

Air Quality Annual Status Report

May 2026



HILLINGDON
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London Borough of Hillingdon Air Quality Annual Status Report for the period of 1st January to 31st 2025

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This report, compiled and published in 2026, provides a detailed overview of air quality in the London Borough of Hillingdon during 2025. It has been produced to meet the requirements of the London Local Air Quality Management statutory (LLAQM) process¹. It also updates on the progress of the Council's Air Quality Action Plan since its adoption in May 2019 to the end of March 2026.

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¹ LLAQM Policy and Technical Guidance 2019 (LLAQM.TG(19)). <https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/working-Boroughs>

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Abbreviations

AQ	Air quality
AQAP	Air Quality Action Plan
AQG	Air Quality Guidelines (from WHO)
AQMA	Air Quality Management Area
AQN	Air Quality Neutral
AQO	Air Quality Objective
AQP	Air Quality Positive
AQSPG	Air Quality Supplementary Planning Guidance
ASR	Annual Status Report
AURN	Automatic Urban and Rural Network
BAM	Beta attenuation monitoring
BEB	Buildings Emission Benchmark
CAB	Cleaner Air Borough
CHP	Combined Heat and Power
CIL	Community Infrastructure Levy
CO	Carbon monoxide
CO ₂	Carbon dioxide
DEFRA	Department for Environment, Food and Rural Affairs
EV	Electric Vehicle
EVCP	Electric Vehicle Charging Point
FDMS	Filter Dynamics Measurement System
FIDAS	Fine Dust Analysis System
FORS	Fleet Operator Recognition System
FPN	Fixed Penalty Notice
GLA	Greater London Authority
HAL	Heathrow Airport Limited
HE	Highways England
HS2	High Speed 2 (rail line from London to Birmingham)
HVO	Hydrogenated Vegetable Oil
LAEI	London Atmospheric Emissions Inventory
LAQM	Local Air Quality Management
LBH	London Borough of Hillingdon
LIP	Local Implementation Plan (for Borough transport)
LLAQM	London Local Air Quality Management
MAQF	Mayor's Air Quality Fund
µg m ⁻³	Micro-grammes per cubic metre of air (standard unit for air pollutants)
N/A	Not applicable
NO ₂	Nitrogen dioxide
NO _x	Oxides of nitrogen (NO ₂ + NO)
NRMM	Non-Road Mobile Machinery
O ₃	Ozone
ONS	Office of National Statistics
PH	Public Health
PM ₁	Particulate matter less than 1 micron in diameter
PM ₁₀	Particulate matter less than 10 microns in diameter
PM _{2.5}	Particulate matter less than 2.5 microns in diameter
PSDS	Public Sector Decarbonisation Scheme
QA/QC	Quality Assurance / Quality Control
RE: FIT RE:NEW	GLA programmes for energy efficiency and local generation projects in homes and public bodies
SCR	Selective Catalytic Reduction

SO₂	Sulphur dioxide
SPG	Sustainable Planning Guidance
STARS	TfL Community Project to reduce car usage
t	Tonnes (=1,000 kg)
TEB	Transport Emissions Benchmark
TEOM	Tapered Element Oscillating Microbalance (for PM measurement)
TfL	Transport for London
TOR	Terms of Reference
TSP	Total Suspended Particulate Matter
VCM	Volatile Correction Model
WHO	World Health Organization

1 EXECUTIVE SUMMARY: AIR QUALITY IN THE LONDON BOROUGH OF HILLINGDON

1.1 Air Pollutants and Health Effects

Breathing polluted air affects human health and is estimated to cost the NHS and wider society billions of pounds each year. Air pollution is recognised as a contributing factor in the onset of heart disease, stroke, respiratory disease and cancer and can cause a range of adverse health impacts, including reduced lung function, exacerbation of asthma, increased hospital admissions and premature mortality.

Air pollution particularly affects the most vulnerable members of society, including children, older people and those with existing heart and lung conditions. Low-income communities are also disproportionately impacted by poor air quality, which can contribute towards wider health and social inequalities.

Table 1 provides a brief explanation of the key pollutants relevant to Local Air Quality Management listing the principal activities from which they arise and their potential health effects.

Table ES 1 – Description of Key Pollutants and Health Effects

Pollutant	Description	Health Effects
Nitrogen Dioxide (NO ₂)	Nitrogen dioxide is a gas generally emitted from high-temperature combustion processes such as road transport, aviation activity, domestic heating and energy generation.	Short-term exposure to NO ₂ can irritate the airways and worsen respiratory conditions such as asthma. Long-term exposure is associated with reduced lung function, increased susceptibility to respiratory infections and adverse effects on cardiovascular health. Children, older people and individuals with existing respiratory conditions are particularly vulnerable.
Sulphur Dioxide (SO ₂)	Sulphur dioxide is a corrosive gas predominantly produced from the combustion of coal, crude oil and other sulphur-containing fuels.	SO ₂ can cause irritation to the eyes, nose and throat and may lead to coughing, wheezing and shortness of breath. Exposure can aggravate asthma and other respiratory diseases, particularly during episodes of elevated concentrations.
Particulate Matter (PM ₁₀ and PM _{2.5})	Particulate matter refers to everything in the air that is not a gas. Particles can originate from natural sources such as pollen, as well as human-made sources including smoke from fires, emissions from transport and industry, and dust from tyre and brake wear. PM ₁₀ refers to particles under 10 micrometres in diameter, while PM _{2.5} refers to fine particles under 2.5 micrometres.	Particulate matter can penetrate deep into the lungs and, in the case of PM _{2.5} , enter the bloodstream. Exposure is associated with heart disease, stroke, respiratory illness, lung cancer, aggravated asthma and premature mortality. Fine particulate matter is considered one of the pollutants with the greatest impact on human health and there is increasing evidence that there is no completely safe level of exposure.

1.2 Air Quality in Our Area

Whilst air quality has improved significantly in recent decades, there remain areas where continued local action is required to protect public health and the environment from the effects of air pollution.

This report provides information on:

- a. Air quality levels and trends in the London Borough of Hillingdon in 2025 using monitoring data;
- b. Progress with the Borough's Air Quality Action Plan (AQAP) from March 2025 to March 2026;
- c. The role of the Planning System on Local Air Quality Management from March 2025 to March 2026;
- d. Lessons learnt, opportunities and challenges
- e. Further actions to improve air quality in the Borough.

The management of local air quality in the UK is driven by a series of limit values applied to various pollutants. Whereas the Borough's Air Quality Management Area (AQMA) was declared because of non-compliance with the annual limit value for nitrogen dioxide (NO₂) in parts of the Borough, fine particulate matter (reflecting different size fractions, including PM₁, PM_{2.5} and PM₁₀) also remains a key focus for pollutant emission reductions in Hillingdon due to the significant health impacts associated with exposure to particulate pollution and the increasing scientific evidence that there is no completely safe threshold concentration for these pollutants.

Following the scientifically proven evidence gathered by the World Health Organization (WHO) on the health impacts of fine particulate matter, the Mayor of London, within the London Environment Strategy, adopted a PM_{2.5} target of 10 µg.m⁻³ to be met by 2030.

The Environment Act 2021 requires long-term targets to be set for four key priority areas, one of which is air pollution. The Environmental Targets (Fine Particulate Matter) Regulations 2023 also adopted a PM_{2.5} target of 10 µg.m⁻³, although with a less stringent compliance date of 2040, together with a population exposure reduction target designed to ensure that reductions in exposure benefit the wider population and are not limited solely to locations of highest concentration.

It is noted that the WHO guideline value intended to safeguard human health is 5 µg.m⁻³, which is half of the UK regulatory target. Given the strong epidemiological evidence underpinning the WHO guidelines, the Borough continues to work towards achieving the WHO guideline values in the shortest practical timeframe and will continue using the planning system to reduce pollutant emissions to the maximum possible extent, driving a zero-emission benchmark approach for development, particularly within Air Quality Focus Areas and locations containing vulnerable populations. The Environment Act also includes a legally binding requirement to reduce population exposure to PM_{2.5} by 35% by 2040 compared with a 2018 baseline.

Data collected during the 2025 reporting year were compliant with the UK air quality objectives throughout the Borough. It is important to recognise that concentration data are dependent not only on emissions, but also on weather conditions, meaning that compliance for a single

year, or even a period of only a few years, is not necessarily a guarantee of continued compliance in future years. Local factors, including temporary road closures, construction activity and changes to traffic flows, can also influence results at individual monitoring locations. Accepting these caveats, however, it is clear that local, regional and national action on air quality has resulted in substantial improvements in pollutant concentrations across the Borough over time.

1.3 Actions to Improve Air Quality

Whilst compliance with UK objectives was achieved, there continued to be widespread exceedance of the more protective WHO Air Quality Guidelines published in 2021, particularly for PM_{2.5}. Bearing in mind that annual results can be influenced by meteorological conditions and other factors and recognising the statutory population exposure reduction target established by the Environment Act, continued monitoring and action on air quality across the Borough remain necessary.

The continuation of air quality monitoring across the Borough, especially in areas of accelerated development such as Hayes, around Heathrow Airport and along congested transport corridors and Focus Areas, remains essential to assess trends and ensure progress towards improved public health outcomes providing an indication of the progress achieved due to the implementation of measures to improve air quality.

The Borough has, in conjunction with the Greater London Authority (GLA), defined Air Quality Focus Areas, which are densely populated areas with comparatively poor air quality and higher exposure risk. Whilst the Council seeks to improve air quality across the entire Borough, these areas continue to require stricter measures and targeted actions to minimise emissions, reduce exposure and prevent potential adverse impacts on public health.

Actions to improve air quality in the Borough include:

- a. Continued concerted work between the Environment Specialists (air quality) Department and the Planning Department to secure sustainable development through the application of more stringent air quality neutral requirements and an air quality positive approach to all planning applications within Focus Areas of the Borough;
- b. Continued enforcement against idling vehicles, with fines continued to be issued across the Borough to non-compliant drivers;
- c. Joint operations with TfL and the Metropolitan Police targeting anti-social behaviour and idling associated with private hire vehicles around Heathrow Airport;
- d. Continued work to transition the Council fleet towards lower emission vehicles and expansion of electric vehicle charging infrastructure;
- e. Continued delivery of energy efficiency and renewable energy projects at major Council sites through Public Sector Decarbonisation Scheme funding;
- f. Continued implementation of the Hillingdon Cycling Strategy;
- g. Improvements to walking and cycling infrastructure, including upgrades to the Grand Union Canal towpath and active travel improvements in Hayes and other locations;
- h. Continued work with schools through active travel, Bikeability, pedestrian and scooter training and Travel for Life initiatives; and
- i. Continued use of green infrastructure and public realm improvements to support air quality objectives.

- j. Continued joined work with the West London Air Quality Cluster Group to set and implement concerted actions to improve air quality across the various Boroughs
- k. Continued work with the wider London Local Authority working group to discuss and contribute to papers, guidance, topical discussions and concerted planning actions.

1.4 Conclusions and Priorities

Hillingdon continues to take action under its AQAP to address air quality issues across the Borough through measures aimed at:

- a. understanding and tackling pollution hotspots within the Borough;
- b. reducing emissions to the maximum possible extent where the Council has direct influence, including Council-controlled roads and Council fleet operations;
- c. working collaboratively with organisations including TfL, National Highways, HS2 and Heathrow Airport to minimise and offset emissions associated with their operations and infrastructure; and
- d. using the planning system proactively to improve air quality and reduce public exposure to pollution.

The Council continues to face a number of challenges associated with air quality management, including emissions associated with Heathrow Airport and strategic transport infrastructure, increasing development pressure, growth in data centre infrastructure, increased use of wood-burning appliances and the need to implement updated AQAP measures aligned with tightening PM_{2.5} expectations and wider public health objectives.

Infrastructure constraints also remain a challenge in some areas. For example, the electrical supply capacity at Harlington Road Depot continues to require significant investment before large-scale electrification of operational fleet vehicles can be achieved.

The Council recognises that, although compliance with UK statutory air quality objectives was achieved during 2025, an updated Air Quality Action Plan remains necessary in order to address the more stringent WHO Air Quality Guidelines, the Environment Act PM_{2.5} exposure reduction targets and the continuing health impacts associated with long-term exposure to air pollution. The updated AQAP covering the period to 2030 therefore continues to be progressed and reflects evolving national policy, increased emphasis on particulate matter reduction and the need to integrate air quality considerations more closely with climate change, transport, planning and public health policy areas.

Key priorities for the coming years include continued reduction of emissions associated with road transport, expansion of active travel infrastructure, further electrification of the Council fleet, continued rollout of electric vehicle charging infrastructure, reduction of emissions from buildings and new development, strengthening of planning policies relating to air quality neutral and air quality positive development, and continued improvement and expansion of the Borough's air quality monitoring network, including monitoring of ultrafine particles.

The Council will also continue to prioritise action within Air Quality Focus Areas and around locations with higher levels of public exposure, including areas surrounding Heathrow Airport, major transport corridors and areas experiencing significant development pressure. Continued engagement with schools, residents, businesses, transport operators and developers will remain an important part of the Borough's approach to improving local air quality.

A number of challenges are anticipated over the coming years. These include increasing pressure from development and population growth, emissions associated with Heathrow Airport and strategic transport infrastructure, constraints associated with electricity supply and charging infrastructure for fleet electrification, increasing emissions associated with data centres and domestic wood-burning, and the financial and operational challenges associated with implementing increasingly ambitious air quality and climate objectives simultaneously.

Nevertheless, the Council considers that increasing integration between air quality, climate change, transport and public health policy areas presents significant opportunities to deliver wider environmental and health benefits across the Borough.

The Council continues to engage with residents, schools, businesses, developers, transport operators and regional stakeholders on air quality matters through consultation exercises, planning applications, school travel initiatives, anti-idling campaigns and wider climate and sustainability engagement activities. During 2025, public interest in air quality, climate change and active travel issues continued to increase, particularly in relation to the health impacts of particulate matter pollution, traffic emissions and development-related impacts.

Residents can help improve local air quality by reducing unnecessary vehicle use and engine idling, choosing sustainable travel options such as walking, cycling and public transport where possible, maintaining vehicles appropriately, reducing emissions from domestic heating and avoiding unnecessary use of wood-burning appliances.

Further information on local air quality, monitoring data and the Council's actions to improve air quality can be obtained through the Council's air quality webpages and through the UK-AIR Local Air Quality Dashboard available at: <https://uk-air.defra.gov.uk/local-authority-dashboard/>

Information regarding the Council's wider Climate Action and sustainability work is also available through the Council website: <https://www.hillingdon.gov.uk/climate-action-plan>.

The London Borough of Hillingdon remains committed to improving air quality across the Borough and reducing residents' exposure to harmful pollution in order to protect public health, support climate action objectives and improve quality of life for all residents.

2 INTRODUCTION

2.1 The purpose of this report

This report provides an overview of air quality in the London Borough of Hillingdon during 2025. It has been produced to meet the requirements of the London Local Air Quality Management (LLAQM) statutory process¹.

National Air Quality and International Standards, Objectives and Guidelines for the pollutants of relevance to London Borough of Hillingdon are given in Table A. The World Health Organisation (WHO) 2021 air quality guidelines (AQGs) (also included in Table A) will continue to act as guiding targets to improve air quality within the Borough and safeguard human health.

The Borough has pledged to achieve the WHO guidelines in the shortest possible time and will continue to use the planning regime to tighten pollutant emission levels into the atmosphere requiring full mitigation within sensitive areas.

Whereas there are no exceedances in the Borough either of the NO₂ limit values and national objectives or exceedances for other pollutants for which national standards exist, the WHO air quality guidelines continue to be exceeded at monitored locations across the Borough. As these are the more protective values that should not be exceeded to protect human health, further action to improve air quality across the Borough is required.

Table A. Summary of National Air Quality and International Standards, Objectives and Guidelines for the pollutants of relevance to London Borough of Hillingdon

Pollutant	Standard / Objective / Guideline	Averaging Period	Date ⁽¹⁾
Nitrogen dioxide (NO ₂)	200 µg m ⁻³ not to be exceeded more than 18 times a year	1-hour mean	31 Dec 2005
Nitrogen dioxide (NO ₂)	40 µg m ⁻³	Annual mean	31 Dec 2005
Nitrogen dioxide (NO ₂)	WHO AQG ⁽²⁾ : 10 µg m ⁻³	Annual mean	
Particles (PM ₁₀)	50 µg m ⁻³ not to be exceeded more than 35 times a year	24-hour mean	31 Dec 2004
Particles (PM ₁₀)	WHO AQG ⁽²⁾ : 45 µg m ⁻³ not to be exceeded more than 3-4 times a year	24-hour mean	
Particles (PM ₁₀)	40 µg m ⁻³	Annual mean	31 Dec 2004
Particles (PM ₁₀)	WHO AQG ⁽²⁾ : 15 µg m ⁻³	Annual mean	
Particles (PM _{2.5})	10 µg m ⁻³ ⁽³⁾	Annual mean	2040
Particles (PM _{2.5})	London Mayoral Objective ⁽⁴⁾ : 10 µg m ⁻³	Annual mean	2030
Particles (PM _{2.5})	WHO AQG ⁽²⁾ : 5 µg m ⁻³	Annual mean	
Particles (PM _{2.5})	Target of 15% reduction in concentration at urban background locations	3-year mean	Between 2010 and 2021
Particles (PM _{2.5})	WHO AQG ⁽²⁾ : 15 µg m ⁻³	24-hour mean	
Sulphur dioxide (SO ₂)	266 µg m ⁻³ not to be exceeded more than 35 times a year	15-minute mean	31 Dec 2005
Sulphur dioxide (SO ₂)	350 µg m ⁻³ not to be exceeded more than 24 times a year	1-hour mean	31 Dec 2004

¹ LLAQM Policy and Technical Guidance 2019 (LLAQM.TG(19)). <https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/working-Boroughs>

Pollutant	Standard / Objective / Guideline	Averaging Period	Date ⁽¹⁾
Sulphur dioxide (SO ₂)	125 µg m ⁻³ not to be exceeded more than 3 times a year	24-hour mean	31 Dec 2004
Sulphur dioxide (SO ₂)	WHO AQG ⁽²⁾ : 40 µg m ⁻³ not to be exceeded more than 3-4 times a year	24-hour mean	

Notes:

- (1) Date by which to be achieved by and maintained thereafter
- (2) 2021 World Health Organisation Air Quality Guidelines
- (3) Environmental Target Regulations under the Environment Act 2021
- (1) London Mayoral Commitment

2.2 Description of the Local Authority Area

Hillingdon is, geographically, the second largest local authority in London and has approximately 304,800 residents according to January 2025² population figures published by the ONS. Hillingdon covers an area of 116 square kilometres (45 square miles) and has a population density of 10, 980.5 people per square kilometre (km²), based on the latest population estimates taken in January 2025. Parts of the Borough to the north of the A40 are semi- rural, with Ruislip as the district centre. The south of the Borough is more densely populated, urban in character, and contains the metropolitan centre of Uxbridge and the towns of Hayes and West Drayton.

It also contains numerous important transport links. As well as being home to Heathrow Airport the Borough is crossed by the M4 and the A40 and bordered to the west by the M25 and to the east by the A312, attracting traffic into the Borough and encouraging traffic to pass through it. These roads generate a significant air pollution burden on the people of the Borough.

2.3 Hillingdon's Air Quality Management Area (AQMA)

An AQMA was declared in Hillingdon due to exceedance of the annual mean objective of NO₂ in 2003 (Figure 1).

Air quality problems in the Borough continue to be most severe around Heathrow Airport and the major road network that goes through the Borough, reflecting the largest sources of nitrogen oxide (NOx) emissions within the AQMA which covers the southern half of the Borough. The possible inclusion of areas in the north of the Borough has been kept, and will continue to be, under review.

² <https://totalpopulation.co.uk/authority/hillingdon>

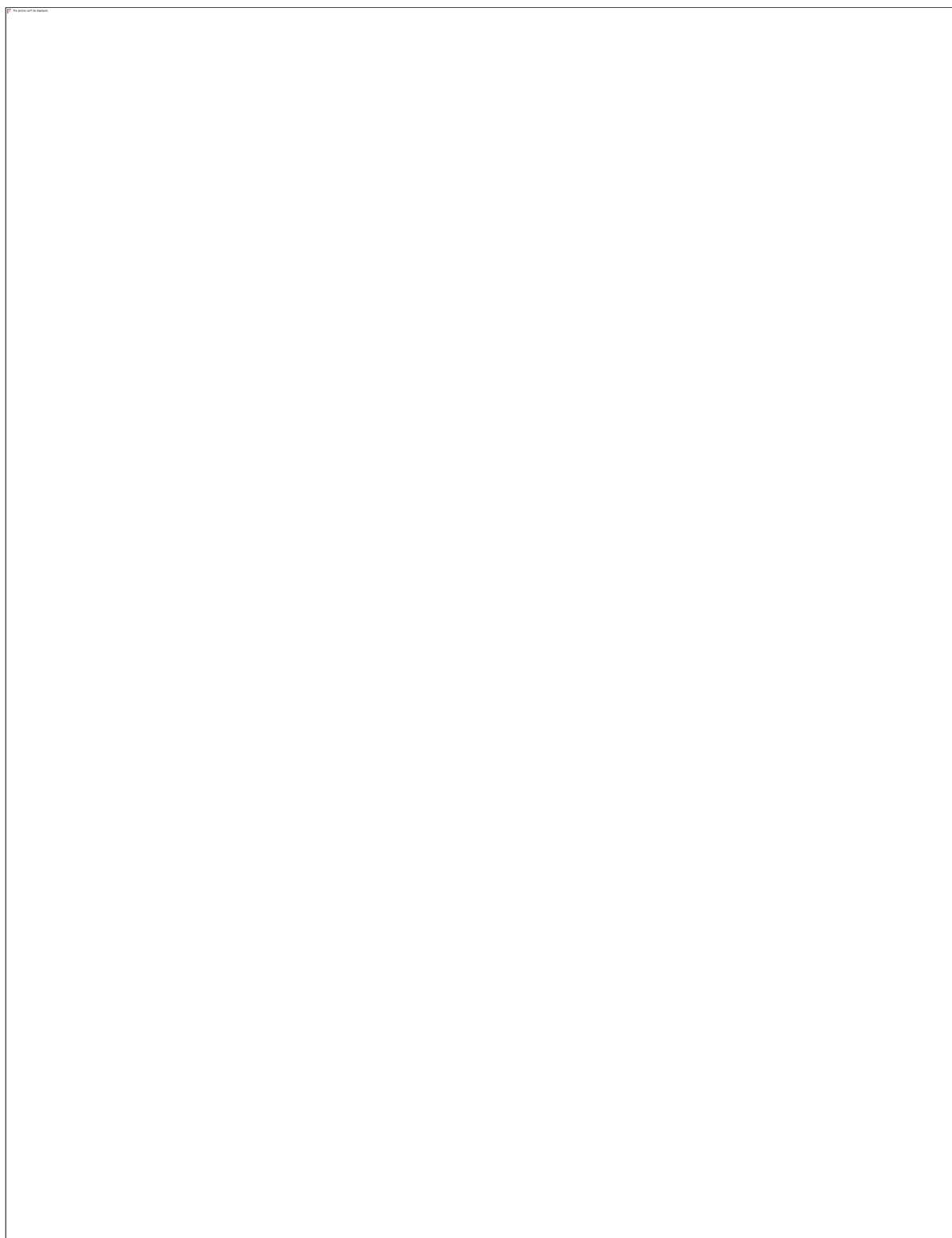


Figure 1. London Borough of Hillingdon AQMA

An Action Plan, showing how Hillingdon Borough Council intended to tackle these problems, was first issued in 2004. The plan was updated in June 2019 (Air Quality Action Plan 2019-2024)³ and its replacement (Air Quality Action Plan 2026-2031) is currently under consultation.

³ http://www.hillingdon-air.info/pdf/Hillingdon_AQAP_2019_2024_finalversion.pdf

Both versions of the plan focus on delivering improvements in certain areas of the Borough that are most adversely affected by pollutant emissions, namely Focus Areas as well as other sensitive locations where poor air quality is observed with relevant public exposure. The updated Action Plan builds on the successful measures of the previous period and reflects both London policy changes and associated guidance as well as national policy updates.

2.4 Content of the Report

This report provides:

- i) Data on and analysis of air quality in the Borough in 2025;
- ii) A review of the achievements made to date through the implementation of the 2019-2024 air quality action plan which continues in place until the new one enters into force;
- iii) The role of the planning system on Local Air Quality Management within the Borough and its successful implementation of the Air Quality Local Action Plan;
- iv) A summary of opportunities and challenges to Hillingdon's local air quality management for future years;
- v) A summary of the Borough's commitment to continue to improve air quality and the list of priority actions for 2026.

3 AIR QUALITY MONITORING IN HILLINGDON

3.1 Automatic monitoring sites

There were 12 operational automatic continuous monitoring sites in the London Borough of Hillingdon in 2025 (Table B and D).

Monitoring data for London Borough of Hillingdon-operated sites were managed through the Borough's monitoring contractors and relevant QA/QC procedures in accordance with Defra and LAQN requirements. Monitoring data for Heathrow-operated monitoring sites were collected, managed and quality assured through the Heathrow Airwatch monitoring network.

Table B. Automatic continuous monitoring sites in the London Borough of Hillingdon in 2025

Site ID	Site Name	Monitoring Network / Responsible Organisation
HI1	Hillingdon 1 – South Ruislip	London Borough of Hillingdon
HI3	Hillingdon 3 – Oxford Avenue	London Borough of Hillingdon
SIPS	Hillingdon Sipson	London Borough of Hillingdon
HIL1	London Harmondsworth	London Borough of Hillingdon
HIL4	London Harmondsworth Osiris	London Borough of Hillingdon
HIL5	Hillingdon Hayes	London Borough of Hillingdon
HIL	London Hillingdon	DEFRA AURN (Automatic Urban and Rural Network)
LHR2	London Heathrow	Heathrow Airwatch / Heathrow Airport Ltd
HRL	London Harlington	Heathrow Airwatch / Heathrow Airport Ltd
T55	Heathrow Green Gates	Heathrow Airwatch / Heathrow Airport Ltd
T54	Heathrow Oaks	Heathrow Airwatch / Heathrow Airport Ltd
LHRBR	London Heathrow Bath Road	Heathrow Airwatch / Heathrow Airport Ltd

The London Hillingdon (HIL) monitoring station forms part of the DEFRA Automatic Urban and Rural Network (AURN). Monitoring data for Heathrow-operated monitoring stations are managed through the Heathrow Airwatch monitoring network. The London Borough of Hillingdon is therefore not directly responsible for data collection, QA/QC procedures or data ratification at these locations.

A map showing the location of the automatic stations within London Borough of Hillingdon is shown in Figure 2.

The method used by the Osiris monitoring system at HIL4 (Hillingdon Harmondsworth) has been validated for the UK monitoring network and results for the site are included in this report.

3.2 Non-automatic monitoring sites

Passive diffusion tube monitoring of NO₂ was carried out at 44 sites in the Borough in 2025 (Figure 4), covering both background and roadside locations (Table E), supplementing the information generated by the automatic network.

