



Meeting: **Environment, Flooding and Climate Change Overview and Scrutiny Committee**

Date/Time: **Monday, 8 June 2026 at 2.00 pm**

Location: **Sparkenhoe Committee Room, County Hall, Glenfield**

Contact: **Mr. A. Sarang (0116 3056844)**

Email: **aqil.sarang@leics.gov.uk**

Membership

Mr. K. Robinson CC (Chairman)

Mr. J. Boam CC Dr. S. Hill CC
Mrs. N. Bottomley CC Mr. J. McDonald CC
Mr. S. Bradshaw CC Mr. P. Morris CC
Mr. N. Chapman CC Dr. D. North CC
Mr. G. Cooke CC Ms. A. Pendlebury CC
Ms. B. Gray CC Mr. C. A. Smith CC

AGENDA

- | <u>Item</u> | <u>Report by</u> |
|---|------------------|
| 1. Appointment of Chairman.

To note that Mr K. Robinson CC has been appointed Chairman of the Environment, Flooding and Climate Change Overview and Scrutiny Committee in accordance with Rule 6(a) of the Overview and Scrutiny Procedure Rules (Part 4E of the County Council's Constitution). | |
| 2. Election of Vice Chairman. | |
| 3. Minutes of the meeting held on 9 March 2026. | (Pages 3 - 10) |
| 4. Question Time | |
| 5. Questions asked by Members under Standing Order 32 (1). | |
| 6. To advise of any items which the Chairman has decided to take as urgent elsewhere on the agenda. | |



7. Declarations of interest in respect of items on the agenda.
8. Declarations of the party whip in accordance with Overview and Scrutiny Procedure Rule 16.
9. Presentations of petitions under Standing Order 33.
10. Air Quality and Health Partnership Action Plan update. Director of Public Health, Communities, Law and Governance and Director of Growth, Environment and Transport (Pages 11 - 54)
11. Date of next meeting.

The next meeting of the Committee is scheduled to take place on Wednesday 2 September 2026 at 2.00pm.
12. Any other item which the Chairman has decided to take as urgent.



Minutes of a meeting of the Environment, Flooding and Climate Change Overview and Scrutiny Committee held at County Hall, Glenfield on Monday, 9 March 2026.

PRESENT

Mr. K. Robinson CC (in the Chair)

Dr. J. Bloxham CC
Mrs. N. Bottomley CC
Mr. S. Bradshaw CC
Mr. N. Chapman CC
Mr. G. Cooke CC
Ms. B. Gray CC

Dr. S. Hill CC
Mr. J. McDonald CC
Mr. P. Morris CC
Ms. A. Pendlebury CC
Mr. C. A. Smith CC

In attendance

Mr. A. Tilbury CC – Lead Member for Environment and Transport

22. Minutes.

RESOLVED:

That the minutes of the meeting held on 26 January 2026 be taken as read, confirmed and signed.

23. Question Time

The Chief Executive reported that one question had been received under Standing Order 34.

Question asked by Adam Stares

“How much does the council expect to spend in revenue costs to pursue the 2050 Net Zero Action Plan in the 2026/27 financial year? How does this compare with the spending in 2025/26?”

Reply by the Chairman

The 2050 Net Zero Action Plan has been superseded by the Climate Resilience Delivery Plan which was approved by the [Cabinet](#) in February 2026. The Climate Resilience Delivery Plan is broader in scope (i.e. it includes actions linked to climate adaptation and mitigation, severe weather etc). The information provided below focuses on spend which would previously have been in scope of the 2050 Net Zero Action Plan.

For 2026/27, net revenue costs (where the primary reason is net zero delivery) are expected to amount to £0.31m and equates to 0.05% of the Council’s total revenue net spending. Compared to 2025/26, the net budget is £0.32m and equates to 0.05% of the Council’s total budgeted net revenue spend. The forecast spend for 2025/26 is £0.20m

(as per January 2026), which equates to 0.03% of the Council's total forecast revenue net spend.

Supplementary Question

Mr Stares, with the consent of the Chairman, asked the following supplementary question:

"My interpretation of the answer is that there's been an underspend in this fiscal year of about £120,000. I wondered why that had happened and why that isn't taken into account for next year's budget if the budget remains essentially the same next year."

At the request of the Chairman, the Director responded to advise that the underspend in 2025/26 arose from a number of things; lower than forecast differential between the cost of diesel and hydrogenated vegetable oil or HBO, staffing vacancies for part of the financial year and there's a small amount of grant funded income. These underspends were not reflected in next year's budget as the Council expected the cost differential between diesel and HBO to increase again in the next financial year. The Council also anticipated that staffing vacancies would be filled in 2026/27 and the external grant funding had now ended.

The Chairman thanked Mr Stares for his questions.

24. Questions asked by Members under Standing Order 32 (1).

The Chief Executive reported that no questions had been received under Standing Order 7(3) and 7(5).

25. Urgent Items.

There were no other urgent items for consideration.

26. Declarations of interest.

The Chairman invited Members who wished to declare any interest in respect of items on the agenda for the meeting.

No declarations were made.

27. Declarations of the party whip.

There were no declarations of the Party Whip in accordance with Overview and Scrutiny Procedure Rule 16.

28. Presentations of petitions under Standing Order 33.

The Chief Executive reported that no petitions had been received under Standing Order 35.

29. Local Flood Risk Management Strategy (LFRMS) Update.

The Committee considered a presentation by the Director of Environment and Transport which provided an update on the Local Flood Risk Management Strategy (LFRMS) and the Authority's role as the Lead Local Flood Authority (LLFA). A copy of the report marked 'Agenda Item 9' is filed with these minutes.

The Chairman welcomed Mr. A. Tilbury CC, the Cabinet Lead Member for Environment and Transport to the meeting for this item.

Arising from discussion, the following points were made:

- (i) It was noted that following publication of the agenda for this meeting, an additional 38 reports of internal flooding had been received from an event in late February. The Authority continued to gather data, support affected communities, and conduct investigations where required.
- (ii) In response to a member query on how the additional funding of £2m would be allocated, it was noted that the investment had supported increased staffing capacity and the retention of specialist expertise, which in turn increased the progression of Section 19 investigations, scheme design, community engagement and drainage investigations. The workload remained busy due to the frequency of flood events and the need to prioritise urgent incidents alongside programmed works therefore continued.
- (iii) Members acknowledged that the position was complex with multiple organisations being involved and having responsibility for flood risk management. Members welcomed the public information leaflet which had been produced including details of who best to contact when an event occurred. Partnership working, regular communication with other risk-management authorities and local communities, and the promotion of clear contact routes were emphasised as ongoing priorities for the Service.
- (iv) It was highlighted that the Authority had increased community engagement, including holding drop-in sessions, information campaigns and providing online resources to promote flood preparedness. Over 500 residents had attended engagement sessions during the previous year, which had been supported by partners from water companies, the Environment Agency (EA), district councils, and the highways service.
- (v) In response to a query on progress on Section 19 flood investigations, it was noted that while work continued promptly after events, final report publications were often delayed due to the need for technical validation. Members were assured, however, that this did not mean County Council works identified as being necessary from those investigations did not commence immediately. Efforts were being made to streamline the process where possible.
- (vi) It was noted that although Section 19 reports could recommend actions, the Authority did not have powers to compel external bodies to implement those recommendations. All internal flooding was investigated, with some incidents subject to informal investigation where thresholds for a formal Section 19 process were not met.
- (vii) It was noted that there were 140 enrolled flood wardens across the County. Regular training events continued to be delivered, with additional sessions for new

volunteers. Further partnership working with local universities were also being explored. New flood action groups had formed in several communities affected by recent flooding, and support was being provided to help them develop community risk plans.

- (viii) The Committee commented on the complexities around land drainage responsibilities and riparian ownership issues. The Director advised that public engagement work continued to improve awareness of maintenance duties. Natural flood management techniques were also being promoted where appropriate, particularly on privately owned land.
- (ix) A Member queried whether a further local assessment could be undertaken for the Sileby/Barrow area in Charnwood, noting that repeated flooding caused significant disruption and could leave residents effectively cut off in severe events. In response, the Director undertook to provide an update outside the meeting and to circulate to all Members further guidance on where community investigations might deliver the greatest benefit.
- (x) It was questioned, in the context of the County Council's role as Lead Local Flood Authority (LLFA) and statutory consultee on new developments, who held responsibility for other potential causes of flooding beyond surface water (including concerns about groundwater/water table issues affecting a local development). The Director advised that responsibility would likely sit with another Risk Management Authority but undertook to review the specific case in the Members division and respond to the Member about this outside the meeting.
- (xi) Progress on work to better understand flood risk in Hinckley and Burbage depended on ongoing discussions with external partners. A firm date for completion of this work could not therefore be provided at this time. Members noted that when consulted on local plan consultations and planning applications in that area as the LLFA evidence from Section 19 reports, local reviews and other relevant studies and sources of information would be relied upon as appropriate.
- (xii) A Member requested further information on the number of planning applications refused on flood risk grounds. The Director confirmed this information was available and would be provided following the meeting.
- (xiii) A Member sought clarification on the EA's asset map, asking about the difference between 'maintained assets' and other assets shown, and whether this indicated that works would not be undertaken where an asset was not listed as 'maintained'. Members noted that 'maintained' was likely to mean maintained by the EA. Other assets not so marked did not mean that no-one maintained the asset, just that these were not the responsibility of the EA, noting that responsibilities might rest with riparian owners.
- (xiv) A Member requested an update on progress with the Woodbrook scheme in Loughborough which officers undertook to provide outside the meeting.

RESOLVED:

That the presentation on the Council's Local Flood Risk Management Strategy and its role as the Lead Local Flood Authority, be noted and welcomed.

30. Biodiversity Report.

The Committee considered a report of the Director of Environment and Transport which presented the draft Biodiversity Report, prior to this being published, as required by the strengthened biodiversity duty introduced as part of the Environment Act 2021. A copy of the report marked 'Agenda Item 10' is filed with these minutes.

Arising from discussion, the following points were made:

- (i) A Member questioned whether work to monitor and improve biodiversity could be undermined if the Government introduced new initiatives or priorities, for example, by introducing new major growth proposals. It was noted that a substantial and ongoing programme of environmental legislation had been and was in the process of being introduced which placed duties on public authorities and partners which would suggest these responsibilities would continue for the foreseeable future.
- (ii) It was noted that the report provided a wider spatial framework regarding biodiversity beyond the County Council boundary and included mapping and evidence on habitats and species. It was intended to provide a point-in-time assessment with an emphasis on positive progression over the next reporting period. Members noted that an ongoing challenge would be ensuring major developments and partnerships demonstrated how they would meet the biodiversity duty and related requirements, to avoid delivery being confined to a single body.
- (iii) In response to a question, the Director reported that priority and indicator species were being identified, and recent recording activity had attracted strong community participation. On invasive species, Members noted that relevant colleagues (including forestry) monitored emerging risks and worked within national guidance and followed expert advice to track this.
- (iv) Concerns were raised about the level of the cultivation licence fee for parish councils wishing to undertake small-scale planting, for example, of wildflowers. It was questioned whether the fee could be reviewed. The Director undertook to review the basis for any uplift, including whether the fee was proportionate and appropriately benchmarked.
- (v) Concerns were raised about the cumulative impact of development on biodiversity, including the loss of green spaces and the removal of hedgerows and trees. Members questioned whether developments were being made as sustainably as possible. Members noted that developments were expected to address environmental deficits and deliver additionality, including the required uplift. Monitoring arrangements sat within planning conditions which could include the need to submit for approval a biodiversity gain plan setting out how a developer will achieve biodiversity. Site inspections on completion, with ongoing monitoring potentially linked to longer-term covenants might also be applied. Members were advised that further detail would sit with planning colleagues within district councils.

- (vi) Regenerative farming was a key delivery mechanism within the Local Nature Recovery Strategy and partners, including education providers and the National Farmers Union, were being engaged. Options for information sessions and broader audiences were also being explored, and further work with country parks would be needed to consider access and education opportunities.

RESOLVED:

That the draft Biodiversity Report be noted and welcomed.

31. Environment, Flooding and Climate Change Performance Report to December 2025.

The Committee considered a joint report of the Chief Executive and the Director of Environment and Transport which provided the latest performance update on the Key Performance Indicators (KPIs) that the County Council was solely or partly responsible for within its Strategic Plan to December 2025 (Quarter Three). A copy of the report marked 'Agenda Item '11' is filed with these minutes.

