Newham London

Air Quality Annual Status Report 2025

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London Borough of Newham
Air Quality Annual Status Report for 2025
Date of publication: May 2026

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

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[1] LLAQM Policy and Technical Guidance 2019 (LLAQM.TG(19)). Note that LLAQM.TG(22) applies outside London.

Executive Summary

Air Quality in Newham

Breathing polluted air affects health and quality of life and is linked to a wide range of illnesses including asthma, heart disease, stroke, lung cancer and premature mortality. Air pollution disproportionately affects vulnerable groups including children, older people and those with existing respiratory and cardiovascular conditions. In densely populated urban boroughs such as Newham, poor air quality also contributes to wider health inequalities.

The main pollutants of concern in Newham continue to be nitrogen dioxide (NO_2) and particulate matter ($PM_{2.5}$ and PM_{10}). These pollutants are primarily associated with road traffic emissions, construction activity, domestic and commercial combustion, and emissions from non-road mobile machinery.

Long-term monitoring data show that air quality in Newham has generally improved significantly between 2019 and 2025, particularly for nitrogen dioxide concentrations. Most monitoring locations across the borough recorded a sustained downward trend during this period, reflecting cleaner vehicle technologies, the introduction and expansion of the Ultra Low Emission Zone (ULEZ), fleet modernisation and wider London-wide emission reductions.

There has also been a significant air quality improvement outside Healthy School Streets (vehicle modal filters introduced at morning pick-up and afternoon drop-off). An estimated 12% reduction in NO_2 concentrations was reported compared with control schools without a school street. The full air quality assessment covering over 60 schools between 2020 and 2025 is appended to this document (Appendix F).

Despite this positive data, a select number of sites near to main roads recorded significant increases in annual mean NO_2 concentrations in 2025, cancelling out reductions made since 2019.

Whilst no monitoring sites exceeded the UK annual mean NO_2 objective of 40 ug/m^3, these increases are notable because it differs from the broader pattern of year-on-year background and roadside reductions observed across much of the borough. This suggests that localised changes are the key driver.

The locations recording measurable increases in NO_2, in 2025 included:

- A13 (Canning Town Flyover), which increased from 27.4 ug/m^3 in 2024 to 36.8 ug/m^3 in 2025;
- Key Stratford corridor locations A118 (High St.), A124 (Barking Rd), A106 (Leytonstone Road);
- Sites within the Royal Docks area including Gallions Roundabout (A1020).

The increase recorded at Canning Town is particularly significant as the site is located adjacent to the A13 corridor and within an area that has experienced substantial recent residential development. The introduction of taller buildings close to

the elevated carriageway may be contributing to a street canyon effect, reducing dispersion of pollutants and increasing localised roadside concentrations.

The fall of with distance calculations indicates exposure at the facade of at least one of these buildings may be above the legal limit value of 40ug/m^3 although this result should be treated with caution and further monitoring is proposed to identify if mitigation is required.

TfL report increased vehicle trips on the certain roads in Newham after the opening of the Silvertown Tunnel in April 2025. These increases may have contributed to changes in local traffic flows and air quality, particularly along routes connecting to the A13, Lower Lea Crossing and Woolwich Ferry approaches. Continued monitoring will be required over future years to determine whether these increases represent short-term variability or the beginning of a longer-term trend associated with changing traffic conditions.

Particulate pollution also remains a significant public health issue within the borough. $PM_{2.5}$ and PM_{10} concentrations recorded during 2025 were within current UK targets, but did increase year-on-year compared with 2024 and continue to exceed the 2021 World Health Organisation (WHO) guideline values at many locations. Construction activity and traffic-related emissions, including tyre and brake wear, remain the most important contributors.

Although air quality in Newham continues to improve overall in comparison with historic conditions, many residents remain exposed to pollution levels above WHO guideline values.

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. They can come from natural sources such as pollen, as well as human made sources such as smoke, industry emissions and tyres and brakes dust. 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, continued local action is required to protect public health and reduce exposure to air pollution across Newham.

The Council continues to deliver a wide range of measures aimed at reducing emissions at source, reducing public

exposure to pollution and supporting long-term behavioural change. These measures are being developed further through the preparation of the new Air Quality Action Plan (AQAP) for 2025–2030.

A summary of actions undertaken during 2025 included:

- Continued expansion and operation of the borough's air quality monitoring network, including roadside, urban background and school monitoring locations;
- Delivery and expansion of School Streets schemes to 52 schools. Designed to reduce exposure around schools and encourage active travel;
- Support for walking, cycling and sustainable transport initiatives to reduce reliance on private vehicles;
- Promotion of electric vehicle uptake and expansion of EV charging infrastructure;
- Application of planning and development controls to minimise emissions from construction activity and new developments, including controls on non-road mobile machinery (NRMM);
- Urban greening and public realm improvements to help improve local environmental quality and support climate resilience;
- Public engagement and awareness raising initiatives to encourage behavioural change and improve understanding of local air quality issues.

The Council also continues to work with the Greater London Authority, Transport for London and neighbouring boroughs to address cross-boundary pollution sources and support wider regional improvements in air quality.

Conclusions and Priorities

Monitoring undertaken during 2025 confirms that air quality in Newham continues to improve overall, particularly for nitrogen dioxide concentrations. No exceedances of the UK annual mean NO_2 objective were recorded at automatic monitoring sites during the year, and many diffusion tube sites also recorded substantial reductions compared with historic levels.

Despite these improvements, the annual downward trend in $PM_{2.5}$ and PM_{10} concentrations halted and at many sites reversed in 2025. Many locations across the borough remain above the WHO 2021 guideline values.

NO_2 increased next to a select number of A roads in the borough and potential sources include the opening of the Silvertown Tunnel where an increase in vehicle trips on Newham's roads have been identified. Air pollution therefore continues to present a significant public health challenge.

A summary of priorities for the coming year include:

- Finalisation and implementation of the new Air Quality Action Plan which lists Newham's priorities up to 2030.
- Continued monitoring of the impacts associated with the Silvertown Tunnel and wider transport network changes.
- Expansion of School Streets (Phase 6) to over 60 schools and measures to reduce exposure around schools and other sensitive locations.
- Continued expansion and improvement of the borough's air quality monitoring network.

Continued partnership working with the Greater London Authority, Transport for London, neighbouring boroughs,

businesses and local communities will therefore remain essential.

How to Get involved

Improving air quality requires action from everyone including local authorities, businesses and residents. Newham Council continues to engage with residents, schools, developers and community organisations through consultation exercises, public engagement events, School Streets programmes and awareness campaigns.
Members of the public can help improve local air quality by:

- Walking, cycling or using public transport where possible.
- Reducing unnecessary vehicle idling.
- Switching to lower emission or electric vehicles where practical.
- Avoiding the use of wood-burning appliances and bonfires.
- Supporting local greening and environmental initiatives.

Residents can also help protect themselves from pollution exposure by choosing lower pollution walking and cycling routes and staying informed about local air quality conditions.

Further information on air quality in Newham, including monitoring data and current initiatives, can be found on the Council's website and through the UK Air Local Air Quality Dashboard.

Air quality monitoring, Salisbury Primary School

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Abbreviations

Abbreviation	Description
AQAP	Air Quality Action Plan
AQMA	Air Quality Management Area
AQN	Air Quality Neutral
AQO	Air Quality Objective
AQP	Air Quality Positive
BEB	Buildings Emission Benchmark
EV	Electric Vehicle
GLA	Greater London Authority
LAEI	London Atmospheric Emissions Inventory
LAQM	Local Air Quality Management
LLAQM	London Local Air Quality Management
NRMM	Non-Road Mobile Machinery
PM_{10}	Particulate matter less than 10 micron in diameter
$PM_{2.5}$	Particulate matter less than 2.5 micron in diameter
TEB	Transport Emissions Benchmark
TfL	Transport for London

Table A. Summary of National 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
	40 µg m^{-3}	Annual mean	31 Dec 2005
	WHO AQG[2]: 10 µg m^{-3}	Annual mean	
Particles (PM_{10})	50 µg m^{-3} not to be exceeded more than 35 times a year	24-hour mean	31 Dec 2004
	WHO AQG[2]: 45 µg m^{-3} not to be exceeded more than 3-4 times a year	24-hour mean	
	40 µg m^{-3}	Annual mean	31 Dec 2004
	WHO AQG[2]: 15 µg m^{-3}	Annual mean	
Particles ($PM_{2.5}$)	10 µg m^{-3}[3]	Annual mean	2040
	London Mayoral Commitment[4]: 10 µg m^{-3}	Annual mean	2030
	WHO AQG[2]: 5 µg m^{-3}	Annual mean	
	Target of 15% reduction in concentration at urban background locations	3-year mean	Between 2010 and 2021
	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
	350 µg m^{-3} not to be exceeded more than 24 times a year	1-hour mean	31 Dec 2004
	125 µg m^{-3} mot to be exceeded more than 3 times a year	24-hour mean	31 Dec 2004
	WHO AQG[2]: 40 µg m^{-3} not to be exceeded more than 3-4 times a year	24-hour mean	

Notes:

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

(2) 2021 World Health Organisation Air Quality Guidelines

(3) Environmental Target Regulations under the Environment Act 2021

(4) London Mayoral Commitment

1. Air Quality Monitoring

1.1 Locations

Table B. Details of Automatic Monitoring Sites for 2025

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	AQMA (3)	Monitoring Technique	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Inlet Height (m)
NM2	Cam Rd	Roadside	538661	183969	NO_2,$PM_{2.}$, PM_{10}	AQMA No.2	Chemi-luminescent, BAM	25	9	3.0
NM3	Wren Close	U. Background	539889	181469	NO_2,$PM_{2.5}$,PM_{10}	AQMA No.2	Chemi-luminescent, BAM	14	190 (A13)	3.0
TL5	Hoola Tower	Roadside	539934	180810	NO_2	AQMA No.2	Chemi-luminescent	15	3	1.5
TL6	Britannia Gate	Roadside	540324	180253	$PM_{2.5}$	AQMA No.2	Chemi-luminescent, BAM	13	7	1.4
NM4	East Ham Town Hall	Roadside	542637	183573	NO_2, $PM_{2.5}$	AQMA No.2	Chemi-luminescent, BAM	25	5	1.5
ND	Newham Dockside	U. Background	542298	180709	NO_2	AQMA No.2	Chemi-luminescent	413	N/A	1.2
KGV	King George V House	U. Background	542950	180215	NO_2, $PM_{2.5}$, PM_{10}	AQMA No.2	Chemi-luminescent, FIDAS	80	N/A	1.2

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

(3) If an AQMA order number is shown then yes, the site is in an AQMA.

(4) Breathe London small size sensors underwent a change in early 2025 with most sites being relocated. Consequently, annual data are not reported in this ASR, except for the results of the monitors at Silvertown.

Table C. Details of Non-Automatic Monitoring Sites for 2025

Site ID	Site Name	Site Type	X (m)	Y (m)	Pollutants monitored	AQMA [3]	Distance to Relevant Exposure (m) [1]	Distance to kerb of nearest road (m) [2]	Tube Co-located with a Continuous Analyser?	Tube Height (m)
NHM-1	Temple Mill Lane	Urban Background	538280	185359	NO_2	Newham AQMA no 2	60.0	0.3	N	2.3
NHM-2	Salisbury Sch., Romford Rd	Urban Background	539570	184659	NO_2	Newham AQMA no 2	0.0	12.0	N	1.8
NHM-3	Fire Station Romford Rd	Roadside	539572	184659	NO_2	Newham AQMA no 2	1.0	5.0	N	2.6
NHM-4	Wellington Rd/ Barking Rd	Roadside	542831	183618	NO_2	Newham AQMA no 2	0.0	5.0	N	2.3
NHM-6	230B Grange Rd	Urban background	539859	182655	NO_2	Newham AQMA no 2	0.0	30.0	N	1.5
NHM-7	General Hospital, Glen Rd	Urban background	541492	182332	NO_2	Newham AQMA no 2	6.0	2.0	N	1.5
NHM-8	East Ham Mortuary	Urban Background	542688	183202	NO_2	Newham AQMA no 2	0.0	15.0	N	1.5
NHM-10	Tant Avenue	Urban background	539747	181477	NO_2	Newham AQMA no 2	0.0	32.0	N	1.5
NHM-11	Hallsville Rd	Kerbside	539623	181230	NO_2	Newham AQMA no 2	3.0	1.0	N	3.0
NHM-12	Galleons Roundabout	Urban background	543762	180784	NO_2	Newham AQMA no 2	0.0	12.0	N	2.8
NHM-13	290-292 Green Street	Kerbside	541134	184098	NO_2	Newham AQMA no 2	5.0	1.0	N	2
NHM-16	Opposite 99 Leytonstone Rd	Kerbside	539164	185158	NO_2	Newham AQMA no 2	2.0	0.5	N	2.5
NHM-17	44 Browning Rd	Kerbside	542729	185047	NO_2	Newham AQMA no 2	1.0	2.0	N	3.5
NHM-19	Beckton Arms, Newham Way	Kerbside	539906	18170	NO_2	Newham AQMA no 2	6.0	1.0	N	2.4
NHM-20	Canning Town Roundabout	Roadside	539456	181499	NO_2	Newham AQMA no 2	-9.0	23.0	N	1.5

NHM-21	Cam Rd	Roadside	538657	183973	NO_2	Newham AQMA no 2	0.0	12.0	Y	3
NHM-24	Plashet School North	Roadside	542242	184354	NO_2	Newham AQMA no 2	1.0	2.5	N	2
NHM-25	Plashet School South	Roadside	542242	184354	NO_2	Newham AQMA no 2	5.0	2.5	N	1
NHM-26	Major Road, E15	Kerbside	538478	185444	NO_2	Newham AQMA no 2	3.0	0.5	N	3
NHM-27	High St North	Roadside	542253	184706	NO_2	Newham AQMA no 2	5.0	1.5	N	2.5
LCA01	Parker Road	Urban Background	542154	180286	NO_2	Newham AQMA no 2	12	N/A	N	2
LCA02	Camel Road	Roadside	541941	180303	NO_2	Newham AQMA no 2	3	1	N	2
LCA04	Newham Dockside east	Urban Background	542267	180710	NO_2	Newham AQMA no 2	430	N/A	N	1.2
LCA05	Strait Road	Roadside	542928	180911	NO_2	Newham AQMA no 2	6	1	N	2.8
LCA06	Gallions Way	Roadside	543724	180867	NO_2	Newham AQMA no 2	7	12	N	2.6
LCA07	Landing Lights	Other	543667	180461	NO_2	Newham AQMA no 2	183	N/A	N	
LCA09	City Aviation House	Roadside	542520	180190	NO_2	Newham AQMA no 2	40	N/A	Y	20
LCA10	Jet Centre	Other	541760	180424	NO_2	Newham AQMA no 2	220	N/A	N	
LCA11	University of East London	Urban Background	543570	180690	NO_2	Newham AQMA no 2	25	N/A	N	2.4
LCA12	North side of runway	Other	542192	180562	NO_2	Newham AQMA no 2	265	N/A	N	
LCA13	Newham Dockside NW	Urban Background	542274	180768	NO_2	Newham AQMA no 2	355	N/A	N	2.9
LCA14	Newham Dockside W	Urban Background	542066	180716	NO_2	Newham AQMA no 2	340	N/A	N	1.9
LCA15	Royal Albert Way	Roadside	542300	180862	NO_2	Newham AQMA no 2	200	N/A	N	1.9
LCA18	Newham Dockside triplicate	Urban Background	542267	180710	NO_2	Newham AQMA no 2	430	N/A	Y	1.2
LCA20	Silvertown Quay	Roadside	541634	180365	NO_2	Newham AQMA no 2	225	N/A	N	1.9
LCA21	Lamp post on Brixham Street	Roadside	543100	180132	NO_2	Newham AQMA no 2		N/A	N	
NHM-S 1	Salisbury Primary School	Roadside	542089	185416	NO_2	Newham AQMA no 2	2.0	1.0	N	2.5

NHM-S 2	Avenue Primary School	Urban background	542319	185428	NO_2	Newham AQMA no 2	10.0	1.0	N	2.5
NHM-S 3	Sir John Heron Primary Sch.	Urban background	542564	185642	NO_2	Newham AQMA no 2	0.0	11.0	N	2.5
NHM-S 4	Sheringham Primary School	Urban Background	542922	185830	NO_2	Newham AQMA no 2	3.0	1.0	N	2.5
NHM-S 5	Susan Lawrence Nursery	Urban Background	543086	185713	NO_2	Newham AQMA no 2	3.0	1.0	N	2.5
NHM-S 6	Dersingham Primary School	Urban background	543086	185713	NO_2	Newham AQMA no 2	2.0	1.0	N	2.5
NHM-S 7	St Winefride's RC Sch.	Kerbside	542880	185321	NO_2	Newham AQMA no 2	2.0	1.0	N	2.5
NHM-S 8	Little Ilford School	Kerbside	542734	185179	NO_2	Newham AQMA no 2	2.0	1.0	N	2.5
NHM-S 9	Essex Primary School	Urban background	542549	185070	NO_2	Newham AQMA no 2	2.0	1.0	N	2.5
NHM-S 10	Kensington Primary School	Urban Background	542701	184632	NO_2	Newham AQMA no 2	2.0	1.0	N	2.5
NHM-S 11	Plashet School	Kerbside	542277	184357	NO_2	Newham AQMA no 2	4.0	1.0	N	2.5
NHM-S 12	William Davies Primary Sch.	Urban background	541681	184582	NO_2	Newham AQMA no 2	2.0	1.0	N	2.5
NHM-S 13	Monega Primary School	Urban Background	541797	184904	NO_2	Newham AQMA no 2	3.0	1.0	N	2.5
NHM-S 14	Shrewsbury Nursery	Urban background	541562	185194	NO_2	Newham AQMA no 2	1.0	3.0	N	2.5
NHM-S 15	Sandringham Primary School	Urban Background	541172	185041	NO_2	Newham AQMA no 2	2.0	1.0	N	2.5
NHM-S 16	Shaftesbury Primary School	Urban Background	541368	184294	NO_2	Newham AQMA no 2	2.0	1.0	N	2.5
NHM-S 17	St Stephen's Nursery School	Urban background	541543	184112	NO_2	Newham AQMA no 2	2.0	1.0	N	2.5
NHM-S 18	Cleves Primary School	Urban background	541828	183772	NO_2	Newham AQMA no 2	2.0	1.0	N	2.5
NHM-S 19	Hartley Primary School	Urban Background	542253	183708	NO_2	Newham AQMA no 2	2.0	1.0	N	2.5
NHM-S 20	Lathom Junior School	Urban background	542492	184111	NO_2	Newham AQMA no 2	2.0	1.0	N	2.5
NHM-S 21	Altmore Infant School	Urban background	542831	183954	NO_2	Newham AQMA no 2	2.0	1.0	N	2.5
NHM-S 22	Langdon Academy	Urban background	543501	183538	NO_2	Newham AQMA no 2	0.0	5.0	N	2.5
NHM-S 23	Nelson Primary School	Urban background	543143	183468	NO_2	Newham AQMA no 2	1.0	2.5	N	2.5

NHM-S 24	St Michael's Catholic Sch.l	Urban Background	542827	183286	NO_2	Newham AQMA no 2	2.0	1.0	N	2.5
NHM-S 25	Oliver Thomas Children's Ctr.	Urban Background	543279	183097	NO_2	Newham AQMA no 2	2.5	1.0	N	2.5
NHM-S 26	Vicarage Primary School	Urban background	542858	182778	NO_2	Newham AQMA no 2	2.0	1.0	N	2.5
NHM-S 27	Roman Road Primary School	Urban background	542858	182778	NO_2	Newham AQMA no 2	1.0	2.5	N	2.5
NHM-S 28	Brampton Manor Academy	Urban Background	541628	182342	NO_2	Newham AQMA no 2	6.0	1.0	N	2.5
NHM-S 29	Central Park Primary School	Roadside	541919	183099	NO_2	Newham AQMA no 2	2.0	1.0	N	2.5
NHM-S 30	St Edward's Catholic School	Roadside	541384	183505	NO_2	Newham AQMA no 2	3.0	1.0	N	2.5
NHM-S 31	Selwyn Primary School	Urban background	540494	183908	NO_2	Newham AQMA no 2	-5.0	9.0	N	2.5
NHM-S 32	Upton Cross Primary School	Urban Background	540915	183744	NO_2	Newham AQMA no 2	2.0	1.0	N	2.5
NHM-S 33	St Antony's Catholic School	Urban Background	540502	184400	NO_2	Newham AQMA no 2	0.0	2.0	N	2.5
NHM-S 34	Stratford School Academy	Roadside	540391	184416	NO_2	Newham AQMA no 2	1.0	2.5	N	2.5
NHM-S 35	Elmhurst Primary School	Urban Background	540811	184261	NO_2	Newham AQMA no 2	2.0	1.0	N	2.5
NHM-S 36	St Bonaventure's RC School	Urban background	540592	184162	NO_2	Newham AQMA no 2	2.0	1.0	N	2.5
NHM-S 37	St Angela's Ursuline School	Urban background	540665	184510	NO_2	Newham AQMA no 2	2.0	1.0	N	2.5
NHM-S 38	Park Primary School	Urban Background	539849	184421	NO_2	Newham AQMA no 2	2.0	1.0	N	2.5
NHM-S 39	Earlham Primary School	Urban Background	540001	185106	NO_2	Newham AQMA no 2	2.0	1.0	N	2.5
NHM-S 40	Kay Rowe Nursery School	Urban background	540595	185247	NO_2	Newham AQMA no 2	2.0	1.0	N	2.5
NHM-S 41	Woodgrange Infant School	Urban background	540764	185503	NO_2	Newham AQMA no 2	2.0	1.0	N	2.5
NHM-S 42	Godwin Junior School	Urban background	540838	185646	NO_2	Newham AQMA no 2	2.0	1.0	N	2.5
NHM-S 43	Forest Gate Community Sch.	Urban background	540359	185338	NO_2	Newham AQMA no 2	3.0	1.0	N	2.5
NHM-S 44	Odessa Infant School	Urban background	540099	185343	NO_2	Newham AQMA no 2	1.0	2.5	N	2.5
NHM-S 45	St James' C of E Junior School	Urban Background	540011	185274	NO_2	Newham AQMA no 2	2.0	1.0	N	2.5