Two of the diffusion tube sites are co-located with continuous monitoring sites to derive local bias adjustment factors: HILL01 (using triplicate tubes since August 2023) is co-located with London Hillingdon automatic monitoring site (HIL) and HILL03 (using triplicate tubes) is co-

located with Hillingdon 1 in South Ruislip automatic monitoring site (HI1) (please see Table D).

Table C. Diffusion tube co-location with automatic continuous monitoring sites in the London Borough of Hillingdon in 2025

Diffusion Tube Site ID	Co-located Continuous Monitoring Site	Continuous Monitoring Site ID	Co-location Arrangement	Purpose
HILL01	London Hillingdon	HIL	Triplicate diffusion tubes in place since August 2023	Derivation of local NO ₂ diffusion tube bias adjustment factor
HILL03	Hillingdon 1 – South Ruislip	HI1	Triplicate diffusion tubes	Derivation of local NO ₂ diffusion tube bias adjustment factor

A local bias adjustment factor of 0.83 was derived from the colocation exercise in 2025, using data from both collocated sites. The factor was calculated using recommended technical guidance procedures in accordance with the Mayor’s London Local Air Quality Management Technical Guidance 2021 (LLAQM.TG (19)).

The National bias adjustment for good precision sites for Gradko 20% Tea/Water in 2025 was 0.89. Further processing of the national data, accounting for sites only with bias +/- 20% has been applied with the calculated national bias adjustment equalling 0.92. To secure a conservative approach a decision was made to use the calculated national factor instead of the locally derived one. Therefore, the local bias adjustment factor of 0.92 has been used to correct the diffusion tube results.

Full details of diffusion tube QA/QC, including justification for the choice of bias adjustment factors are presented in Appendix A. Monthly NO₂ diffusion tube data are provided in Appendix B.

Air quality monitoring associated with HS2 construction works in Hillingdon is reported separately by HS2 Ltd through monthly “London Borough of Hillingdon air quality monthly report” publications on GOV.UK⁴. These reports include diffusion tube monitoring, particulate/dust monitoring, construction activity summaries, complaints, trigger-level exceedances, investigations and any mitigation actions where HS2 works are identified as the source.

3.3 Low-cost sensor monitoring sites

Five low-cost sensor monitoring sites (Appendix C) were gathering data on both NO₂ and PM_{2.5} during 2025 capturing local conditions at Tavistock Road, Harlington Road, Green Lane (Northwood), and Harefield Hospital (Figures 5 and 6).

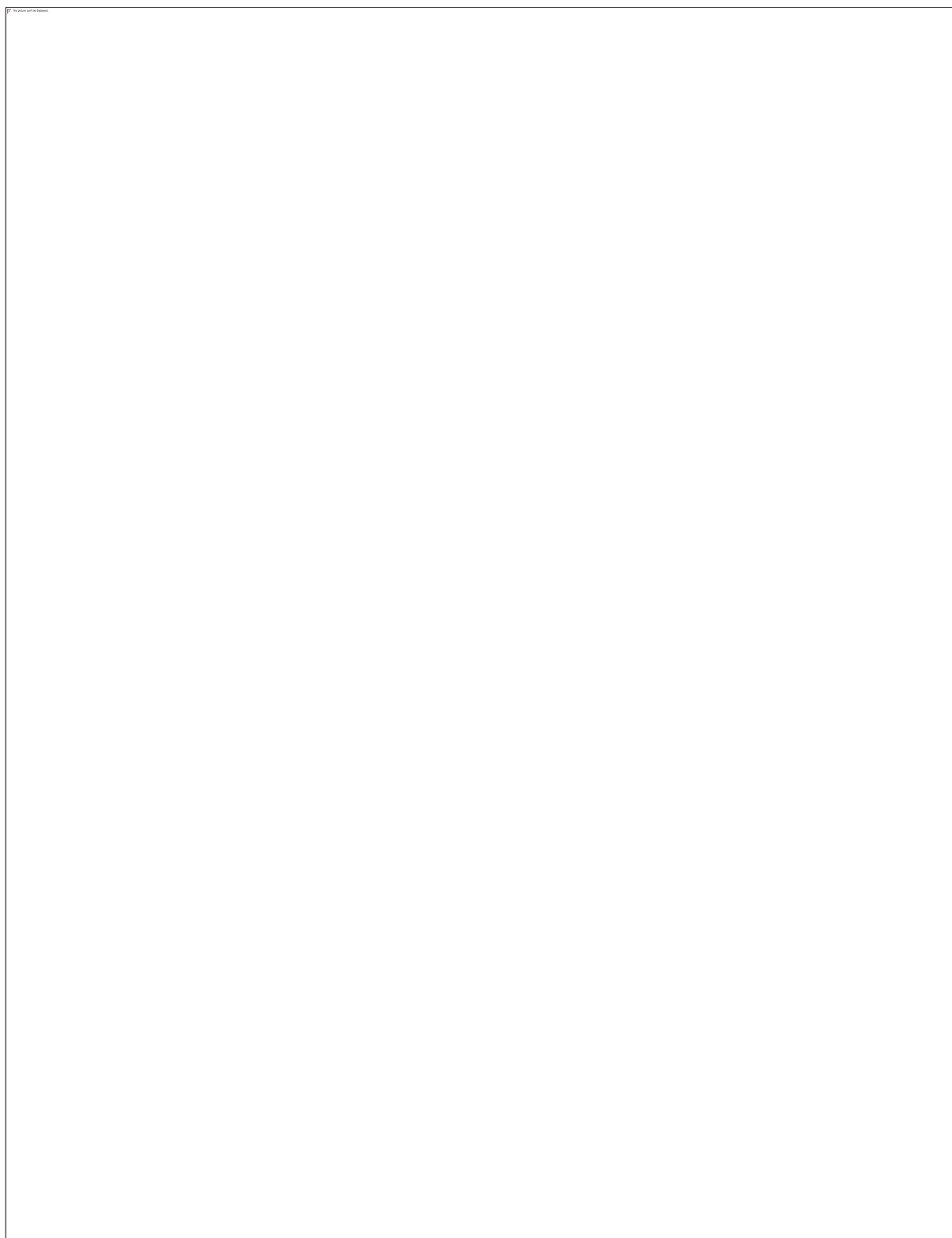


Figure 2. Location of the automatic monitoring sites in Hillingdon, nitrogen dioxide annual mean concentrations, NO_2 (μgm^{-3}) 2025

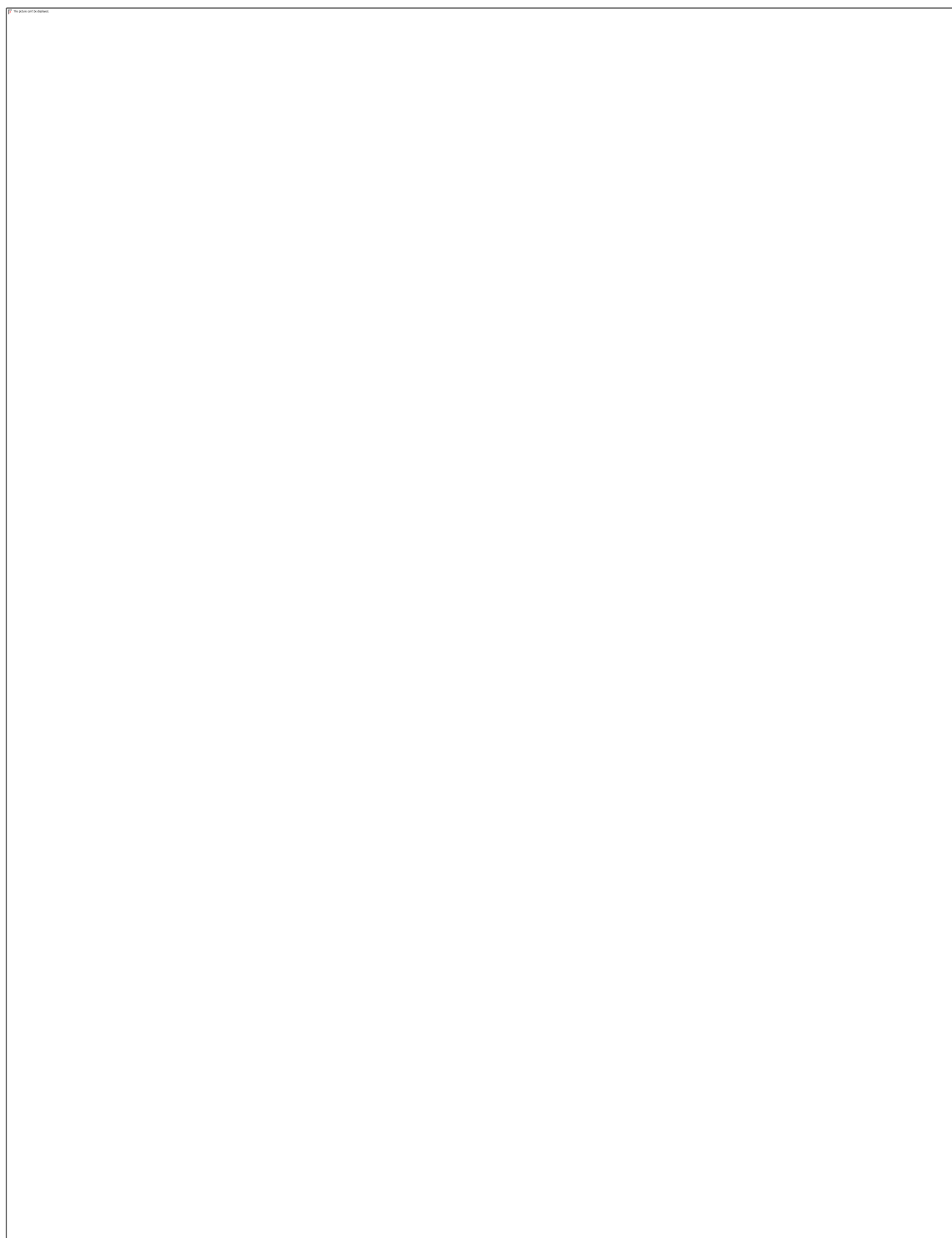


Figure 3. Location of the automatic monitoring sites in Hillingdon particulate matter annual mean concentrations, $PM_{2.5}$ ($\mu g m^{-3}$) 2025

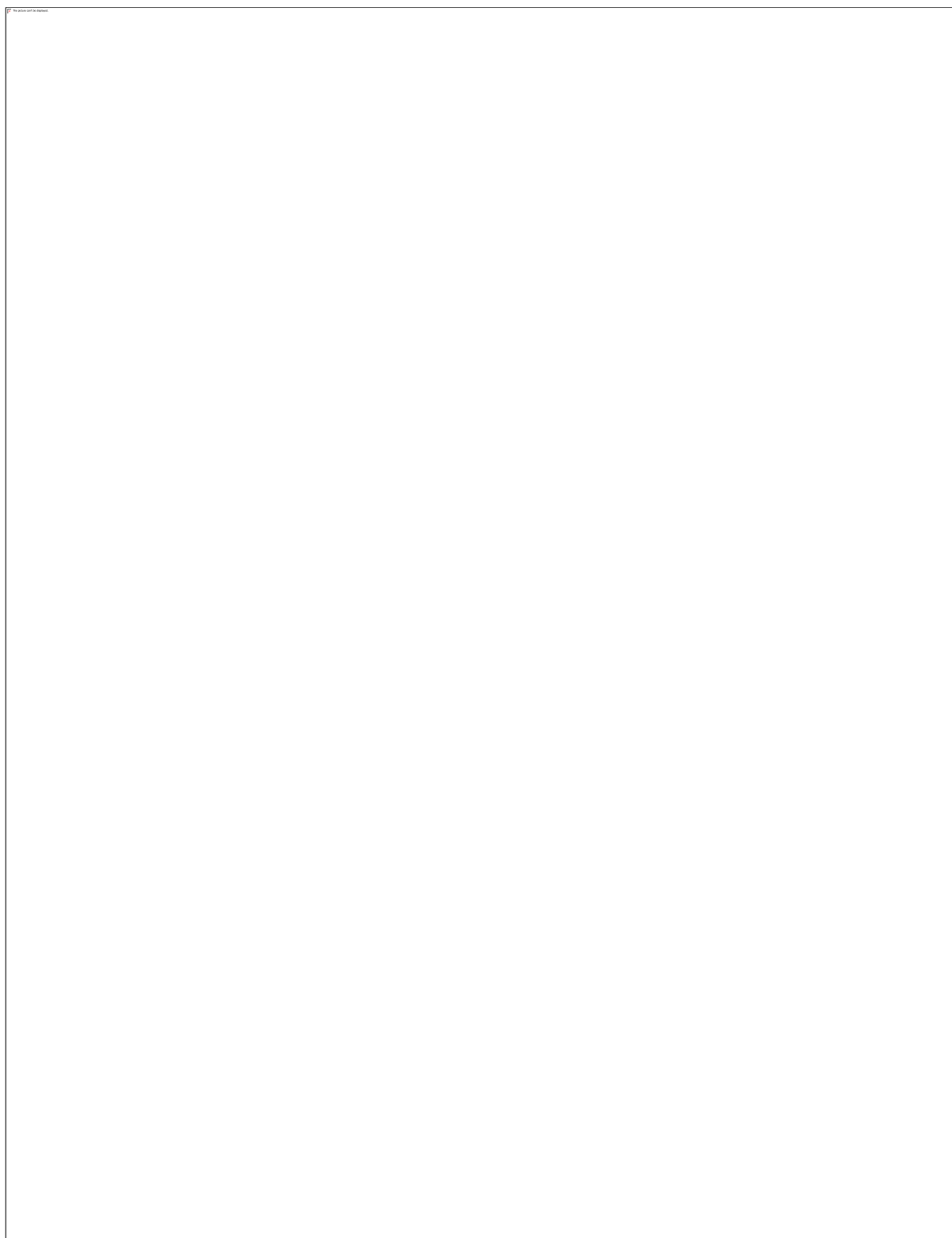


Figure 4. Location of non-automatic monitoring sites in Hillingdon, nitrogen dioxide annual mean concentrations, NO_2 ($\mu\text{g m}^{-3}$) 2025.

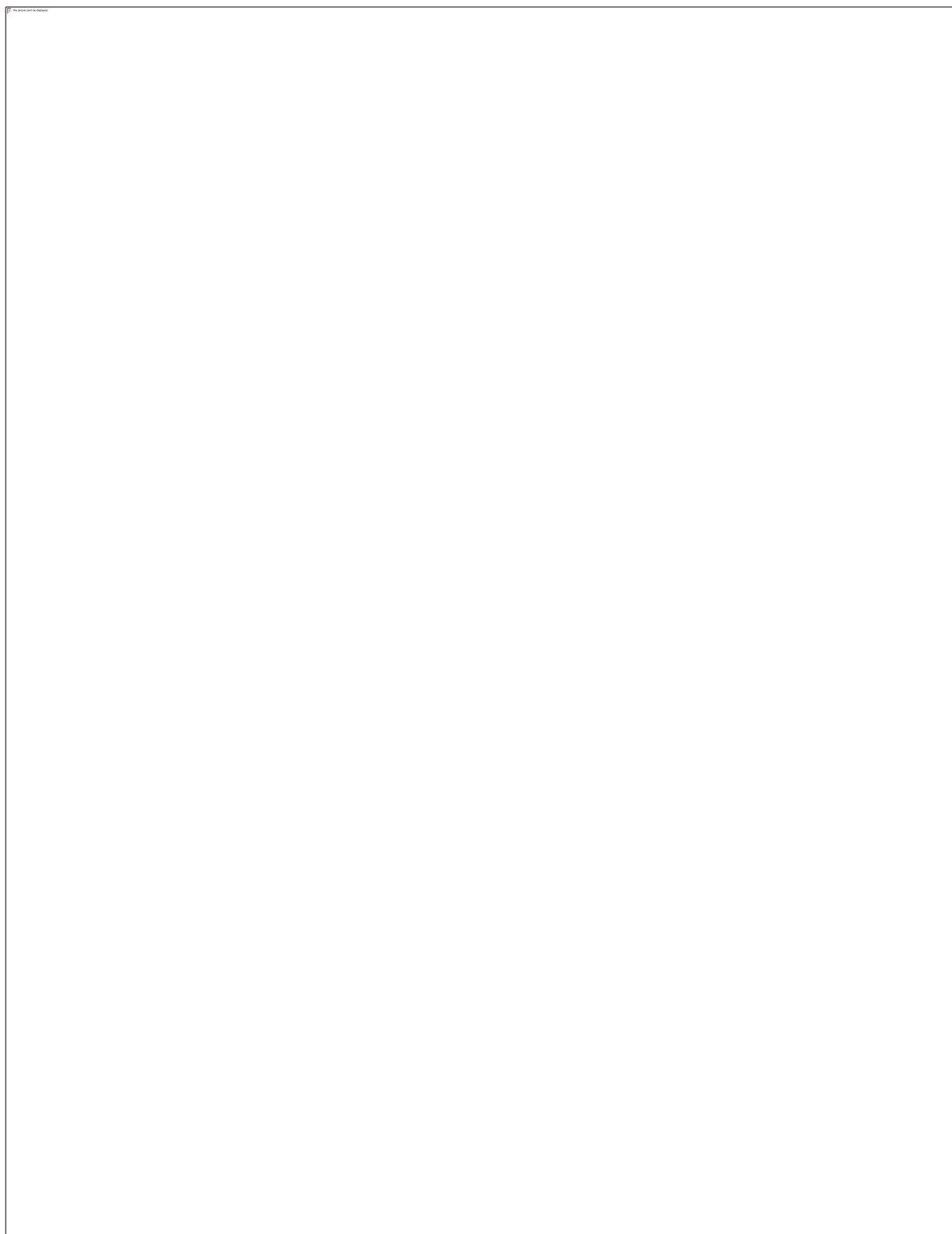


Figure 5. Location of low-cost sensor monitoring sites in Hillingdon - 2025 NO₂ annual mean concentrations (μgm^{-3}).

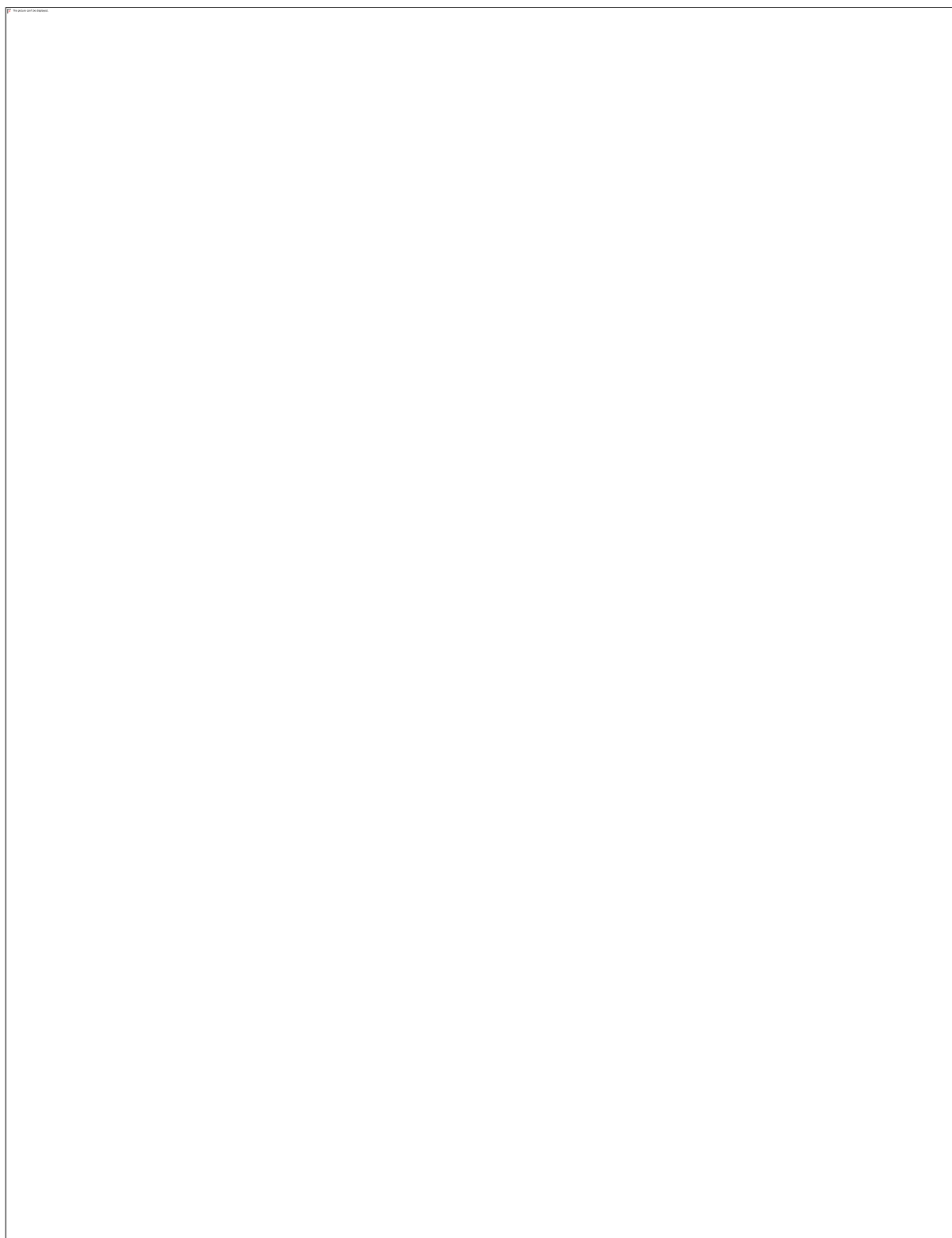


Figure 6. Location of low-cost sensor monitoring sites in Hillingdon - 2025 $PM_{2.5}$ annual mean concentrations ($\mu g m^{-3}$).

Table D. Details of automatic monitoring sites in Hillingdon for 2025

Site ID	Site Name	Site Type	X OS Grid Ref Easting (m)	Y OS Grid Ref Northing (m)	Pollutants monitored	In AQMA? (Y/N) Which AQMA?	Monitoring technique	Distance from monitoring site to relevant exposure ⁽¹⁾ (m)	Distance to kerb of nearest road ⁽²⁾ (m)	Inlet height (m)
LHR2	London Heathrow	Airport	508600	176700	NO ₂ , PM ₁₀ , PM _{2.5} PM ₁	YES, LBH	Chemiluminescence FIDAS	N/A	N/A (inside airport)	1.5
HIL	London Hillingdon	Urban background	506951	178605	NO ₂ , PM ₁₀ , PM _{2.5} , O ₃	YES, LBH	Chemiluminescence FIDAS	16m	2.5m (30m to M4)	1.5
HI1	Hillingdon 1 - South Ruislip	Roadside	510857	184917	NO ₂ , PM ₁₀	YES, LBH	Chemiluminescence TEOM	11m	2.5m	1.5
HI3	Hillingdon 3 - Oxford Avenue	Roadside	509557	176994	NO ₂ , PM ₁₀	YES, LBH	Chemiluminescence TEOM	8m and 17m	33m to A4 Bath Road (2m to Oxford Avenue)	1.5
HRL	London Harlington	Airport	508295	177800	CO, NO ₂ , O ₃ , PM ₁₀ , PM _{2.5}	YES, LBH	Chemiluminescence TEOM FDMS	N/A	3m	1.5
SIPS	Hillingdon Sipson	Urban background	507325	177282	NO ₂	YES, LBH	Chemiluminescence	9m	2.5m	1.5
HIL1	London Harmondsworth	Roadside	505561	177661	NO ₂ , PM ₁₀	YES, LBH	Chemiluminescence BAM	20m	1m	1.5
HIL4	London Harmondsworth Osiris	Urban background	505671	177605	TSP, PM ₁₀ , PM _{2.5} , PM ₁	YES, LBH	Optical	1m	13m	1.5
T55	Heathrow Green Gates	Airport	505207	177072	NO ₂ , PM ₁₀ , PM _{2.5} PM ₁	YES, LBH	Chemiluminescence FIDAS	32m	N/A (background for the airport) (62m to airport)	1.5

Site ID	Site Name	Site Type	X OS Grid Ref Easting (m)	Y OS Grid Ref Northing (m)	Pollutants monitored	In AQMA? (Y/N) Which AQMA?	Monitoring technique	Distance from monitoring site to relevant exposure ⁽¹⁾ (m)	Distance to kerb of nearest road ⁽²⁾ (m)	Inlet height (m)
									boundary)	
<i>T54</i>	Heathrow Oaks	Airport	505729	174496	NO ₂ , PM ₁₀ , PM _{2.5}	YES, LBH	Chemiluminescence FIDAS	N/A	5m	1.5
<i>HIL5</i>	Hillingdon Hayes	Roadside	510303	178882	NO ₂ , PM ₁₀	YES, LBH	Chemiluminescence BAM	15m	1m	1.5
<i>LHRBR</i>	Heathrow Bath Road	Roadside	508279	176949	NO ₂ , PM ₁₀ , PM _{2.5}	YES, LBH	Chemiluminescence FIDAS	140m	3m	1.5

(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 E. Details of non-automatic monitoring sites in Hillingdon in 2025

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref Easting (m)	Y OS Grid Ref Northing (m)	Pollutants monitored	In AQMA? (Y/N) Which AQMA?	Distance from monitoring site to relevant exposure (m)	Distance to kerb of nearest road (N/A if not applicable) (m)	Tube co-located with an automatic monitor? (Y/N)	Inlet height (m)
HILL01	AURN Site, Keats Way, West Drayton	Roadside	506926	178614	NO ₂	YES, LBH	0	30m from M4	Y	1.5
HILL02	Uxbridge Day Nursery Park Road Uxbridge (on wire Fence)	Roadside	505996	184058	NO ₂	YES, LBH	0	4	N	1.5
HILL03	South Ruislip Monitoring Station West End Road	Roadside	510821	184923	NO ₂	YES, LBH	14	2.5	Y	1.5
HILL04	Hillingdon Primary School Uxbridge Road Hillingdon (on wire fence)	Roadside	507617	182506	NO ₂	YES, LBH	0	5	N	1.5
HILL05	Hillingdon Hospital Monitoring Station Colham Road (Near John Rich House on former junction to Pield Heath Road)	Roadside	506989	181920	NO ₂	YES, LBH	7	2	N	1.5
HILL06	Warren Road Ickenham Uxbridge (1st lamp post on left)	Roadside	506243	185653	NO ₂	YES, LBH	1	23	N	1.5
HILL07	Harold Avenue (first lamp post on left)	Roadside	509918	179015	NO ₂	YES, LBH	4	30	N	1.5
HILL08	15 Phelps Way Hayes (lamp post outside of)	Roadside	509798	178654	NO ₂	YES, LBH	7	1.5	N	1.5
HILL09	25 Cranford Lane Harlington (lamp post on the left after car park)	Roadside	508758	177718	NO ₂	YES, LBH	7	1	N	1.5

