North East Lincolnshire Borough Council

2026 Annual Status Report

June 2026



Document Control Sheet

Identification	
Client	North East Lincolnshire Council
Document Title	2026 Annual Status Report
Bureau Veritas Ref No.	30858667

Contact Details		
Company Name	Bureau Veritas UK Limited	North East Lincolnshire Council
Contact Name	Helen Venfield	Louisa Hewett
Position	Associate Director	Environmental Protection Officer
Address	5th Floor 100 Lower Thames Street London EC3R 6DL	Doughty Road Depot, Doughty Road, Grimsby, DN32 0LL
Email	helen.venfield@bureauvertias.com	

Version Control				
Version	**Date**	**Author**	**Reason for Issue/Summary of Changes**	**Status**
1.0	04/06/2026	ET	Draft for Issue	Issue
2.0	11/06/2026	ET	Issue following Comments	Issue
3.0	25/06/2026	ET	Signed off by Public Health	Issue

	Name	Job Title	Signature
Prepared By	Eleanor Thomas	Air Quality Consultant	*E Thomas*
Approved By	Helen Venfield	Associate Director	*H Venfield*

© Bureau Veritas UK Limited

The copyright in this work is vested in Bureau Veritas UK Limited, and the information contained herein is confidential. This work, either in whole or in part, may not be reproduced or disclosed to others or used for any purpose, other than for internal client evaluation, without Bureau Veritas' prior written approval.

Bureau Veritas UK Limited, Registered in England & Wales, Company Number: 01758622
Registered Office: Suite 206 Fort Dunlop, Fort Parkway, Birmingham B24 9FD

Disclaimer

This Report was completed by Bureau Veritas based on a defined programme of work and terms and conditions agreed with the Client. Bureau Veritas confirms that in preparing this Report it has exercised all reasonable skill and care taking into account the project objectives, the agreed scope of works, prevailing site conditions and the degree of manpower and resources allocated to the project. Bureau Veritas accepts no responsibility to any parties whatsoever, following the issue of the Report, for any matters arising outside the agreed scope of the works.
This Report is issued in confidence to the Client and Bureau Veritas has no responsibility to any third parties to whom this Report may be circulated, in part or in full, and any such parties rely on the contents of the report solely at their own risk.
Unless specifically assigned or transferred within the terms of the agreement, the consultant asserts and retains all Copyright, and other Intellectual Property Rights, in and over the Report and its contents.

Any questions or matters arising from this Report should be addressed in the first instance to the Project Manager.



2026 Air Quality Annual Status Report (ASR)

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

Date: June, 2026

Information	North East Lincolnshire Council Details
Local Authority Officer	Louisa Hewett
Department	Environmental Protection
Address	Doughty Road Grimsby DN32 0LL
Telephone	01472 324215
E-mail	louisa.hewett@nelincs.gov.uk
Report Reference Number	25221357
Date	June 2026

Local Responsibilities and Commitment

This ASR was prepared by the Bureau Veritas on behalf of North East Lincolnshire Council with the support and agreement of the following departments:

- Environmental Protection Team
- Highway and Transport Department
- Communication and Marketing Team
- Policy Strategy and Resources
- Economy and Growth Team
- Fleet Management
- Planning Department
- Public Health Department
- Regulatory Services Strategic Lead
- Environmental Sustainability

This ASR has been approved by:

Dee Hitter Assistant Director Environment

If you have any comments on this ASR please send them to Louisa Hewett at:

Doughty Road, Grimsby, DN32 0LL

01472 324215

louisa.hewett@nelincs.gov.uk

Executive Summary: Air Quality in Our Area

Air Quality in North East Lincolnshire

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

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

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

Table ES 1 - Description of Key Pollutants

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

North East Lincolnshire is situated on the east coast of England, at the mouth of the River Humber. It covers 192 km^2, is home to approximately 160,000 people and incorporates the towns of Grimsby, Immingham and Cleethorpes. The main source of air pollution within North East Lincolnshire is from road traffic, with additional background sources including domestic, industrial and commercial space heating.

During 2025 there was an overall increase in the annual mean NO_2 concentrations recorded at diffusion tube sites and all automatic monitoring stations when compared to 2024. 78% of sites saw an increase in concentrations in 2025. The greatest increase was seen at Cleethorpes Road automatic monitoring site in Grimsby where a 6.9µg/m^3 increase was seen in 2025, however the total annual mean concentration 29.2µg/m^3 was well below the annual mean NO_2 objective (40µg/m^3). Overall, all measured concentrations continued to be below the annual air quality objectives.

The maximum NO_2 annual mean concentration recorded at a diffusion tube site was at the Cleethorpe Road diffusion tube site co-located with the automatic monitor (NEL 24/25/26) at 31.9µg/m^3. At the three automatic monitoring stations, annual mean NO_2 concentrations of 10.5µg/m^3 (Immingham Woodlands Avenue AURN), 29.2µg/m^3 (Cleethorpes Road) and 19.3µg/m^3 NO_2 (Peaks Parkway) were recorded in 2025. During 2025, the annual mean and hourly objective for NO_2 was not exceeded at any site.

Actions to Improve Air Quality

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

North East Lincolnshire Council is committed to reducing the exposure of people to poor air quality in order to improve health. The actions taken by North East Lincolnshire Council to improve air quality can be considered under five broad topics:

- Transport: Upgrading existing transport infrastructure, changing the road layout to give priority to public transport, forming traffic plans that encourage the use of greener modes of transport, and reducing congestion and associated vehicle emissions.
- Public Education: Encouraging wider behavioural changes in the local population with respect to travel choices and raising awareness of the impacts of air pollution among the public. This is done by educating people so that they feel inclined to change their current habits.
- Planning and Infrastructure: Mitigating potential air quality impacts effectively by being involved in decision making early on for future developments required to support the growth of North East Lincolnshire.
- Strategies and Policy Guidance: Working with partners and stakeholders to direct the use of legislation and targeted enforcement to control air pollution.

- Air Quality Monitoring: Ensure satisfactory air quality monitoring data is available to track outcomes of the implemented Air Quality Action Plan measures.

1.1.1 Bus Service Improvements

Bus Service Improvement Programme (BSIP) funding in North East Lincolnshire is being used to deliver a wide range of bus service improvements, including bus priority schemes, traffic signal priority, enhanced service frequencies, evening and weekend service upgrades, and discounted fare initiatives. It is also supporting infrastructure improvements, such as new shelters and the development of a high quality transport hub, as well as promotional measures like pocket park & ride and youth fare discounts. Overall, the funding is focused on improving bus reliability, reducing journey times, increasing patronage, and supporting long term modal shift to public transport.

1.1.2 Local Transport Plan

The current North East Lincolnshire Council Local Transport Plan (LTP) has been reviewed, since the Greater Lincolnshire Combined Authority has been formed, they have taken the statuary responsibility to produce an overarching Local Transport Plan for the whole of Lincolnshire, including Lincolnshire CC, North East Lincolnshire Council and North Lincolnshire Council. This is likely to be delivered in the next 18 months. The key themes are focused on de-carbonisation of transport with a big focus on electric vehicles and the infrastructure required to support the Government targets over the next few years of eliminating petrol and diesel cars, HGV's and buses which are one of the main factors that increase air pollution. Offering sustainable and green alternatives to car travel are another major focus and the LTP will be looking at offering better improved services along with educating and encouraging change in people's choices to show improved healthier lifestyles that emerge from cycling and walking which ultimately help improve the air quality.

1.1.3 Environmental and Health Impacts of Council Decision Making

North East Lincolnshire Council's decision making and report writing framework requires environmental considerations, including air quality, to be assessed and clearly set out in reports presented to elected Members before decisions are taken. Environmental impacts are considered alongside legal, financial and equality implications, supporting the Council's statutory duties and Best Value obligations to promote social, economic and environmental wellbeing.

This approach aligns with the Joint Health and Wellbeing Strategy (2025–2035), which recognises the environment as a key determinant of health and health inequalities and highlights the role of factors such as transport, housing and environmental quality in shaping population health outcomes. Air quality management therefore contributes to the Council's wider public health objectives, supporting a joined up approach to creating healthy and sustainable places and reducing health inequalities, while delivering local air quality objectives

1.1.4 Walk to School Outreach (WOW)

The Walk to School Outreach (WOW) programme, funded by Active Travel England and delivered by Living Streets, encourages active travel to school through the WOW Walk to School Challenge. In North East Lincolnshire, six schools were recruited during the autumn term, with three launching before the end of September. The programme has recorded positive outcomes, including a 10% increase in active travel, a 17% reduction in car journeys, and over 11,000 journeys logged, 78% of which were active. Engagement has been positive, with further schools expected to join in the new year, and the programme continuing into the spring term with additional events and activities planned.

1.1.5 Local Plan

Consultation on a new North East Lincolnshire Council Local Plan is currently underway and supporting the drive towards a low carbon economy and supporting a greener and more biodiversity rich environment are two key themes that will be given increased weight in the draft local plan.

Conclusions and Priorities

During 2025, no exceedances of the NO_2 annual mean objective were identified within the authority area. Relative to 2024, the NO_2 annual mean concentration increased slightly in 2025 at all three automatic monitoring sites within North East Lincolnshire. This is the first year, post Covid restrictions, that does not continue the overall decrease in NO_2 across both the diffusion tube network and automatic monitoring network. Concentrations remain below the annual mean air quality objectives.

The Air Quality Strategy[1], updated in 2024 following the revocation of the Grimsby AQMA in 2024, outlines the priorities of North East Lincolnshire Council in addressing air quality. These seven priorities align to the categories listed above and are as follows:

- **Priority 1**: Improve transport infrastructure to encourage the use of public transport, or sustainable modes of travel (i.e. walking/cycling).
- **Priority 2**: Promote behavioural changes by raising awareness and educating the public on the impacts of air pollution so that they rethink their travel choices.
- **Priority 3**: Ensure that potential air quality impacts are mitigated early on in any new developments, required to support the growth of North East Lincolnshire.
- **Priority 4**: Use legislation and enforcement to control air pollution by effectively engaging with partners and stakeholders.
- **Priority 5**: Obtain measures of air quality and ensure the data is satisfactory so that it can be determined if the measures that have been implemented from the Air Quality Action Plan are having a positive impact on the concentration of NO_2.
- **Priority 6**: Raise public awareness by encouraging the local community to become involved in improving air quality and take actions to reduce their contributions to local air quality emissions.
- **Priority 7:** Funding air quality improvements, a long-term commitment to fund air quality improvements within the borough.

North East Lincolnshire Council currently engage with the following working groups on the topic of air quality:

- North East Lincolnshire Council Air Quality Steering Committee (AQSC) – an internal Air Quality Steering Group which continues to meet quarterly to discuss council wide air quality issues. Increasing our efforts to consider air quality and range of environmental issues when decisions are made and business cases developed.
- Associated British Ports (ABP) – quarterly meetings with ABP and other Humber local authorities discussing Port and local air quality issues
- Yorkshire and Lincolnshire Pollution Advisory Group (YALPAG) – a knowledge sharing working group with other local authorities

[1] North East Lincolnshire https://www.nelincs.gov.uk/assets/uploads/2025/06/NELC-Air-Quality-Strategy-2025-FINAL.pdf

- Air Quality Hub – North East Lincolnshire Council has completed the onboarding process on the Air Quality Hub and engage with knowledge sharing hubs to share best practice.
- Bus Quality Partnership – quarterly meetings with Stagecoach and NELC Transport team taking into consideration any potential impacts on AQ.
- EV Programme Update – members of the Environmental Health Protection Team meet regularly with members from the highways team to discuss specific EV focused projects

Whilst the Grimsby AQMA was revoked on 22nd May 2024, North East Lincolnshire Council remain committed to improving air quality within the local area. North East Lincolnshire has revised the monitoring locations within the area and added a further two diffusion tube locations in 2024 as part of a rejuvenation project backed by the Government's Levelling Up Fund for Pier Gardens and Market Place. North East Lincolnshire Council was awarded £18.4m for the resort, following the development of the 2022 Cleethorpes Masterplan, which was spearheaded by Hemingway Design.

The proposed development aims to re-think the relationship between traffic and pedestrians, enhancing the public realm by creating a safer, more vibrant and sustainable environment for local people, businesses and visitors.

Revitalizing the town is a priority. It is essential to transform the Market Place into a focal point with more space for people and more reasons to linger. This change is expected to bring both economic and social advantages.

As part of the monitoring return for the fund, NELC needed to indicate how the following outcomes would be measured.

- Establishing clear linkage between lower carbon travel and creation of high-quality natural assets (Change in air quality)
- Reductions in carbon emissions (Change in air quality)

In 2024, 12 months of data was collected and will be compared to a further 12 months of data once the project is complete. Therefore in 2025, tubes NELC36 and 37 were removed while construction work was undertaken. They will be reintroduced at a later date to compare the findings.

North East Lincolnshire Council have also promoted initiatives such as 'Clean Air Day', encouraging people to find out more about air pollution, share information with others and help make the environment safer for everyone. Clean Air Day took place on 19th June

2025 with North East Lincolnshire Council promoting the day on social media channels and running a poster competition to draw an air pollution superhero.

Additional air quality resources can be found on North East Lincolnshire Council's website.

How to get Involved

Air pollution is contributed to, often inadvertently, by the wider community. Therefore, localised changes in behaviour can help to reduce the concentrations of air pollutants on a wider scale. Many of these measures will also simultaneously improve health:

- Where possible, consider walking, cycling or using public transport. This is important for short journeys where it may not be necessary to use a private vehicle. An increase in the number of people using active forms of travel of public transport not only reduces the emissions by decreasing the number of cars on the road, but also from the reduced congestion, thus less stopping and starting of vehicles.
- Driving economically by turning your engine off when stationary. Not idling the vehicle can reduce emissions but also save fuel.
- Keep your vehicle in good working order. Having well inflated tyres means your car will be more efficient and use less fuel.

