

City of London Corporation Air Quality Annual Status Report for 2025

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

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¹ LLAQM Policy and Technical Guidance 2019 (LLAQM.TG(19))

Executive Summary: Air Quality in Our Area

Air Quality in the City of London

Breathing in polluted air affects our health and costs the NHS and our society billions of pounds each year. Air pollution is recognised as a contributing factor in the onset of heart disease and cancer and can cause a range of health impacts, including effects on lung function, exacerbation of asthma, increases in hospital admissions and mortality. Air pollution particularly affects the most vulnerable in society, children, the elderly, and those with existing heart and lung conditions. Low-income communities are also disproportionately impacted by poor air quality, exacerbating health and social inequalities.

Table ES 1 provides a brief explanation of the key pollutants relevant to London Local Air Quality Management and the kind of activities they might arise from. These pollutants are monitored across the Square Mile, with real-time data publicly accessible through a number of online resources. Our monitoring is used to identify hotspot areas, indicate exposure and to monitor compliance against national, regional and local objectives/targets.

Table ES 1. Description of Key Pollutants

Pollutant	Description
Nitrogen Dioxide (NO ₂)	Nitrogen dioxide is a gas which is generally emitted from high-temperature combustion processes such as road transport or energy generation.
Particulate Matter (PM ₁₀ and PM _{2.5})	Particulate matter is everything in the air that is not a gas. Particulate matter can come from natural sources such as pollen, as well as human made sources such as smoke from fires, emissions from industry and dust from tyres and brakes. PM ₁₀ refers to particles under 10 micrometres. Fine particulate matter or PM _{2.5} are particles under 2.5 micrometres.

Actions to Improve Air Quality

Whilst air quality has improved significantly in recent decades, there are some areas where local, regional and national action is needed to protect people and the environment from the negative impacts of air pollution. We will continue to work with

internal and external stakeholders to mitigate sources of air pollutants identified by the Greater London Authority, and also from our local stakeholders. Significant sources of air pollutants within the Square Mile include commercial heat and power and construction activity. In 2026 there are two documents to be completed that will increase the mitigation of these significant sources; an updated Air Quality Supplementary Planning Document and an updated Code of Practice for Deconstruction and Construction.

Conclusions and Priorities

All national Air Quality Objectives were met in 2025 at all monitoring within the Square Mile except for two diffusion tube locations where NO₂ exceeded the national Air Quality Objective of 40 µg m⁻³ as an annual mean. There were 83 locations where NO₂ was monitored in 2025, and the only two sites that exceeded were Cannon Street and at Walbrook Wharf on Upper Thames Street. PM₁₀ concentrations continue to comply with national Air Quality Objectives and PM_{2.5} concentrations continue to comply, or are very close to complying, with the national Annual Mean Concentration Target for 2040 and Mayor of London's commitment for 2030.

In 2026 we are upgrading our monitoring equipment to ensure that our monitoring data remains accurate and accessible for all. PM_{2.5} monitoring is being introduced at our monitoring station on Beech Street. This adds to our existing PM_{2.5} monitoring and will provide additional insight into PM_{2.5} concentrations within the Square Mile.

Our priorities in the coming years are to continue the implementation of the Air Quality Strategy, with its aim to reduce NO₂, PM₁₀ and PM_{2.5} emissions originating within the Square Mile and therefore working towards lower concentrations across the City of London and our neighbouring London boroughs.

How to get Involved

The City of London Air Quality Team will continue to engage with its communities to work together to reduce pollutant emissions and exposure to air pollutants within the Square Mile. An Indoor Air Quality Project was run in conjunction with the London Borough of Hackney in 2025. This was well received and was a positive example of community engagement. For up-to-date information on events and how you can get involved please see the following information sources:

- Air-aware website, <https://www.air-aware.co.uk/>

- Monthly Environmental Newsletter,
<https://www.cityoflondon.gov.uk/services/environmental-health/air-quality>
- Follow CityAir on BlueSky and LinkedIn.