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref Easting (m)	Y OS Grid Ref Northing (m)	Pollutants monitored	In AQMA? (Y/N) Which AQMA?	Distance from monitoring site to relevant exposure (m)	Distance to kerb of nearest road (N/A if not applicable) (m)	Tube co-located with an automatic monitor? (Y/N)	Inlet height (m)
HILL10	Brendan Close Harlington (1st lamp post on the left)	Roadside	508414	177125	NO ₂	YES, LBH	0	1	N	1.5
HILL11	Harmondsworth Green Harmondsworth (lamp post outside nursery)	Roadside	505736	177752	NO ₂	YES, LBH	0	1	N	1.5
HILL12	Heathrow Close Longford (1st lamp post on the right)	Roadside	504851	176770	NO ₂	YES, LBH	0	2	N	1.5
HILL13	31 Tavistock Road (on lamp-post outside house)	Roadside	505731	180288	NO ₂	YES, LBH	3	1	N	1.5
HILL14	Harefield Hospital Hill End Road (lamp-post outside entrance)	Background	505299	190923	NO ₂	NO	0	5	N	1.5
HILL15	Field End Road/Field End School S.Ruislip 3rd Lamp-post south of school entrance (outside AQMA)	Roadside	511889	186563	NO ₂	NO	8	1	N	1.5
HILL16	49 Zealand Avenue Lamp Post	Roadside	505920	177188	NO ₂	YES, LBH	8	13	N	1.5
HILL17	49 Silverdale Gardens, Hayes Lamp Post (8)	Background	510361	179820	NO ₂	YES, LBH	9	14	N	1.5
HILL18	Blyth Road, Hayes Lamp Post (4)	Roadside	509683	179486	NO ₂	YES, LBH	6	2	N	1.5
HILL19	Side of 104 Yiewsley High Street (front of 1A Fairfield Road) Lamp Post (2)	Background	506108	180493	NO ₂	YES, LBH	9	37	N	1.5
HILL20	1 Porters Way (corner with Kingston Lane) Lamp Post (1)	Background	506503	179510	NO ₂	YES, LBH	12	9	N	1.5

London Borough of Hillingdon Annual Status Report for 2025 monitoring data

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref Easting (m)	Y OS Grid Ref Northing (m)	Pollutants monitored	In AQMA? (Y/N) Which AQMA?	Distance from monitoring site to relevant exposure (m)	Distance to kerb of nearest road (N/A if not applicable) (m)	Tube co-located with an automatic monitor? (Y/N)	Inlet height (m)
HILL21	5-7 Mulberry Crescent, West Drayton Lamp Post (18)	Background	507141	179628	NO ₂	YES, LBH	10	2	N	1.5
HILL22	340 Long Lane, Uxbridge Lamp Post (71)	Roadside	507649	184611	NO ₂	YES, LBH	18	2	N	1.5
HILL23	198 Harefield Road, Uxbridge Lamp Post (2)	Background	506143	185395	NO ₂	YES, LBH	9	33	N	1.5
HILL24	59 Hillingdon Road, Uxbridge Lamp Post (56)	Roadside	506035	183611	NO ₂	YES, LBH	12	1.5	N	1.5
HILL25	10 West End Lane, Harlington Lamp Post (2)	Background	508773	177352	NO ₂	YES, LBH	11	33	N	1.5
HILL26	R/O 130 Cleave Avenue, Hayes Lamp Post (33)	Roadside	509499	178370	NO ₂	YES, LBH	18	27	N	1.5
HILL27	Botwell House RC Primary School (Side-fence)	Roadside	509755	179934	NO ₂	YES, LBH	5	12	N	1.5
HILL28	Blyth Road 2nd Tube, Hayes Lamp Post (17) (western most lamp post in front of 133 Enterprise House)	Roadside	509328	179603	NO ₂	YES, LBH	5	2	N	1.5
HILL29	Little Benty, Road name sign corner of The Brambles and Little Benty. UB7 7UJ	Background	505906	178497	NO ₂	YES, LBH	5	1.5	N	1.9
HILL30	Lamp-post down alley next to No 60a The Chase, Ickenham. Red	Background	507612	185118	NO ₂	YES, LBH	4	25	N	2.5

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref Easting (m)	Y OS Grid Ref Northing (m)	Pollutants monitored	In AQMA? (Y/N) Which AQMA?	Distance from monitoring site to relevant exposure (m)	Distance to kerb of nearest road (N/A if not applicable) (m)	Tube co-located with an automatic monitor? (Y/N)	Inlet height (m)
	<i>garage door, set back from road. UB10 8ST</i>									
HILL31	<i>On white lamp-post at end of Dorchester Waye that runs parallel with A312, side of houses</i>	<i>Background</i>	<i>511103</i>	<i>181097</i>	<i>NO₂</i>	<i>YES, LBH</i>	<i>18</i>	<i>10</i>	<i>N</i>	<i>2.2</i>
HILL32	<i>Roadside lamp-post, outside Georgian Lodge flats, Field End Road, Eastcote. HA52QL.</i>	<i>Background</i>	<i>510664</i>	<i>188599</i>	<i>NO₂</i>	<i>NO</i>	<i>8.9</i>	<i>0.6</i>	<i>N</i>	<i>2.0</i>
HILL33	<i>Kerbside lamppost outside Roundabout House, 34 Pinner Road. HA6 1BZ</i>	<i>Roadside</i>	<i>510284</i>	<i>190524</i>	<i>NO₂</i>	<i>NO</i>	<i>7.0</i>	<i>0.5</i>	<i>N</i>	<i>2.2</i>
HILL34	<i>Roadside lamp-post, pavement outside 177/179 Pinner Road. HA6 1DB.</i>	<i>Roadside</i>	<i>509900</i>	<i>190648</i>	<i>NO₂</i>	<i>NO</i>	<i>4</i>	<i>2</i>	<i>N</i>	<i>2.2</i>
HILL35	<i>Grey Lamp-post, West End Road, to the south of Sidmouth Drive, outside Aroma House Chinese. HA4 6LR</i>	<i>Roadside</i>	<i>510055</i>	<i>186080</i>	<i>NO₂</i>	<i>NO</i>	<i>7</i>	<i>0.4</i>	<i>N</i>	<i>2.3</i>
HILL36	<i>Lamp-post outside Vodafone, 69 High Street Ruislip. HA4 8JB</i>	<i>Roadside</i>	<i>509275</i>	<i>187340</i>	<i>NO₂</i>	<i>NO</i>	<i>4</i>	<i>3</i>	<i>N</i>	<i>2.4</i>
HILL37	<i>2/6 High St. Ruislip Lamp-post with Parking and church sign. HA4 7AW</i>	<i>Roadside</i>	<i>509097</i>	<i>187597</i>	<i>NO₂</i>	<i>NO</i>	<i>3</i>	<i>1</i>	<i>N</i>	<i>2.0</i>
HILL38	<i>Blue street light neat speed camera markings to west of Oxford Ave, Near AQMS. UB3 5HU</i>	<i>Roadside</i>	<i>509525</i>	<i>176949</i>	<i>NO₂</i>	<i>YES, LBH</i>	<i>6</i>	<i>1.2</i>	<i>N</i>	<i>2.2</i>

London Borough of Hillingdon Annual Status Report for 2025 monitoring data

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref Easting (m)	Y OS Grid Ref Northing (m)	Pollutants monitored	In AQMA? (Y/N) Which AQMA?	Distance from monitoring site to relevant exposure (m)	Distance to kerb of nearest road (N/A if not applicable) (m)	Tube co-located with an automatic monitor? (Y/N)	Inlet height (m)
HILL39	<i>Pinglestone Close/Bath Road A4. On cycle lane sign post. Park up Pinglestone close. UB7 0DJ.</i>	<i>Roadside</i>	<i>506000</i>	<i>176969</i>	<i>NO₂</i>	<i>YES, LBH</i>	<i>10</i>	<i>1.5</i>	<i>N</i>	<i>2.2</i>
HILL40	<i>On zone sign at corner of Sipson Close/Sipson Rd. UB7 0JX.</i>	<i>Roadside</i>	<i>507316</i>	<i>177576</i>	<i>NO₂</i>	<i>YES, LBH</i>	<i>4</i>	<i>1.8</i>	<i>N</i>	<i>1.9</i>
HILL41	<i>On the north side of the A4 near the houses by the junction with Sipson Way</i>	<i>Roadside</i>	<i>507369</i>	<i>176966</i>	<i>NO₂</i>	<i>YES, LBH</i>	<i>6</i>	<i>0.7</i>	<i>N</i>	<i>2.0</i>
HILL42	<i>Telegraph pole next to big house/field on South corner of The Drive. UB10 8DA</i>	<i>Roadside</i>	<i>506192</i>	<i>185614</i>	<i>NO₂</i>	<i>YES, LBH</i>	<i>5</i>	<i>4.5</i>	<i>N</i>	<i>2.3</i>
HILL43	<i>Lamp-post outside tattoo and Five star nail parlours, No 60, Victoria Road. HA4 0AH</i>	<i>Roadside</i>	<i>510134</i>	<i>187086</i>	<i>NO₂</i>	<i>YES, LBH</i>	<i>3.5</i>	<i>1.5</i>	<i>N</i>	<i>2.4</i>
HILL44	<i>Hillingdon NorthWood Focus Area On a lamppost on Ducks Hill Road Corner of Rising Hill Close HA6 2NP</i>	<i>Roadside</i>	<i>508162</i>	<i>191784</i>	<i>NO₂</i>	<i>NO</i>	<i>10</i>	<i>1.5</i>	<i>N</i>	<i>2.2</i>

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

(2) N/A if not applicable

3.4 Comparison of Monitoring Results with Air Quality Objectives

Trends in the monitored pollution data for the Borough are presented in the following summary Figures:

- a. Figure 7. Annual mean NO_2 concentrations measured at the automatic monitoring stations, 2019-2025, showing data for each site in the Borough. No sites exceed the annual mean objective ($40 \mu\text{g.m}^{-3}$). All sites exceed the WHO guideline ($10 \mu\text{g.m}^{-3}$).
- b. Figure 8. Annual mean NO_2 concentrations measured at diffusion tube locations, 2019-2025, showing data for each site in the Borough. Units: $\mu\text{g.m}^{-3}$. No sites exceed the annual mean objective ($40 \mu\text{g.m}^{-3}$). All sites exceed the WHO guideline ($10 \mu\text{g.m}^{-3}$).
- c. Figure 9. Annual mean PM_{10} concentrations measured at the automatic monitoring stations, 2019-2025. No sites exceed the annual mean objective ($40 \mu\text{g.m}^{-3}$). All sites exceed the WHO guideline ($15 \mu\text{g.m}^{-3}$).
- d. Figure 10. Annual mean $\text{PM}_{2.5}$ concentrations measured at the automatic monitoring stations, 2019-2025. No sites exceed the annual mean objective of $10 \mu\text{g.m}^{-3}$, nor the London annual mean target of $10 \mu\text{g.m}^{-3}$. However, the WHO guideline of $5 \mu\text{g.m}^{-3}$ is exceeded at all locations.

For annual reporting, the results presented are after adjustments for 'annualisation' and for distance to a location of relevant public exposure (wherever applicable).

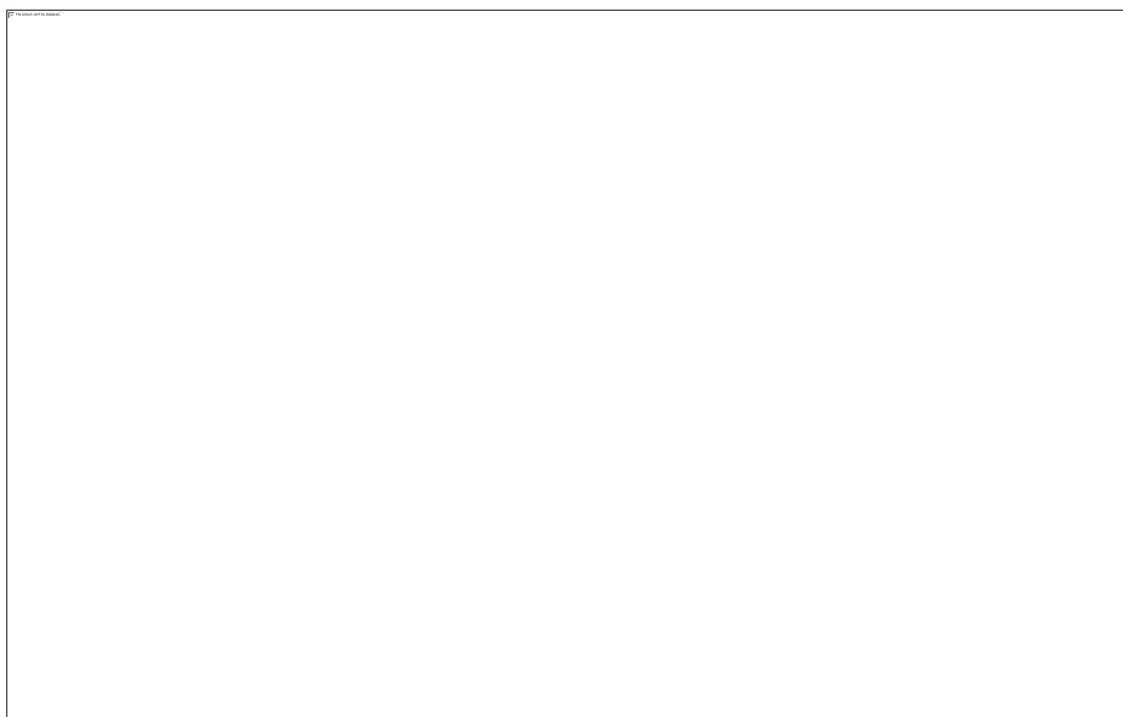


Figure 7. Annual mean NO_2 concentrations measured at the automatic monitoring stations, 2019-2025, showing data for each site in the Borough. Units: $\mu\text{g.m}^{-3}$.

Figure 7 indicates that NO₂ annual mean concentrations observed in 2025 have increased at the majority of the continuous monitoring sites (with the exception of one monitoring location where a decrease was observed (Hillingdon 3 - Oxford Avenue, H13), with increases ranging from 1.0 (London Harmondsworth) to 3.0 µg.m⁻³ (Hillingdon Hayes) from 2024 to 2025. [Exact values for NO₂, PM_{2.5} and PM₁₀ are shown in Tables F to K below, that follow this series of graphs.]

From the continuous monitoring stations, it was observed that the continuous monitoring site Hillingdon Hayes (HIL5) was the location with the smallest increase. This is attributed to the stringent planning requirements having been imposed within this sensitive area (Hayes Focus Area) where benchmarks zero apply to air quality neutral calculations to all development with total pollutant emissions required to be mitigated (Local Action Plan 2019-2024, Measure 5). Similar results have been observed at all Focus Areas managed by LBH through the planning regime.

Figure 8 indicates that NO₂ annual mean concentrations observed in 2025 have increased at the majority of the diffusion tube monitoring sites, with the highest increase observed of 3.4 µg.m⁻³ from 2024 to 2025 being noted at the diffusion tube site HILL42 located on telegraph pole next to big house/field on South corner of The Drive (within the AQMA), and the smallest increase of 0.2 µg.m⁻³ from 2024 to 2025 being registered at the diffusion tube site HILL33 located at Kerbside lamppost outside Roundabout House, 34 Pinner Road (outside the AQMA). Increases have been observed both within and outside the AQMA.

Decrease of NO₂ concentrations were observed at locations HILL01 (with a reduction of 0.1 µg.m⁻³), HILL05 and HILL38 (with a reduction of 0.3 µg.m⁻³), and HILL32 (with a reduction of 1.3 µg.m⁻³); with exception of site HILL32, these sites are within the AQMA. It is noted that all monitoring sites from the standard LBH network exceed the WHO NO₂ target value of 10 µg.m⁻³ (Figures 7 and 8) set to safeguard human health. This is of concern to LBH who will continue to strive to attain the WHO guidelines to protect citizens' health in the shortest period of time. On the other hand, all sites meet the NO₂ UK air quality annual mean objective (40 µg.m⁻³).

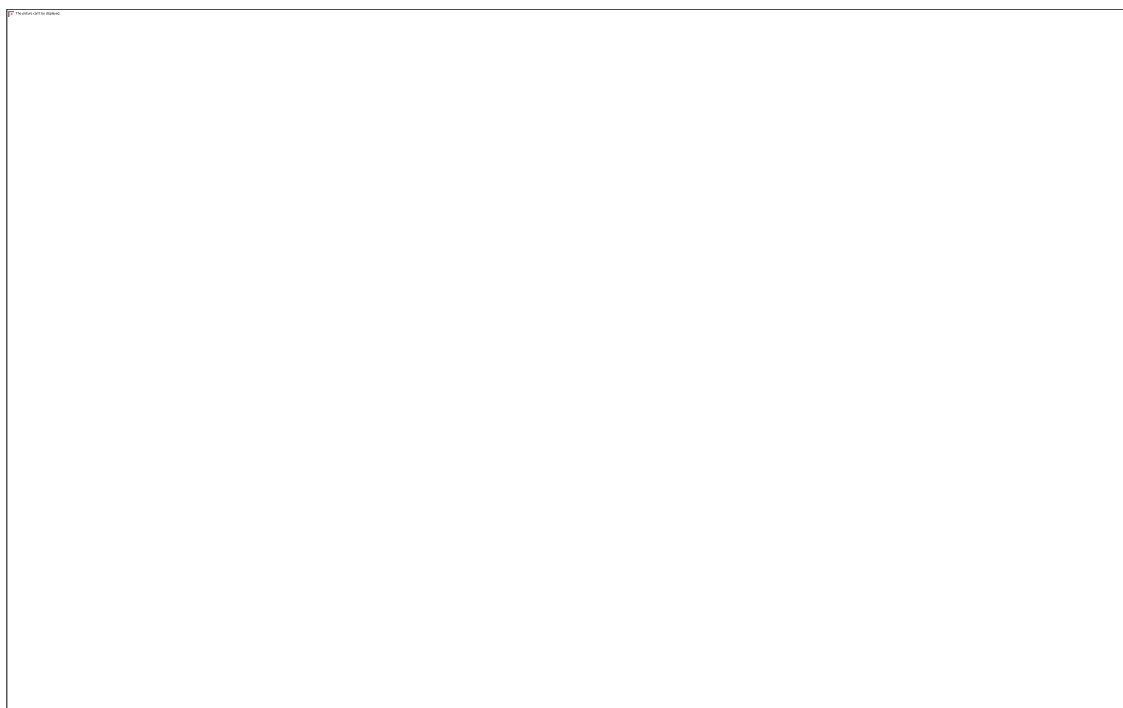


Figure 8. Annual mean NO_2 concentrations measured at the diffusion tube locations, 2019-2025, showing data for each site in the Borough. Units: $\mu\text{g.m}^{-3}$.

Regarding particulate matter concentrations (PM_{10} and $\text{PM}_{2.5}$), increases were also observed for both fractions, with increases of PM_{10} (Figure 9) ranging from 2 (observed at Heathrow Oaks, T54) to 5 $\mu\text{g.m}^{-3}$ (observed at London Heathrow, LHR2 and Hillingdon Hayes, HIL5), and increases of $\text{PM}_{2.5}$ ranging from 1 $\mu\text{g.m}^{-3}$ being observed at sites Heathrow Bath Road (LHRBR) and Heathrow Oaks (T54) to 2 $\mu\text{g.m}^{-3}$ being observed at sites London Heathrow (LHR2), London Hillingdon (HIL), London Harlington (HRL), London Harmondsworth (HIL4), and Heathrow Green Gates (T55), with the HIL4 maintaining 2024 levels.

It is noted that with exception of monitoring sites London Harmondsworth (HIL1), London Harmondsworth Osiris (HIL4), and Heathrow Oaks (T54), all sites exceed the WHO PM_{10} guideline of 15 $\mu\text{g.m}^{-3}$ and no sites exceed the London Mayoral Objective $\text{PM}_{2.5}$ target value of 10 $\mu\text{g.m}^{-3}$ across the Borough (Figures 9 and 10). On the other hand, all sites exceed the $\text{PM}_{2.5}$ WHO annual mean guideline of 5 $\mu\text{g m}^{-3}$.



Figure 9. Annual mean PM_{10} concentrations measured at the automatic monitoring stations, 2019-2025, showing data for each site in the Borough. Units: $\mu\text{g.m}^{-3}$.

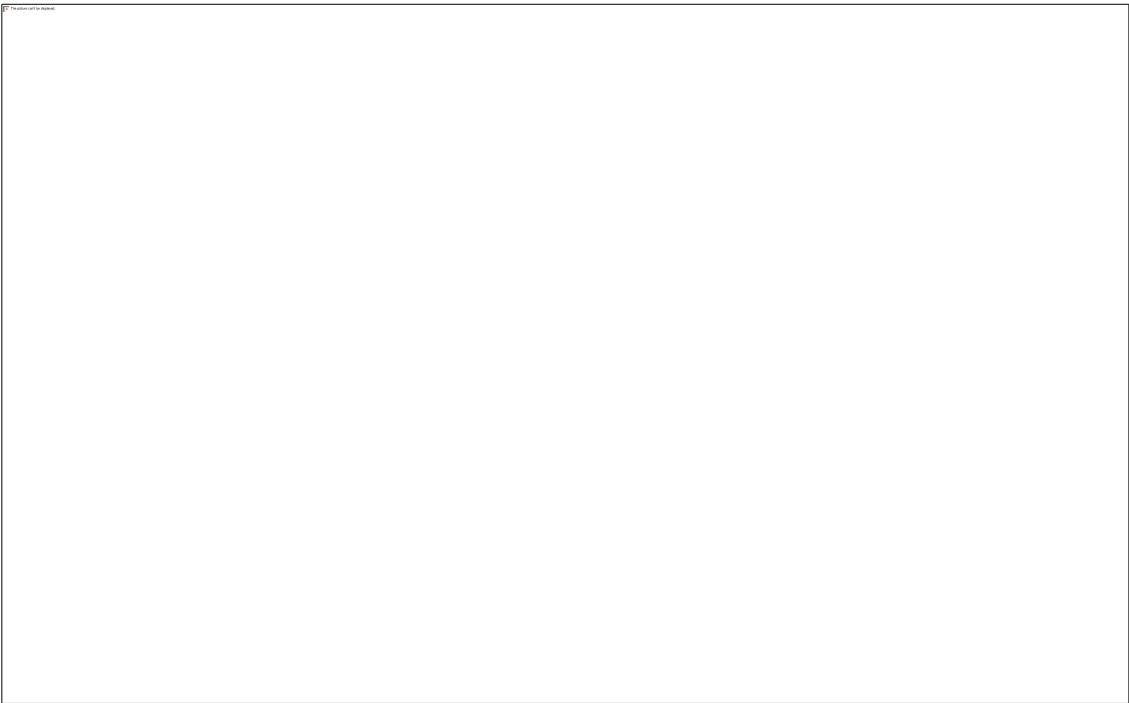


Figure 10. Annual mean $PM_{2.5}$ concentrations measured at the automatic monitoring stations, 2019-2025, showing data for each site in the Borough. Units: $\mu\text{g.m}^{-3}$.

The figures above are supplemented by the following tables that provide data for the last seven years for each monitoring site:

- e. Table F. Annual Mean NO₂ Ratified Monitoring Concentrations ($\mu\text{g.m}^{-3}$) at automatic monitoring sites.
- f. Table G. Annual Mean NO₂ Ratified and Bias-adjusted Monitoring Concentrations ($\mu\text{g.m}^{-3}$) at diffusion tube sites.
- g. Table H. NO₂ Automatic Monitor Results: Comparison with 1-hour Mean Objective.
- h. Table I. Annual Mean PM₁₀ Automatic Monitoring Results ($\mu\text{g.m}^{-3}$).
- i. Table J. PM₁₀ Automatic Monitor Results: Comparison with 24-Hour Mean Objective.
- j. Table K. Annual Mean PM_{2.5} Automatic Monitoring Results ($\mu\text{g.m}^{-3}$).

Analysis of all Tables (F to K) indicates there are no locations in the Borough where the national limit values and objectives for pollutants NO₂ and PM were exceeded in 2025 according to monitoring data. However, the WHO Air Quality Guidelines were exceeded at all locations for both pollutants.

Table F. Annual mean NO₂ ratified monitoring results ($\mu\text{g m}^{-3}$) for the automatic monitoring sites in Hillingdon for the period 2019-2025.

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid data capture for monitoring period % ^a	Valid data capture, 2025, % ^b	Annual Mean Concentration ($\mu\text{g.m}^{-3}$)						
						2019	2020	2021	2022	2023	2024	2025
LHR2	508600	176700	Airport	99.59	99.59	42	25	25	30	32	29	29
HIL ^{c)}	506951	178605	Urban background	96.34	96.34	45	28	25	28	25	23	25
HI1 ^{d)}	510857	184917	Roadside	99.62	99.62	34	16	27	28	24	20	20
HI3	509557	176994	Roadside	88.57	88.57	33	22	25	29	27	27	24
HRL	508295	177800	Airport	99.59	99.59	31	20	20	24	22	19	22
SIPS	507325	177282	Urban background	66.29	66.29	30	19	19	24	23	22	26
HIL1	505561	177661	Roadside	98.17	98.17	28	18	16	19	18	16	17
T55	505207	177072	Urban background	92.05	92.05	31	19	20	26	21	18	20
T54	505729	174496	Airport	99.73	99.73	26	17	19	20	20	18	20
HIL5	510303	178882	Roadside	98.33	98.33	41	31	34	34	34	29	32
LHRBR	508279	176949	Roadside	97.64	97.64	-	44.5 (39.5)	34	<u>36</u>	<u>36</u>	32	34

Notes:

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

Exceedance of the NO₂ annual mean AQO of 40 $\mu\text{g m}^{-3}$ are shown in **bold**. (no such cases are present in 2025)

Equal and above 36 $\mu\text{g m}^{-3}$ are shown underlined. (no such cases are present in 2025).

NO₂ annual means in excess of 60 $\mu\text{g m}^{-3}$, indicating a potential exceedance of the NO₂ hourly mean AQS objective are shown in **bold** and underlined (no such cases are present in 2025).

Results have been distance corrected where applicable (no such cases are present in 2025).

All means have been "annualised" in accordance with LLAQM Technical Guidance if valid data capture for the calendar year is less than 75% and greater than 25%. No such cases are present in 2025.

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

^a data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

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

^c this site is collocated with HILL01

^d this site is collocated with HILL03

Table G. Annual mean NO₂ ratified and adjusted monitoring results ($\mu\text{g m}^{-3}$) diffusion tubes for diffusion tubes in Hillingdon for the period 2019-2025.