NHM-S 46	Maryland Primary School	Urban Background	539326	185305	NO_2	Newham AQMA no 2	2.0	1.0	N	2.5
NHM-S 47	Colegrave Primary School	Urban background	538857	185210	NO_2	Newham AQMA no 2	1.0	2.5	N	2.5
NHM-S 48	Education Links	Urban background	538856	185408	NO_2	Newham AQMA no 2	55.0	2.0	N	2.5
NHM-S 49	Ronald Openshaw Nursery	Urban Background	538715	185203	NO_2	Newham AQMA no 2	2.0	1.0	N	2.5
NHM-S 50	Chobham Academy	Urban background	538263	185253	NO_2	Newham AQMA no 2	0.0	32.0	N	2.5
NHM-S 51	Bobby Moore (primary)	Urban background	537439	184122	NO_2	Newham AQMA no 2	5.0	2.0	N	2.5
NHM-S 52	Bobby Moore (secondary)	Urban background	537836	183828	NO_2	Newham AQMA no 2	1.0	1.0	N	2.5
NHM-S 53	John F Kennedy Special Sch.	Urban background	538984	184024	NO_2	Newham AQMA no 2	6.0	1.0	N	2.5
NHM-S 54	School 21	Urban Background	538964	184062	NO_2	Newham AQMA no 2	2.0	1.0	N	2.5
NHM-S 55	Sarah Bonnell School	Urban background	539379	184683	NO_2	Newham AQMA no 2	1.0	2.5	N	2.5
NHM-S 56	West Ham Church Sch.	Kerbside	539469	183937	NO_2	Newham AQMA no 2	2.0	1.0	N	2.5
NHM-S 57	Portway Primary School	Urban Background	539955	183624	NO_2	Newham AQMA no 2	4.0	1.0	N	2.5
NHM-S 58	Ranelagh Primary School	Urban Background	539444	183264	NO_2	Newham AQMA no 2	2.5	1.0	N	2.5
NHM-S 59	Manor Primary School	Urban Background	539265	183375	NO_2	Newham AQMA no 2	2.5	1.0	N	2.5
NHM-S 60	East London Science School	Urban background	538336	182808	NO_2	Newham AQMA no 2	2.5	112.0	N	2.5
NHM-S 61	Abbey Lane Children's Centre	Roadside	538373	183461	NO_2	Newham AQMA no 2	4.5	1.0	N	2.5
NHM-S 62	Carpenters Primary School	Roadside	538455	183877	NO_2	Newham AQMA no 2	3.0	5.0	N	2.5
NHM-S 63	Curwen Primary School	Urban Background	540193	183176	NO_2	Newham AQMA no 2	5.0	1.0	N	2.5
NHM-S 64	Eleanor Smith School	Urban background	540581	183217	NO_2	Newham AQMA no 2	2.0	1.0	N	2.5
NHM-S 65	Lister Community School	Urban background	540793	183493	NO_2	Newham AQMA no 2	2.0	1.0	N	2.5
NHM-S 66	Plaistow Primary School	Urban background	540813	183333	NO_2	Newham AQMA no 2	0.0	8.0	N	2.5
NHM-S 67	Southern Road Primary Sch.	Urban Background	540944	183245	NO_2	Newham AQMA no 2	1.0	3.0	N	2.5

NHM-S 68	Tollgate Primary School	Urban background	541216	182059	NO_2	Newham AQMA no 2	1.0	2.0	N	2.5
NHM-S 69	The Cumberland School	Urban Background	541272	182349	NO_2	Newham AQMA no 2	2.0	1.0	N	2.5
NHM-S 70	Brampton Primary School	Urban background	541989	182568	NO_2	Newham AQMA no 2	1.0	2.5	N	2.5
NHM-S 71	New City Primary School	Urban background	541501	182588	NO_2	Newham AQMA no 2	2.0	1.0	N	2.5
NHM-S 72	Tunmarsh School	Urban background	541094	182694	NO_2	Newham AQMA no 2	3.0	1.0	N	2.5
NHM-S 73	Gainsborough Primary School	Urban Background	539258	182560	NO_2	Newham AQMA no 2	2.5	1.0	N	2.5
NHM-S 74	Star Primary School	Urban background	539315	182104	NO_2	Newham AQMA no 2	2.0	1.0	N	2.5
NHM-S 75	Eastlea Community School	Urban background	539561	182374	NO_2	Newham AQMA no 2	5.0	3.0	N	2.5
NHM-S 76	Grange Primary School	Urban background	539983	182470	NO_2	Newham AQMA no 2	2.0	1.0	N	2.5
NHM-S 77	St Helen's Catholic School	Urban Background	540108	182314	NO_2	Newham AQMA no 2	1.5	1.0	N	2.5
NHM-S 78	Kaizen Primary School	Urban Background	540701	182157	NO_2	Newham AQMA no 2	7.0	2.5	N	2.5
NHM-S 79	Ravenscroft Primary School	Urban Background	540443	182132	NO_2	Newham AQMA no 2	2.5	1.0	N	2.5
NHM-S 80	Rokeby School	Roadside	539893	181888	NO_2	Newham AQMA no 2	0.0	8.0	N	2.5
NHM-S 81	St Luke's Primary School	Urban background	539842	181328	NO_2	Newham AQMA no 2	0.0	2.5	N	2.5
NHM-S 82	Hallsville Primary School	Urban Background	540113	181170	NO_2	Newham AQMA no 2	1.0	2.0	N	2.5
NHM-S 83	Keir Hardie Primary School	Urban background	540275	181638	NO_2	Newham AQMA no 2	3.0	1.0	N	2.5
NHM-S 84	Rosetta Primary School	Urban background	540855	181595	NO_2	Newham AQMA no 2	0.0	115.0	N	2.5
NHM-S 85	Edith Kerrison Nursery School	Urban Background	540742	181507	NO_2	Newham AQMA no 2	1.0	2.0	N	2.5
NHM-S 86	St Joachim's Catholic School	Urban background	540961	181074	NO_2	Newham AQMA no 2	0.0	3.0	N	2.5
NHM-S 87	Britannia Village Primary	Urban background	540676	180279	NO_2	Newham AQMA no 2	1.0	3.0	N	2.5
NHM-S 88	New Directions	Urban Background	543536	180065	NO_2	Newham AQMA no 2	2.5	1.0	N	2.5
NHM-S 89	Oasis Academy Silvertown	Urban background	543202	180069	NO_2	Newham AQMA no 2	2.0	1.0	N	2.5

NHM-S 90	Drew Primary School	Urban background	542197	180233	NO_2	Newham AQMA no 2	0.0	2.5	N	2.5
NHM-S 91	Royal Docks Academy	Urban background	541233	181069	NO_2	Newham AQMA no 2	5.0	0.5	N	2.5
NHM-S 92	Calverton Primary School	Urban Background	541712	181187	NO_2	Newham AQMA no 2	1.0	1.0	N	2.5
NHM-S 93	Scott Wilkie Primary School	Urban Background	541504	181370	NO_2	Newham AQMA no 2	0.0	60.0	N	2.5
NHM-S 94	Ellen Wilkinson School	Urban background	542061	181645	NO_2	Newham AQMA no 2	3.0	2.0	N	2.5
NHM-S 95	Beckton & Royal Docks Ctr.	Urban background	541928	181706	NO_2	Newham AQMA no 2	2.0	1.0	N	2.5
NHM-S 96	Kingsford Community School	Urban Background	542603	181523	NO_2	Newham AQMA no 2	0.0	20.0	N	2.5
NHM-S 97	North Beckton School	Urban background	542805	181812	NO_2	Newham AQMA no 2	3.5	1.0	N	2.5
NHM-S 98	Gallions Primary School	Urban background	543635	181422	NO_2	Newham AQMA no 2	30.0	2.0	N	2.5
NHM-S 99	Winsor Primary School	Urban background	543208	181147	NO_2	Newham AQMA no 2	5.5	1.0	N	2.5

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.

(3) If an AQMA order number is shown then yes, the site is in an AQMA.

1.2 Comparison of Monitoring Results with AQOs

Table D. Annual Mean NO_2 Monitoring Results: Automatic Monitoring (µg m^{-3})

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid data capture for monitoring period % (1)	Valid data capture 2025 % (2)	2019	2020	2021	2022	2023	2024	2025
NM2	538661	183969	Roadside	93.1	93.1	29.2	24.1	23.3	23.8	21.5	20.1	19.4
NM3	539889	181469	Urban Background	99.7	99.7	28.0	20.3	20.6	21.8	19.8	16.8	17.4
NM4	542637	183573	Roadside	99.5	99.5					32.6	30.6	27.6
TL5	539934	180810	Roadside	82.0	82.0			21.8	22.9	21.2	18.6	20.1
TL6	540324	180253	Roadside	97.0	97.0			26.4	24.6	21.8	19.2*	21.0
BLN1	538745	184982	Roadside					20	18	17	16	
BLN2	542024	181692	Urban Background							23	23	
BLN3	542168	183159	Roadside							35	35	
BLN4	541202	182442	Roadside					23	22	20	18	
BLN5	539512	181359	Roadside					32	28	24	22	
ND	542298	180709	Urban Background	93.5	93.5	27	20	21	22	17	15	16
KGV	542950	180215	Urban Background	95.4	95.4					17	16	17

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 have been "annualised" in accordance with LLAQM Technical Guidance if valid data capture for the calendar year is < 75% and > 25%.
Concentrations are those at monitoring location, without 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 carried out for 6 months, the maximum data capture for the full year is 50%).

Table E1. Annual Mean NO_2 Monitoring Results: Non-Automatic Monitoring ($\mu g\ m^{-3}$)

Diffusion Tube ID	X (m)	Y (m)	Site Type	Valid Data Capture for Monitoring Period (%) [1]	Valid Data Capture 2025 (%) [2]	2019	2020	2021	2022	2023	2024	2025
NHM-1	538280	185359	Urban Background			33.4	27.3	25.2	27.4	25.7		
NHM-2	539570	184659	Urban Background	100	100.0	32.1	24.9	22.4	22.2	20.8	17.9	26.1
NHM-3	539572	184659	Roadside	100	100.0	34.6	27.4	23.0	22.4	21.8	23.0	18.1
NHM-4	542831	183618	Roadside	90.4	90.4	31.6	34.7	28.8	26.2	26.9	23.6	26.7
NHM-6	539859	182655	Urban background	100	100.0	22.7	18.1	16.7	16.6	14.7	14.6	23.4
NHM-7	541492	182332	Urban background	100	100.0	30.0	35.8	22.5	23.8	23.0	21.9	17.5
NHM-8	542688	183202	Urban Background	100	100.0	26.5	22.7	22.0	19.8	16.9	13.7	
NHM-10	539747	181477	Urban background	59.6	59.6	24.4	20.4	16.1	20.1	17.5	17.3	33.5
NHM-11	539623	181230	Kerbside	100	100.0	30.7	24.9	33.6	29.6	29.6	25.7	17.0
NHM-12	543762	180784	Urban background	92.3	92.3	30.8	24.2	24.2	21.1	19.8	18.6	30.2
NHM-13	541134	184098	Kerbside	92.3	92.3	36.6	**42.5**	38.4	37.7	34.2	31.8	20.8
NHM-16	539164	185158	Kerbside	75	75.0	36.6	36.8	31.7	29.5	27.7	28.5	31.4
NHM-17	542729	185047	Kerbside	100	100.0	**42.3**	32.8	27.1	28.6	22.2	20.5	25.8
NHM-19	539906	18170	Kerbside	92.3	92.3	35.5	**46.3**	39.7	36.6	32.7	31.5	22.2
NHM-20	539456	181499	Roadside	90.4	90.4	35.3	32.7	28.8	33.4	27.2	27.4	36.8
NHM-21-23	538657	183973	Roadside	100	100.0	29.8	24.5	23.2	22.8	20.0	20.5	26.5
NHM-24	542242	184354	Roadside	100	100.0						27.3	19.6
NHM-25	542242	184354	Roadside	100	100.0						30.7	23.3

Diffusion Tube ID	X (m)	Y (m)	Site Type	Valid Data Capture for Monitoring Period (%) [1]	Valid Data Capture 2025 (%) [2]	2019	2020	2021	2022	2023	2024	2025
NHM-26	538478	185444	Kerbside	75	75.0						26.7	21.9
NHM-27	542253	184706	Roadside	100	100							21.9
LCA01	542154	180286	Urban Background	100	100	28	21	23	22	17.1	16.5	10.8
LCA02	541941	180303	Roadside	83.3	83.3	31	22	22	23	17.7	17.6	13.3
LCA04	542267	180710	Urban Background	91.7	91.7	28	23	25	24	18.5	16.8	11.2
LCA05	542928	180911	Roadside	83.3	83.3	26	21	22	21	17.4	14.0	9.9
LCA06	543724	180867	Roadside	100	100	27	24	23	20	15.5	14.1	11.1
LCA07	543667	180461	Other	83.3	83.3	32	22	21	24	19.0	18.4	12.0
LCA09	542520	180190	Roadside			29	22	23	-	-	-	-
LCA10	541760	180424	Other	91.7	91.7	33	23	25	26	20.3	19.4	13.4
LCA11	543570	180690	Urban Background	83.3	83.3	32	25	26	26	19.5	16.7	12.9
LCA12	542192	180562	Other	100	100	29	22	22	23	17.3	17.2	10.6
LCA13	542274	180768	Urban Background	100	100	26	24	26	23	18.6	16.6	9.9
LCA14	542066	180716	Urban Background	66.7	66.7	33	26	28	27	19.3	17.3	13.1
LCA15	542300	180862	Roadside	100	100	28	21	24	22	16.6	16.0	10.6
LCA18	542267	180710	Urban Background	100	100	26	20	22	22	15.3	14.7	10.7
LCA20	541634	180365	Roadside	100	100	35	25	27	25	20.6	22.2	16.8
LCA21	543100	180132	Roadside	83.3	83.3	-	-	20	19	13.8	13.4	9.0

Table F2. Annual Mean NO_2 Monitoring Results: Non-Automatic Monitoring Schools Programme (µg m^{-3})

Diffusion Tube ID	X (m)	Y (m)	Site Type	Valid Data Capture for Monitoring Period (%) [1]	Valid Data Capture 2025 (%) [2]	2019	2020	2021	2022	2023	2024[3]	2025
NHM-S 1	542089	185416	Roadside	82.7	82.7	29.0	24.3	26.7	23.8	28.0		23.2
NHM-S 2	542319	185428	Urban background	75.0	75.0	24.0	19.5	19.1	17.7	18.2		16.4
NHM-S 3	542564	185642	Urban background	84.6	84.6	27.0	20.5	19.5	18.1	19.6		15.4
NHM-S 4	542922	185830	Urban Background	75.0	75.0	29.0	21.6	21.1	20.0	20.4		17.3
NHM-S 5	543086	185713	Urban Background	84.6	84.6	28.0	21.2	21.1	18.0	20.1		15.9
NHM-S 6	543086	185713	Urban background	65.4	65.4	32.0	26.3	28.3	24.6	24.8		20.1
NHM-S 7	542880	185321	Kerbside	57.7	57.7	**42.0**	32.7	32.2	30.3	32.1		24.3
NHM-S 8	542734	185179	Kerbside	92.3	92.3	33.0	25.5	24.5	24.8	25.9		19.5
NHM-S 9	542549	185070	Urban background	82.7	82.7	26.0	20.6	19.3	18.6	18.8		16.3
NHM-S 10	542701	184632	Urban Background	92.3	92.3	27.0	22.0	24.7	20.1	21.1		15.8
NHM-S 11	542277	184357	Kerbside	92.3	92.3	35.0	28.5	38.4	**53.2**	**53.8**		27.3
NHM-S 12	541681	184582	Urban background	75.0	75.0	26.0	19.5	17.2	17.5	17.9		16.2
NHM-S 13	541797	184904	Urban Background	92.3	92.3	29.0	21.9	19.8	18.9	20.1		17.9
NHM-S 14	541562	185194	Urban background	92.3	92.3	28.0	24.3	23.4	21.5	23.7		17.3
NHM-S 15	541172	185041	Urban Background	75.0	75.0	27.0	22.5	20.7	20.4	20.9		16.8
NHM-S 16	541368	184294	Urban Background	82.7	82.7	28.0	23.5	20.9	20.5	23.5		17.3
NHM-S 17	541543	184112	Urban background	84.6	84.6	25.0	18.7	17.9	17.8	20.1		14.9
NHM-S 18	541828	183772	Urban background	51.9	51.9	25.0	19.3	18.9	18.6	20.0		17.1

Diffusion Tube ID	X (m)	Y (m)	Site Type	Valid Data Capture for Monitoring Period (%) [1]	Valid Data Capture 2025 (%) [2]	2019	2020	2021	2022	2023	2024[3]	2025
NHM-S 19	542253	183708	Urban Background	50.0	50.0	28.0	22.5	22.6	21.0	20.1		20.7
NHM-S 20	542492	184111	Urban background	92.3	92.3	32.0	25.6	23.2	23.6	25.1		18.5
NHM-S 21	542831	183954	Urban background	59.6	59.6	31.0	23.2	20.7	21.0	24.9		20.5
NHM-S 22	543501	183538	Urban background	84.6	84.6	28.0	21.7	20.7	20.4	21.6		16.2
NHM-S 23	543143	183468	Urban background	75.0	75.0	26.0	21.3	18.3	18.2	18.3		17.1
NHM-S 24	542827	183286	Urban Background	92.3	92.3	26.0	21.6	20.7	19.0	20.6		15.9
NHM-S 25	543279	183097	Urban Background	84.6	84.6	25.0	19.2	19.7	17.7	19.3		14.7
NHM-S 26	542858	182778	Urban background	92.3	92.3	33.0	24.9	23.5	20.5	20.7		19.6
NHM-S 27	542858	182778	Urban background	82.7	82.7	31.0	22.4	21.6	19.9	20.0		17.4
NHM-S 28	541628	182342	Urban Background	75.0	75.0	23.0	21.1	20.2	21.0	22.6		19.0
NHM-S 29	541919	183099	Roadside	57.7	57.7	31.0	22.5	20.5	18.7	21.8		21.0
NHM-S 30	541384	183505	Roadside	92.3	92.3	36.0	30.1	28.3	29.6	32.2		25.7
NHM-S 31	540494	183908	Urban background	48.1	48.1	29.0	24.1	24.4	24.3	23.9		14.8
NHM-S 32	540915	183744	Urban Background	84.6	84.6	23.0	18.6	18.2	17.1	17.6		13.9
NHM-S 33	540502	184400	Urban Background	84.6	84.6	26.0	17.8	18.8	17.8	17.8		15.0
NHM-S 34	540391	184416	Roadside	84.6	84.6	30.0	24.1	22.1	19.9	22.1		16.6
NHM-S 35	540811	184261	Urban Background	92.3	92.3	28.0	20.3	20.6	19.9	21.9		16.2
NHM-S 36	540592	184162	Urban background	84.6	84.6	29.0	19.2	18.6	18.7	19.0		16.2
NHM-S 37	540665	184510	Urban background	92.3	92.3	28.0	23.6	19.9	21.0	21.5		17.3

Diffusion Tube ID	X (m)	Y (m)	Site Type	Valid Data Capture for Monitoring Period (%) [1]	Valid Data Capture 2025 (%) [2]	2019	2020	2021	2022	2023	2024[3]	2025
NHM-S 38	539849	184421	Urban Background	92.3	92.3	26.0	20.9	20.2	17.3	17.4		14.4
NHM-S 39	540001	185106	Urban Background	84.6	84.6	25.0	20.2	19.1	18.0	18.9		14.2
NHM-S 40	540595	185247	Urban background	75.0	75.0	28.0	23.3	20.6	19.5	19.8		16.2
NHM-S 41	540764	185503	Urban background	92.3	92.3	30.0	21.7	18.5	17.9	19.7		16.8
NHM-S 42	540838	185646	Urban background	92.3	92.3	21.0	18.5	16.2	20.6	19.2		13.9
NHM-S 43	540359	185338	Urban background	82.7	82.7	32.0	24.0	23.9	23.8	25.2		21.1
NHM-S 44	540099	185343	Urban background	84.6	84.6	25.0	19.5	17.7	18.4	17.0		15.5
NHM-S 45	540011	185274	Urban Background	92.3	92.3	23.0	19.9	17.7	19.1	20.6		13.9
NHM-S 46	539326	185305	Urban Background	75.0	75.0	26.0	20.1	19.9	18.9	19.1		14.8
NHM-S 47	538857	185210	Urban background	92.3	92.3	28.0	20.4	20.3	20.5	21.0		15.1
NHM-S 48	538856	185408	Urban background	67.3	67.3	27.0	19.9	18.5	20.6	20.4		16.4
NHM-S 49	538715	185203	Urban Background	84.6	84.6	28.0	23.1	19.8	20.7	21.4		16.4
NHM-S 50	538263	185253	Urban background	25.0	25.0	28.0	22.9	21.9	20.3	22.1		16.5
NHM-S 51	537439	184122	Urban background	57.7	57.7	33.0	21.8	21.1	18.1	20.9		16.3
NHM-S 52	537836	183828	Urban background	57.7	57.7	27.0	20.0	19.2	19.8	19.9		16.0
NHM-S 53	538984	184024	Urban background	92.3	92.3	27.0	21.8	20.6	18.0	20.1		14.2
NHM-S 54	538964	184062	Urban Background	84.6	84.6	29.0	20.6	19.7	19.1	20.2		15.1
NHM-S 55	539379	184683	Urban background	92.3	92.3	31.0	26.0	25.4	24.8	21.7		19.3
NHM-S 56	539469	183937	Kerbside	92.3	92.3	34.0	30.4	30.6	36.1	28.2		28.7

Diffusion Tube ID	X (m)	Y (m)	Site Type	Valid Data Capture for Monitoring Period (%) [1]	Valid Data Capture 2025 (%) [2]	2019	2020	2021	2022	2023	2024[3]	2025
NHM-S 57	539955	183624	Urban Background	92.3	92.3	27.0	19.4	19.6	18.4	20.5		14.8
NHM-S 58	539444	183264	Urban Background	65.4	65.4	27.0	19.6	18.3	17.0	17.4		14.9
NHM-S 59	539265	183375	Urban Background	82.7	82.7	27.0	20.3	20.6	19.5	18.5		14.7
NHM-S 60	538336	182808	Urban background	92.3	92.3	29.0	23.9	23.1	20.0	19.7		13.2
NHM-S 61	538373	183461	Roadside	50.0	50.0	31.0	24.3	20.4	19.9	21.2		16.8
NHM-S 62	538455	183877	Roadside	82.7	82.7	31.0	24.0	24.6	24.0	24.9		17.5
NHM-S 63	540193	183176	Urban Background	92.3	92.3	29.0	20.1	19.9	19.0	20.1		15.5
NHM-S 64	540581	183217	Urban background	84.6	84.6	25.0	19.1	18.7	17.6	18.9		15.0
NHM-S 65	540793	183493	Urban background	84.6	84.6	28.0	22.6	19.4	18.2	19.4		16.1
NHM-S 66	540813	183333	Urban background	75.0	75.0	27.0	21.9	21.8	18.3	20.0		14.2
NHM-S 67	540944	183245	Urban Background	82.7	82.7	31.0	19.4	18.6	17.7	18.0		17.8
NHM-S 68	541216	182059	Urban background	82.7	82.7	31.0	25.2	23.3	22.7	21.0		17.0
NHM-S 69	541272	182349	Urban Background	75.0	75.0	32.0	24.7	24.6	21.9	25.8		20.1
NHM-S 70	541989	182568	Urban background	82.7	82.7	28.0	21.0	20.6	19.7	19.7		16.5
NHM-S 71	541501	182588	Urban background	75.0	75.0	31.0	25.4	22.4	20.6	21.8		18.5
NHM-S 72	541094	182694	Urban background	84.6	84.6	22.0	23.3	23.2	21.0	22.6		17.7
NHM-S 73	539258	182560	Urban Background	92.3	92.3	28.0	22.4	22.6	21.0	21.1		16.5
NHM-S 74	539315	182104	Urban background	82.7	82.7	30.0	24.3	25.4	24.2	23.8		18.0
NHM-S 75	539561	182374	Urban background	57.7	57.7	31.0	19.0	20.9	20.1	18.4		11.4

