Stafford
BOROUGH COUNCIL

2025 Air Quality Annual Status Report (ASR)

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

Date: June, 2025

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Local Responsibilities and Commitment

This ASR was prepared by the Regulatory Service of Stafford Borough Council.

Comments should be directed to sbaker@staffordbc.gov.uk

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

Staffordshire County Council (SCC) is committed to working with partners to ensure that Stafford Borough Council will be a place where improved health and wellbeing is experienced by all. Poor air quality has a negative impact on public health, with potentially serious consequences for individuals, families, and communities. Identifying problem areas and ensuring that actions are taken to improve air quality forms an important element in protecting the health and wellbeing of Stafford Borough Council's residents. Improving air quality is often a complex issue, presenting a multi-agency challenge – so it is essential that all agencies work together effectively to deliver improvements where they are needed.

As Director of Health and Care across Staffordshire I endorse this Annual Status Report which sets out Stafford Borough Council's actions in conjunction with SCC and other partners approach to reducing human made pollution especially particulate matter.

Since the update of the Environment Act 2021 there is now a statutory duty imposed on Local Authorities in England to reduce $PM_{2.5}$, a number of the measures are complementary with those being undertaken to improve Air Quality. Many of Stafford Borough Council's activities to reduce NO2 also can reduce particulates. To this end Stafford Borough Council has worked with a number of SCC projects/departments , such as the following.

The Air Aware project (phase 2) ran until March 2023 with Defra funding, however The Air Aware project continues with joint funding from SCC Public Health and Connectivity Teams on a recurring basis. The project delivers behaviour change to increase active travel, decrease car use, and raise awareness of air quality issues through five elements. These are business and school engagement, communications and campaigns, electric vehicles, and air quality monitoring in targeted locations. Campaigns include Anti-Idling, walking and cycle activities and Clean Air Day. These have been countywide engaging a large number of businesses and schools. The programme focuses on reducing levels of NO and PM, which are monitored at key locations.

Electric Vehicle project who are working in a consortium to install EV charging hubs for people without easy access to EV charging where they live via LEVI funding.

In addition, Levelling up Fund 2 Schemes will improve a number of major roads around the county, reduce journey times, put greener, cleaner buses on main roads, improve walking and cycling routes and reduce the impact of housing and commercial developments.

Finally, it's worth mentioning both Climate Change and The Local Transport Plan 4 (LTP4). SCC have signed up to the Climate Emergency and since signing up have reduced its Carbon footprint by 50%. We are now also now working towards LTP4, with our Local Authority partners. LTP4 will come into effect later this year (2025) and will have a positive effect on Air Quality over the coming years

Dr Richard Harling MBE, FFPH, MBBS, MSc

Director of Health and Care
Staffordshire County Council
[May 2025]

Executive Summary: Air Quality in Our Area

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

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

Data presented in this report was collected during 2024 a time when increased 'home working' was prevalent and so may not be fully representative of past and future trends.

The findings of the annual air quality reports produced by Stafford Borough Council since 2004, are that air quality standards are met in Stafford Borough, and that no Air Quality Management Areas (AQMA's) are required. The findings of this 2024 ASR again shows that the air quality standards are complied with and that there is no need to declare an air quality management area in our Borough.

Traffic pollution generated by the M6 motorway around Junction 15 for Stafford and at Clayton continues to cause the greatest concern, however, nitrogen dioxide levels here are below the annual objective limit.

The construction of the M6 'smart motorways' (4 running lanes) scheme commenced during 2018 and is now completed. 2024 data represent the first full year of the smart motorway. Pollution from the M6 motorway is not getting worse over time, this is likely to be because of improved vehicle design and engine emissions controls combined with the growth of Electric Vehicle (EV) use and the change in 'rush hours' resulting from more home working.

The Council began working in partnership with Staffordshire County Council to significantly grow the availability of public and residential electric vehicle charge-points.

The refreshed Borough Council Air Quality strategy taking into account new timescales for Local Government National Devolution is to be published in 2025.

Air Quality in Stafford Borough

Breathing in polluted air affects our health and costs the NHS and our society billions of pounds each year. Air pollution is recognised as a contributing factor in the onset of heart

disease and cancer and can cause a range of health impacts, including effects on lung function, exacerbation of asthma, increases in hospital admissions and mortality.

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

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

Table ES 1 - Description of Key Pollutants

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

Actions to Improve Air Quality

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

The Environmental Improvement Plan[1] sets out actions that will drive continued improvements to air quality and to meet the new national interim and long-term targets for fine particulate matter ($PM_{2.5}$), the pollutant of most harmful to human health. The Air

[1] Defra. Environmental Improvement Plan 2023, January 2023

Quality Strategy[2] provides more information on local authorities' responsibilities to work towards these new targets and reduce fine particulate matter in their areas.

The Road to Zero[3] details the Government's approach to reduce exhaust emissions from road transport through a number of mechanisms, in balance with the needs of the local community. This is extremely important given that cars are the most popular mode of personal travel and the majority of Air Quality Management Areas (AQMAs) are designated due to elevated concentrations heavily influenced by transport emissions.

Stafford Borough Council does not have any Air Quality Management Areas however it remains important that improvements to air quality are pursued wherever possible to maintain this position. Stafford Borough Council has important regional motorway and trunk routes and as a result is keen to identify systems that will improve transboundary pollution levels, for this reason the Council is producing an Air Quality Strategy Document 2025-2028 which takes into account Local Council Devolution proposals and is a full member of the Staffordshire ECO stars initiative.

In March 2019 the Council applied for and was awarded a £1million grant from the Office of Low Emission Vehicles in partnership with Stoke on Trent City Council and Newcastle-under-Lyme Borough Council to provide 30 shared of the fastest rapid electric vehicle chargers primarily for the hackney carriage / private hire trade. Low emission public transport, such as electric taxis, are important both to reduce traffic emissions but also to offer and promote new cleaner technologies for all to use. This project has now delivered 10 chargers in the Borough (pictured below) and there is a growing interest in low emission vehicles from the Taxi trade.

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

[3] DfT. The Road to Zero: Next steps towards cleaner road transport and delivering our Industrial Strategy, July 2018

Conclusions and Priorities

- The air quality in Stafford Borough does not exceed the air quality standards, and traffic pollution has not worsened, there remains however significant pressures which may result in future challenges. Stafford Borough Council is undergoing a time of considerable housing growth and commercial investment with the added prospect of a HS2a hub station and associated Stafford Gateway Project business growth despite the cancellation of the main route through the Borough. The local traffic that this growth will generate needs to be managed so that the burden of extra vehicles does not result in a significant deterioration of our local air quality. Air quality monitoring stations to target this risk were installed commencing 2025.
- The new Western Distributer Road (Doxey) in Stafford opened in 2021 and is relieving traffic congestion at busy times furthermore this will link with the Stafford Gateway Project (Levelling up fund business/leisure hub) based around the new HS2 station hub.

- All planning applications for new housing and commerce are assessed for the air quality impacts and it remains a Council priority to consider air quality impacts for all new industrial developments.
- Motorway emissions remain a significant concern for Stafford Borough, the construction of the M6 smart motorway scheme is now completed, it has though delivered extra capacity and evidence (previous ASR reports) suggests that traffic emissions through the Borough have stabilised.
- It remains likely that the large urban area of Stoke on Trent and Newcastle under Lyme will enforce a low emission vehicle zone, this may have the effect of diverting traffic onto neighbouring roads in Stafford Borough. Stafford Borough Council air quality monitoring stations have been positioned to target this potential risk.
- Air Quality and air emissions are included in the Council's Climate Change Strategy

How to get Involved

Public participation in the national and local air quality issues is vital to maintaining the current standards. In particular road journeys, transport mode choices, commuting methods and alternative travel methods can have significant local effects. Travel to and from and around schools is a priority and surveys have been undertaken in partnership with Staffordshire County Council and the University of the third age (U3A) group aimed at engaging children and parents in reducing school drop off emissions. The following bodies can all help to improve the general understanding of local air quality issues and how to effect positive changes.

Stafford Borough Council	Operational Services Sustainability Matters Planning and Development Control Climate Change Group
Staffordshire County Council	
Stoke on Trent City Council	
UK Air Defra.	
North Staffordshire and Stafford Friends of the Earth	
Public Health England	
U3A University of the Third Age. West Midlands. Stafford Branch.	

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1 Local Air Quality Management

This report provides an overview of air quality in Stafford Borough Council during 2024. It fulfils the requirements of Local Air Quality Management (LAQM) as set out in Part IV of the Environment Act (1995), as amended by the Environment Act (2021), and the relevant Policy and Technical Guidance documents.

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

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

2 Actions to Improve Air Quality

2.1 Air Quality Management Areas

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

Stafford Borough Council has no AQMA’s, a draft air quality strategy 2025/28 (reflecting the new Local Authority Devolution agenda) aimed at maintaining this position is in preparation.