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid data capture for monitoring period % ^a	Valid data capture, 2025, % ^b	Annual Mean Concentration ($\mu\text{g.m}^{-3}$)						
						2019	2020	2021	2022	2023	2024	2025
HILL01 (c)	506926	178614	Roadside	100.0	100.0	38.6	25.6	25.7	29.4	27.5	24.0	24.7
HILL02	505996	184058	Roadside	100.0	100.0	36.9	28.9	30.9	32.8	27.9	22.1	24.4
HILL03 (c)	510821	184923	Roadside	100.0	100.0	35.5	26.7 _d	27.3	30.0	24.2	19.8	21.1
HILL04	507617	182506	Roadside	100.0	100.0	27.8	22.6	23.3	24.7	21.3	20.0	22.0
HILL05	506989	181920	Roadside	100.0	100.0	34.1	27.4	25.4	27.8	26.7	24.0	23.7
HILL06	506243	185653	Roadside	100.0	100.0	35.0	30.9	29.7	32.2	27.6	23.2	23.5
HILL07	509918	179015	Roadside	100.0	100.0	36.9	28.1	28.8	30.5	28.8	23.7	24.6
HILL08	509798	178654	Roadside	100.0	100.0	33.9	24.1	25.3	26.7	25.9	21.7	24.5
HILL09	508758	177718	Roadside	91.7	91.7	36.4	23.8	24.5	28.8	26.7	23.5	23.9
HILL10	508414	177125	Roadside	91.7	91.7	39.7	25.2	26.4	28.3	31.5	26.0	26.4
HILL11	505736	177752	Roadside	100.0	100.0	25.3	20.3	18.2	21.9	20.1	18.0	18.6
HILL12	504851	176770	Roadside	100.0	100.0	33.0	22.4	23.0	28.2	24.0	21.8	22.3
HILL13	505731	180288	Roadside	100.0	100.0	27.9	19.9	21.0	21.0	21.3	18.4	20.2
HILL14	505299	190923	Background	100.0	100.0	22.4	15.5	15.4	16.5	13.6	11.1	12.9
HILL15	511889	186563	Roadside	100.0	100.0	27.2	19.9	21.6	23.3	19.7	16.9	18.1
HILL16	505920	177188	Roadside	100.0	100.0	37.7	25.4	26.4	31.0	28.0	25.8	26.3
HILL17	510361	179820	Background	100.0	100.0	31.6	24.7	24.2	24.1	22.6	19.6	21.4
HILL18	509683	179486	Roadside	100.0	100.0	37.4	29.9	27.6	28.3	25.7	22.9	24.3
HILL19	506108	180493	Background	91.7	91.7	34.6	27.1	27.6	28.7	26.2	23.1	24.9
HILL20	506503	179510	Background	100.0	100.0	36.6	31.6	31.5	34.5	29.2	23.6	26.2
HILL21	507141	179628	Background	83.3	83.3	32.3	23.4	24.1	27.9	24.5	21.9	23.3
HILL22	507649	184611	Roadside	100.0	100.0	38.3	31.3	33.7	33.5	29.6	24.6	26.9
HILL23	506143	185395	Background	75.0	75.0	29.3	22.1	23.8	25.0	17.0	17.1	19.5
HILL24	506035	183611	Roadside	100.0	100.0	34.7	27.6	32.0	31.1	27.0	23.5	25.4
HILL25	508773	177352	Background	100.0	100.0	38.7	28.3	28.5	32.8	30.2	25.7	26.3
HILL26	509499	178370	Roadside	100.0	100.0	40.0	28.2	26.8	29.2	27.7	23.1	24.3
HILL27	509755	179934	Roadside	91.7	91.7	33.2	24.5	25.3	26.8	26.9	24.6	25.1
HILL28	509328	179603	Roadside	100.0	100.0	31.7	23.0	23.5	27.1	21.4	18.8	19.1
HILL29	505906	178497	Background	91.7	91.7	32.6	23.7	23.0	25.2	24.1	20.4	22.6
HILL30	507612	185118	Background	100.0	100.0	25.3	20.0	19.2	19.9	17.4	15.0	16.5
HILL31	511103	181097	Background	91.7	91.7	32.5	24.3	23.2	25.3	22.0	19.2	20.2
HILL32	510664	188599	Background	100.0	100.0	44.4	32.5	37.4	40.1	36.3	31.4	30.1
HILL33	510284	190524	Roadside	100.0	100.0	39.5	29.0	31.8	31.5	27.4	23.7	23.9

London Borough of Hillingdon Annual Status Report for 2025 monitoring data

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid data capture for monitoring period % ^a	Valid data capture, 2025, % ^b	Annual Mean Concentration (µg.m ⁻³)						
						2019	2020	2021	2022	2023	2024	2025
HILL34	509900	190648	Roadside	100.0	100.0	35.9	26.3	28.4	30.1	25.6	21.9	23.4
HILL35	510055	186080	Roadside	100.0	100.0	36.9	28.9	28.0	27.2	23.9	19.5	21.5
HILL36	509275	187340	Roadside	100.0	100.0	38.5	28.1	31.6	32.7	29.7	25.7	28.5
HILL37	509097	187597	Roadside	100.0	100.0	39.9	28.1	30.4	31.7	27.1	23.5	25.1
HILL38	509525	176949	Roadside	100.0	100.0	44.0	33.0	28.9	35.6	34.4	29.1	28.8
HILL39	506000	176969	Roadside	100.0	100.0	45.7	29.2	29.1	37.1	32.6	27.0	29.3
HILL40	507316	177576	Roadside	100.0	100.0	35.5	23.6	23.4	26.6	27.8	24.1	25.9
HILL41	507369	176966	Roadside	100.0	100.0	48.7	31.8	32.9	40.1	<u>38.6</u>	32.0	33.0
HILL42	506192	185614	Roadside	100.0	100.0	39.6	28.9	29.3	31.5	26.8	21.0	24.4
HILL43	510134	187086	Roadside	100.0	100.0	39.4	29.1	28.2	28.6	24.1	20.3	22.4
HILL44	508162	191784	Roadside	100.0	100.0	-	-	27.0	26.1	22.8	17.4	18.0

Notes:

☑ Annualisation has been conducted where data capture is <75% and >25% in line with LLAQM.TG19. (no such cases are present in 2025)

☑ 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.

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

Exceedances of the NO₂ annual mean objective of 40 µg.m⁻³ are shown in **bold**. (no such cases are present in 2025). Exceedance of 36 µg.m⁻³ is shown underlined. (no such cases are present in 2025)

NO₂ annual means in excess of 60 µg.m⁻³, indicating a potential exceedance of the NO₂ hourly mean AQS objective are shown in **bold** and underlined (no such cases are present in 2025)

^a data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

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

^c This is a triplicate measurement.

Table H. NO₂ automatic monitoring results for Hillingdon for the period 2019-2025: Comparison with 1-hour mean objective, showing the number of 1-hour means where NO₂ > 200 µg.m⁻³.

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid data capture for monitoring period % ^a	Valid data capture 2025 % ^b	Number of Hourly Means > 200 µg.m ⁻³						
						2019	2020	2021	2022	2023	2024	2025
LHR2	508600	176700	Airport	99.59	99.59	1	0	0	0	0	0	0
HIL	506951	178605	Urban background	96.34	96.34	0	0	0	0	0	0	0
HI1	510857	184917	Roadside	99.62	99.62	0	0	0	0	0	0	0
HI3	509557	176994	Roadside	88.57	88.57	0	0	0	0	2	0	0
HRL	508295	177800	Airport	99.59	99.59	0	0	0	0	0	0	0
SIPS	507325	177282	Urban background	66.29	66.29	0	0	0	0	0	0	0
HIL1	505561	177661	Roadside	98.17	98.17	0	0	0	0	0	0	0
T55	505207	177072	Urban background	92.05	92.05	0	0	0	0	0	0	0

London Borough of Hillingdon Annual Status Report for 2025 monitoring data

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid data capture for monitoring period % ^a	Valid data capture 2025 % ^b	Number of Hourly Means > 200 µg.m ⁻³						
						2019	2020	2021	2022	2023	2024	2025
<i>T54</i>	<i>505729</i>	<i>174496</i>	<i>Airport</i>	<i>99.73</i>	<i>99.73</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
<i>HIL5</i>	<i>510303</i>	<i>178882</i>	<i>Roadside</i>	<i>98.33</i>	<i>98.33</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>1</i>
<i>LHRBR</i>	<i>508279</i>	<i>176949</i>	<i>Roadside</i>	<i>97.64</i>	<i>97.64</i>	<i>-</i>	<i>-</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>

Notes:

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

Exceedance of the NO₂ short term AQO of 200 µg m⁻³ over the permitted 18 hours per year are shown in **bold**. (no instances)

Where valid data are available for less than 85% of a full year, the 99.8th percentile of 1-hour means is provided in brackets after the number of exceedances.

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

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

Table I. Annual Mean PM₁₀ Automatic Monitoring Results (µg.m⁻³) for the period 2019-2025.

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid data capture for monitoring period % ^a	Valid data capture 2025 % ^b	Annual Mean Concentration (µgm ⁻³)						
						2019	2020	2021	2022	2023	2024	2025
LHR2	508600	176700	Airport	80.66	80.66	14	13	11	11	13	11	16
HIL	506951	178605	Urban background	95.59	95.59	N/A	N/A	N/A	N/A	14	13	17
HI1	510857	184917	Roadside	98.95	98.95	17	17	18	17	19	18	21
HI3	509557	176994	Roadside	94.37	94.37	24	24	23	20	22	18	21
HRL	508295	177800	Airport	99.43	99.43	15	15	14	13	13	11	14
HIL1	505561	177661	Roadside	94.73	94.73	18	15	16	14	16	13	13
HIL4	505671	177605	Urban background	84.08	84.08	16	14	15	13	14	12	12
T55	505207	177072	Urban background	98.72	98.72	14	13	12	12	13	12	15
T54	505729	174496	Airport	99.86	99.86	15	15	13	12	13	12	14
HIL5	510303	178882	Roadside	93.17	93.17	30	28	25	26	30	22	27
LHRBR	508279	176949	Roadside	96.29	96.29	-	-	14	14	16	13	16

Notes:

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

Exceedance of the PM₁₀ annual mean AQO of 40 µg m⁻³ are shown in **bold** (no instances).

All means have been “annualised” in accordance with LLAQM Technical Guidance, if valid data capture is less than 75% and more than 25%.(no instances).

^a data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

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

Table J. PM₁₀ Automatic Monitoring Results: Comparison with 24-Hour Mean Objective, Number of PM₁₀ 24-Hour Means > 50 µg m⁻³ for the period 2019-2025

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid data capture for monitoring period % ^a	Valid data capture 2025 % ^b	Number of Daily Means > 50 µgm ⁻³						
						2019	2020	2021	2022	2023	2024	2025
LHR2	508600	176700	Airport	80.66	80.66	6	0	0	2	1	0	2
HIL	506951	178605	Urban background	95.59	95.59	N/A	N/A	N/A	0	3	0	3
HI1	510857	184917	Roadside	98.95	98.95	3	1	0	4	1	0	0
HI3	509557	176994	Roadside	94.37	94.37	4	6	0	1	4	3	1
HRL	508295	177800	Airport	99.43	99.43	6	1	0	2	0	0	3
HIL1	505561	177661	Roadside	94.73	94.73	0	0	0	0	0	0	1
HIL4	505671	177605	Urban background	84.08	84.08	1	0	0	0	0	0	1
T55	505207	177072	Urban background	98.72	98.72	4	0	0	2	0	0	3
T54	505729	174496	Airport	99.86	99.86	4	0	0	2	0	0	1
HIL5	510303	178882	Roadside	93.17	93.17	25	16	25	23	16	6	10
LHRBR	508279	176949	Roadside	96.29	96.29	-	0	0	4	1	0	3

Notes:

Exceedance of the PM₁₀ 24-hour mean objective (50 µg m⁻³ over the permitted 35 days per year) are shown in **bold**. Where the period of valid data is less than 85% of a full year, the 90.4th percentile is shown in brackets after the number of exceedances.

^a data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

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

Table K. Annual Mean PM_{2.5} Automatic Monitoring Results (µg.m⁻³) for the period 2019-2025

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid data capture for monitoring period % ^a	Valid data capture 2025 % ^b	Annual Mean Concentration (µgm ⁻³)						
						2019	2020	2021	2022	2023	2024	2025
LHR2	508600	176700	Airport	80.66	80.66	8	9	7	7	8	7	9
HIL	506951	178605	Urban background	95.59	95.59	N/A	N/A	N/A	N/A	7	7	9
HRL	508295	177800	Airport	99.63	99.63	9	10	8	8	8	7	9
HIL4	505671	177605	Urban background	84.09	84.09	6	5	7	6	7	6	6
T55	505207	177072	Urban background	98.72	98.72	7	8	7	7	8	7	9
T54	505729	174496	Airport	99.86	99.86	10	10	7	7	8	7	8
LHRBR	508279	176949	Roadside	96.29	96.29	-	-	11	8	9	8	9

Notes:

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

Exceedance of the PM_{2.5} annual mean AQO of 25 µgm⁻³ are shown in **bold**.

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

^a data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

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

3.5 HS2 Monitoring Data

Construction work on HS2 has continued in 2025 within Hillingdon. According to the master plan of works, the route starts at London Euston and tunnels for 13 miles to surface into Hillingdon at South Ruislip.

HS2 has established several diffusion tubes for NO₂ in the Borough. Six of these are along the lorry routes serving the construction activities, one is a co-location tube with a continuous monitor and four are on roads not impacted by the HS2 construction activities to act as controls. Details for these sites are shown in Table M and bias adjusted (using 2025 national bias adjustment for 20% TEA in water for roadside locations, 0.81, Socotec, Didcot) monitoring results for 2025 are presented in Table M.

Table L. Details of HS2 Diffusion Tubes in Hillingdon in 2025.

Site ID	Site location	Location type	X coordinate	Y coordinate	Height (m)	Site purpose
HS2-000020BNT	Lamp post on Pembroke Road	Background	509678	187214	2.5	Background not affected by scheme
HS2-000020BNU	Cowley Road sign post at junction with Hillingdon Road	Roadside	505492	183926	2.5	Roadside not affected by scheme
HS2-000020BNV	High Street sign post at junction with Pembroke Road	Roadside	509439	187117	2.3	Roadside not affected by scheme
HS2-000020BNW	Signpost on A4020 Uxbridge Road at junction with Long Lane	Roadside	507365	182687	2.5	Roadside not affected by scheme
HS2-000020BP8	Triplicate site at South Ruislip roadside automatic monitoring station	Roadside	510858	184916	2.5	Colocation roadside
HS2-000020BPK	Lamp post in crescent off Swakeleys Road	Roadside	506542	186037	2.2	Predicted significant effect
HS2-000020BPL	Warren Road sign post on corner of Swakeleys Road and Warren Road	Roadside	506240	185660	2.3	Predicted significant effect
HS2-000020BPN	Lamp post on B467	Roadside	506767	186224	2.3	Predicted significant effect
HS2-000020BQH	Lamp post on High Road Ickenham	Roadside	508451	186879	2.4	Predicted significant effect
HS2-000020BQN	Lamp post on Park Road	Roadside	506176	185444	2.4	Predicted significant effect
HS2-000020BQP	Sign post on Long Lane	Roadside	507614	184663	2.1	Predicted significant effect

Table M. Diffusion tube results for NO₂ from the HS2 study in 2025, bias adjusted. Units: $\mu\text{g.m}^{-3}$.

Site ID	Site location	Location type	2019	2020	2021	2022	2023	2024	2025 raw	2025 adjusted
HS2-000020BNT	Lamp post on Pembroke Road	Background	23.4	20.3	23.4	20.8	13.5	14	21	17.0
HS2-000020BNU	Cowley Road sign post at junction with Hillingdon Road	Roadside	41.1	33.7	<u>38.7</u>	<u>37.4</u>	27.8	26	33	26.7
HS2-000020BNV	High Street sign post at junction with Pembroke Road	Roadside	<u>37.7</u>	30.5	33.3	32.4	23.5	23	32	25.9
HS2-000020BNW	Signpost on A4020 Uxbridge Road at junction with Long Lane	Roadside	40.9	31.9	<u>37.8</u>	<u>35.7</u>	26.1	23	33	26.7
HS2-000020BPK	Lamp post in crescent off Swakeleys Road	Roadside	34.9	27.8	31.5	28.2	21.3	20	24	19.4
HS2-000020BPL	Warren Road sign post on corner of Swakeleys Road and Warren Road	Roadside	<u>37.6</u>	31.4	32.4	30.7	21.5	20	26	21.1
HS2-000020BPN	Lamp post on B467	Roadside	31	25	29.7	29.1	21.7	23	27	21.9
HS2-000020BQH	Lamp post on High Road Ickenham	Roadside	<u>38</u>	30	35.1	<u>36.5</u>	27.8	26	30	24.3
HS2-000020BQN	Lamp post on Park Road	Roadside	45	33	<u>37.8</u>	34.9	24.3	23	35	28.4
HS2-000020BQP	Sign post on Long Lane	Roadside	41	31	33.3	34.0	22.8	21	31	25.1
HS2-000020BP8	Triplicate site at South Ruislip roadside automatic monitoring station	Roadside	<u>36.4</u>	27.5	30.6	28.2	21.8	18	26	21.1

Note: Values exceeding the NO₂ Annual Mean Objective $40\mu\text{g.m}^{-3}$ are in **bold** and values above $36\mu\text{g.m}^{-3}$ are underlined.

Analysis of results indicates that after bias adjustment using national 0.81 value, no locations register annual mean values equal or above $36\mu\text{g.m}^{-3}$ with site HS2-000020BQN (a location predicted to be impacted by the HS2 scheme) registering the highest concentrations. HS2 has reported to LBH that they will be processing the raw data using their local bias adjustment factor (to be released in the following months) and therefore results could be significantly higher than those reported in Table M above.

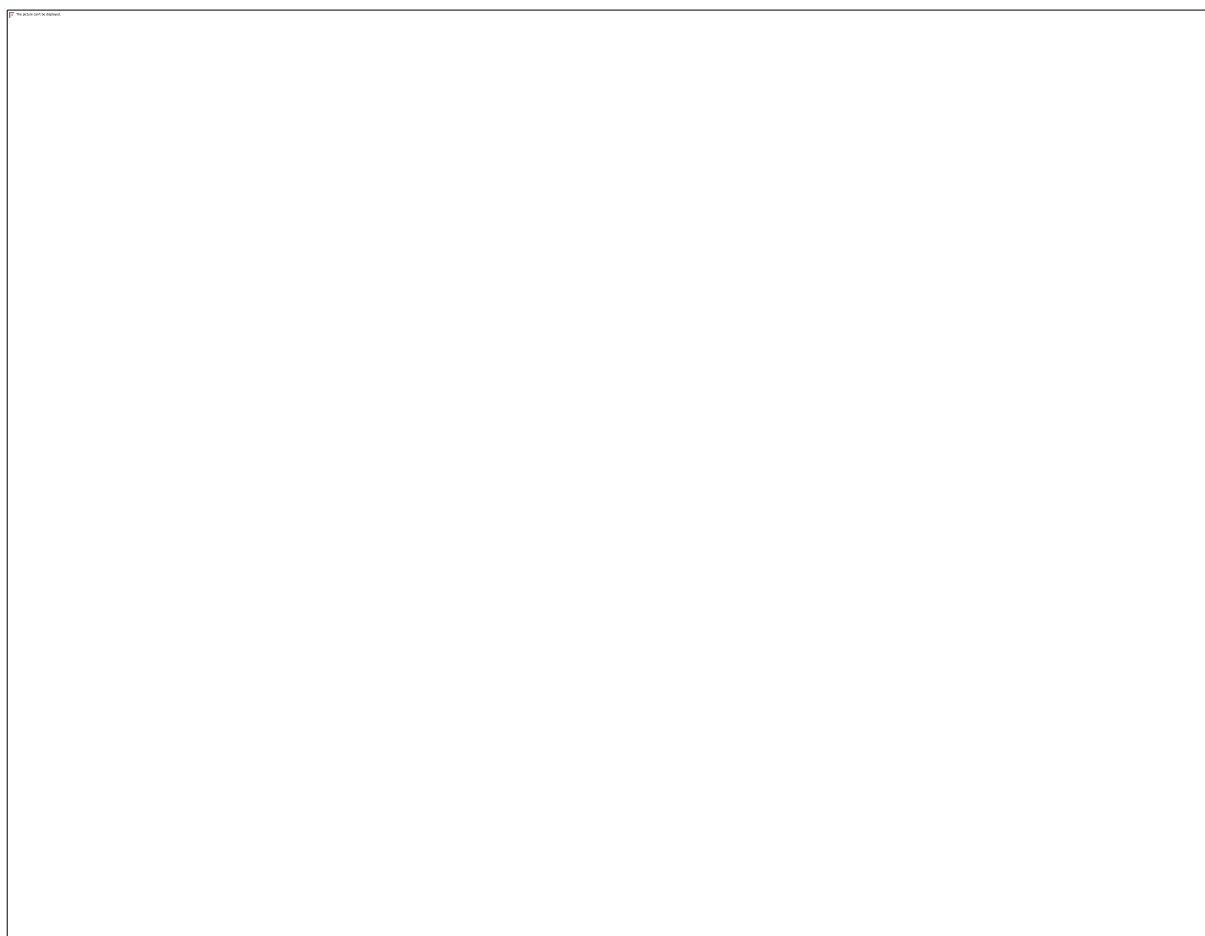


Figure 11. Annual mean NO₂ concentrations measured at HS2 diffusion tube locations, 2025, showing data for each site in the Borough. Units: µg.m⁻³.

4 ACTIONS TO IMPROVE AIR QUALITY

4.1 Air Quality Management Areas

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

A summary of the AQMA declared by London Borough of Hillingdon can be found in Table N. The table presents a description of the designated AQMA that is currently designated within London Borough of Hillingdon. Section 1.3 above provided a map of the AQMA (Figure 1) and the air quality monitoring locations in relation to the AQMA are presented in Figures 2, 3, 4, 5 and 6 in section 2 of this report. The air quality objectives pertinent to the current AQMA designation is the NO₂ annual mean.

Table N. Declared Air Quality Management Area for LBH

AQMA Name	London Borough of Hillingdon AQMA
Date of Declaration	May 2003
Pollutants and Air Quality Objectives	NO ₂ Annual Mean Value
One Line Description	An area encompassing the area to the south of the railway, covering the southern half of the Borough – please see Figure 1
Is air quality in the AQMA influenced by roads controlled by Highways England?	YES
Level of Exceedance: Declaration	36µgm ⁻³
Level of Exceedance: Current Year	No exceedances
Number of Years Compliant with Air Quality Objective	3 years
Name and Date of AQAP Publication	London Borough of Hillingdon LAP 2019-2024, May 2019
Web Link to AQAP	Visit the AQAP for LBH AQMA at https://modgov.hillingdon.gov.uk/documents/s45069/Air%20Quality%20Action%20Plan%202019-2024.pdf

☒ London Borough of Hillingdon confirm the information on UK-Air regarding their AQMA(s) is up to date

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

4.2 ASR Highlights

4.2.1 Idling Vehicles

The Council continued during 2025 to take an active role in tackling vehicle idling across the Borough as part of its wider air quality and public health objectives. Enforcement activity and awareness campaigns targeting unnecessary engine idling continued throughout the year, particularly at locations affected by congestion, schools, taxi waiting areas and areas surrounding Heathrow Airport.

During the 2025 reporting year, the Council continued enforcement activity against idling vehicles across the Borough, building upon the significant increase in enforcement activity recorded during 2024. Joint operations between the Council, Transport for London (TfL) and the Metropolitan Police also continued during 2025 to address anti-social behaviour associated with private hire vehicles (PHVs), including engine idling, illegal parking and obstruction issues in areas surrounding Heathrow Airport and along strategic road corridors.

The Council has continued to work collaboratively with partner agencies to undertake coordinated enforcement exercises and driver engagement activities. Heathrow Airport also continued to promote anti-idling awareness campaigns during 2025 aimed at reducing emissions associated with airport-related traffic and taxi activity. ([heathrow.com](https://www.heathrow.com))

Anti-idling awareness campaigns continued to be promoted through schools, businesses and community engagement initiatives during 2025. Educational materials, signage and wider public awareness messaging continued to be circulated through school travel programmes, anti-idling events and wider air quality engagement activities. Schools across the Borough continue to be encouraged to participate in anti-idling initiatives and incorporate air quality measures within School Travel Plans.

The Borough also continued to support wider regional anti-idling initiatives aligned with the Mayor of London's air quality objectives and the London Local Air Quality Management framework. These measures continue to contribute towards reducing roadside concentrations of nitrogen dioxide and particulate matter whilst also supporting wider climate change and public health objectives through reductions in unnecessary vehicle emissions.

4.2.2 Fleet replacement

The Council continues to progress the transition of its operational fleet towards lower emission and zero emission vehicles in line with the objectives set out within the Climate Change Action Plan. The Council remains committed to replacing all diesel-powered vehicles weighing 3.5 tonnes or less before 2030 and continued implementation of this objective during 2025.

The Council's fleet continues to include fully electric pool cars, hybrid vehicles and fully electric vans, with electric and hybrid vehicles increasingly being incorporated into operational services where suitable for operational requirements. Procurement processes for fleet replacement continue to require assessment of both conventional and ultra-low emission vehicle options to support the transition to cleaner fleet technologies and ensure lifecycle and infrastructure considerations are incorporated into vehicle replacement decisions.

During 2025, the Council continued to explore opportunities to expand the proportion of electric and low-emission fleet vehicles, whilst recognising the operational and infrastructure constraints associated with larger commercial and specialist fleet vehicles. Key challenges remain associated with depot charging infrastructure and electricity supply capacity, particularly at Harlington Road Depot, where significant electrical infrastructure upgrades are required to facilitate large-scale fleet electrification. Feasibility and infrastructure planning work continued during 2025 to assess future charging requirements and identify appropriate long-term solutions.

The Council also continued to pursue wider fleet decarbonisation and sustainability measures through its Climate Action Programme and associated corporate strategies. These measures support both carbon reduction and local air quality improvement objectives through reducing emissions of nitrogen oxides (NOx) and particulate matter from Council-operated vehicles.

The Borough's wider Climate Action Plan commits the Council to achieving net zero operational emissions by 2030 and includes ongoing actions relating to fleet replacement, energy efficiency, electric vehicle infrastructure and sustainable transport measures. Fleet replacement therefore continues to demonstrate strong linkages between air quality improvement, climate change mitigation and public health objectives. (hillingdon.gov.uk)

The Council has also continued to monitor developments in electric vehicle technology, depot charging solutions and Government funding opportunities to support future fleet transition programmes. As the market for electric commercial vehicles continues to develop, the Council expects opportunities for further fleet electrification to increase over the coming years.

4.2.3 Electric vehicle charging

The Council continued during 2025 to expand and improve electric vehicle (EV) charging infrastructure across the Borough in support of its Electric Vehicle Infrastructure Strategy and wider Climate Action Plan objectives. The Borough's Electric Vehicle Charging Point (EVCP) Project Engineer continued to oversee the delivery and expansion of the public charging network and coordinate future infrastructure planning.