Arising from the discussion, the following points were made:

- (i) District councils monitored both P10 and PM2.5 air quality levels. Whilst the Council's quarry works contributed to this, traffic was also a contributing factor. Members noted that the western side of Leicestershire tended to have higher densities of PM2.5 which was linked to the increased levels of industry, the airport and road infrastructure in that area. Members noted that for the Committee meeting in June a report would be presented by the Director of Public Health, Law and Governance on the Council's Air Quality Action Plan.
- (ii) Local Electric Vehicle Infrastructure funding had been received to put in place 45 new charging points across the County. At a Member's request the Director undertook to provide more information on the location of charging points in Loughborough.
- (iii) A Member expressed disappointment that Building Regulation rules had not been updated nationally to improve the energy efficiency of homes. Technology was now available and the Member commented that it was disappointing that successive Governments had not addressed this over the years, particularly as retrofitting such technology was often very costly.
- (iv) It was confirmed that although data was not collected on sewage discharge occurrences, further information could be provided regarding the different types of chemicals and also natural pollutants being discharged. The Director undertook to provide this information outside the meeting.

RESOLVED:

That Environment Flooding and Climate Change Performance update to December 2025 be noted.

32. Date of next meeting.

RESOLVED:

That the next meeting of the Committee be held on Thursday, 8 June 2026 at 2.00pm.

2.00 - 4.00 pm
09 March 2026

CHAIRMAN

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**ENVIRONMENT, FLOODING AND CLIMATE CHANGE
OVERVIEW AND SCRUTINY COMMITTEE: 8 JUNE 2026**

AIR QUALITY AND HEALTH PARTNERSHIP ACTION PLAN UPDATE

**REPORT OF THE DIRECTORS OF PUBLIC HEALTH, COMMUNITIES
LAW AND GOVERNANCE (PHCLG) AND GROWTH, ENVIRONMENT AND
TRANSPORT (GET)**

Purpose of report

1. The purpose of this report is to update the Committee on the progress to date made against actions within the Air Quality and Health Partnership Action Plan 2024-28.

Policy Framework and Previous Decisions

2. This work on air quality supports the 'Clean and Green' and 'Safe and Well' strategic outcomes within the refreshed Leicestershire County Council Strategic Plan (2024-26), focusing on environmental determinants of health such as clean air and supporting people to enjoy long lives in good health. The work also delivers against priorities within the Leicestershire Joint Health and Wellbeing Strategy (2022-32) specifically in relation to reducing air pollution and its impact on health.
3. The draft Air Quality and Health Partnership Action Plan 2024-28 was presented to the Committee for comment and feedback on 11 November 2024. Following consideration by the Committee, the Action Plan was presented to the Cabinet for approval at its meeting on 17 December 2024.

Background

Context

4. The Director of Public Health has a statutory duty under the Health and Social Care Act (2012) to ensure that plans are in place to protect the health of the local population on behalf of the Local Authority.
5. Within Leicestershire, lower tier local authorities (district councils) have the statutory responsibility to manage local air quality. This includes a requirement to regularly conduct air quality monitoring to ensure that it meets the required air quality standards and legal thresholds for certain pollutants through a Local Air Quality Management (LAQM) system.

6. Air quality is a concern for Public Health due to the risk of harm to health and potential impact on health inequalities. The UK Health Security Agency (UKHSA) states that breathing polluted air affects health, reduces life expectancy and costs our society billions of pounds each year, due to ill health and loss of productivity. Air pollutants with the greatest effect on the health of the UK population are particulate matter and nitrogen dioxide. The greatest harms are attributable to particulate matter, measured in the UK's atmosphere as PM2.5 and PM10. The Royal College of Physicians estimate that around 30,000 deaths per year in the UK are attributed to air pollution. When assessing inequalities, evidence indicates that any gains that have been made to reduce numbers of deaths have not been the same everywhere, or for everyone. Alongside monitoring the data around potential health impacts and inequalities, the role of local Public Health teams is seen as providing advice, guidance and influence to help shape appropriate action in this area on inequalities, as well as influencing local policy and raising awareness with colleagues and the public. Building on our shared objectives, Growth, Environment and Transport teams are actively seeking opportunities to improve health outcomes and reduce inequalities in relevant areas of work as set out in the recently adopted Local Transport Plan 4. This is particularly relevant to aspects of air quality linked to travel and transport.
7. The Air Quality and Health Partnership was established in 2020, creating a multi-agency group and action plan to respond to the findings and recommendations from a Joint Strategic Needs Assessment (JSNA) chapter on outdoor air quality (2019). This action plan ran from 2020-24 and outcomes were shared with this Committee in September 2023 and November 2024. A Health Needs Assessment (HNA) on outdoor air quality refreshed the JSNA chapter in 2024 and informed the approved 2024-28 action plan.
8. The Partnership aims to contribute to a vision for air quality and health across Leicestershire: *"To improve air pollution in the county and reduce the impact of air pollution on the environment and human health, contributing to the reduction in health inequalities"*. It is jointly chaired by officers from the Public Health, Communities, Law and Governance and the Growth, Environment and Transport Departments and meets bi-yearly. It has two focused sub-groups, that also meet on a bi-yearly basis between Partnership meetings.
9. The Air Quality and Health Action Plan aims to promote and facilitate joint working across organisational boundaries with key stakeholders. The plan is informed by the 2024 HNA led by the Public Health team and produced by the Partnership. This included a number of recommendations for action. Each recommendation forms a section of the Action Plan and has a number of actions assigned to it.
10. The recommendations include areas such as providing leadership through the Partnership, influencing urban design and planning to improve air quality, aligning air quality and health work across the county, increasing access to active travel choices and options, improving communications and information on risks and impacts on local air quality and understanding the impact of industry and agriculture on our air.

Initial work

11. Following the approval of the Action Plan at the Cabinet, as per the agreed process the final Action Plan was presented back to the Air Quality and Health Partnership for

approval and adoption in early 2025. The Partnership consists of representatives from the Leicestershire County Council departments of PHCLG, GET and Corporate Resources; District and Borough Councils (with a statutory duty to monitor air quality) Blaby District Council, Charnwood Borough Council, Harborough District Council, Hinckley and Bosworth Borough Council, Melton Borough Council and North West Leicestershire District Council and Oadby and Wigston Borough Council.

12. Following approval of the Plan, the Partnership reflected on the number of actions and need for focus and accountability. The Partnership agreed that as of summer 2025, two subgroups would be formed sitting under the main Air Quality and Health Partnership, each meeting bi-yearly. It was also agreed that actions would be split into short, medium and longer term actions spanning the full term of the Action Plan, assigned to years 1, 2 or 3 (or all) of the Plan. The first few months of the Plan period was therefore focused on setting up the new Subgroups with Chairs, vice-chairs, new processes and creating and adopting Terms of Reference. Years 1, 2 and 3 will run June-June annually. For the last few months of the Action Plan period, the Partnership will be dedicated to updating the Health Needs Assessment for a future action plan from 2028, if required.
13. The two subgroups focus on two large areas within the work of the Partnership and are chaired by District Council leads:
 - i) Data, mapping, industry and agriculture:
This group looks at the monitored and modelled data available for Leicestershire, how we display and use this data and links to industrial and agricultural activity within the county, with the aim of developing long term partnerships with key stakeholders in this area.
 - ii) Transport and Communities:
This group focuses on work with communities, businesses and schools around active travel choices, personal contributions to local air quality and multi-stakeholder communications and engagement in these areas to reduce inequalities.

Year One Summary

14. Appendix A gives a full update on actions assigned to year one of delivery for the Partnership. A summary of key successes is given below:
 - i) Public Health and Transport leads have worked together with District colleagues on the development of specific local strategies, including the Blaby Air Quality Action Plan and the Charnwood Air Quality Strategy and Delivery Plan. Both clearly included health considerations within their finalised documents.
 - ii) Multi-agency work focusing on improving air quality in Oadby and Wigston was delivered, based on work with healthcare partners and district Officer observations around traffic volume and congestion in the Blaby Road area, linked to potential increased health risk from pollutants. The work included school interventions, supporting pupils and families with active travel choices, education on air quality with pupils and increased monitoring within the area. Successful work with Parkland School led to a further school requesting the same approach, which will be delivered over year two of the action plan.

- iii) "Enabling Health and Wellbeing" is one of the five core themes within the Local Transport Plan 4, adopted by Leicestershire County Council on 22 November 2025. The foreword of the document was jointly signed by Lead Members for Health, Environment, Highways and Transport and document taken to Health and Wellbeing Board for comment in 2024, from which the teams received high praise for its embedded health considerations.
- iv) PHCLG conducted five strategic Health Impact Assessments on emerging Local Plans within the county. Active Together worked in partnership on this work to embed requirements and considerations relating to active travel and creating supportive environments for physical activity through formal and informal spaces to live, work, travel and play, alongside improved connectivity and access to high-quality green and blue spaces. There were also requirements embedded within each plan for Health Impact Assessment (HIA) which requires consideration of air quality impacts potentially arising from a proposal.
- v) PHCLG have developed and submitted a proposal via the LLR Strategic Planning Group to add health data to a mapping tool to look at potential hot spots and potential cumulative impacts of growth on health.
- vi) Key messages on air quality and health have been actively included within ongoing training opportunities, including Health in All Policies (HiAP) and Making Every Contact Count training. North West Leicestershire District Council are due to launch HiAP training for staff in June 2026, with Blaby District Council having agreed to start this journey at a Senior Leadership meeting in April 2026.
- vii) Through Health in All Policies processes at the County Council, air quality and health considerations have been reflected within Cabinet and Scrutiny report 'health implications' sections on key policy and strategy papers such as the Rights of Way Improvement Plan, the Rural Strategy, and the Market Harborough cycling and walking facilities and junction improvements.
- viii) Joint work between two districts and Public Health colleagues emerged from the data and mapping subgroup, working to bring together various air quality monitoring mapping tools into one portal for public access and information on local air quality data from monitoring sources.

Local Data

15. As identified in the report to Committee in March 2026 (agenda item 11), air quality performance in Leicestershire improved slightly as PM2.5 (Population weighted annual mean PM2.5 data) declined from 7.7 micrograms per cubic metre ($\mu\text{g}/\text{m}^3$) in 2023 to 7.1 $\mu\text{g}/\text{m}^3$ in 2024 for Leicestershire.
16. When compared to other English comparator Councils on particulate matter levels, Leicestershire remained in the fourth quartile in 2024 (low comparative performance) but with an improvement in ranking from the bottom of this band to the top of the band between 2023 and 2024. A fuller picture of local air quality monitoring data has been developed and included for reference as Appendix B, in addition to being shared with Committee Members prior to the meeting.
17. Latest Public Health Outcomes Framework data from the Office of Health Improvement and Disparities shows that the fraction of mortality attributable to particulate air pollution (the mortality burden associated with long term exposure to particulates at current levels, expressed as the percentage of annual deaths from all causes in those aged 30 and above) declined between 2023 and 2024 from 5.73% to 5.29% for Leicestershire.

Resource Implications

18. There are no additional resource implications for the Council arising from this update.

Timetable for Decisions

19. The report is an update on progress of year one of the action plan only.

Conclusions

20. The Air Quality and Health Partnership and its subgroups are well attended and valued by key stakeholders working within the area of air quality and health, who engage well within and between meetings. The Action Plan and the new way of working within the Partnership structure has allowed for increased focus on evidence-based action, reporting and accountability in this work area. Year one actions have made good progress and momentum is now building for year two.
21. The Committee is asked to note progress against actions for year one of the Air Quality Action Plan 2024-28 summarised in paragraph 13 above, with more detail appended to this report in Appendix A.