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

Defra's appraisal of last year's ASR 2024 (italics) concluded:

2025 responses are shown alongside.

1. The Council are commended for their commitment to improving air quality in the absence of an AQMA with an associated formal Air Quality Action Plan (AQAP) and Air Quality Strategy. The refreshed Borough Council Air Quality strategy is to be published in 2024, which is welcomed.

Local Government reorganisation has resulted in necessary changes to the Air quality strategy proposed (2024) because Stafford Borough Council will cease to exist in the near future, as a result the proposed action plan has been significantly altered to accommodate the end date of 2028. The new draft AQAP 2025 to 2028 is in preparation.

2. The Council have correctly identified that annualisation was required at one location in 2023, however insufficient supporting calculations have been provided and there is no clear evidence of any background sites being selected or an annualisation factor being used to adjust the data. The Council are highly encouraged to refer to Chapter 7.2 "Air Quality Monitoring" in LAQM TG.22, when completing annualisation calculations in future and are also reminded that they can contact the LAQM helpdesk if they have further queries.

Noted.

3. The Council have clearly stated that tube deployments were done in line with the Defra 2023 calendar. This is encouraged and should be included in future ASRs.

Noted.

4. It is encouraging to see the Council considered the comments made during the previous appraisal and actively made an effort to address all of these actions for this year's ASR.

Noted

5. In Table B.1, the national bias adjustment factor selected for 2023 has not been included in the heading of the 17th Column. This should be added in future.

Noted and amended.

6. The Council have provided good mapping of all monitoring locations within the district. However, the Council are highly encouraged to update the background mapping in their figures to improve readability.

Mapping resolution improved for 2025 report.

7. There is a minor inconsistency in the data presented in Table A.4. The valid data capture for monitoring period should be the same as valid data capture for 2023 as monitoring at all locations commenced at the start of the reporting year. Additionally, the "Site name" column should be completed in Table A.2.

Noted

8. Any erroneous data should be removed from the NO2 diffusion tube dataset presented in Table B.1. For example, for Site M63, the August result reported is 53.6 µg/m3. This should have been removed as it is a clear anomaly and does not fit with the rest of the dataset for 2023. The Council are encouraged to amend this in future reports.

It is important to note that for the 2024 monitoring period there was significant disruption of the major road networks around some of the monitoring sites leading to abnormal traffic flows over the course of the year as traffic diverted, in particular sites 4 (Meir Heath), 21(A34),22(A34), M6 (Clayton),M6.2(Clayton),M6.3(Clayton) and M6.4(Clayton) and 6(Baswich) were impacted. The results for this 2024 year show much more monthly variation than in the past years and so the range of erroneous data has been more difficult to interpret.

9. As highlighted in previous appraisals, it would be preferred if the annual NO2 concentration of each monitoring location was shown in trend graphs. This is because the average NO2 concentrations across all monitoring sites (currently presented) are impacted by the removal and addition of diffusion tube monitoring sites over the years.

The trend graph shown reflects annually consistent sites (those which have not been added or removed since 2000)

Table 2.2 Measures to improve.

Stafford Borough Council has taken forward a number of measures during the current reporting year of 2025/6 in pursuit of improving local air quality. Details of all measures completed, in progress or planned are set out in Table 2.2. three measures are included within Table 2.2, with the type of measure and the progress Stafford Borough Council have made during the monitoring year of 2024 presented. Where there have been, or continue to be, barriers restricting the implementation of the measure, these are also presented within Table 2.2.

Stafford Borough Council expects the table 2.2 measures to be completed or ongoing over the course of the next reporting year: Priority for the coming year is the uptake of EV Taxi's through the provision of additional charging sites.
Stafford Borough Council worked to implement these measures in partnership with the following stakeholders during 2024/2025:

- Staffordshire Authorities
- National Highways
- Public Health England

Table 2.1 – Progress on Measures to Improve Air Quality

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
1	Air Quality incorporated into Climate Change Strategy	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	2019	2022 ongoing	Local Authority Environmental Health, Local Authority Transport Dept.	Local Authority	Not Funded	< £10k	Implementation	NIL	NIL	Air Quality incorporated into Climate Change Priority	Achieved and ongoing
2	TAXI Electrification	Promoting Low Emission Transport	Taxi emission incentives	2019	2028	Local Authority Environmental Health, Local Authority Transport Dept.	OLEV	Funded	£500k - £1 million	Completed	reduced vehicle emissions	target to promote EV TAXI take-up	Finding suitable sites with TAXI trade	Funding and trade agreed TAXI Licensing changes.
3	ECO STARS (Staffordhire)	Vehicle Fleet Efficiency	Driver training and ECO driving aids	2015	2028	Local Authority Environmental Health, Local Authority Transport Dept.	DEFRA	Partially Funded	£10k - 50k	Implementation	Reduced vehicle emissions	NIL	Future funding	First phase successful, second phase on-going

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

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

The Stafford Borough Council relevant information is shown below with measures to address $PM_{2.5}$:

Stafford Borough Council is semi-rural in nature and the PM 2.5 background data for our Borough is given below:

- Stafford BC average concentration 2021- **7.2** µg m-3
- Stafford BC maximum concentration 2019 (1Kmx1Km) centred at M6 Junction 15 and also at M6 J13 is **8.9** µg m-3 of which it is estimated 50% is from secondary sources such as transboundary and natural causes.

Local actions to maintain and improve upon this position will focus mainly on the estimated 50% 'man-made' contributions in the short term over which there is some local control, as below:

- Industrial and commercial emissions.
    - Planning controls for new establishments and regulation of existing with emphasis on combustion activities.
- Residential Heating (in particular solid fuel use).
    - There are no smoke control areas in the Borough and there is not significant solid fuel use, however advice on proper usage and fuel selection is available on the Council website.
- Traffic engine emissions and tyre wear.
    - Links to traffic management actions already scheduled against other pollutants.

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

- The Air Aware project (phase 2) ran until March 2023 with Defra funding, however The Air Aware project continues with joint funding from SCC Public Health and Connectivity Teams on a recurring basis.

- Electric Vehicle project who are working in a consortium to install EV charging hubs for people without easy access to EV charging where they live via LEVI funding.

- Table 2.4 in the appendix shows actions proposed by Staffordshire County Council to reduce Pm2.5 in the Stafford Borough Council area.

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

This section sets out the monitoring undertaken within 2024 by Stafford Borough Council and how it compares with the relevant air quality objectives. In addition, monitoring results are presented for a five-year period between 2020 and 2024 to allow monitoring trends to be identified and discussed.

3.1 Summary of Monitoring Undertaken

3.1.1 Automatic Monitoring Sites

Stafford Borough Council undertook no automatic (continuous) monitoring.

3.1.2 Non-Automatic Monitoring Sites

Stafford Borough Council undertook non- automatic (i.e. passive) monitoring of NO_2 at 29 sites during 2024, one new site has been added later in the year but is not reported for this ASR . Table A.2 in Appendix A presents the details of the non-automatic sites.

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

3.2 Individual Pollutants

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

3.2.1 Nitrogen Dioxide (NO_2)

There are no measured exceedences of the Air Quality Standard for Nitrogen Dioxide concentrations in air in Stafford Borough in the year 2024.

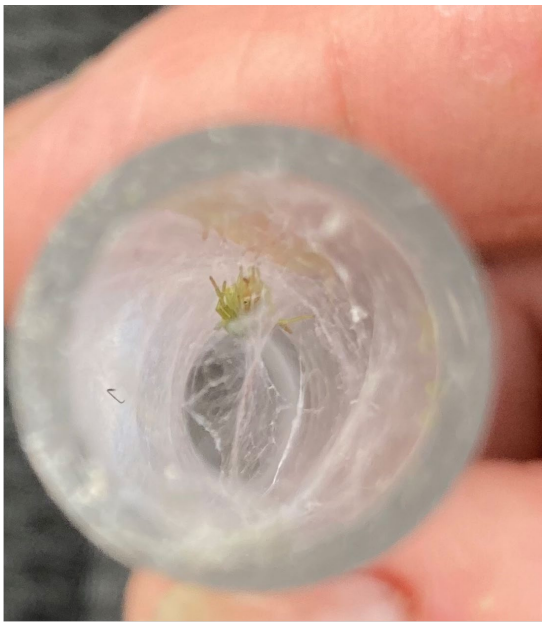
Table A.3 and Table A.4 in Appendix A compare the ratified and adjusted monitored NO_2 annual mean concentrations for the past five years with the air quality objective of 40µg/m^3. Note that the concentration data presented represents the concentration at the location of the monitoring site, following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

For diffusion tubes, the full 2024 dataset of monthly mean values is provided in Appendix B. Note that the concentration data presented in Table B.1 includes distance corrected values, only where relevant.