Table of Contents

Local Responsibilities and Commitment i
Executive Summary: Air Quality in Our Area iii
Air Quality in North East Lincolnshire iii
Actions to Improve Air Quality iv
1.1.1 Bus Service Improvements v
1.1.2 Local Transport Plan v
1.1.3 Environmental and Health Impacts of Council Decision Making v
1.1.4 Walk to School Outreach (WOW) vi
1.1.5 Local Plan vi
Conclusions and Priorities vi
How to get Involved ix
1 Local Air Quality Management 1
2 Actions to Improve Air Quality 2
2.1 Air Quality Management Areas 2
2.2 Progress and Impact of Measures to address Air Quality in North East Lincolnshire 3
2.3 $PM_{2.5}$ – Local Authority Approach to Reducing Emissions and/or Concentrations 11
3 Air Quality Monitoring Data and Comparison with Air Quality Objectives and National Compliance 13
3.1 Summary of Monitoring Undertaken 13
3.1.1 Automatic Monitoring Sites 13
3.1.2 Non-Automatic Monitoring Sites 13
3.2 Individual Pollutants 13
3.2.1 Nitrogen Dioxide (NO_2) 14
3.2.2 Particulate Matter (PM_{10}) 15
3.2.3 Particulate Matter ($PM_{2.5}$) 15
3.2.4 Sulphur Dioxide (SO_2) 15
Appendix A: Monitoring Results 16
Appendix B: Full Monthly Diffusion Tube Results for 2025 34
Appendix C: Supporting Technical Information / Air Quality Monitoring Data QA/QC 37
New or Changed Sources Identified Within North East Lincolnshire Council During 2025 37
Additional Air Quality Works Undertaken by North East Lincolnshire Council During 2025 39
QA/QC of Diffusion Tube Monitoring 39
Diffusion Tube Annualisation 39
Diffusion Tube Bias Adjustment Factors 40
NO_2 Fall-off with Distance from the Road 41

QA/QC of Automatic Monitoring 42
PM_{10} and $PM_{2.5}$ Monitoring Adjustment 42
Automatic Monitoring Annualisation 42
NO_2 Fall-off with Distance from the Road 42
Appendix D: Map(s) of Monitoring Locations and AQMAs 43
Appendix E: Summary of Air Quality Objectives in England 46
Glossary of Terms 47
References 48

Figures

Figure A.1 – Trends in Annual Mean NO_2 Concentrations in Grimsby town centre (formally Grimsby AQMA, revoked in 2024) 24
Figure A.2 – Trends in Annual Mean NO_2 Concentrations in Immingham 25
Figure A.3 – Trends in Annual Mean NO_2 Concentrations in the Wider Grimsby area (part 1) 26
Figure A.4 – Trends in Annual Mean NO_2 Concentrations in the Wider Grimsby area (part 2) 27
Figure A.3 – Trends in Annual Mean PM_{10} Concentrations 30
Figure A.5 – Trends in Annual Mean $PM_{2.5}$ Concentrations 33

Figure D.1 – Map of Monitoring Sites in Immingham 43
Figure D.2 – Map of Non-Automatic Monitoring Sites in Grimsby 44
Figure D.3 – Map of Non-Automatic Monitoring Sites in Grimsby AQMA (revoked in May 2024) 45

Tables

Table 2.1 – Progress on Measures to Improve Air Quality 6

Table A.1 – Details of Automatic Monitoring Sites 16
Table A.2 – Details of Non-Automatic Monitoring Sites 17
Table A.3 – Annual Mean NO_2 Monitoring Results: Automatic Monitoring ($\mu g/m^3$) 21
Table A.4 – Annual Mean NO_2 Monitoring Results: Non-Automatic Monitoring ($\mu g/m^3$) 22
Table A.5 – 1-Hour Mean NO_2 Monitoring Results, Number of 1-Hour Means > 200$\mu g/m^3$ 28
Table A.6 – Annual Mean PM_{10} Monitoring Results ($\mu g/m^3$) 29
Table A.7 – 24-Hour Mean PM_{10} Monitoring Results, Number of PM_{10} 24-Hour Means > 50$\mu g/m^3$ 31
Table A.8 – Annual Mean $PM_{2.5}$ Monitoring Results ($\mu g/m^3$) 32
Table B.1 – NO_2 2025 Diffusion Tube Results ($\mu g/m^3$) 34

Table C.1 – Air Quality Assessments Undertaken 37
Table C.2 – Bias Adjustment Factor 40
Table C.3 – Local Bias Adjustment Calculation 41
Table E.1 – Air Quality Objectives in England 46

1 Local Air Quality Management

This report provides an overview of air quality in North East Lincolnshire during 2025. It fulfils the requirements of Local Air Quality Management (LAQM) as set out in Part IV of the Environment Act (1995), as amended by the Environment Act (2021), and the relevant Policy and Technical Guidance documents.

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

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

2 Actions to Improve Air Quality

2.1 Air Quality Management Areas

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

North East Lincolnshire currently does not have any declared AQMAs. A local Air Quality Strategy is in place to prevent and reduce polluting activities and is available here.

2.2 Progress and Impact of Measures to address Air Quality in North East Lincolnshire

Defra's appraisal of last year's ASR concluded

1. It is encouraging to see that the council have updated their AQS in response to the revocation of the Grimsby AQMA, ensuring that measures to improve air quality remain relevant.

The current AQS is due for an update in 2026.

2. The Council have shown clear dedication to good air quality within the region through continuous reviewal of their monitoring network, for additional context they could include reasoning when changes to the network are made such as the for addition / removal of monitoring sites.

Further changes have been made to the monitoring network in 2025 and are detailed in this report.

3. NELC have included reference to the Public Health Outcomes Framework (PHOF) indicator for fractions of mortality attributable to $PM_{2.5}$ emissions to provide additional context as to PM levels in the district. Similarly, they have also referenced the Defra background maps for additional context regarding base PM levels in the district. This is encouraged.

This has been included again in the ASR.

4. Detailed responses to comments from last year's ASR appraisal have been provided and clear evidence of implementation can be seen in this year's ASR.

This has been continued in this ASR.

5. The Council have detailed extensive measure through which they continue to improve air quality within the district as well as providing clear priorities for the coming year. This is commended and should be continued in future ASRs.

To improve the readability of the table, measures have now been categorised by measure type.

North East Lincolnshire has taken forward a number of direct measures during the current reporting year of 2025 in pursuit of improving local air quality. Details of all measures completed, in progress or planned are set out in Table 2.1. 37 measures are included within Table 2.1, with the type of measure and the progress North East Lincolnshire have

made during the reporting year of 2025 presented. Where there have been, or continue to be, barriers restricting the implementation of the measure, these are also presented within Table 2.1.

More detail on these measures can be found in the air quality strategy (AQS) available here.

Key completed measures are:

- Capped bus fare scheme – the original scheme prices had to be increased in line with the Government national fare cap
- Bus route improvements – increased frequency on key routes, a new Service 11 and an extended Service 12
- Improved bus shelters and infrastructure
- Pocket Park & Ride to support the Armed Forced weekend - 5,000 people used the park and ride service with 26,000 people using local buses
- Clean Air Day and Nights 2025 – social media campaigns and a poster competition

North East Lincolnshire expects the following measures to be completed over the course of the next reporting year:

- Bus Priority Measures – bus priority projects are expected to be completed by 31 March 2026
- Traffic Signal Priority Measures – due to be completed by 31 March 2026
- Bus Service Enhancements – bus service enhancement are expected to be completed by 31 March 2026 with phase 1 funding
- Active Travel Infrastructure – improvements particularly for cyclists using Park Drive/Weelsby Rd crossing by introducing a cycle lane and improving the approach to the crossing. Also this project will upgrade the current facilities in the New Cartergate Triangle to improve footways, lighting and accessibility for a key connectivity point for the Grimsby Masterplan.
- Active Travel Revenue Grant – the grant will be spent on an LCWIP refresh, feasibility design on active travel projects, a new Active Travel Officer role, delivering bike mechanic training and facilities, mobile Dr Bike sessions and exploring School Streets opportunities.
- Doughty Depot Rationalisation Scheme - Doughty Road and Gilbey Road will be merged to one depot and EV charging infrastructure is to be increased

North East Lincolnshire worked to implement these measures in partnership with the following stakeholders during 2025:

- Stagecoach East Midlands;
- Associated British Ports – Immingham
- North Lincolnshire Council
- East Riding of Yorkshire Council
- Hull City Council

The principal challenges and barriers to implementation that North East Lincolnshire anticipates facing are:

- Funding limitations or budgets
- Cost barriers to electric vehicle charging/vehicle adoption
- Measure 52 is specifically being considered and planned to overcome the challenge that staff did not use public transport as there was no incentive

Although North East Lincolnshire no longer has an AQMA, NELC remain committed to improving air quality within the local area.

Table 2.1 – Progress on Measures to Improve Air Quality

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
Priority Air Quality Actions														
10	Ensure that air quality is considered in the planning process	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	2015	On-going	NELC	NELC	Not Funded	< £10k	Implementation	Ensure developments do not have a negative impact on AQ	Number of planning applications with AQ conditions/ assessments	Environmental Protection Team review planning applications weekly for adverse effects of AQ	Good support and understanding on AQ matters from the planning department
32	EV Infrastructure Project. Following the adoption of the EV Strategy by NELC in March 2024, we are now working towards installing 800 EV charge points in the Borough by 2030	Promoting Low Emission Transport	Other	2023	2030	NELC	LEVI Grant Fund, NELC & Private Investment	NELC have been given an indicative award	£1m - £10m	Planning	Reduced vehicle emissions	No. of Council EV charge points operational throughout the Borough	The transport team are currently working through the LEVI bid in order to secure the contracts and execute projects, 3 concessionary style contracts are out for tender, utilising the LEVI fund of £1.4m. There are also LTP funds available from NELC to assist areas in the project which are not eligible for ORCS and LEVI. Following the release of guidance from central government for a cross-pavement solution, NELC have accepted £60k funding from GLCMA for a trial of around 40 channels, this project will work in partnership with North Lincolnshire & Lincolnshire CC to align policies and benefit from the economies of scale during the project roll out.	The Councillors and Government are committed to the role out of the EV infrastructure. However, supply issues and lack of public support could pose threat to the projects being delayed.
28	High Quality Bus Interchange	Transport Planning and Infrastructure	Public transport improvements- interchanges stations and services	2024	2027	NELC/ Stagecoach East Midlands	DfT BSIP funding		£1m - £10m	Implementation	Improved infrastructure/ improved facilities for passengers, increased patronage/ modal shift	Increase in patronage and potential encouragement of modal shift.	Demolition of the site has been complete and an outline planning application for a new Transport Hub has been submitted.	
Transport – Bus Measures														
24	Bus Priority Measures	Transport Planning and Infrastructure	Bus route improvements	2023	2026	NELC/ Stagecoach East Midlands	DfT BSIP funding	Funded	£500k - £1m	Implementation	Reduction in congestion. Reduction in bus idle time/ journey time improvements	Increase in public transport use and reduction is bus punctuality/ journey time	Most of the planned bus priority projects have either been complete or are scheduled to be on site by the 31 March 2026. The Council have drafted a delivery programme for the 2026/27 financial year, subject to funding confirmation from the combined authority.	
25	Traffic Signal Priority Programme	Transport Planning and Infrastructure	Bus route improvements	2023	2026	NELC	DfT BSIP funding	Funded	£100k - £500k	Implementation	Reduction in journey times, resulting in increased patronage. Less congestion/ emissions	Increase in public transport use and reduction is bus punctuality/ journey time	Funds available from April 2023, scheme to be delivered by 31 May 2026.	
27	Bus Service Enhancements	Transport Planning and Infrastructure	Bus route improvements	2023	2026	NELC/ Stagecoach East Midlands	DfT BSIP funding	Funded	£500k - £1m	Complete	Improved connections resulting in increased patronage/ modal shift	Increase in patronage and potential encouragement of modal shift.	Service Enhancements currently being delivered with BSIP Phase 1 funding for this measure due to end 31 March 2026.	
29	BSIP + Funding - £1 fare scheme (£1 per bus trip after 6pm week days and £1 per trip all day weekends)	Promoting Travel Alternatives	Intensive active travel campaign & infrastructure	2024	2025	NELC/ Stagecoach East Midlands	DfT BSIP funding	Funded	£500k - £1m	Complete	Improved infrastructure/ improved facilities for passengers, increased patronage/ modal shift	Increase in patronage and potential encouragement of modal shift.	Due to the Government increasing the national fare cap from £2 to £3, the Council has been required to change the scheme from £1 all day evening and weekends to £1.50 after 6pm (7 days per week). To date, from March 2025 - December 2025, over 80,000 single £1.50 evening fares have been sold and supported through the BSIP.	Active Travel England support the role out of this project; political support is required to ensure the project outcome is delivered
30	BSIP Phase 3 funding - Funding to improve frequency of local bus services, pre 09:30am Concessionary Travel and Bradley Road bus service.	Transport Planning and Infrastructure	Bus route improvements	2024	2025	NELC/ Stagecoach East Midlands	DfT BSIP funding	Funded	£500k - £1m	Complete	Improved infrastructure/ improved facilities for passengers, increased patronage/ modal shift	Increase in patronage and potential encouragement of modal shift.	Phase 3 improvements are in place: early concessionary travel started 3 June 2024, and enhanced bus services began 21 July 2024, including increased frequency on key routes, a new Service 11, Service 12 extension, and timetable upgrades across multiple services.	