Background papers

Leicestershire Joint Health and Wellbeing Strategy (2022-2032)

<https://www.leicestershire.gov.uk/sites/default/files/2024-04/Joint-Health-and-Wellbeing-Strategy-2022-2032.pdf>

Leicestershire County Council's Strategic Outcomes Framework and Strategic Plan 2024-2026

<https://www.leicestershire.gov.uk/sites/default/files/2025-01/LCC-Strategic-Plan.pdf>

Leicestershire Air Quality and Health partnership report & Action Plan 2024-2028 – 17 December 2024

<https://democracy.leics.gov.uk/documents/s187233/Air%20Quality%20FINAL.pdf>

Environment, Flooding and Climate Change Overview and Scrutiny Committee- 9 March 2026. Performance Report to December 2025

<https://democracy.leics.gov.uk/documents/s195058/Final%20Performance%20Report%20Q3%202025-26%20EFCC%20Scrutiny%20090326.pdf>

Circulation under the Local Issues Alert Procedure

22. None.

Equality Implications

23. There are no equality implications arising from the recommendations in this report.

Human Rights Implications

24. There are no human rights implications arising from the recommendations in this report.

Other Relevant Impact Assessments

25. Health implications of this programme are outlined in paragraphs 3-9 of this report.

Health Impact Assessment

26. The Air Quality and Health Partnership, subgroups and Action Plan provide a unique opportunity for Partnership members to come together to consider air quality within the context of potential health impacts and health inequality and capture action and progress in addition to monitoring and reporting pollutant levels and exceedances. Air quality is a key environmental impact on health and poses associated risks to the health of our population.
27. Some groups within the population are disproportionately at risk from poor air quality due to determinants such as age, other health conditions and socioeconomic gradient. These inequalities exist due to different levels of exposure (i.e. living in a more deprived area is linked in evidence to increased exposure) and by vulnerability (due to existing health conditions). The Action Plan steers work to address these inequalities, particularly using work from the data and mapping subgroup, which has focused on joint efforts to create hotspot mapping for this work area.
28. Action on improving air quality, such as offering active travel choice, can also have wider health impacts on physical and mental health through economic impacts on health. Evidence shows that a healthier population is also more productive, contributing to economic prosperity within the county. Improved active and sustainable travel within the county may also allow for improved access to local services and employment opportunities and impact on social impacts on health.

Appendices

- Appendix A: Air Quality and Health Partnership Action Plan, Year 1 Summary.
Appendix B: Air Quality Monitoring for Leicestershire, May 2026

Officer(s) to Contact

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Appendix A

HNA Objective	Actions	Reporting Year 1,2,3	Partnership or Sub Group Allocation	Progress	Comments / Updates
1. Leadership through the Air Quality and Health Partnership group	1.1A: Bi-yearly impact report to the Staying Healthy Partnership (SHP) on priorities and progress and impact examples. Report by exception to the Leicestershire Health and Wellbeing Board.	1, 2, 3	AQ & Health Partnership	in progress	Year 1 has been approached slightly differently due to an opportunity arising from an SHP request for a focus on Healthy Placemaking as one of its two priority areas. A large, multi-agency event was requested in 2025 and successfully delivered in early 2026. This included updates and discussion on air quality priorities linked to the built environment (linked to actions 2.1A and 2.1B), alongside updates on wider air quality work. A progress report to the Health and Wellbeing Board providing an update on Healthy Placemaking and the Health in All Policies (HiAP) workstream is scheduled for June 2026; both areas cover air quality. For Year 2, specific air quality impact reports will commence to the SHP.
	1.2A: Health in All Policies approach embedded within partnership member organisations, allowing routine consideration of air quality links to health within organisational activities.	1,2,3	AQ & Health Partnership	in progress	The Health in All Policies (HiAP) approach has continued at Leicestershire County Council (LCC) during Year 1, comprising of e-learning, delivered training sessions and completion of a 'health impacts e-form' covering health considerations within reports to Cabinet and Scrutiny Committees. This includes routine consideration of health impacts of a proposal including implications for air quality, supporting consistent and systematic decision-making. Building on the successful LCC implementation of HiAP, progress is being made towards wider system adoption, with two district councils now embedding the LCC HiAP approach within their organisations. This represents a shift from internal organisational embedding to wider, county-wide system influence, strengthening the routine consideration of air quality and health across partnership activity.
	1.2B: Members of the partnership to present on locally delivered projects/action on air quality and health (or that observed nationally), with information on evaluation and learning, as part of the membership meetings.	1,2,3	AQ & Health Partnership	in progress	Presentations and updates at Partnership and subgroup meetings have included locally delivered, data-led activity such as the School Streets programme and the development and use of air quality modelled data and dashboards to support decision-making and targeted work. Subgroup discussions have also provided opportunities to share focused learning from work relating to transport and communities, children and families, data and mapping, and links between the built environment and air quality. These sessions have supported shared learning across partners, including discussion of data interpretation, practical delivery challenges, and emerging evaluation insights, strengthening collective understanding of what works locally and how this aligns with wider national learning.

	<p>1.3A: Routine air quality considerations on LCC Cabinet reports, informed by AQ and Health HNA and Health Inequalities JSNA Chapter.</p>	1,2,3	AQ & Health Partnership	in progress	<p>Routine consideration of air quality and its links to health and inequalities continues to be embedded within LCC Cabinet reporting, supported through the HiAP approach (action 1.2A) and informed by the Air Quality and Health HNA and the Health Inequalities JSNA chapter.</p> <p>During the reporting period, air quality considerations have been reflected within Cabinet and Scrutiny reports associated with key policy and strategy development, including the Rights of Way Improvement Plan, the Rural Strategy, and the Local Cycling and Walking Infrastructure Plan. These examples provide assurance that air quality and health evidence is being routinely considered in senior-level decision-making where proposals have implications for transport, the built environment, and population health outcomes.</p>
	<p>1.3D: Specialist public health support and input around air quality impacts into wider partner strategies and programmes of work serving the growing population. Including: LLR ICB/NHS led strategies, district AQ action plans and ASRs.</p>	1,2,3	AQ & Health Partnership	in progress	<p>Public Health provides specialist input on air quality and associated health impacts to wider partner strategies and programmes. This includes routine input into district Air Quality Action Plans (AQAPs) and Annual Status Reports (ASRs) to ensure that population health considerations and current evidence are appropriately reflected. Public Health contributes to all district ASRs, which are reviewed for health accuracy and signed off by the Director of Public Health. Support has also been provided to the development of specific local strategies, including the Blaby Air Quality Action Plan and the Charnwood Air Quality Strategy and delivery plan in Year 1.</p> <p>This work is embedded within core Public Health functions, delivered on an ongoing basis, and is currently up to date and on track.</p>
<p>2. Routinely influence urban design and planning across Leicestershire to improve air quality</p>	<p>2.1A: Routine specialist public health input into strategic spatial planning, including Local Plan development and applying strategic HIA to Local Plans.</p>	1,2,3	AQ & Health Partnership	in progress	<p>The Leicestershire Public Health team provides routine specialist input into strategic spatial planning processes, including Local Plan development and the application of strategic Health Impact Assessments (HIAs). In Year 1, the team conducted five strategic HIAs on emerging Local Plans, supporting the integration of health and wellbeing considerations at a strategic level. This proactive approach also links to actions within the Air Quality and Health Partnership Action Plan, including pilot work to strengthen healthy design principles on key strategic sites within the county (linked to actions in year 2).</p> <p>To further strengthen routine health and wellbeing considerations in planning processes and the effective use of HIAs, the Leicestershire Public Health team has also worked with the LCC Growth team and applicants on two Nationally Significant Infrastructure Programmes (NSIPs), providing specialist public health input at an early stage to support consideration of health impacts as part of scheme development. This work forms part of Public Health's core offer to planning and development processes and is ongoing, with activity currently up to date and on track.</p>

2.1B: Health Impact Assessment requirement included in Local Plans for planning applications	1,2,3	AQ & Health Partnership	in progress	The Leicestershire Public Health team has supported the inclusion of Health Impact Assessment (HIA) requirements within Local Plans to strengthen consideration of health and wellbeing impacts arising from planning applications. In Year 1, pilot work with planners in five district councils was undertaken to embed explicit HIA requirements within Local Plan policy. These policies signpost applicants to the Leicestershire Health Impact Assessment template, which includes specific requirements to consider the impact of development proposals on air quality, alongside wider health and wellbeing determinants. This work supports a more consistent and proportionate approach to the use of HIAs in planning decision-making and forms part of Public Health's routine contribution to strategic spatial planning. Activity is ongoing and on track.
2.1D: Public Health support to wider LCC departments throughout planning processes, including responses to formal planning based consultations.	1,2,3	AQ & Health Partnership	in progress	Public Health has provided specialist input and formal responses (which have included considerations on air quality and health) on a range of planning-related consultations over the last 12 months, supporting wider County Council departments and partner authorities. This includes Local Plans, the National Planning Policy Framework (NPPF) consultation, and the National Planning Practice Guidance (NPPG) Design and Placemaking consultation.
2.2A: Health theme fully embedded within adopted LTP4	1	AQ & Health Partnership	complete	"Enabling Health and Wellbeing" is one of the five core themes within the Local Transport Plan adopted on 22 November 2025. The strategic vision is: "Delivering a safe, connected and integrated transport network which is resilient and well managed to support the ambitions and health of our growing communities, safeguards the environment, whilst delivering economic prosperity." The foreword of the document was jointly signed by Lead Members for Health, Environment, Highways and Transport, and the document was taken to the Health and Wellbeing Board for comment as part of its development in 2024.
2.2B: Full Health Impact Assessment conducted on final LTP4	1	AQ & Health Partnership	complete	As part of LCC Health in All Policies programme.
2.2C: Full Health Impact Assessment conducted on Local Highway Design Guide	1	AQ & Health Partnership	complete	As part of LCC Health in All Policies programme
2.2D: Health Considerations carried out on EV Strategy	1	AQ & Health Partnership	complete	As part of LCC Health in All Policies programme
2.2E: Air Quality and health considerations made to NSIP programmes within the county	1,2,3	AQ & Health Partnership	in progress	The Leicestershire Public Health team works on an ongoing basis to ensure that Nationally Significant Infrastructure Project (NSIP) programmes within the county appropriately consider population health impacts related to air quality. This includes routine engagement, review of relevant evidence, and alignment with current policy and guidance to support the protection and improvement of health outcomes. These actions are embedded as part of Public Health's core work programme and are undertaken continuously throughout the year. Conversations around responses are held with internal and external partners linked to air quality. Progress is up to date and all activities are on track.

	2.2F: Air Quality and health considerations made within Strategic Growth Plan in the county, guided by mapping of key hotspots for health inequality mapped against proposed countywide strategic sites	1,2,3	Data, Mapping, Industry & Agriculture	in progress	SGP will, in time, be replaced by a Spatial Development Strategy (SDS) as introduced through the Planning and Infrastructure Act (2025). SDS is explicitly required to consider health of people and effect on health inequalities. We will now look to embed considerations into a draft document by year 3. In the interim, the Public Health Team for Leicestershire has developed and submitted a proposal via the LLR Strategic Planning Group to add health data to a mapping tool to look at potential hot spots of health risk and growth, which will be explored in year 2.
	2.2G: Public Health responses provided to Minerals and Waste team on applications that may impact air quality and health (including applications related to quarries).	1,2,3	AQ & Health Partnership	in progress	Template and approach developed, agreed and used routinely.
3. Align air quality and health work and objectives for the County	3.1A: Routine application of health impacts e-form for LCC projects at development and initiation stage.	1,2,3	AQ & Health Partnership	in progress	In progress as part of LCC HiAP programme
4. Increase active travel across the County	4.2A : Input into Local Plans around requirements for consideration of active travel.	1,2,3	AQ & Health Partnership / Transport and Communities	in progress	The Leicestershire Public Health team has conducted five strategic Health Impact Assessments on emerging Local Plans within the county, working closely with Active Together to embed requirements and considerations relating to active travel. This has included a focus on creating supportive environments for physical activity across places to live, work, travel and play, alongside improved connectivity and access to high-quality green and blue spaces.
	4.3A: Prioritisation of active travel programmes such as Choose How You Move and School Streets programmes based on health need using data from the Leicestershire Health Inequalities JSNA, local areas of deprivation and areas with respiratory health challenges to ensure efforts are focused on the most in need groups and areas in the County.	1,2,3	Transport & Communities	in progress with risks identified	The Sustainable Travel team experienced challenges with engagement from some key schools identified through partnership work with Public Health. This will be revisited in Year 2, exploring links with other LCC teams and alternative routes to schools, while showcasing the benefits of engagement (with troubleshooting measures developed in Year 1).
5. Improve air pollution communications to the public and stakeholders	5.1A: Development of a clear and consistent communications approach to air quality and health across a range of communication channels to be delivered by all partnership members.	1,2,3	Transport & Communities/ Data, Mapping, Industry & Agriculture	in progress	The partnership worked in Year 1 to develop evidence for a clear and consistent approach to communicating air quality and health messages to key population groups. This was informed by analytical work focusing on county-wide mapping of air quality and health vulnerability. This shared evidence base supports consistent narratives across partners and enables proportionate, place-based communications to be delivered through appropriate channels. Partners have communicated when they are taking part in national or local campaigns, for other organisations to link with if this also aligns with their objectives.
	5.2A: Work with Children and Young People Respiratory Working Group to explore opportunities with the NHS to target messages to those most at risk or with health conditions	1,2,3	NHS-led Respiratory Working Group / Data, Mapping, Industry & Agriculture	in progress	Blaby PCN has expressed interest in working in partnership to use mapped, monitored data to inform clinical conversations. The Data and Mapping subgroup is exploring a joined-up approach across some initial districts to pilot this work and funding avenues. Progress is also being made on using up-to-date health admissions-based data to help prioritise work and target interventions, through a project using hospital admissions data led by a Research and Insight Officer in the LCC Business Intelligence team.