Table A.5 in Appendix A compares the ratified continuous monitored NO_2 hourly mean concentrations for the past five years with the air quality objective of 200µg/m^3, not to be exceeded more than 18 times per year.

It is important to note that for the 2024 monitoring period there was significant disruption of the major road networks around some of the monitoring sites leading to abnormal traffic flows over the course of the year as traffic diverted, in particular sites 4 (Meir Heath), 21(A34),22(A34), M6 (Clayton),M6.2(Clayton),M6.3(Clayton) and M6.4(Clayton) and 6(Baswich) were impacted.

Unusually in 2024 the measurements from more diffusion tubes than normal were discarded where there was evidence of spider infestation (example picture below).



3.2.2 Particulate Matter (PM_{10})

NIL

3.2.3 Particulate Matter ($PM_{2.5}$)

NIL

3.2.4 Sulphur Dioxide (SO_2)

NIL

Appendix A: Monitoring Results

Table A.1 – Details of Non-Automatic Monitoring Sites

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
1	1	Kerbside	390220	325530	NO2	nil	30.0	5.0	No	2.0
2	2	Kerbside	390350	325410	NO2	nil	20.0	15.0	No	2.0
3	3	Other	390130	321700	NO2	nil	20.0	0.0	No	2.0
4	4	Kerbside	392914	340076	NO2	nil	50.0	0.0	No	2.0
5	5	Other	390231	334298	NO2	nil	0.0	0.0	No	2.0
6	6	Kerbside	394471	321462	NO2	nil	10.0	0.0	No	2.0
8	8	Kerbside	385680	342220	NO2	nil	15.0	0.0	No	2.0
13	13	Other	390310	332960	NO2	nil	50.0	1.0	No	2.0
14	14	Other	390090	333150	NO2	nil	0.0	1.0	No	2.0
16	16	Kerbside	388666	335429	NO2	nil	15.0	0.0	No	2.0

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
21	21	Kerbside	391105	328693	NO2	nil	60.0	0.0	No	2.0
22	22	Kerbside	393518	321916	NO2	nil	100.0	0.0	No	2.0
31, 32	31,32	Kerbside	391581	320743	NO2	nil	15.0	0.1	No	2.0
33	33	Kerbside	392154	319970	NO2	nil	15.0	5.0	No	2.0
36	36	Kerbside	394848	341145	NO2	nil	40.0	0.0	No	2.0
40	40	Other	384920	341520	NO2	nil	10.0	10.0	No	2.0
ST	ST	Kerbside	390050	333270	NO2	nil	15.0	0.5	No	2.0
BB1	BB1	Kerbside	394830	341060	NO2	nil	35.0	0.0	No	2.0
BB2	BB2	Kerbside	394290	341750	NO2	nil	30.0	0.0	No	2.0
BM	BM	Kerbside	391561	390692	NO2	nil	30.0	0.0	No	2.0
TR	TR	Kerbside	386450	341230	NO2	nil	25.0	0.0	No	2.0
TITT	TITT	Kerbside	387350	338490	NO2	nil	10.0	0.0	No	2.0
M6	M6	Kerbside	385080	342022	NO2	nil	20.0	0.0	No	2.0

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
M6.2	M6.2	Other	385096	342012	NO2	nil	0.0	25.0	No	2.0
E1	E1	Kerbside	383166	329202	NO2	nil	10.0	0.0	No	2.0
M6 3	M6 3	Other	385076	342092	NO2	nil	20.0	25.0	No	2.0
M6.4	M6.4	Kerbside	385054	341841	NO2	nil	20.0	0.0	No	2.0

Notes:

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

(2) N/A if not applicable.

Table A.2 – Annual Mean NO_2 Monitoring Results: Non-Automatic Monitoring (µg/m^3)

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2024 (%) (2)	2020	2021	2022	2023	2024
1	390220	325530	Kerbside		100.0	27.8	20.0	29.1	29.8	26.8
2	390350	325410	Kerbside		83.0	23.4	22.0	21.3	30.4	23.6
3	390130	321700	Other		83.0	33.9	17.0	18.6	24.0	20.2
4	392914	340076	Kerbside		84.9	24.6	23.0	20.3	22.5	15.4
5	390231	334298	Other		90.6	27.1	34.0	36.4	33.1	27.2
6	394471	321462	Kerbside		100.0	27.2	23.0	28.3	31.5	24.1
8	385680	342220	Kerbside		100.0	31.3	28.0	35.9	33.5	30.2
13	390310	332960	Other		75.0	27.6	17.0	19.9	16.9	18.3
14	390090	333150	Other		83.0	18.1	15.0	18.4	22.1	19.0
16	388666	335429	Kerbside		83.0	33.9	17.0	19.4	26.4	21.7

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2024 (%) (2)	2020	2021	2022	2023	2024
21	391105	328693	Kerbside		90.6	23.1	**NIL**	20.2	21.5	18.0
22	393518	321916	Kerbside		83.0	23.4	24.0	26.9	25.2	20.9
31, 32	391581	320743	Kerbside		90.6	31.6	22.0	19.5	26.6	19.6
33	392154	319970	Kerbside		100.0	25.2	26.0	24.6	30.1	20.9
36	394848	341145	Kerbside		83.0	20.9	18.0	25.4	34.6	19.8
40	384920	341520	Other		83.0	15.1	17.0	17.4	27.4	20.9
ST	390050	333270	Kerbside		100.0	**40.6**	30.0	27.4	15.1	24.8
BB1	394830	341060	Kerbside		83.0	22.7	22.0	27.9	29.1	19.8
BB2	394290	341750	Kerbside		100.0	32.2	19.0	27.0	25.0	22.0
BM	391561	390692	Kerbside		100.0	23.4	20.0	20.5	26.4	18.5
TR	386450	341230	Kerbside		100.0	21.2	17.0	20.0	26.8	22.2
TITT	387350	338490	Kerbside		100.0	30.6	19.0	24.7	21.6	26.7
M6	385080	342022	Kerbside		100.0	26.8	26.0	26.7	22.6	25.2

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2024 (%) (2)	2020	2021	2022	2023	2024
M6.2	385096	342012	Other		100.0	28.1	23.0	22.5	31.1	20.3
E1	383166	329202	Kerbside		100.0	26.0	20.0	23.5	20.4	21.5
M6 3	385076	342092	Other		83.0	24.0	28.0	17.3	20.7	21.1
M6.4	385054	341841	Kerbside		100.0			35.2	27.9	35.2

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

☒ **Diffusion tube data has been bias adjusted**

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

Notes:

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

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

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

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

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

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

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

Figure A.1 – Trends in Annual Mean NO_2 Concentrations

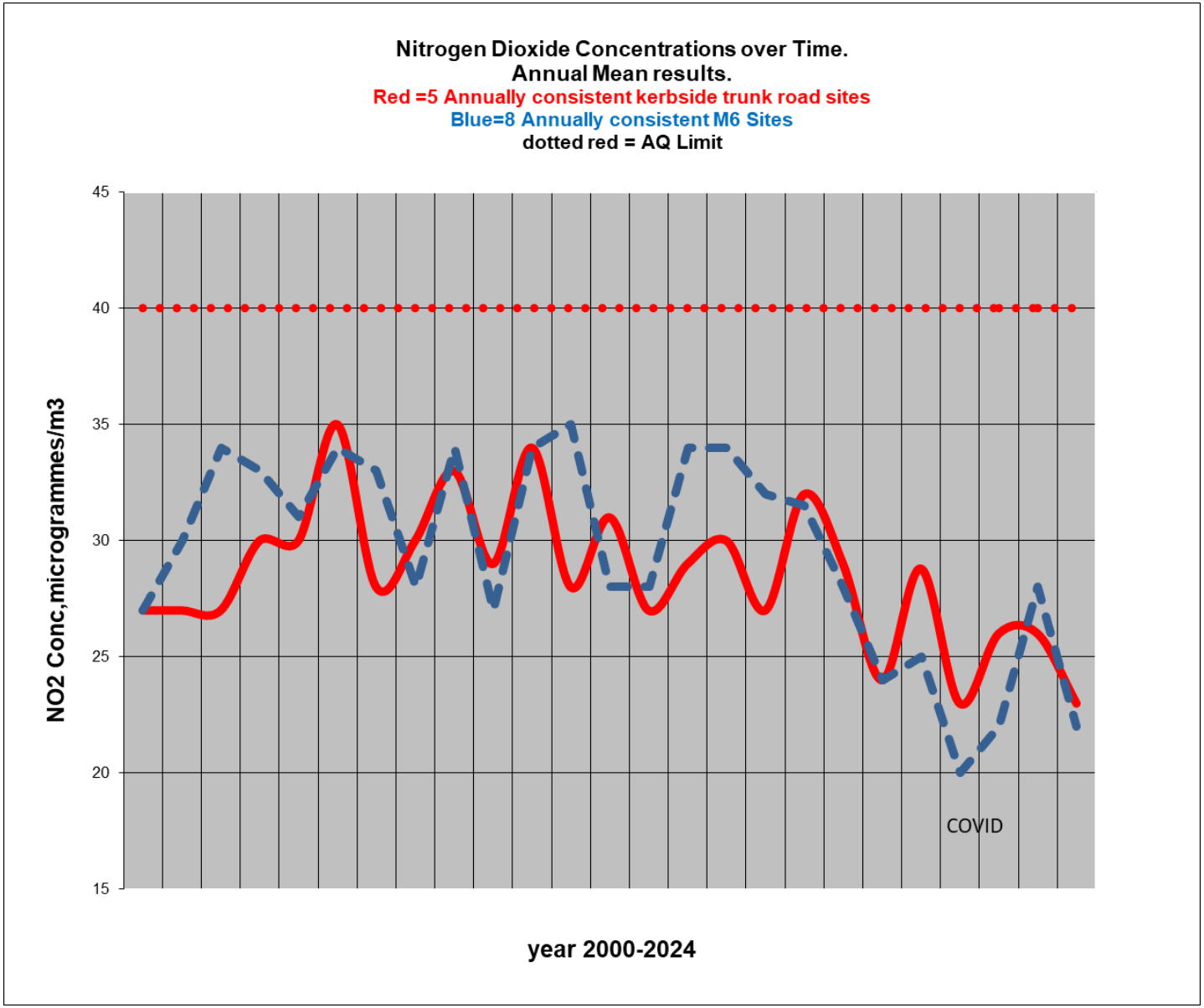


Figure A.1 presents NO_2 annual mean concentrations for annually consistent sites on the M6 and Trunk roads in Stafford Borough years 2000 to 2024. There are no exceedances of the annual mean objective in 2024 and there is a general trend of reduction experienced across the sites.

Appendix B: Full Monthly Diffusion Tube Results for 2024

Table B.1 – NO_2 2024 Diffusion Tube Results ($\mu g/m^3$)

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted 0.82.	Annual Mean: Distance Corrected to Nearest Exposure	Comment
1	390220	325530	23.8	21.3	39.3	41.2	15.4	37.8	22.0	29.1	38.3	28.5	35.8	59.8	32.7	26.8	-	
2	390350	325410	15.5		41.3	30.9	19.7	19.5	26.5	23.2		32.3	28.2	51.1	28.8	23.6	-	
3	390130	321700	27.0	13.0	22.4	36.0	35.5	22.1	14.8			13.3	23.1	39.0	24.6	20.2	-	
4	392914	340076	10.8	12.0	22.8	12.2	11.6			25.5	38.0	11.5	31.6	11.7	18.8	15.4	-	
5	390231	334298	16.7	56.6	20.2	47.7	21.6	18.2	27.8		56.2	50.7	28.5	20.4	33.1	27.2	-	
6	394471	321462	20.4	49.4	21.5	24.2	19.4	28.1	10.6	25.5	34.7	55.3	28.3	36.0	29.5	24.1	-	
8	385680	342220	29.1	29.5	60.6	16.3	25.3	26.6	34.8	18.3	81.7	16.1	45.0	58.7	36.8	30.2	-	
13	390310	332960		21.0	22.8	13.6		11.2		16.1	19.7	15.5	45.0	35.8	22.3	18.3	-	
14	390090	333150	26.3	32.8	22.1	36.0	11.7	10.7	24.0		19.7	18.0		30.8	23.2	19.0	-	

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted 0.82.	Annual Mean: Distance Corrected to Nearest Exposure	Comment
16	388666	335429		50.3	24.0	11.0	48.2	16.2	21.3	22.4	16.5		14.2	40.5	26.5	21.7	-	
21	391105	328693	24.7		27.7	13.8	20.5	14.4	25.0	14.3	29.3	29.0	17.2	25.5	21.9	18.0	-	
22	393518	321916	16.7		34.9	10.8	18.2	40.8	25.3	17.9		21.5	24.6	43.9	25.5	20.9	-	
31	391581	320743	25.8	12.6	19.2	37.3	26.3	20.1	29.0	18.7	33.8	27.8	12.3		-	-	-	Duplicate Site with 31 and 32 - Annual data provided for 32 only
32	391581	320743	14.3	23.1	20.6	29.9	22.4	19.6	16.2	19.3	36.3	29.8	32.5		24.0	19.6	-	Duplicate Site with 31 and 32 - Annual data provided for 32 only
33	392154	319970	19.4	28.1	36.7	29.5	10.1	31.9	24.0	24.7	38.0	18.9	32.2	12.9	25.5	20.9	-	
36	394848	341145	37.4	38.3	19.9	19.2	23.1	28.4	16.1	13.8			32.1	13.4	24.2	19.8	-	
40	384920	341520		26.8	20.8	29.6	11.9	10.1	24.8	19.5	60.3	38.5	12.9		25.5	20.9	-	

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted 0.82.	Annual Mean: Distance Corrected to Nearest Exposure	Comment
ST	390050	333270	49.1	40.0	27.6	14.4	19.8	60.7	40.4	10.4	19.7	27.9	25.3	27.0	30.2	24.8	-	
BB1	394830	341060		31.5	22.8	13.4	15.2	28.1	23.1		49.6	15.6	28.4	14.1	24.2	19.8	-	
BB2	394290	341750	22.0	36.4	27.9	14.1	17.7	17.4	12.5	38.2	23.4	60.5	29.5	22.2	26.8	22.0	-	
BM	391561	390692	23.6	12.9	20.2	27.0	29.0	16.7	14.3	16.9	29.3	24.3	12.6	44.3	22.6	18.5	-	
TR	386450	341230	11.7	24.9	20.6	20.1	43.7	23.5	15.7	14.8	44.8	33.8	33.3	37.3	27.0	22.2	-	
TITT	387350	338490	13.8	18.4	29.9	14.5	27.7	26.0	66.4	45.9	50.0	16.8	52.5	29.3	32.6	26.7	-	
M6	385080	342022	19.0	24.5	36.1	26.3	26.8	23.4	24.5	22.9	40.2	39.9	28.8	56.7	30.8	25.2	-	
M6.2	385096	342012	13.3	20.5	16.9	29.5	16.6	16.8	16.9	10.7	59.9	39.7	23.9	32.5	24.8	20.3	-	
E1	383166	329202	53.0	14.4	38.0	12.9	18.8	25.9	23.3	18.8	26.4	45.5	10.1	27.8	26.2	21.5	-	
M6 3	385076	342092	16.0	20.4	24.8	39.2	17.9	17.7	20.9	22.7			31.9	45.6	25.7	21.1	-	
M6.4	385054	341841	25.5	30.6	47.9	51.5	28.2	37.9	39.6	50.2	58.2	37.5	43.8	63.5	42.9	35.2	-	

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

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

☐ **Local bias adjustment factor used**

☒ **National bias adjustment factor used**

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

☒ Stafford Borough Council **confirm that all 2024 diffusion tube data has been uploaded to the Diffusion Tube Data Entry System**

Notes:

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

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

See Appendix C for details on bias adjustment and annualisation.

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

New or Changed Sources Identified Within Stafford Borough Council During 2024

Stafford Borough Council has not identified any significant new sources relating to air quality within the reporting year of 2024.

The M6 motorway was completed during 2024 and was designed to improve air quality based upon increasing capacity enhancing traffic flow.

Housing growth has continued during the year with an additional likely road traffic burden.

The HS2a scheme was cancelled during 2024.

Additional Air Quality Works Undertaken by Stafford Borough Council During 2024

Stafford Borough Council has not completed any additional works within the reporting year of 2024.

QA/QC of Diffusion Tube Monitoring

Passive monitoring analysis was provided by Staffordshire County Council Highways Laboratory using 20% TEA in water method. All tubes were serviced in accordance with the 2024 diffusion tube monitoring calendar. The laboratory quality control results are given below.

Staffordshire County Council
Staffordshire Highways Laboratory

NO_2 diffusion tube analysis QC results – April 2025 Summary

AIR PT Scheme (LGC)

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

For each round, two sets of tubes are received from LGC, and each analysed by a different member of staff, to aid with QC and training.

PT Rounds during 2024

- Round 62 – Feb 2024. 100% satisfactory results.
- Round 63 – June 2024. 100% satisfactory results.
- Round 65 – Sept 2024. 100% satisfactory results.
- Round 66 – Dec 2024. 100% satisfactory results.