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
48	Evening and Weekend service enhancements	Promoting Travel Alternatives	Intensive active travel campaign & infrastructure	2025	2027	NELC/ Stagecoach East Midlands	DfT BSIP funding	No	£100k - £500k	Complete	Improved connections resulting in increased patronage/ modal shift	Increase in patronage and potential encouragement of modal shift.	Following service enhancements commenced in June 2025: - 5/45 evening and weekend enhancement to connect Immingham - Cleethorpes - 9 evening service enhancement - 20 Sunday enhancement and route extension to Moody Lane - 51 frequency and Sunday enhancement - 250 frequency and Sunday enhancement	
49	Bus Stop Infrastructure - Shelters	Transport Planning and Infrastructure	Public transport improvements- interchanges stations and services	2025	2025	NELC	DfT BSIP funding	Funded through the BSIP and LTP.	£100k - £500k	Complete	Improved infrastructure/ improved facilities for passengers, increased patronage/ modal shift	Increase in patronage and potential encouragement of modal shift.	Installation of 7 new antivandal bus shelters at various locations where shelter vandalism has been high.	
50	Pocket Park & Ride	Alternatives to private vehicle use	Bus based Park & Ride	2025	2025	NELC/ Stagecoach East Midlands	DfT BSIP funding	Funded through the BSIP.	£30,000	Complete	Improved connections resulting in increased patronage/ modal shift	Increase in patronage and potential encouragement of modal shift.	Delivery of park & ride to support the Armed Forces weekend. Various existing car parking locations used, with bus fares discounted and routes enhanced/ extended to support the weekend. Over 26,000 people used local buses that weekend, with over 5,000 using the Park & Ride services.	
51	Discounted Youth Fares	Alternatives to private vehicle use	Other	2026	2027	NELC/ Stagecoach East Midlands/ Horizon Youth Zone	DfT BSIP funding & Stagecoach contribution	Currently being funded through the BSIP	£100k - £500k	Implementation		Improve fare measures to encourage modal shift	Increase in patronage and potential encouragement of modal shift.	To support the opening of the Horizon Youth Zone on the 14 Feb 2026, through the BSIP, the Council and Stagecoach are discounting single bus fares to £1 for those who are members of the Youth zone to encourage local bus travel to the site.
52	Staff incentivise scheme to use public transport	Alternatives to private vehicle use	Other	2026	-	NELC/ Stagecoach	NELC		< £10k	Planning		Staff incentive to use Public Transport	NELC currently working with Stagecoach to provide NELC staff a discounted monthly bus pass.	It was identified at a working group that NELC do not currently have anything in place to incentivise staff to use public transport
Transport – Taxi Measures														
54	Taxi Licensing: Vehicle Age and Emissions Testing Requirements	Promoting Low Emission Transport	Taxi Licensing conditions	2010	On-going	NELC/Taxi Trade	n/a	n/a	n/a	Implementation	Reduction in emissions through the introduction of newer vehicles and increased emissions compliance checks	Proportion of licensed taxi vehicles complying with age and emissions testing requirements	On-going – measure embedded within existing licencing conditions and applied to all licenced vehicles	
Active Travel Measures														
33	To provide workshop container and supplies for cycle repair/recycle in conjunction with R-Evolution to provide facilities to train bike mechanics, helping to supply recycled bikes in deprived areas.	Promoting Travel Alternatives	Promotion of cycling	2023	On-going	NELC	NELC	Funded	£10k - £50k	Implementation	Reduced vehicle emissions	Uptake of cycles and number of trained bike mechanics to facilitate the project	The container and site were secured in late 2023, the project is now fully operational	These projects need volunteers from the local community to work alongside R-Evolution in order to future proof the success.

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
34	Active Travel Infrastructure, this project will be delivered this year to improve facilities for cyclists using Park Drive/Weelsby Rd crossing by introducing a cycle lane and improving the approach to the crossing	Promoting Travel Alternatives	Promotion of cycling	2024	2026	NELC	Active Travel Funding	Funding awarded	£100k - £500k	Implementation	Reduced vehicle emissions	% modal shift to car share/public transport/ walking/ cycling	Feasibility and draft plans have been produced with a view to delivering the project in Q3/4 2026	Active Travel England support the role out of this project; political support is required to ensure the project outcome is delivered
35	Active Travel Infrastructure this project will be delivered this year to improve facilities for walkers and wheelers. This project will upgrade the current facilities in the New Cartergate Triangle to improve footways, lighting and accessibility for a key connectivity point for the Grimsby Masterplan.	Promoting Travel Alternatives	Intensive Active Travel campaign and infrastructure	2024	2026	NELC	Active Travel Funding	Funding awarded	£100k - £500k	Implementation	Reduced vehicle emissions	% modal shift to car share/public transport/ walking/ cycling	The New Cartergate improvement project is under construction and is on schedule, and due to be finished by April 2026, this will improve the area for walking and cycling and will be providing a key link within the Grimsby masterplan.	Active Travel England support the role out of this project; political support is required to ensure the project outcome is delivered
43	Active Travel Revenue Grant, this fund facilitates capacity building and behavioural change towards to increase the activity of walkers, wheelers and cyclists.	Promoting Travel Alternatives	Intensive Active Travel campaign and infrastructure	2025	2026	NELC	Active Travel Funding	Funding awarded	£100k - £500k	Implementation	Reduced vehicle emissions	% modal shift to car share/public transport/ walking/ cycling	The funding acceptance letter has been returned to Active Travel England, we have currently produced a programme of activities to be completed over the following months, this will include LCWIP refresh, feasibility design on active travel projects, a new Active Travel Officer role, delivering bike mechanic training and facilities, mobile Dr Bike sessions and exploring School Streets opportunities.	Active Travel England support the role out of this project; political support is required to ensure the project outcome is delivered
53	Walk to School Outreach 2025-26	Promoting Travel Alternatives	Active Travel Campaign	2025	-	NELC/ LA Schools/ Living Streets	Active Travel England	Funded	< £10k	Implementation	Reduced vehicle emissions	Uptake of schools in the scheme	The WOW project continues into the spring term with 6 participating schools. Feedback from the schools has been positive and has already shown to be making a real difference in the journeys pupils and their families make to school each day	Limited participation by NEL primary schools
Planning and Infrastructure														
11	Collaborate with developers to improve sustainable transport links serving new developments	Transport Planning and Infrastructure	Other	2015	On-going	NELC & Developer	NELC & Developer	Not Funded	>£10k	Implementation	Ensure developments do not have a negative impact on AQ	% modal shift to public transport	Continuing working on this issue with the requirements for Travel Plans in major planning apps which are assessed by Highways colleagues	
12	Collaborate with developers to promote the inclusion of electric charging points for electric/hybrid vehicles at new development sites	Promoting Low Emission Transport	Producing alternative refuelling infrastructure to promote low emissions vehicles, EV recharging, gas fuel recharging	2016	On-going	NELC	NELC	Not Funded	< £10k	Implementation	Ensure developments do not have a negative impact on AQ	Number of planning applications where charging points have been secured	Signposting developers to Building Control Document S as a minimum to ensure EV charging is installed	
36	Doughty Depot Rationalisation Scheme	Promoting Low Emission Transport	Other	2024	2026	NELC				Complete	Reduced vehicle emissions	EV charging infrastructure is to be increased	Depot rationalisation will see both Doughty Road and Gilbey Road merged to one depot at Doughty Road. This will increase the concentration of vehicles into the one site. EV charging infrastructure is to be increased at Doughty Road to accommodate the transfer to electric vehicles. Currently 41 EV chargers have been installed on site.	Measure progressing
46	Request that all AQA undertaken consider the $PM_{2.5}$ Targets: Interim Planning Guidance	Policy Guidance and development control	Air Quality Planning & Policy Guidance	2026	On-going	NELC	NELC	Not Funded	< £10k	Planning	Ensure development consider what impacts it has on PM2.5	Number of planning applications with AQ conditions/ assessments	Planning condition changed to include the need of the $PM_{2.5}$ Targets: Interim Planning Guidance be given consideration in the AQA	
14	NELC Vehicle Procurement	Promoting Low Emission Transport	Company Vehicle Procurement - Prioritising uptake of low emission vehicles	2016	On-going	NELC	NELC	Capital	£1 million - £35 million	Implementation	Reduced vehicle emissions	Number of vehicles replaced (in addition to normal fleet turnover)	Currently replaced 45 diesel vehicles with 45 full electric vehicles, including the mayor's car (25% of fleet). Larger commercial vehicles are either limited on availability or are not an economically viable option at the moment. Budget has been approved up to 2028/29. This includes the potential replacement of another seventeen vehicles to electric.	Lack of alternatives and price are limiting transition to EV.
Public Information														

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
8	Public Air Quality Information	Public Information	Via the Internet	2017	On-going	NELC	NELC	Not Funded	>£10k	Implementation	Reduce emissions	Number of people reached	Continue to promote AQ issues through social media channels. Information on AQ on NELC webpage Air Quality | NELC	Funding required for any further work.
9	Completion and submission of yearly Annual Status Report. The report to be made available on the Website. Air Quality update included in the Corporate Annual Report.	Public Information	Via the Internet	2010	Yearly	NELC/Bureau Veritas	NELC	Not Funded	< £10k	Implementation	Public information	Availability of recently published reports online	2025 Annual Status Report/Action Plan 2020 is available on NELC website. Air Quality - NELC | NELC	Implementation on-going
20	Indoor Air Quality	Public Information	Via the Internet	2023	On-going	NELC	NELC	Not Funded	<£10K	Implementation	Public information	Public information	Added Indoor Air Pollution onto Departmental Service Plan. Information added to NELC website. Discussions with Public Health Dept around how we can promote further information on the subject.	
42	Clean Air Night/Day 2025	Public Information	Via the Internet	2025	2025	NELC	NELC	Not funded	< £10k	Completed	Not quantifiable	Reduction in PM2.5	Comms sent out on the for both Clean Air Night and Clean Air Day	
47	Minimise emissions from industrial point sources by ensuring effective implementation, monitoring and enforcement of the Environmental Permitting regime	Environmental Permits	Other measure through permit systems and economic instruments	2010	On-going	NELC/Operators of permitted processes	Funded. Cost recovery based on activity and applicable regulations	n/a	n/a	Implementation	Reduction and control of point source emissions	Permitted processes are inspected in accordance with their risk rating, with enforcement action taken where necessary. Compliance is monitored through annual PPC returns to Defra	Processes continue to be inspected in accordance with their risk rating, with regulatory action taken where non-compliance is identified. NELC currently have 63 permits.	
Air Quality Monitoring														
16	Local air quality monitoring across the Borough to ensure a high standard of data is achieved	Public Information	Other	2010	On-going	NELC	NELC	Not Funded	£10k - 50k	Implementation	LAQM	Number of monitoring locations	Continue to monitor NO_2 levels in the borough, currently have two real-time monitors and thirty-five diffusion tubes, also have access to Immingham AURN data	Further monitoring would require further funding.
45	Explore possibility of introducing PM2.5 monitoring in NEL	Public Information	Other	2026	-	NELC	NELC	Capital	£10k - £50k	Planning	Public information	AQ Data	Early stages of researching options	
Strategies and Policy Guidance														
17	Declared Climate Emergency in September 2019	Policy Guidance and Development Control	Other policy	2019	2030	NELC	NELC	Not Funded	> £10m	Planning and Implementation	Carbon reduction	NELC Carbon Neutral by 2030 and NEL Carbon Neutral by 2050	NELC adopted the Carbon Roadmap and Natural Assets Plan in 2021 and the quarterly monitoring of progress on both of these, with an annual report to cabinet. Our fourth Annual Report to Cabinet is currently set to be presented to Cabinet members. As part of the annual report, we carried out carbon accounting for our 24/25 emissions, changes to methodologies over time and the integration of Equans has meant there is an increase to our scope 1 emissions since the baseline. However, process has been made to reduce our emissions including planting over 700 heavy standard trees and delivery of decarbonising our buildings through Public Sector Decarbonisation Scheme as well as progress on electrifying our fleet.	Measure progressing
15	Produce Air Quality Strategies setting out their plans to reduce emissions across the port estate including ship and shore activities.	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	2019	On-going	NELC & ABP	ABP	NO	-	Planning and Implementation	Reduce port emissions	Not quantifiable	ABP has released a sustainability strategy which espouses an all-embracing holistic approach to creating a positive impact upon the environment we operate in. Promoting sustainable ports is a key element of the strategy, with overarching ambitions to improve our performance in the following topic areas: Net Zero, Air Quality, Biodiversity, Waste and Water. https://www.abports.co.uk/media/fo2ii2cv/abp-ready-for-tomorrow.pdf	
13	Consideration of measures to improve air quality in all new strategies when a Strategy is reviewed or updated	Policy Guidance and development control	Other policy	2017	On-going	NELC	NELC	Not Funded	< £10k	Implementation	LAQM	Air Quality a key topic in released strategy documents	Air Quality Steering Group continues to meet quarterly to discuss AQ issues council wide. Consideration of environmental issues is now given as part of the council's decision-making process, during the development of business cases, and in scrutiny and cabinet reports	Measure progressing

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
41	NELC Air Quality Steering Committee	Policy Guidance and Development Control	Air Quality Planning & Policy Guidance	2018	On-going	NELC	NELC	Not Funded	< £10k	Implementation	Not quantifiable	Not quantifiable	The Air Quality Steering Group brings officers together from across the Council to share updates and discuss how internal projects and programmes are contributing to positive air quality outcomes.	
40	ABP/Humber LA Group	Policy Guidance and Development Control	Other	2023	On-going	ABP/NELC/ NLC/HCC/ EROYC	n/a	n/a	< £10k	Implementation	Not quantifiable	Not quantifiable	Immingham ABP and Local Authority officers from the Humber region meet tri-annually to discuss port and regional issues and share experience and best practise	
44	Review of the Air Quality Strategy	Policy Guidance and development control	Air Quality Planning & Policy Guidance	2026	2027	NELC	NELC	Not Funded	< £10k	Planning	Public information	Not quantifiable	Following last year's revision of the AQS to reflect the AQMA revocation, NELC AQS is now due a full review	

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

As detailed in Policy Guidance LAQM.PG22 (Chapter 8) and the Air Quality Strategy[2], local authorities are expected to work towards reducing emissions and/or concentrations of fine particulate matter ($PM_{2.5}$)). There is clear evidence that $PM_{2.5}$ (particulate matter smaller than 2.5 micrometres) has a significant impact on human health, including premature mortality, allergic reactions, and cardiovascular diseases.

There are a number of measures outlined in Table 2.2 that have been implemented to reduce NO_2 emissions that will subsequently reduce $PM_{2.5}$ concentrations. Some major sources of $PM_{2.5}$ are road traffic from exhaust emissions, brake and tyre wear, and the resuspension of particles on the road. Thus, by reducing private vehicle use and introducing more efficient, less polluting vehicles, the concentration on $PM_{2.5}$ should begin to reduce.