The programme of EV charger installation delivered in partnership with APCOA Parking UK continued during 2025, building on the significant rollout completed during 2024. The Council's wider strategy aims to provide a comprehensive, accessible and future-proof EV charging network across the Borough by 2030. (hillingdon.gov.uk)

During 2025, the Council continued to monitor usage and performance of the 46 charging points brought into operation during 2024, including both standard and rapid charging infrastructure located across Council-owned car parks and strategic destinations. These installations support the transition towards lower emission vehicles and contribute towards reductions in roadside emissions associated with petrol and diesel vehicles.

The Council also progressed plans for additional phases of EV charging delivery following the successful securing of further funding support. Feasibility studies and electrical capacity assessments continued during 2025 to identify further suitable locations for future expansion of the charging network. The Council has continued to work with distribution network operators and delivery partners to address grid capacity and infrastructure requirements associated with rapid charging provision.

In addition to the Council-operated APCOA charging network, further EV charging infrastructure proposals and privately operated rapid charging facilities within the Borough

continued to progress during 2025, including the approval of a new ultra-rapid charging hub at Hatton Cross station.

A second phase of rollout involving an additional 36 charging points was confirmed and remained under development following electrical capacity assessments.

The Council's wider EV Infrastructure Strategy anticipates hundreds of additional charge points by 2030, beyond the initial APCOA deployment sites listed in 2024.

In 2025, planning permission was approved within the Borough for a major ultra-rapid charging hub at Hatton Cross station car park, delivered through the Fastned / Places for London partnership. This scheme includes:

- a) 12 ultra-rapid charging bays (400kW),
- b) renewable energy supply,
- c) accessible charging bays,
- d) and associated customer facilities.

In addition to public charging infrastructure, the Council has continued to support the uptake of ultra-low emission vehicles through wider transport and fleet initiatives. This includes the gradual transition of Council fleet vehicles towards lower emission alternatives where operationally feasible, alongside promotion of sustainable transport measures through the Borough's Climate Action Programme.

The Borough continues to participate in regional and national initiatives supporting EV infrastructure delivery, including engagement with Transport for London and Government-backed funding programmes aimed at accelerating EV charging rollout across London boroughs. The Council has also continued to promote accessibility and ease of use of charging infrastructure through improvements to charging technology, payment systems and user information.

HillingdonFirst cardholders continue to benefit from discounted charging tariffs at participating Council-operated charging locations. The Council's expanding charging network forms an important part of its long-term strategy to support the transition to cleaner vehicles, reduce transport-related emissions and improve local air quality across the Borough.

4.2.4 Schools and play areas

A number of activities continued to be carried out with schools during 2025, with projects focused particularly on active travel to school and links to the TfL Travel for Life (formerly STARS) programme. The Borough continues to perform strongly within the TfL accreditation scheme, with Hillingdon recognised in 2025 as one of the London boroughs with the highest proportion of schools achieving Gold accreditation status.

The Council's School Travel and Road Safety (STaRS) Team continued to work closely with schools to develop and maintain accredited School Travel Plans and promote safer and more sustainable travel choices. The team provides education, training and publicity initiatives aimed at reducing car use on the school journey, improving road safety and increasing walking, cycling and scooting across the Borough.

Cycle and scooter training continued during 2025, alongside delivery of Bikeability training programmes within schools. Practical Pedestrian Training also continued to be offered to

primary schools across the Borough. Schools continued to participate in practical scooter training sessions, road safety campaigns and Theatre in Education performances focused on sustainable travel and safer travel behaviours.

All schools continued to be alerted to anti-idling campaigns, webinars and wider air quality resources. Schools were also encouraged to utilise the London Schools Pollution Helpdesk and to integrate air quality initiatives within their School Travel Plans to support Travel for Life accreditation objectives.

Walking maps remain displayed at school entrances and continue to be promoted to parents and carers throughout the academic year. The Council has continued to support measures encouraging walking and cycling to school through school engagement activities, competitions and awareness campaigns linked to national initiatives including Walk to School Week and active travel promotion events.

The Council's Active Travel Movement and Youth Travel Ambassador initiatives also continued during 2025. These programmes encourage pupils to develop campaigns and projects promoting sustainable travel and road safety within their school communities. Hillingdon schools continued to participate in Dragons' Den-style events enabling pupils to bid for funding to support innovative active travel projects and campaigns.

The Council also continued to support engineering and infrastructure measures around schools to improve road safety and encourage active travel. Previous and ongoing schemes have included 20mph zones, improved crossings, traffic calming, footway improvements and walking and cycling infrastructure enhancements around school locations.

Interest in air quality monitoring and school-related air quality improvement measures continues to increase, with more schools seeking involvement in monitoring and awareness initiatives. The Council continues to explore opportunities for future projects and funding streams linked to school streets, active travel and air quality improvement measures.

4.2.5 Emissions from buildings

The Council continued during 2025 to progress measures aimed at reducing emissions from buildings and improving energy efficiency across the Borough's public and residential building stock. These measures support the Council's wider climate change, fuel poverty and air quality objectives through reducing reliance on older fossil fuel heating systems and improving overall building energy performance.

Works funded through the Public Sector Decarbonisation Scheme (PSDS) continued during 2025, supporting the transition of several major Council-operated facilities to lower carbon heating systems and improved energy efficiency measures. Projects associated with the Civic Centre, Highgrove Pool, Hillingdon and Uxbridge Lido and Winston Churchill Hall continued to be progressed, including improvements to heating systems, insulation and associated building energy infrastructure. The Council previously secured approximately £13.75 million through the Government's Public Sector Decarbonisation Scheme to support these projects.

During 2025, decarbonisation works at leisure and civic facilities continued to include the installation of air source heat pumps, solar photovoltaic panels, building energy management system upgrades, improved insulation measures and energy efficiency improvements designed to reduce energy demand and operational emissions. Works undertaken at Hillingdon Lido included the installation of multiple air source heat pumps, solar PV systems and pool energy efficiency improvements.

The Council also continued delivery of programmes aimed at improving energy efficiency within the Borough's housing stock. The planned domestic boiler replacement programme within the Housing Revenue Account Works to Stock Programme remained ongoing during 2025, with older gas boilers being replaced with newer, more energy-efficient systems to improve heating efficiency and reduce fuel consumption and emissions from residential properties.

The Boiler Repair Scheme also continued to operate during 2025, providing support to eligible residents and vulnerable households requiring repairs to boilers and domestic heating systems. This scheme assists in maintaining safe and efficient heating systems while helping reduce the risk of inefficient combustion associated with poorly maintained appliances.

The Property, Highways and Transport service continued to support the Council's wider decarbonisation and energy efficiency objectives through the delivery of retrofit and energy efficiency measures across the Council estate and housing stock. The Council has also continued to explore opportunities for further low-carbon heating technologies, including heat pumps and renewable energy systems, alongside fabric efficiency improvements aimed at reducing overall energy demand from buildings. These measures align with wider regional and national decarbonisation programmes focused on replacing end-of-life gas heating systems with lower emission technologies.

In parallel, the Council continued to support wider sustainability and retrofit initiatives through partnership working and engagement with regional and national funding programmes aimed at reducing emissions from domestic and public sector buildings. These initiatives contribute towards improved air quality through reductions in combustion-related emissions associated with gas heating systems and support wider national retrofit and decarbonisation objectives.

4.2.6 Provision of infrastructure to promote walking and cycling

Following the formal launch of the London Borough of Hillingdon Cycling Strategy in September 2024, the Council continued during 2025 to progress the delivery of a range of active travel initiatives and cycling infrastructure improvements across the Borough. The Cycling Strategy remains the Council's long-term framework for increasing cycling uptake, improving safety and accessibility, and supporting modal shift away from private vehicle use.

During 2025, the Council worked in partnership with Transport for London (TfL) to progress the implementation of the strategy and secure additional funding for cycling infrastructure, training and active travel promotion. Progress updates presented to the Corporate Resources and Infrastructure Select Committee in July 2025 confirmed that funding had been secured for the 2025/26 financial year for both cycle training and infrastructure works.

A number of measures were delivered or progressed during 2025, including:

- a) continued delivery of Bikeability cycle training programmes for children and adults;
- b) launch of a new adult cycle training programme at Field Heath Cycle Track;
- c) delivery of "Dr Bike" repair and maintenance events at libraries, leisure centres and community events;
- d) upgrades to sections of the Grand Union Canal towpath aimed at improving accessibility, surface quality and year-round usability for pedestrians and cyclists. Improvements included resurfacing works and provision of enhanced cycling access infrastructure, including a cycle wheeling channel at Packet Boat Lane.

- e) provision of a new cycle wheeling channel at Packet Boat Lane to improve canal access;
- f) installation of new cycle parking in Ruislip Town Centre and the award of cycle parking grants to five schools within the Borough;
- g) completion of Phase 2 improvements on North Hyde Road providing enhanced shared pedestrian and cycle space;
- h) delivery of an advanced cycle stop line and associated cycle lane improvements at Park Lane, Harefield; and
- i) development work on improved cycling links through Brunel University and junction improvements along the Celandine Route

The Council continues to work with partners including the Canal & River Trust and TfL to identify further opportunities for towpath and green corridor improvements across the Borough.

The Council also continued discussions with TfL and other stakeholders regarding improvements to active travel infrastructure along strategic corridors, including the A312 and around key junctions. Consultation on crossing improvements at Bilton Way, Hayes and Willow Tree Lane, Yeading was completed during 2025. Feasibility work was additionally undertaken for improvements to walking and cycling facilities around St Andrew's roundabout.

The positive response received following the launch of the Cycling Strategy has also led the Council to begin development of a complementary "Walking and Wheeling Strategy" to support accessibility and inclusive active travel across the Borough. As part of this work, a mobility forum was held in June 2025 to gather feedback from residents with mobility difficulties to help inform future policy and infrastructure priorities.

The Council has also continued to promote active travel through communications campaigns and participation in national and regional active travel initiatives, recognising the wider health, air quality and climate benefits associated with walking and cycling. These measures support the Council's wider objectives for reducing vehicle emissions and encouraging sustainable travel choices across Hillingdon.

4.2.7 Local Improvements

A range of local improvements have been introduced in 2025 including:

- a. The continued use of green infrastructure
- b. North Hyde Road phase 2, traffic calming and pedestrian accessibility project to promote active travel. The North Hyde Road scheme included the installation of new street trees.

Currently the Borough is delineating several projects to be implemented within selected zones within Focus Areas to improve air quality which will support the delivery of the new Air Quality Action Plan 2026-2031, once approved.

The Town Centre team continue to use the Healthy Streets assessment tool as part of the scoping for future projects. The inclusion of screen planting from roadside sources and increasing green infrastructure such as street trees is included wherever it is viable.

4.3 Challenges

The London Borough of Hillingdon remains committed to improving air quality across the Borough in order to protect public health and the environment. Whilst air quality continues to improve overall, significant challenges remain in achieving the long-term ambition of reducing pollution levels in line with the World Health Organisation (WHO) Air Quality Guidelines. These guideline values are substantially more stringent than current statutory air quality objectives and provide an important evidence-based benchmark for protecting public health, particularly for vulnerable groups including children, older people and those with existing cardiovascular and respiratory conditions.

During 2025, the Borough continued to monitor progress towards both the national PM_{2.5} target and the Mayor of London's target of achieving annual mean PM_{2.5} concentrations below 10 µg.m⁻³ across London by 2030. Whilst monitoring data indicate continued improvements in air quality, further reductions in emissions from transport, domestic heating, commercial activities and construction sources will be required to achieve these ambitions consistently across all areas of the Borough.

One of the key challenges identified during the reporting year continues to be the integration of air quality WHO guidelines within the planning system. Whilst significant progress has been made through the application of the Borough's Air Quality Neutral and Air Quality Positive planning policies, there remains a need to further reduce emissions associated with new development, particularly emissions of fine particulate matter (PM_{2.5}) and ultrafine particles. During 2025 the Council continued to strengthen its assessment of air quality impacts arising from development proposals and to consider the potential implications of emerging technologies and infrastructure.

Particular attention has been given to proposals for large-scale data centres within and around the Borough. Whilst these facilities can contribute to economic growth and digital infrastructure resilience, they may also introduce new sources of emissions through standby power generation, energy demand and associated traffic movements. The Council therefore continues to review emerging guidance and best practice to ensure that any air quality impacts are appropriately assessed and mitigated through the planning process.

The transition to a lower-emission vehicle fleet also continues to present practical challenges. Whilst the Council has continued to expand its electric vehicle fleet and charging infrastructure, the capacity of existing electricity supply infrastructure remains a constraint in certain locations. In particular, the upgrading of electricity supplies at Harlington Road Depot remains necessary to facilitate a larger-scale transition of the Council's operational fleet away from fossil fuels. Addressing this constraint will require significant investment and coordination with electricity network providers.

The Borough also recognises the continuing need to improve public understanding of air pollution sources and health impacts. Although awareness of air quality issues has increased significantly in recent years, particularly through school engagement programmes and climate change initiatives, behavioural change remains essential if further improvements are to be achieved. Reducing unnecessary vehicle use, eliminating engine idling, promoting active travel and supporting cleaner domestic heating technologies will continue to require sustained engagement with residents, businesses and other stakeholders.

4.4 Opportunities

During 2025, the Council continued the work necessary to update the Air Quality Action Plan, which provides a strong framework for delivering further improvements in air quality across the Borough. This plan creates opportunities to align actions addressing air pollution, climate change, public health and sustainable transport, maximising environmental and health benefits whilst delivering value for residents.

A significant opportunity continues to arise from the use of the planning system to secure cleaner development and promote healthier places. The Council has continued to apply Air Quality Neutral and Air Quality Positive principles when assessing planning applications and has strengthened consideration of health-based air quality impacts in sensitive areas, with more stringent requirements for Air Quality Neutral and Air Quality Positive within Focus Areas. The WHO Air Quality Guidelines remain an important reference point for understanding the potential health implications of development proposals and for encouraging developers to minimise emissions wherever practicable.

The continued delivery of the Borough's Cycling Strategy and wider active travel programme presents a major opportunity to reduce emissions from road transport. During 2025, further progress was made in developing active travel infrastructure, promoting walking and cycling initiatives in schools and encouraging sustainable travel behaviour amongst residents. Improvements to cycle routes, public rights of way and canal towpaths will continue to support a shift towards cleaner and healthier travel choices in future years.

The ongoing transition to electric vehicles also presents opportunities for further emissions reductions. The continued expansion of the Borough's public charging network, together with increasing uptake of electric vehicles by residents, businesses and the Council's own fleet, is expected to contribute to reductions in roadside concentrations of nitrogen dioxide and particulate matter over the coming years.

Strong links continue to exist between air quality improvement and climate change mitigation. Many measures designed to reduce greenhouse gas emissions, including energy efficiency improvements, electrification of transport and reductions in fossil fuel consumption, also contribute directly to improved air quality. Continued implementation of the Borough's Climate Action Plan therefore provides opportunities to secure both climate and air quality benefits simultaneously.

The expansion of the Borough's monitoring network during recent years, including the operation of low-cost sensor monitoring sites alongside reference-grade monitoring stations, also presents opportunities to improve understanding of local air quality conditions. Enhanced monitoring data will support more targeted interventions, improve public information and assist the Council in evaluating the effectiveness of measures implemented through the Air Quality Action Plan.

Looking ahead, the Council will continue to work with residents, businesses, neighbouring authorities, Transport for London, Heathrow Airport, the Greater London Authority and other stakeholders to identify and implement opportunities for further air quality improvements. Through partnership working and continued investment in cleaner technologies and sustainable transport, the Borough aims to build upon the progress achieved to date and move closer towards achieving healthier air for all those who live, work and study in Hillingdon.

5 AIR QUALITY ACTION PLAN PROGRESS

Table O provides a brief summary of London Borough of Hillingdon progress against the Air Quality Action Plan, showing progress made during 2025.

Many actions are marked as 'ongoing', for example, work on the pollutant monitoring network. These measures are fully in place, but by their nature are never 'complete'. Pollution monitoring for example will continue for as long as there is political need or social demand for it.

No further School Streets have been delivered, the implementation of these are, currently, still paused.

Table O. Delivery of Air Quality Action Plan Measures

Measure	LLAQM Action Matrix Theme	Action	March 2025/March 2026 Progress
1a	Monitoring and other core statutory duties	Maintaining and where possible expanding monitoring network	Ongoing. Current automatic network is well maintained, with the new contract for the next 3 years having been awarded to Ricardo who will continue to provide robust quality of data and good data capture. The Council has supported the co-location of the low-cost sensor with the LHRBR continuous monitoring site. This will enable the analysis of co-located data and derive adjustment factors that will be appropriate for adjustment of the low cost sensors across the Borough. However, this must be taken cautiously as there is a need for a statistically meaningful number of co-locations before any appropriate adjustment factors are derived. The Council continues to run a local bias adjustment exercise by triplicate diffusion tube sampling collocated at HIL (London Hillingdon, HILL01) and HI1 (South Ruislip, HILL03). As part of the 2026-2031 LAP update, the Council is considering further extending its low-cost sensor network to include coverage of sensitive areas within the Borough.
1b	Monitoring and other core statutory duties	Fulfilling other statutory duties including regulation of industrial sources	Ongoing, the regulation of industrial processes is undertaken by a contractor, any requirement for enforcement action is referred back to the Council. Regulatory duties are fully up to date.
2	Emissions from buildings and development	Ensuring emissions from construction are minimised	Ongoing via the planning system. 100% of all planning applications in 2025/2026 with construction/demolition activities included the construction dust condition.
3	Emissions from buildings and development	Ensuring enforcement of Non-Road Mobile Machinery (NRMM) air quality policies (addresses emissions from e.g. building sites regarding cranes, generators, etc.)	Ongoing, via the planning system, 100% of all planning applications in 2025/2026 included the NRMM condition; Audits continue to be undertaken by Cleaner Construction for London on behalf of the Council (MAQF project). The London Borough of Hillingdon NRMM Pan London Calendar Year Report January 2025 – December 2025 indicated the following: There were 34 sites audited in 2025, of which 0 were self-compliant, 2 were compliant, 1 was not compliant due to Registration Problem, and 3 had no NRMM present. There were 16 sites inappropriate for audit, 8 had no apparent works, and 4 has completed works. The total number of sites registered on the GLA NRMM website was 2.

Measure	LLAQM Action Matrix Theme	Action	March 2025/March 2026 Progress
4	Emissions from buildings and development	Reducing emissions from CHP	Ongoing and enforced by planning condition where applicable. There is very little CHP in Hillingdon with no applications in the period 2025/2026 including CHP appliances as part of the proposed development.
5	Emissions from buildings and development	Enforce Air Quality Neutral (AQN) policy with more stringent application of mitigation required in the Hillingdon Focus Areas	Ongoing action via the planning system. AQN assessments requested on 100% of all planning applications in 2025/2026; Pollution damage cost calculations have been undertaken where appropriate to determine the appropriate level of mitigation required and s106 sought and secured where relevant, above and beyond the Mayor's AQN guidance to make sure total emissions are mitigated in development that affects sensitive areas. S106 ring fenced in the legal documentation as "towards initiatives to improve air quality in the affected areas and the implementation of the Local Action Plan". Conditions are applied in order to secure the measures for reduction in emissions, pollution damage costs continue to be used as the basis for s106 contributions where mitigation offered is not sufficient or appropriate. The Council will continue to seek a zero emissions approach towards developments when located in sensitive areas such as AQ Focus Areas, near vulnerable receptors such as schools, care homes, hospitals etc. using Defra's Damage Cost Toolkit to ascertain the level of mitigation required, including all sources of emissions (no exclusions of emission sources allowed within Focus Areas).
6	Emissions from buildings and development	Ensuring adequate, appropriate, and well-located green space and infrastructure is included in new developments.	Ongoing via the planning regime, specific green infrastructure barriers and green buffers are sought in areas where residential and amenity spaces are in proximity to busy roads, this is extended to footpaths and cycle pathways in association with the development in relevant cases. Specific planning condition is being used seeking a green infrastructure scheme designed to protect public exposure. Consideration is given to a 5% reduction in the associated pollution damage cost where bespoke pollution green infrastructure schemes are presented. This has been implemented throughout in the 2025/2026 reporting period.
7	Emissions from buildings and development	Raise awareness that Hillingdon is a declared Smoke Control Zone along with Council enforcement powers for non-compliance	On-going - Hillingdon has been a member of the GLA Wood Burning working group and will continue consider the use of comms material to alert businesses and also the training of enforcement officers to raise awareness on the subject. Bonfires are banned on all council allotment sites. Complaints arising from smoke, bonfires and dust emissions continue to be monitored and acted on.

Measure	LLAQM Action Matrix Theme	Action	March 2025/March 2026 Progress
		through an article in Hillingdon People magazine and distribution of point of sale posters/leaflets to fuel suppliers	Bonfire ban on allotments and other enforcement measures have included in LBH Public Space Protection Order. The T's and C's⁵ have been updated by Green Spaces and they include at para. 4.2, a section on the bonfire ban. The 2023 T's and C's have been communicated to all allotment leaseholders in LBH to ensure that everyone is aware of the ban. The following Parks and Open Spaces prohibitions were enacted in July 2023 when the Public Spaces Protection Order⁶ was introduced: “A person commits an offence if they light or are in control of or responsible for activity involving a fire, barbecue or fireworks without the express consent of the Council -A person commits an offence if they smoke any substance including cigarettes, cigars, electronic cigarettes (vapes), herbal cigarettes or similar within the boundary of a children's play area -A person commits an offence if they do not extinguish a fire and/or barbecue or firework (if appropriate and safe to do so), removing all waste and/or associated items for safe disposal.” Fixed Penalty Notices up to £100 can be issued for breaches of the prohibition.
8	Emissions from buildings and development	Promoting and delivering energy efficiency and energy supply retrofitting projects in workplaces and homes through EFL retrofit programmes such as RE:NEW and RE:FIT and through Borough carbon offset funds.	On-going - The implementation of the Climate Strategy will continue to ensure reductions in emissions from these sources are prioritised and achieved. During 2025, the Council continued to realise the benefits arising from the Public Sector Decarbonisation Scheme (PSDS) Phase 3b projects completed during 2024. The decarbonisation measures implemented at the Civic Centre, Highgrove Pool and Fitness Centre, Hillingdon Sports and Leisure Complex including Uxbridge Lido, and Winston Churchill Theatre remained fully operational throughout the reporting year. The projects continue to contribute towards reductions in carbon emissions, energy consumption and associated air pollutant emissions through the replacement of gas-fired heating systems with low-carbon technologies and a range of energy efficiency improvements. The Council continues to monitor the performance of these assets as part of its wider Climate Action Plan objectives. Following the successful delivery of the Council's heating replacement and energy efficiency programmes in previous years, work to replace domestic boilers and upgrade commercial heating plant continued during 2025.

⁵ Allotments - Allotment Garden Terms and Conditions 2023 (1).pdf - <https://www.hillingdon.gov.uk/media/7290/Allotment-garden-w... .pdf>

⁶ Public Spaces Protection Order Appendix 1 - PSPO Parks and Public Places final 2023 UPDATED.docx - <https://www.hillingdon.gov.uk/media/11567/PSPO-Parks-and-P... .PDF>

Measure	LLAQM Action Matrix Theme	Action	March 2025/March 2026 Progress
			The Council continued to prioritise the replacement of older and less efficient gas-fired heating systems within its housing stock and operational buildings as part of its wider Climate Action Plan and asset management programmes. During the reporting year, the Council continued to explore and implement opportunities to transition away from fossil fuel heating technologies where technically and financially viable. This included the continued deployment of air source heat pump technology and energy efficiency improvements across selected residential and corporate assets, alongside the replacement of ageing domestic and commercial boiler plant. The Council's wider decarbonisation programme has been supported through investment secured under the Public Sector Decarbonisation Scheme and associated capital programmes. The completion and operation of major decarbonisation projects at the Civic Centre, Highgrove Pool and Fitness Centre, Hillingdon Sports and Leisure Complex and Winston Churchill Theatre has demonstrated the feasibility of replacing gas-fired heating systems with low-carbon alternatives in large and complex buildings. During 2025, these facilities continued to operate using the new low-carbon heating systems, contributing to reductions in both carbon emissions and emissions of air pollutants associated with fossil fuel combustion. The Council recognises that domestic and commercial heating remains an important source of nitrogen oxides (NOx) and particulate matter emissions within the Borough. Continued replacement of older heating systems with more efficient technologies therefore represents an important opportunity to improve local air quality whilst simultaneously supporting the Borough's climate change objectives.
9	Emissions from buildings and development	Master planning and redevelopment areas aligned with Air Quality Positive and Healthy Streets approaches	On-going - The Council has applied an air quality positive approach to all relevant developments within sensitive locations such as Air Quality Focus Areas, and close to vulnerable receptors such as schools, care homes, hospitals etc. This is above and beyond GLA's AQ positive guidance and seeks to safeguard sensitive locations and make sure total development emissions are mitigated to the maximum possible extent which is not secured by current guidance.
10	Public health and awareness raising	Public Health department taking shared responsibility for Borough air quality issues and implementation	On-going - The GLA Air Quality for Public Health document has been disseminated to the Public Health Director and to the Corporate Director.

Measure	LLAQM Action Matrix Theme	Action	March 2025/March 2026 Progress
		of Air Quality Action Plans	
11a	Public health and awareness raising	Development of promotional tool for use at business engagement opportunities to raise awareness of initiatives to increase active travel and improve air quality	As previous years - Whereas there was no funding available to develop the tool originally envisaged, the council has been using every opportunity to raise awareness of possible ways to increase active travel and improve air quality.
11b	Public health and awareness raising	If MAQF bid unsuccessful, seek funding for development of Hillingdon-specific promotional tool and business engagement action plan	Please see above. Whereas there was no funding available to develop the planned tool and business engagement plan, the Council has been delivering a series of events at community hubs utilising supermarkets and community halls to engage with residents and local businesses. Information on air quality such as no idling and Airtext has been included.
12	Public health and awareness raising	Supporting a direct alerts service such as AirText and promotion and dissemination of high pollution alert services	The Council continues to support and raise awareness of the Airtext services by providing relevant information including the dissemination of a video and air pollution and respiratory health booklet prepared by air quality and public health officers in North West London. The resources are being sent to all GPs in the North West Area.
13	Public health and awareness raising	Encourage schools to join the TfL STARS accredited travel planning programme	The Council continued to promote participation in Transport for London's Travel for Life (formerly STARS) accreditation programme during 2025. Schools across the Borough were encouraged to develop and maintain School Travel Plans and to implement measures that promote walking, cycling, scooting and the use of public transport whilst reducing reliance on private car journeys. The School Travel and Road Safety Team continued to provide advice and support to schools seeking accreditation and encouraged the use of air quality resources, anti-idling campaigns and the London Schools Pollution Helpdesk to support sustainable travel objectives. TfL Travel for Life remains an important mechanism for reducing school-related traffic, improving road safety and encouraging healthier travel choices amongst pupils, staff and parents. During 2025, Hillingdon continued to perform strongly within the TfL Travel for Life programme and was recognised by Transport for London as one of the London boroughs with the highest proportion of schools achieving

Measure	LLAQM Action Matrix Theme	Action	March 2025/March 2026 Progress
			Gold accreditation. This demonstrates the continued commitment of schools across the Borough to active and sustainable travel and the important contribution that schools make towards improving local air quality and reducing transport emissions. The Council will continue to work with schools to maintain and further improve participation in the programme.
14	Public health and awareness raising	Air quality in and around schools - the introduction of a prioritised programme for schools in Focus Areas and/or close to busy roads for exposure reduction measures, active travel promotion and raising awareness education programmes	All schools continue to be alerted to No Idling webinars and other resources All schools have been alerted to the London Schools Pollution helpdesk. The Travel team have encouraged the use of the site in linking the activities to the individual school travel plans to help towards STARS accreditation. All schools now have Walking Maps at school entrances and new footpaths are put in place where possible to encourage active travel and interest in air quality matters continues to increase with more schools getting engaged. Schools are encouraged to promote the school walking maps termly to parents. All schools that took part have received an Active Travel Movement poster to display in their school which is a compilation of photos taken within the challenge of sustainably travelling in their school community.
15	Delivery servicing and freight	Council procurement policies to promote use of cleaner vehicle technologies via contract tendering process	Ongoing - The Climate Change Action Plan now has an objective to replace all diesel-powered vehicles 3.5t or less before 2030 and procurement has been adjusted to meet its objectives. All fleet vehicle replacement tenders seek two tenders one for diesel - fuelled and one for electric to foster awareness and competitive in the clean technologies market as well as allow the Council to make clear choices in terms of clean technologies. See also measure 17.
16	Delivery servicing and freight	Inclusion of opportunities in new developments and current town centre and transport improvement workstreams to reduce emissions from deliveries to	See 11b Planning conditions stipulate the requirement for Delivery and Servicing plans to be a minimum of FORS silver award. This includes the requirement to report on fuel usage and emissions of CO₂, NO_x and PM emissions plus a policy to actively reduce fuel consumption and minimise their environmental impact. The requirement for delivery and servicing plans to aim for achievement of gold award within an agreed timescale is being considered for developments in Air Quality Focus Areas.