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

PT Round	Technician	z-scores	Performance
62 – Feb 2024	1	0.84, 0.86, 0.20, -0.10	100% SATISFACTORY
	2	-0.69, 0.22, -0.20, 0.30	
63 – June 2024	1	0.26, 0.13, -0.14, -0.34	100% SATISFACTORY
	2	0.00, 0.13, 0.27, 0.00	
65 – Sept 2024	1	0.33, 0.16, 0.00, -0.04	100% SATISFACTORY
	2	0.33, -0.32, 0.08, 0.37	
66 – Dec 2024	1	0.78, 0.26, -0.06, 0.19	100% SATISFACTORY
	2	0.13, -1.03, -1.04, -0.39	

For more information on the AIR PT Scheme and older results see the Defra website:

https://laqm.defra.gov.uk/air-quality/air-quality-assessment/qa-qc-framework/

Field Intercomparison (NPL)

Our performance for all Field Intercomparison results of 2024 was classified as 'GOOD' (CoV <20).

Bias factor

The bias adjustment factor spreadsheet on the Defra website was updated on 28th March 2025. The overall bias factor for Staffordshire Highways Laboratory (see Staffordshire County Council) for 2024 (including the Field Intercomparison result and all the co-location results from participating local authorities, total of 16 studies) was **0.82**.

The tube precision for all co-location studies was 'Good'.

For the most up to date information on bias factors see the Defra website: https://laqm.defra.gov.uk/air-quality/air-quality-assessment/national-bias/

Diffusion Tube Annualisation

None.

Diffusion Tube Bias Adjustment Factors

The diffusion tube data presented within the 2025 ASR have been corrected for bias using an adjustment factor. Bias represents the overall tendency of the diffusion tubes to under or over-read relative to the reference chemiluminescence analyser.

Stafford Borough Council have applied a national bias adjustment factor of 0.82 to the 2024 monitoring data. A summary of bias adjustment factors used by Stafford Borough Council over the past five years is presented in Table C.2.

Table C.1 – Bias Adjustment Factor

Monitoring Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2024	N	03/25	0.82
2023	N	03/24	0.87
2022	N	03/23	0.87
2021	N	03/22	0.86
2020	N	03/21	0.85

Notes:

A single local bias adjustment factor has been used to bias adjust the 2024 diffusion tube results.

NO_2 Fall-off with Distance from the Road

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

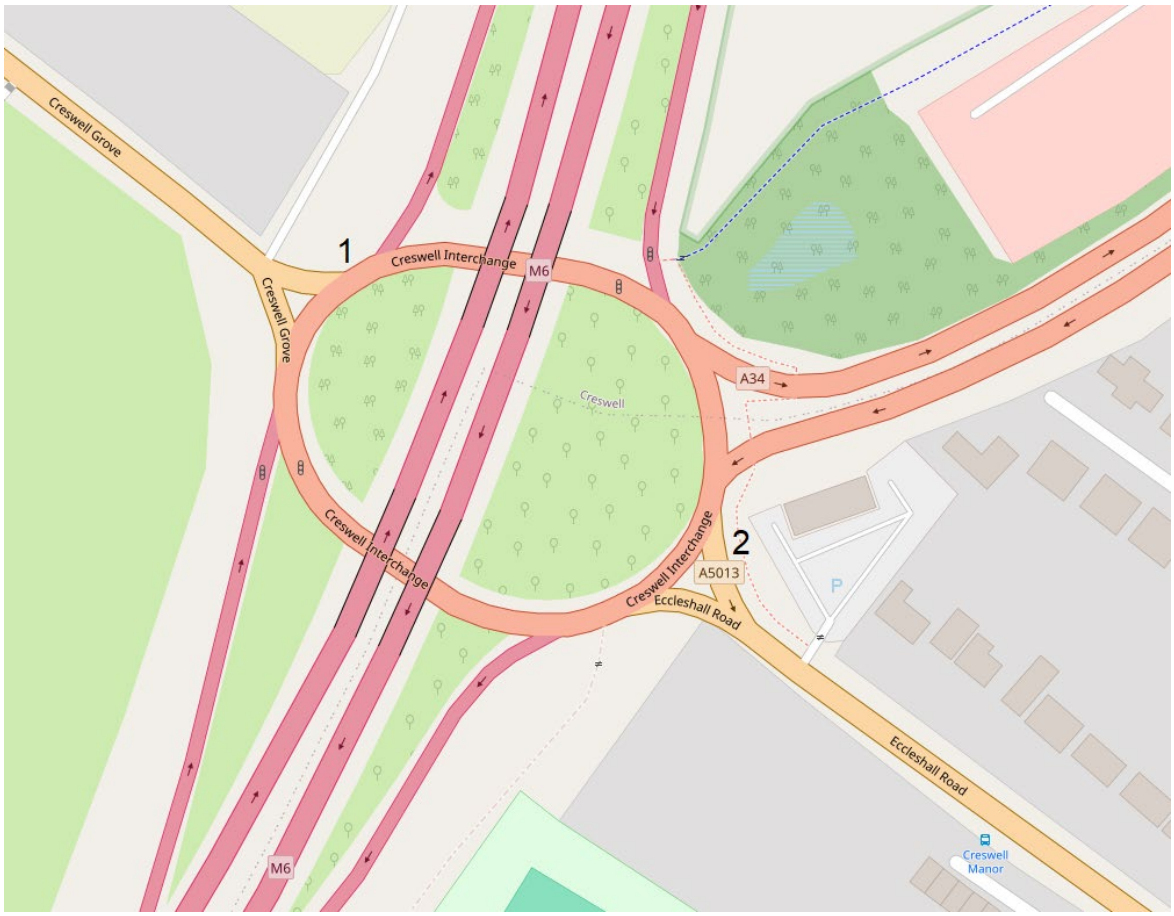
automatic annual mean NO_2 concentrations corrected for distance are presented in Table B.1.

No diffusion tube NO_2 monitoring locations within Stafford Borough Council required distance correction during 2024.

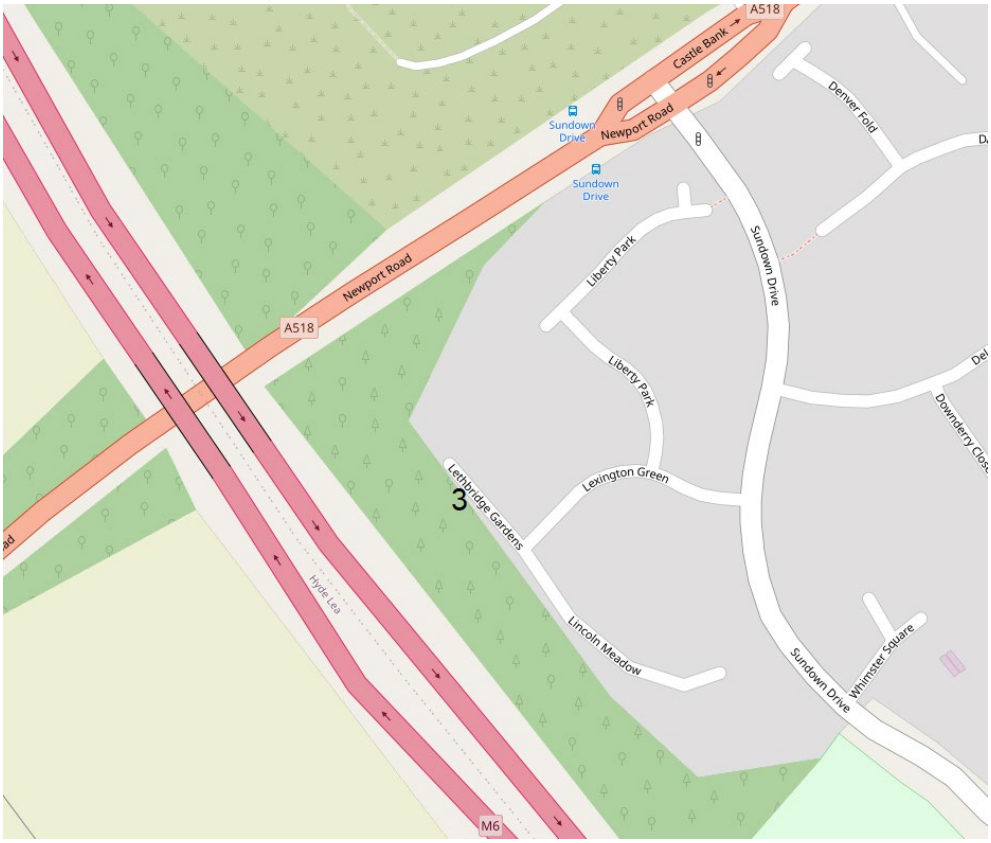
Appendix D: Map(s) of Monitoring Locations and AQMAs