<p>5.2B: Oadby and Wigston work around Blaby Road area. Targeted programme of work communicating key messages around air quality contribution and risk with primary school.</p>	1	Transport & Communities	complete	<p>The Parklands Primary School project was completed in Year 1, with all interventions delivered and evaluation progressed as far as possible pending availability of hospital admissions data.</p> <p>Further projects will commence through the established multi-partner working group as this task and finish style approach was deemed a success.</p> <p>The Launde Primary School project will feature in Year 2 of the action plan (located on the A6 between Leicester and Market Harborough), with a Zephyr device installed at the school entrance to provide a visual indicator of air quality.</p>
<p>5.2C: Ensure messages around air quality and impacts on health are intergrated into all training opportunities including HiAP and MECC training so that County Council, District and colleagues across the system have an understanding of and access to resources to enable conversations around air quality and health.</p>	1,2,3	AQ & Health Partnership	in progress	<p>Key messages on air quality and health are actively included within ongoing training opportunities, including Health in All Policies and Making Every Contact Count training, covering County Council, District and wider system colleagues. Progress is up to date and all activities are on track.</p>
<p>5.3A: Work with Children and Young People Respiratory Working group to explore opportunities with the NHS to create key prevention or harm reduction messages. Aligned to CMO report recommendation on training of healthcare staff around health effects of air pollution, how to minimise these, and communicate with patients.</p>	1,2,3	NHS led Respiratory Working Group / AQ & Health Partnership	in progress	<p>Year 1 has focused on identifying opportunities through the Children and Young People Respiratory Working Group and understanding where opportunities lie, with delivery of prevention and harm-reduction messaging with NHS partners planned for Year 2, aligned to the Chief Medical Officer's recommendations.</p>
<p>5.3B: Develop training and support content for front line staff to deliver messages around air quality to more vulnerable groups and areas as health part of Health in All Policies roll out. Content to be scoped, designed, delivered and evaluated.</p>	1,2,3	Transport & Communities / Data, Mapping, Industry & Agriculture	in progress	<p>Key messages on air quality and health are embedded within Health in All Policies training, strengthening understanding of air quality impacts in relation to vulnerable population groups and supporting consistent consideration of inequalities. A qualitative evaluation of the overall LCC HiAP programme was conducted in Year 1. A specific evaluation on air quality content and messaging will be built into future focused evaluations of LCC and District partners programmes.</p>

	5.4A: Group members to seek and report any funding opportunities to the partnership to consider joint bids for.	1,2,3	Transport & Communities/ Data, Mapping, Industry & Agriculture	in progress	<p>No joint bid opportunities have been sourced as appropriate for the Partnership; however, updates on funding and projects have been shared for multi-partner support and input. Examples outlined below:</p> <p>Updates have been provided to subgroups on funding received from Active Travel England. These supported improvements to crossings near schools to enhance safety and encourage walking, cycling, and scooting. Teams have been actively assessing priority areas agreed in partnership with other members.</p> <p>A county-wide behaviour change programme is underway and has been discussed at the Transport and Communities Subgroup. This includes the Set Pedal Go initiative for primary school children, offering bike skills training to those without access to bikes, followed by a loan scheme and progression into secondary schools.</p> <p>The Choose How You Move programme continues to engage schools, businesses, and community groups in promoting active travel, with updates provided at the Transport and Communities Subgroup. A newly launched Legacy Programme offers grants to community groups, districts, and parish councils for behaviour change initiatives. The scheme has been well received to date.</p>
6. Target interventions in densely populated areas and vulnerable groups	6.2A: Oadby and Wigston work around Blaby Road, targeted multi-intervention programme of work with primary school, with air quality monitoring.	1	Transport & Communities	complete	See action 5.2B
7. Understand the impact of industry and agriculture on the air and potential action in these areas	7.1A: Mapping of agricultural make up of the county, overlaid with health risk data to identify early priority areas for further work.	1	Data, Mapping, Industry & Agriculture	complete	<p>Findings have been presented to the overall Air Quality and Health Partnership and are now being used to guide the work of the Data, Mapping, Industry & Agriculture Subgroup.</p> <p>Further work has been undertaken on agricultural mapping by the LCC business intelligence team with a finer breakdown of data. This was presented to the subgroup in April 2026 for consideration on next steps at the next Partnership meeting. This will form an updated action for reporting in Year 2.</p>
	7.2A: Mapping of key industry within the county, overlaid with health risk data to identify early priority areas for further work.	1	Data, Mapping, Industry & Agriculture	complete	<p>Findings have been presented to the overall Air Quality and Health Partnership and are now being used to guide the work of the Data, Mapping, Industry & Agriculture Subgroup.</p> <p>Further work has been undertaken on industry by sector by the LCC business intelligence team. This was presented to the subgroup in April 2026 for consideration on next steps at the next Partnership meeting. This will form an updated action for reporting in Year 2.</p>

APPENDIX B

Update on Air Quality Monitoring sites across Leicestershire

This document provides a comprehensive, countywide overview of air quality monitoring on a district-by-district basis. It draws on information reported by district and borough councils through their respective Annual Status Reports (ASRs), with 2025 reports representing the most up-to-date available. These reports set out the findings of local authority monitoring activity undertaken in accordance with the Local Air Quality Management (LAQM) framework.

The document distinguishes between continuous (automatic) monitoring and non-automatic monitoring approaches in order to present a clear picture of how air quality is assessed across the county. Continuous monitoring stations are typically deployed in locations where there is a need for detailed, real-time data on pollutant concentrations. The information presented identifies where such reference-grade monitoring is undertaken, the pollutants measured, and whether sites are located within Air Quality Management Areas (AQMAs), thereby providing assurance regarding the robustness, spatial distribution, and strategic focus of continuous monitoring activity.

Non-automatic monitoring, primarily undertaken using diffusion tubes, provides a complementary network of monitoring locations and enables local authorities to assess air quality at a finer spatial scale. This approach supports the identification of localised variations in pollutant concentrations, particularly in relation to road traffic emissions and other potential sources. The inclusion of this information demonstrates the breadth and distribution of monitoring coverage across a wide range of communities and road types and illustrates how local authorities maintain an evidence base to support the ongoing review of air quality conditions.

Where automatic monitoring sites are not listed, this generally indicates that continuous monitoring has not been considered necessary based on the available evidence base. In such instances, air quality is assessed through alternative approaches, including non-automatic monitoring (e.g. diffusion tubes) and modelling, in line with national guidance. In these cases, it is noted that Hinckley & Bosworth and Melton currently have no declared Air Quality Management Areas (AQMAs). This demonstrates that there is no formal evidence of sustained exceedances of national air quality objectives that would ordinarily necessitate the declaration of an AQMA or the implementation of continuous (automatic) monitoring.

Overall, the information presented provides a proportionate and evidence-based overview of monitoring arrangements across the county, demonstrating how local authorities apply a combination of monitoring approaches to ensure that air quality is effectively assessed, targeted, and managed in accordance with national policy and guidance.

Pollutant information

Nitrogen dioxide (NO₂) is a gas that is mainly produced during the combustion of fossil fuels, along with nitric oxide (NO). NO₂ can also be formed when NO reacts with certain oxidants in the atmosphere, such as ozone. These reactions take place very quickly and are reversible, so the two gases are referred to together as nitrogen oxides (NO_x). The largest source is emissions from diesel light duty vehicles (cars and vans).

NO₂ is recognised as a Public Health issue as well as an environmental issue. Short-term exposure to concentrations of NO₂ higher than 200 µg/m³ can cause inflammation of the airways and may increase susceptibility to respiratory infections (WHO, 2013). NO₂ can exacerbate the symptoms of those already suffering from lung or heart conditions.

Deposition of chemical compounds containing NO_x to the environment can cause significant long-term harm to sensitive habitats by increasing nitrogen.

More information on NO₂ emissions, sources and impacts can be found here:

<https://www.gov.uk/government/statistics/air-quality-statistics/nitrogen-dioxide>

Particulate matter PM₁₀ and PM_{2.5} Particulate Matter (PM) is everything in the air that is not a gas and as such it is made up from a huge variety of chemical compounds and materials, some of which are toxic. Due to the small size of many of the particles that form PM, some of these toxins may enter the bloodstream and be transported around the body, entering the heart, brain, and other organs. Exposure to PM can result in serious impacts on health, especially in vulnerable groups of people such as the young, elderly and those with respiratory problems.

PM is classified according to size. The UK currently focuses on estimating the fractions of PM emissions where particles are less than 10 micrometres in diameter (PM₁₀) and less than 2.5 micrometres in diameter (PM_{2.5}).

“Primary” PM is emitted directly as particles (for example, soot or dust) and “secondary” PM is formed in the atmosphere from reactions between other pollutants (for example ammonia or non-methane volatile organic compounds (NMVOCs)). Both PM and the precursor pollutants that can form it can travel large distances in the atmosphere. Around half of the concentrations of PM that people in the UK are exposed to come from either naturally occurring sources, such as pollen and sea spray, or are transported to the UK from international shipping and other countries. The remaining half of UK concentrations of PM come from human activities in the UK, such as wood burning, various industrial processes and tyre and brake wear from vehicles. As such, it is in the interest of the UK to identify and reduce all these emissions where possible.

More information on the annual emission trends of PM10 and PM 2.5 and major emission sources can be found at <https://www.gov.uk/government/statistics/emissions-of-air-pollutants/emissions-of-air-pollutants-in-the-uk-particulate-matter-pm10-and-pm25#:~:text=Annual%20emissions%20of%20PM2.5%20in%20the%20UK%20PM2.5>

Source: DEFRA emissions statistics (National Atmospheric Emissions Inventory), with supporting data from the Office for National Statistics (ONS)

The following tables describe monitoring locations, pollutants and methods across the County.