Measure 46 is specific to $PM_{2.5}$ and focuses on ensuring $PM_{2.5}$ targets are considered within all planning applications where an Air Quality Assessment is undertaken. Planning conditions have been updated to also require the consideration of $PM_{2.5}$ targets and there is interim planning guidance which should be considered.

The Public Health Outcomes Framework data tool[3] compiled by Public Heath England (PHE) quantifies the mortality burden of $PM_{2.5}$ within England on a county and local authority scale. The latest Public Health Outcomes Framework Indicator number D01 - Fraction of mortality attributable to particulate air pollution (New Method) for North East Lincolnshire was noted to be 5.5% in 2024 (the latest year of data availability), consistent with 2023 levels (5.5%). This is above the average mortality percentage in the Yorkshire and Humber region (5.2%) and also slightly above the average for England at 5.3% attributable to air pollution.

Background $PM_{2.5}$ monitoring within the area is well below the annual average $PM_{2.5}$ air quality objectives. The requirement for $PM_{2.5}$ monitoring has been highlighted in the North

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

[3] PHE. Public Health Outcomes Framework. Available at: https://fingertips.phe.org.uk/profile/public-health-outcomes-framework/data

East Lincolnshire Council Natural Assets Plan. The Immingham AURN station began monitoring $PM_{2.5}$ in 2022. In 2025, the $PM_{2.5}$ annual mean concentration at Immingham Woodlands was 7.7µg/m^3. This is also below the UK annual mean target[4] for 2040 that $PM_{2.5}$ be less than 10µg/m^3.

[4] Environmental Targets (Fine Particulate Matter) (England) Regulations (2023) https://www.legislation.gov.uk/uksi/2023/96/contents/made

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

This section sets out the monitoring undertaken within 2025 by North East Lincolnshire and how it compares with the relevant air quality objectives. In addition, monitoring results are presented for a five-year period between 2021 and 2025 to allow monitoring trends to be identified and discussed.

3.1 Summary of Monitoring Undertaken

3.1.1 Automatic Monitoring Sites

North East Lincolnshire undertook automatic (continuous) monitoring at two sites during 2025. In addition, an AURN station is located within North East Lincolnshire which is reported below. Table A.1 in Appendix A shows the details of the automatic monitoring sites.

Maps showing the location of the monitoring sites are provided in Appendix D. Further details on how the monitors are calibrated and how the data has been adjusted are included in Appendix C.

3.1.2 Non-Automatic Monitoring Sites

North East Lincolnshire Council undertook non- automatic (i.e. passive) monitoring of NO_2 at 29 sites including three triplicate sites during 2025. Table A.1 in Appendix A presents the details of the non-automatic sites.

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

3.2 Individual Pollutants

The air quality monitoring results presented in this section are, where relevant, adjusted for bias, annualisation (where the annual mean data capture is below 75% and greater

than 25%), and distance correction. Further details on adjustments are provided in Appendix C.

3.2.1 Nitrogen Dioxide (NO_2)

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

For diffusion tubes, the full 2025 dataset of monthly mean values is provided in Appendix B. Note that the concentration data presented in Table B.1 includes distance corrected values, only where relevant.

During 2025 there was an overall increase in the annual mean NO_2 concentrations recorded at diffusion tube sites and all automatic monitoring stations when compared to 2024. 78% of sites saw an increase in concentrations in 2025. The greatest increase was seen at Cleethorpes Road automatic monitoring site in Grimsby where a 6.9µg/m^3 increase was seen in 2025, however the total annual mean concentration, 29.2µg/m^3, was well below the annual mean NO_2 objective (40µg/m^3). Overall, all measured concentrations continued to be below the annual air quality objectives.

The trends can be seen in the Figures A1 – Figure A4 in Appendix A.

The highest concentration was recorded at the co-located triplicate diffusion tubes at the Grimsby Automatic monitoring station within the now revoked AQMA. The annual mean concentration was 31.9µg/m^3 in 2025 which, while higher than concentrations in 2024, is still below the annual mean NO_2 mean air quality objective of 40µg/m^3.

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

During 2025 there were no exceedances of the NO_2 hourly objective of 200µg/m^3, with the maximum hourly concentration recorded at the three automatic monitoring stations being 73.9µg/m^3 (AURN Immingham Woodlands Avenue), 140.20µg/m^3 (Cleethorpes Road) and 88.0µg/m^3 (Peaks Parkway). In addition, no single diffusion tube recorded an annual mean

concentration greater than 60µg/m^3, indicating that it is unlikely that the 1-hour objective was exceeded at any diffusion tube monitoring site in 2024.

3.2.2 Particulate Matter (PM_{10})

Table A.6 in Appendix A: Monitoring Results compares the ratified and adjusted monitored PM_{10} annual mean concentrations for the past five years with the air quality objective of 40µg/m^3.

Table A.7 in Appendix A compares the ratified continuous monitored PM_{10} daily mean concentrations for the past five years with the air quality objective of 50µg/m^3, not to be exceeded more than 35 times per year.
Concentrations of PM_{10} increased slightly for the first time since monitoring commenced in 2022. The annual mean concentration is however well below the annual mean air quality objective of 40µg/m^3. There were no exceedances of the air quality objective of 50µg/m^3 however there were three 24-hour means above 50µg/m^3, all in March 2025.

3.2.3 Particulate Matter ($PM_{2.5}$)

Table A.8 in Appendix A presents the ratified and adjusted monitored $PM_{2.5}$ annual mean concentrations for the past five years.

Concentrations of $PM_{2.5}$ have been below the annual mean concentration target of 10µg/m^3 since monitoring began in 2022, however, concentrations were slightly higher than in the previous two years at 7.7µg/m^3.

3.2.4 Sulphur Dioxide (SO_2)

North East Lincolnshire Council did not undertake SO_2 monitoring in 2025.

Appendix A: Monitoring Results

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) (1,2)	Distance to kerb of nearest road (m) (1)	Inlet Height (m)
AURN	Immingham Woodlands Avenue	Urban Background	518277	415116	NO_2, PM_{10}, $PM_{2.5}$	No	N/A	Chemiluminescent FIDAS	10.0	4.0	3.0
Cleethorpe Road	Cleethorpe Road	Roadside	527767	410414	NO_2	Yes	Grimsby AQMA (revoked May 2024)	Serinus 40 Oxides	0.0	2.0	2.0
Peaks Parkway	Peaks Parkway	Roadside	527540	408080	NO_2	No	N/A	Serinus 40 Oxides	20.0	1.5	2.0

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)
NEL S1	8 Town Hall Street, Grimsby	Roadside	527095	409367	NO_2	No	5.0	2.0	No	2.0
NEL S2	Littlefield Lane, Grimsby	Kerbside	526185	409136	NO_2	No	3.0	1.5	No	2.0
NEL S3	123 Chelmsford Avenue, Grimsby	Kerbside	525461	408347	NO_2	No	15.0	2.0	No	2.0
NEL S4	15 Scartho Road, Grimsby	Kerbside	526482	407708	NO_2	No	15.0	2.0	No	2.0
NEL S5	213 Scartho Road, Grimsby	Kerbside	526504	406678	NO_2	No	15.0	2.0	No	2.0
NEL S6	127 High Street, Waltham	Kerbside	526427	404055	NO_2	No	15.0	1.0	No	2.0
NEL S7	Toll Bar Roundabout, New Waltham	Roadside	527716	404516	NO_2	No	13.0	2.0	No	2.0
NEL S8	Toll Bar A16 side, New Waltham	Roadside	527748	404396	NO_2	No	31.0	2.0	No	2.0
NEL S9	28 St Peters Avenue, Cleethorpes	Kerbside	530760	408378	NO_2	No	0.0	1.5	No	2.0
NEL S10	Isscas Hill (Bursar St	Kerbside	530288	408898	NO_2	No	10.0	0.5	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)
	corner), Cleethorpes									
NEL S11	Hewitts Circus, Cleethorpes	Roadside	529532	406835	NO_2	No	6.0	2.0	No	2.0
NEL S12	Love Lane Corner, Grimsby	Roadside	528891	408078	NO_2	No	14.0	2.0	No	2.0
NEL S13, NEL S14, NEL S15	Peaks Parkway Grimsby Air Quality Station C	Roadside	527540	408080	NO_2	No	20.0	2.0	Yes	2.0
NEL S16	Aylesby Road, Grimsby	Roadside	523284	409883	NO_2	No	3.0	2.0	Yes	2.0
NEL S17	Pelham Road/Margaret Street , Immingham	Kerbside	518108	414533	NO_2	No	29.0	0.5	Yes	2.0
NEL S18, NEL S19, NEL S20	Woodlands, Immingham Air Quality Station C	Urban Background	518277	415116	NO_2	No	10.0	5.0	No	2.0
NEL S21	Kings Road/Pelham Road roundabout, Immingham	Roadside	519193	415279	NO_2	No	20.0	1.0	No	2.0
NEL S22	9 Pyewipe Road, Grimsby	Roadside	526077	410124	NO_2	No	2.0	2.0	Yes	1.5

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)
NEL S23	Victoria Mills, Victoria Street North, Grimsby	Kerbside	527182	410092	NO_2	No	5.0	2.0	Yes	2.0
NEL S24, NEL S25, NEL S26	Cleethorpe Road, Grimsby Air Quality Station C	Roadside	527761	410425	NO_2	Yes – revoked Grimsby AQMA	0.0	2.0	Yes	2.0
NEL S27	113 Cleethorpe Road, Grimsby	Kerbside	527754	410445	NO_2	Yes - revoked Grimsby AQMA	5.0	0.5	No	2.0
NEL S28	123 Cleethorpe Road, Grimsby	Kerbside	527789	410438	NO_2	Yes - revoked Grimsby AQMA	5.0	0.5	No	2.0
NEL S29	6 Freeman St, Riby Square, Grimsby	Kerbside	527693	410413	NO_2	No	0.0	1.5	No	2.0
NEL S30	458 Cleethorpe Road, Grimsby	Roadside	528725	410102	NO_2	No	7.0	3.0	Yes	2.0
NEL S31	3 Eleanor Street, Grimsby	Roadside	527627	409563	NO_2	No	6.0	2.0	Yes	2.0
NEL S32	Peaks Parkway & Welholme Road, Grimsby	Kerbside	527403	408666	NO_2	No	8.0	1.0	Yes	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)
NEL S33	Lamppost Magistrates Court, Grimsby	Kerbside	527183	409647	NO_2	No	3.0	2.0	No	2.0
NEL S34	Victoria Street South, Grimsby	Roadside	527181	409513	NO_2	No	0.0	2.0	No	2.0
NEL S35	Doughty Dept, Grimsby	Other	527288	409223	NO_2	No	N/A	0.5	No	2.0

Notes:

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

(2) N/A if not applicable.

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

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2025 (%) (2)	2021	2022	2023	2024	2025
AURN	518277	415116	Urban Background	98.9	98.9	12.1	11.7	10.4	9.6	10.5
Cleethorpe Road	527767	410425	Roadside	95.3	95.3	33.4	29.6	26.4	22.3	29.2
Peaks Parkway	527540	408080	Roadside	99.6	99.6	29.2	26.3	20.6	18.6	19.3

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

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

☒ **Where exceedances of the NO_2 annual mean objective occur at locations not representative of relevant exposure, the fall-off with distance concentration has been calculated and reported concentration provided in brackets for 2025.**

Notes:

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

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

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

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

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

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

Table A.4 – Annual Mean NO_2 Monitoring Results: Non-Automatic Monitoring (µg/m^3)

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2025 (%) (2)	2021	2022	2023	2024	2025
NEL S1	527095	409367	Roadside	84.6	84.6	32.2	28.1	29.0	27.2	28.6
NEL S2	526185	409136	Kerbside	100.0	100.0	-	-	17.3	16.2	15.4
NEL S3	525461	408347	Kerbside	100.0	100.0	-	-	14.1	16.0	15.4
NEL S4	526482	407708	Kerbside	100.0	100.0	-	-	23.8	23.1	21.3
NEL S5	526504	406678	Kerbside	100.0	100.0	-	-	21.0	18.6	18.2
NEL S6	526427	404055	Kerbside	100.0	100.0	-	-	14.7	14.3	15.2
NEL S7	527716	404516	Roadside	100.0	100.0	21.6	19.8	16.8	16.4	15.9
NEL S8	527748	404396	Roadside	92.3	92.3	17.5	15.1	12.3	11.7	14.3
NEL S9	530760	408378	Kerbside	90.4	90.4	-	-	17.3	16.9	17.5
NEL S10	530288	408898	Kerbside	90.4	90.4	-	-	19.6	17.3	18.5
NEL S11	529532	406835	Roadside	84.6	84.6	23.2	21.0	16.8	14.4	15.6
NEL S12	528891	408078	Roadside	100.0	100.0	21.9	19.8	16.6	15.9	16.2
NEL S13, NEL S14, NEL S15	527540	408080	Roadside	100.0	100.0	23.6	21.9	18.6	16.3	18.6
NEL S16	523284	409883	Roadside	100.0	100.0	18.9	16.6	12.2	13.0	14.1
NEL S17	518108	414533	Kerbside	100.0	100.0	31.8	28.1	14.6	13.1	15.9
NEL S18, NEL S19, NEL S20	518277	415116	Urban Background	100.0	100.0	-	-	9.6	9.2	10.2
NEL S21	519193	415279	Roadside	100.0	100.0	25.3	21.7	19.4	18.1	18.2
NEL S22	526077	410124	Roadside	100.0	100.0	27.2	23.8	23.9	22.1	23.1
NEL S23	527182	410092	Kerbside	82.7	82.7	34.8	28.0	23.0	21.0	22.8
NEL S24, NEL S25, NEL S26	527761	410425	Roadside	100.0	100.0	39.1	36.7	33.0	30.5	31.9
NEL S27	527754	410445	Kerbside	92.3	92.3	34.2	31.5	25.4	24.7	24.1
NEL S28	527789	410438	Kerbside	100.0	100.0	35.8	31.3	23.9	23.1	24.5
NEL S29	527693	410413	Kerbside	100.0	100.0	31.8	27.2	24.3	21.8	24.8
NEL S30	528725	410102	Roadside	100.0	100.0	31.8	28.1	24.2	23.4	24.8
NEL S31	527627	409563	Roadside	100.0	100.0	-	-	18.6	17.4	16.5

