.1	34.8	36.9	40.7	32.8	31.9	26.7	
KC104	525327	179434	37.7	35.7	35.2	27.6	37.2	33.2	38.2	35.1	34.8	38.5	40.3	40.9	36.2	30.3	
KC105	525239	179379	39.8	38.6	37.2	29.8	40.5	38.2	42.7	37.2	41.3	42.4	48.8	34.7	39.3	32.9	
KC106	525197	179353	38.1	-	34.8	26.0	34.9	36.6	35.9	34.4	36.9	41.8	42.4	30.2	35.6	29.8	
KC107	525132	179314	36.2	29.2	31.9	25.9	32.5	29.2	35.3	31.9	33.8	37.2	35.3	30.8	32.4	27.1	
KC108	525034	179273	34.1	26.0	25.1	19.9	26.7	24.2	27.1	24.4	33.8	32.6	31.1	26.3	27.6	23.1	
KC109	524957	179233	35.4	27.5	27.2	26.9	36.4	33.6	35.8	34.0	34.7	37.0	35.5	28.9	32.7	27.4	
KC110	524888	179186	34.4	29.9	29.1	23.2	34.0	27.5	32.9	30.3	32.9	35.1	27.4	26.6	30.3	25.3	

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: Raw Data	Annual Mean: Annualised and Bias Adjusted	Annual Mean: Distance Corrected to Nearest Exposure
KC111	524797	179132	31.5	29.9	24.2	23.2	27.5	27.0	24.3	26.7	29.6	32.2	34.9	31.9	28.6	23.9	

☒ All erroneous data has been removed from the NO₂ diffusion tube dataset presented in Error! Reference source not found.**B.1**.

☒ 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 and Chelsea confirm that all 2024 diffusion tube data has been uploaded to the Diffusion Tube Data Entry System.

Notes:

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

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

See Appendix C for details on bias adjustment and annualisation.

Appendix C Map(s) of Monitoring Locations and AQMAs

Figure 26: Automatic Monitoring Sites

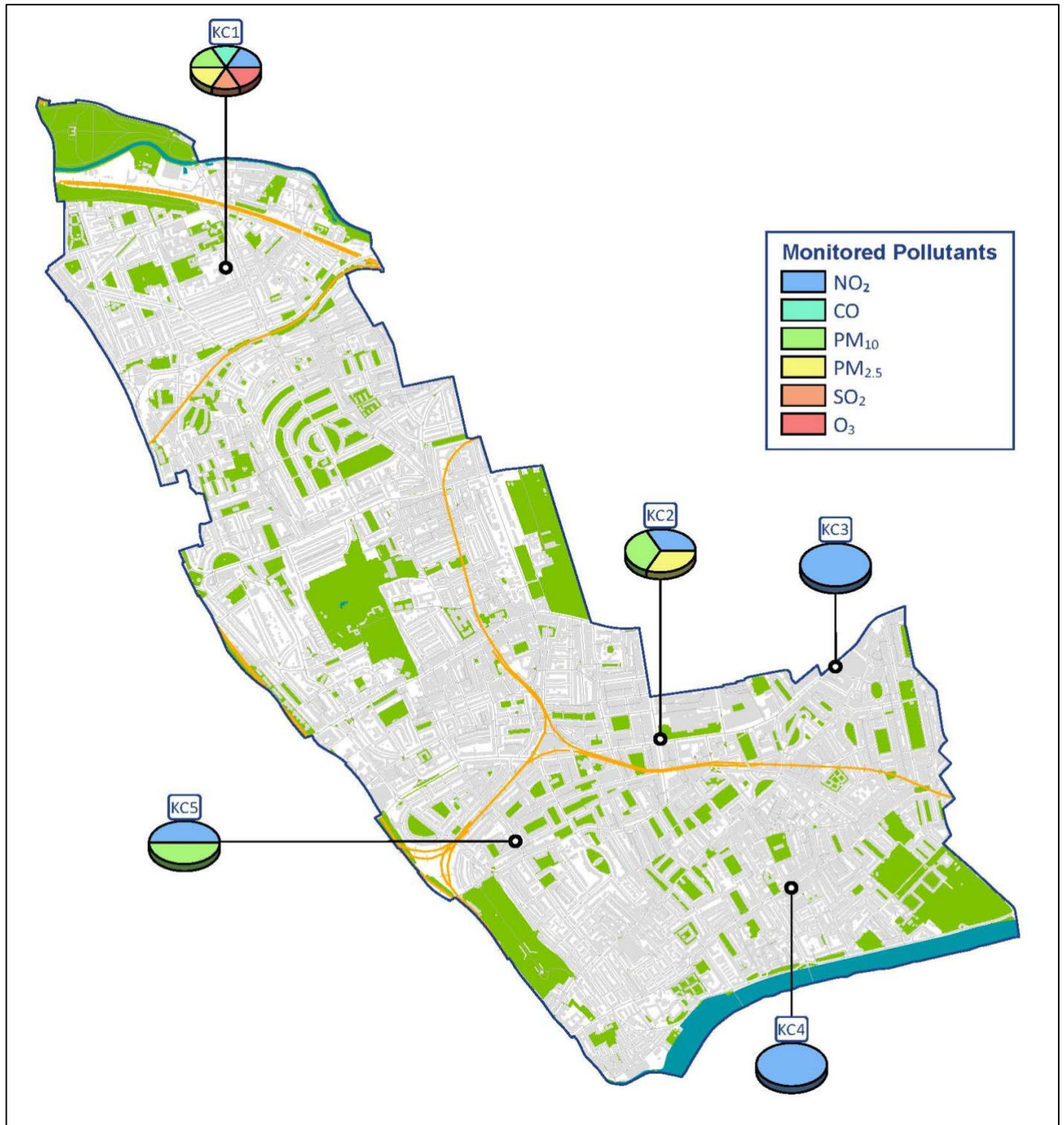


Figure 27: Map of NO₂ Non-Automatic Monitoring Site(s) (Diffusion Tubes)



Figure 28: Map of BTEX Tubes



Figure 29: Map of Mobile Sensors



Figure 30: Monitoring within GLA Focus Areas & AQMA (Borough wide)