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

Sites 1&2 M6 J14

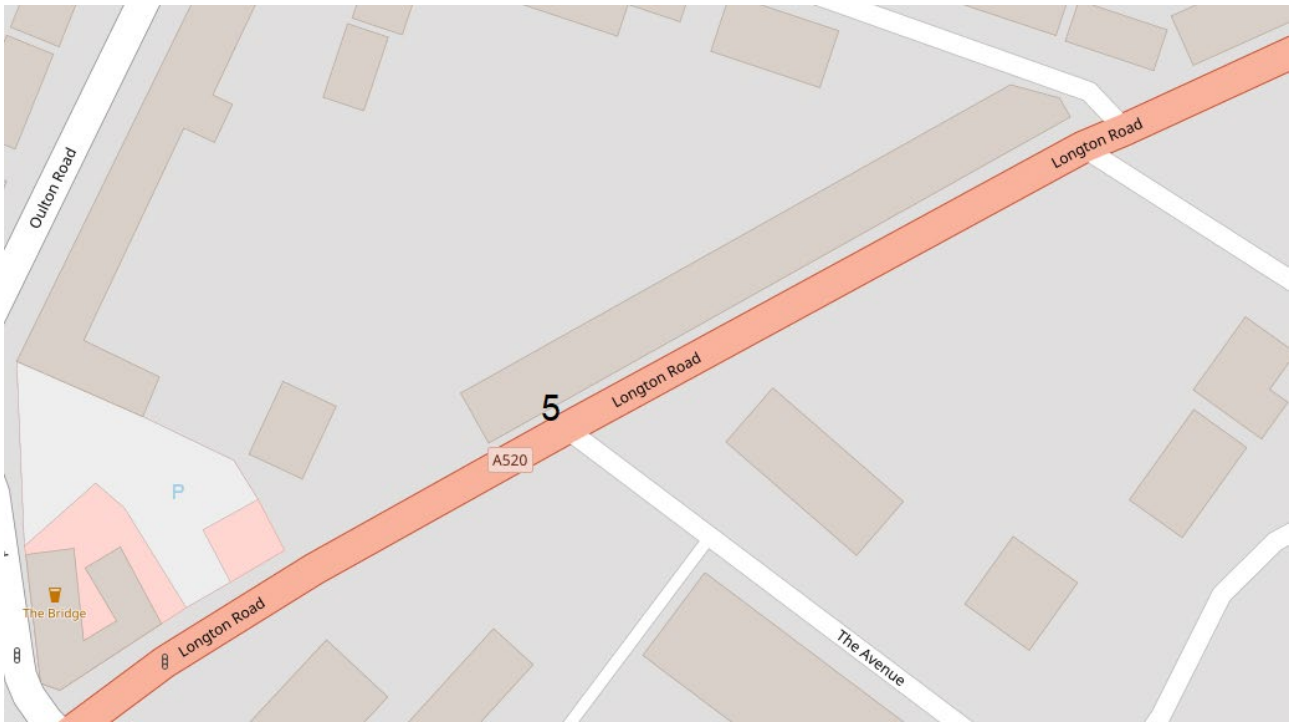


Site 3 M6/Newport Road



Site 4 Meir Heath Junctions.