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2025 (%) (2)	2021	2022	2023	2024	2025
NEL S32	527403	408666	Kerbside	100.0	100.0	28.2	25.9	20.9	20.5	21.0
NEL S33	527183	409647	Kerbside	90.4	90.4	25.6	23.9	20.3	20.7	22.1
NEL S34	527181	409513	Roadside	100.0	100.0	29.6	26.7	24.4	20.2	23.9
NEL S35	527288	409223	Other	92.3	92.3	-	-	11.6	13.3	13.8

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

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

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

Notes:

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

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

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

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

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

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

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

Figure A.1 – Trends in Annual Mean NO_2 Concentrations in Grimsby town centre (formally Grimsby AQMA, revoked in 2024)



Figure A.2 – Trends in Annual Mean NO_2 Concentrations in Immingham

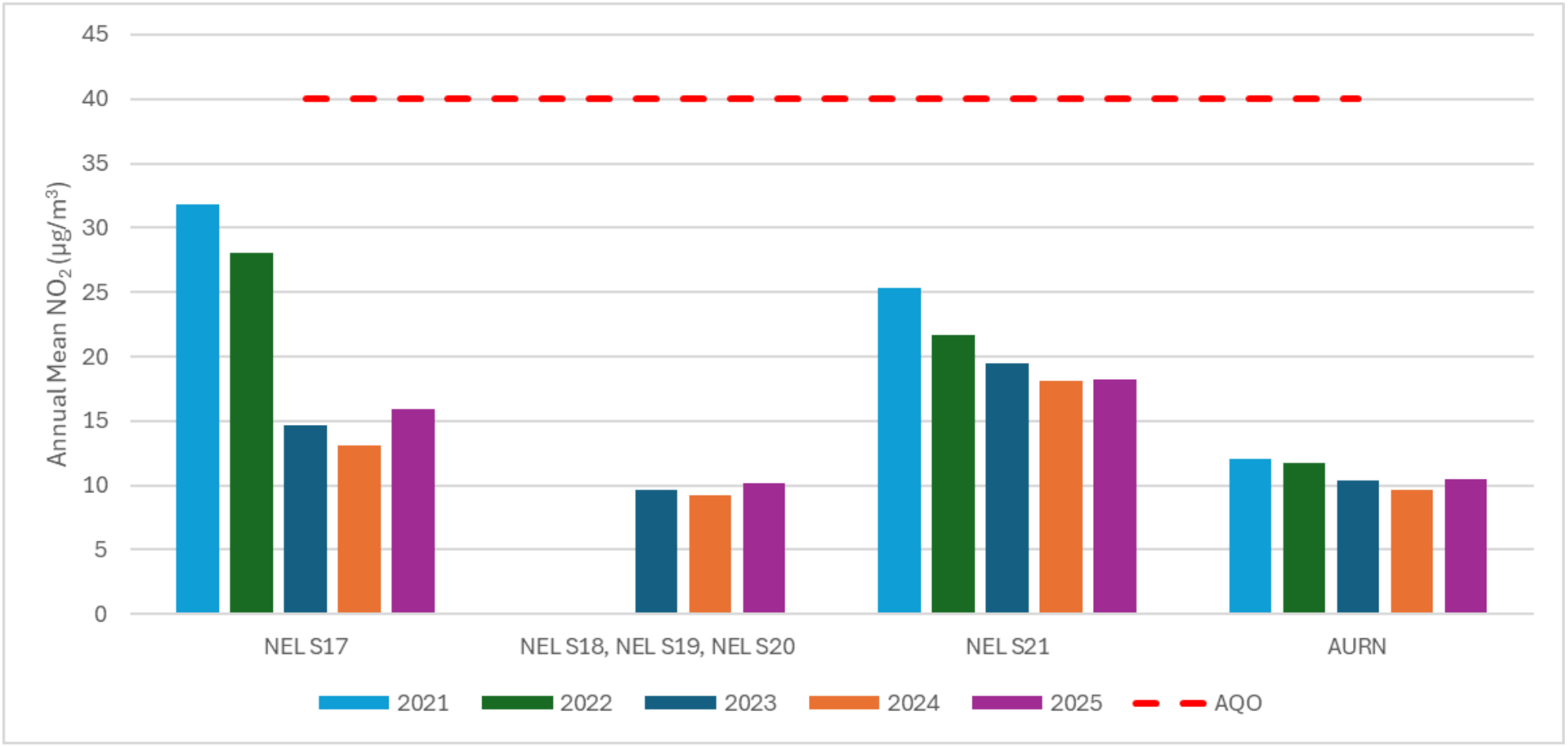


Figure A.3 – Trends in Annual Mean NO_2 Concentrations in the Wider Grimsby area (part 1)

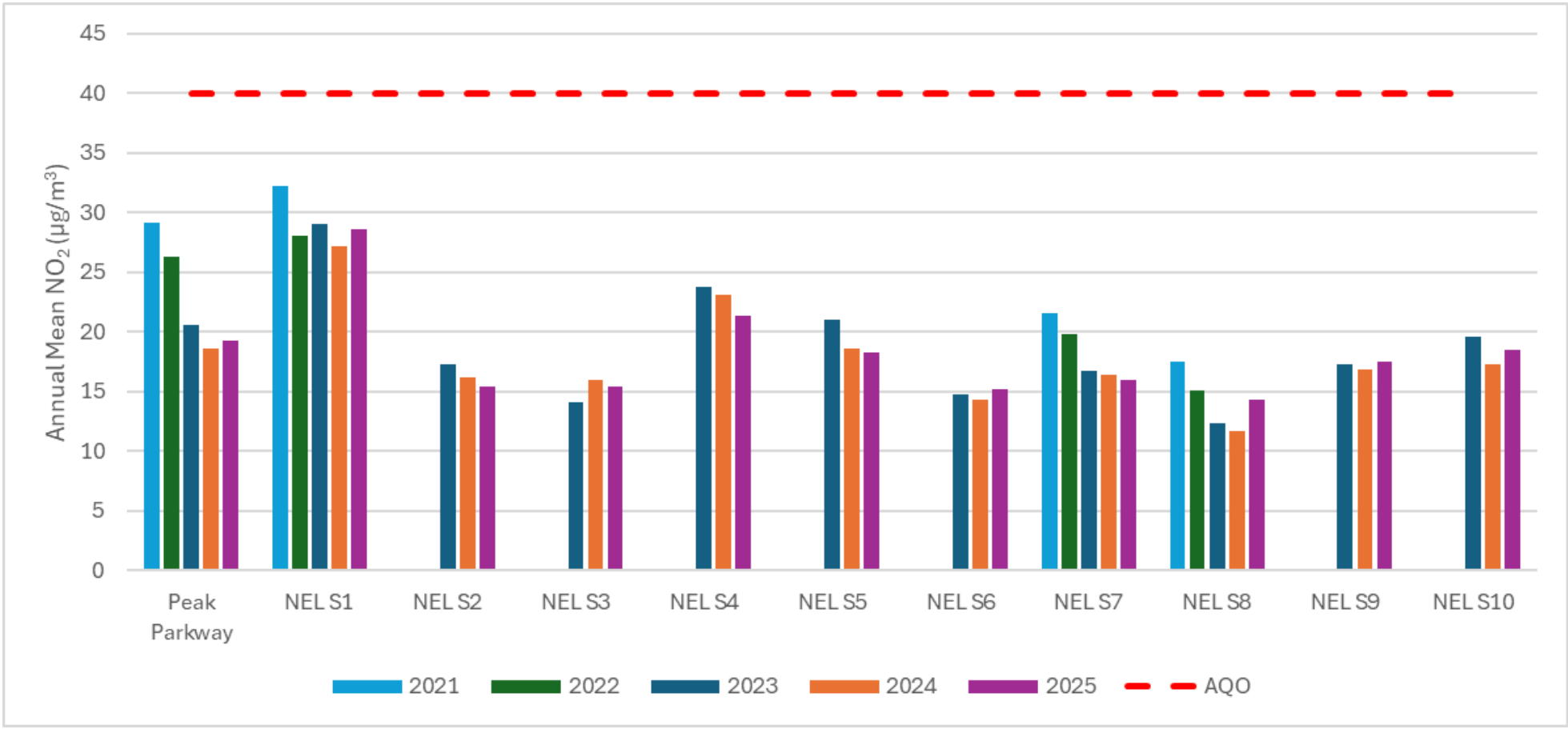


Figure A.4 – Trends in Annual Mean NO_2 Concentrations in the Wider Grimsby area (part 2)

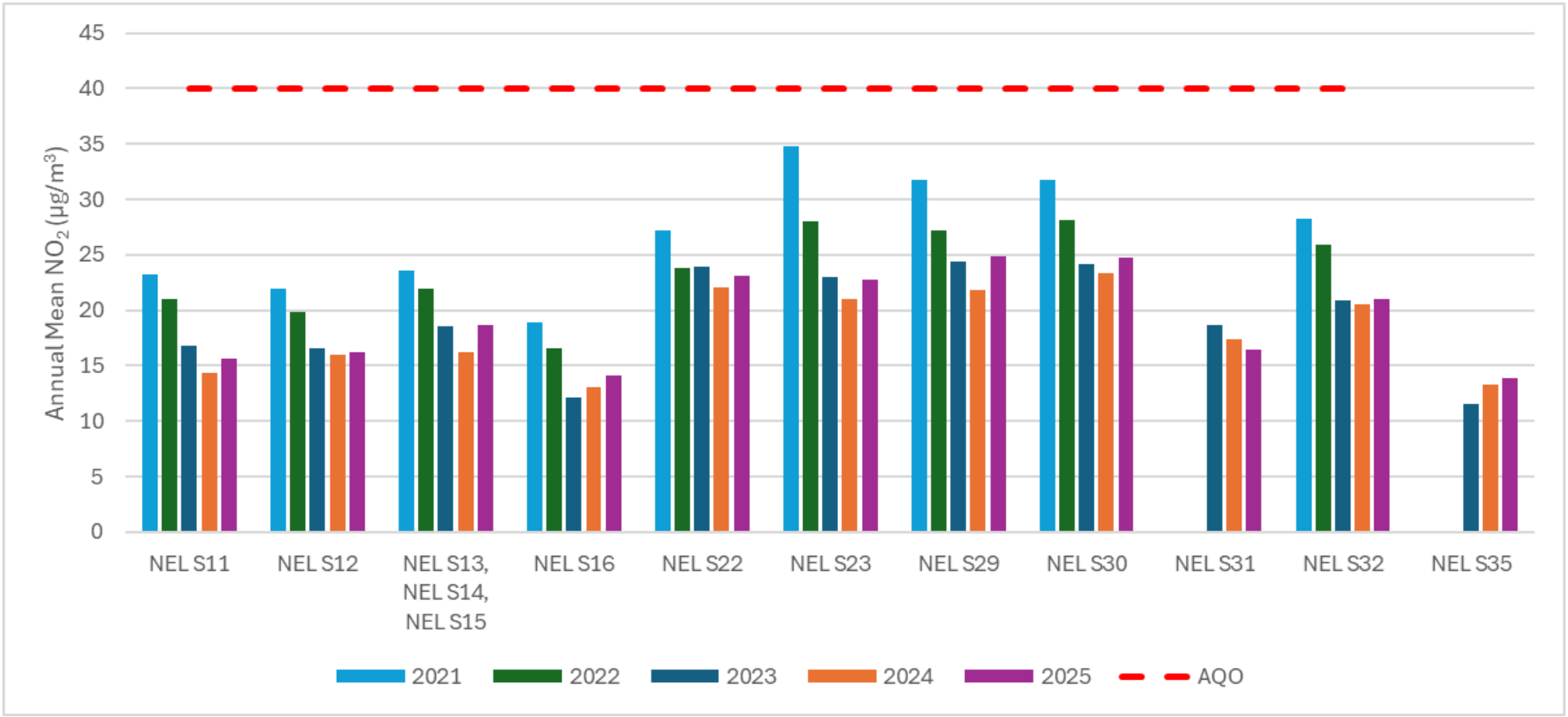


Table A.5 – 1-Hour Mean NO_2 Monitoring Results, Number of 1-Hour Means > 200µg/m^3

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2025 (%) (2)	2021	2022	2023	2024	2025
AURN	518277	415116	Urban Background	98.9	98.9	0	0	0	0	0
Cleethorpe Road	527767	410425	Roadside	95.3	95.3	0	0	0	0	0
Peaks Parkway	527540	408080	Roadside	99.6	99.6	0	0	0	0	0

Notes:

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

Exceedances of the NO_2 1-hour mean objective (200µg/m^3 not to be exceeded more than 18 times/year) are shown in **bold**.

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

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

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

Table A.6 – Annual Mean PM_{10} Monitoring Results ($\mu g/m^3$)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2025 (%) (2)	2021	2022	2023	2024	2025
AURN	518277	415116	Urban Background	99.9	99.9	-	12.7	11.9	11.7	12.8

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

Notes:

The annual mean concentrations are presented as $\mu g/m^3$.

Exceedances of the PM_{10} annual mean objective of $40\mu g/m^3$ are shown in **bold**.