Information from Blaby District Council Annual Status Report 2025

Table A.1 – Details of Automatic Monitoring Sites

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA?	Which AQMA? ⁽¹⁾	Monitoring Technique	Distance to Relevant Exposure (m) ⁽²⁾	Distance to kerb of nearest road ⁽¹⁾	Inlet Height (m)
CM1	Blaby 1 (Packhorse Drive, Enderby)	Roadside	454482	298573	NO ₂ , PM ₁₀	No		Chemiluminescent; Gravimetric (TEOM)	12.6	0.7	3.0
CM4	Blaby 4 (Hinckley Road, LFE)	Roadside	453492	303315	NO ₂	No	Previously within now revoked AQMA 3	Chemiluminescent	22.0	3.6	1.5
CM5	Blaby 2 (Mill Hill, Enderby)	Roadside	453594	299549	NO ₂ , PM _{2.5}	Yes	AQMA 6: Mill Hill, Enderby	Chemiluminescent; Gravimetric (TEOM)	4.0	1.0	1.5
CM6	Blaby 5 (Lubbesthorpe Road, Braunstone Town)	Roadside	455722	300782	NO ₂	Yes	AQMA 7: Lubbesthorpe Road, Braunstone Town	Chemiluminescent	5.8	2.7	1.5
CM7	Blaby 3 (Stamford Street, Glenfield)	Roadside	453934	305999	NO ₂	No		Chemiluminescent	5.0	2.4	1.5

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

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
1	Opposite 23 Kingsway, Braunstone Town	Suburban	455975	301134	NO ₂	No	11.0	1.5	No	2.2
4	Hall Walk, Enderby (near CM5)	Roadside	453605	299564	NO ₂	Yes, AQMA 6	2.9	1.3	No	1.9
16	The Cottage, Ratby Lane, LFE	Roadside	453235	304246	NO ₂	No	15.0	5.4	No	1.8
20	159 Enderby Road, Whetstone	Roadside	455819	297955	NO ₂	No	0.0	4.8	No	1.8
31	5 Hinckley Road, Sapcote	Roadside	448877	293447	NO ₂	No	0.0	1.2	No	1.8
41	9 Mill Hill, Enderby	Roadside	453467	299735	NO ₂	Yes, AQMA 6	0.0	3.8	No	1.7
48	98 Leicester Road, Enderby	Roadside	454516	298138	NO ₂	No	0.0	8.7	No	1.8
54	71 Hinckley Road, LFE	Roadside	453579	303381	NO ₂	No	24.6	3.2	No	1.9
57	6 Ratby Lane, LFE	Roadside	454091	303599	NO ₂	No	12.1	2.4	No	1.7
65	11 Stamford Street, Glenfield	Roadside	453890	306039	NO ₂	No	0.0	2.0	No	2.0

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
69	Railway Bridge, Station Road, Elmesthorpe	Roadside	447035	295874	NO ₂	No	51.2	1.2	No	1.9
73	1 New Road, Stoney Stanton	Roadside	449033	294721	NO ₂	No	6.7	2.4	No	1.9
74	3 Broughton Road, Stoney Stanton	Roadside	449112	294707	NO ₂	No	3.3	2.7	No	1.8
78	Hinckley Road, M69 Junction, Sapcote	Roadside	446182	293774	NO ₂	No	95.0	1.4	No	1.8
84	8 Station Road, Glenfield	Roadside	453915	306128	NO ₂	No	6.6	1.2	No	2.0
89	CM6, Lubbesthorpe Road, Braunstone Town	Suburban	455732	300762	NO ₂	Yes, AQMA 7	6.1	2.2	Yes	1.6
96	1 Broughton Road, Stoney Stanton	Roadside	449085	294702	NO ₂	No	0.0	1.6	No	1.7
100	Windsor Avenue, Glen Parva	Roadside	458292	298314	NO ₂	No	5.5	1.2	No	1.9
110	LP 83, Desford Road, Enderby	Kerbside	452957	300106	NO ₂	No	484.0	0.3	No	1.8
112	LP78, Mill Hill, Enderby	Kerbside	453126	300011	NO ₂	No	218.7	0.8	No	2.0

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
114	LP 71, Mill Hill, Enderby	Roadside	453323	299851	NO ₂	No	38.4	1.6	No	1.7
115	20 Mill Hill, Enderby	Roadside	453435	299743	NO ₂	Yes, AQMA 6	0.0	2.5	No	2.0
117	LP by walkway, Mill Hill, Enderby	Roadside	453495	299696	NO ₂	Yes, AQMA 6	10.8	1.7	No	2.1
118	LP 57, Hall Walk, Enderby	Roadside	453673	299481	NO ₂	Yes, AQMA 6	22.3	1.1	No	1.9
119	LP 62, Mill Hill, Enderby	Roadside	453571	299634	NO ₂	Yes, AQMA 6	20.7	1.6	No	1.9
121	16 Lubbesthorpe Road, Braunstone Town	Suburban	455702	300762	NO ₂	Yes, AQMA 7	0.0	16.6	No	1.6
122	20 Lubbesthorpe Road, Braunstone Town	Suburban	455681	300776	NO ₂	Yes, AQMA 7	8.8	1.6	No	1.8
123	1 Coventry Road, Narborough	Roadside	454028	297427	NO ₂	No	7.9	2.8	No	2.0

Notes:

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

(2) N/A if not applicable.

Information from Charnwood Borough Council Annual Status Report 2025

Table A.1 – Details of Automatic Monitoring Sites

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA?	Which AQMA? ⁽¹⁾	Monitoring Technique	Distance to Relevant Exposure (m) ⁽²⁾	Distance to kerb of nearest road (m) ⁽¹⁾	Inlet Height (m)
CM5	Mountsorrel	Industrial	457355	315396	PM ₁₀ , PM _{2.5}	No	N/A	Electrochemical Sensor ('Zephyr')	~34	N/A	~1.5
CM6	Loughborough	Suburban	450477	318529	NO ₂ , PM ₁₀ , PM _{2.5}	No	N/A	Electrochemical Sensor ('Zephyr')	~50	~20	~2.0
CM7	Great Central Railway	Industrial	454380	319768	PM ₁₀ , PM _{2.5}	No	N/A	Electrochemical Sensor ('Zephyr')	0.0	N/A	~1.5

Notes:

(1) N/A if not applicable

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

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

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DT1	Ratcliffe Rd (L'boro)	Roadside	454087	320392	NO ₂	No	0.0	3.0	No	0.7
DT2	Shelthorpe Rd (L'boro)	Roadside	454234	318657	NO ₂	No	8.0	3.0	No	2.3
DT3	Forest Rd (L'boro)	Roadside	452833	318776	NO ₂	No	0.0	6.0	No	1.8
DT4	Haydon Rd (L'boro)	Roadside	452314	319620	NO ₂	No	8.0	6.0	No	2.0
DT5	Alan Moss Rd / Epinal Way (L'boro)	Roadside	452173	319924	NO ₂	No	0.0	15.0	No	1.8
DT6	Epinal Way / Ling Rd (L'boro)	Roadside	453678	318678	NO ₂	No	0.0	9.0	No	2.3
DT7	Leicester Rd (L'boro)	Roadside	454002	319253	NO ₂	No	0.0	3.0	No	2.3
DT8	Derby Rd (L'boro)	Roadside	453231	320028	NO ₂	No	3.0	3.0	No	2.3
DT9	Derby Rd / Briscoe Avn (L'boro)	Roadside	452670	320527	NO ₂	No	3.0	4.0	No	2.3
DT10, DT11, DT12	Durham Rd (L'boro)	Urban Background	452352	320697	NO ₂	No	N/A	N/A	No	2.3
DT13	Alan Moss Rd / A6 Derby Rd (L'boro)	Roadside	452903	320212	NO ₂	No	0.0	8.0	No	1.8

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DT14	High St (L'boro)	Roadside	453730	319596	NO ₂	No	0.0	3.0	No	2.3
DT15	Market Place (L'boro)	Urban Centre	453611	319540	NO ₂	No	N/A	N/A	No	2.3
DT16	Ashby Rd (L'boro)	Roadside	453189	319709	NO ₂	No	0.0	4.0	No	2.3
DT17	Cow Hill Lodge (Shepshed)	Roadside	448876	318307	NO ₂	No	0.0	10.0	No	1.8
DT18	Roseberry St (L'boro)	Roadside	452697	319921	NO ₂	No	3.0	3.0	No	2.3
DT19	Melton Rd Town Centre (Syston)	Roadside	462777	311692	NO ₂	No	3.0	3.0	No	2.3
DT20	1123 Melton Rd (Syston)	Roadside	461809	310728	NO ₂	No	0.0	6.0	No	1.8
DT21	1116 Melton Rd (Syston)	Roadside	462373	311254	NO ₂	No	0.0	6.0	No	2.0
DT22	Loughborough Rd (Birstall)	Roadside	459233	309233	NO ₂	No	0.0	15.0	No	1.8
DT23	A6 (Birstall)	Roadside	459178	309890	NO ₂	No	2.0	5.0	No	2.3
DT24	21 Humberstone Lane (Thurmaston)	Roadside	460821	308757	NO ₂	No	0.0	6.0	No	1.8
DT25	43 Humberstone Lane (Thurmaston)	Roadside	460895	308747	NO ₂	No	0.0	5.0	No	1.8

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DT26	22 Humberstone Lane (Thurmaston)	Roadside	460835	308784	NO ₂	No	0.0	5.0	No	1.8
DT27	Ashby Rd Central (Shepshed)	Roadside	448121	318257	NO ₂	No	12.0	2.0	No	2.3
DT28	Loughborough Rd (Hathern)	Roadside	450260	321922	NO ₂	No	30.0	3.0	No	2.3
DT29	Barrow Street (L'boro)	Roadside	453901	319488	NO ₂	No	0.0	10.0	No	2.0
DT30	School Street (L'boro)	Urban Background	453946	319619	NO ₂	No	5.0	3.0	No	2.3
DT31	Fennel Street (L'boro)	Roadside	453694	319890	NO ₂	No	0.0	3.0	No	2.3
DT32	High Street (Syston)	Roadside	462369	311809	NO ₂	No	0.0	4.0	No	2.3
DT33, DT34, DT35	Syston AQMS	Roadside	462540	311428	NO ₂	No	10.0	3.0	No	1.8
DT36, DT37, DT38	Baxter Gate AQMS	Kerbside	453687	319672	NO ₂	No	N/A	1.0	No	1.8
DT39	Nottingham Rd (L'boro)	Roadside	454154	320116	NO ₂	No	0.0	3.0	No	2.3
DT40	156 Ratcliffe Rd (L'boro)	Roadside	454285	320294	NO ₂	No	0.0	6.0	No	1.8
DT41	156 Meadow Lane (L'boro)	Roadside	453933	320663	NO ₂	No	0.0	8.0	No	1.8

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DT42	31 Station Boulevard (L'boro)	Roadside	454142	320593	NO ₂	No	0.0	9.0	No	1.8
DT43	91 Wharncliffe Rd (L'boro)	Roadside	454250	319682	NO ₂	No	0.0	4.0	No	1.8
DT44	3 Simpson Cl (Syston)	Suburban	461499	310459	NO ₂	No	0.0	30.0	No	1.8
DT45	1 Brackenfield Way (Thurmaston)	Suburban	461994	309975	NO ₂	No	0.0	8.0	No	1.8
DT46	74 Hathern Rd (Shepshed)	Roadside	448311	320511	NO ₂	No	0.0	8.0	No	1.8
DT47	7 Shepshed Rd (Hathern)	Roadside	449935	322227	NO ₂	No	0.0	11.0	No	1.8
DT48	37 Darwin Crescent (L'boro)	Suburban	450942	321076	NO ₂	No	0.0	15.0	No	1.8
DT49	Far Street (Wymeswold)	Roadside	460313	323521	NO ₂	No	1.0	2.0	No	2.3
DT50	Cropston Rd (Anstey)	Roadside	455141	308686	NO ₂	No	1.0	3.0	No	2.0
DT51	15 Leicester Rd (Anstey)	Roadside	455167	308549	NO ₂	No	0.0	4.0	No	2.3
DT52	22 Main Street (Barkby)	Rural	463483	309880	NO ₂	No	0.0	4.0	No	2.3
DT53	Frederick Street (L'boro)	Roadside	453277	319248	NO ₂	No	0.0	4.0	No	2.3

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DT60	Nanpantan Rd (L'boro)	Roadside	451629	317677	NO ₂	No	9.0	3.0	No	2.3

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.