Diffusion Tube ID	X (m)	Y (m)	Site Type	Valid Data Capture for Monitoring Period (%) [1]	Valid Data Capture 2025 (%) [2]	2019	2020	2021	2022	2023	2024[3]	2025
NHM-S 76	539983	182470	Urban background	67.3	67.3	24.0	21.3	18.3	18.3	16.3		16.4
NHM-S 77	540108	182314	Urban Background	75.0	75.0	32.0	25.0	22.2	20.9	18.7		18.4
NHM-S 78	540701	182157	Urban Background	75.0	75.0	30.0	22.7	23.0	23.6	25.1		15.9
NHM-S 79	540443	182132	Urban Background	92.3	92.3	29.0	22.1	21.1	21.2	20.7		17.5
NHM-S 80	539893	181888	Roadside	92.3	92.3	36.0	32.6	27.1	27.0	26.7		29.0
NHM-S 81	539842	181328	Urban background	92.3	92.3	30.0	24.4	22.9	20.4	20.8		19.0
NHM-S 82	540113	181170	Urban Background	59.6	59.6	28.0	23.7	21.3	24.6	24.8		20.2
NHM-S 83	540275	181638	Urban background	67.3	67.3	26.0	22.0	21.0	21.3	22.1		19.8
NHM-S 84	540855	181595	Urban background	82.7	82.7	26.0	21.1	20.5	19.0	18.9		16.3
NHM-S 85	540742	181507	Urban Background	92.3	92.3	27.0	20.2	19.2	19.0	17.6		15.2
NHM-S 86	540961	181074	Urban background	92.3	92.3	26.0	19.7	18.6	19.3	20.6		16.3
NHM-S 87	540676	180279	Urban background	82.7	82.7	24.0	20.4	19.8	20.2	21.1		16.6
NHM-S 88	543536	180065	Urban Background	75.0	75.0	27.0	20.3	18.7	19.7	22.3		17.7
NHM-S 89	543202	180069	Urban background	92.3	92.3	30.0	24.5	20.2	20.1	23.7		15.6
NHM-S 90	542197	180233	Urban background	75.0	75.0	29.0	21.7	19.5	21.1	22.0		18.8
NHM-S 91	541233	181069	Urban background	84.6	84.6	38.0	27.0	27.2	32.1	27.6		24.9
NHM-S 92	541712	181187	Urban Background	92.3	92.3	24.0	19.2	17.9	18.5	18.6		14.8
NHM-S 93	541504	181370	Urban Background	92.3	92.3	24.0	21.8	18.4	17.1	17.4		14.6
NHM-S 94	542061	181645	Urban background	84.6	84.6	24.0	23.1	19.9	18.7	17.7		13.8

Diffusion Tube ID	X (m)	Y (m)	Site Type	Valid Data Capture for Monitoring Period (%) [1]	Valid Data Capture 2025 (%) [2]	2019	2020	2021	2022	2023	2024[3]	2025
NHM-S 95	541928	181706	Urban background	92.3	92.3	38.0	23.0	22.2	23.4	24.3		22.2
NHM-S 96	542603	181523	Urban Background	82.7	82.7	25.0	19.1	16.7	17.3	18.4		14.2
NHM-S 97	542805	181812	Urban background	84.6	84.6	21.0	19.7	18.6	17.1	19.5		14.8
NHM-S 98	543635	181422	Urban background	75.0	75.0	29.0	22.6	20.7	20.2	19.5		16.8
NHM-S 99	543208	181147	Urban background	57.7	57.7	27.0	22.2	20.2	19.5	16.0		20.5

☒ Annualisation has been conducted where data capture is <75% and >25% in line with LLAQM.TG19
☒ Diffusion tube data has been bias adjusted
☒ Concentrations are at monitoring site location (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 and "annualised" in accordance with LLAQM Technical Guidance if valid data capture for the calendar year is < 75% and > 25%. Concentrations are those at monitoring location, without 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 carried out for 6 months, the maximum data capture for the full year is 50%).
(3) Data for 2024 are not available due to a contractual problem with the tube collection programme.

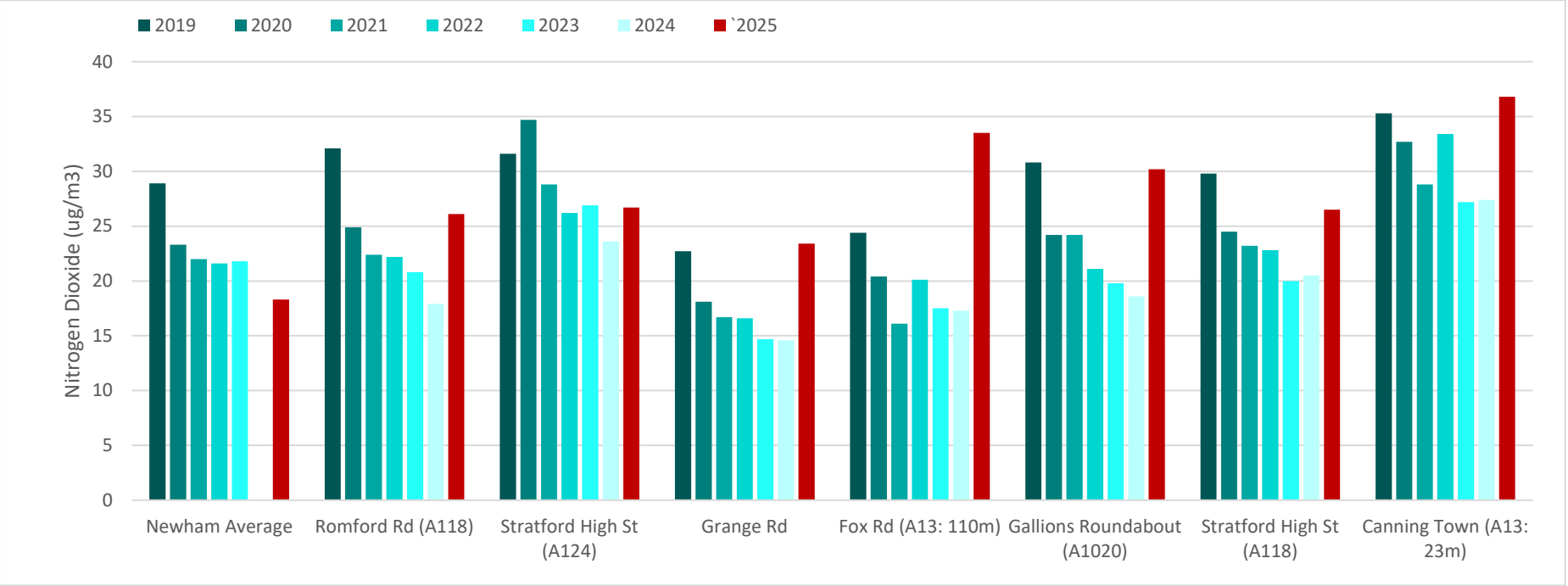
Table G. NO_2 Automatic Monitoring Results: Comparison with 1-hour Mean Objective, Number of 1-Hour Means > 200 µg m^{-3}

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid data capture for monitoring period % (1)	Valid data capture 2025 % (2)	2019	2020	2021	2022	2023	2024	2025
NM2	538661	183969	Roadside	99.5	99.5	0	0	0	0	0	0	0
NM3	539889	181469	Urban Background	99.7	99.7	0	0	0	0	0	0	0
NM4	542637	183573	Roadside	99.5	99.5					0	0	0
TL5	539934	180810	Roadside	97	97			0	0	0	0	0
TL6	540324	180253	Roadside	82	82			0	0	0	0	0
BLN1	538745	184982	Roadside					0	0	0	0	0
BLN2	542024	181692	Urban Background							0	0	0
BLN3	542168	183159	Roadside							0	0	0
BLN4	541202	182442	Roadside					0	0	0	0	0
BLN5	539512	181359	Roadside					0	0	0	0	0
ND	542298	180709	Urban Background	93.5	93.5					0	0	0
KGV	542950	180215	Urban Background	95.4	95.4					0	0	0

Notes

Results are presented as the number of 1-hour periods where concentrations greater than 200 µg m^{-3} have been recorded.
Exceedance of the NO_2 short term AQO of 200 µg m^{-3} over the permitted 18 hours per year are shown in **bold**.
If the period of valid data is less than 85%, the 99.8th percentile of 1-hour means is provided in brackets.
(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 six months the maximum data capture for the full calendar year would be 50%)

Figure A Trend Reversal Sites, Annual Mean NO_2 Non-Automatic Monitoring ($\mu g\ m^{-3}$)



Discussion

Figure A presents the 7-year annual trend for 113 Newham operated non-automatic NO_2 sites. The overall average trend is presented on the far left, followed by the sites where a strong trend reversal was evident in 2025.

The average trend for all 113 sites presents a steep drop in concentrations in 2020 (a year dominated by Covid-19 lockdowns) followed by a sustained year-on-year reduction to 2025.

The sites presenting the largest trend reversal in 2025 (back to concentrations at or above 2019) were Grange Road, Gallions Roundabout and where within close proximity to the A13.

Automatic traffic counting data has highlighted significant increases in vehicle trips since the opening of the Silvertown Tunnel in 2025 on the A13 and A1020, and this may offer some reasoning for these elevated concentrations. TfL are commissioning an independent air quality report on the tunnel which will analyse this data in more detail and establish any causal effect.

Table H. Annual Mean PM_{10} Automatic Monitoring Results ($\mu g\ m^{-3}$)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid data capture for monitoring period % [1]	Valid data capture 2025 % [2]	2019	2020	2021	2022	2023	2024	2025
NM2	538661	183969	Roadside	84	84	18	18	17	16	14	14	17.4
NM3	539889	181469	Urban Background	93	93	18	20	18	18	15	15	16.8
KGV	542950	180215	Urban Background	99.9						13	12	14

Notes

The annual mean concentrations are presented as $\mu g\ m^{-3}$.

Exceedances of the PM_{10} annual mean objective of 40 $\mu g\ m^{-3}$ 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%).

Table I. PM10 Automatic Monitoring Results: Comparison with 24-Hour Mean Objective, Number of PM10 24-Hour Means > 50 µg m-3

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid data capture for monitoring period % (1)	Valid data capture 2025 % (2)	2019	2020	2021	2022	2023	2024	2025
NM2	538661	183969	Roadside	84	84	3	6	0	4	0	0	2
NM3	539889	181469	Urban Background	93	93	4	6	2	4	0	0	3
KGV	542950	180215	Urban Background	99.9	99.9					2	0	1

Notes

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

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

(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 six months the maximum data capture for the full calendar year would be 50%).

Table J. Annual Mean PM2.5 Automatic Monitoring Results (µg m-3)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid data capture for monitoring period % [1]	Valid data capture 2025 % [2]	2020	2021	2022	2023	2024	2025
NM2	538661	183969	Roadside	96	96	11	13	10	7	8	10.8
NM3	539889	181469	Urban Background	99	99	12	14	11	9	9	10.8
NM4	542637	183573	Roadside	98	98				11	10	11.1
TL6	540324	180253	Roadside	92	92		12	12	9	11	9
BLN1	538745	184982	Roadside				9	10	9	9	
BLN2	542024	181692	Urban Background						7	6	
BLN3	542168	183159	Roadside						8	8	
BLN4	541202	182442	Roadside				10	9	8	8	
BLN5	539512	181359	Roadside				12	11	9	8	
KGV	542950	180215	Urban Background	99.9	99.9				8	8	9

Notes

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

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

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

(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 six months the maximum data capture for the full calendar year would be 50%).

Table J. 2024 SO_2 Automatic Monitoring Results: Comparison with Objectives (not applicable to Newham)

This table is intentionally missing. Newham has not declared an AQMA for SO2; monitoring was discontinued after objectives were met for many years and were well below objective values.

Table K. Other Pollutants

Authorities in England are not required to report on other pollutants such as Benzene, 1,3- Butadiene, Carbon Monoxide and Lead, unless there is a local issue that needs to be addressed.

Over the past several decades, concentrations of sulphur dioxide (SO_2) in Newham and across London more widely, have declined dramatically, reflecting a combination of regulatory controls, fuel switching and the near-complete removal of major local sources.

Historically, SO_2 was a significant pollutant associated with coal combustion for domestic heating, power generation, and industrial processes, particularly during the mid-20th century. However, since the introduction of Clean Air legislation (beginning with the Clean Air Acts of 1956 and 1968) and the progressive transition to low-sulphur fuels and natural gas from the 1970s onwards, emissions have reduced by over 90% nationally.

In Newham specifically, the loss of heavy industry along the Lower Lea Valley, the decline of solid fuel use, and tighter controls on residual emission sources have all contributed to sustained reductions. As a result, monitored SO_2 concentrations are now consistently well below UK Air Quality Objectives, often approaching background levels with negligible spatial variation.

Consequently, sulphur dioxide is no longer considered a pollutant of concern in planning or public health terms within the borough, with regulatory and assessment focus instead shifting to traffic-related pollutants such as nitrogen dioxide (NO_2) and particulate matter (PM_{10} and $PM_{2.5}$).

2. Action 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 12 months. The AQAP should specify how air quality targets will be achieved, maintained and provide dates by which measures will be carried out.

The London Borough of Newham first declared an Air Quality Management Area in 2002 which focused on a smaller selection of 'A' and 'B' roads. A new borough wide AQMA was declared in 2019.

Table L. presents a description of the currently designated AQMA. Appendix D provides maps of the air quality monitoring locations inside the borough wide AQMA.

The air quality objectives pertinent to the current AQMA designation(s) are as follows:

- NO_2 40µg/m^3 annual mean, 200µg/m^3 1-hour mean (18 exceedances permitted).
- PM_{10} 40µg/m^3 annual mean, 50µg/m^3 24-hour mean (35 exceedances permitted).

Table L Declared Air Quality Management Areas

AQMA Name	Date of Declaration	Pollutants and Air Quality Objectives	One Line Description	Is air quality in the AQMA influenced by roads controlled by Highways England?	Level of Exceedance: Declaration	Level of Exceedance: Current Year	Number of Years Compliant with Air Quality Objective	Name and Date of AQAP Publication	Web Link to AQAP
Newham AQMA no 2	Dec 2019	NO2 Annual Mean	Whole of Newham	NO	57	47†	0	AQAP for AQMA 2, November 2019 Air Quality Action Plan 2019 - 2024	Air Quality Action Plan 2025 - 2030
		PM10 24-Hour Mean			49*	48†	0		

*LAEI 2019 sensitive exposure from A13, Newham Way (grid ref: X:539792 Y:181668)

†LAEI 2025 forecast sensitive exposure from A13, Newham Way (grid ref: X:539792 Y:181668)

☒ London Borough of Newham confirms that the information on UK-Air regarding their AQMA(s) is up to date.

☒ London Borough of Newham confirm that all current AQAPs have been submitted to GLA.

2.2 Air Quality Action Plan Progress

Table M provides a summary of London Borough of Newham's progress against the Air Quality Action Plan 2019-2024, showing progress made this year. New projects which commenced in 2025 are shown at the bottom of the table

Newham hopes to soon launch it's new Air Quality Action Plan for 2025 to 2030. The matrix below is from the existing AQAP. Therefore, the three key actions requested for this ASR 2025 will be highlighted in the ASR 2026 and will address progress on the new AQAP.

Table M. Delivery of Air Quality Action Plan Measures

Measure	Action Matrix Theme	Action	Completion Date	Organisations Involved	Progress • Emissions/Concentration data • Benefits • Negative impacts / Complaints
1.1	Monitoring and other core statutory duties	Maintain & expand an appropriate AQ monitoring network (currently 165 diffusion tube sites (NO2), 5 automatic monitoring sites (PM10, 2.5 & NOx), 1 NO2 diffusion tube co-location study & 25 small sensors)) so that AQ impacts within the Borough can be properly understood	Ongoing	Pollution Control	31 small air quality sensors have been deployed by a selection of suppliers operating on different networks. Some have already been used in justifying traffic reduction schemes, such as the Heathy School Streets. 5 long-term Breathe London nodes were installed in 2025. As part of a planning agreement with London City Airport, three real-time monitors (2 NO2 & 1 PM10 & PM2.5), together with 17 NO2 diffusion tubes are deployed around the airport. Data is available from London City Airport https://www.londoncityairport.com/corporate/corporate-info/reports-and-publications 99 of our NO2 diffusion tubes have been deployed outside the boroughs schools including healthy school streets. Results published in Appendix F. 20 tubes are in key locations around the borough. Three are co-located at one of our continuous sites. TfL have set up two real time monitors and a number of diffusion tubes to assess the impact of the new Silvertown Tunnel. Real time data is available at London Air Quality Network :: Welcome to the London Air Quality Network » Statistics Maps Newham have also deployed a number of monitoring sites on the tunnel and Woolwich Ferry access Roads which are due to be included in TfL's independent air quality assessment.

Measure	Action Matrix Theme	Action	Completion Date	Organisations Involved	Progress • Emissions/Concentration data • Benefits • Negative impacts / Complaints
1.2	Monitoring & core statutory duties	Declaring Smoke Control Areas & ensuring they are fully promoted & enforced.	Renew SCA in 2025	Pollution Control	The Council is intending to replace existing multiple SCOs, dating back over 50 years, with a single borough-wide SCO. This will involve SoS involvement due to the revocation of existing SCOs. A consultation is expected in 2026. Completion date 2026/27
2.1	Emissions from developments and buildings	Ensuring emissions from construction are minimised.	Ongoing	Pollution Control	Pollution Control review all major applications for air quality related issues.
2.2		Minor applications where NRMM is likely to be used have a condition requiring compliance with GLA SPG. Newham contribute to the pan-London Non-Road Mobile Machinery scheme.	Ongoing	Pollution Control	Minor applications where NRMM is likely to be used have a condition requiring compliance with GLA SPG. Newham contribute to the pan-London Non-Road Mobile Machinery scheme. See last rows in table a Section 3 (Table N) for 2025 figures.
2.3		Reducing emissions from combined heat & power (CHP).	Ongoing	Pollution Control	No new applications for CHP plants received in 2025

Measure	Action Matrix Theme	Action	Completion Date	Organisations Involved	Progress • Emissions/Concentration data • Benefits • Negative impacts / Complaints
2.4		Air Quality Neutral development – as per London Plan & Local Plan, all new development should be at least AQ neutral (as per GLA definition). Additionally, seek to implement the AQ positive provisions of the new London Plan (applying to all EIA-applicable development).	Ongoing	Pollution Control	The Pollution Control Team reviews all major applications for air quality issues. Newham's current local plan newham-local-plan-2018-pdf- and Planning Application Requirements newham-par-april-2024 requires compliance with air quality neutral for all developments. Major Applications and applications in the GLA's 'Air Quality Focus Areas' require an air quality assessment. Newham's Local Plan is being refreshed to include more pollution and climate-friendly objectives. Supplementary Planning Documents (SPDs) are being replaced under current planning reforms by Supplementary Plans, which will form part of the statutory development plan and carry greater weight in decision-making.

Measure	Action Matrix Theme	Action	Completion Date	Organisations Involved	Progress • Emissions/Concentration data • Benefits • Negative impacts / Complaints
2.5	Emissions from developments and buildings	Promoting and delivering energy efficiency and energy supply. Retrofit projects in workplaces and homes through retrofit programmes such as RE:FIT, RE:NEW and through Borough carbon offset funds.	2025	Private Sector Housing, Climate Action	Upgrading 359 council homes with better insulation, solar panels and energy efficiency measures, we're helping families cut bills and tackle damp and mould — making homes warmer, safer and more comfortable. Partnering with Living Places to pilot private finance models to expand retrofit delivery. Installed environmental sensors pilot in two tower blocks – early detection of damp and mould and data led insights to inform retrofit priorities. Supply chain and skills development – tackling shortages in retrofit contractors and design expertise. Decarbonising schools and Canning Town Old Library with £1.8m Public Sector Decarbonisation Scheme (PSDS) funding. Implementing the school's energy efficiency and decarbonisation (SEED) programme with RAFT to reduce costs and carbon in schools. Private sector retrofit engagement – identifying barriers and funding routes for landlords and leaseholders. Delivering community solar projects at 3 schools with £244k of Greener Schools funding Collaboration with community energy projects – linking solar and energy efficiency upgrades for deeper impact. The new Local Plan will ensure that all new buildings are built to be net zero carbon in operation. Working on energy masterplanning through North London Local Area Energy Plan (LAEP).

Measure	Action Matrix Theme	Action	Completion Date	Organisations Involved	Progress • Emissions/Concentration data • Benefits • Negative impacts / Complaints
3.1	Public health and awareness raising	Public Health department taking shared responsibility for Borough AQ issues & implementation of Air Quality Action Plans	2025	Pollution Control Public Health	• **BetterPoints Schools Challenge** (Autumn 2025): A borough-wide initiative for infant and primary schools using gamification and enhanced rewards to encourage active travel and physical activity. ✓ 363 users from 63 schools registered ✓ 308 users actively recorded journeys ✓ 13,198kg CO_2 avoided • **London Clean Air Initiative:** In 2025, 3 Newham schools participated in the London Clean Air Initiative (and 13 schools in 25/26), which included resources, support, and projects such as Air Pollution Action Day, assemblies, and interactive workshops. • The Public Health Well Newham Outreach Team supported uptake of the **Air Aware tool** to raise awareness of air quality and reducing exposure to pollution. The team supported the deployment of the tool in libraries and community locations, as well as integrating them into wider engagement activity such as events, aligning with wider Clean Air Day activity and borough-wide awareness campaigns. • Public Health collaborated with the council's housing team and City St George's University on a **research project to map risk of damp and mould** at small geographical areas using large datasets. The outputs will enable targeting of work to address damp and mould and reduce risks of harm to residents. • Public Health continued a large programme of **planting in schools**, to increase green space, improve air quality and created more sustainable urban drainage.

Measure	Action Matrix Theme	Action	Completion Date	Organisations Involved	Progress • Emissions/Concentration data • Benefits • Negative impacts / Complaints
3.2	Public health and awareness raising	Supporting a direct alert service such as airTEXT, & promotion & sharing of high pollution alert services.	2024	Pollution Control Public Health	The boroughs of Newham, Hackney and Tower Hamlets have launched an online tool, known as Air Aware to enable residents to check live air pollution levels in the area: Air Aware (air-aware.co.uk) Air Aware shows live particulate matter and nitrogen dioxide levels, helping people make informed choices about their exposure to air quality. It also features a chat function that can provide verified advice in direct response to users' questions, which can help people better protect themselves from the impact of air pollution. Air Aware uses a web-based platform that can be viewed on a mobile device, laptop, or computer. The councils have worked with a developer and local residents to design a tool that is accessible to all, including features such as translation and text-to-speech. Newham continue to support AirText and share incidents of high pollution levels across their various media platforms.
3.3	Public health and awareness raising	Encourage schools to join the TfL STARS accredited travel planning program to reduce congestion, improve road safety & improve health & wellbeing of our schoolchildren	Ongoing	Highways	TfL Travel for Life (formerly TfL STARS): A total of 33 schools achieved Bronze–Gold Travel for Life accreditation in 2025 by reducing car use and increasing sustainable travel.

Measure	Action Matrix Theme	Action	Completion Date	Organisations Involved	Progress • Emissions/Concentration data • Benefits • Negative impacts / Complaints
3.4	Public health and awareness raising	Air quality in & around schools & extend the school audits GLA framework to all polluted schools.	Ongoing	Highways, Pollution Control	The borough has successfully expanded its "Healthy School Streets" programme to 38 zones encompassing 51 schools. Roads are closed to non-residents during peak hours to reduce motorised traffic. - 5 permanent school streets in Phase 1 - 6 permanent school streets in Phase 2 - 5 permanent school streets in Phase 3 - 4 permanent school streets in Phase 4 - 8 permanent school streets in Phase 5.1 - 10 permanent school streets in Phase 5.2 Existing Healthy School Streets – Healthy School Streets – Newham Council 15 new schools participating in climate education sessions in the 2024-2025 academic year. The cost per school is £480 per year, which will cover: • Training and welcome sessions for teachers • 26 expert-designed climate education sessions, including three outdoor sessions • Calculation of school carbon footprint • Two teacher training sessions to support the further inclusion of climate education in school lessons and life • Awareness-raising activities • Monitoring and evaluation. Over 80% of participating schools are located in areas with the top 30% of the Indices of Multiple Deprivation, ensuring that more young people from disadvantaged backgrounds can access climate education. The Council's Climate Action Team has funded the scheme for the 2024-2025 academic year.