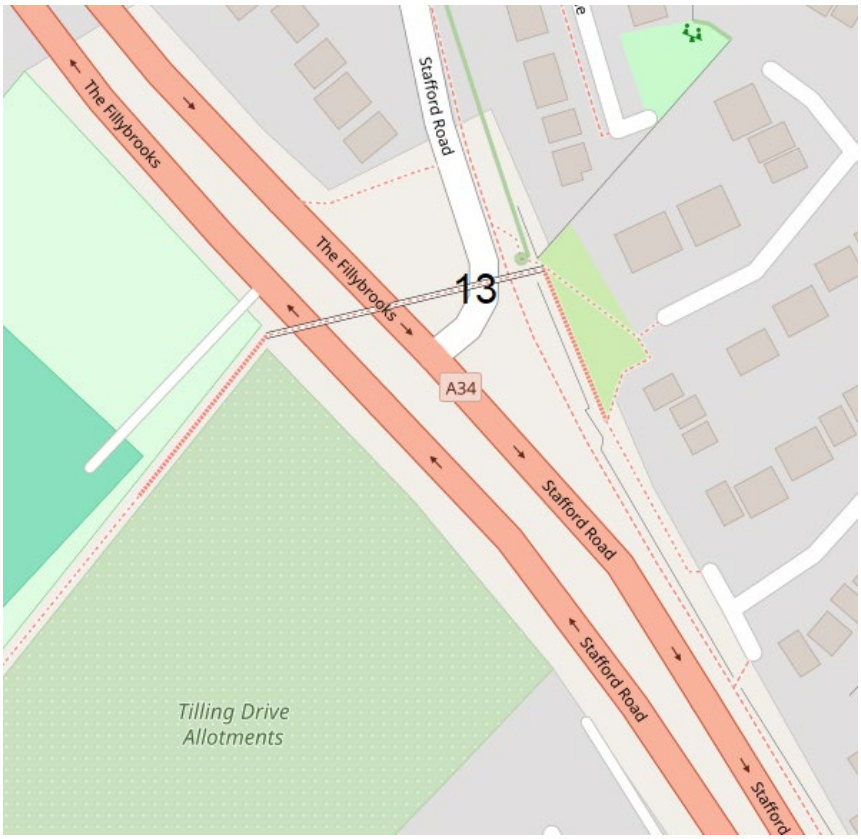
Site 5 Longton Road Stone



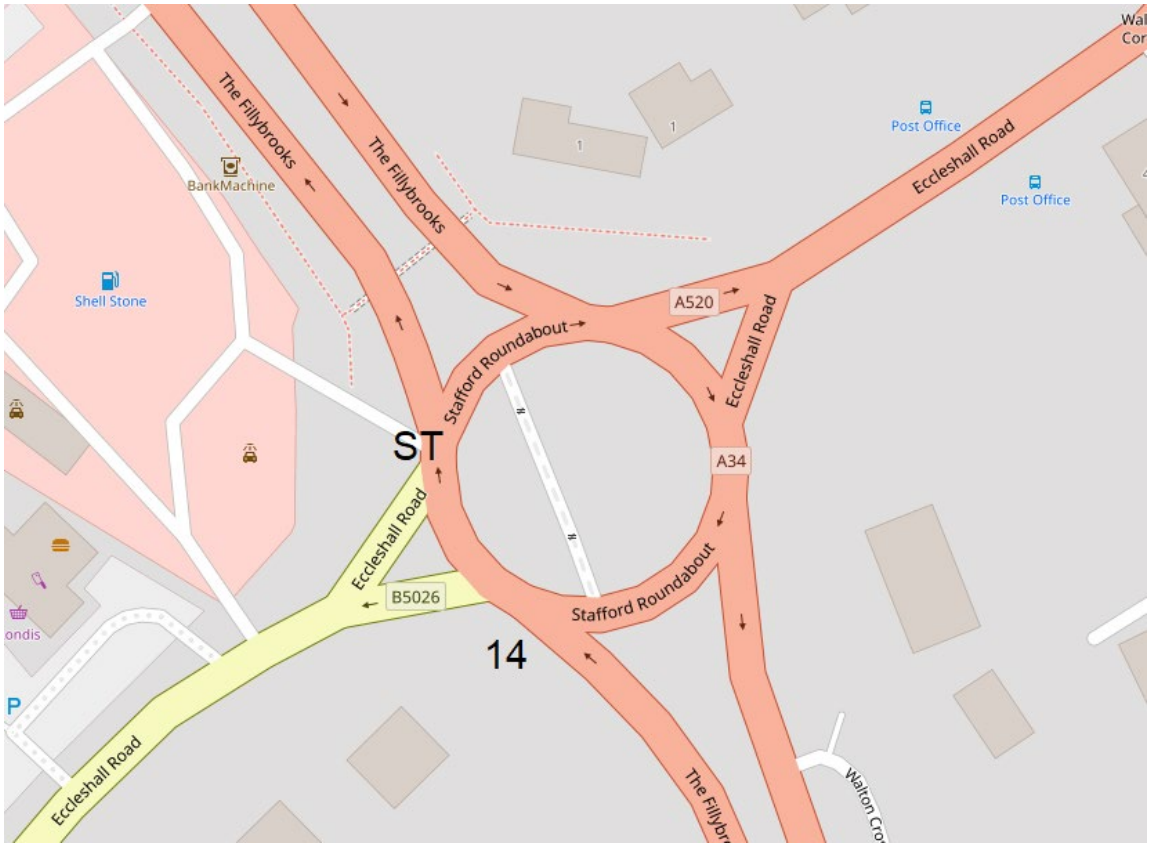
Site 6 Radford Bank Weeping Cross

Site 8 A500 Clayton

Site 13 A34 Stone

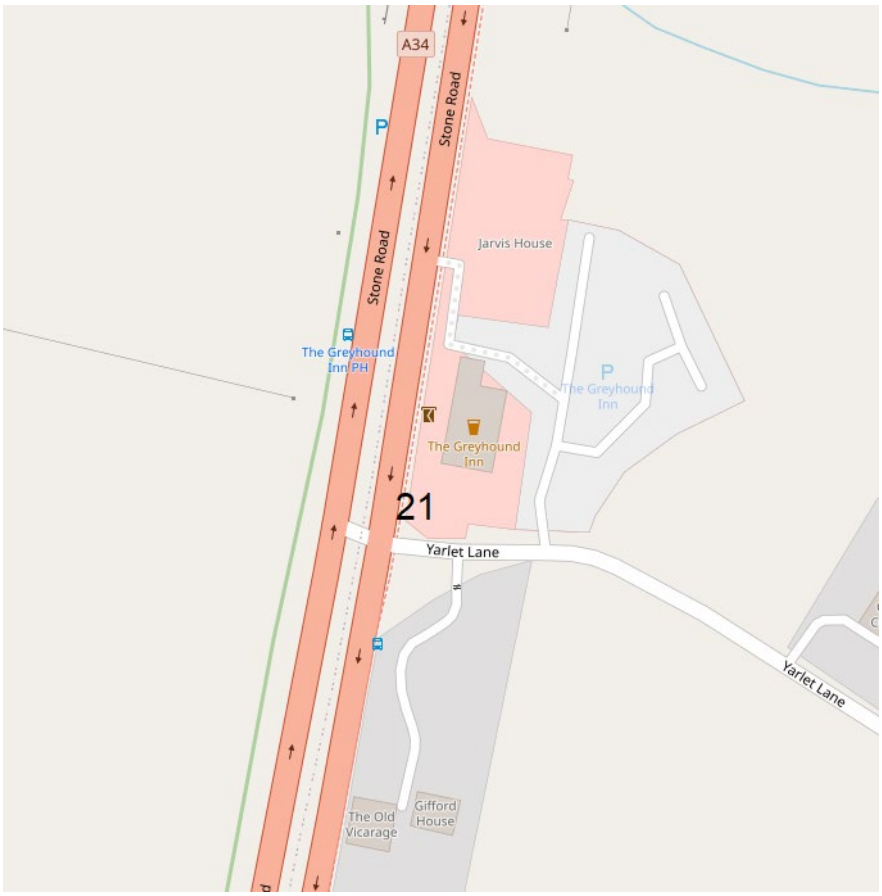


Sites 14&ST A34 Stone

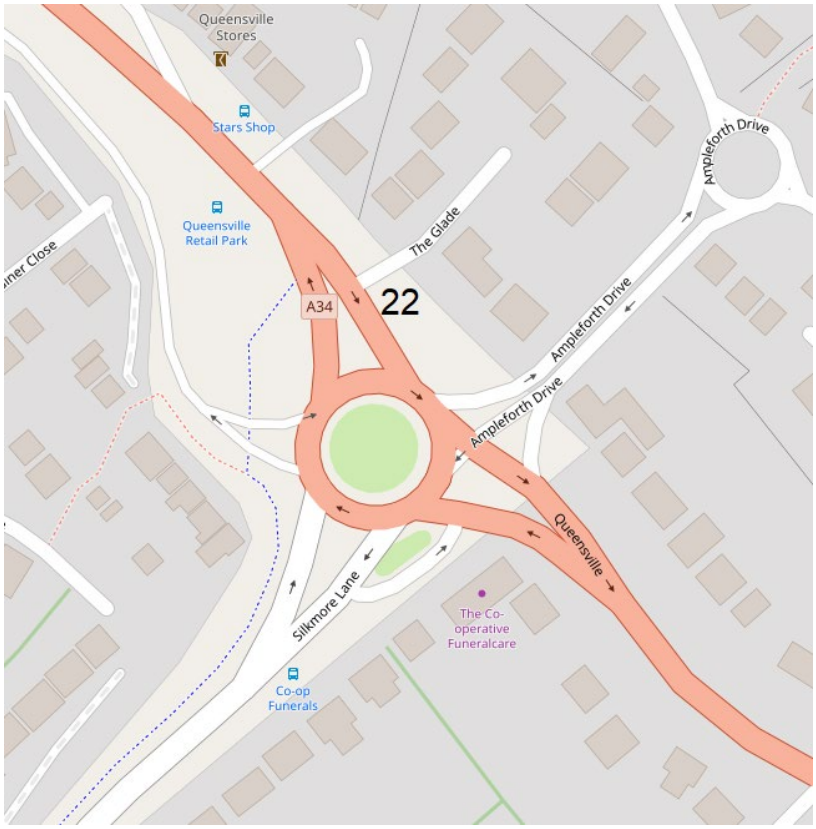


Site 16 Darlaston A34

Site 21 Yarlet A34



Site 22 Queensville A34



Sites 31,32 and BM, Burton Manor M6

Site33 Mosspit M6

Sites 36&BB1 A50 Blythe Bridge

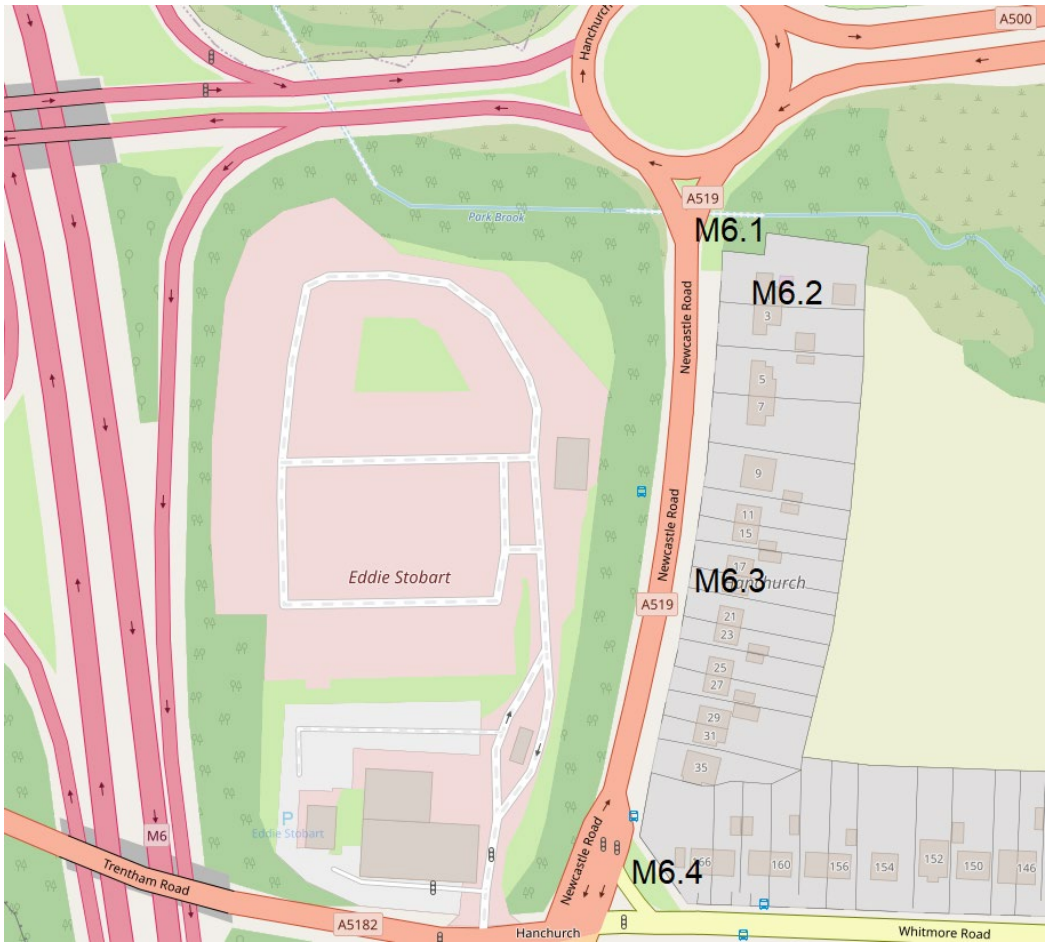
Site 40 M6 Hanchurch

Site BB2 Blythe Bridge A50

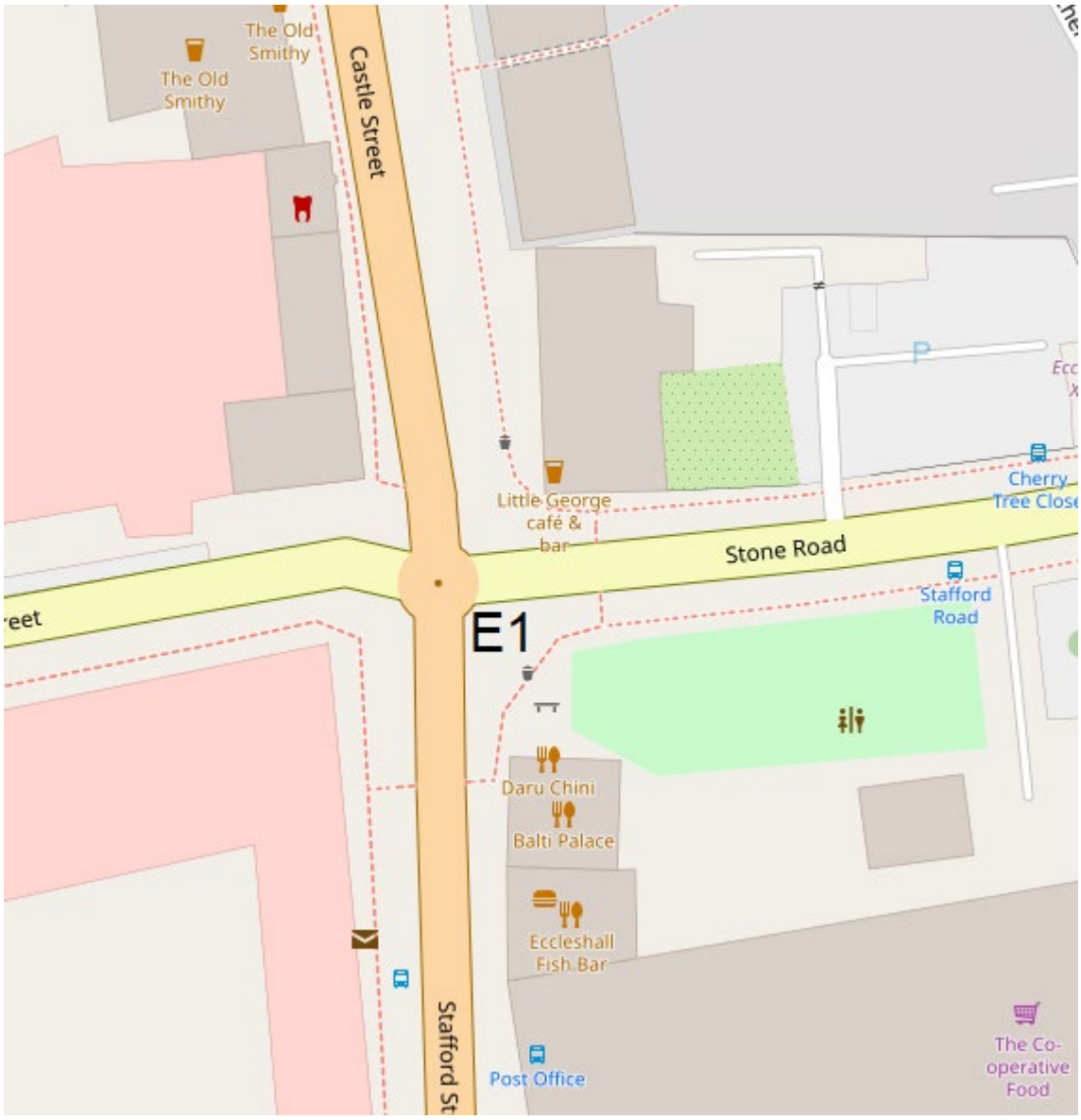
Site TR A34 Trentham

Site Titt Tittensor A34

Sites M6.1, M6.2, M6.3 &M6.4 Clayton



Site E1 Eccleshall



Appendix E: Summary of Air Quality Objectives in England

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

Pollutant	Air Quality Objective: Concentration	Air Quality Objective: Measured as
Nitrogen Dioxide (NO_2)	200µg/m^3 not to be exceeded more than 18 times a year	1-hour mean
Nitrogen Dioxide (NO_2)	40µg/m^3	Annual mean
Particulate Matter (PM_{10})	50µg/m^3, not to be exceeded more than 35 times a year	24-hour mean
Particulate Matter (PM_{10})	40µg/m^3	Annual mean
Sulphur Dioxide (SO_2)	350µg/m^3, not to be exceeded more than 24 times a year	1-hour mean
Sulphur Dioxide (SO_2)	125µg/m^3, not to be exceeded more than 3 times a year	24-hour mean
Sulphur Dioxide (SO_2)	266µg/m^3, not to be exceeded more than 35 times a year	15-minute mean

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

Glossary of Terms

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
ASR	Annual Status Report
Defra	Department for Environment, Food and Rural Affairs
DMRB	Design Manual for Roads and Bridges – Air quality screening tool produced by National Highways
LAQM	Local Air Quality Management
NO_2	Nitrogen Dioxide
NO_x	Nitrogen Oxides
PM_{10}	Airborne particulate matter with an aerodynamic diameter of 10µm or less
$PM_{2.5}$	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
QA/QC	Quality Assurance and Quality Control
SO_2	Sulphur Dioxide

References

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

Table 2.4 Actions being taken within Stafford Borough to reduce PM2.5

Measures category	Measure Classification	Effect on reducing NOx and PM10 emissions (low, medium, high)	Reduces PM2.5 emissions	Stafford BC
Traffic Management	**Urban Traffic Control systems, Congestion management, traffic reduction**	low		UTC in Stafford Town Centre
	Reduction of speed limits, 20mph zones	low		20mph zones near some schools in residential areas
	Road User Charging / Congestion charging	low		
	Anti-idling enforcement	low		Anti Idling Campaign toolkits available to schools for pupil run campaign.
	Other			
Promoting Travel Alternatives	**Workplace Travel Planning**	low		
	Encourage / Facilitate home-working	low		Homeworking Policy adopted
	School Travel Plans	low		
	Promotion of cycling	low		
	Promotion of walking	low		
	Car Share			
	Promote use of rail and inland waterways	medium		Redevelopment of Stafford Station into a gateway associated with HS2 works. North Staffordshire Community Rail Partnership operating along the Stafford to Stoke route includes Stone station.
Transport Planning & Infrastructure	**Local Transport Plans/ District Strategies**	high		