Measure	LLAQM Action Matrix Theme	Action	March 2025/March 2026 Progress
		local businesses and residents	
17	Borough fleet	Reducing emissions from council fleets	The Council continued to implement its fleet replacement and decarbonisation programme during 2025, with procurement processes continuing to prioritise lower-emission and zero-emission vehicle options where operationally and financially feasible. The Council's fleet replacement policy remains aligned with the objectives of the Climate Action Plan, which seeks to reduce emissions from the Council's own operations whilst contributing to improvements in local air quality and reductions in greenhouse gas emissions. The Council continued its procurement approach of assessing both conventional and electric vehicle options when replacing vehicles within the fleet. This ensures that opportunities for electrification are considered as part of each replacement cycle whilst taking account of operational requirements, vehicle availability, charging infrastructure and whole-life costs. The transition towards a larger electric fleet continues to be constrained by electricity supply capacity at Harlington Road Depot. The Council has identified the need for significant investment in electrical infrastructure upgrades to facilitate further fleet electrification and continues to assess options for delivering the required power supply improvements. Addressing this constraint remains a key priority for enabling the longer-term transition of the Council's operational fleet away from fossil fuels. The Council will continue to review emerging vehicle technologies and infrastructure opportunities to support further reductions in emissions from its fleet and operations in future years.
18	Localised solutions	Green Infrastructure	The Council continues to implement its Tree Strategy and Climate Action Plan objectives aimed at increasing tree canopy cover across the Borough and improving the distribution of trees in areas where environmental and public health benefits are greatest. During 2025, the Council's updated Tree Strategy reaffirmed its commitment to increasing overall tree cover by ensuring that more trees are planted than removed each year and by identifying new locations where additional tree planting can provide environmental benefits, including improvements to local air quality. The Council continues to work with organisations such as Trees for Cities, Trees for Streets and other approved partners to support tree planting across the Borough. Through its planning and development management functions, the Council also continues to promote the retention of existing trees and the provision of new trees within development proposals, with a focus on increasing biodiversity, climate resilience and environmental quality.

Measure	LLAQM Action Matrix Theme	Action	March 2025/March 2026 Progress
			The Climate Action Plan review published during 2025 reaffirmed the Council's commitment to increasing the number of trees, particularly in urban areas, to support improvements in air quality, climate resilience, biodiversity and carbon sequestration. The Plan specifically recognises the role of increased tree planting in helping to improve air quality and creating healthier environments for residents. Tree planting remains an important component of the Borough's wider approach to climate adaptation and mitigation. In addition to their contribution towards reducing exposure to air pollution, trees provide shade and cooling during periods of hot weather, help manage surface water runoff, enhance biodiversity and improve the quality of public spaces. The Council will continue to identify opportunities to increase tree canopy cover and strengthen green infrastructure across the Borough, particularly in urban areas and locations where environmental improvements can provide the greatest benefit to residents. The planning system continues to require green infrastructure as part of large-scale development and has stringent design measures to prevent the removal of mature trees due to development.
19	Localised solutions	Implementation of actions to improve air quality in the Hillingdon Air Quality Focus Areas to identify short, medium, long-term solutions for measures to implement to improve air quality	During 2025/26, the North Hyde Road active travel improvement scheme continued to progress towards implementation. Following the development of the initial design proposals, further design refinement, feasibility assessment and scheme development work were undertaken for the section extending westwards from Cranford Park Road. The scheme forms part of the Council's wider programme of active travel improvements aimed at creating safer and more attractive conditions for walking and cycling, reducing reliance on private vehicle use and supporting improvements in local air quality. Progress made during the reporting year has enabled the scheme to move closer to delivery, with design development focusing on improving connectivity, accessibility and road safety for pedestrians and cyclists along this important corridor. The scheme remains a key component of the Council's active travel programme and supports wider objectives relating to sustainable transport, climate change and public health.
20	Cleaner transport	Ensuring that Transport and Air Quality policies and projects are integrated via the implementation of the Healthy	The revitalisation of Mulberry Parade, West Drayton, was completed during the reporting period as part of the Council's wider town centre improvement programme. Building upon the environmental enhancements previously delivered, including tree planting, rain gardens and parking improvements designed to support local accessibility and encourage active travel, the completed scheme introduced a wider range of public realm improvements.

Measure	LLAQM Action Matrix Theme	Action	March 2025/March 2026 Progress
		Streets in LIP projects	The project included new paving, upgraded street lighting, a new zebra crossing and enhanced pedestrian connections between the shopping parade and the adjacent Stockley Recreation Ground. Public realm enhancements were complemented by public art installations, including a mural celebrating the area's identity and bespoke shopfront shutter artwork developed in collaboration with local businesses. These improvements were designed to create a more attractive, welcoming and accessible environment for residents and visitors whilst supporting local businesses and encouraging walking and cycling within the local area. The scheme contributes to the Council's wider objectives of improving local neighbourhood centres, promoting active travel, enhancing green infrastructure and creating healthier and more attractive public spaces. The integration of landscaping, sustainable drainage features and improved pedestrian facilities provides both environmental and placemaking benefits whilst supporting the Borough's air quality and climate change objectives.
21	Cleaner transport	Discouraging unnecessary idling by taxis and other vehicles	Joint operations between the Council, Transport for London and the Metropolitan Police continued during 2025 to address anti-social behaviour associated with taxi and private hire vehicle (PHV) activity in areas surrounding Heathrow Airport. These operations focused on issues including inappropriate waiting and parking, obstruction of residential streets, noise nuisance and vehicle idling. A significant development during the reporting year was the implementation of the Council's Private Hire Vehicle and Taxi Public Spaces Protection Order (PSPO), which came into force on 1 February 2025 and applies to parts of Heathrow Villages, Pinkwell and West Drayton. The PSPO was introduced in response to ongoing complaints from residents regarding anti-social behaviour associated with taxis and PHVs waiting for airport fares in residential areas. The Order prohibits taxis, chauffeurs and private hire vehicles from waiting within designated residential areas unless undertaking a legitimate pick-up or drop-off activity or meeting specific exemption criteria. Enforcement powers are available to authorised Council officers, Police Officers and Police Community Support Officers. The Council continues to work with Transport for London, the Metropolitan Police, Heathrow Airport and local communities to address the impacts of taxi and private hire vehicle activity on residential areas. These activities contribute to reductions in unnecessary vehicle idling and associated emissions whilst helping to improve the quality of life of residents living in areas affected by airport-related traffic.

Measure	LLAQM Action Matrix Theme	Action	March 2025/March 2026 Progress
22	Cleaner transport	Regular temporary car free days	No temporary car free days were held. The Council considers that resource is more efficiently used on promoting air quality in the Borough in other ways, for example through participation in local events.
23	Cleaner transport	Using parking policy to reduce pollution emissions	No further action has been taken on this measure.
24a	Cleaner transport	Installation of Ultra-low Emissions Vehicle (ULEV) infrastructure (electric vehicle charging points, rapid electric charging points and hydrogen refuelling stations)	During 2025, the Council continued to implement its Electric Vehicle Infrastructure Strategy through its partnership with APCOA and maintained a dedicated contact point for electric vehicle charging enquiries (evcp@hillington.gov.uk). The Electric Vehicle Charging Point (EVCP) Project Engineer continued to oversee the delivery of externally funded charging infrastructure projects and the expansion of the Borough's charging network. The 46 charging points installed during 2024 remained operational throughout the reporting year, comprising 24 chargers at new locations and 22 replacement units. Work also continued on the next phase of charging infrastructure deployment, including additional charging locations subject to electrical supply capacity and site feasibility assessments. A significant development during 2025 was the approval of a new ultra-rapid charging hub at Hatton Cross, comprising 12 ultra-rapid charging bays delivered through the Fastned and Places for London partnership. This will further strengthen the Borough's charging network and support the transition to zero-emission vehicles. The Council also continued to assess opportunities for further electrification of its operational fleet. However, electricity supply constraints at Harlington Road Depot remain a significant challenge to large-scale fleet electrification and will require future investment in electrical infrastructure upgrades. The continued expansion of charging infrastructure and the transition towards lower-emission vehicles remain important elements of the Borough's Climate Action Plan and Air Quality Action Plan.
25a	Cleaner transport	Provision of infrastructure to support walking and cycling	The Hillingdon Cycling Strategy, launched in September 2024, continued to guide the Council's approach to cycling and active travel during 2025. The strategy establishes a long-term framework for improving cycling infrastructure and encouraging cycling across the Borough over the next ten years. During the reporting year, the Council continued to progress implementation of the strategy, including the development of a network of strategic cycling routes linking

Measure	LLAQM Action Matrix Theme	Action	March 2025/March 2026 Progress
			residential areas, town centres, schools, transport interchanges and green spaces. The Council continued to build upon previous improvements to the Grand Union Canal corridor, which forms an important part of the Borough's active travel network. Enhancements delivered in recent years, including improved access points and upgrades to sections of the towpath, continue to provide safer and more attractive routes for walking and cycling. Further development work also continued in relation to active travel improvements along North Hyde Road, Hayes. The scheme forms part of the Council's wider programme of walking and cycling improvements aimed at enhancing connectivity, improving accessibility and encouraging sustainable travel choices whilst contributing to reductions in transport-related emissions.
25b	Cleaner transport	Air Quality Focus Area studies, Healthy Neighbourhoods schemes, Town Centre schemes will all include the identification of opportunities for increased walking and cycling	Work continued during 2025 to develop proposals for improvements to cycling infrastructure across the Borough in accordance with the Hillingdon Cycling Strategy. Strategic routes identified within the Strategy include connections serving Brunel University and the Celandine Route, both of which remain important corridors for improving active travel connectivity between residential areas, education facilities, town centres and green spaces. Scheme development and design work continued during the reporting year as opportunities for future implementation are explored. The Council also continued discussions with National Highways regarding opportunities to improve conditions for walking and cycling in the Harlington area, including along High Street Harlington. These discussions form part of wider efforts to improve active travel connectivity, enhance the local environment and support reductions in transport-related emissions. The Council will continue to work with National Highways and other stakeholders to identify opportunities for delivering improvements that support sustainable travel and local air quality objectives.
26	Hillingdon-specific action: Collaborative working	Continue to work in partnership with TfL to prioritise actions required to improve local air quality in Hillingdon	The Council will continue to work closely with TfL to make sure clean public transport fleets are deployed across sensitive routes of the Borough. This is being achieved primarily through the planning system. During 2025/26, the Council continued to utilise Transport for London (TfL) Local Implementation Plan (LIP) funding to develop and progress active travel schemes across the Borough. TfL funding remained an important mechanism for supporting the design, feasibility assessment and development of walking and cycling projects identified through the Council's Cycling Strategy and wider transport programmes.

Measure	LLAQM Action Matrix Theme	Action	March 2025/March 2026 Progress
			The Council continued to work with TfL to secure funding opportunities for active travel improvements and to progress schemes aimed at increasing walking and cycling, improving connectivity and enhancing road safety. Funding secured through the Local Implementation Plan and complementary cycling and active travel funding streams supported the continued development of strategic cycling routes and other sustainable transport initiatives across the Borough. The adoption of the Hillingdon Cycling Strategy in 2024 has provided a clear framework for identifying and prioritising future investment opportunities, helping to ensure that funding is targeted towards schemes that support increased levels of active travel, reduced transport emissions and improved local air quality.
27	Hillingdon-specific action: Collaborative working	Continue to work in partnership with Heathrow Airport Limited (HAL), seeking clear strategy and framework to: Reduce airport related traffic; Mitigate adverse air quality impacts associated with on-airport operations	The Council continued its active participation in the Heathrow Air Quality Working Group during 2025. The Group remains an important forum for engagement between Heathrow Airport Limited (HAL), local authorities, regulators and other stakeholders on matters relating to air quality, emissions management and environmental performance associated with airport operations. During the reporting year, discussions continued with Heathrow Airport Limited regarding a range of surface transport issues, including airport-related traffic, public transport provision, vehicle electrification, sustainable travel initiatives and opportunities to reduce emissions associated with passenger, staff and freight movements. These discussions form part of the Council's wider engagement with Heathrow Airport on air quality, climate change and transport matters. The Council will continue to engage with Heathrow Airport Limited and other partners through the Heathrow Air Quality Working Group and related forums to support the delivery of measures that reduce transport emissions, improve local air quality and contribute to wider environmental objectives.
28	Hillingdon-specific action: Collaborative working	Continue to work in partnership with Highways England to ensure effective mitigation of arising air quality impacts on the local communities	The Council will continue to work closely with Highways England to ensure effective and appropriate level of mitigation is secured to suitably address arising air quality impacts of motorway schemes on the local communities.
29	Hillingdon-specific	Continue to work in	The Council continued to work closely with HS2 Ltd throughout 2025 to ensure that appropriate mitigation

Measure	LLAQM Action Matrix Theme	Action	March 2025/March 2026 Progress
	action: Collaborative working	partnership with HS2 Ltd to ensure effective mitigation of any arising air quality impacts on the local communities relating to HS2 construction activities	measures were implemented in relation to HS2 construction activities within the Borough. Regular engagement was maintained through established liaison arrangements, technical meetings and project-specific discussions, enabling the Council to review environmental performance and raise issues of concern where necessary. Council officers continued to participate in meetings with HS2 Ltd and its contractors to monitor compliance with environmental commitments relating to air quality, dust management, construction traffic, noise and vibration. Particular attention continued to be given to construction activities and associated vehicle movements in areas affected by major HS2 works, including the Northolt Tunnel and associated construction compounds and logistics routes. HS2 Ltd continued to undertake environmental monitoring and mitigation measures in accordance with the requirements of the Environmental Minimum Requirements and associated management plans. The Council remains committed to ensuring that construction impacts are minimised as far as reasonably practicable and will continue to work with HS2 Ltd to review monitoring data, investigate complaints and promote effective mitigation throughout the construction phase of the project.
30	Hillingdon-specific action: Collaborative working	Continue to work in partnership with neighbouring authorities to ensure collaboration on air quality where it will benefit the local communities	The West London Cluster Group continued to meet quarterly during 2025, with the Council remaining an active member of the group. The Group continued to bring together local authorities, regulators and other stakeholders to discuss emerging air quality issues and coordinate approaches to the assessment and management of emissions from major developments across West London. During the reporting year, the Group continued to focus on the rapidly expanding data centre sector and the potential air quality impacts associated with standby power generation systems, particularly emissions of nitrogen oxides (NOx) and fine particulate matter (PM_{2.5}) arising from generator testing, maintenance and emergency operation. Particular consideration was given to the cumulative impacts of emissions over the operational lifetime of developments and the potential effects on nearby residential areas and other sensitive receptors, including schools, healthcare facilities and care homes. The Council continued to work closely with regulators and other members of the Group to develop and share best practice relating to the assessment and control of emissions from data centre developments. This included approaches to emission capping, operational controls, monitoring requirements and compliance mechanisms designed to ensure that approved emission limits are not exceeded. The Council has continued to share its

Measure	LLAQM Action Matrix Theme	Action	March 2025/March 2026 Progress
			experience in securing planning conditions and legal agreements aimed at limiting emissions from standby generators and ensuring long-term compliance. The Group continued to review emerging evidence, regulatory approaches and industry best practice to support the effective management of emissions from data centre developments whilst facilitating sustainable economic growth and protecting public health.

6 PLANNING UPDATE AND OTHER NEW SOURCES OF EMISSIONS

6.1 Planning update

6.1.1 Clean by design, Air Quality Neutral, Air Quality Positive and Air Quality Focus Areas

The Council continues with its robust appraisal of planning apps and the continued push for clean by design and zero emission developments specially within LBH Air Quality Focus Areas (AQFAs) catchment regions.

London Plan's Policy SI1 Improving Air Quality continues to give support to the Council's approach to the assessment of planning applications. Whilst the London Plan and Council's Local Plan policies aim for development to be at least air quality neutral it is recognised (paragraph 9.1.9 of the London Plan) that in some cases this is not sufficient, and that further action is needed to mitigate emissions.

This is especially important in the AQFAs where the Council seeks 'better than Air Quality Neutral' and asks for an Air Quality positive approach aiming at total emission mitigation, regardless of the size of the application and the extant use of the site.

London Borough of Hillingdon in agreement with GLA have defined its own AQFAs as reported in its Air Quality Local Action Plan acknowledging that in such sensitive areas there is potential public exposure to pollution levels above the limits set to safeguard human health and where more action is required.

The Council applies a pollution damage cost to emissions arising from the potential development and seeks sufficient mitigation from the developer to reduce such emissions being brought into the Focus Area. Where the mitigation measures offered are not sufficient the remaining pollution damage costs form the basis of a s106 negotiation to improve air quality in line with the Council's AQAP Action Plan measure 5.

6.1.2 Damage Cost Calculations

It is extremely important to note that (and in alignment with the London Plan and WHO updated guidelines) that whereas not explicitly stated in the Local Action Plan, the damage cost calculations are to include both NO_x and PM_{2.5} emissions which are the pollutants of most concern in terms of public health.

It is also important to mention that an Air Quality Action Plan is a dynamic document being updated as and when necessary. For avoidance of doubt, the Borough is taking the required steps to amend the Plan to explicitly mention PM_{2.5} emissions in measure 5. Notwithstanding this, the London Plan is quite clear in regard to the management of this air pollutant and suitable mitigation is required if the proposed development emits this pollutant; this is applicable to all sources.

6.1.3 London Atmospheric Emissions Inventory 2022 (published in 2025)

In 2025 GLA has released an updated version of the LAEI, including annual mean concentrations for NO₂ and PM_{2.5} and provides the most recent comprehensive assessment of air pollutant emissions across Greater London. The inventory includes detailed estimates of emissions from road transport, domestic and commercial combustion, industry, construction activities, aviation, rail, river transport and other emission sources. The inventory is used by the Greater London Authority, Transport for London and London boroughs to support air quality assessment, policy development and the targeting of air quality improvement measures.

The LAEI 2022 reflects continued improvements in air quality across London and incorporates updated emissions factors, activity data and modelling methodologies. The inventory provides an important evidence base for assessing emission trends, identifying the principal sources of pollution and evaluating the effectiveness of local, regional and national air quality policies.

LBH has processed all the pollution data at postcode level (with centroid of the building being moved to the façade for relevant exposure assessment) to support the review and determination of planning applications for air quality. Please note the Borough uses 36µgm⁻³ and above to determine areas of poor air quality to account for a root mean square error (RMSE) of 10% in relation to the annual mean limit value for NO₂ (the same principle applies to all other relevant pollutants considered, depending on the sources under scrutiny).

The Council continues to utilise the London Atmospheric Emissions Inventory as an important source of information when assessing local emission sources, developing air quality policies and identifying priorities for future action. The inventory complements local monitoring data and other evidence sources used by the Council to understand air quality conditions within the Borough and to support implementation of the Air Quality Action Plan.

6.1.4 New or significantly changed industrial or other sources

Of particular relevance were the various planning applications that continue to be received for data centres of considerable size (both within the Borough and within neighbouring Boroughs for which LBH was consulted on); with further two having been approved.

It is important to mention that LBH considers PM_{2.5} emissions, in addition to NO_x emissions, need to be totally mitigated, supporting the Mayor's vision of achieving WHO targets on this pollutant. The data centre applications to date have proposed both Hydrogenated Vegetable Oil (HVO) and diesel as fuels to run the associated emergency backup generators, both emitting significant emissions of PM_{2.5} and NO_x into the atmosphere on an annual basis. Given the sheer number of backup generators required in a couple of submitted planning applications, the total NO_x and PM_{2.5} emissions per area are significant.

To address this issue the Borough have created a system to secure a plan of emission reduction and management over the 20 to 30 years lifetime of the proposals. Contrary to vehicle emissions that are expected to reduce over time, backup generators once approved will emit on an annual basis (even if just for 10 or 20 minutes of testing monthly) significant contributions to both local ambient and background levels of these pollutants in the atmosphere, without declining over time (the contrary is usually true due to aging of the gen sets and or malfunctioning in the SRC / retrofitting devices applied).

In many instances, routine monthly testing and maintenance activities are of insufficient duration to allow Selective Catalytic Reduction (SCR) systems to consistently achieve optimum operating temperatures and emission reduction performance. As a result, actual emissions during testing events may be materially higher than those assumed under steady-state operating conditions.

Therefore, such new sources of pollution in the Borough are posing a few challenges to the planning system and the system devised to secure a sustainable management of emissions over time will continue to be refined and improved by LBH. For new submissions applicants are advised to contact the Council in the first instance so that suitable information can be prepared and discussed at pre-app meetings.

Table P. Planning requirements met by planning applications in London Borough of Hillingdon in 2025.

Condition	Number
Number of planning applications where an air quality impact assessment was reviewed for air quality impacts	58
Number of planning applications required to undertake construction dust monitoring and reporting (Please specify how you get access to dust monitoring data i.e. online tool or CSV file)	0
Number of CHPs/Biomass boilers refused on air quality grounds	0
Number of CHPs/Biomass boilers subject to GLA emissions limits and/or other restrictions to reduce emissions as detailed in Air Quality Neutral LPG (london.gov.uk)	0
Number of developments required to install Ultra-Low NOX boilers	3
Number of developments where an AQ Positive, AQ Neutral building and/or transport assessments undertaken	58
Number of developments where the AQ Neutral building and/or transport assessments not meeting the benchmark and so required to include additional mitigation	58
Number of planning applications with S106 agreements including other requirements to improve air quality	12
NRMM:	
Number of planning applications with conditions related to NRMM included.	58 conditions included.
Number of developments registered at www.nrmm.london .	15
Number of audits (based on the pan-London project report and / or inhouse auditing programme)	34
% of sites unregistered prior to audit % of sites compliant with the NRMM LEZ policy standards.	94.1% of audited sites were unregistered prior to audit 66.7% sites compliant after audit (a)

- (a) During 2025, a total of 34 NRMM site audits were undertaken within the Borough. Of these, 32 sites (94.1%) were identified through proactive site inspections and were not registered prior to engagement by the NRMM officer. This demonstrates the importance of active enforcement and site identification activities in securing compliance with the NRMM requirements.
- Three sites were identified where NRMM compliance could be formally assessed. Following engagement, two sites (66.7%) were compliant with the NRMM LEZ requirements and one site (33.3%) remained non-compliant due to a registration issue. The Council will continue to undertake proactive inspections and engagement with construction sites to improve registration rates and compliance with the NRMM requirements.

*Compliant – Site was non-compliant before our interaction however met required emission/administration standards by enacting all recommendations made by officers.

**Self-Compliant – Site has met/exceeded emission standards and registered all machinery correctly prior to the audit.

***Cold Engaged – An unregistered site, identified on the ground and subsequently engaged.

'Non-Registration' can include site and/or machinery.

LBH has a peer review process of planning applications in place to ensure that all relevant planning applications are reviewed, and NRMM conditions, are enforced. RMM Enforcement is secured via the funded Mayor's scheme run by Cleaner Construction for London.

7 ADDITIONAL ACTIVITIES TO IMPROVE AIR QUALITY

7.1 London Borough of Hillingdon Fleet

There are currently 296 vehicles within the Council's fleet. This includes 3 fully electric pool cars and 5 fully electric small-sized vans (2.7% of the total fleet), together with 5 self-charging hybrid pool cars (1.7% of the total fleet). The Council continues to implement its fleet decarbonisation programme in line with the commitments set out in the Hillingdon Climate Action Plan, including the replacement of all diesel-powered vehicles weighing 3.5 tonnes or less by 2030 where operationally feasible.

As of 2025/26, work continues to progress the inclusion of 32 electric vehicles within a wider replacement programme covering 96 vans. Procurement processes continue to require consideration of both electric and conventional vehicle options, with tenders sought for fully electric and diesel-powered vehicles to ensure opportunities for fleet electrification are fully assessed as part of each vehicle replacement cycle.

The Council continues to review opportunities to increase the proportion of electric vehicles within its operational fleet. However, further fleet electrification remains dependent, in part, upon upgrades to the electrical infrastructure serving Harlington Road Depot. Electricity supply capacity at the depot continues to represent a significant constraint on the deployment of additional electric vehicles and remains under review as part of the Council's longer-term investment planning.

The continued transition towards lower-emission and zero-emission vehicles remains an important component of both the Climate Action Plan and Air Quality Action Plan, contributing to reductions in greenhouse gas emissions and emissions of air pollutants associated with road transport.

7.2 Planning Enforcement

London Borough of Hillingdon has established a systematic and risk-based process for the review of planning applications with the potential to affect local air quality. Planning applications are screened to identify developments that may give rise to emissions during either the construction or operational phases, or which may introduce new receptors into areas already affected by poor air quality. The level of scrutiny applied is proportionate to the scale, nature and location of the proposed development.

Particular attention is given to developments located within the Borough's Air Quality Focus Areas and other locations where elevated pollutant concentrations, significant exposure of sensitive receptors or cumulative air quality pressures have been identified. In such locations, more stringent assessment and mitigation requirements apply irrespective of the size of the development proposal. Consequently, even relatively small developments may be required to undertake detailed air quality assessments and provide enhanced mitigation where the Council considers there is potential for adverse impacts on air quality or public health.