Measure	Action Matrix Theme	Action	Completion Date	Organisations Involved	Progress • Emissions/Concentration data • Benefits • Negative impacts / Complaints
3.5	Public health and awareness raising	Partnership with Public Health and NHS	2025	Public Health	Newham Libraries now offer residents the opportunity to borrow a portable Air Quality Monitor to better understand the air they breathe and make informed choices that support a healthier lifestyle. The scheme is designed to empower residents with real-time insight into pollution levels where they live, work, and travel. It also connects directly with the BetterPoints Newham programme - rewarding people for taking positive steps to improve their wellbeing and the environment. Air Quality Monitor Loan Scheme – Air quality in Newham – Newham Council Clean Air Day 2025 Event Hosted by NHS East London and Newham Council. Event Highlights: explore and make new connections, discover essential resources and training programmes for Health Care Practitioners to tackle air pollution, understand the relationship between air quality, long-term health conditions, and mental well-being, hear from DEFRA-funded representatives from Hackney, City of London, Tower Hamlets and Newham as they share insights from the Newham Asthma and Wheeze Pilot evaluation. The event was attended by 20 representatives from LAs, NHS NEL and pharmacies.
4.1	Delivery servicing & Freight	Reducing emissions from deliveries to local businesses & residents.	2025	Sustainability	UK's first circular construction hub 'Tipping Point East' launched in Newham. For the reuse of construction materials - to reduce the emissions associated with material use in new development and refurbishment of buildings, and this has been promoted to developers and contractors in the borough. Significant work has been done to initiate and develop the idea of a physical construction materials hub in Silvertown, working with the Royal Docks team to bring together stakeholders and funding to deliver this.

Measure	Action Matrix Theme	Action	Completion Date	Organisations Involved	Progress • Emissions/Concentration data • Benefits • Negative impacts / Complaints
5.1	Borough fleet	Borough fleet Reducing emissions from council fleets, including a switch to zero emission vehicles	Ongoing	Fleet	**The Newham Food Alliance (NFA) Hub** has switched to electric vehicles. The NFA distributes surplus food to over 40 partners running food banks and food clubs in Newham, addressing food poverty and climate action. Plan to either electrify our vehicle fleet or move away from diesel as a fuel by 2030 The Council's Fleet now consists of 70 fully electric vehicles. Further vehicle procurements are being carried out with an initial review of whether electric vehicles are fit for purpose and practically possible. Replaced our existing van fleet with 137 mild hybrid vehicles & operate all our vehicle fleet on gas-to-liquid fuel (not conventional diesel). Replacing our existing refuse fleet vehicles & although they are not fully electric, they will have fully electric bin lifting equipment. Installed additional charging units in our Folkestone Road Depot. Note: due to a lack of a suitable power supply and no funding to get additional power installed the move to more electric vehicles is currently on hold. Our Green Fleet Management will identify and rectify driver behaviour. Areas such as carbon footprints, idling and speeding will be monitored for all council vehicles. This will be achieved through a telematics system for all new vehicles. Fleet services have been accredited 'Clean Van Commitment' and pledged to Engines Off. Fleet has obtained "Truck excellence accreditation" What the council is doing? – Energy and sustainability – Newham Council

Measure	Action Matrix Theme	Action	Completion Date	Organisations Involved	Progress • Emissions/Concentration data • Benefits • Negative impacts / Complaints
6.1	Localised solutions	Maximising the AQ benefits of Green Infrastructure (GI) in new development.	Ongoing	Pollution Control, Sustainability	This will be delivered through implementation of the new Local Plan, in line with the new London Plan 2020. Phase 3 to 6 of the Thameside West under development will see one of the last derelict docklands sites in the Royal Docks regenerated with expansive new parkland. Bidder Street Data Centre: In October 2024, Newham Council approved plans for a 77MW hyper scale data centre in Canning Town. The £750 million investment is expected to create numerous jobs and regenerate the Cody Triangle area. The facility will have the capacity to export recycled heat to approximately 13,000 homes and businesses and will open part of the River Lea path, enhancing connectivity between Canning Town and Stratford
6.2	Localised solutions	Localised solutions Green infrastructure delivery (GI). Beyond the promotion and protection of GI through the planning regime, LBN can seek to deliver GI through its other responsibilities.	2025	Pollution Control, Sustainability	£343k of community-led climate projects funded through People Powered Places. A Trees For Streets campaign to facilitate resident-led street tree planting. £1.2m invested in school rainwater harvesting, flood reduction and food growing.
6.2	Localised solutions	Update of Procurement policies to reduce pollution from logistics & servicing.	2025	Procurement	There has been a major reorganisation in Procurement in Newham and the lack of policies around social value (including air quality) in the Council's procedures has been recognised. Newham are developing a sustainable procurement policy to help reduce emissions from our supply chains, which make up a large proportion of the Council's total emissions, in line with its Just Transition Plan.

Measure	Action Matrix Theme	Action	Completion Date	Organisations Involved	Progress • Emissions/Concentration data • Benefits • Negative impacts / Complaints
7.1	Cleaner transport	Reducing emissions from deliveries to local businesses & residents.	2025	Highways	8-month commission for Cargo Bikes for Business (MP Smarter Travel) 95 businesses across the borough engaged from various industries. £6k subsidy for acquiring a cargo bike or use of cargo bike Services. 5 cargo bike trials – 4 businesses have purchased bikes, and one has used a cargo bike-based service.
7.2	Cleaner transport	Low Emission Neighbour hoods (LENs) including low traffic schemes.	2024	Highways, Pollution Control	To further promote sustainable and cleaner living environment, the council has increased the number of streets within LTNs by 10% to 44% in total from 2019 to 2025. Newham currently has 6 Low Traffic Neighbourhoods now called people friendly streets: 1. Maryland 2. Odessa 3. Manby 4. Atherton 5. Stratford Park 6. West Ham Park The Pollution Control Team work closely with Highways to ensure interventions have a positive effect on air quality. Air quality monitoring and traffic count surveys are carried out before and after major healthy street initiatives to aid in public consultation and decision making. Low Traffic Neighbourhoods – Newham Council
7.3	Cleaner transport	Discouraging vehicle idling	2025	Highways, Pollution Control	Due to limited funding, budget and financial restrictions, no work has been undertaken to promote anti-idling.

Measure	Action Matrix Theme	Action	Completion Date	Organisations Involved	Progress • Emissions/Concentration data • Benefits • Negative impacts / Complaints
7.3	Cleaner transport	Regular temporary Car Free Days & pedestrianisation schemes	2025	Highways, Pollution Control	Two Car Free Day events took place in 2025 on 21st Sept - Frinton Road and Sutton Court Road.
7.4	Cleaner transport	Using parking policy to reduce pollution emissions.	2024-5	Highways	In December 2024 Cabinet agreed that in relation to diesel vehicles, a surcharge for diesel vehicles across all forms of parking in Newham in 2025. The intention is to expand the gap in charges between Newham's emissions-based charging bands, to strengthen the incentive for drivers of higher polluting vehicles to make greener choices, either by moving to a lower emitting vehicle, or opting for active travel, where their car is rarely used. The new charges, were introduced in summer 2025, ensuring that drivers of electric and low emission vehicles are rewarded for their choices through significantly lower charges, while making sure that those who choose to drive high polluting or diesel vehicles are properly incentivised to make the move to greener options.
7.5	Cleaner transport	Installation of Ultra-Low Emission Vehicle (ULEV) infrastructure (electric vehicle charging points, rapid electric vehicle charging point & hydrogen refuelling stations).	2024-5	Highways	With government phasing out combustion engines, TfL estimate that 60,000 electric chargers could be needed in London by 2030. The Council has been expanding the EV charging infrastructure to 238 on-street chargers to support cleaner vehicles. The majority of these are dual socket fast chargers with the ability of charging most cars and vans in less than two hours. The chargers are accompanied by dedicated electric vehicle bays to further encourage the switch from combustion. There is an intention to have a total of 3000 EV charging points by 2030 Note: there have been complaints about the loss of parking spaces The Council is supporting a TfL project for a high capacity charging point in Canning Town

Measure	Action Matrix Theme	Action	Completion Date	Organisations Involved	Progress • Emissions/Concentration data • Benefits • Negative impacts / Complaints
7.6	Cleaner transport	Provision of infrastructure to support walking & cycling	2024-5	Highways	Over 1km of stepped cycle track, 9 new continuous footway (11 in total), 1 new bus stop bypass Over 1km improved footway, including trees and planting. The Stratford Station Business Plan is exploring significant improvements to the public realm, cycling, and walking routes around and through the station. This includes reviewing the operation of the lines running through Stratford to increase the number of journeys within the Borough and reduce car use. We are also working closely with the Stratford BID on public realm and wayfinding improvements to enhance walkability in the town centre. £2.5 million has been spent on public realm improvements in Forest Gate, Manor Park, Green Street, and Little Ilford as part of the 'Shape Newham' and 'Colours of Projects' programmes. These improvements include new seating, cycle hangars, and planting, all aimed at increasing biodiversity in these areas.

3. Planning Update and Other New Sources of Emissions

Table N. Planning requirements met by planning applications in London borough of Newham in 2025

Condition	Number
Number of planning applications where an air quality impact assessment was reviewed for air quality impacts	26
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)	Whilst monitoring is required for all major developments, dust monitoring data is not compiled. We do not request this information from developers.
Number of CHPs/Biomass boilers refused on air quality grounds	0
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
Number of developments required to install Ultra-Low NOX boilers	74
Number of developments where an AQ Positive, AQ Neutral building and/or transport assessments undertaken	24
Number of developments where the AQ Neutral building and/or transport assessments not meeting the benchmark and so required to include additional mitigation	2
Number of planning applications with S106 agreements including other requirements to improve air quality	2
Number of planning applications with CIL payments that include a contribution to improve air quality	Zero. CIL is not designed for this purpose.
NRMM: Number of planning applications with conditions related to NRMM included.	154 conditions included

Number of developments registered at www.nrmm.london.	62 (including developments registered before 2025)
Number of audits (based on the pan-London project report and / or inhouse auditing programme)	28
% of sites unregistered prior to audit	25% sites unregistered prior to audit
% of sites compliant with the NRMM LEZ policy standards.	100% sites compliant after audit

3.1 New or significantly changed industrial or other sources

Silvertown Tunnel

This TfL sponsored project was opened to the public on the 7th April 2025. At the tunnel opening, significant increases in general traffic and HGV's in particular have been recorded on tunnel and Woolwich ferry access roads within Newham. HGV's are unable to use the Blackwall Tunnel because of height restrictions. Emissions monitoring is currently underway at a number of relevant sites by Newham and TfL.

The opening of the Silvertown Tunnel (7 April 2025) introduces a material risk of localised air-quality deterioration in areas with reported increases of traffic such as the A13 Canning Town, Woolwich ferry, Royal Docks, A1020/Silvertown Way and connecting distributor roads. While TfL commits to monitoring and mitigation, its scheme baseline reporting is predominantly NO_2-focused and explicitly excludes $PM_{2.5}$, despite strong evidence of particulate-related health harms. Post-opening monitoring already indicates an annual increase in NO_2 emissions on roads leading to the tunnel and Woolwich Ferry (a free alternative to the tunnel). At Canning Town beside the A13, the increase is predicted to push certain receptor locations above the legal limit value (see Table T). Post launch increases are also reported on the North Woolwich corridor and Silvertown Way, where annual NO_2 increased in 2025.

A critical weakness (from a North Woolwich health-protection standpoint) is that TfL's baseline reporting for the scheme is primarily NO_2-focused, explicitly stating the report does not provide $PM_{2.5}$ information because it is not part of MMS/DCO requirements. Yet evidence and policy attention have increasingly shifted toward $PM_{2.5}$ (and non-exhaust PM from brakes/tyres/road wear), especially for communities beside strategic roads. UKHSA/COMEAP and Public Health evidence reviews emphasise the burden from particulate pollution and the broad health outcomes linked to long-term exposure.

There were also documented issues around local $PM_{2.5}$ monitoring

availability/visibility around the opening period (Breathe London sensor outages/availability), which undermines confidence that the public and local authorities can transparently track particulate impacts in real time

GPark Data Centre

This application was approved in 2024. It will incorporate 102 back-up diesel generators, with the capacity to deliver 30MW of electricity. The site does not meet the Air Quality Neutral benchmark and off-setting payments will be made on its phased opening

Bidder St Data Centre

This application was approved in 2024. It will incorporate 48 back-up diesel generators. The site does not meet the Air Quality Neutral benchmark and off-setting payments will be made on its phased opening.

Beckton CHiP plant

Under the Medium Combustion Plant Directive, regulation of this plant was moved from Newham to the Environment Agency. The EA should now have revised its permit to ensure compliance with the MCPD standards.

Waste Operations

A demolition waste facility began operating on Royal Peruvian Wharf in 2026.

The current public record shows:

Primrose Wharf, Knights Road, E16 2AT: a new bespoke environmental permit application (EPR/AP3828LS/A002) advertised by GOV.UK (published 8 Jan 2026) for Primrose Wharf, Knights Road, Silvertown E16 2AT, for AR1 (physical treatment of non-hazardous waste) and AR2 (physical & chemical treatment of waste).

RMS's Non-Technical Summary (NTS) says the Primrose Wharf permit application is to operate a facility receiving, storing and treating construction and demolition (C&D) waste via sorting, screening, crushing, separation, washing, and blending, replacing operations at Sunshine Wharf (Bradfield Road, E16 2AX); it also states the Bradfield Road site is subject to redevelopment proposals, requiring relocation.

RMS's NTS and the planning air-quality neutral statement both refer to up to 350,000 tonnes per annum throughput for the approved/assessed development at Royal Primrose Wharf.

The wharf sits within proximity to a strategic regeneration area for high density residential.

4. Additional Activities to Improve Air Quality

4.1 London Borough of Newham Fleet

The Newham Food Alliance (NFA) Hub has switched to electric vehicles. The NFA distributes surplus food to over 40 partners running food banks and food clubs in Newham, addressing food poverty and climate action. The Council's fleet consists of a total of 629 vehicles, the engine type of each is as follows:

Engine Type	Number of vehicles	Percentage
Fully Electric	70	11.1%
Diesel Hybrid	135	21.5%
Diesel	397	63.1%
Petrol	27	4.3%

2025 inventory

4.2 Planning Enforcement

The London Development Corporation (LLDC) had planning and enforcement control over the largest redevelopment area in Newham (E15 & E20) until December 2024. For the remaining applications Newham's Pollution and Planning Enforcement Teams collaborate with the Pan-London 'Cleaner Construction for London' project where sites are audited for compliance. The compliance rate for sites is high and enforcement action has not been necessary.

4.3 Pan-London NRMM Auditing Project

The London Borough of Newham will continue to fund the NRMM Enforcement Project in 2025/6.

NRMM Planning Condition for Large Sites:

The development hereby permitted shall not commence unless and until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include details of:
-air pollution control measures complaint with the GLA SPG on 'The Control of Dust and Emissions During Construction and Demolition'. Specifically:
-an air quality and dust risk assessment
-an 'air quality and dust management plan' monitoring proposals
Non-road mobile machinery emissions including registration of the site at the GLA web site:
https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/nrmm
-An assessment of all matters as are likely to cause nuisance to adjoining occupiers (including but not limited to; noise, vibration, dust, smoke, odour control)

accompanied by mitigation measures addressing all matters relevant to the site.
-No burning shall be carried out on site.
-For the control of noise and vibration, reference shall be had to BS 5228 'Code of practice for noise and vibration control on construction and open sites'
-Hours of work on the site shall be 08:00-18:00 Monday to Friday; 08:00-13:00 Saturday and at no time on Sundays or Public Holidays.
-Community liaison to give clear information to residents and others in advance in writing about potential disturbances/disruptions from i.e. noise, dust, or disruption of traffic, incidents, etc
-Any other bespoke requirement [insert if required]

The development shall be undertaken at all times in accordance with the approved Construction Management Plan.

Standard NRMM Planning Condition:

The demolition and construction approved by this planning consent shall be undertaken in accordance with the Greater London Authority 'Control of Dust and Emissions from Construction and Demolition' SPG.
Before work commences on site, the site must be registered under the NRMM Regulations which are explained in the SPG.
https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/nrmm
Hours of work on the site shall be 08:00-18:00 Monday to Friday; 08:00-13:00 Saturday and at no time on Sundays or Public Holidays.
Best practice, as defined in BS 5228 'Code of practice for noise and vibration control on construction and open sites' shall be used for the control of noise.
No burning shall be carried out on site.

Application of NRMM Conditions

These conditions are applied when Development Control consult the Pollution Team on construction related planning applications.

4.4 Air Quality Alerts

The borough supports airTEXT (https://www.airtext.info/) and our communications team is signed up to and relays Air Quality Alerts where relevant to Newham residents on various online platforms. Newham also support the community engagement air quality information service Air Aware (https://www.air-aware.co.uk/) along with the London boroughs of Hackney, Tower Hamlets and City of London

4.5 Air Quality Positive

All major developments are now required to submit an air quality positive assessment. A number of recent developments have committed resources in line with this approach by encouraging active travel through the healthy streets agenda. A development example includes the Royal Docks Corridor (completed 2025) interconnecting emerging new neighbourhoods, making active travel easier, safer and more convenient.

5. Appendix A - Details of Monitoring Site QA/QC

A.1 Automatic Monitoring Sites

The seven sites in Newham are representative of relevant exposure in the borough. The sites were connected to the Air Quality England Network with QA/QC undertaken by Ricardo Energy & Environment which follows the same standards of the government's AURN sites. Monthly calibrations are carried out by a Council Air Quality Officer, while independent audits were undertaken through the data management and QA/QC contract with Ricardo. TL5 and TL6 are operated by Transport for London (TfL). Two sites, King George V House and Newham Dockside are operated on behalf of London City Airport management. Data from these two sites and associated diffusion tubes are reported on by Air Quality Consultants Ltd. Their report for 2025 was published in April 2026.

PM_{10} Monitoring Adjustment

The TG/19 relevant to London and TG22 (National) guidance highlights that any PM_{10} monitoring undertaken must conform to criteria relating to the gravimetric European Reference Method or its approved equivalent. Newham deployed FDMS analysers at Wren Close and Cam Road until May 2018, which were found to be equivalent. The heated BAM 1020 analysers have been deployed at Wren Close and Cam Road since May 2018. East Ham Town Hall has one BAM measuring $PM_{2.5}$ which was installed in December 2022. The relevant correction factors are applied to BAM data by Ricardo.

A.2 Diffusion Tubes

The diffusion tubes were supplied and analysed by Gradko International Ltd, with a preparation method using 50% TEA in acetone. Gradko is a UKAS accredited laboratory and participates in the new AIR-PT Scheme (a continuation of the Workplace Analysis Scheme for Proficiency (WASP)) for NO_2 tube analysis and the Annual Field Inter-Comparison Exercise.

Factor from Local Co-location Studies

Diffusion tubes are known to exhibit bias when compared to results from automatic analysers. Therefore, diffusion tube results need to be adjusted to account for this bias. The council has triplicate tubes located at its Cam Road (NM2) automatic monitoring station. The bias adjustment factors below are derived from this co-location study and validated alongside the National Diffusion Tube Bias Adjustment studies, using the same analytical method and laboratory.

A local bias adjustment factor for 2025 of **0.88** and was derived from the local co-location study, with 'good overall precision' and 'good overall data capture' for the 2025 monitoring period. The factor was 0.81 in 2024.

The national spreadsheet correction factor for this type of study was 0.88 for 2024 and 0.92 for 2025. The difference in the two factors is 4.5%.

Discussion of Choice of Factor to Use

A comparison with the local bias adjustment factors calculated from previous years shows a close comparison and this year's local bias adjustment compares closely with the national adjustment of 0.88. As such, the adjustment factors listed in Table O have been considered appropriate to use.

Table O. Bias Adjustment Factor

Year	Local or National	If Local, Version of National Spreadsheet	Adjustment Factor
2025	Local	03/26	0.88
2024	Local	04/25	0.81
2023	Local	03/24	0.81
2022	Local	04/23	0.80
2021	Local	03/22	0.80
2020	Local	06/21	0.85
2019	National	-	0.86

A.3 Adjustments to the Ratified Monitoring Data

Short-term to Long-term Data Adjustment

Where data capture is less than 75% and greater than 25% of a full calendar year (between 3 and 9 months), the mean should be "annualised" – i.e. adjusted using the methodology outlined in LLAQM.TG(19) before being compared to annual mean objectives.

19 diffusion tube sites (mostly within the schools monitoring programme) required annualization. 3 background sites were selected based on the closest proximity to Newham and available data capture.. The selected sites were Wren Close (Newham), Victoria Park (Tower Hamlets and lay Street (Redbridge).

The results are shown in Table N.

Table N. Non-Automatic Monitoring Data Adjustment

Diffusion Tube ID	Annualisation Factor Victoria Park (Tower Hamlets)	Annualisation Factor Wren Close (Newham)	Annualisation Factor Lay St (Redbridge)	Average Annualisation Factor	Raw Data Simple Annual Mean (µg/m³)	Annualised Data Simple Annual Mean (µg/m3)
NHM 10	1.2050	1.2039	1.2895	1.2328	31.0	38.2
NHM-S 6	1.0470	1.0622	1.1040	1.0711	21.4	22.9
NHM-S 7	0.9854	1.0116	1.0413	1.0128	27.3	27.7
NHM-S 18	0.9769	1.0000	1.0288	1.0019	19.5	19.5
NHM-S 19	1.2703	1.2441	1.2205	1.2449	19.0	23.6
NHM-S 21	1.1579	1.1761	1.2240	1.1860	19.7	23.3
NHM-S 29	1.1169	1.1050	1.1680	1.1300	21.1	23.9
NHM-S 31	0.8713	0.8908	0.9168	0.8930	19.0	16.9
NHM-S 48	1.1731	1.1843	1.2757	1.2110	15.4	18.7
NHM-S 50	1.0809	1.1158	1.2292	1.1420	16.5	18.8
NHM-S 51	1.0765	1.0815	1.1077	1.0886	17.0	18.6
NHM-S 52	1.1145	1.1290	1.1867	1.1434	16.0	18.3
NHM-S 58	0.9354	0.9630	0.9353	0.9446	18.0	17.0
NHM-S 61	0.9423	0.9602	0.9768	0.9598	20.0	19.2
NHM-S 75	1.1335	1.1281	1.1131	1.1249	11.6	13.0
NHM-S 76	1.1452	1.1433	1.1240	1.1375	16.4	18.7
NHM-S 82	1.0413	1.0414	1.0680	1.0502	21.9	23.0
NHM-S 83	1.2118	1.2070	1.2557	1.2248	18.4	22.6
NHM-S 99	1.0215	1.0546	1.0806	1.0522	22.2	23.4

Table Q. Automatic NO_2 Monitoring Data Adjustment

This table is intentionally missing. Calculations are not required where the annual data capture for all sites are greater than 75%.