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

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

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

Figure A.5 – Trends in Annual Mean PM_{10} Concentrations

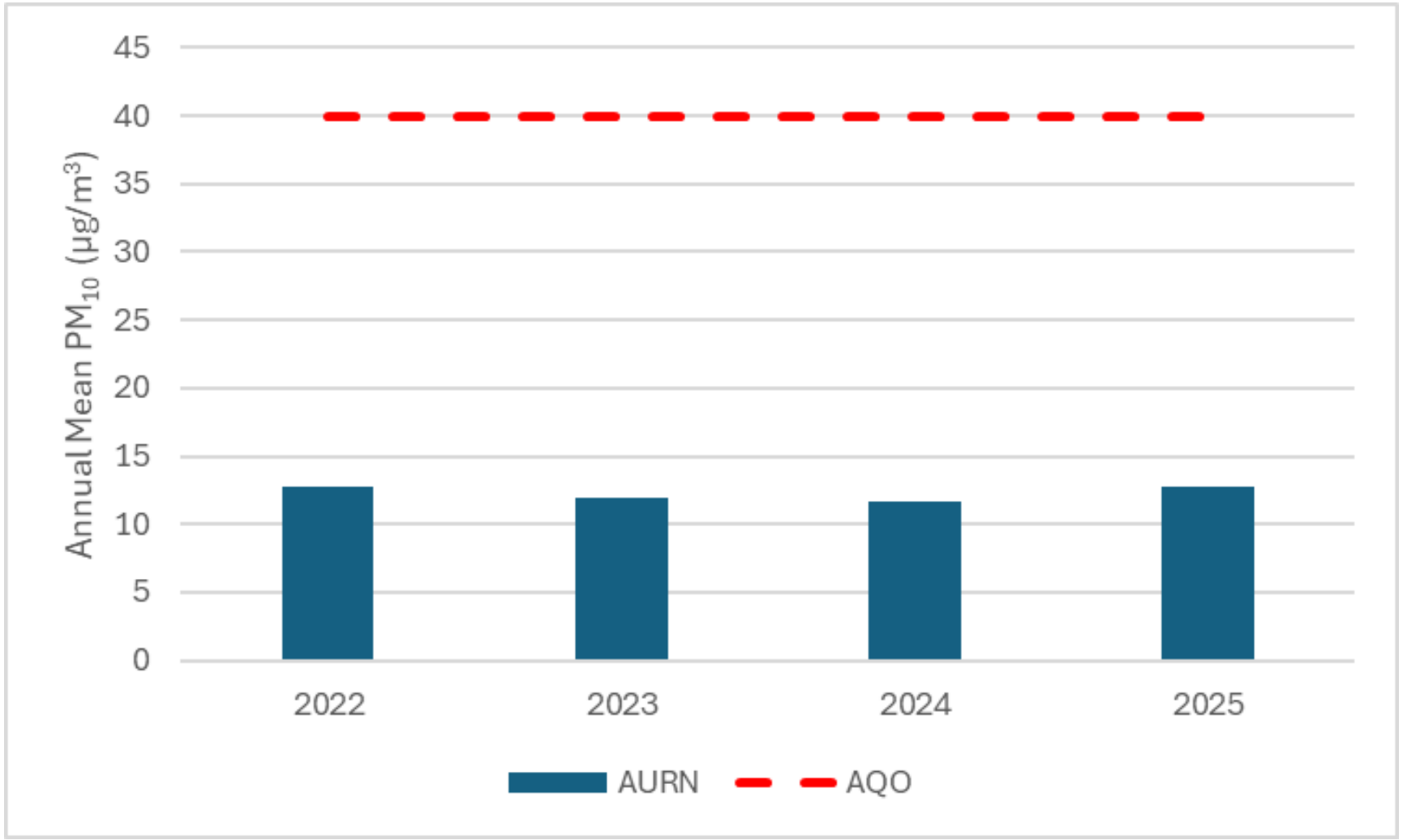


Table A.7 – 24-Hour Mean PM_{10} Monitoring Results, Number of PM_{10} 24-Hour Means > 50µg/m^3

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2025 (%) (2)	2021	2022	2023	2024	2025
AURN	518277	415116	Urban Background	99.9	99.9	-	0	0	0	3

Notes:

Results are presented as the number of 24-hour periods where daily mean concentrations greater than 50µg/m^3 have been recorded.

Exceedances of the PM_{10} 24-hour mean objective (50µg/m^3 not to be exceeded more than 35 times/year) are shown in **bold**.

If the period of valid data is less than 85%, the 90.4th percentile of 24-hour means is provided in brackets.

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

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

Table A.8 – Annual Mean $PM_{2.5}$ Monitoring Results ($\mu g/m^3$)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2025 (%) (2)	2021	2022	2023	2024	2025
AURN	518277	415116	Urban Background	99.9	99.9	-	7.6	7.0	7.0	7.7

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

Notes:

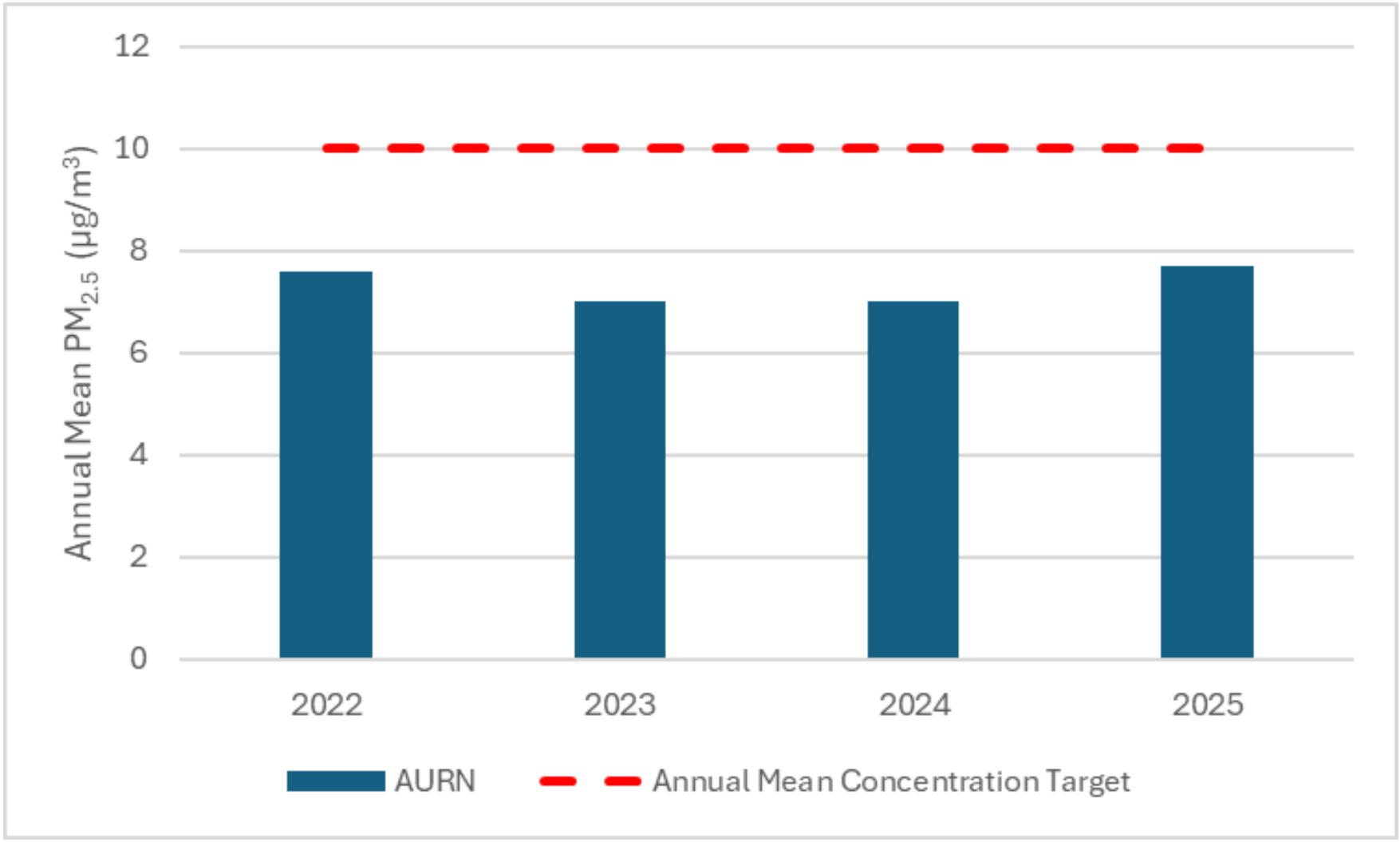
The annual mean concentrations are presented as $\mu g/m^3$.

All means have been “annualised” as per LAQM.TG22 if valid data capture for the full calendar year is less than 75%. See Appendix C for details.

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

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

Figure A.6 – Trends in Annual Mean $PM_{2.5}$ Concentrations



Appendix B: Full Monthly Diffusion Tube Results for 2025

Table B.1 – NO_2 2025 Diffusion Tube Results ($\mu g/m^3$)

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.78)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
NEL S1	527095	409367	48.3	45.4			26.5	35.1	31.4	32.1	31.2	44.4	38.8	32.5	36.6	28.6	-	
NEL S2	526185	409136	24.9	27.4	21.6	20.3	20.2	15.9	17.0	14.5	16.2	23.0	23.2	12.0	19.7	15.4	-	
NEL S3	525461	408347	28.9	28.9	26.2	18.2	12.8	15.2	11.4	18.3	16.1	19.9	23.0	17.2	19.7	15.4	-	
NEL S4	526482	407708	40.7	29.4	29.3	20.9	27.2	23.1	22.7	22.9	21.0	33.5	33.1	23.8	27.3	21.3	-	
NEL S5	526504	406678	32.9	28.1	31.1	20.8	20.5	18.1	19.5	19.3	20.6	30.3	15.4	23.4	23.3	18.2	-	
NEL S6	526427	404055	22.5	31.5	24.2	21.7	15.2	16.4	14.0	15.9	15.1	20.6	20.3	16.7	19.5	15.2	-	
NEL S7	527716	404516	28.4	27.9	23.2	18.1	13.7	17.0	13.2	14.9	18.7	22.7	24.4	22.4	20.4	15.9	-	
NEL S8	527748	404396	22.0	22.6	26.4	19.3	15.3	13.1	14.8		15.2	18.6	16.0	18.1	18.3	14.3	-	
NEL S9	530760	408378	29.4	28.7	26.6	19.8		19.8	16.6	13.7	16.5	26.6	25.4	22.9	22.4	17.5	-	
NEL S10	530288	408898	30.2	32.3	30.1	22.3	16.6	21.9		20.4	18.8	26.2	22.1	19.7	23.7	18.5	-	
NEL S11	529532	406835	31.6	27.6	22.8		12.0		13.2	13.8	15.6	17.5	24.7	20.7	20.0	15.6	-	
NEL S12	528891	408078	26.3	27.6	26.3	22.0	17.3	19.4	16.8	15.7	16.9	22.7	19.0	19.4	20.8	16.2	-	
NEL S13	527540	408080	34.1	35.2	34.9	27.0	17.3	17.2	17.9	17.0	18.8	24.6	28.3	17.3	-	-	-	Triplicate Site with NEL S13, NEL S14 and NEL S15 - Annual data provided for NEL S15 only
NEL S14	527540	408080	32.3	35.9	33.4	29.1	17.6	17.0	17.6	15.9	18.1	23.3	28.8	20.4	-	-	-	Triplicate Site with NEL S13, NEL S14 and NEL S15 - Annual data provided for NEL S15 only
NEL S15	527540	408080	31.8	38.7	31.7	22.2	16.7	17.1	16.2	15.9	18.2	21.8	24.4	24.5	23.8	18.6	-	Triplicate Site with NEL S13, NEL S14 and NEL S15 - Annual data provided for NEL S15 only
NEL S16	523284	409883	20.6	24.8	24.4	16.5	12.3	15.2	17.9	13.8	15.6	17.4	20.8	16.9	18.0	14.1	-	
NEL S17	518108	414533	25.2	33.0	27.5	22.0	17.3	16.3	16.4	16.6	16.1	18.8	14.8	20.3	20.4	15.9	-	
NEL S18	518277	415116	13.7	20.6	14.5	16.5	8.5	8.6	10.6	10.4	10.1	12.7	15.6	14.4	-	-	-	Triplicate Site with NEL S18, NEL S19 and NEL S20 - Annual data provided for NEL S20 only
NEL S19	518277	415116	15.8	20.1	16.1	14.5	8.9	9.1	9.4	10.4	9.7	12.8	15.5	12.7	-	-	-	Triplicate Site with NEL S18, NEL S19 and NEL S20 -

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.78)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
																		Annual data provided for NEL S20 only
NEL S20	518277	415116	17.9	20.3	18.0	13.8	9.0	9.1	10.1	9.3	9.5	13.2	14.4	12.4	13.0	10.2	-	Triplicate Site with NEL S18, NEL S19 and NEL S20 - Annual data provided for NEL S20 only
NEL S21	519193	415279	28.5	29.3	33.0	28.5	22.5	21.0	14.7	20.9	19.8	21.6	16.6	23.7	23.3	18.2	-	
NEL S22	526077	410124	42.1	42.6	30.2	25.3	25.0	21.5	19.6	22.7	24.0	35.9	39.2	27.3	29.6	23.1	-	
NEL S23	527182	410092	39.3	56.8	32.4	22.7	20.1	26.0	20.9	22.8			27.0	23.3	29.1	22.8	-	
NEL S24	527761	410425	44.0	51.0	43.5	42.3	27.5	43.7	40.1	36.6	36.2	50.4	44.6	42.0	-	-	-	Triplicate Site with NEL S24, NEL S25 and NEL S26 - Annual data provided for NEL S26 only
NEL S25	527761	410425	49.5	42.6	42.9	42.4	27.9	41.7	39.6	35.2	36.5	44.0	42.6	36.9	-	-	-	Triplicate Site with NEL S24, NEL S25 and NEL S26 - Annual data provided for NEL S26 only
NEL S26	527761	410425		46.7	37.1	39.9	29.2	43.2	33.3	34.4	35.1	45.8	48.3	46.0	40.8	31.9	-	Triplicate Site with NEL S24, NEL S25 and NEL S26 - Annual data provided for NEL S26 only
NEL S27	527754	410445	39.1		40.2	37.6	32.1	26.5	29.9	24.3	19.7	26.7	31.5	32.3	30.9	24.1	-	
NEL S28	527789	410438	36.6	38.3	43.1	30.2	32.0	25.2	30.4	24.4	23.5	36.0	30.5	25.8	31.3	24.5	-	
NEL S29	527693	410413	44.2	38.6	34.8	28.9	22.8	24.1	29.0	25.9	27.9	38.0	34.3	32.7	31.8	24.8	-	
NEL S30	528725	410102	42.9	38.6	30.1	30.8	22.2	31.2	25.3	30.1	26.5	36.3	33.3	33.4	31.7	24.8	-	
NEL S31	527627	409563	26.0	25.7	30.2	22.4	16.0	16.5	18.1	14.1	16.2	21.1	23.9	22.5	21.1	16.5	-	
NEL S32	527403	408666	37.1	40.5	30.1	27.1	20.2	19.8	19.2	22.6	24.4	25.7	29.0	26.7	26.9	21.0	-	
NEL S33	527183	409647	40.4	41.2	35.4	24.6	17.1	22.4		22.1	23.9	32.1	26.5	25.0	28.2	22.1	-	
NEL S34	527181	409513	34.4	39.0	37.9	36.5	27.4	25.5	24.1	22.9	23.1	32.5	34.0	29.2	30.5	23.9	-	
NEL S35	527288	409223	27.4	29.9	24.3	15.7	11.1		15.0	9.4	10.5	17.3	17.8	16.5	17.7	13.8	-	

☒ **All erroneous data has been removed from the NO_2 diffusion tube dataset presented in Table B.1.**

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

☒ **Local bias adjustment factor used**

☐ **National bias adjustment factor used.**

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

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

Notes:

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

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

See Appendix C for details on bias adjustment and annualisation.