	Public transport improvements- interchanges stations and services	low		New services with S106 funding provided in Stone to new estates in Walton and Yarnfield. Stafford Gateway will be multi- modal

Measures category	Measure Classification	Effect on reducing NOx and PM10 emissions (low, medium, high)	Reduces PM2.5 emissions	Stafford BC
	Public cycle hire scheme	low		e-scooter trials completed
	Cycle network	low		
	Bus route improvements	high		As a result of BSIP & BSIP+ funding consideration is being given to bus route improvements where feasible
	Active Travel Fund	low		ATF 2 measures to encourage walking and cycling. ATF5 scheme to improve cycle parking in Stafford Town Centre.
	Levelling Up Fund 2	medium		
Alternatives to private vehicle use	**Bus based Park & Ride**	medium		
Policy Guidance and Development Control	**Planning applications to require assessment of exposure / emissions for development requiring air quality impact assessment**	high		https://www.staffordbc.gov.uk/local-plan-and-policies
	Air Quality Strategy			2019-2023 Air Quality Strategy
	Planning Guidance for developers			https://www.staffordbc.gov.uk/supplementary-planning-documents-spds
	Developer Contributions based on damage cost calculation			

Measures category	Measure Classification	Effect on reducing NOx and PM10 emissions (low, medium, high)	Reduces PM2.5 emissions	Stafford BC
	Planning Policies			https://www.staffordbc.gov.uk/local-plan-and-policies
	Low Emissions Strategy	high		
	Route Plans/ Strategic routing strategy for HGV's	high		
	Delivery and Service plans	medium		
	Promoting low emission public transport	high		
	Vehicle retrofitting programmes	medium		
	Fleet efficiency & recognition schemes	medium		
	Public Vehicle Procurement - Prioritising uptake of low emission vehicles	high		Waste fleet vehicles comply with Euro VI.
	Company Vehicle Procurement - Prioritising uptake of low emission vehicles	high		Investigating replacing old vehicles within the fleet with more modern cleaner vehicles, which comply with ht prevailing EURO standard. This will be extended to all Councill owned vehicles.
	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	high		Procurement of EV on staff carparks partially completed.
	Priority parking for LEV's	high		
	Taxi Licensing conditions	medium		Scheduled to promote EV
	Taxi emission incentives	medium		

Measures category	Measure Classification	Effect on reducing NOx and PM10 emissions (low, medium, high)	Reduces PM2.5 emissions	Stafford BC
	EV Strategy	high		
	Adoption of SCC EV Strategy	high		Adoption of SCC EV Strategy Aug/Sept 2023
Environmental permits	**Introduction/increase of charges through permit systems and economic instruments**	medium		
	Measures to reduce pollution through IPPC Permits going beyond BAT	medium		
Other measures	**Smoky Diesel Hotline**			
	A5 and M6 Partnership			
	Domestic Smoke Control advice and Enforcement			https://www.staffordbc.gov.uk/pollution-air
	Garden Bonfires - Advice and nuisance enforcement			https://www.staffordbc.gov.uk/pollution-air
	Commercial burning advice and enforcement			https://www.staffordbc.gov.uk/pollution-air
	Multi agency working with Fire Service and Environment Agency for trade burning			
	Multi agency working with Staffordshire Fire Service & Building Control re chimney fires & DIY heating systems			