Table R. Automatic PM_{10} Monitoring Data Adjustment

This table is intentionally missing. Calculations are not required where the annual data capture for all sites are greater than 75%.

Table O. Automatic $PM_{2.5}$ Monitoring Data Adjustment

This table is intentionally missing. Calculations are not required where the annual data capture for all sites are greater than 75%.

Distance Adjustment

If an exceedance is measured at a monitoring site which is not representative of public exposure, the procedure specified in LLAQM.TG(19) is used to estimate the concentration at the nearest receptor. One site at Canning Town required the distance adjustment (Table T).

Table T. NO_2 Fall off With Distance Calculations

Site ID	Distance (m): Monitoring Site to Kerb	Distance (m): Receptor to Kerb	Monitored Concentration (Annualised and Bias Adjusted (ug m^{-3})	Background Concentration (ug m^{-3})	Concentration Predicted at Receptor (ug m^{-3})
NHM-20	23	14	36.8	17	**42.1**

Comments

NHM-20 indicates a significant increase in annual concentrations since 2024 and Table T suggests exposure is now above the legal limit value. This corrected result should be treated with caution due to the proximity of other roads and because the receptor is closer to the A13 flyover.

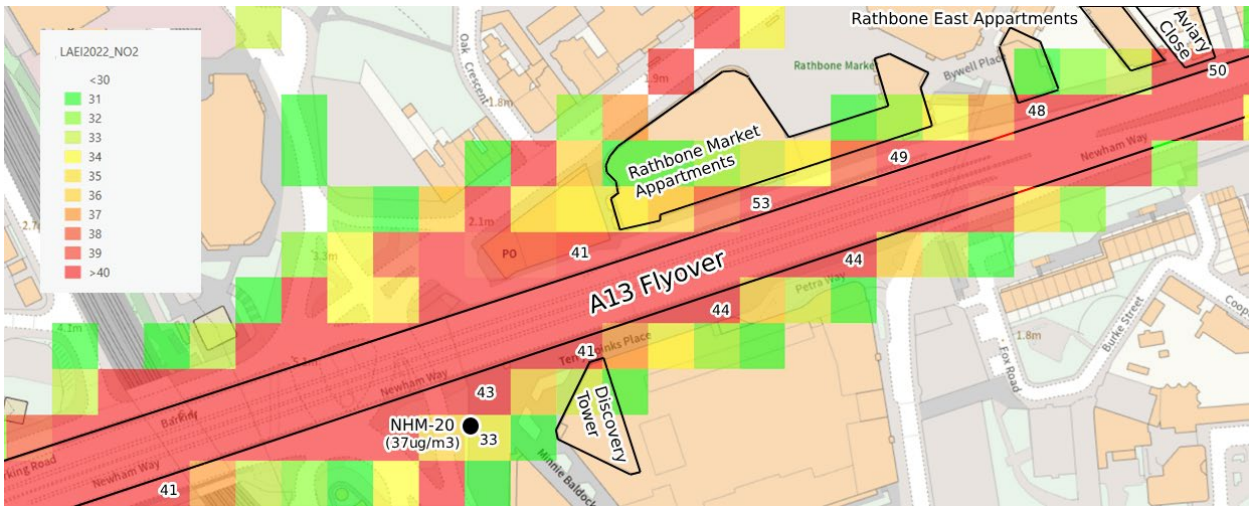
In support of this correction, Figure A illustrates that the monitored annual concentration is higher than the modelled 2022 LAEI of 33 ug m^{-3} in same 20m grid square. This suggests the modelled concentration of 41 ug m^{3} at the northern facing facade of Discovery Tower apartments could be a conservative estimate.

Further, the LEAI does not factor the 10m elevated hight of the A13 Flyover. NO_2 is heavier than air, and this may explain why monitored concentrations are higher below the flyover and where there is a street canyon effect.

TfL report significantly higher vehicle trips on the A13 in 2025 after the opening of the Silvertown Tunnel. They are in the process of completing an air quality review of the tunnel and Newham have asked that the relevant monitors in this ASR are included.

To further understand NO_2 in the area and establish if mitigation is required, it is proposed to install another monitor at the facade of the receptor and report back further in the 2026 ASR.

Figure B Location of NHM-20 and sensitive receptors overlayed onto LAEI 2022



6. Appendix B - Full Monthly Diffusion Tube Results for 2025

Table P1. NO_2 2025 Diffusion Tube Results ($\mu g\ m^{-3}$)

Newham Sites

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sept	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted ‹(x.x)›	Annual Mean: Distance Corrected to Nearest Exposure	Comment
NHM-2	539570	184659	43.8	39.2	35.4	28.8	18.7	25.0	23.8	26.5	27.3	27.0	30.3	31.1	29.8	26.1		
NHM-3	539572	184659	33.7	24.3	26.7	17.8	12.1	15.4	15.4	15.5	20.8	18.9	23.6	23.4	20.6	18.1		
NHM-4	542831	183618	39.8	33.4	28.3	28.1	19.8	22.3	23.2	24.6	25.3	25.3	65.2		30.5	26.7		
NHM-6	539859	182655	40.9	36.1	33.9	27.5	17.8	18.6	21.3	21.2	22.7	24.4	32.5	23.1	26.7	23.4		
NHM-7	541492	182332	29.9	24.9	25.2	17.3	8.3	19.5	34.5	11.5	14.2	14.0	19.4	20.4	19.9	17.5		
NHM-10	539747	181477				27.7	26.6	30.9	33.4	33.5			31.7	33.2	31.0	33.5		
NHM-11	539623	181230	31.1	25.4	26.6	18.6	11.3	15.5	16.8	13.6	17.2	14.8	19.4	22.8	19.4	17.0		
NHM-12	543762	180784		32.4	54.7	36.5	26.8	33.6	14.0	29.9	36.1	32.8	41.3	40.4	34.4	30.2		
NHM-13	541134	184098	32.0	29.0	24.3	19.3	15.2	19.9	38.4		20.5	16.8	23.8	21.3	23.7	20.8		
NHM-16	539164	185158	48.9	44.2	46.9		23.7		28.4		39.4	27.7	32.5	31.0	35.9	31.4		
NHM-17	542729	185047	44.8	39.7	29.9	22.9	17.2	25.0	25.9	24.3	29.3	28.7	33.7	32.0	29.4	25.8		
NHM-19	539906	18170	38.2	31.4	34.6		17.3	19.1	22.6	20.0	24.9	20.9	26.4	23.1	25.3	22.2		
NHM-20	539456	181499	58.3	47.0	46.4	36.1	35.1	40.0		21.0	42.1	40.9	48.0	46.1	41.9	36.8	**42.1**	*see below
NHM-21	538657	183973	50.8	35.8	35.2	27.4	25.2	27.7	24.5	20.0	27.3	29.3	30.2	28.5	30.2	26.5		
NHM-24	542242	184354	36.3	32.3	30.4	20.0	12.5	16.2	13.9	16.7	22.0	19.3	24.9	24.0	22.4	19.6		
NHM-25	542242	184354	37.9	38.0	29.0	28.8	20.9	21.2	26.4	24.3	22.9	25.6	16.2	27.4	26.6	23.3		
NHM-26	538478	185444	40.3		28.2	29.7		20.0	19.1		24.5	23.1	12.8	27.2	25.0	21.9		
NHM-27	542253	184706	39.3	29.8	27.3	20.7	16.8	19.3	21.1	20.3	23.2	24.3	32.1	25.7	25.0	21.9		

*NHM-20 indicates an exposure level above the legal limit value, but this corrected result should be treated with caution due to the proximity of other roads and because the receptor is closer to the A13 flyover than the monitor. In support of this correction, see comments under table T (NO_2 fall of with distance calculations).

Table U2 - London City Airport sites – data from consultant's report

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sept	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted ‹(x.x)›	Annual Mean: Distance Corrected to Nearest Exposure	Comment
LCA01	542154	180286	25.3	30.0	29.7	23.6	19.4	16.2	18.0	16.7	19.7	20.4	24.2	22.9	22.2	10.8		
LCA02	541941	180303	26.6	30.5	28.8	24.0			23.8	19.7	23.1	22.6	20.6	23.5	24.3	13.3		
LCA04	542267	180710	30.1	33.9		26.3	16.3	16.6	17.5	15.4	23.5	23.5	30.8	26.5	23.7	11.2		
LCA05	542928	180911	23.7	27.7		19.6	13.0	14.9	15.9	15.5	18.2	19.5		20.7	18.9	9.9		
LCA06	543724	180867	31.9	27.8	21.3	24.4	17.9	15.2	16.6	19.1	20.0	17.9	20.3	19.2	21.0	11.1		
LCA07	543667	180461	28.4	32.1			16.8	16.8	16.8	20.2	23.5	25.1	22.3	22.3	22.4	12.0		
LCA10	541760	180424	27.2	34.0	31.8	27.7		21.0	21.9	21.7	23.7	21.6	25.6	25.3	25.6	13.4		
LCA11	543570	180690			22.3	23.3	19.5	18.1	19.9	20.4	24.8	23.8	27.7	27.2	22.7	12.9		

LCA12	542192	180562	29.0	31.7	23.5	20.6	13.7	15.8	16.5	14.7	22.0	21.3	27.7	23.9	21.7	10.6		
LCA13	542274	180768	24.6	29.2	22.6	23.7	12.6	14.6	15.9	15.0	18.9	20.7	22.8	21.9	20.2	9.9		
LCA14	542066	180716	28.0	30.2		23.8			19.8		24.0	24.0	26.2	23.5	24.9	13.1		
LCA15	542300	180862	28.1	32.8	25.8	29.0	16.5	15.3	17.9	15.4	19.9	19.7	25.8	22.0	22.4	10.6		
LCA18	542267	180710	23.9	32.1	23.2	25.2	15.0	15.3	16.9	16.1	20.8	16.7	24.5	21.1	20.9	10.7		
LCA20	541634	180365	32.8	39.9	39.4	36.2	30.5	26.2	27.2	27.4	29.7	21.8	28.9	28.5	30.7	16.8		
LCA21	543100	180132	21.8	24.4			10.9	13.1	14.9	14.1	16.1	16.4	19.7	17.3	16.9	9.0		

Table U3 - Newham Schools data

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sept	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted ‹(x.x)›	Annual Mean: Distance Corrected to Nearest Exposure	Comment
NHM-S 1	542089	185416		33.3	26.4	20.7		19.8	29.4	25.1	25.8	26.1	29.0	29.0	26.5	23.2		
NHM-S 2	542319	185428		24.7	21.1	19.1	12.5	12.8	14.1			17.3	23.1	23.1	18.6	16.4		
NHM-S 3	542564	185642		22.8	21.8	18.2	11.1	12.6	13.7		17.5	15.9	20.9	20.9	17.5	15.4		
NHM-S 4	542922	185830		26.0	24.3	19.5	14.3			13.9	17.6	17.9	21.8	21.8	19.7	17.3		
NHM-S 5	543086	185713		27.7		17.3	13.9	12.0	13.8	13.9	18.3	16.6	24.1	24.1	18.2	15.9		
NHM-S 6	543086	185713		28.6	29.3	23.0		15.1	16.3	16.1	22.6	20.2			21.4	20.1		
NHM-S 7	542880	185321		33.8	34.5	26.4	22.1			22.6	25.1	26.9			27.3	24.3		
NHM-S 8	542734	185179		26.1	29.9	23.9	16.9	17.0	19.1	18.9	22.7	20.9	24.3	24.3	22.2	19.5		
NHM-S 9	542549	185070		21.0	25.3	18.8		13.6	15.2	14.5	17.7	17.7	21.2	21.2	18.6	16.3		
NHM-S 10	542701	184632		19.9	21.8	20.2	13.3	14.6	16.2	14.4	18.3	18.6	20.7	20.7	18.1	15.8		
NHM-S 11	542277	184357		41.1	39.4	37.0	26.0	23.9	26.8	28.9	30.6	25.6	31.6	31.6	31.1	27.3		
NHM-S 12	541681	184582		20.6	24.1	18.1			13.7	12.6	16.3	17.0	22.1	22.1	18.5	16.2		
NHM-S 13	541797	184904		32.3	24.0	22.8	15.5	14.5	18.1	13.4	18.0	19.7	22.9	22.9	20.4	17.9		
NHM-S 14	541562	185194		22.3	23.6	21.5	14.0	15.7	16.3	16.9	20.8	17.9	23.9	23.9	19.7	17.3		
NHM-S 15	541172	185041		21.6	24.8	17.2		13.7	15.0	14.4		16.3	24.6	24.6	19.1	16.8		
NHM-S 16	541368	184294		30.1	22.6	20.8	15.3	12.8	10.3	14.5	18.5		26.2	26.2	19.7	17.3		
NHM-S 17	541543	184112			25.7	17.8	11.9	12.2	14.5	12.1	15.8	17.8	21.0	21.0	17.0	14.9		
NHM-S 18	541828	183772			22.8	19.9	13.4					16.5	22.2	22.2	19.5	17.1		
NHM-S 19	542253	183708						14.5	15.8	15.1	18.4		25.0	25.0	19.0	20.7		
NHM-S 20	542492	184111		27.0	26.5	22.0	15.5	17.1	16.9	16.4	21.3	21.1	24.2	24.2	21.1	18.5		
NHM-S 21	542831	183954				21.2	15.2	13.7		15.9		21.8	24.9	24.9	19.7	20.5		
NHM-S 22	543501	183538		23.9	23.0	19.1	14.2	10.9	13.9		17.6	17.3	22.4	22.4	18.5	16.2		
NHM-S 23	543143	183468		25.4	26.8	17.5	13.4		15.0	14.3		17.2	23.0	23.0	19.5	17.1		
NHM-S 24	542827	183286		25.2	23.9	18.4	13.2	8.2	15.7	14.1	18.2	15.8	23.5	23.5	18.2	15.9		
NHM-S 25	543279	183097		23.3	25.6	19.0	11.8	11.6	11.9		15.2	12.9	18.2	18.2	16.8	14.7		
NHM-S 26	542858	182778		29.5	29.4	22.8	16.1	20.8	17.8	18.7	21.7	22.3	23.4	23.4	22.4	19.6		
NHM-S 27	542858	182778		24.1	26.1	20.0		15.2	16.2	15.2	17.4	16.2	24.0	24.0	19.8	17.4		
NHM-S 28	541628	182342			26.1	21.8		16.5	19.4	17.9	24.5	22.6	23.0	23.0	21.6	19.0		
NHM-S 29	541919	183099		33.9	27.5		14.6	16.4	17.6	17.5	20.5				21.1	21.0		
NHM-S 30	541384	183505		36.1	34.2	26.4	26.4	23.3	30.6	27.3	33.9	29.3	27.3	27.3	29.3	25.7		
NHM-S 31	540494	183908		27.3	23.7	19.5		4.4					19.4	19.4	19.0	14.8		
NHM-S 32	540915	183744		21.4		18.7	11.6	11.7	13.0	13.1	16.7	14.7	19.0	19.0	15.9	13.9		
NHM-S 33	540502	184400		25.0	9.5	19.3	12.7	13.1	14.2		17.3	16.6	21.9	21.9	17.2	15.0		
NHM-S 34	540391	184416		26.2	23.2	20.7	12.6	13.5	14.2	14.9		17.7	23.4	23.4	19.0	16.6		

NHM-S 35	540811	184261		26.7	24.6	21.5	12.4	13.1	14.5	14.0	18.0	16.8	20.7	20.7	18.5	16.2		
NHM-S 36	540592	184162		27.0		18.5	12.5	12.9	13.7	15.1	19.4	17.7	24.1	24.1	18.5	16.2		
NHM-S 37	540665	184510		28.4	28.8	20.6	14.2	15.2	13.4	14.6	17.4	17.5	23.3	23.3	19.7	17.3		
NHM-S 38	539849	184421		24.9	19.9	18.1	10.5	11.9	10.5	12.8	15.3	16.1	20.5	20.5	16.5	14.4		
NHM-S 39	540001	185106		24.3	19.6		11.9	11.5	12.1	11.7	15.7	14.7	20.0	20.0	16.2	14.2		
NHM-S 40	540595	185247		24.4	21.4	17.7			13.1	16.0	17.0	13.2	21.7	21.7	18.5	16.2		
NHM-S 41	540764	185503		26.8	22.6	19.6	12.5	13.5	17.1	15.7	18.5	18.6	22.8	22.8	19.1	16.8		
NHM-S 42	540838	185646		21.6	20.6	13.6	10.8	12.6	12.9	12.8	13.5	14.8	20.4	20.4	15.8	13.9		
NHM-S 43	540359	185338		29.4	30.3	26.1		17.3	17.6	20.0	22.9	22.0	27.2	27.2	24.0	21.1		
NHM-S 44	540099	185343		22.0	24.4	18.7	12.7		12.8	10.7	18.9	16.3	20.2	20.2	17.7	15.5		
NHM-S 45	540011	185274		22.0	16.2	17.1	9.5	12.0	13.3	12.7	15.6	15.8	20.1	20.1	15.9	13.9		
NHM-S 46	539326	185305		22.8	19.6	14.0		12.9	13.4	12.5		15.5	20.6	20.6	16.9	14.8		
NHM-S 47	538857	185210		24.0	23.2	18.5	10.1	12.8	12.6	13.2	14.2	18.4	21.1	21.1	17.2	15.1		
NHM-S 48	538856	185408			22.0	18.4	10.8	12.3	14.9	13.4	14.6	17.1			15.4	16.4		
NHM-S 49	538715	185203		24.9	23.6	18.5	11.3		15.7	14.5	15.9	17.5	22.8	22.8	18.8	16.4		
NHM-S 50	538263	185253			21.8			13.5		14.2					16.5	16.5		
NHM-S 51	537439	184122		25.9	21.8		12.6	12.2		14.0	16.3	16.5			17.0	16.3		
NHM-S 52	537836	183828		25.9		16.3	12.4	10.3		16.0	16.3	14.6			16.0	16.0		
NHM-S 53	538984	184024		25.6	21.6	15.4	10.3	11.5	12.6	12.1	15.0	17.2	18.6	18.6	16.2	14.2		
NHM-S 54	538964	184062			26.7	18.8	12.7	13.0	9.9	14.1	18.1	15.4	21.7	21.7	17.2	15.1		
NHM-S 55	539379	184683		29.4	26.2	21.6	15.5	18.2	17.2	18.3	20.9	21.6	26.3	26.3	22.0	19.3		
NHM-S 56	539469	183937		42.2	40.7	30.9	27.9	28.8	32.5	30.0	29.9	31.8	32.6	32.6	32.7	28.7		
NHM-S 57	539955	183624		24.0	21.8	15.3	13.4	13.0	13.4	13.8	14.5	15.0	20.8	20.8	16.9	14.8		
NHM-S 58	539444	183264		23.0	21.4	18.2				12.6	15.3	14.8	19.4	19.4	18.0	14.9		
NHM-S 59	539265	183375		25.2	23.2	18.2	12.4	11.4	11.9	12.9	15.3		18.8	18.8	16.8	14.7		
NHM-S 60	538336	182808		9.3	23.6	17.1	9.6	12.6	14.6	10.0	17.2	18.4	16.4	16.4	15.0	13.2		
NHM-S 61	538373	183461		25.8	24.9	19.7	13.8				16.8	19.0			20.0	16.8		
NHM-S 62	538455	183877		27.3	30.0	20.6	14.5	13.3	14.1	16.5	17.0		23.1	23.1	20.0	17.5		
NHM-S 63	540193	183176		26.6	23.3	18.0	12.8	13.7	14.1	12.1	18.0	15.6	20.0	20.0	17.7	15.5		
NHM-S 64	540581	183217		26.6	24.8	17.0	10.6	11.4	11.7		17.3	13.6	19.1	19.1	17.1	15.0		
NHM-S 65	540793	183493		23.1	26.2	19.4	13.2	12.5	13.9	13.8		17.0	22.0	22.0	18.3	16.1		
NHM-S 66	540813	183333		20.3	21.4	19.0	12.0	12.7	13.7	12.9	17.6	15.9			16.2	14.2		
NHM-S 67	540944	183245		23.2	26.5	22.4	15.3	16.2		14.5	18.6	18.3	24.2	24.2	20.3	17.8		
NHM-S 68	541216	182059		24.9	22.4	20.9		13.5	14.7	16.6	19.5	19.4	20.7	20.7	19.3	17.0		
NHM-S 69	541272	182349		32.8	33.9	27.1	14.8	18.3	17.8	18.6	21.2	21.7			22.9	20.1		
NHM-S 70	541989	182568		25.4	21.1	20.8		15.4	15.4	14.6	16.7	16.5	21.1	21.1	18.8	16.5		
NHM-S 71	541501	182588		26.8		24.1	16.7	15.5	16.2		19.5	18.3	26.1	26.1	21.0	18.5		
NHM-S 72	541094	182694		26.8	25.2	21.0	13.3	15.0	16.0	15.8		18.9	24.7	24.7	20.1	17.7		
NHM-S 73	539258	182560		28.5	24.3	20.8	11.3	7.7	15.2	15.6	20.0	16.9	23.6	23.6	18.9	16.5		
NHM-S 74	539315	182104		27.3	27.1	17.9		17.4	16.4	17.5	20.1	19.0	21.0	21.0	20.5	18.0		
NHM-S 75	539561	182374			20.3			13.0	14.1	14.1	18.5		0.6	0.6	11.6	11.4		
NHM-S 76	539983	182470			23.7			9.5	13.3	13.1	15.8	15.4	20.2	20.2	16.4	16.4		
NHM-S 77	540108	182314		21.7	24.0	22.9	15.1			16.0	21.8	16.9	25.4	25.4	21.0	18.4		
NHM-S 78	540701	182157		31.4			12.4	13.3	13.3	11.0	18.3	16.1	23.7	23.7	18.1	15.9		
NHM-S 79	540443	182132		32.8	21.6	20.7	14.4	14.1	16.1	17.0	19.4	18.8	22.5	22.5	20.0	17.5		
NHM-S 80	539893	181888		40.8	32.7	30.8	27.8	31.6	32.4	35.1	36.4	31.4	32.3	32.3	33.1	29.0		
NHM-S 81	539842	181328		29.7	28.3	22.9	18.5	17.6	18.8	18.6	19.5	18.5	22.8	22.8	21.6	19.0		
NHM-S 82	540113	181170		25.9		19.7		18.4	19.8			21.6	23.9	23.9	21.9	20.2		
NHM-S 83	540275	181638				25.6	17.9	13.3	16.7	16.5	19.3		19.0	19.0	18.4	19.8		
NHM-S 84	540855	181595		27.8	22.8	18.5	15.4	13.3	13.6	15.5	16.0		21.3	21.3	18.6	16.3		
NHM-S 85	540742	181507		23.8	25.3	17.4	13.6	12.8	13.5	12.7	14.4	15.9	20.8	20.8	17.4	15.2		

NHM-S 86	540961	181074		25.9	25.2	19.9	14.0	12.3	15.5	13.7	16.6	18.2	21.8	21.8	18.6	16.3		
NHM-S 87	540676	180279		25.3	27.3	18.4	15.5	4.5		16.2	17.8	16.8	23.6	23.6	18.9	16.6		
NHM-S 88	543536	180065		28.0	26.4	18.3	14.6		15.5	16.0	18.2		22.3	22.3	20.2	17.7		
NHM-S 89	543202	180069		23.4	17.7	19.1	12.9	15.3	15.1	15.2	18.6	17.6	20.5	20.5	17.8	15.6		
NHM-S 90	542197	180233		28.0	27.6	22.4		15.0		15.9	20.7	18.2	22.5	22.5	21.4	18.8		
NHM-S 91	541233	181069		37.2	32.8	26.4	23.4	25.7	25.0		31.4	25.9	28.1	28.1	28.4	24.9		
NHM-S 92	541712	181187		24.2	23.5	18.7	12.0	11.6	12.7	13.8	16.1	13.7	19.4	19.4	16.8	14.8		
NHM-S 93	541504	181370		25.2	23.5	16.4	10.8	13.8	10.4	12.4	15.7	14.8	20.3	20.3	16.7	14.6		
NHM-S 94	542061	181645		23.5	21.7		12.9	11.9	11.7	12.2	15.0	14.8	16.7	16.7	15.7	13.8		
NHM-S 95	541928	181706		33.4	26.3	29.8	22.3	22.8	21.1	22.3	25.5	24.1	25.7	25.7	25.4	22.2		
NHM-S 96	542603	181523		21.0	24.4	18.4		12.1	9.7	12.3	14.0	13.1	18.2	18.2	16.1	14.2		
NHM-S 97	542805	181812		23.2	21.4		14.0	13.5	11.8	12.1	17.3	14.7	20.2	20.2	16.8	14.8		
NHM-S 98	543635	181422		20.9	26.5	20.3		16.4	13.4	15.5		15.9	21.7	21.7	19.1	16.8		
NHM-S 99	543208	181147			30.4	20.1		14.9		17.5		22.8	24.9	24.9	22.2	20.5		

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

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

☒ Local bias adjustment factor used.