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Abbreviations

Abbreviation	Description
AMCT	Annual Mean Concentration Target
AQAP	Air Quality Action Plan
AQMA	Air Quality Management Area
AQN	Air Quality Neutral
AQO	Air Quality Objective
AQG	Air Quality Guideline
AQP	Air Quality Positive
DTDPT	Diffusion Tube Data Processing Tool
EA	Environment Agency
EV	Electric Vehicle
GLA	Greater London Authority
LAEI	London Atmospheric Emissions Inventory
LAQM	Local Air Quality Management
LLAQM	London Local Air Quality Management
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxides
NRMM	Non-Road Mobile Machinery
PLA	Port of London Authority
PM ₁₀	Particulate matter less than 10 micron in diameter
PM _{2.5}	Particulate matter less than 2.5 micron in diameter
SPD	Supplementary Planning Document
SPG	Supplementary Planning Guidance
TfL	Transport for London
WHO	World Health Organisation

Table A. Summary of National Air Quality and International Standards, Objectives and Guidelines

Pollutant	Standard / Objective / Guideline	Averaging Period	Date⁽¹⁾
Nitrogen dioxide (NO ₂)	200 µg m ⁻³ not to be exceeded more than 18 times a year	1-hour mean	31 Dec 2005
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 Commitment ⁽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
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
- (4) London Mayoral Commitment

1. Air Quality Monitoring

1.1 Locations

Table B. Details of Automatic Monitoring Sites for 2025

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA?	Monitoring Technique	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Inlet Height (m)
CT2	Farringdon Street	Roadside	531623	181238	NO ₂ , PM _{2.5} , C ₆ H ₆	Yes	Chemiluminescent, BAM/FIDAS, adsorption ⁽³⁾	0m	2.5m	2m
CT3	The Aldgate School	Urban Background	533484	181190	NO ₂ , PM ₁₀ , PM _{2.5}	Yes	Chemiluminescent, BAM	0m	N/A	1.5m
CT4	Beech Street	Roadside	532167	181857	PM ₁₀	Yes	BAM	0m	3m	3m
CT4 ⁽⁴⁾	Beech Street	Roadside	532176	181862	NO ₂	Yes	Chemiluminescent	0m	1.5m	2m
CT9	Guildhall	Urban Background	532471	181424	O ₃	Yes	UV Absorption	N/A	N/A	25m
CTA	Bell Wharf Lane	Roadside	532495	180791	NO ₂ , PM ₁₀	Yes	Chemiluminescent, BAM	0m	10.5m	1.5m

Notes:

(1) 0m if the monitoring site is at a location of exposure. The City of London regards relevant exposure as any location outside that is accessible to members of the public and that all AQOs apply to exposure, regardless of the pollutant averaging period.

(2) N/A if not applicable.

(3) The BAM at CT2 was removed on 1st May 2025 and replaced with a single channel FIDAS (PM_{2.5}).

(4) Listed as CT4a within the Automatic Data Entry System to allow for differentiation between pollutants monitored at CT4.

The NO₂ and PM_{2.5} monitoring completed at CT2 are utilised within the UK Automatic Urban and Rural Network, and the benzene monitoring completed at CT2 is utilised within the UK Non-Automatic Hydrocarbon Network.

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

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
CL5	St. Bartholomew's Hospital Courtyard	Urban Background	531901	181571	NO ₂	Yes	0m	N/A	No	1.5m
CL38	St. Andrew's Church, Queen Victoria Street	Roadside	531851	180962	NO ₂	Yes	0m	2m	No	2.75m
CL39	St. Dunstan's Church, Fleet Street	Roadside	531235	181155	NO ₂	Yes	0m	2m	No	1.5m
CL40	Guinness Trust Estate, Mansell Street	Roadside	533794	181026	NO ₂	Yes	0m	5.5m	No	2m
CL55	Speed House, Barbican Centre	Urban Background	532482	181799	NO ₂	Yes	0m	N/A	No	10m

Notes (applicable to Tables C-G):

(1) 0m if the monitoring site is at a location of exposure. The City of London regards relevant exposure as any location outside that is accessible to members of the public and that all AQOs apply to exposure, regardless of the pollutant averaging period.

(2) N/A if not applicable.