Information from Harborough District Council from Annual Status Report 2025

Table A.1 – Details of Automatic Monitoring Sites

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA?	Which AQMA? ⁽¹⁾	Monitoring Technique	Distance to Relevant Exposure (m) ⁽²⁾	Distance to kerb of nearest road (m) ⁽¹⁾	Inlet Height (m)
A1	Kibworth	Roadside	468114	294353	NO ₂	yes	Kibworth	chemiluminescence	9	2.5	1.8
Z2	Kibworth	Roadside	468309	294352	NO ₂ PM _{2.5} PM ₁₀	yes	Kibworth	Zephyr	0	1.4	2.5
Z3	North Kilworth	Rural	461675	283303	NO ₂ PM _{2.5} PM ₁₀	No	N/A	Zephyr	N/A	N/A	2

Notes:

(1) N/A if not applicable

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

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

Diffusion Tube	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
01n	Lut. Service Shop	Roadside	454475	284560	NO2		0.0	4.2	No	1.8
11n	Day Nursery	Roadside	454539	284932	NO2		9.0	1.3	No	1.8
12n	A6 Kibworth	Roadside	468425	294314	NO2	Kibworth	10.7	1.3	No	1.8
18n	Jazz Hair	Roadside	454443	284348	NO2		0.0	3.0	No	1.8
22n	77 Leicester Road	Roadside	454533	284872	NO2		0.0	13.5	No	1.8
23n	6 The Terrace Rugby Road	Roadside	454428	284274	NO2		0.0	2.5	No	1.8
24n	Regent Court	Roadside	454410	284326	NO2		2.0	1.0	No	1.8
25n	26 Market Street Lutterworth	Roadside	454497	284618	NO2		1.6	4.8	No	1.8
26n	24 Rugby Road Lutterworth	Roadside	454432	284229	NO2		0.0	2.0	No	1.8
27n	17 Rugby Road Lutterworth	Roadside	454476	284178	NO2		3.7	5.2	No	1.8
28n	Spencerdene Main Street Theddingworth	Roadside	466535	285545	NO2		1.2	0.2	No	1.8
29n	Homeside Main Street Theddingworth	Roadside	466651	285607	NO2		0.2	1.4	No	1.8
30n	40 Regent Street Lutterworth	Roadside	466651	285607	NO2		0.2	1.4	No	1.8
31n	69 Leicester Road Kibworth	Roadside	467933	294660	NO2	Kibworth	3.5	4.0	No	1.8
32n	Alma House, Watling Street Claybrooke Parva	Roadside	448065	287719	NO2		0.0	7.0	No	1.8

Diffusion Tube	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
33n	Sign post outside White House Farm Watling Street	Roadside	448948	286554	NO2		14.0	1.0	No	1.8
34n	Sign outside 64 Leicester Road Kibworth	Roadside	468143	294351	NO2	Kibworth	0.5	2.3	No	1.8
35n	Lamppost outside 78 Leicester Road Kibworth	Roadside	468022	294450	NO2	Kibworth	3.1	6.4	No	1.8
36n	Signpost just north of 11 Leicester Road Kibworth	Roadside	468309	294352	NO2	Kibworth	0.0	1.4	No	1.8
37n	Pizza Express st Marys Road	Roadside	473749	287214	NO2		0.0	1.4	No	1.8
38n	Coach and Horses Kibworth	Roadside	468403	294298	NO2	Kibworth	2.2	2.5	No	1.8
39n	Lamppost 29 church Road Kibworth	Roadside	468412	294218	NO2		10.2	2.0	No	1.8
40n	106 Main Street Kibworth	Roadside	468027	294570	NO2		0.0	1.7	No	1.8
41n	Lamppost outside 52 Leicester Road	Roadside	468982	293824	NO2		9.0	2.2	No	1.8
42n	Road sign on Leicester Road, rear of 9 Milestone Close	Roadside	469037	293796	NO2		12.0	2.0	No	1.8
43n	3 Dunton Road BA	Roadside	453583	292002	NO2		2.9	1.5	No	1.8
45n	16 Main Street, BA (on wooden pole outside the shop)	Roadside	453625	291935	NO2		2.0	0.2	No	1.8
46n	Lampost est of 5 Lutterworth Road Walcote	Roadside	456575	283605	NO2		3.0	0.2	No	1.8

Diffusion Tube	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
47n	SW junction welland park road and Northampton Road MH	Roadside	473596	286821	NO2		14.0	2.3	No	1.8
48n	53 Northampton Road MH	Roadside	473598	286851	NO2		9.0	1.0	No	1.8
49n	7 Leicester Road MH	Roadside	473172	287534	NO2		2.6	2.9	No	1.8
50n	Lamppost outside 12 Springfield Street MH	Roadside	473678	286931	NO2		2.1	1.9	No	1.8
51n	Lamppost carpark adj. Fleckney Fish Bar, High Street	Roadside	464971	293501	NO2		0.1	2.0	No	1.8
52n	Lamppost outside Thurnby Memorial Hall, Main Street, Bushby	Roadside	464773	303914	NO2		1.6	3.8	No	1.8

Notes:

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

(2) N/A if not applicable.

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

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
1	Trinity Lane	Urban Centre	442417	293808	NO2	No AQMA	0.0	3.0	No	2.0
2	1 Rufford Close	Suburban	442903	291349	NO2	No AQMA	0.0	7.0	No	2.0
3	562 Coventry Road	Suburban	440106	293080	NO2	No AQMA	0.0	16.0	No	2.0
4	Rivendell A5	Suburban	439736	293244	NO2	No AQMA	0.0	21.0	No	2.0
5	Peckleton Lane Desford	Suburban	448012	302544	NO2	No AQMA	14.0	1.0	No	2.0
6	207 Rugby Road, Burbage	Suburban	442592	292938	NO2	No AQMA	0.0	9.0	No	2.0
7	66 London Road	Suburban	443624	293829	NO2	No AQMA	0.0	10.0	No	2.0
8	Wood Street, Earl Shilton	Urban Centre	446320	297756	NO2	No AQMA	5.0	1.0	No	2.5
9	Shilton Bypass	Suburban	446696	296771	NO2	No AQMA	24.0	6.0	No	2.0
11	216 Markfield Road, Groby	Suburban	451376	308147	NO2	No AQMA	0.0	13.0	No	2.0
13	36 Groby Road, Ratby	Suburban	451560	306273	NO2	No AQMA	0.0	18.0	No	1.7
10, 12, 14	6 Shaw Lane	Rural	447113	311660	NO2	No AQMA	0.0	8.0	No	1.7
15	93 Rugby Road, Hinckley	Urban Centre	442291	293579	NO2	No AQMA	0.0	5.0	No	2.0
16	171 Rugby Road, Hinckley	Suburban	442328	293264	NO2	No AQMA	0.0	7.0	No	2.0

Notes:

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

(2) N/A if not applicable.

Information from Melton Borough Council Annual Status Report 2025

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

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
MMDT1	Wilton Road	Urban Centre	475029	319164	NO2	No	15.0	2.0	MMDT1	2.5m
MMDT2	Leicester Road (B&Q)	Roadside	474301	318366	NO2	No	12.0	2.5	MMDT2	2.5m
MMDT3	Brook Street	Roadside	475753	319167	NO2	No	1.0	1.0	MMDT3	2.5m
MMDT4	Jct Thorpe Road / Norman Way	Urban Centre	475763	319262	NO2	No	0.2	1.0	MMDT4	2.5m
MMDT5	Nottingham Road (Tesco PS)	Roadside	474704	320100	NO2	No	7.0	1.7	MMDT5	2.5m
MMDT6	Otter Road	Suburban	474022	318299	NO2	No	4.0	1.5	MMDT6	2.5m
MMDT7	Jct Nottingham Rd / Norman Way	Urban Centre	474991	319403	NO2	No	12.5	1.3	MMDT7	2.5m
MMDT8	Discovery Drive	Roadside	475192	321173	NO2	No	5.0	1.0	MMDT8	2.5m
MMDT9	Nottingham Road Nether Broughton	Roadside	469587	325495	NO2	No	1.0	3.5	MMDT9	2.5m
MMDT10	Norman Way 2 (Court House)	Urban Centre	475183	319378	NO2	No	1.0	1.5	MMDT10	2.5m
MMDT11	Jct Norman Way / Wilton Road	Urban Centre	475021	319364	NO2	No	4.0	3.0	MMDT11	2.5m
MMDT12	Jct Dalby Way / Wilton Road	Roadside	474879	318971	NO2	No	18.5	2.0	MMDT12	2.5m
MMDT13	Jct Leicester Street / Wilton Rd	Urban Centre	475046	319132	NO2	No	1.0	0.5	MMDT13	2.5m
MMDT14	Sherrard Street	Urban Centre	475394	319128	NO2	No	2.0	1.5	MMDT14	2.5m
MMDT15	Nottingham Road	Roadside	474954	319437	NO2	No	5.0	2.0	MMDT15	2.5m
MMDT16	Burton Street	Roadside	475342	318960	NO2	No	2.0	0.3	MMDT16	2.5m

Information from North West Leicestershire District Council

Table A.1 – Details of Automatic Monitoring Sites

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA?	Which AQMA ? ⁽¹⁾	Monitoring Technique	Distance to Relevant Exposure (m) ⁽²⁾	Distance to kerb of nearest road (m) ⁽¹⁾	Inlet Height (m)
Z4	Bardon Quarry (Z904)	Rural	445286	312418	NO ₂ , PM ₁₀ PM _{2.5}	NO		Zephyr Low cost analyser	N/A	N/A	3
Z6	Oakthorpe (Z1142)	Rural	432654	313155	NO ₂ , PM ₁₀ PM _{2.5}	NO		Zephyr Low cost analyser	N/A	N/A	3

Notes:

(1) N/A if not applicable

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

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

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
06N	Broomleys junction (1)	Roadside	443632	314026	NO ₂		5.8	2.0	No	1.8
08N	End Cottage Copt Oak	Rural	448138	313012	NO ₂		0.0	N/A	No	1.8

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
12N	Aeropark	Other	444161	326355	NO2		N	N/A	No	1.8
14N	CD 69 HIGH St	Roadside	444211	326781	NO2	Castle Donington	0.0	2.9	No	1.8
16N	Bondgate CD crossroads	Roadside	444451	327233	NO2	Castle Donington	7.5	1.0	No	1.8
17N	13 Bondgate CD	Roadside	444216	326788	NO2	Castle Donington	0.0	2.9	No	1.8
18N	34 Bondgate CD	Roadside	444580	327410	NO2	Castle Donington	0.0	2.3	No	1.8
19N	94 Bondgate CD	Roadside	444450	327233	NO2	Castle Donington	7.5	1.0	No	1.8
23N	120 Whatton Road Kegworth	Roadside	448523	326885	NO2		3.2	1.0	No	1.8
31N	Sinope	Roadside	440167	315264	NO2		7.8	3.2	No	1.8
32N	M1 Bridge Copt Oak	Other	448082	313100	NO2		N	N/A	No	1.8
40N	35 High Street Castle Donington	Roadside	444323	326975	NO2		3.0	0.9	No	1.8
41N	18 High Street Castle Donington	Roadside	444474	327171	NO2		4.0	1.0	No	1.8
43N	Direction Sign Bardon Rd/A511 RBT	Roadside	443675	313642	NO2		2.4	3.0	No	1.8
47N	12 Derby Rd Kegworth	Roadside	448639	326805	NO2		4.7	2.5	No	1.8

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
48N	28 London Road Kegworth	Roadside	448792	326533	NO2		0.8	1.5	No	1.8
49N	Hugglescote crossroads	Roadside	442562	312823	NO2		4.1	2.5	No	1.8
50N	10 Central Road Hugglescote	Roadside	442578	312871	NO2		5.4	1.0	No	1.8
51N	40mph sign N of petrol station	Roadside	448361	326997	NO2		9.6	3.2	No	1.8
53n	20mph sign outside 10 Greenhill Road	Roadside	448724	326702	NO2		0.0	1.3	No	1.8
54N	parking restrictions sign adj drive 12 & 20 Park Lane	Roadside	444331	327257	NO2		8.8	2.0	No	1.8
56N	lamppost adjacent 27 Broomleys Road	Roadside	443649	314040	NO2		1.8	1.2	No	1.8
57N	lamppost outside 21 Broomleys Road	Roadside	443630	314028	NO2		4.7	3.0	No	1.8
58N	cycle route sign outside 34 Broomleys Road	Roadside	448436	326931	NO2		5.9	2.5	No	1.8
59N	zebra crossing The Green Whitwick	Roadside	442754	317177	NO2		0.5	0.5	No	1.8
60N	lamppost outside 53 North Street Whitwick	Roadside	443366	316277	NO2		0.0	1.0	No	1.8

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
61N	lamppost outside 53 Wood Street Ashby	Roadside	436194	316958	NO2		1.0	1.0	No	1.8
62N	lamppost 45 The Callis, Ashby (opposite Rowena Drive)	Roadside	435587	317204	NO2		4.0	0.5	No	1.8
63N	Whitwick Road Coalville	Roadside	442800	314466	NO2		0.0	2.4	No	1.8
65N	School Melbourne Road Ibstock	Roadside	440566	310316	NO2		5.0	2.2	No	1.8
67n	Chippy 76 Melbourne Road Ibstock	Roadside	440537	310041	NO2		2.5	0.5	No	1.8
68N	125 Melbourne Road Ibstock	Roadside	440598	310238	NO2		0.0	4.0	No	1.8
69N	2 South Lane Bardon industrial	Other	446935	323744	NO2		N	N/A	No	1.8

Notes:

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

(2) N/A if not applicable.