☒ National bias adjustment factor used.

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

☒ **LB Newham confirm that all 2025 diffusion tube data has been uploaded to the Diffusion Tube Data Entry System.**

Notes:

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

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

See Appendix A for details on bias adjustment and annualisation.

Appendix C - Summary of Breathe London Sensor Monitoring Data

As of December 2024, most of the *Breathe London Community* sites were closed due to a contractual change by the GLA. Only one site at Silvertown Way was continued independently by Newham and this is reported below.

The new GLA *Breathe London* monitors were installed at different locations in 2025 but not until March onwards. As such the annual data is incomplete and will not be reported in this years ASR.

Table Q - Annual Air Quality Sensor Monitoring Results

Site Number	Location	Site category	Northings	Eastings	Pollutant	2021	2022	2023	2024	2025
BLN-5	Silvertown Way Breathe Lonon Communities	Roadside	539512	181359	NO2	23	28	24	22.4	18.9
					PM2.5	12	11	9	7.5	8.9

Appendix D - Maps of Monitoring Locations within Borough wide AQMA

Figure C. Map of Non-Automatic Monitoring Site(s)

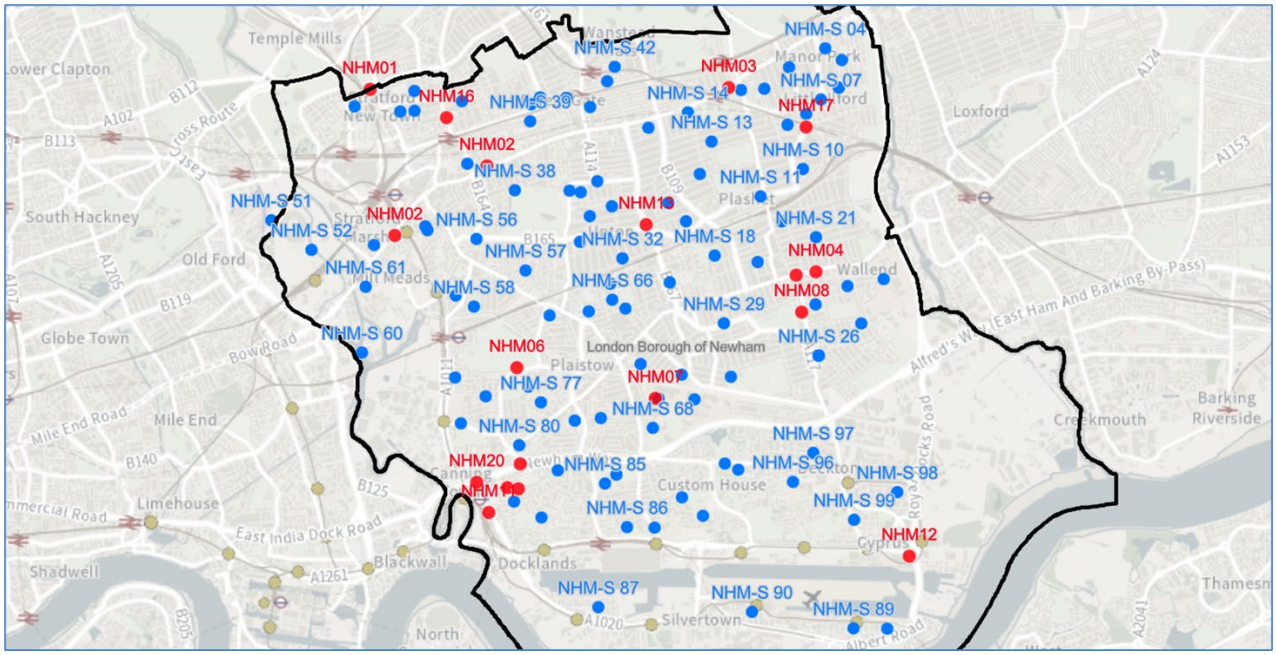


Figure D. Map of Automatic Monitoring Sites

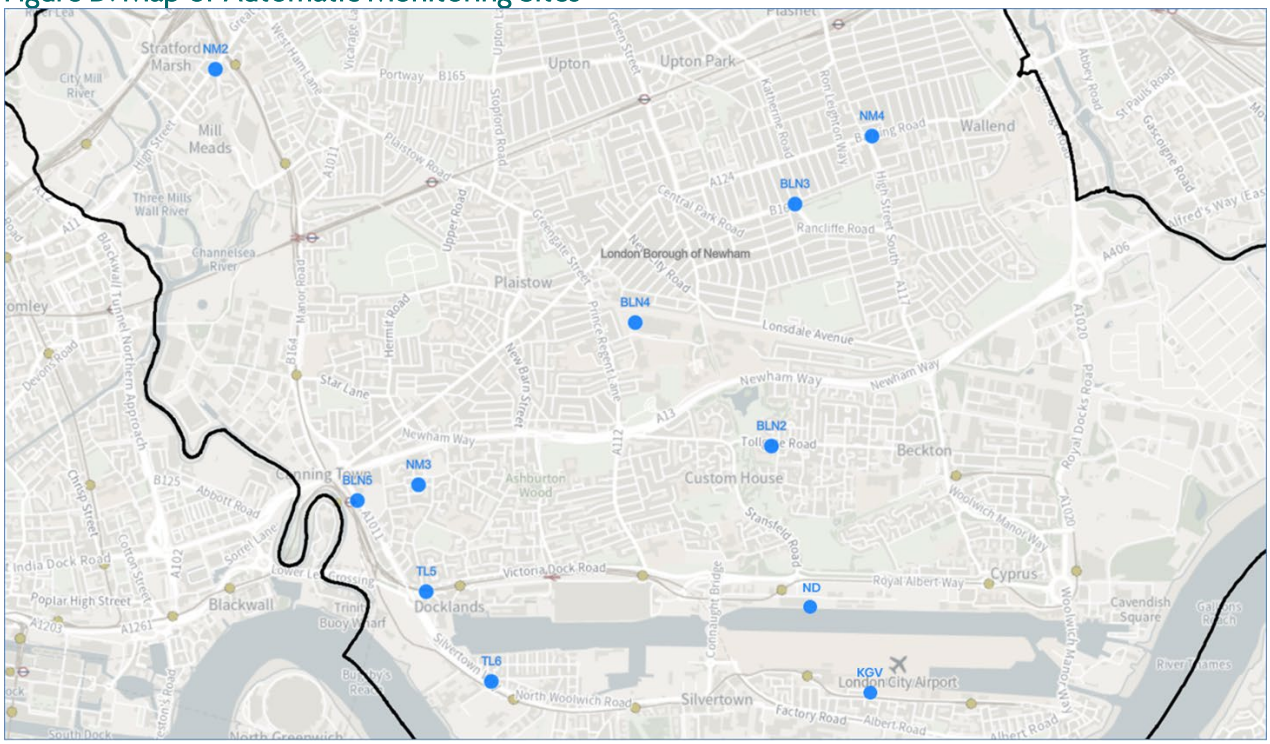
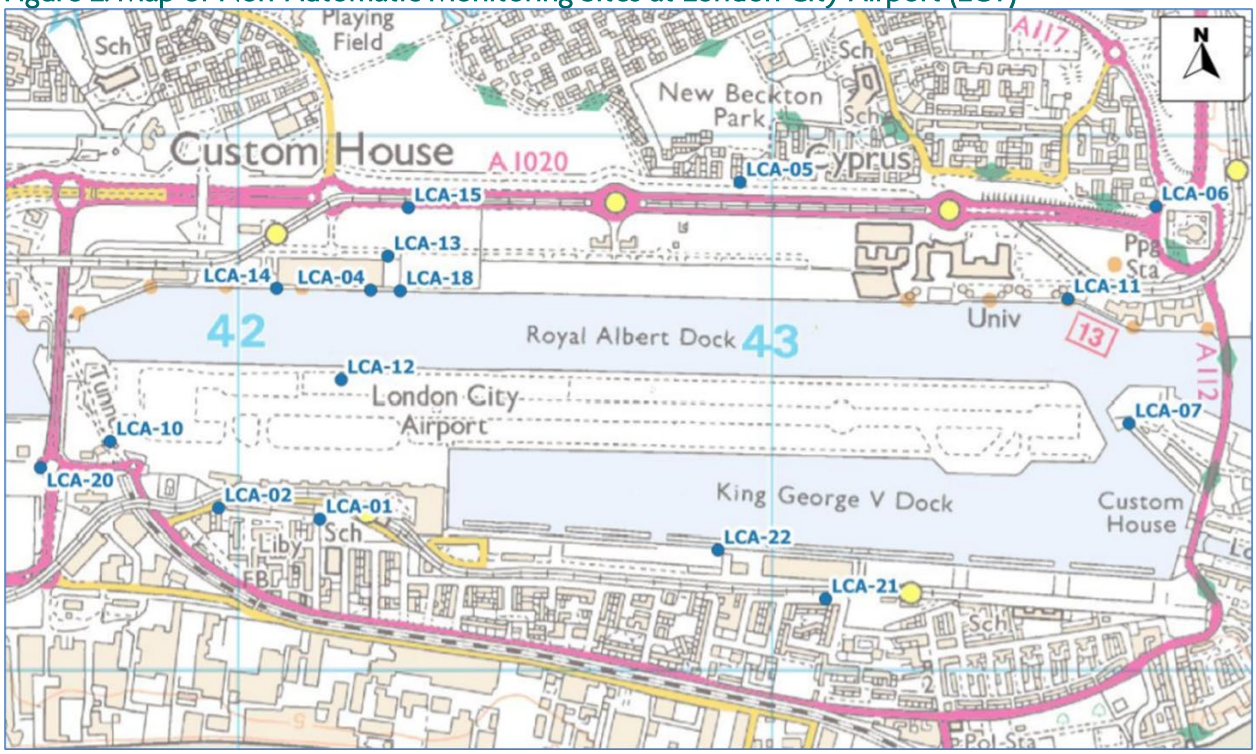


Figure E. Map of Non-Automatic Monitoring Sites at London City Airport (LCY)



7. Appendix E - London City Airport AQMS Annual Report 2025

Monitoring Network and Scope

The Air Quality Monitoring Strategy (AQMS) for London City Airport (LCA) operated throughout 2025 in accordance with Condition 57 of the CADP1 planning permission. Monitoring comprised two automatic monitoring stations at Newham Dockside (LCA-ND) and King George V House (LCA-KGV), measuring NO_2, PM_{10} and $PM_{2.5}$, supported by a network of 16 NO_2 diffusion tube locations around and within the airport boundary. [London Cit...rport 2025 | PDF]

Compliance with Air Quality Objectives

Nitrogen dioxide (NO_2)

- Annual mean concentrations were 16.0 µg/m³ (LCA-ND) and 16.6 µg/m³ (LCA-KGV), comfortably below the UK objective of 40 µg/m³.
- No exceedances of the 1-hour mean objective (200 µg/m³) occurred at either site during 2025.
- All hourly values fell within the 'Low' DAQI band. [London Cit...rport 2025 | PDF]

Particulate Matter (PM_{10})

- Annual mean at LCA-KGV was 14.2 µg/m³, well below the objective of 40 µg/m³.
- One exceedance of the 24-hour mean objective (50 µg/m³) was recorded, compared with 35 permitted exceedances per year.
- 99.7% of daily means were classed as 'Low' DAQI. [London Cit...rport 2025 | PDF]

Fine Particles ($PM_{2.5}$)

- Annual mean concentration at LCA-KGV was 9.3 µg/m³, below both the UK limit value (20 µg/m³) and the GLA/WHO 2005 guideline of 10 µg/m³.
- No 'Very High' DAQI events were recorded. [London Cit...rport 2025 | PDF]

Spatial Context and Source Attribution

Comparison with multiple London monitoring sites (AURN and LAQN) shows strong correlation in pollution peaks, indicating regional pollution episodes rather than airport-specific causes. Bivariate pollution rose analysis further suggests that ground-level urban sources predominate, with aircraft and airport sources contributing only marginally to measured NOx concentrations under certain wind conditions. The report concludes that airport activities do not make a significant contribution to local NOx concentrations in 2025. [London Cit...rport 2025 | PDF]

Trend Analysis

Long-term trend analysis (2007–2025) identifies statistically significant downward trends in NO_2 and NOx at LCA-CAH and LCA-ND, consistent with regional improvements in emissions. PM_{10} concentrations similarly show long-term decline, despite a modest regional uptick during early 2025 attributed to meteorological conditions rather than local sources. [London Cit...rport 2025 | PDF]

Long-Term Air Quality Trends in the London Borough of Newham

General Trend Overview

Newham has historically experienced some of the highest roadside NO_2 concentrations in London, reflecting its dense road network, freight activity, and proximity to strategic transport corridors. Long-term data from LAQN and borough reporting indicate a clear downward trend in NO_2 concentrations since the mid-2000s, with an accelerated reduction during 2020–2021 followed by stabilisation and continued gradual decline thereafter. [newham.gov.uk], [airqualitymatters.uk]

Automatic monitoring at long-established sites such as Newham Cam Road (since 2000) and Britannia Gate / Hoola Tower shows that annual mean NO_2 values that once exceeded 50–60 µg/m³ in the mid-2000s have, by the early-to-mid-2020s, generally fallen into the high-teens to low-20s µg/m³ range, frequently achieving the national objective but still exceeding WHO guideline values at some roadside locations. [airquality...land.co.uk], [londonair.org.uk]

Particulate Matter

- PM_{10} concentrations in Newham show a long-term decline consistent with London-wide trends, with rare exceedances of the 24-hour objective in recent years.
- $PM_{2.5}$ levels have reduced more slowly and remain a key public health concern. Annual means at Newham background and mixed-roadside sites in the early-to-mid-2020s typically fall around 9–11 µg/m³, close to or marginally above the GLA aspiration and WHO 2005 guideline, and still well above the stricter WHO 2021 guideline of 5 µg/m³. [newham.gov.uk], [airqualitymatters.uk]

Comparison: London City Airport vs Borough-Wide Newham Trends

Relative Concentrations

The 2025 LCA monitoring results sit at the lower end of the concentration range observed across Newham. Annual mean NO_2 values around 16–17 µg/m³ at LCA are comparable to, or lower than, urban background sites within the borough and substantially below typical roadside locations such as Cam Road and school-adjacent diffusion tube sites. [London Cit...rport 2025 | PDF], [airquality...land.co.uk]

Similarly, $PM_{2.5}$ concentrations at LCA-KGV (9.3 µg/m³) are broadly consistent with, and in some cases slightly lower than, borough-wide background levels reported in Newham's Annual Status Reports, indicating that the airport environment does not represent a $PM_{2.5}$ hotspot relative to the wider borough. [London Cit...rport 2025 | PDF], [newham.gov.uk]

Trend Consistency

The downward trends identified at London City Airport mirror those seen across Newham and London more generally, reinforcing the interpretation that improvements are primarily driven by regional and city-wide factors such as fleet turnover, Low and Ultra-Low Emission Zones, and reduced background emissions rather than airport-specific operational changes alone. [London Cit...rport 2025 | PDF], [airqualitymatters.uk]

Regulatory and Planning Implications

From a Newham regulatory perspective, the AQMS results for 2025:

- Are consistent with borough-wide improving trends,
- Do not indicate any airport-related reversal or stagnation of progress, and
- Provide no evidence that London City Airport represents a significant local disbenefit in relation to borough air quality objectives.

However, it remains notable that borough-wide exposure to $PM_{2.5}$ and NO_2—particularly at roadside and sensitive receptor locations—continues to exceed WHO health-based guidelines, reinforcing the need for continued action through planning control, transport policy, and public health interventions, irrespective of airport performance. [newham.gov.uk], [newham.gov.uk]

Summary of LCY results

The London City Airport AQMS Annual Report 2025 presents a robust and well-evidenced dataset demonstrating compliance with all UK air quality objectives and performance that is at least as good as, and in many cases better than, the wider Newham background. Long-term trends at the airport align closely with borough-wide and London-wide improvements, supporting the conclusion that airport operations are not a dominant driver of local air quality outcomes.

8. Appendix F – Healthy School Streets Air Quality Assessment , Phases 2 - 5.2.

Newham London

Air Quality Assessment
Healthy School Streets Phases 2 to 5.2

May 2026

newham.gov.uk

Document Control Sheet

Identification	
Clients	Samuel Foster (Engineer, Highways and Sustainable Transport)
Document Title	Healthy School Streets, Phases; 2, 3, 4, 5.1 & 5.2, Air Quality Assessment
Report Ref:	26/14835/POAQ

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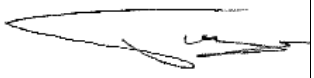
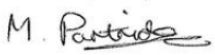
Configuration				
Version	**Date**	**Author**	**Reason for Issue**	**Status**
V0.9	26/05/2026	T. Baker	Report	DRAFT

	Name	Job Title	Signature
Prepared By	Tim Baker	Pollution Control Officer	
Approved By	Mark Partridge	Principle EHO	

Executive Summary

Overview

The London Borough of Newham has implemented Healthy School Streets (HSS) schemes across multiple school locations between 2020 and 2025 to reduce traffic dominance during school travel periods and support safer, healthier, and more sustainable journeys to school.

This assessment evaluates the impact of Healthy School Streets Phases 2–5.2 on roadside nitrogen dioxide (NO_2) concentrations around participating schools.

The study combines:

- long-term passive diffusion tube monitoring across 31 Healthy School Streets and 34 control school locations; and
- high-resolution hourly monitoring using continuous EarthSense Zephyr sensors at eight Phase 2 schools.
- The assessment uses a Before/After Difference-in-Differences (DiD) methodology to isolate the likely impact of the Healthy School Streets programme from wider background improvements in air quality.

Key Findings

Across all Healthy School Streets combined:

- average annual roadside NO_2 concentrations reduced from 20.6 µ g/m³ to 17.7 µg/m³;
- representing an overall reduction of approximately 14%.

However, control schools also experienced reductions over the same period due to wider improvements in vehicle emissions and background air quality.

After accounting for this wider trend using the control cohort, Healthy School Streets were associated with:

- a net annual NO_2 reduction of approximately 4%;
- equivalent to −0.91 µg/m³;
- statistically significant at the 95% confidence level (Welch's t-test p = 0.027).

School Travel Period Improvements

Continuous monitoring demonstrated that the greatest reductions occurred during school travel periods, particularly:

- 07:00–11:00;
- with continued reductions extending into the daytime period.

Using hourly sensor data, a temporally weighted diurnal model was developed to estimate likely concentration reductions during active school street operational periods.

This modelling estimated:

- intervention-period NO_2 reductions of approximately 12%;
- equivalent to approximately −2.2 µg/m³ during school travel hours.

Peak reductions during the morning period reached approximately:

- −3.8µg/m³.

Overall Conclusions

The findings indicate that the Healthy School Streets programme has:

- delivered measurable and statistically significant reductions in roadside NO_2 concentrations;
- reduced pollution exposure during school travel periods;
- supported wider Air Quality Action Plan objectives;
- contributed positively to healthier school travel environments; and
- provided evidence supporting continued expansion of the programme.

The strongest benefits were observed during the morning school arrival period, when children are most likely to be exposed to roadside traffic emissions.

Suggested Headline Statistics for Council Communications

"Healthy School Streets were associated with statistically significant reductions in roadside pollution."

*"Annual roadside NO_2 concentrations reduced by approximately **16%** at Healthy School Streets within Phase 5.2."*

*"Annual roadside NO_2 concentrations reduced by approximately **14%** across all Healthy School Streets (Phase 2 – 5.2)."*

*"After accounting for wider background trends, Healthy School Streets (Phase 2 – 5.2) delivered an estimated net NO_2 reduction of approximately **4%**."*

*"Pollution reductions during school travel periods were estimated at approximately **12%**."*

*"Peak reductions reached approximately **−3.8 µg/m³** during key school travel hours."*

"Results were supported by both passive and continuous monitoring datasets."

Table of Contents

1 Introduction

1.1 Background

The London Borough of Newham's Environmental Control Team was commissioned by Highways and Sustainable Transport to undertake an air quality assessment of Healthy School Streets (HSS) Phases 2–5.2.
Healthy School Streets are timed traffic management schemes designed to reduce motor vehicle activity outside schools during child arrival and departure periods.

The schemes aim to:

- improve road safety;
- encourage walking, cycling, and active travel;
- reduce traffic dominance around schools; and
- improve the local environment for children and residents.

The schemes assessed within this report were introduced between 2020 and 2025. This study evaluates whether implementation of the Healthy School Streets programme was associated with measurable changes in roadside nitrogen dioxide (NO_2) concentrations.

1.2 Objectives of the Assessment

The objectives of this assessment were to:

- quantify changes in roadside NO_2 concentrations following implementation of Healthy School Streets Phase 2 – 5.2;
- distinguish scheme-related changes from wider background air quality trends;
- identify whether changes were statistically significant;
- understand how impacts varied throughout the day; and
- provide evidence to support future transport, public health, and air quality policy decisions.

1.3 Nitrogen Dioxide (NO_2)

Nitrogen dioxide (NO_2) is a regulated air pollutant strongly associated with road traffic emissions and adverse health outcomes.

Long-term exposure to elevated NO_2 concentrations is linked to:

- respiratory illness;
- worsening asthma symptoms;
- reduced lung function;
- cardiovascular impacts; and
- increased vulnerability to respiratory infections.

Children are particularly vulnerable because:

- lungs are still developing;
- exposure frequently occurs close to vehicle emissions sources; and
- school travel periods often coincide with peak traffic conditions.

Road traffic is the dominant source of NO_2 emissions in urban roadside environments.

Consequently, NO_2 is considered an appropriate indicator pollutant for assessing the effectiveness of Healthy School Streets.

2 Monitoring Strategy and Data Collection

2.1 Overview

The assessment used two complementary monitoring approaches:

1. Long-term passive diffusion tube monitoring across all Healthy School Streets and control locations.
2. Continuous hourly monitoring at selected Phase 2 schools.