To support the consistent implementation of this approach, planning officers receive training on air quality requirements and are supported through the Council's Geographic Information

System (GIS). The GIS incorporates spatial layers identifying Air Quality Focus Areas, Air Quality Management Areas, sensitive receptors, monitoring locations and other relevant environmental constraints. Automated flags and mapping tools enable planning officers to identify applications requiring air quality consideration at an early stage in the planning process and ensure that the appropriate consultation procedures are followed.

Applications identified as having potential air quality implications are reviewed by specialist officers who assess the adequacy of submitted air quality information and determine the need for additional assessment, mitigation, monitoring or planning obligations. The Council's review process considers emissions arising from construction activities, operational traffic, combustion plant, standby generators, energy infrastructure and other relevant sources. Particular emphasis is placed on ensuring that emissions associated with new development are fully mitigated, especially within Air Quality Focus Areas and locations where air quality improvements are required to protect public health.

Where planning permission is granted, mitigation measures are secured through planning conditions, Section 106 agreements and other appropriate mechanisms. These may include construction environmental management plans, air quality monitoring requirements, emission limits, operational controls, travel plans, electric vehicle infrastructure, low-emission heating systems and other measures tailored to the specific development proposal.

The Council's Enforcement Team is responsible for investigating potential breaches of planning control and non-compliance with air quality-related planning conditions and obligations. Where necessary, enforcement action is undertaken to secure compliance with approved mitigation measures and ensure that commitments made during the planning process are implemented and maintained throughout the lifetime of the development. This integrated approach helps ensure that air quality considerations are embedded throughout the development management process, from initial application through to implementation and operation.

7.3 Pan-London NRMM Auditing Project

The Council has been a member of the consortium supporting the Non-Road Mobile Machinery (NRMM) Enforcement Project since its inception. At a cost of approximately £4,000 per annum, membership continues to represent good value for money, providing access to specialist auditing and enforcement resources and supporting delivery of the Borough's NRMM compliance programme. The Council will continue to support the pan-London NRMM auditing project during 2026/27.

The Cleaner Construction for London NRMM Report for Hillingdon recorded a total of 34 site audits during 2025. Of these, 32 sites (94.1%) were identified through proactive site inspections and were subsequently "cold-engaged", meaning that they had not been registered prior to inspection. This demonstrates the importance of active site identification and enforcement activities in securing compliance with the NRMM requirements.

Of the audited sites, two were identified as compliant with the NRMM requirements following engagement by the NRMM officer, while one site remained non-compliant due to a registration issue. Four sites had completed construction activities, three sites had no NRMM present at the time of inspection, eight sites had no apparent works underway and sixteen sites were considered inappropriate for audit. Overall, the findings demonstrate the continued need for proactive monitoring and engagement to improve registration rates and compliance with the NRMM requirements across construction sites within the Borough.

All planning applications involving construction and demolition activities during 2025/26 continued to include the Borough's standard NRMM planning condition. London Borough of Hillingdon has established a standard form of wording requiring compliance with the Mayor of London's NRMM requirements and associated emissions standards. This condition is applied by default to all relevant planning permissions involving construction and demolition activities and, where appropriate, is reinforced through Section 106 agreements and other planning obligations.

The Council will continue to work with the NRMM Enforcement Project, developers and contractors to improve compliance, reduce emissions from construction machinery and support the delivery of cleaner construction practices across the Borough.

The standard text applied is as follows:

Conditions - Reducing Emissions from Demolition and Construction

A No development shall commence until a Plan has been submitted to, and approved in writing by, the LPA. This must demonstrate compliance (drawn up accordance with) the GLA Control of Dust and Emissions from Construction and Demolition SPG (or any successor document).

Reason: Compliance with London Plan Policy SI 1 and in accordance with Mayor of London "The Non-road mobile machinery (standard condition recommended by Mayor of London, London Local Air Quality Management Policy Guidance 2019)

B All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up-to-date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>."

Reason: Compliance with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy

7.4 Air Quality Alerts

Hillingdon has been a member of the airTEXT consortium (<https://www.airtext.info/>) since its inception and will continue to support the project. The London Borough of Hillingdon cascade the Mayor's air quality alert messaging to all schools and health practices.

AirText provides an important public health function by delivering free, location-specific air pollution forecasts and health advice directly to residents via text message, email, voicemail and mobile application notifications. The service is particularly valuable for individuals who are more vulnerable to the effects of air pollution, including those with asthma, chronic obstructive pulmonary disease (COPD), cardiovascular disease, older people, children and other sensitive groups. By providing advance warning of forecast pollution episodes, AirText enables individuals to take practical steps to reduce their exposure, such as adjusting outdoor

activities, carrying medication, avoiding busy roads or reducing strenuous exercise during periods of elevated pollution

7.5 Air Quality Positive

Unfortunately, the Air Quality Positive requirement has not proven successful to date in terms of supporting the LBH planning system to improve air quality by design. None of the planning applications where the submission of an Air Quality Positive Statement was a requirement had either innovative nor quantifiable measures that would be considered to realistically produce tangible improvements on local air quality.

A detailed analysis of the reports provided to date indicates that the Air Quality Positive Matrices produced to support the various planning applications are only a list of best practices which should be delivered by default anyway, in a due diligent approach, to deliver the standard clean by design requirements.

8 APPENDIX A DETAILS OF MONITORING SITE QA/QC

8.1 A.1 Automatic Monitoring Sites

Automatic monitors within Hillingdon are operated as part of the Borough continuous monitoring network, the Heathrow Airport monitoring network and Defra's AURN. Data have been provided and ratified by Ricardo-AEA following the national procedure guidance and standards. There are no issues to be reported, with the network collecting robust data with excellent data capture standards.

All TEOM data have been converted to gravimetric equivalent using the VCM method and BAM data have been corrected by applying a factor of 0.833 following the TG16 method. All data are reported at US standard temperature and pressure (25°C, 1 atmosphere).

8.2 A.2 Diffusion Tube Quality Assurance / Quality Control

Hillingdon uses Gradko International for their diffusion tube analysis. These are prepared using the 20% Triethanolamine (TEA) in water method. Gradko International follows the procedures set out in the Practical Guidance. All results have been bias adjusted and annualised where required before being presented in Table G.

Gradko is a UKAS accredited laboratory and participates in the AIR-PT Scheme (a continuation of the Workspace Analysis Scheme for Proficiency (WASP)) for NO₂ tube analysis and the annual Field Inter-Comparison Exercise. These provide strict performance criteria for participating laboratories to meet, thereby ensuring NO₂ concentrations reported are of a high calibre. The lab follows the procedures set out in the Harmonisation Practical Guidance.

For the rolling five round AIR PT window, it is expected that 95 % of laboratory results should be $< \pm 2$. If this percentage is substantially lower than 95 % for a particular laboratory, within a five-round window, then one can conclude that the laboratory in question has significant sources of error within their analytical procedure. The following table lists Gradko recent AIR NO₂ PT rounds and the percentage (%) of results submitted which were subsequently determined to be satisfactory based upon a z-score of $\leq \pm 2$ as defined above. AIR-PT results for Gradko to date are presented in Table A1 below.

Gradko International participated in AIR-PT Round AR068 (January–February 2025) and achieved 50% satisfactory results in that round, compared with 100% satisfactory performance in the preceding AIR-PT rounds between January 2023 and October 2024.

Table Q. Most recent AIR-PT results for Gradko.

8.3 A.3 Diffusion Tube Local Bias Adjustment Factors

The London Borough of Hillingdon has been using its local bias adjustment factor to adjust their diffusion tube monitoring results for several ASR reporting iterations. This practice is favoured by the Borough due to local specific conditions as well as because it has proven to be a more conservative approach which the council is keen to pursue in the treatment of their monitoring data.

To derive the Borough's local adjustment bias adjustment factor, co-location results at two continuous monitoring locations using reference method (chemiluminescence) were used: London Hillingdon (HIL) AURN continuous monitoring site and Hillingdon 1 - South Ruislip (HI1) continuous monitoring site. Diffusion tube HILL01 is co-located with the London Hillingdon (HIL) AURN continuous monitoring site and diffusion tube HILL03 is co-located with the Hillingdon 1 - South Ruislip (HI1) continuous monitoring site. Until July 2023, only HILL03 had triplicate diffusion tubes. From August 2023 onwards, both sites had triplicate sampling deployed monthly.

HILL01 diffusion tube co-located with HIL AURN continuous monitoring site as well diffusion tube at HILL03 co-located with HI1 continuous monitoring site results were compared with the reference method (chemiluminescence) in the co-location studies undertaken by the Borough.

Details of the sites are presented in Table A2 below. A local bias adjustment factor of 0.83 has been calculated from the Precision and Bias Adjustment spreadsheet (v04)⁷; the outputs from the spreadsheet are shown in Tables A3 and A4 below.

AEA_DifTPAB_v04.xls spreadsheet designed by Defra to assist in calculating the Precision and Accuracy (Bias) of the co-location studies mentioned above has been used. A feature of this spreadsheet is the introduction of precision and 95% confidence intervals in Bias Adjustment calculations. Precision can be used as a quality check on the diffusion tube data and confidence intervals give an idea of the uncertainty to both the Bias Adjustment Factor and diffusion tube results.

Moreover, as the sites have been co-located against a reference method, it was possible to calculate the accuracy of the co- location study by means of the Bias Adjustment Factor A and Diffusion Tube Bias B. All data are expressed in $\mu\text{g m}^{-3}$ and includes 95% confidence intervals. Details of the sites and calculations undertaken are presented in Tables S and T below.

Table R - Details of the co-location sites and annual means ($\mu\text{g m}^{-3}$) for each site for 2025.

Name and Annual Mean ($\mu\text{g m}^{-3}$) Continuous Monitor	Type	Reference Method	Name and Annual Mean ($\mu\text{g m}^{-3}$) Diffusion Tube(s)
HIL, Hillingdon (25.0)	Background	Chemiluminescence	HILL01 (24.3)
HI1, Hillingdon 1 - South Ruislip (20.0)	Roadside	Chemiluminescence	HILL03 (21.2)

⁷ <https://laqm.defra.gov.uk/air-quality/air-quality-assessment/local-bias/>

Table S. Local Bias Adjustment Factor Calculation for 2025 - HILL01 & HILL02

8.4 A.4 Diffusion Tube National Bias Adjustment Factors

The diffusion tubes for the year 2025 were supplied by Gradko International, the tubes were prepared using the 20% Triethanolamine (TEA) in water preparation method.

The national bias adjustment for Gradko is 0.89 (based on 28 studies, version 03/26, as derived from the national bias adjustment calculator (National Diffusion Tube Bias Adjustment Factor Spreadsheet, version 03/26 published in March 2026)⁸. However, only studies with absolute bias values less than or equal to 20% were considered. A subset of national co-location studies was selected from the Diffusion Tube Bias Adjustment Spreadsheet comprising studies analysed by Gradko using 20% TEA in water during 2025. Studies exhibiting absolute bias values greater than 20% were excluded from the analysis in order to reduce the influence of atypical co-location results. The resulting subset of studies was used to derive the national bias adjustment factor of 0.92, based on 22 studies.

8.5 A.5 Discussion of choice of Factor to use

The diffusion tube data have been corrected using a bias adjustment factor, which provides an estimate of the difference between concentrations measured by diffusion tubes and those measured by continuous analysers, the latter being regarded as the more accurate reference method. The requirements of LLAQM.TG(19) relating to the application of bias adjustment factors have been followed.

Triplicate co-location studies can be used to derive a local bias adjustment factor through comparison of diffusion tube measurements with concentrations recorded by co-located automatic NO_x/NO₂ analysers. Alternatively, bias adjustment factors can be derived from the national database of diffusion tube co-location studies maintained by the LAQM Helpdesk for the relevant laboratory and analytical preparation method.

The LAQM Helpdesk and LLAQM.TG(19) recommend the use of a local bias adjustment factor where a robust and representative local co-location study is available. During 2025, local co-location studies were undertaken at the HIL and HI1 automatic monitoring stations. These produced local bias adjustment factors of 0.93 and 0.73 respectively, resulting in a combined local bias adjustment factor of 0.83.

The national bias adjustment factor for Gradko using 20% TEA in water for 2025 (March 2026 bias adjustment spreadsheet, version 03/26), derived from all available studies, was 0.89. A further review of the national co-location database was undertaken to identify studies demonstrating a closer agreement between diffusion tube and reference analyser measurements. Studies exhibiting absolute bias values greater than 20% were excluded from the analysis in order to reduce the influence of atypical co-location results and to retain only studies considered to provide a more representative comparison between diffusion tube and continuous monitoring techniques. Following this screening exercise, the resulting national bias adjustment factor was 0.92.

The $\pm 20\%$ bias screening threshold was selected having regard to accepted levels of uncertainty associated with air quality assessment and verification procedures. For nitrogen dioxide, the annual mean objective remains 40 $\mu\text{g}/\text{m}^3$ in England. A commonly accepted performance criterion for model verification and assessment is a Root Mean Square Error (RMSE) equivalent to approximately 10% of the objective concentration, corresponding to ± 4

⁸ <https://laqm.defra.gov.uk/air-quality/air-quality-assessment/national-bias/>

µg/m³. Studies exhibiting bias values substantially greater than $\pm 20\%$ demonstrate a poorer level of agreement between diffusion tube and reference analyser measurements and are more likely to be influenced by site-specific anomalies, operational issues or atypical monitoring conditions. The selected threshold was therefore considered appropriate to identify a subset of studies exhibiting a closer correspondence between the two monitoring techniques.

The local bias adjustment factor of 0.83 was lower than both the overall national factor (0.89) and the filtered national factor (0.92). Whilst local co-location studies are generally preferred where available, the two local co-location studies undertaken during 2025 produced materially different results, indicating a greater degree of uncertainty than would normally be expected from a single Borough-wide local adjustment factor. In contrast, the filtered national bias adjustment factor was derived from a substantially larger evidence base using the same laboratory and analytical preparation method.

The Council has a statutory duty to protect public health and, where uncertainty exists, considers it appropriate to adopt a precautionary and conservative approach. The application of a higher bias adjustment factor results in higher adjusted diffusion tube concentrations and therefore reduces the risk of underestimating public exposure to nitrogen dioxide. Given the uncertainty associated with the local co-location results, the substantially larger national evidence base available for the selected laboratory and preparation method, and the Council's responsibility to safeguard the health of residents, particularly within Air Quality Focus Areas and locations where sensitive receptors are present, the filtered national bias adjustment factor of 0.92 was considered the most appropriate and health-protective factor for application to the 2025 diffusion tube dataset.

A summary of historical bias adjustment factors applied in previous years is presented in Table A5 below.

Table U. 2025 Bias Adjustment Factor and Historical Comparison.

Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2025	National	03/26	0.92 ⁹
2024	National	04/25	0.85
2023	Local	-	0.89
2022	Local	-	0.92
2021	Local	-	0.88
2020	National	03/21	0.84
2019	National	03/20	0.89
2018	National	03/19	0.92
2017	National	03/18	1.03
2016	National	03/17	1.03
2015	National	03/16	0.95

8.6 A.6 Adjustments to the Ratified Monitoring Data

There were no incidences where data capture was less than 75% of a full calendar year (less than 9 months) and more than 25%, and therefore there was not need to "annualise" any monitoring results using the methodology outlined in LLAQM.TG(19) before being compared to annual mean objectives.

⁹ LBH has only selected diffusion tubes with bias adjustment factor equal or below 20% bias

9 APPENDIX B FULL MONTHLY DIFFUSION TUBE RESULTS FOR 2025

Table V. NO₂ Diffusion Tube Results 2025 – London Borough of Hillingdon.

Site ID	Valid data capture for monitoring period % ^a	Valid data capture 2025 % ^b	Annual Mean NO ₂													
			Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual mean – raw data	Annual mean –bias adjusted ^c
HILL01	100.0	100.0	25.3	27.4	31.2	28.3	28.2	18.4	24.8	19.7	23.9	27.1	23.9	33.5	26.0	23.9
HILL01	100.0	100.0	25.6	36.8	31.7	26.7	28.3	15.4	24.5	19.9	26.6	26.5	24.7	35.1	26.8	24.7
HILL01	100.0	100.0	26.3	40.1	32.2	28.3	29.1	17.6	26.6	18.2	25.7	29.0	25.3	32.9	27.6	25.4
HILL02	100.0	100.0	25.2	36.4	30.5	31.8	29.5	21.3	22.5	17.1	25.8	23.9	26.6	28.0	26.6	24.4
HILL03	100.0	100.0	21.9	28.3	29.2	23.1	26.2	15.1	18.6	17.9	19.7	21.4	20.4	27.6	22.5	20.7
HILL03	100.0	100.0	22.7	33.1	30.3	26.7	27.8	17.1	19.9	16.6	20.7	21.4	21.8	25.7	23.6	21.7
HILL03	100.0	100.0	22.1	28.9	32.7	26.0	25.0	17.6	14.0	17.8	19.9	21.1	21.3	24.6	22.6	20.8
HILL04	100.0	100.0	18.8	34.8	33.1	29.6	26.2	16.5	17.9	20.7	21.6	21.0	20.0	27.2	23.9	22.0
HILL05	100.0	100.0	28.4	37.3	26.7	27.9	25.4	16.8	22.8	22.4	23.1	23.2	25.3	30.0	25.8	23.7
HILL06	100.0	100.0	25.7	37.5	29.4	25.9	22.4	18.2	22.9	22.5	23.1	25.4	26.3	27.7	25.6	23.5
HILL07	91.7	91.7	27.6	35.3	33.4	28.6	27.4	16.9	23.1	19.7	25.6	24.0	missing	32.1	26.7	24.6
HILL08	91.7	91.7	28.4	36.5	32.3	26.5	28.3	missing	19.8	18.3	22.3	27.4	25.1	28.4	26.6	24.5
HILL09	100.0	100.0	27.4	34.2	32.7	25.6	23.6	17.3	21.7	20.1	22.9	21.7	24.8	32.6	26.0	23.9
HILL10	100.0	100.0	32.0	32.2	35.5	25.5	27.3	20.2	23.8	21.5	28.8	34.4	27.3	35.7	28.7	26.4
HILL11	100.0	100.0	18.6	31.0	25.6	23.4	22.2	13.5	15.0	12.9	18.5	18.8	18.5	24.6	20.2	18.6
HILL12	100.0	100.0	22.6	32.6	32.9	28.3	28.8	15.1	20.1	17.4	21.6	22.2	22.4	26.9	24.2	22.3
HILL13	100.0	100.0	20.8	31.7	27.0	26.9	24.2	16.1	15.4	15.5	18.3	20.0	21.5	26.0	21.9	20.2
HILL14	100.0	100.0	12.3	24.3	19.4	17.6	13.4	9.2	9.6	8.9	10.3	12.0	12.8	18.5	14.0	12.9
HILL15	100.0	100.0	17.5	31.1	27.4	22.5	20.5	14.2	14.6	15.6	15.9	15.5	17.9	23.3	19.7	18.1
HILL16	100.0	100.0	29.8	39.7	32.3	30.9	26.4	19.4	26.6	23.4	28.2	30.3	26.0	30.6	28.6	26.3
HILL17	91.7	91.7	24.1	35.7	29.2	25.4	22.2	14.2	missing	15.4	18.7	21.5	21.7	28.2	21.3	21.4
HILL18	100.0	100.0	27.2	37.9	32.6	27.9	27.3	17.1	23.1	18.7	23.8	26.2	25.4	29.8	26.4	24.3
HILL19	91.7	91.7	26.2	38.7	33.3	27.6	24.8	18.1	21.7	21.8	25.8	missing	25.8	34.5	27.1	24.9
HILL20	100.0	100.0	26.3	41.4	34.3	31.3	28.8	15.5	28.4	23.6	26.2	27.0	22.8	35.5	28.4	26.2
HILL21	83.3	83.3	26.3	35.8	30.9	27.9	24.0	17.9	23.4	17.1	23.7	26.6	missing	missing	25.4	23.3
HILL22	100.0	100.0	27.1	41.0	35.0	33.4	31.0	24.1	22.3	22.6	25.5	25.2	27.9	35.5	29.2	26.9
HILL23	100.0	100.0	-	28.7	26.4	26.3	23.6	16.7	16.2	17.0	17.8	15.8	21.5	22.8	21.1	19.5
HILL24	100.0	100.0	24.9	41.0	32.2	33.8	28.3	20.6	20.5	25.0	24.4	23.7	27.5	29.6	27.6	25.4
HILL25	100.0	100.0	30.7	38.0	36.4	25.5	26.8	18.7	27.9	16.9	26.8	29.2	29.0	37.0	28.6	26.3
HILL26	100.0	100.0	26.4	36.9	33.3	25.9	24.6	17.3	24.6	20.3	25.6	26.8	26.0	29.2	26.4	24.3
HILL27	100.0	100.0	25.9	37.3	35.8	35.1	31.3	25.1	21.8	17.2	27.3	23.2	22.8	25.3	27.3	25.1
HILL28	100.0	100.0	21.3	31.1	27.0	23.9	20.9	14.7	15.1	15.4	17.2	19.7	19.5	23.7	20.8	19.1
HILL29	91.7	91.7	24.2	35.8	30.4	26.5	26.9	14.1	19.6	missing	20.3	21.6	22.3	28.3	24.5	22.6
HILL30	100.0	100.0	18.8	28.8	26.3	20.1	18.0	10.9	13.2	8.7	14.8	15.4	17.1	23.1	17.9	16.5
HILL31	100.0	100.0	22.6	36.0	29.8	26.0	23.4	14.0	17.0	13.3	20.1	22.8	21.9	16.7	22.0	20.2
HILL32	100.0	100.0	33.7	47.7	43.3	38.3	32.7	32.8	28.3	29.8	30.6	31.7	12.6	31.6	32.8	30.1
HILL33	100.0	100.0	27.0	39.8	34.1	26.4	22.6	19.7	21.9	22.1	22.0	21.6	25.5	28.7	25.9	23.9
HILL34	100.0	100.0	23.9	41.2	34.7	26.0	25.7	17.8	18.8	18.1	20.3	23.0	23.4	32.4	25.4	23.4
HILL35	100.0	100.0	24.6	38.8	33.8	26.3	25.9	13.9	16.4	15.7	16.7	16.8	20.6	31.3	23.4	21.5
HILL36	100.0	100.0	26.5	43.5	39.6	34.8	35.8	23.8	26.6	25.6	29.9	26.1	27.0	32.7	31.0	28.5
HILL37	100.0	100.0	24.1	38.1	31.4	29.7	26.9	20.5	22.3	24.6	24.0	25.8	25.5	34.6	27.3	25.1
HILL38	100.0	100.0	33.8	44.2	39.9	31.5	30.5	21.0	29.9	25.3	26.7	30.5	29.1	33.3	31.3	28.8
HILL39	91.7	91.7	29.2	44.3	39.4	33.3	34.2	22.5	30.3	22.6	missing	28.6	30.3	36.0	31.9	29.3
HILL40	100.0	100.0	26.7	38.2	35.3	29.1	26.3	19.3	22.9	21.1	25.0	30.9	28.9	34.5	28.2	25.9
HILL41	100.0	100.0	35.8	42.5	41.2	32.7	40.0	25.4	37.0	27.6	36.6	37.0	35.1	39.5	35.9	33.0
HILL42	100.0	100.0	25.9	38.2	34.0	31.8	27.3	18.4	22.0	17.9	24.4	23.2	24.8	30.2	26.5	24.4
HILL43	83.3	83.3	23.6	34.6	31.0	25.1	missing	missing	19.3	19.4	19.2	19.1	23.0	29.1	24.3	22.4
HILL44	100.0	100.0	17.4	28.6	27.5	25.2	21.4	20.2	16.9	10.9	16.0	17.1	13.5	19.4	19.5	18.0

Notes

Concentrations are presented as µg m⁻³.

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

Exceedances of the NO₂ annual mean of 36 µg m⁻³ are underlined.

NO₂ annual means in excess of 60 µg m⁻³, indicating a potential exceedance of the NO₂ hourly mean AQS objective are shown in **bold** and underlined.

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

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

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

N/A = means period outside the monitoring survey

Missing = means diffusion tube deployed but missing = no data
(b) Local bias adjustment of 0.89 was applied to the data

- ☒ All erroneous data has been removed from the NO₂ diffusion tube dataset presented in **Error! Reference source not found.**
- ☒ Annualisation has been conducted where data capture is <75% and >25% in line with LLAQM.TG19
- ☐ Local bias adjustment factor used
- ☒ National bias adjustment factor used
- ☐ Where applicable, data has been distance corrected for relevant exposure in the final column
- ☒ London Borough of Hillingdon confirm that all 2025 diffusion tube data has been uploaded to the Diffusion Tube Data Entry System

Notes:

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

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

See Appendix A for details on bias adjustment and annualisation.

10 APPENDIX C SUMMARY OF BREATHE LONDON SENSOR MONITORING DATA

Table W. Details of Automatic Low-Cost Monitoring Sites in Hillingdon in 2025 (Details of Breathe London Sensor Sites)

Site Name	Site Location	X (m)	Y (m)	Site Type	In AQMA? (Y/N)	Distance from monitoring site to relevant exposure (m)	Distance to kerb of nearest road (N/A if not applicable) (m)	Inlet height (m)	Pollutants monitored
Tavistock Road (a)	in front of 69 Tavistock Rd, West Drayton UB7 7QT	505739	180258	Roadside	Y	6.5m	0.4m	2.5	NO ₂ , PM _{2.5}
Harlington High Street b)	485A High Street, Harlington, UB3 5DL	508824	177081	Roadside	Y	3.3m	1.3	2.5	NO ₂ , PM _{2.5}
Harefield Hospital c)	Harefield Hospital UB9	505164	190882	Roadside	N	18 m	1.3	2.5	NO ₂ , PM _{2.5}
Green Lane, Northwood d)	In lamppost in front of 68A Green Lane, Northwood, HA6 2XS	509310	191450	Roadside	N	10 m	1.3	2.5	NO ₂ , PM _{2.5}
Heathrow Bath Road e)	Co-located with LHRBR Heathrow Bath Road	508279	176949	Roadside	N	140m	3m	1.70	NO ₂ , PM _{2.5}

(a) This Node was located on Tavistock Road because the local community had raised concerns over the impact of traffic associated with nearby industrial uses. Installed: Thursday, June 3rd 2021. <https://www.breathelondon.org/sensors/sensor-profile?device=14894>

(b) Installed: Tuesday, November 23rd 2021 - <https://www.breathelondon.org/sensors/sensor-profile?device=13381>

(c) Installed: Friday, August 25, 2023https://www.breathelondon-communities.org/sensor-info?sitecode=CLDP0518&species=both&SQF_SITECODE=CLDP0518

(d) Installed: Thursday, June 6, 2024 https://www.breathelondon-communities.org/sensor-info?sitecode=CLDP0552&species=both&SQF_SITECODE=CLDP0552

(e) Installed: Wednesday, April 2nd 2025 <https://www.breathelondon.org/sensors/sensor-profile?device=13670>

Table X. Monthly Air Quality Sensor Monitoring Results – NO₂

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean Data
Tavistock Road	505739	180258	N/A	N/A	N/A	23.38	18.14	17.69	18.09	17.83	16.68	14.96	15.16	14.4	16.73
Harlington High Street	508824	177081	N/A	N/A	N/A	37.71	23.46	28.76	26.08	26.48	29.71	29.94	34.45	32.92	29.09
Harefield Hospital	505164	190882	19.69	19.76	23.49	19.79	13.86	15.14	14.45	17.24	18.17	17.09	20.02	26.35	18.22
Green Lane, Northwood	509310	191450	23.79	22.54	26.07	22.94	15.55	19.35	15.15	18.06	19.59	18.77	21.47	23.38	20.45
Heathrow Bath Road	508279	176949	N/A	N/A	N/A	28.89	23.57	24.98	21.98	22.39	24.7	22.2	24.02	29.19	24.39

Table Y. Monthly Air Quality Sensor Monitoring Results – PM_{2.5}

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean Data
Tavistock Road	505739	180258	N/A	N/A	N/A	12.66	7.26	6.82	5.81	6	4.73	6.78	6.73	8.13	6.88
Harlington High Street	508824	177081	N/A	N/A	N/A	11.1	7.14	6.12	5.72	5.7	4.48	6.37	6.48	7.62	6.72
Harefield Hospital	505164	190882	10.36	11.34	10.97	10.2	7.68	8.73	7.8	9.04	10.04	9.73	10.88	14.42	9.79
Green Lane, Northwood	509310	191450	13.32	12.47	12.12	11.05	8.63	9.11	8.67	9.67	10.53	10.46	11.27	12.33	10.77
Heathrow Bath Road	508279	176949	N/A	N/A	N/A	12.66	7.26	6.82	5.81	6	4.73	6.78	6.73	8.13	6.88

Table Z. Low-Cost Sensors: Annual mean NO₂ provisional monitoring results (µg.m⁻³) for the period 2021-2025.