Table A.1 – Details of Automatic Monitoring Sites

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Monitoring Technique	Distance to Relevant Exposure (m) ⁽²⁾	Distance to kerb of nearest road (m) ⁽¹⁾	Inlet Height (m)
CS - 27299	Wigston, Blaby Road	Roadside	459004	298390	NO ₂	NO	Chemiluminescent	3.5	3.5	1.5

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

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

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DT1	Glen Rd, A6	Kerbside	463208	299913	NO2	N	5.0	12.5	No	2.2
DT2	Upland Rd/Junction A6	Kerbside	462590	300513	NO2	N	7.1	12.7	No	2.3
DT3	Victoria Court	Kerbside	461856	301027	NO2	N	0.8	14.0	No	2.2
DT4	Church Nook/Bullhead St	Kerbside	460881	299075	NO2	N	8.8	25.0	No	2.2
DT5	Leicester Rd, Wigston	Kerbside	460541	299722	NO2	N	2.9	4.0	No	2.3
DT6	Shackerdale Rd/Aylestone Ln	Kerbside	459448	299747	NO2	N	3.9	13.4	No	2.2
DT7	259 Aylestone Ln	Kerbside	459329	299796	NO2	N	2.6	20.0	No	2.3
DT8	225 Aylestone Ln/West Ave	Kerbside	459566	299690	NO2	N	5.7	17.6	No	2.2
DT9	Dorset Avenue/Saffron Road	Kerbside	458297	299426	NO2	N	1.1	14.1	No	2.4
DT10	Tigers Lane/Saffron Road	Kerbside	458454	298789	NO2	N	2.3	23.3	No	2.4
DT11	Vicarage Blaby Road	Kerbside	458625	298308	NO2	N	1.6	8.3	No	2.2

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DT12	45 Blaby Road	Kerbside	458778	298335	NO2	N	0.6	3.7	No	2.2
DT13	50A Blaby Road	Kerbside	458912	298371	NO2	N	0.7	5.6	No	2.3
DT14	4 Canal Street	Kerbside	458979	298314	NO2	N	1.0	0.5	No	2.5
DT15	11 Canal Street	Kerbside	458979	298314	NO2	N	0.7	1.6	No	2.2
DT16	Canal St/Station Street	Kerbside	459012	298276	NO2	N	0.7	3.8	No	2.2
DT17	4 Station Street	Kerbside	459015	298407	NO2	N	0.4	9.6	No	2.4
DT18	Health Centre Blaby Road	Kerbside	459065	298400	NO2	N	3.1	6.6	No	2.2
DT19	141 Blaby Road	Kerbside	459163	298414	NO2	N	12.9	16.8	No	2.2
DT20	2 Landsdowne Grove	Kerbside	459248	298438	NO2	N	2.1	9.8	No	2.3
DT21	Magna Rd/Station Rd	Kerbside	459337	298464	NO2	N	1.7	7.4	No	2.4
DT22	Harborough Road/Regent Street	Kerbside	462091	300830	NO2	N	5.5	5.5	No	2.2
DT23	Welford Road/Newton Lane	Kerbside	460895	298560	NO2	N	11.6	11.6	No	2.2

(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.

Leicestershire County Council publishes a series of interactive air quality dashboards which provide accessible, borough-level insights into monitored pollutant concentrations and trends across the county. These dashboards are derived from local authority monitoring data reported through the Local Air Quality Management (LAQM) framework and are intended to improve transparency and public understanding of air quality issues.

Nitrogen oxides (NO₂ / NO_x) performance monitoring

The Nitrogen Oxides Performance Monitoring dashboard presents information on long-term trends and spatial patterns in NO₂ concentrations across Leicestershire. It enables users to explore monitoring results by location and time period and provides context for understanding where concentrations may be approaching or exceeding national air quality objectives.

<https://public.tableau.com/app/profile/r.i.team.leicestershire.county.council/viz/LeicestershireAirQuality-NitrogenOxidesPerformanceMonitoring/NitrogenOxidesOverview>

Data source: <https://uk-air.defra.gov.uk/data/pcm-data>

Air Quality in Leicestershire

Diffusion Tube Air Quality Monitoring sites in Leicestershire for Nitrogen Dioxide (NO2).

Select Year
2024

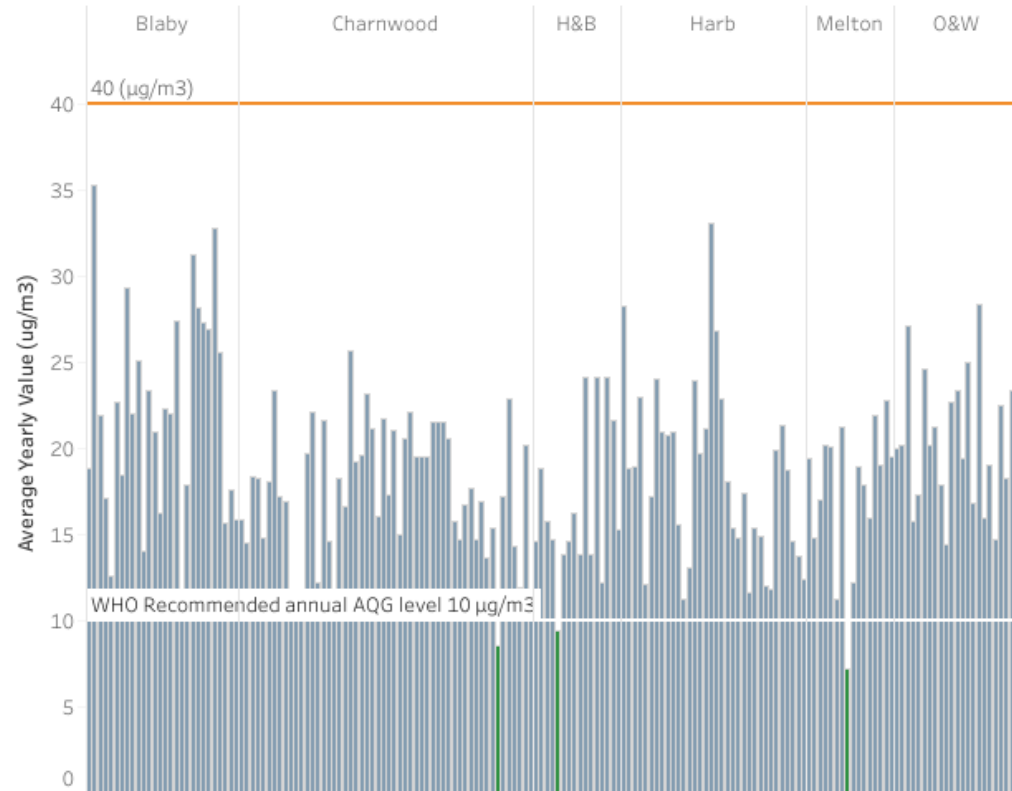
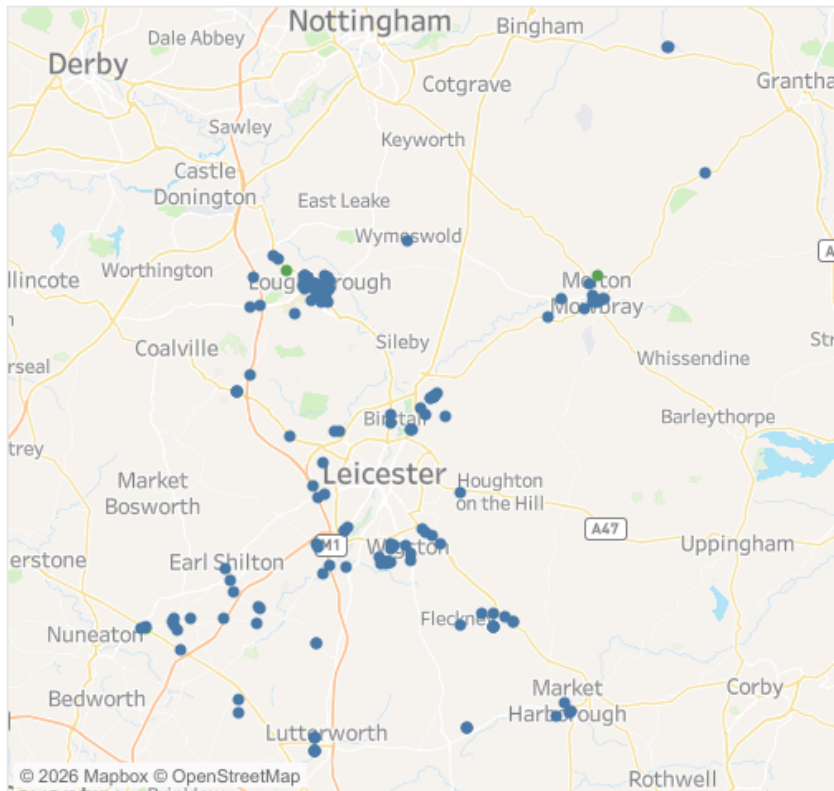
Select Districts
All

NO2 Levels ($\mu\text{g}/\text{m}^3$).
■ Medium (10-40) ■ Low (<10)

Monitoring Locations

NO2 Annual Mean of each monitoring location.

There were no recorded exceedances of the 40($\mu\text{g}/\text{m}^3$) in 2024



Source: Leicestershire District Council's Annual Status Reports.

Produced by the Business Intelligence Service, Leicestershire County Council, 2026.

Particulate matter (PM₁₀ and PM_{2.5}) performance monitoring

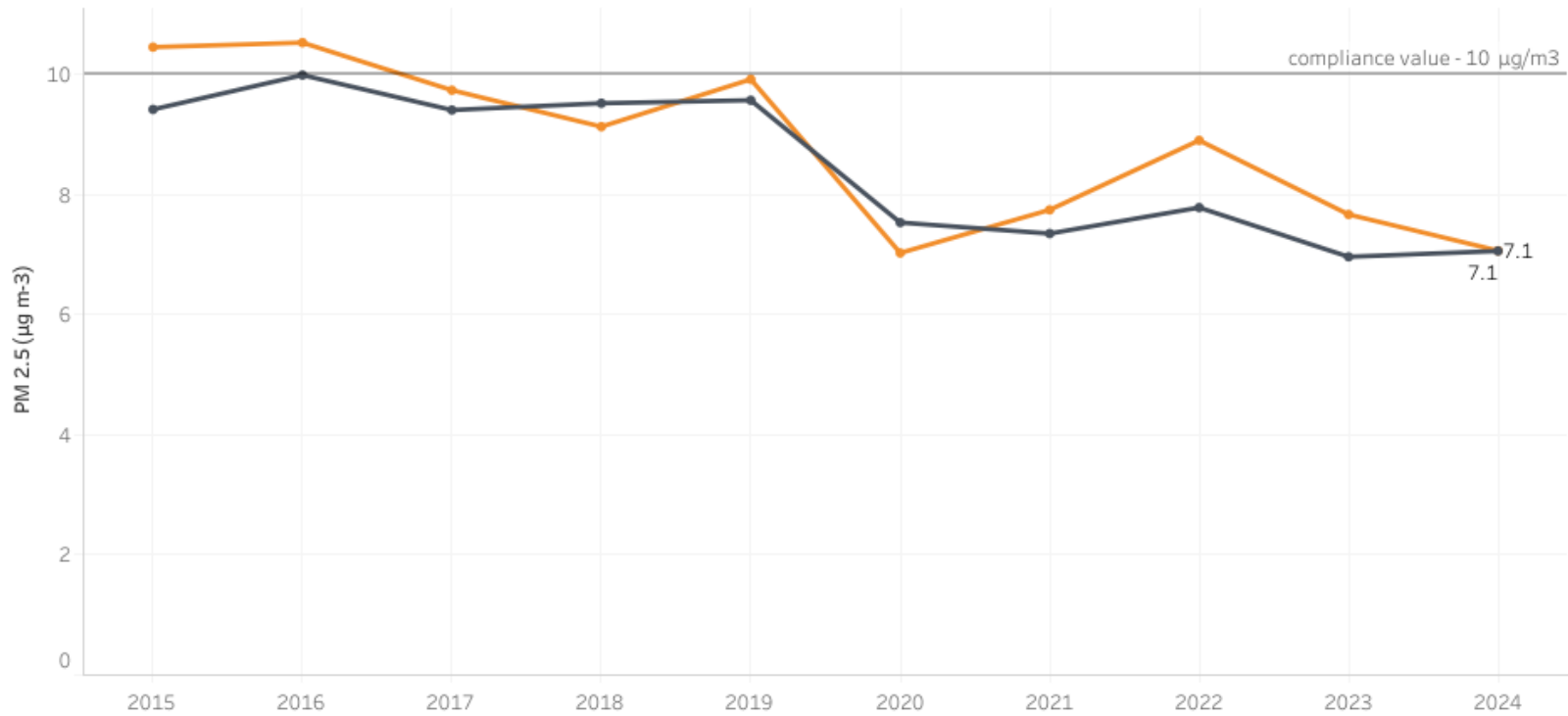
A Particulate Matter Performance Monitoring dashboard is also available, presenting information on PM₁₀ and PM_{2.5} concentrations across Leicestershire. This dashboard supports understanding of population exposure to particulate pollution, which is recognised as having significant impacts on health, particularly for vulnerable groups.