Table D. Details of Non-Automatic Monitoring Sites for 2025: Bank Area

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
Bank 1	Cannon Street	Kerbside	532641	180914	NO ₂	Yes	0m	0.3m	No	2m
Bank 2a ⁽³⁾	Queen Victoria Street	Kerbside	532591	181073	NO ₂	Yes	0m	1m	No	2m
Bank 3	King Street	Kerbside	532465	181171	NO ₂	Yes	0m	0.5m	No	2m
Bank 5	Magistrates Court	Roadside	532647	181092	NO ₂	Yes	0m	3.7m	No	2m
Bank 6	King William Street	Kerbside	532791	180986	NO ₂	Yes	0m	0.5m	No	2m
Bank 8	Lombard Street	Kerbside	532853	181019	NO ₂	Yes	0m	1m	No	2m
Bank 11	Cornhill-Royal Exchange	Kerbside	532785	181119	NO ₂	Yes	0m	0.5m	No	2.2m
Bank 12a ⁽⁴⁾	Threadneedle Street	Roadside	532732	181130	NO ₂	Yes	0m	5m	No	2m
Bank 13	31 Old Broad Street	Kerbside	533036	181376	NO ₂	Yes	0m	1m	No	2m
Bank 14	Wormwood Street	Kerbside	533077	181448	NO ₂	Yes	0m	0.5m	No	2m
Bank 15	3 London Wall	Kerbside	532915	181513	NO ₂	Yes	0m	0.5m	No	2m
Bank 16	81 London Wall	Kerbside	532670	181555	NO ₂	Yes	0m	0.75m	No	2m
Bank 17	55 Moorgate	Roadside	532684	181442	NO ₂	Yes	0m	2m	No	2m
Bank 18	85 Gresham Street	Kerbside	532503	181304	NO ₂	Yes	0m	0.5m	No	2m
Bank 19	Lothbury	Roadside	532705	181268	NO ₂	Yes	0m	2.2m	No	2m
Bank 20a ⁽⁵⁾	Princes Street	Kerbside	532682	181196	NO ₂	Yes	0m	1m	No	2.2m
Bank 22	Gracechurch Street	Kerbside	533010	181058	NO ₂	Yes	0m	1m	No	2m

Notes:

(3) Bank 2 moved to the opposite side of Queen Victoria Street at beginning of 2023 due to a lamppost being removed, renamed 2a.

(4) Bank 12 moved at the beginning of 2025 due to street furniture being removed as Threadneedle Street is now a cycle lane, renamed 12a.

(5) Bank 20 moved to the opposite side of Princes Street at beginning of 2024 due to a lamppost being removed, renamed 20a.

Table E. Details of Non-Automatic Monitoring Sites for 2025: Transport Strategy

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
T2	Byward Street	Roadside	533294	180688	NO ₂	Y	0m	3.5m	No	2m
T3	Seething Lane	Roadside	533385	180722	NO ₂	Y	0m	3.2m	No	2m
T4	Crosswall	Kerbside	533513	180941	NO ₂	Y	0m	1m	No	2m
T5	Minories	Kerbside	533600	181165	NO ₂	Y	0m	0.5m	No	2m
T6	Stoney Lane	Roadside	533549	181345	NO ₂	Y	0m	2.5m	No	2m
T7	Heneage Lane	Urban Centre	533418	181257	NO ₂	Y	0m	12m	No	2m
T10	St Mary Axe	Kerbside	533239	181152	NO ₂	Y	0m	1m	No	2m
T13	Blackfriars Bridge	Kerbside	531644	180857	NO ₂	Y	0m	0.5m	No	2m
T14	Victoria Embankment	Kerbside	531197	180826	NO ₂	Y	0m	0.5m	No	2m
T15a ⁽⁶⁾	Fleet Street	Roadside	531422	181160	NO ₂	Y	0m	8m	No	1.9m
T16	Ludgate Hill	Kerbside	531769	181167	NO ₂	Y	0m	0.5m	No	2m
T17	Museum of London	Roadside	532284	181554	NO ₂	Y	0m	2.5m	No	2m
T18a ⁽⁷⁾	London Wall	Kerbside	532240	181559	NO ₂	Y	0m	0.5m	No	2m
T20	The Fable	Kerbside	531592	181563	NO ₂	Y	0m	0.5m	No	2m
T21	North Old Bailey	Kerbside	531804	181395	NO ₂	Y	0m	0.5m	No	2m
T23	The Gherkin	Roadside	533263	181248	NO ₂	Y	0m	2m	No	2m

Notes:

(6) T15 moved further back from Fleet Street in June 2024 due to a lamppost being removed, renamed T15a.

(7) T18 moved to opposite side of London Wall at the beginning of 2025 due to several pieces of street furniture being removed, renamed T18a.