This combined approach enabled both:

- robust annual trend analysis; and
- detailed assessment of short-term changes during school travel periods.

2.2 Diffusion Tube Monitoring

Passive diffusion tubes were used to measure long-term roadside NO_2 concentrations.

Diffusion tubes are widely used throughout the UK for Local Air Quality Management (LAQM) purposes and provide a cost-effective method for assessing annual average NO_2 concentrations.

Monitoring was undertaken at:

- 31 Healthy School Street locations; and
- 34 control school locations.

The assessment compared:

- the year prior to implementation; with
- the year following implementation.

Tubes were collected monthly and analysed by GRADKO, a UKAS-accredited laboratory.

2.3 Continuous Monitoring

Continuous monitoring was undertaken at eight Phase 2 schools using EarthSense Zephyr sensors.

The sensors recorded hourly NO_2 concentrations for:

- three months before implementation; and
- three months after implementation.

The continuous monitoring data was used to:

- identify diurnal pollution trends;
- assess changes during school operational periods; and
- develop temporal weighting factors for modelling likely intervention-period impacts.

2.4 Bias Adjustment and Data Quality

In accordance with Defra Local Air Quality Management Technical Guidance (TG16), an annual average was derived from the monthly diffusion tube results. This was then bias adjusted using locally derived co-location factors from Newham's automatic monitoring station at Cam Road, Stratford.

The following annual bias adjustment factors were applied:

Table 1. Bias Adjustment Factors

Year	Bias Adjustment Factor
2020	0.85
2021	0.80
2022	0.80
2023	0.80
2024	0.81
2025	0.81

Annualisation was applied in accordance with LAQM guidance where monthly data capture for the year was between 25 and 75%. The three local background monitoring stations used in the annualisation were Wren Close (Newham), Dawlish Road (Waltham Forest) and Lay Street (Redbridge).

3 Methodology

3.1 Difference-in-Differences (DiD) Analysis

A Before/After Difference-in-Differences (DiD) methodology was used to isolate the likely impact of Healthy School Streets from wider regional air quality trends.

The approach compares:

- changes observed at Healthy School Street locations (Appendix 1); with
- simultaneous changes observed at comparable control schools (Appendix 2).

The DiD approach can be expressed as:

$$DiD = (After_{HSS} - Before_{HSS}) - (After_{control} - Before_{control})$$

This methodology is widely used in environmental and public policy evaluation because it accounts for wider background trends that may otherwise influence results.

3.2 Selection of Control Schools

Control schools were selected using the following criteria:

- schools could not form part of Healthy School Street Phases 1–6; and
- school entrances could not directly front major A or B roads.

This ensured the control cohort broadly reflected similar roadside environments to the Healthy School Street locations.

A total of 34 control schools were included in the study.

3.3 Selection of Healthy School Streets

Healthy School Street locations were included where:

- at least one year of diffusion tube monitoring data was available before implementation; and
- at least one year of monitoring data was available after implementation.

This produced a study cohort of 31 Healthy School Streets (Appendix 3).
Phase 1 was excluded due to insufficient pre-implementation monitoring data.

3.4 Statistical Testing

A Welch's t-test was undertaken to determine whether the observed difference between Healthy School Streets and the control cohort was statistically significant.
The analysis returned:

- $p = 0.027$.

This indicates statistical significance at the conventional 95% confidence level.

3.5 Diurnal Redistribution Modelling

To better understand intervention-period impacts, continuous hourly monitoring data was used to:

- derive average diurnal NO_2 profiles;

- identify the hours during which reductions occurred; and
- redistribute the annual DiD reduction across likely intervention periods (Appendix 4).

The modelling identified a clear reduction window between approximately:

- 07:00 and 16:00;
- with the strongest reductions occurring between 08:00 and 11:00.

This approach enabled estimation of likely NO_2 reductions experienced specifically during school travel periods.

4 Assessment Limitations

4.1 Phase 4-5 Monitoring Constraints

Diffusion tube monitoring data for 2024 was unavailable due to procurement issues. As a result:

- 2023 monitoring data was used as the baseline year for Phase 5.2 and;
- 2025 monitoring data was used as the post launch year for Phase 4.

However, a larger temporal gap compared with other phases was avoided due to the late Q4 launch date of Phase 4 and early Q1 launch date of Phase 5.2. This allowed the relevant months for the same year to be included in the assessment while maintaining an annual data capture >75%. Further, the use of a control cohort substantially reduces the likelihood of this materially affecting the DiD analysis.

4.2 Diffusion Tube Coverage

Out of the 99 monitored local authority primary schools in Newham, 6 were removed from the assessment where;

- The monitoring location was on a access path away from a school road;
- The monitoring location was not on a main access road to the school;
- The monitoring location had changed on the school street within the assessment period.

These placements were made independent of this assessment by the contractor to aid in accessibility and limit missing tubes.

A further 28 schools were removed from the assessment (as detailed in the methodology) where the school entrance was on a main road or if in Phase 1 and 6 of the HSS programme.

Further information on the cohort selection is available in Appendix 3.

4.3 Continuous Monitoring Coverage

Continuous monitoring was available only at eight Phase 2 schools due to equipment and resource constraints.
However, the data provided valuable insight into:

- the timing of air quality improvements;
- diurnal pollution behaviour; and
- likely intervention-period effects.

The continuous monitoring results were therefore considered sufficiently representative for temporal modelling purposes.

5 Air Quality Results

5.1 Annual Air Quality Changes

All Healthy School Street phases demonstrated reductions in annual average roadside NO_2 concentrations following implementation.

The reductions observed across individual phases ranged from approximately:

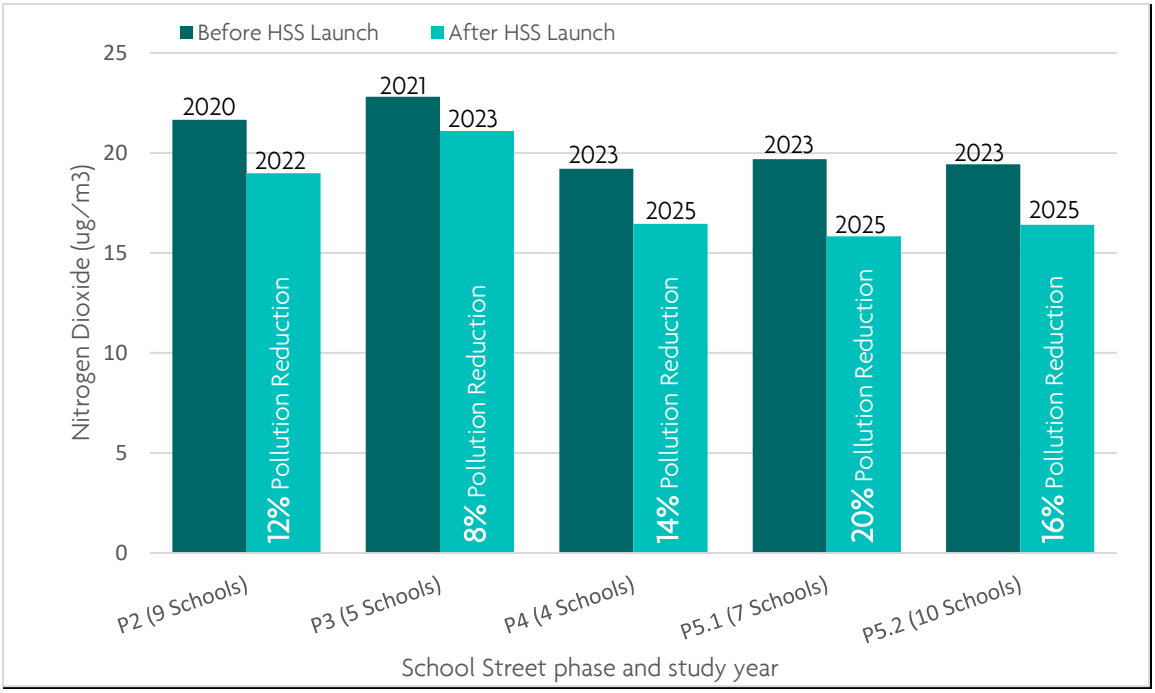
- **8% to 20%.**

Table 2 and Figure 1 summarises the results.

Table 2. Annual NO_2 Changes Following Healthy School Street Implementation

Launch Phase	Annual NO2 (ug/m3) Before HSS Launch	Annual NO2 (ug/m3) After HSS Launch	% Change
P2 (launched 2021)	21.7	19.0	**-12.4%**
P3 (launched 2022)	22.8	21.1	**-7.5%**
P4 (launched 2024)	19.2	16.5	**-14.4%**
P5.1 (launched 2024)	19.7	15.8	**-19.6%**
P5.2 (launched 2025)	19.4	16.4	**-15.6%**
Combined	**20.6**	**17.7**	**-14%**

Figure 1. Annual Air Quality Change after Healthy School Streets Launch



While these reductions are substantial, they also reflect wider improvements in background air quality across London during the same period.

For this reason, the control cohort analysis provides the most reliable estimate of the direct Healthy School Street effect.

5.2 Healthy School Streets vs Control Cohort

The control cohort recorded an average NO_2 reduction of approximately:

- **10%.**

Healthy School Streets recorded a larger average reduction of:

- **14%.**

After accounting for the wider background improvement, the Healthy School Streets programme was associated with:

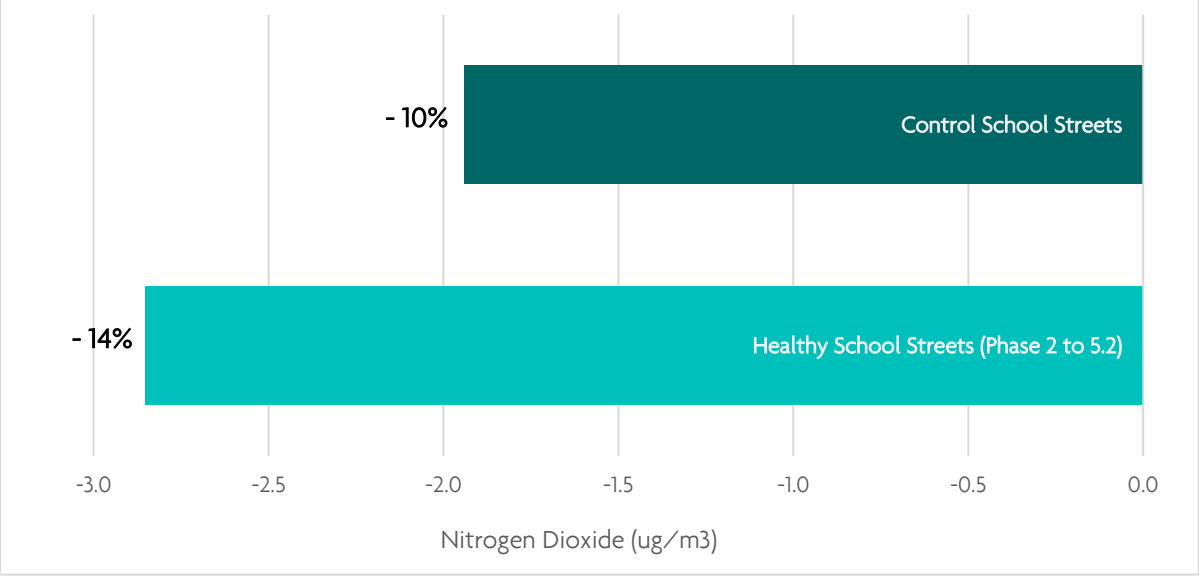
- a net annual NO_2 reduction of approximately **4%;**
- equivalent to **−0.91 µg/m³**.

Table 3 and Figure 2 summarises the results.

Table 3. Healthy School Streets vs Control Schools

	Annual NO2 (ug/m3) Before HSS launch	Annual NO2 (ug/m3) After HSS Launch	NO2 (ug/m3) Difference	% Change
Control (34 Schools)	19.39	17.45	-1.94	-10%
HSS (35 Schools)	20.57	17.72	-2.85	-14%

Figure 2. Annual Air Quality Change, after Healthy School Street Launch



The analysis indicates that Healthy School Streets achieved reductions beyond those expected from wider background trends alone.

The result was also statistically significant.

5.3 Diurnal (Hourly) Air Quality Changes

Continuous monitoring showed that NO_2 reductions were concentrated primarily during school travel periods.

The greatest reductions occurred between:

- 08:00 and 11:00.

Using the diurnal redistribution model, Healthy School Streets (Phase 2 to 5.2) were estimated to deliver:

- intervention-period reductions of approximately **12%**;
- equivalent to approximately **−2.2 µg/m³** during school operational hours.

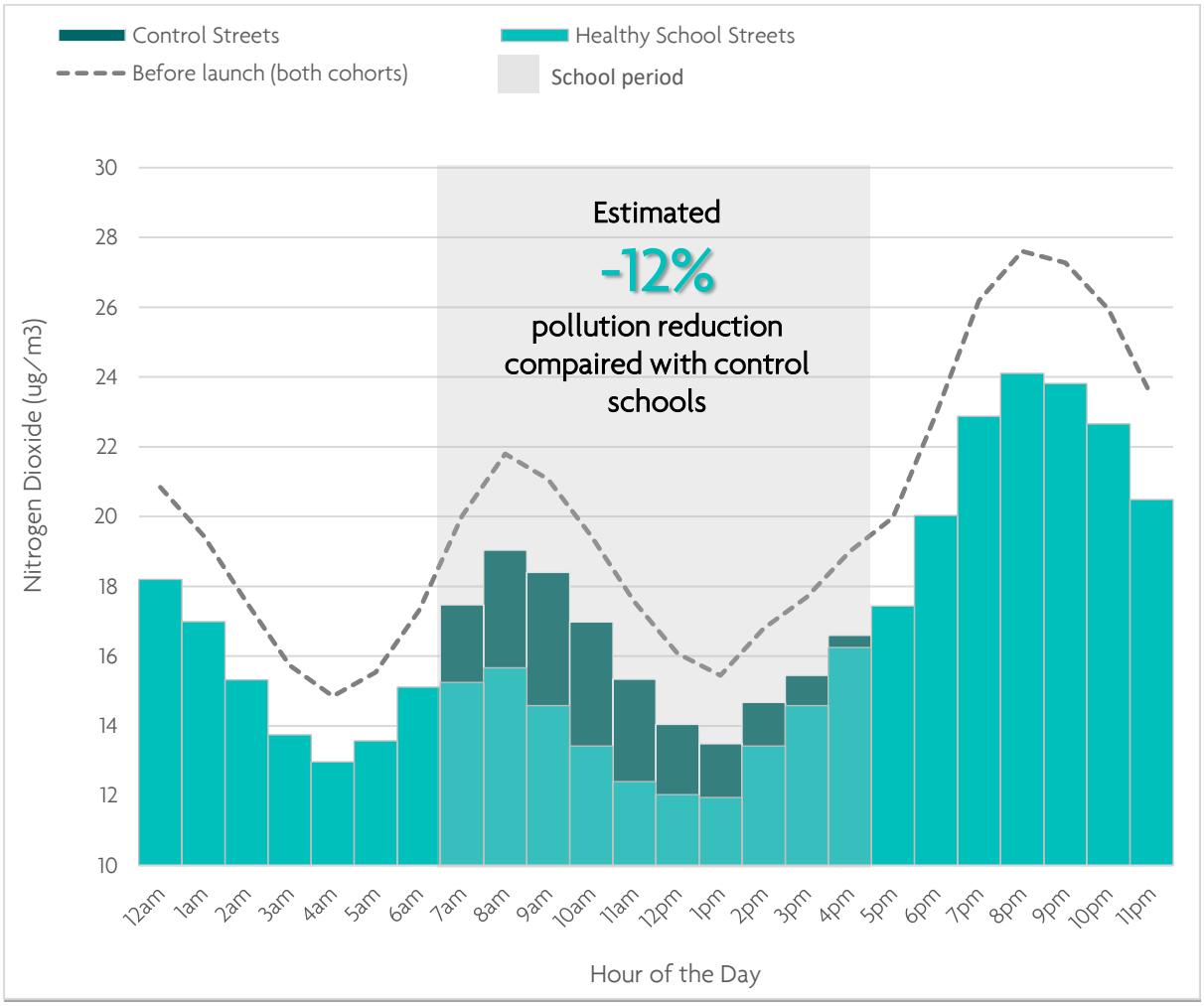
Peak estimated reductions reached approximately:

- **−3.8 µg/m³** during the morning period.

The afternoon period demonstrated more variable behaviour, likely influenced by wider traffic conditions and network redistribution effects.

Figure 3 summarises the results.

Figure 3. Estimated Diurnal (Hourly) NO_2 Changes at Healthy School Streets Phase 2 – 5.2



6 Discussion

6.1 Interpretation of Results

The findings indicate that Healthy School Streets were associated with measurable reductions in roadside NO_2 concentrations.

Several factors strengthen confidence in the conclusions:

- use of a matched control cohort;
- statistically significant results;
- consistency between passive and continuous monitoring datasets; and
- alignment between observed reductions and school travel periods.

The results also highlight an important methodological consideration.
Annual mean concentrations dilute short-duration intervention effects across all hours of the day and night. Consequently, relatively modest annual reductions may still represent materially larger improvements during the periods when children are present outside schools. The hourly modelling suggests this is the case within the Healthy School Streets programme.

6.2 Public Health Relevance

Children are particularly vulnerable to traffic-related air pollution exposure. The observed reductions during school travel periods are therefore especially important because they coincide with:

- peak pedestrian activity;
- school arrival and departure periods; and
- locations where children spend significant time close to vehicle emissions.

The findings support the wider public health objectives of reducing pollution exposure in sensitive roadside environments.

6.3 Policy Context

The results align with the objectives of:

- the London Borough of Newham Air Quality Action Plan;
- active travel objectives;
- wider public health and climate objectives.

The findings also provide evidence supporting the continued expansion of Healthy School Streets within future programme phases.

7 Conclusions

The Healthy School Streets programme in Newham has been assessed using robust, bias-adjusted monitoring data collected before and after implementation.

The assessment demonstrates that Healthy School Streets were associated with statistically significant reductions in roadside NO_2 concentrations.

Key findings include:

- annual average NO_2 reductions at all Healthy School Street phases;
- a net Difference-in-Differences reduction of approximately **4% (−0.91 µg/m³)**;
- statistically significant results (p = 0.027);
- estimated intervention-period reductions of approximately **12% (−2.2 µg/m³)**;
- estimated peak morning reductions reaching approximately **−3.8 µg/m³**; and
- the strongest benefits occurring during school arrival periods.

Overall, the results indicate that Healthy School Streets have:

- improved local roadside air quality;
- reduced pollution exposure during school travel periods;
- supported healthier environments for children and residents; and
- contributed positively to borough-wide transport and public health objectives.

The findings support the continued delivery and expansion of the Healthy School Streets programme within future phases.

Appendix 1 Healthy School Streets vs Control Cohort Data

Control				Experimental			
Control School	Annual NO2 before HSS Launch	Annual NO2 after HSS Launch	Difference	HSS School	Annual NO2 before HSS Launch	Annual NO2 after HSS Launch	Difference
Avenue Primary Sch.	17.59	16.89	-0.70	Sheringham Primary Sch.	21.64	19.98	-1.67
Sir John Heron Primary Sch.	18.68	16.73	-1.95	Hartley Primary Sch.	22.48	21.00	-1.48
Susan Lawrence Nursery	19.46	17.00	-2.47	Park Primary School	20.93	17.35	-3.58
Essex Primary Sch.	19.04	17.34	-1.70	Kaye Rowe Nursery Sch.	23.29	19.51	-3.78
Monega Primary Sch.	19.94	18.43	-1.50	Lister Community Sch.	22.61	18.20	-4.41
Shrewsbury Nursery	22.59	19.43	-3.16	Plaistow Primary Sch.	21.94	18.34	-3.60
St Michael's CatholicSch.	19.61	17.38	-2.23	Southern Road Primary Sch.	19.43	17.74	-1.69
Oliver Thomas Children's Ctr.	19.18	16.20	-2.98	Brampton Primary Sch.	20.96	19.74	-1.22
Vicarage Primary Sch.	21.81	20.02	-1.78	Dersingham Primary Sch.	28.26	24.77	-3.49
Upton Cross Primary Sch.	16.71	15.25	-1.46	Kensington Primary Sch.	24.70	21.08	-3.62
St Antony's Catholic Sch.	17.08	16.02	-1.06	Sandringham Primary Sch.	20.66	20.92	0.27
Elmhurst Primary Sch.	19.86	17.76	-2.10	Stratford School Academy	22.09	22.10	0.02
St Bonaventure's RC Sch.	17.90	17.14	-0.76	Ranelagh Primary Sch.	18.34	16.63	-1.71
St Angela's Ursuline Sch.	20.62	18.80	-1.83	Shaftesbury Primary Sch.	20.92	16.92	-4.00
Odessa Infant Sch.	17.36	16.30	-1.05	Earlham Primary Sch.	16.79	13.99	-2.80
St James' C of E Junior Sch.	18.05	16.10	-1.95	New City Primary Sch.	20.37	18.15	-2.21
Education Links	18.63	16.70	-1.92	Gallions Primary Sch.	18.79	16.77	-2.02
John F Kennedy Special Sch.	19.46	16.09	-3.37	St Stephen's Nursery Sch.	18.77	15.11	-3.65
School 21	19.14	17.07	-2.06	Langdon Academy	20.15	16.43	-3.71
Manor Primary Sch.	18.43	16.37	-2.06	Portway Primary Sch.	17.39	15.02	-2.37
East London Science Sch.	20.18	16.04	-4.14	Gainsborough Primary Sch.	20.20	16.80	-3.41
Abbey Lane Children's Ctr.	20.69	17.59	-3.11	Kaizen Primary Sch.	24.04	16.15	-7.90
Eleanor Smith Sch.	17.89	16.21	-1.68	Edith Kerrison Nursery Sch.	17.57	15.46	-2.12
Tunmarsh Sch.	22.48	19.24	-3.24	William Davies Primary Sch.	15.90	15.66	-0.24

Keir Hardie Primary Sch.	20.70	19.13	-1.57	Altmore Infant Sch.	22.78	17.38	-5.40
Britannia Village Primary	19.74	18.14	-1.61	Nelson Primary Sch.	16.33	16.56	0.23
New Directions	20.28	18.96	-1.31	Roman Road Primary Sch.	18.50	17.24	-1.25
Drew Primary Sch.	20.30	19.88	-0.42	Brampton Manor Academy	20.92	19.26	-1.66
Calverton Primary Sch.	16.89	16.22	-0.67	Central Park Primary School	20.02	16.95	-3.07
North Beckton Primary Sch.	18.12	16.13	-1.99	Selwyn Primary Sch.	22.18	13.24	-8.94
Maryland Primary School	18.30	16.39	-1.91	Curwen Primary Sch.	18.87	14.92	-3.94
Colegrave Primary School	19.54	17.29	-2.26				
Ronald Openshaw Nursery	20.39	18.23	-2.17				
Sarah Bonnell Sch.	22.54	20.79	-1.75				
	19.39	**17.45**	**-1.94**		**20.57**	**17.72**	**-2.85**

Statistical Analysis	
DiD	-0.91
Net NO2 Reduction	-3.9%
Welch's t-test	0.0268
Equal variance t-test	0.0203
10h undiluted DiD	-2.19