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

New or Changed Sources Identified Within North East Lincolnshire Council During 2025

The North East Lincolnshire Councils Environmental Protection Team were consulted on and provided appropriate comments over 650 planning application/pre applications during 2025.

Below is a list of applications where an air quality assessment was either received or requested, details of pre-applications have been excluded.

Further Details of each application can be found on the North East Lincolnshire Planning Portal

Table C.1 – Air Quality Assessments Undertaken

Reference	Address	Proposal	Decision
DM/0322/25/OUT	Grove Farm Station Road Waltham	Outline Planning Application for up to 120 dwellings	Refused
DM/0980/25/OUT	Land West Side Louth Road New Waltham	Outline application for a Residential Development (Use Class C3) for up to 300 Dwellings	Pending Consideration
DM/0018/25/FUL	Multi Storey Car Park Abbey Walk Grimsby	Demolish existing multi storey car park along Abbey Walk	Approved with Conditions
DM/0014/25/FUL	3-15 Osborne Street Osborne Street Grimsby	Demolish existing units at 3 - 15 Osborne Street, erect 2.4 metre high fence	Approved with Conditions
DM/0089/25/FUL	Land South Of Energy Park Way Grimsby	Erection of industrial units with external storage areas	Pending Consideration

Reference	Address	Proposal	Decision
DM/0451/25/FUL	Land North Of Energy Park Way Grimsby *N.B. Application will require an EA Environmental Permit*	Construction of a waste treatment facility (hazardous waste treated by high temperature thermal processing and energy recovery) to include 47m (approximately) high flue with ancillary related development	Pending Consideration
DM/0679/24/FUL	Haven Mill Garth Lane Grimsby	Removal of existing rear fire escape staircases, partial change of use from former restaurant, night club and grain store to a residential development of 32 apartments	Approved with Conditions
DM/0914/24/FUL	Land Off Bentley Street and Beacon Avenue	Erect 70 dwellings with garages	Pending Consideration
DM/0923/25/FUL	Land Off Wellington Avenue New Waltham	Erection of a Sheltered Housing Development (Use Class C3) with communal facilities	Pending Consideration
DM/1028/24/FUL	Land At Garth Lane Grimsby	Demolition of existing buildings, erect 100 dwellings, erect one detached apartment block to include 20 flats with three commercial units (Class E and Class F2) at ground floor with parking	Approved Conditions and signing of S106
DM/1010/25/FUL	Paragon Automotive Kiln Lane Stallingborough	Remove temporary spray booth, erect single storey extension to rear of existing bodyshop/workshop to include internal reconfiguration and external seating area, erect new detached pre-delivery inspection building to include covered canopy, office, storage and associated staff facilities, installation of covered cycle shelter, watercourse crossing and associated work	Pending Consideration

In addition to the above North East Lincolnshire Council were consulted on the following Development Consent Orders.

- Grimsby to Walpole – Statutory Consultation DM/0072/24/DCO
- Humber Carbon Capture Pipeline: Statutory Consultation DM/0042/25/DCO

Additional Air Quality Works Undertaken by North East Lincolnshire Council During 2025

No additional works were undertaken by North East Lincolnshire Council in 2025.

QA/QC of Diffusion Tube Monitoring

The diffusion tubes used during 2025 were supplied and analysed by SOCOTEC Didcot and were prepared using the 50% TEA in acetone preparation method. SOCOTEC Didcot, a UKAS accredited laboratory, participate in the AIR-PT scheme for NO_2 diffusion tube analysis and Annual Field Intercomparison Exercise. These provide strict criteria relating to performance that participating laboratories must meet, thereby ensuring that the reported NO_2 concentrations are of a high calibre.

In the four rounds of results during 2025, running form January – December (AIR-PT AR068, AR069, AR071 and AR072), SOCOTEC Didcot were awarded a score of 100% for two rounds and 87.5% for two rounds. The percentage score is an indication of the results deemed satisfactory based upon the z-score of < ±2, in two rounds AR068 and AR072, seven out of the eight tested samples were satisfactory. Full details of the precision results are available here.

For the months of 2025 in which data was obtained (January – December), all diffusion tubes were deployed in line with the national monitoring calendar (±2 days either side of the changeover date). Therefore, no single diffusion tube site was exposed beyond the 4-5 week recommendation of LAQM TG(22), providing an overall high level of data capture for 2025.

Diffusion Tube Annualisation

All diffusion tube monitoring locations within North East Lincolnshire Council recorded data capture of 75% therefore it was not required to annualise any monitoring data. In addition, any sites with a data capture below 25% do not require annualisation.

Diffusion Tube Bias Adjustment Factors

The diffusion tube data presented within the 2026 ASR have been corrected for bias using an adjustment factor. Bias represents the overall tendency of the diffusion tubes to under or over-read relative to the reference chemiluminescence analyser. LAQM.TG22 provides guidance with regard to the application of a bias adjustment factor to correct diffusion tube monitoring. Triplicate co-location studies can be used to determine a local bias factor based on the comparison of diffusion tube results with data taken from NO_x/NO_2 continuous analysers. Alternatively, the national database of diffusion tube co-location surveys provides bias factors for the relevant laboratory and preparation method.

The national bias adjustment and calculated North East Lincolnshire Council local bias adjustment factors were both 0.78 so a bias adjustment factor of 0.78 was applied to the 2025 monitoring data. A summary of bias adjustment factors used by North East Lincolnshire Council over the past five years is presented in Table C.2.

Table C.2 – Bias Adjustment Factor

Monitoring Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2025	Local/National	03/26	0.78
2024	National	04/25	0.78
2023	National	03/24	0.77
2022	Local	n/a	0.79
2021	Local	n/a	0.88

Figure C.1 – Bias Adjustment Spreadsheet

National Diffusion Tube Bias Adjustment Factor Spreadsheet — Spreadsheet Version Number: 03/26

Follow the steps below in the correct order to show the results of relevant co-location studies
Data only apply to tubes exposed monthly and are not suitable for correcting individual short-term monitoring periods
Whenever presenting adjusted data, you should state the adjustment factor used and the version of the spreadsheet
This spreadsheet will be updated every few months: the factors may therefore be subject to change. This should not discourage their immediate use.

This spreadsheet will be updated at the end of June 2026
LAQM Helpdesk Website

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

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

Step 1:	Step 2:	Step 3:	Step 4:
Select the Laboratory that Analyses Your Tubes from the Drop-Down List	Select a Preparation Method from the Drop-Down List	Select a Year from the Drop-Down List	Where there is only one study for a chosen combination, you should use the adjustment factor shown with caution. Where there is more than one study, use the overall factor[3] shown in blue at the foot of the final column.
If a laboratory is not shown, we have no data for this laboratory.	If a preparation method is not shown, we have no data for this method at this laboratory.	If a year is not shown, we have no data[2]	If you have your own co-location study then see footnote[4]. If uncertain what to do then contact the Local Air Quality Management Helpdesk at LAQMHelpdesk@bureauveritas.com or 0800 0327953

Analysed By[1]	Method (To undo your selection, choose (All) from the pop-up list)	Year[5] (To undo your selection, choose (All))	Site Type	Local Authority	Length of Study (months)	Diffusion Tube Mean Conc. (Dm) (µg/m³)	Automatic Monitor Mean Conc. (Cm) (µg/m³)	Bias (B)	Tube Precision[4]	Bias Adjustment Factor (A) (Cm/Dm)
SOCOTEC Didcot	50% TEA in acetone	2025	UB	Gravesham Borough Council	12	21	19	8.2%	G	**0.92**
SOCOTEC Didcot	50% TEA in acetone	2025	KS	Marylebone Road Intercomparison	12	48	31	52.1%	G	**0.66**
SOCOTEC Didcot	50% TEA in acetone	2025	UB	North East Lincolnshire Council	12	13	11	22.9%	G	**0.81**
SOCOTEC Didcot	50% TEA in acetone	2025	R	North East Lincolnshire Council	12	41	30	37.6%	G	**0.73**
SOCOTEC Didcot	50% TEA in acetone	2025	R	North East Lincolnshire Council	12	24	19	22.5%	G	**0.82**
SOCOTEC Didcot	50% TEA in acetone	2025	UI	North Lincolnshire Council	12	15	12	21.9%	G	**0.82**
SOCOTEC Didcot	50% TEA in acetone	2025	UB	Derry City And Strabane District Council	12	12	8	40.1%	G	**0.71**
SOCOTEC Didcot	50% TEA in acetone	2025	R	Wrexham County Borough Council	12	16	14	9.2%	G	**0.92**
SOCOTEC Didcot	50% TEA in acetone	2025	R	Horsham District Council	11	19	16	21.3%	G	**0.82**
SOCOTEC Didcot	50% TEA in acetone	2025	R	Horsham District Council	10	20	16	26.3%	G	**0.79**
SOCOTEC Didcot	50% TEA in acetone	2025	R	Ipswich Borough Council	12	35	26	36.4%	G	**0.73**
SOCOTEC Didcot	50% TEA in acetone	2025	R	Leeds City Council	10	36	28	27.7%	G	**0.78**
SOCOTEC Didcot	50% TEA in acetone	2025	KS	Leeds City Council	12	27	20	35.4%	G	**0.74**
SOCOTEC Didcot	50% TEA in acetone	2025	R	Leeds City Council	12	36	26	37.4%	G	**0.73**
SOCOTEC Didcot	50% TEA in acetone	2025	R	Leeds City Council	11	23	18	26.9%	G	**0.79**
SOCOTEC Didcot	50% TEA in acetone	2025	UC	Leeds City Council	12	24	19	28.0%	G	**0.78**
SOCOTEC Didcot	50% TEA in acetone	2025	UB	Southend-on-sea City Council	11	16	12	28.5%	G	**0.78**
SOCOTEC Didcot	50% TEA in acetone	2025		**Overall Factor[3] (17 studies)**				Use		**0.78**

Table C.3 – Local Bias Adjustment Calculation

	STEP 3a Local Bias Adjustment Input 1	STEP 3b Local Bias Adjustment Input 2	STEP 3c Local Bias Adjustment Input 3
Periods used to calculate bias	12	12	12
Bias Factor A	0.82 (0.75 - 0.9)	0.82 (0.77 - 0.87)	0.72 (0.66 - 0.8)
Bias Factor B	23% (11% - 34%)	22% (16% - 29%)	39% (26% - 51%)
Diffusion Tube Mean (µg/m³)	13.0	23.8	40.8
Mean CV (Precision)	5.9%	6.2%	6.2%
Automatic Mean (µg/m³)	10.6	19.5	29.5
Data Capture	97%	100%	96%
Adjusted Tube Mean (µg/m³)	11 (10 - 12)	20 (18 - 21)	29 (27 - 33)

Notes:

A single local bias adjustment factor has been used to bias adjust the 2025 diffusion tube results.

NO_2 Fall-off with Distance from the Road

Wherever possible, monitoring locations are representative of exposure. However, where this is not possible, the NO_2 concentration at the nearest location relevant for exposure has been estimated using the Diffusion Tube Data Processing Tool/NO_2 fall-off with distance calculator available on the LAQM Support website. No diffusion tube NO_2

monitoring locations within North East Lincolnshire Council required distance correction during 2025.

QA/QC of Automatic Monitoring

Air quality measurements from the Cleethorpes Road and Peaks Parkway automatic monitoring stations are validated and ratified by Air Quality Data Management (AQDM) to the standards described in LAQM TG.22. Regular calibrations with certified gas standards are used to measure the zero and sensitivity. Ratification of the data generally occurs at three, six or twelve month intervals; however, unexpected faults can be identified during any routine servicing or independent audits which are often carried out at six month intervals.

The Immingham Woodlands Avenue automatic monitoring station is part of the AURN operated by Bureau Veritas. The AURN have appointed LSO's and servicing is conducted by Acoem UK on a six monthly basis. Audits are conducted by Ricardo-AEA Ltd annually. Live and historic data is available through the Defra website.

PM_{10} and $PM_{2.5}$ Monitoring Adjustment

The Palas Fidas 200 monitors utilised at the AURN Immingham site do not require the application of a correction factor for PM_{10} and in accordance with Method 11, $PM_{2.5}$ data requires correction by a factor of 1.06. The ratified data published on UK-AIR has already had the correction factor applied, and therefore no further correction is required.

Automatic Monitoring Annualisation

All automatic monitoring locations within North East Lincolnshire Council recorded data capture of greater than 75% therefore it was not required to annualise any monitoring data. In addition, any sites with a data capture below 25% do not require annualisation.

NO_2 Fall-off with Distance from the Road

Automatic annual mean NO_2 concentrations corrected for distance were not required for North East Lincolnshire Council data in 2025.