The dashboard allows users to examine trends over time and differences between monitoring locations, helping to contextualise local PM concentrations within the wider county picture.

<https://public.tableau.com/app/profile/r.i.team.leicestershire.county.council/viz/LeicestershireAirQuality-ParticulateMatterPerformanceMonitoring/PMOverview>

Air Quality in Leicestershire

Population-weighted annual mean PM2.5 data
Concentrations over time ($\mu\text{g m}^{-3}$)



Show Filters

Summary Findings

The latest results for PM2.5 (weighted annual mean) covering 2024 data is $7.1 \mu\text{g/m}^3$ (micrograms/ cubic metre), which is an improvement on last year's data of $7.7 \mu\text{g/m}^3$ (2023).

PM2.5 within Leicestershire is within the UK target of 10 micrograms/ cubic metre ($\mu\text{g/m}^3$) and equal to the England value of $7.1 \mu\text{g/m}^3$. However, this result exceeds the World Health Organisations (WHO) recommendation of $5 \mu\text{g/m}^3$ (microgram/cubic metre).

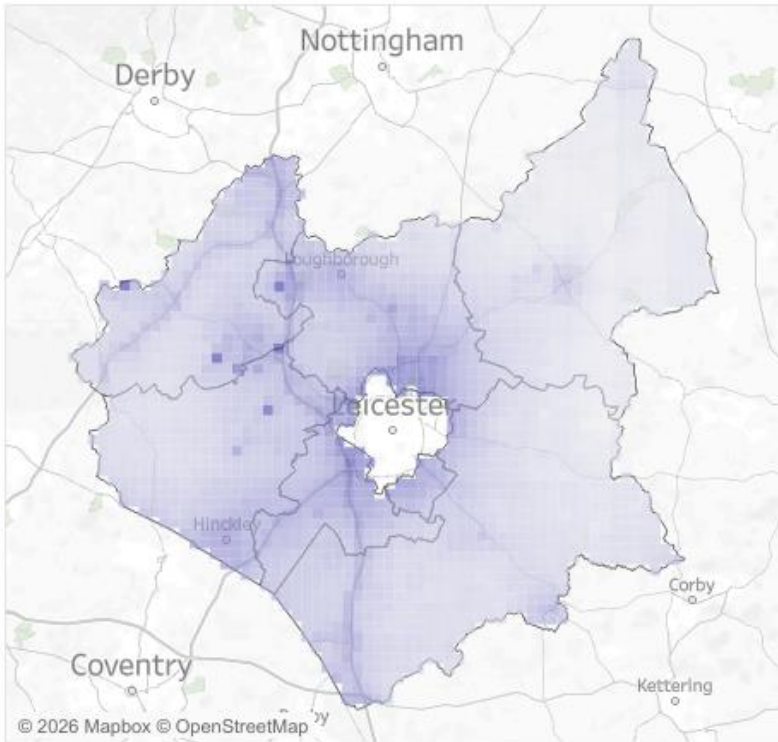
Area Name
■ England
■ Leicestershire

Source:DEFRA (2023). <https://uk-air.defra.gov.uk/data/pcm-data>
Produced by the Business Intelligence Service, Leicestershire County Council, 2026.

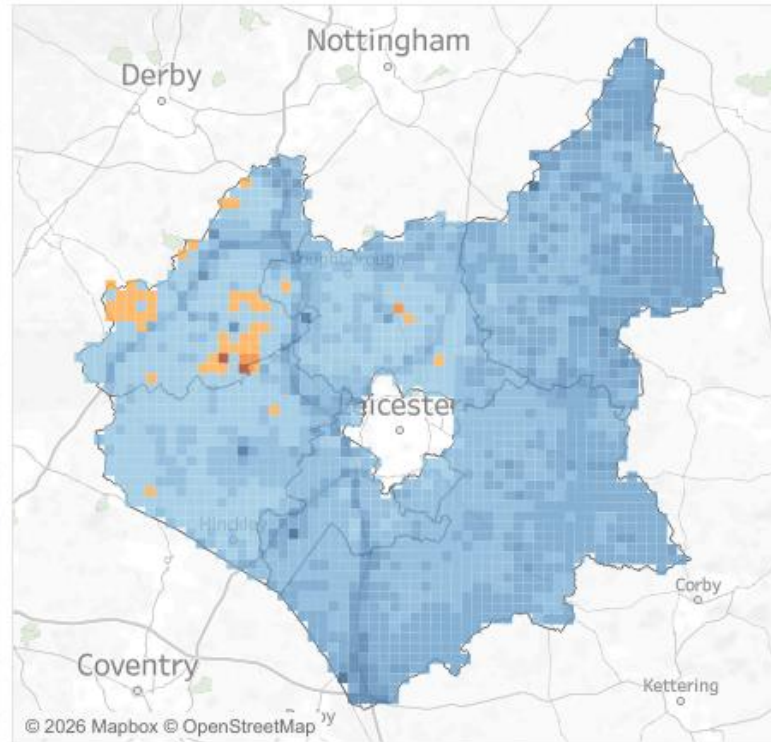
Air Quality in Leicestershire

LLR Modelled Background PM 2.5 Pollution Data

Modelled background data for PM2.5



Percentage change in modelled background data for PM2.5 between 2018 and latest year (2024)



Range of Value



2018-24 % Difference



Show Filters

The Western half of the county, where there is a higher proportion of towns and major county roads, tend to have higher PM2.5 background levels than the Eastern half of the county, which is much more rural with fewer towns and major roads.

In 2024, 8.6 was the highest modelled value for PM2.5 at the 1km square level, which was recorded in Shepshed. In 2023 the highest value was 11.7.

Comparing 2024 with 2018 the east of the county has shown greater reductions in PM2.5, with the least reductions highlighted in orange. Reductions in PM2.5 range from 6.9% to 37.2%. Notably North West Leicestershire District has seen the least reductions.

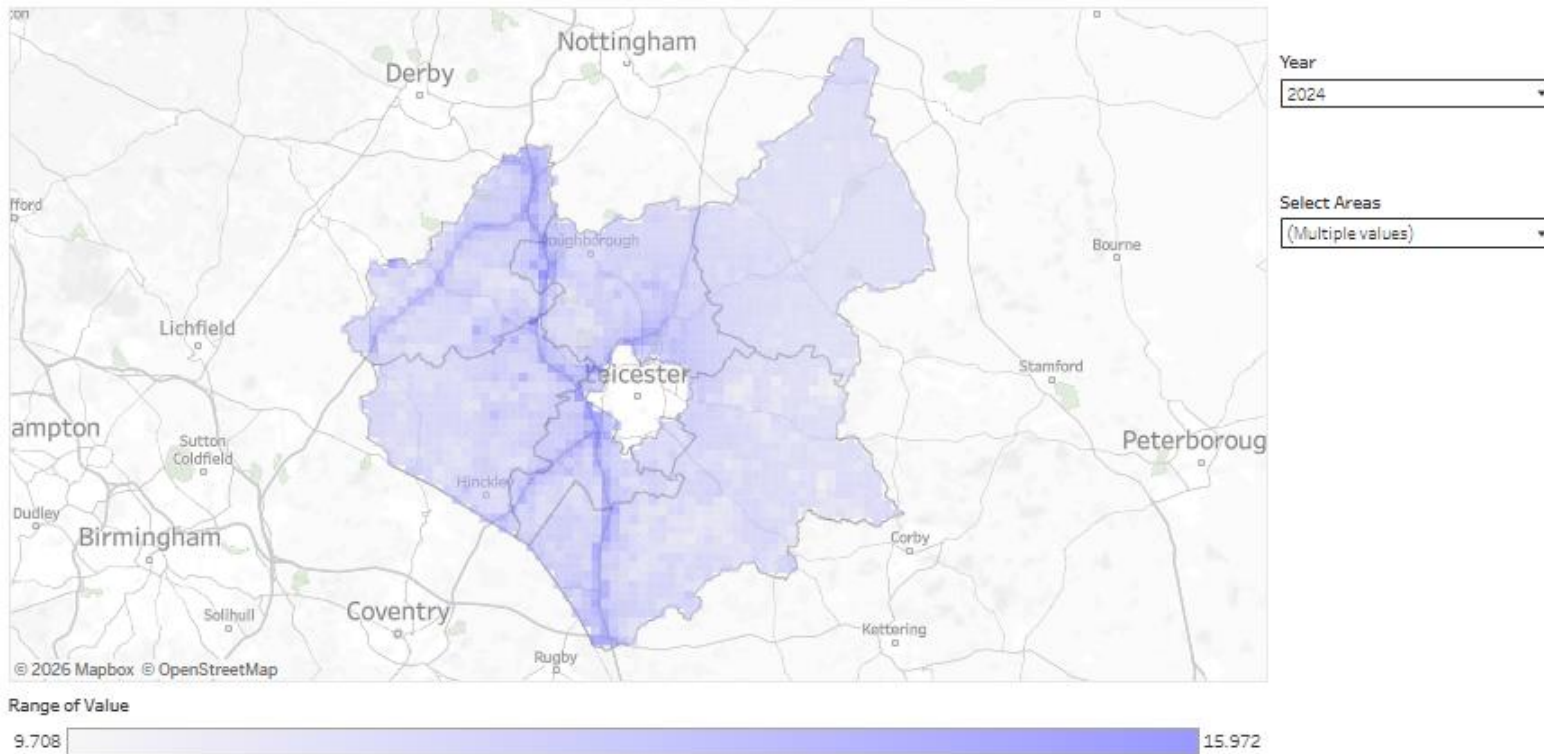
Leicestershire has no AQMA's declared for PM2.5. The Mountsorrel AQMA in Charnwood Borough was revoked in 2025.

 Source: DEFRA Modelled Background Pollution Data (2022). Data plotted by 1km OS grid. <https://uk-air.defra.gov.uk/data/pcm-data>
Produced by the Business Intelligence Service, Leicestershire County Council, 2026.

Air Quality in Leicestershire

LLR Modelled Background Pollution Data with Leicestershire AQMA locations

Modelled Background Data for PM10



Source: DEFRA Modelled Background Pollution Data (2022). Data plotted by 1km OS grid. <https://uk-air.defra.gov.uk/data/pcm-data>
Produced by the Business Intelligence Service, Leicestershire County Council, 2026.

Together, these dashboards provide a transparent and accessible means for residents, practitioners and decision-makers to view official monitoring data and better understand local air quality conditions.

Please note the information presented in this document reflects the most recently available data reported through district and borough council Annual Status Reports, DEFRA, ONS and associated monitoring outputs. As such, it represents a snapshot in time and should be interpreted in the context of ongoing monitoring and review processes.

Air quality concentrations can vary from year to year and over short time periods due to factors including changes in traffic flows, weather conditions, seasonal influences, broader regional or national trends and variations in building type and use. The identification of exceedances and the assessment of compliance with air quality objectives are therefore based on sustained patterns observed through quality-assured monitoring rather than isolated readings.

Monitoring locations are selected to reflect areas of potential concern and relevant exposure, and do not provide uniform spatial coverage across all locations within a district. The absence of a monitoring site in a particular location does not indicate that air quality impacts are not occurring there.

Under the Local Air Quality Management (LAQM) framework, district and borough councils are responsible for local air quality review and assessment within their administrative areas. All local authorities also have broader duties to consider air quality, including PM_{2.5}, when exercising their functions.

<https://www.gov.uk/government/publications/the-air-quality-strategy-for-england/air-quality-strategy-framework-for-local-authority-delivery>. Leicestershire County Council supports this work through strategic oversight, data collation, analysis and the provision of accessible public information where appropriate.

National datasets published by DEFRA are used to provide a consistent evidence base for understanding trends in PM_{2.5}.

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