Site Name	Location	Valid data capture for monitoring period % ^a	Valid data capture, 2025, % ^b	Annual Mean Concentration (µg.m ⁻³)				
				2021	2022	2023	2024	2025
Tavistock Road	in front of 69 Tavistock Rd, West Drayton UB7 7QT	94.3	67.4	24.1	23.1	20.7	20.0	16.7
Harlington High Street	485A High Street, Harlington, UB3 5DL	94.6	67.6	-	26.7	24.4	22.2	29.1
Harefield Hospital	Harefield Hospital UB9	85.9	85.9	-	-	-	17.2	18.2
Green Lane, Northwood	In lamppost in front of 68A Green Lane, Northwood HA6 2XS	83.3	83.3	-	-	-	20.9	20.5
Heathrow Bath Road	Co-located with LHRBR	94.2	70.7	-	-	-	-	24.4

Notes

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

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

Table AA. Low-Cost Sensors: Annual mean PM_{2.5} provisional monitoring results (µg m⁻³) for the period 2021-2025.

Site Name	Location	Valid data capture for monitoring period % ^a	Valid data capture, 2025, % ^b	Annual Mean Concentration (µg.m ⁻³)				
				2021	2022	2023	2024	2025
Tavistock Road	in front of 69 Tavistock Rd, West Drayton UB7 7QT	98.6	70.5	12.2	10.6	8.5	7.9	6.6
Harlington High Street	485A High Street, Harlington, UB3 5DL	98.6	70.5	-	-	<u>10.5</u>	7.7	6.9
Harefield Hospital	Harefield Hospital UB9	85.9	85.9	-	-	-	7.6	9.8
Green Lane, Northwood	In lamppost in front of 68A Green Lane, Northwood HA6 2XS	84.4	84.4	-	-	-	8.1	<u>10.8</u>
Heathrow Bath Road	Co-located with LHRBR	99.0	74.3	-	-	-	-	6.7

Notes:

The annual mean concentrations are presented as µg m⁻³.Exceedance of the PM_{2.5} annual mean AQO of 25 µgm⁻³ are shown in **bold**.Exceedance of the PM_{2.5} annual mean target of 10 µgm⁻³ are shown in *italics underlined*.^a data capture for the monitoring period, in cases where monitoring was only carried out for part of the year^b data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%)

Figures 12, 14, 16, 18, and 20 indicate hourly mean NO₂ concentrations measured at the low-cost sensors at Tavistock Road, Harlington High Street, Harefield Hospital, Green Lane (Northwood) and Heathrow Bath Road for 2025. All Figures indicate that there are peaks of concentrations throughout the year. However, as reported on Table Z, the annual mean value is below the national objective of 40 µg.m⁻³ at each location.

Figures 13, 15, 17, 19 and 21 present the hourly mean PM_{2.5} concentrations measured at the low-cost sensors at Tavistock Road, Harlington High Street, Harefield Hospital, Green Lane (Northwood) and Heathrow Bath Road for 2025. All Figures indicate that there are peaks in concentration throughout the year. Results show that the annual mean in relation to the WHO guideline of 5 µg.m⁻³ is being exceeded at each location (See Table AA).

It is noted that all of the low-cost sensor sites exceed the WHO NO₂ daily guideline value of 25 µg.m⁻³ and the WHO PM_{2.5} daily guideline value of 15 µg m⁻³.

- a. Figures 12. Hourly mean NO₂ concentrations measured at the low-cost sensor at Tavistock Road, 16th April to 31st December 2025. Units: µg.m⁻³
- b. Figures 13. Hourly mean PM_{2.5} concentrations measured at the low-cost sensor at Tavistock Road, 16th April to 31st December 2025. Units: µg.m⁻³
- c. Figures 14. Hourly mean NO₂ concentrations measured at the low-cost sensor at Harlington High Street, 16th April to 31st December 2025. Units: µg.m⁻³
- d. Figures 15. Hourly mean PM_{2.5} concentrations measured at the low-cost sensor at Harlington High Street, 16th April to 31st December 2025. Units: µg.m⁻³
- e. Figures 16. Hourly mean NO₂ concentrations measured at the low-cost sensor at Harefield Hospital, 1st January to 31st December 2025. Units: µg.m⁻³
- f. Figures 17. Hourly mean PM_{2.5} concentrations measured at the low-cost sensor at the Harefield Hospital, 1st January to 31st December 2025. Units: µg.m⁻³
- g. Figures 18. Hourly mean NO₂ concentrations measured at the low-cost sensor at Green Lane (Northwood), 1st January to 31st December 2025. Units: µg.m⁻³
- h. Figures 19. Hourly mean PM_{2.5} concentrations measured at the low-cost sensor at Green Lane (Northwood), 1st January to 31st December 2025. Units: µg.m⁻³
- i. Figures 20. Hourly mean NO₂ concentrations measured at the low-cost sensor at Heathrow Bath Road, 2nd April to 31st December 2025. Units: µg.m⁻³
- j. Figures 21. Hourly mean PM_{2.5} concentrations measured at the low-cost sensor at Heathrow Bath Road, 2nd April to 31st December 2025. Units: µg.m⁻³

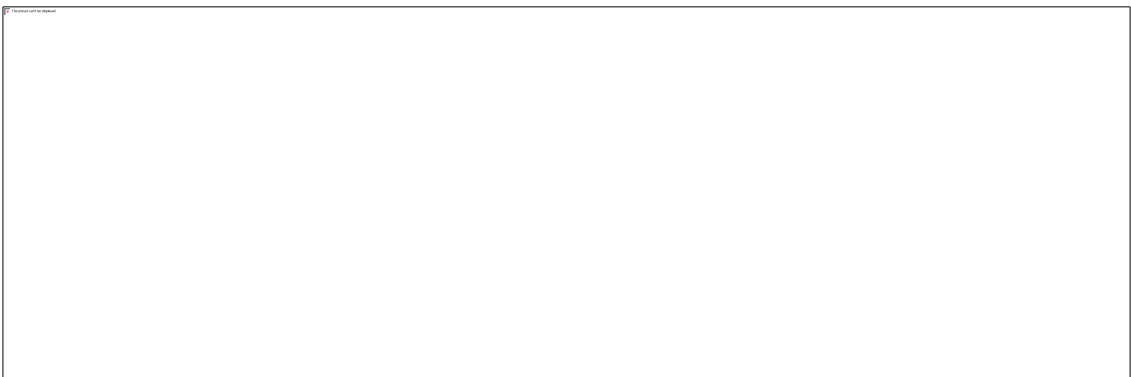


Figure 12. Hourly mean NO₂ concentrations measured at the low-cost sensor at Tavistock Road, 16th April¹⁰ to 31st December 2025. Units: µg.m⁻³.



Figure 13. Hourly mean PM_{2.5} concentrations measured at the low-cost sensor at Tavistock Road, 16th April¹¹ to 31st December 2025. Units: µg.m⁻³.

^{10 6} Due to contractual handover period with the new operators managing the sensors the new ones were only deployed on the 16th April 2025

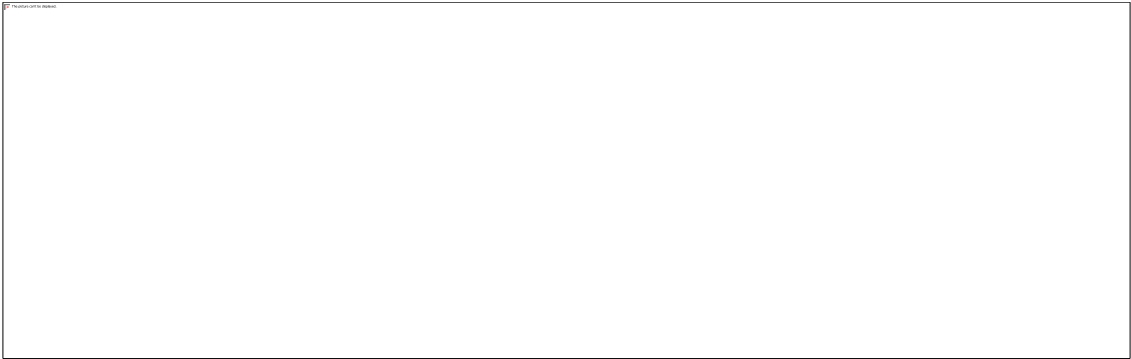


Figure 14. Hourly mean NO₂ concentrations measured at the low-cost sensor at Harlington High Street, 16th January to 31st December 2025. Units: µg.m⁻³.

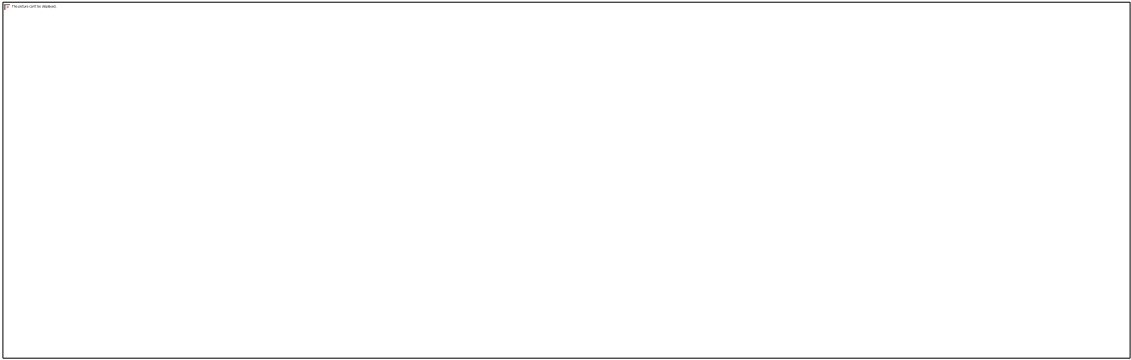


Figure 15. Hourly mean PM_{2.5} concentrations measured at the low-cost sensor at Harlington High Street, 16th January to 31st December 2025. Units: µg.m⁻³.

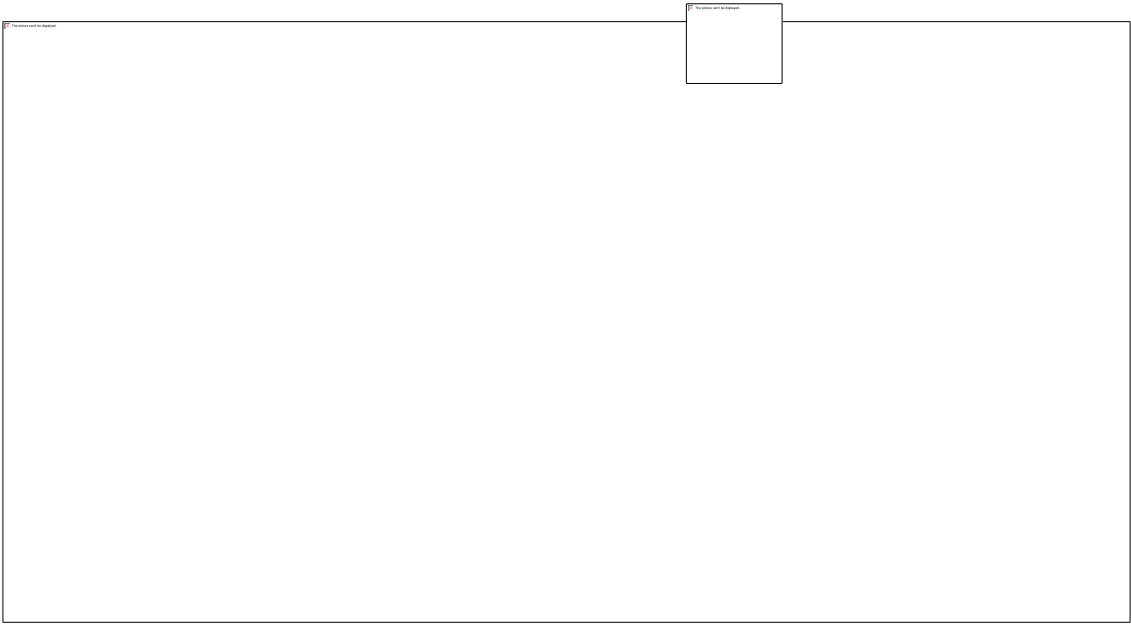


Figure 16. Hourly mean NO₂ concentrations measured at the low-cost sensor at Harefield Hospital, 1st January to 31st December 2025. Units: µg.m⁻³.

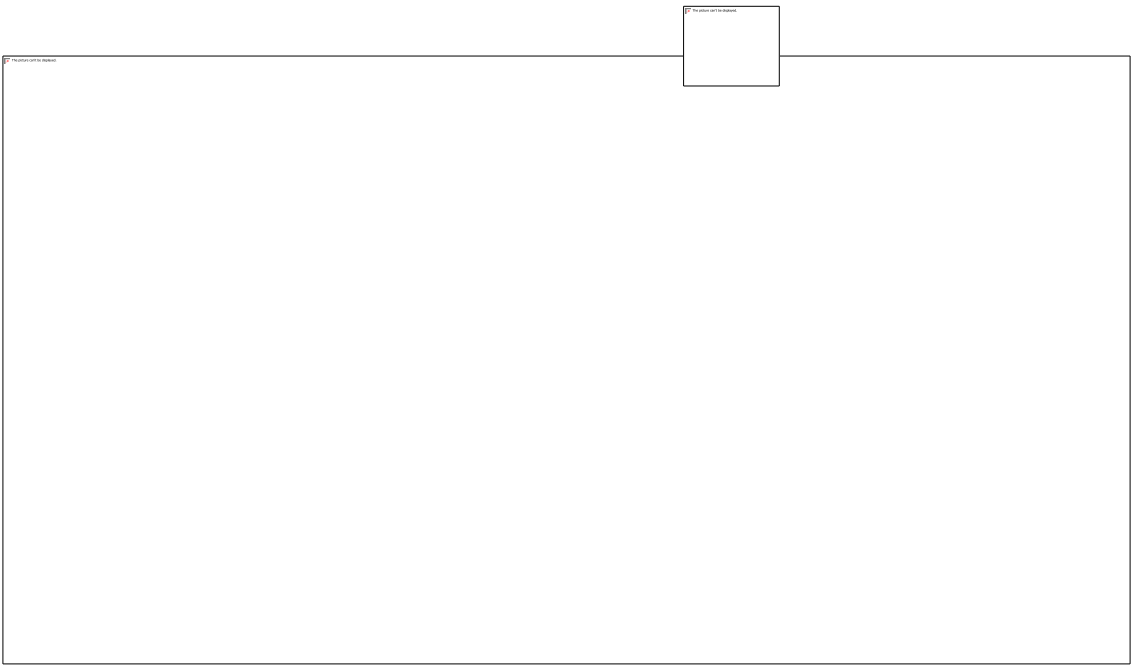


Figure 17. Hourly mean PM_{2.5} concentrations measured at the low-cost sensor at Harefield Hospital, 1st January to 31st December 2025. Units: µg.m⁻³.



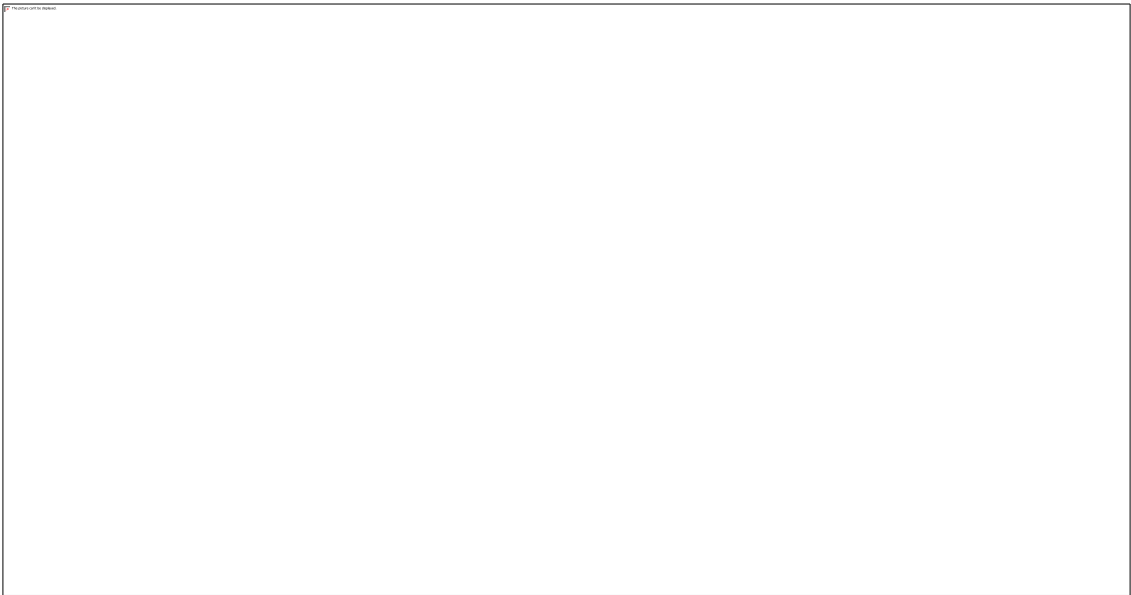


Figure 18. Hourly mean NO₂ concentrations measured at the low-cost sensor at Green Lane (Northwood), 1st January to 31st December 2025. Units: µg.m⁻³.

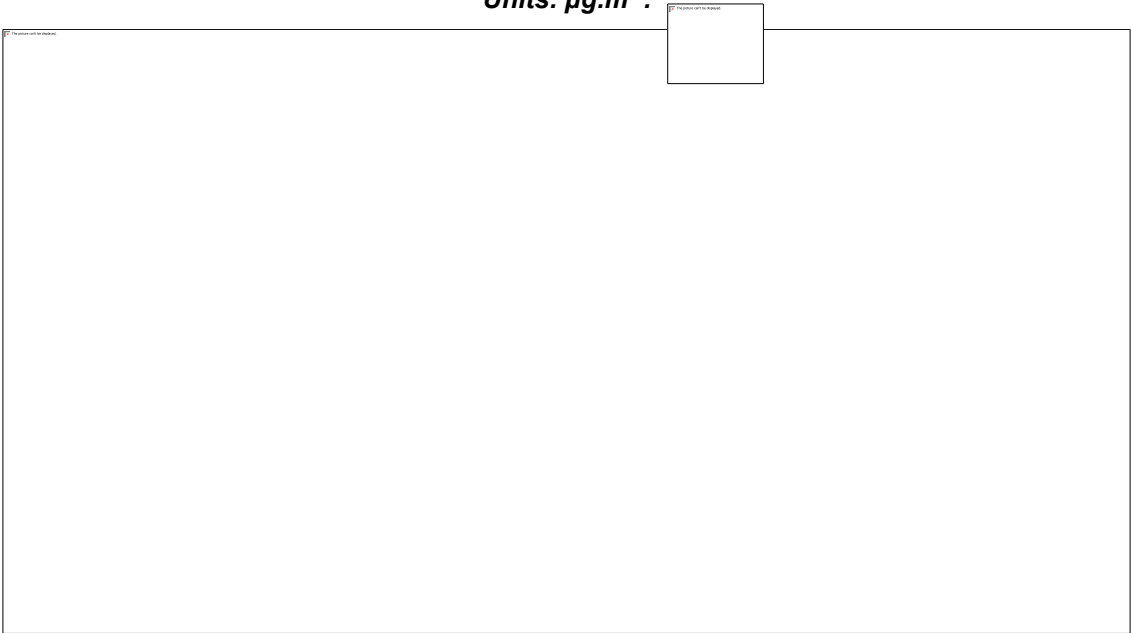


Figure 19. Hourly mean PM_{2.5} concentrations measured at the low-cost sensor at Green Lane (Northwood), 1st January to 31st December 2025. Units: µg.m⁻³.



Figure 20. Hourly mean NO₂ concentrations measured at the low-cost sensor at Heathrow Bath Road, 1st January to 31st December 2025. Units: µg.m⁻³.

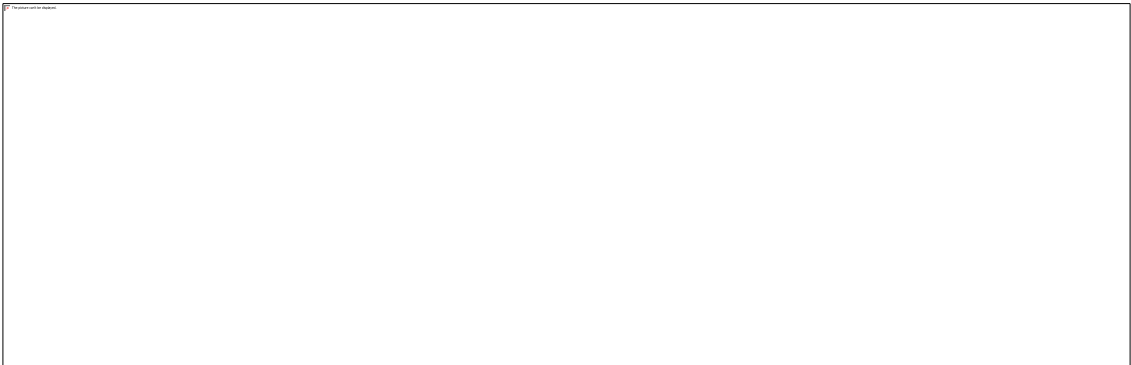


Figure 21. Hourly mean PM_{2.5} concentrations measured at the low-cost sensor at Heathrow Bath Road, 1st January to 31st December 2025. Units: µg.m⁻³.

11 APPENDIX D LONDON BOROUGH OF HILLINGDON FOCUS AREAS

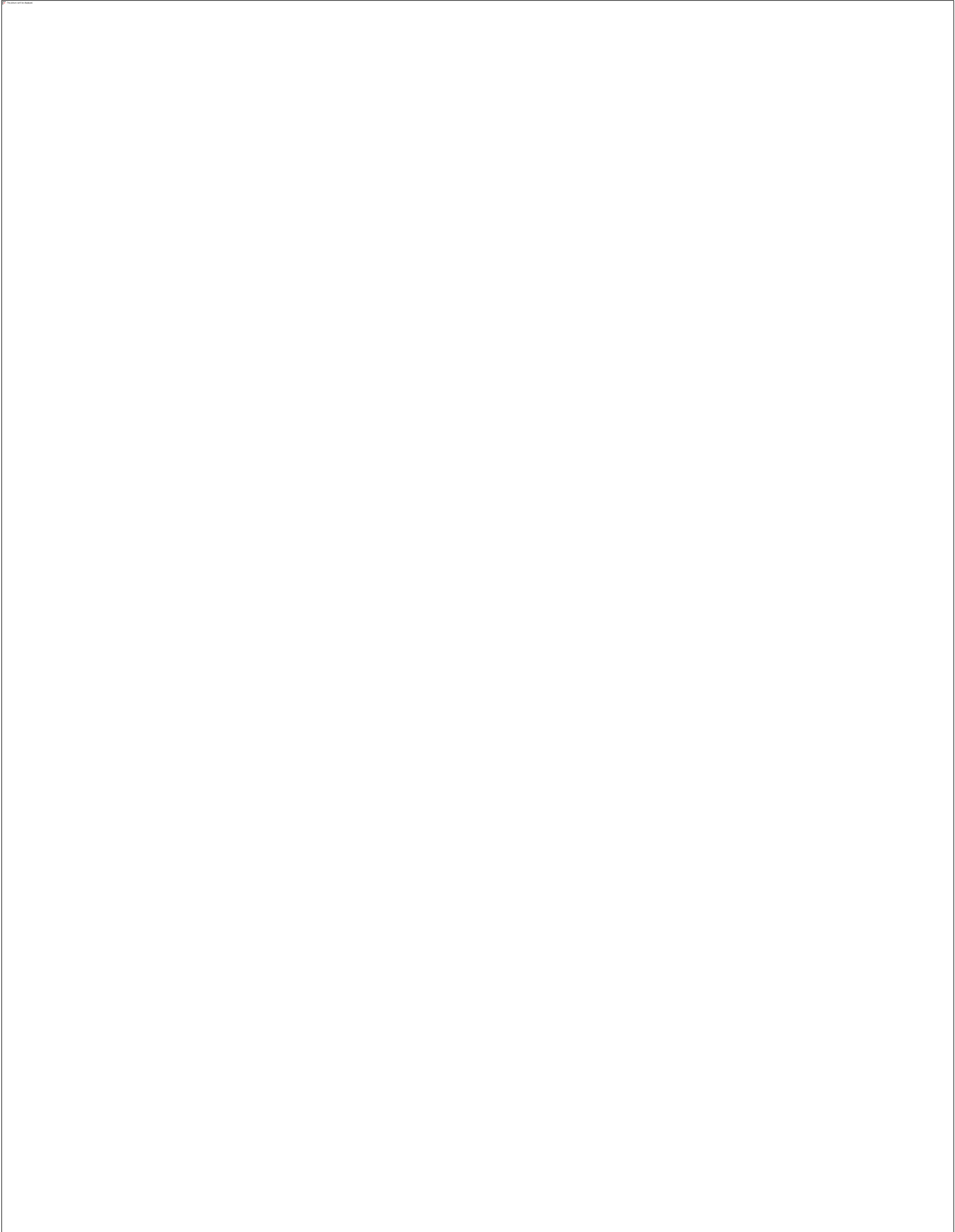


Figure 22. London Borough of Hillingdon Focus Areas 2025.