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

Figure D.1 – Map of Monitoring Sites in Immingham

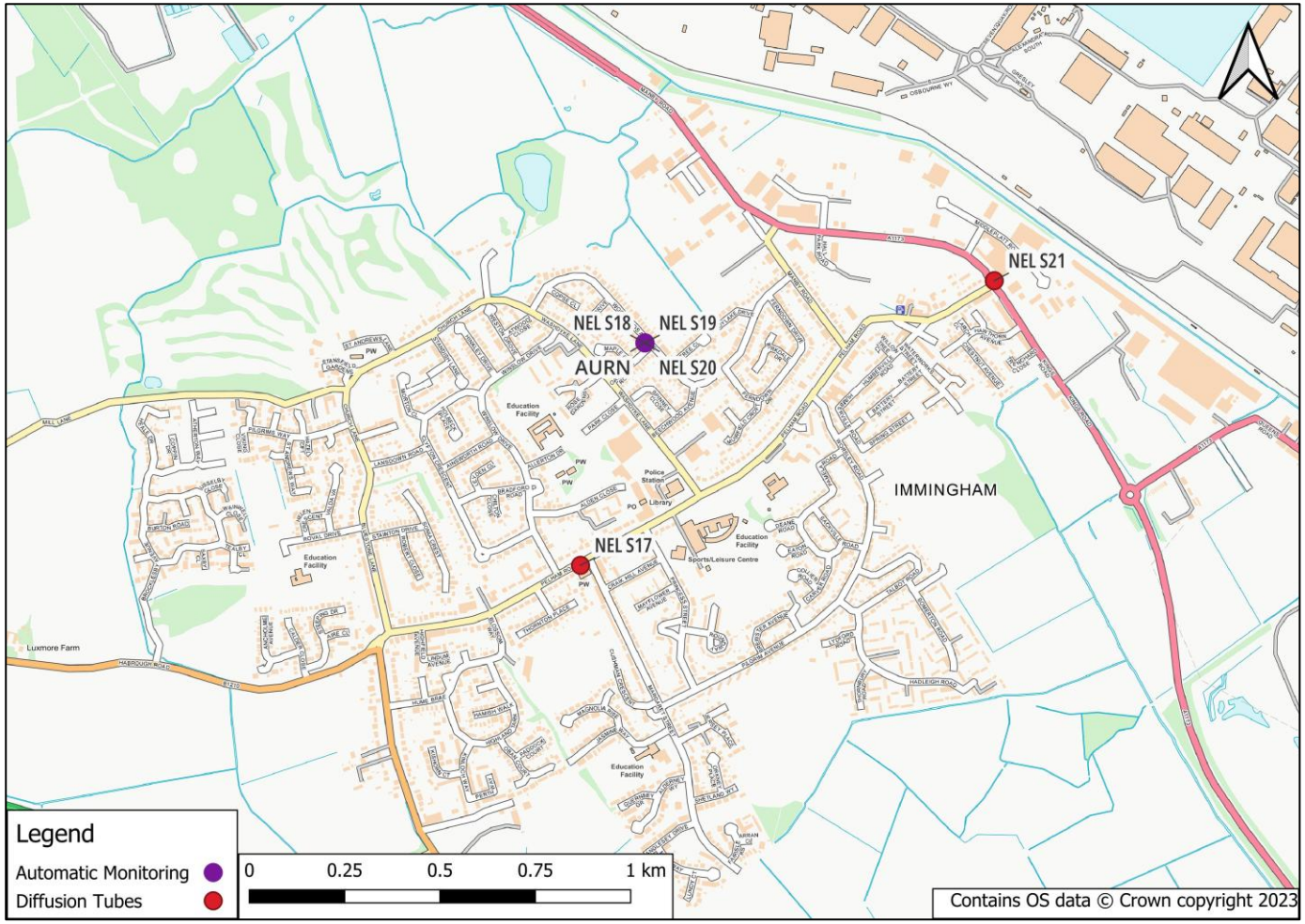


Figure D.2 – Map of Non-Automatic Monitoring Sites in Grimsby

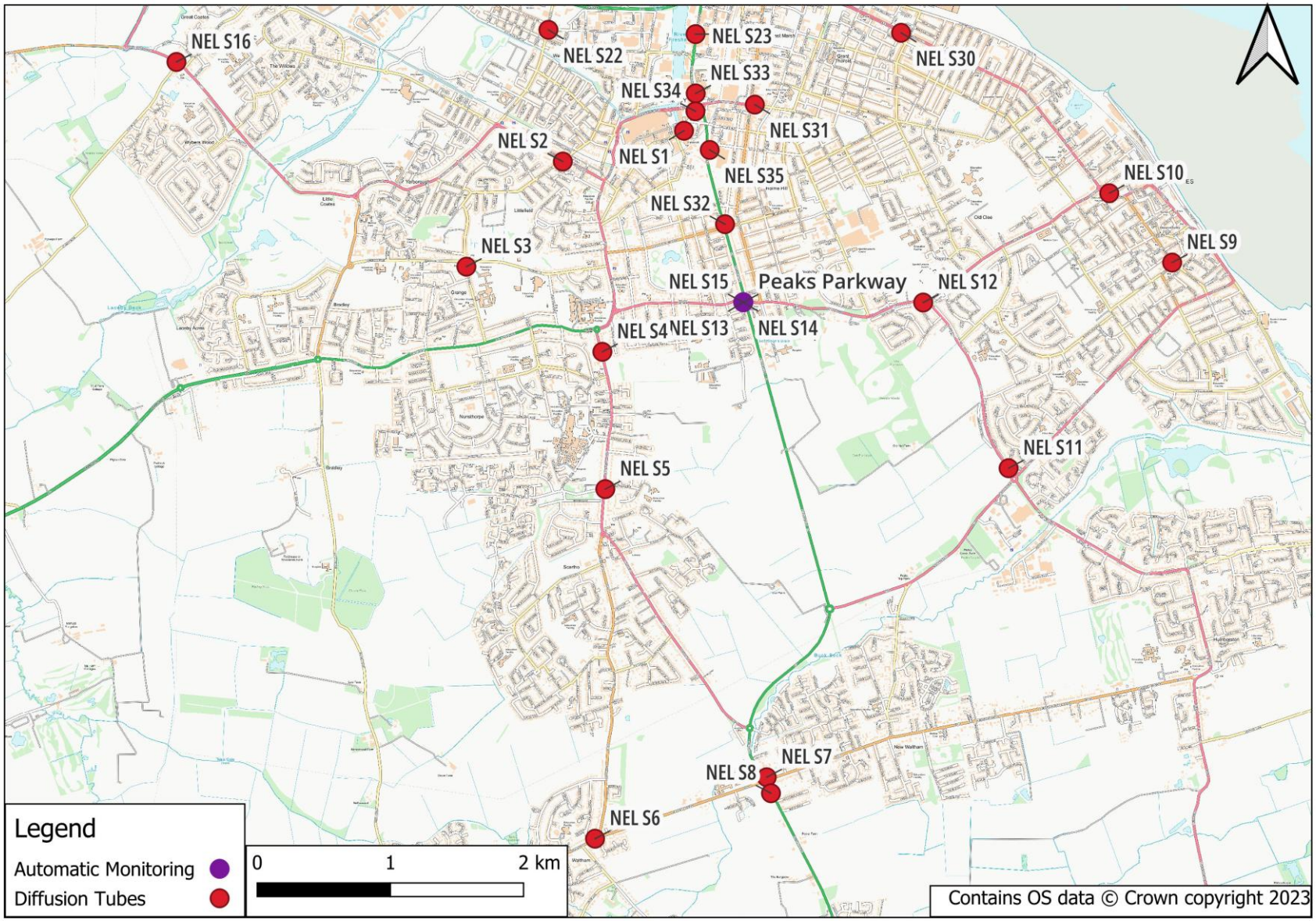
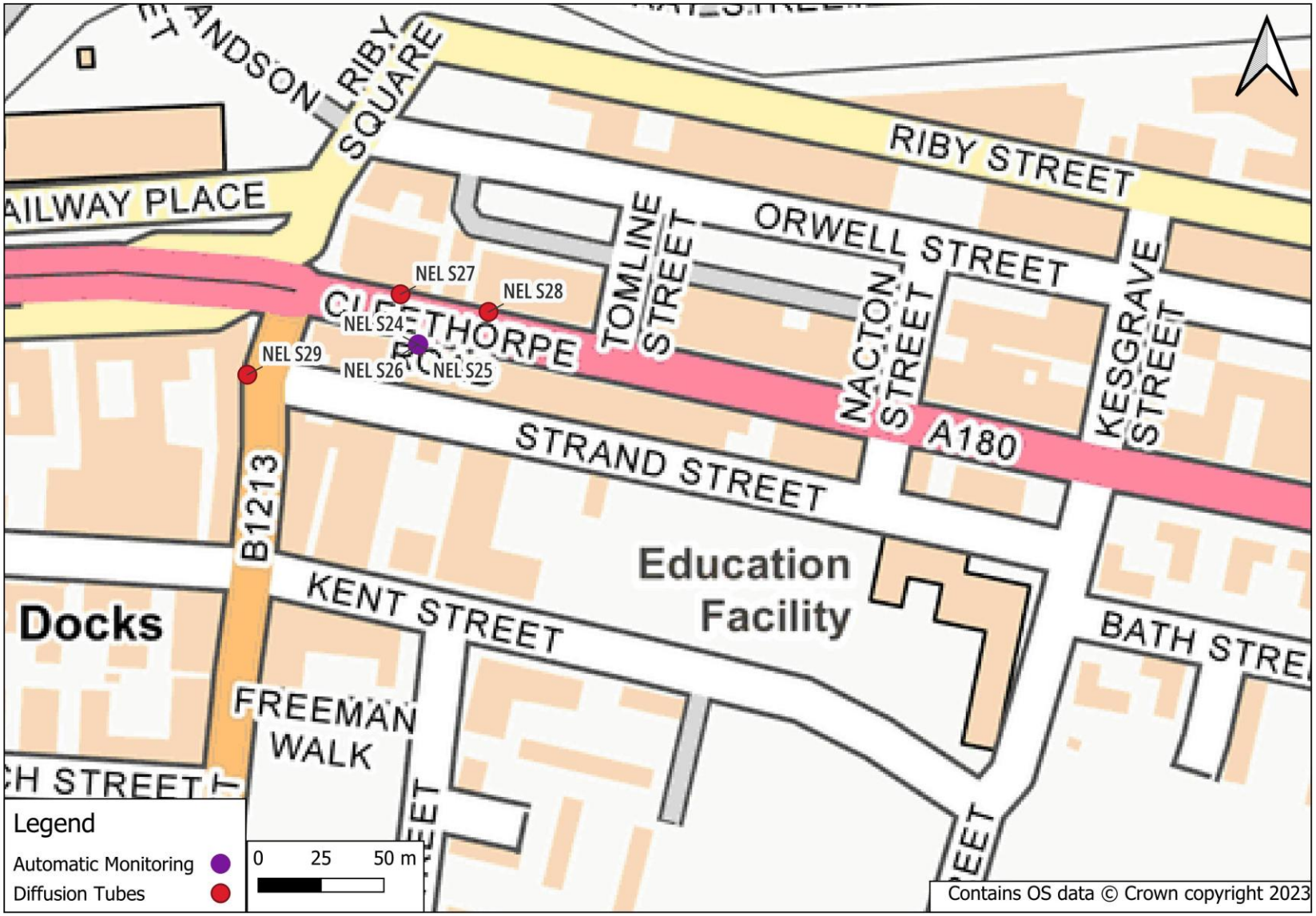


Figure D.3 – Map of Non-Automatic Monitoring Sites in Grimsby AQMA (revoked in May 2024)



Appendix E: Summary of Air Quality Objectives in England

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

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

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

Glossary of Terms

Abbreviation	Description
ABP	Associated British Ports
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
AQS	Air Quality Strategy
AQSC	Air Quality Steering Committee
ASR	Annual Status Report
AURN	Automatic and Urban Rural Network
Defra	Department for Environment, Food and Rural Affairs
DMRB	Design Manual for Roads and Bridges – Air quality screening tool produced by National Highways
EV	Electric Vehicle
LAQM	Local Air Quality Management
LCWIP	Local Cycling and Walking Infrastructure Plan
NELC	North East Lincolnshire Council
NO_2	Nitrogen Dioxide
NO_x	Nitrogen Oxides
PHOF	Public Health Outcomes Framework
PM_{10}	Airborne particulate matter with an aerodynamic diameter of 10µm or less
$PM_{2.5}$	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
QA/QC	Quality Assurance and Quality Control
SO_2	Sulphur Dioxide
YALPAG	Yorkshire and Lincolnshire Pollution Advisory Group

References

- Local Air Quality Management Technical Guidance LAQM.TG22. August 2022. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.
- Local Air Quality Management Policy Guidance LAQM.PG22. August 2022. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.
- Chemical hazards and poisons report: Issue 28. June 2022. Published by UK Health Security Agency
- Air Quality Strategy – Framework for Local Authority Delivery. August 2023. Published by Defra.
- Defra. Environmental Improvement Plan 2023, January 2023
- DfT. The Road to Zero: Next steps towards cleaner road transport and delivering our Industrial Strategy, July 2018
- North East Lincolnshire Council. Natural Assets Plan 2021. 2021 available at https://www.nelincs.gov.uk/assets/uploads/2022/02/Natural-Assets-Plan.pdf
- North East Lincolnshire Council. The Net Zero Carbon Roadmap. Available at https://www.nelincs.gov.uk/keeping-our-area-clean-green-and-safe/net-zero-carbon-roadmap/
- North East Lincolnshire Council. Air Quality Action Plan. 2020.
- Local Air Quality Management https://laqm.defra.gov.uk/air-quality/air-quality-assessment/qa-qc-framework/
- Defra. UK AIR available at https://uk-air.defra.gov.uk/
- Defra. Diffusion Tube Data Processing Tool version 6.0, published March 2026
- Defra. Automatic Data Processing Tool version 2.0, published March 2026