Appendix 2 Control Cohort Monitoring Data NO_2

Control School	Phase 5.2			Phase 5			Phase 4			Phase 3			Phase 2			Collaped Control		
	Before (2023)	After (2025)	Difference	Before (2023)	After (2025)	Difference	Before (2023)	After (2025)	Difference	Before (2021)	After (2023)	Difference	Before (2020)	After (2022)	Difference	Before (P2-P5.2)	After (P2-P5.2	Difference
Avenue Primary Sch.	15.95	15.92	-0.03	16.70	16.60	-0.10	16.70	16.10	-0.60	19.10	18.16	-0.94	19.52	17.69	-1.84	17.59	16.89	-0.70
Sir John Heron Primary Sch.	17.78	15.10	-2.68	18.54	15.61	-2.93	17.07	15.28	-1.78	19.46	19.57	0.10	20.54	18.06	-2.48	18.68	16.73	-1.95
Susan Lawrence Nursery	18.11	15.22	-2.90	18.97	16.16	-2.81	17.99	15.57	-2.42	21.06	20.07	-0.99	21.17	17.96	-3.22	19.46	17.00	-2.47
Essex Primary Sch.	18.82	16.35	-2.47	18.82	16.59	-2.24	17.66	16.33	-1.34	19.28	18.82	-0.46	20.62	18.62	-2.00	19.04	17.34	-1.70
Monega Primary Sch.	19.26	17.07	-2.19	20.13	18.14	-2.00	18.60	17.91	-0.69	19.79	20.13	0.35	21.91	18.91	-2.99	19.94	18.43	-1.50
Shrewsbury Nursery	21.72	17.31	-4.41	22.32	17.54	-4.78	21.17	17.17	-4.00	23.41	23.66	0.25	24.32	21.48	-2.84	22.59	19.43	-3.16
St Michael's CatholicSch.	18.45	15.53	-2.92	19.20	16.16	-3.04	18.08	15.68	-2.39	20.72	20.56	-0.16	21.62	18.96	-2.66	19.61	17.38	-2.23
Oliver Thomas Children's Ctr.	18.78	14.28	-4.51	19.29	14.92	-4.36	18.91	14.78	-4.13	19.72	19.29	-0.44	19.19	17.72	-1.47	19.18	16.20	-2.98
Vicarage Primary Sch.	20.18	19.27	-0.91	20.65	19.90	-0.75	19.83	19.81	-0.02	23.50	20.65	-2.85	24.88	20.49	-4.39	21.81	20.02	-1.78
Upton Cross Primary Sch.	15.18	13.61	-1.57	16.29	14.16	-2.13	15.28	13.85	-1.43	18.16	17.56	-0.60	18.63	17.06	-1.57	16.71	15.25	-1.46
St Antony's Catholic Sch.	16.05	14.49	-1.56	16.75	15.26	-1.49	16.01	14.80	-1.21	18.82	17.81	-1.01	17.78	17.76	-0.02	17.08	16.02	-1.06
Elmhurst Primary Sch.	19.47	15.69	-3.78	19.98	16.43	-3.56	19.01	16.22	-2.78	20.58	20.52	-0.06	20.27	19.94	-0.33	19.86	17.76	-2.10
St Bonaventure's RC Sch.	16.94	15.62	-1.31	17.77	16.46	-1.31	16.90	15.91	-0.99	18.65	18.97	0.32	19.22	18.73	-0.49	17.90	17.14	-0.76
St Angela's Ursuline Sch.	19.12	16.75	-2.37	20.23	17.52	-2.71	20.23	17.20	-3.03	19.91	21.50	1.59	23.63	21.01	-2.62	20.62	18.80	-1.83
Odessa Infant Sch.	17.01	15.31	-1.70	17.01	15.31	-1.70	15.57	15.50	-0.07	17.73	17.01	-0.72	19.46	18.38	-1.08	17.36	16.30	-1.05
St James' C of E Junior Sch.	17.19	13.57	-3.62	18.37	14.12	-4.25	17.07	13.75	-3.32	17.72	19.94	2.22	19.92	19.12	-0.79	18.05	16.10	-1.95
Education Links	18.13	13.88	-4.26	18.93	14.31	-4.62	17.70	14.30	-3.40	18.46	20.43	1.97	19.91	20.61	0.70	18.63	16.70	-1.92
John F Kennedy Special Sch.	18.31	13.62	-4.69	19.01	14.45	-4.57	17.63	14.23	-3.39	20.56	20.11	-0.44	21.81	18.04	-3.77	19.46	16.09	-3.37
School 21	19.03	15.50	-3.53	19.03	15.50	-3.53	17.40	15.02	-2.38	19.67	20.25	0.58	20.55	19.10	-1.45	19.14	17.07	-2.06
Manor Primary Sch.	17.26	14.14	-3.12	17.85	14.97	-2.88	16.18	14.77	-1.41	20.57	18.47	-2.10	20.30	19.52	-0.78	18.43	16.37	-2.06
East London Science Sch.	17.07	13.87	-3.20	18.37	13.36	-5.01	18.37	13.23	-5.14	23.14	19.72	-3.43	23.94	20.02	-3.92	20.18	16.04	-4.14
Abbey Lane Children's Ctr.	19.02	15.07	-3.95	19.88	15.85	-4.03	19.88	15.85	-4.03	20.43	21.22	0.78	24.26	19.93	-4.32	20.69	17.59	-3.11

Eleanor Smith Sch.	17.35	14.29	-3.07	17.79	15.23	-2.56	16.52	15.04	-1.49	18.71	18.88	0.17	19.09	17.61	-1.48	17.89	16.21	-1.68
Tunmarsh Sch.	22.34	17.25	-5.09	22.63	17.91	-4.73	20.95	17.46	-3.49	23.16	22.63	-0.52	23.33	20.97	-2.36	22.48	19.24	-3.24
Keir Hardie Primary Sch.	19.71	17.06	-2.65	20.94	17.53	-3.40	19.82	17.60	-2.22	21.04	22.12	1.08	22.00	21.32	-0.68	20.70	19.13	-1.57
Britannia Village Primary	19.79	16.17	-3.61	19.79	16.81	-2.98	18.86	16.34	-2.52	19.83	21.13	1.30	20.45	20.24	-0.21	19.74	18.14	-1.61
New Directions	20.60	17.09	-3.51	21.45	17.96	-3.49	20.36	17.73	-2.63	18.69	22.34	3.66	20.30	19.70	-0.60	20.28	18.96	-1.31
Drew Primary Sch.	19.95	18.33	-1.62	20.65	19.06	-1.59	19.71	18.94	-0.77	19.48	22.00	2.52	21.74	21.07	-0.66	20.30	19.88	-0.42
Calverton Primary Sch.	15.73	14.32	-1.41	16.64	14.98	-1.66	15.00	14.75	-0.25	17.91	18.55	0.64	19.19	18.51	-0.68	16.89	16.22	-0.67
North Beckton Primary Sch.	17.05	14.60	-2.45	18.05	15.27	-2.78	17.21	14.94	-2.28	18.61	18.72	0.11	19.67	17.14	-2.53	18.12	16.13	-1.99
Maryland Primary School	17.26	14.36	-2.90	17.81	15.02	-2.79	16.47	14.61	-1.85	19.87	19.10	-0.77	20.09	18.86	-1.23	18.30	16.39	-1.91
Colegrave Primary School	18.88	14.70	-4.18	19.98	15.31	-4.67	18.15	14.96	-3.19	20.28	20.96	0.68	20.44	20.50	0.06	19.54	17.29	-2.26
Ronald Openshaw Nursery	19.66	16.09	-3.57	20.46	16.69	-3.77	18.99	16.29	-2.70	19.77	21.36	1.60	23.08	20.69	-2.39	20.39	18.23	-2.17
Sarah Bonnell Sch.	19.65	18.85	-0.79	20.86	19.52	-1.34	20.86	19.13	-1.73	25.37	21.69	-3.67	25.98	24.77	-1.21	22.54	20.79	-1.75
Average	**18.44**	**15.60**	**-2.84**	**19.15**	**16.19**	**-2.96**	**18.12**	**15.91**	**-2.21**	**20.09**	**20.12**	**0.02**	**21.14**	**19.43**	**-1.72**	**19.39**	**17.45**	**-1.94**

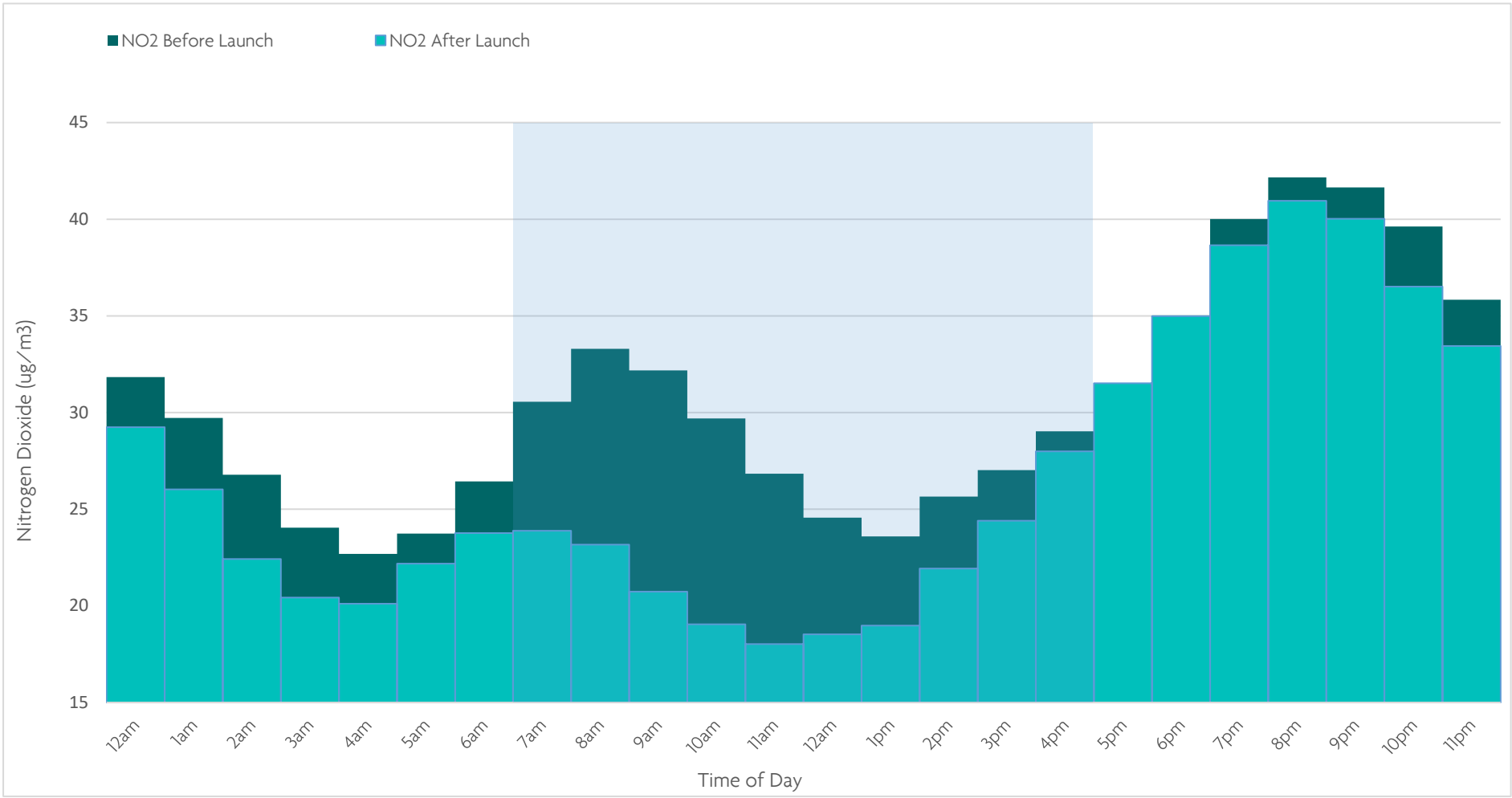
Appendix 3 HSS and Control School Cohort Locations

Phase 2, launch: 2021	Phase 3, launch: 2022	...Control Schools – cont.
Sheringham Primary School Park Primary School Kaye Rowe Nursery School Lister Community School Plaistow Primary School Southern Road Primary School Brampton Primary School	Dersingham Primary School Kensington Primary School Sandringham Primary School Stratford School Academy Ranelagh Primary School	St Angela's Ursuline School Odessa Infant School St James' C of E Junior School Education Links John F Kennedy Special School School 21 Manor Primary School East London Science School Abbey Lane Children's Centre Eleanor Smith School Tunmarsh School Keir Hardie Primary School Britannia Village Primary New Directions Drew Primary School Calverton Primary School North Beckton Primary School Maryland Primary School Colegrave Primary School Ronald Openshaw Nursery School Sarah Bonnell School **Removed from Assessment:** Kingsford Community School (Monitor in park) Eastlea Community School (Monitor location moved) All Schools on major 'A' and 'B' roads All schools in phase 6
Phase 5.1 launch: 2024	**Phase 5.2, launch: 2025**	
St Stephen's Nursery School Langdon Academy Portway Primary School Gainsborough Primary School Kaizen Primary School Edith Kerrison Nursery School **Removed from Assessment:** Oasis Academy Silvertown (Monitor not on School St.) Rosetta Primary School (Monitor in park)	William Davies Primary School Altmore Infant School Nelson Primary School Roman Road Primary School Brampton Manor Academy Central Park Primary School Selwyn Primary School Curwen Primary School **Removed from Assessment:** The Cumberland School (Monitor not on School St.) Winsor Primary School (Monitor location moved)	
Phase 4, launch: 2023	**Control Schools**	
Shaftesbury Primary School Earlham Primary School New City Primary School Gallions Primary School	Avenue Primary School Sir John Heron Primary School Susan Lawrence Nursery Essex Primary School Monega Primary School Shrewsbury Nursery St Michael's Catholic Primary School Oliver Thomas Children's Centre Vicarage Primary School Upton Cross Primary School St Antony's Catholic Primary School Elmhurst Primary School St Bonaventure's RC School	

Appendix 4a Continuous Monitoring Diurnal Profiles (Phase 2)

		Park Primary		Southern Road		Kaye Row		Brampton		Plaistow Primary		Lister		Hartley		Sheringham		Combined Profile				Weighted Reduction Calculation		
#	Hour	NO2 Before Launch	NO2 After Launch	NO2 Before Launch	NO2 After Launch	NO2 Before Launch	NO2 After Launch	NO2 Before Launch	NO2 After Launch	NO2 Before Launch	NO2 After Launch	NO2 Before Launch	NO2 After Launch	NO2 Before Launch	NO2 After Launch	NO2 Before Launch	NO2 After Launch	NO2 Before Launch	Before Factor	NO2 After Launch	After Factor	Difference	School-hour reductions	Weighted school hour reductions
0	12am	32.2	25.5	30.7	26.4	28.4	26.9	20.7	20.1	47.1	41.5	27.2	27.8	32.1	31.3	36.3	34.5	31.8	1.0	29.2	1.1	2.6	0.0	0.0
1	1am	29.6	23.1	28.0	22.2	25.4	23.0	19.8	19.5	44.4	36.9	26.1	25.2	30.2	27.5	34.1	30.8	29.7	1.0	26.0	1.0	3.7	0.0	0.0
2	2am	27.1	18.7	23.0	18.7	23.0	19.2	18.7	17.1	40.9	33.4	23.9	23.3	26.4	23.0	31.3	26.0	26.8	0.9	22.4	0.8	4.4	0.0	0.0
3	3am	23.8	16.4	20.3	16.1	20.3	18.0	17.3	15.6	36.9	30.4	22.1	21.6	23.8	21.3	27.7	23.9	24.0	0.8	20.4	0.8	3.6	0.0	0.0
4	4am	21.0	16.9	19.3	15.0	17.3	16.8	17.0	16.1	36.6	28.8	22.3	20.8	22.5	22.3	25.4	24.0	22.7	0.7	20.1	0.8	2.6	0.0	0.0
5	5am	19.1	19.4	22.8	15.9	17.7	19.7	17.8	18.3	38.9	30.0	24.0	21.8	22.7	25.9	26.9	26.5	23.7	0.8	22.2	0.8	1.5	0.0	0.0
6	6am	18.0	22.7	27.4	20.1	20.8	18.8	20.5	18.8	38.7	31.3	29.2	24.5	26.1	25.7	30.7	28.2	26.4	0.9	23.8	0.9	2.7	0.0	0.0
7	7am	21.0	23.4	32.9	25.7	25.1	18.2	22.7	16.9	40.4	32.1	29.2	26.7	33.3	25.0	39.9	23.2	30.6	1.0	23.9	0.9	6.7	6.7	-2.2
8	8am	27.4	25.1	35.7	25.9	30.9	17.6	22.3	15.5	40.7	31.2	30.1	25.6	39.3	25.4	39.9	19.1	33.3	1.1	23.2	0.9	10.1	10.1	-3.4
9	9am	35.5	27.0	31.3	23.4	32.9	15.5	20.4	13.5	38.3	25.4	25.1	22.2	37.9	23.7	36.0	15.0	32.2	1.1	20.7	0.8	11.5	11.5	-3.8
10	10am	38.9	24.6	28.9	22.3	27.1	13.0	18.8	13.1	36.8	24.6	20.7	18.3	33.6	20.9	32.7	15.5	29.7	1.0	19.0	0.7	10.6	10.6	-3.5
11	11am	32.8	24.6	26.4	18.4	24.7	14.0	16.6	13.2	33.5	20.3	18.3	14.4	31.4	21.0	30.9	18.3	26.8	0.9	18.0	0.7	8.8	8.8	-2.9
12	12am	29.6	24.6	23.8	17.4	24.1	17.1	14.9	12.8	31.4	19.1	16.9	14.3	28.9	22.9	26.8	19.9	24.6	0.8	18.5	0.7	6.0	6.0	-2.0
13	1pm	27.0	24.1	21.3	17.3	24.3	17.9	14.5	12.3	28.8	20.4	14.7	16.1	30.3	24.2	27.8	19.5	23.6	0.8	19.0	0.7	4.6	4.6	-1.5
14	2pm	25.1	29.7	24.3	19.7	27.6	21.1	16.4	13.0	32.6	24.2	15.5	17.3	32.1	27.0	31.6	23.4	25.7	0.8	21.9	0.8	3.7	3.7	-1.2
15	3pm	27.1	34.3	26.7	23.0	27.7	23.8	14.9	11.8	36.6	28.9	18.4	18.4	31.8	27.9	32.9	27.1	27.0	0.9	24.4	0.9	2.6	2.6	-0.9
16	4pm	29.2	34.2	28.8	26.5	30.1	28.1	17.6	15.5	39.1	33.1	18.1	20.5	32.2	33.0	37.2	33.0	29.0	1.0	28.0	1.1	1.0	1.0	-0.3
17	5pm	29.6	35.4	30.0	29.3	33.1	34.9	18.9	17.6	40.7	39.9	18.7	23.5	33.0	34.3	40.0	37.2	30.5	1.0	31.5	1.2	-1.0	0.0	0.0
18	6pm	30.0	35.9	32.0	33.1	39.2	36.4	21.0	18.6	50.2	50.2	20.7	27.9	38.7	35.6	48.3	42.1	35.0	1.1	35.0	1.3	0.0	0.0	0.0
19	7pm	35.2	37.0	36.0	40.8	43.2	35.6	24.9	21.1	57.1	56.9	25.1	33.1	43.5	37.3	55.0	47.4	40.0	1.3	38.6	1.5	1.4	0.0	0.0
20	8pm	39.7	37.3	38.5	41.3	44.2	41.4	26.7	23.9	61.2	60.6	27.8	34.2	44.5	39.4	54.7	49.7	42.2	1.4	41.0	1.5	1.2	0.0	0.0
21	9pm	39.3	36.6	39.6	38.8	44.4	42.8	27.0	24.7	58.4	56.4	28.9	33.2	43.8	39.8	51.7	47.9	41.6	1.4	40.0	1.5	1.6	0.0	0.0
22	10pm	40.7	32.9	37.9	34.3	38.4	37.0	26.1	24.4	54.7	50.8	29.5	31.4	40.9	37.8	48.7	43.5	39.6	1.3	36.5	1.4	3.1	0.0	0.0
23	11pm	35.8	29.5	35.2	31.2	32.3	31.8	23.8	23.5	50.6	46.4	28.7	30.4	36.6	35.1	43.7	39.7	35.8	1.2	33.4	1.3	2.4	0.0	0.0

Appendix 4b Continuous Monitoring Phase 2 Combined Hourly Profile



Appendix 5 Diurnal Redistribution Modelling

Hour of day	Before (Both groups)	Control before (ug_m3)	Experimental before (ug_m3)	Control after (ug_m3)	Experimental after (ug_m3)	After (both groups)	Diurnal factor	Weighted Reduction	Applied Reduction	% Change
12am	20.84	20.23	21.46	18.20	18.49	18.34	1.043	0.00	18.20	
1am	19.46	18.88	20.03	16.99	17.26	17.12	0.974	0.00	16.99	
2am	17.54	17.02	18.06	15.32	15.56	15.44	0.878	0.00	15.32	
3am	15.74	15.27	16.21	13.74	13.96	13.85	0.788	0.00	13.74	
4am	14.85	14.41	15.29	12.97	13.17	13.07	0.743	0.00	12.97	
5am	15.54	15.08	16.00	13.57	13.78	13.68	0.778	0.00	13.57	
6am	17.31	16.79	17.82	15.11	15.35	15.23	0.866	0.00	15.11	
7am	20.01	19.41	20.60	17.47	17.75	17.61	1.001	-2.23	15.25	-12.7%
8am	21.80	21.15	22.45	19.04	19.33	19.18	1.091	-3.37	15.66	-17.7%
9am	21.07	20.45	21.70	18.40	18.69	18.55	1.055	-3.82	14.58	-20.8%
10am	19.44	18.87	20.02	16.98	17.24	17.11	0.973	-3.55	13.43	-20.9%
11am	17.57	17.04	18.09	15.34	15.58	15.46	0.879	-2.94	12.40	-19.1%
12pm	16.08	15.60	16.56	14.04	14.26	14.15	0.805	-2.01	12.03	-14.3%
1pm	15.45	14.99	15.91	13.49	13.70	13.60	0.773	-1.54	11.95	-11.4%
2pm	16.80	16.30	17.30	14.67	14.90	14.78	0.841	-1.24	13.43	-8.5%
3pm	17.69	17.17	18.22	15.45	15.69	15.57	0.885	-0.87	14.58	-5.6%
4pm	19.00	18.44	19.57	16.59	16.85	16.72	0.951	-0.34	16.25	-2.1%
5pm	19.97	19.37	20.56	17.44	17.71	17.57	0.999	0.00	17.44	
6pm	22.93	22.25	23.61	20.03	20.34	20.18	1.148	0.00	20.03	
7pm	26.19	25.42	26.97	22.87	23.23	23.05	1.311	0.00	22.87	
8pm	27.60	26.79	28.42	24.11	24.48	24.29	1.382	0.00	24.11	
9pm	27.27	26.46	28.08	23.81	24.19	24.00	1.365	0.00	23.81	
10pm	25.95	25.18	26.72	22.66	23.01	22.84	1.299	0.00	22.66	
11pm	23.46	22.76	24.15	20.49	20.81	20.65	1.174	0.00	20.49	
Average	**19.98**	**19.39**	**20.57**	**17.45**	**17.72**	**17.59**	**1.00**	**-0.91**	**16.54**	

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