Table F. Details of Non-Automatic Monitoring Sites for 2025: Other City Sites

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
TAS 1/2/3	The Aldgate School NO _x Analyser	Urban Background	533484	181190	NO ₂	Yes	0m	N/A	Yes	1.5m
BWL 1/2/3	Bell Wharf Lane NO _x Analyser	Roadside	532495	180791	NO ₂	Yes	0m	10.5m	Yes	1.5m
WW	Walbrook Wharf	Roadside	532540	180786	NO ₂	Yes	0m	2.5m	No	3m
PLA5	Southwark Bridge	Urban Centre	532412	180709	NO ₂	Yes	0m	N/A	No	2m
LS	Liverpool Street	Urban Centre	533147	181574	NO ₂	Yes	0m	0.5m	No	2m
FA	Fenchurch Avenue	Urban Centre	533236	181040	NO ₂	Yes	0m	1.1m	No	2m
FL	Fetter Lane	Roadside	531276	181261	NO ₂	Yes	0m	1.5m	No	2m
OS3	St Pauls	Urban Centre	532132	181108	NO ₂	Yes	0m	35m	No	2m
OS6	Finsbury Circus	Roadside	532938	181619	NO ₂	Yes	0m	0.5m	No	2m
OS7	Christchurch Greyfriars Church Garden	Urban Background	531974	181382	NO ₂	Yes	0m	38m	No	2m
GY	Goodmans Yard	Roadside	533703	180913	NO ₂	Yes	0m	6m	No	2m
CT	Citigen	Roadside	531634	181692	NO ₂	Yes	0m	2m	No	2m
N1	Hatching Dragons	Urban Background	532164	181641	NO ₂	Yes	0m	N/A	No	2m
N2	Bright Horizons	Urban Background	532210	181975	NO ₂	Yes	0m	1.5m	No	2.1m
SPS2	St Pauls School Front Railings	Roadside	532175	181150	NO ₂	Yes	0m	3.5m	No	2m
CLS2	Boys School Sports Access Ramp	Urban Background	532051	180900	NO ₂	Yes	0m	40m	No	2m
CHS1	Charterhouse Square School	Roadside	531988	181881	NO ₂	Yes	0m	3m	No	2m

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
CSG	Cheapside Sunken Garden	Roadside	532174	181214	NO ₂	Yes	0m	10m	No	2m
TC	Temple Church Courtyard	Urban Background	531254	181044	NO ₂	Yes	0m	N/A	No	2m
BG	Bishopsgate	Kerbside	533295	181622	NO ₂	Yes	0m	0.9m	No	1.9m
MS	Middlesex Street	Kerbside	533539	181488	NO ₂	Yes	0m	0.5m	No	2m
HC	Holborn Circus	Kerbside	531413	181556	NO ₂	Yes	0m	0.9m	No	1.9m
PLA7	Tower Millennium Pier	Urban Centre	533384	180517	NO ₂	Yes	0m	N/A	No	2.2m
BB	St. Dunstan in the West, Breams Building	Urban Background	531234	181384	NO ₂	Yes	0m	1.9m	No	1.8m
CS	Camomile Street	Kerbside	533225	181401	NO ₂	Yes	0m	0.3m	No	2m
IL	Idol Lane	Urban Background	533145	180721	NO ₂	Yes	0m	N/A	No	2.1m
UTS	Upper Thames Street	Kerbside	532208	180846	NO ₂	Yes	0m	0.8m	No	2m
LTS	Lower Thames Street	Roadside	533049	180681	NO ₂	Yes	0m	5m	No	2m
BS1a ⁽⁸⁾	Aldersgate Street	Kerbside	532091	181979	NO ₂	Yes	0m	0.5m	No	2m
BS18	London Wall/ Moorgate	Kerbside	532706	181571	NO ₂	Yes	0m	1m	No	2m
BS20	Wood Street	Roadside	532412	181685	NO ₂	Yes	0m	2.2m	No	2m
BS21	Goswell Road	Kerbside	532101	182074	NO ₂	Yes	0m	0.5m	No	2.1m
LEN 1	Giltspur Street	Roadside	531872	181621	NO ₂	Yes	0m	5.5m	No	2m
LEN 3	Beech Street, Near Barbican Station	Roadside	532117	181840	NO ₂	Yes	0m	2.5m	No	2m
LEN 4	Aldersgate	Kerbside	532106	181793	NO ₂	Yes	0m	0.7m	No	2m

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
LEN 6	Whitecross Street/Beech Street	Roadside	532443	181966	NO ₂	Yes	0m	1.5m	No	2m
LEN 15	Fann Street	Kerbside	532144	182013	NO ₂	Yes	0m	2m	No	2m
SM2	Cheapside East	Kerbside	532210	181217	NO ₂	Yes	0m	0.9m	No	2.1m
SM5	Newgate Street East	Kerbside	531980	181331	NO ₂	Yes	0m	0.6m	No	2m
SM8	Postman's Park West	Roadside	532041	181468	NO ₂	Yes	0m	4.7m	No	2m
SM12	St Martin's Le Grand North	Kerbside	532139	181438	NO ₂	Yes	0m	0.5m	No	2m

(8) BS1 moved to opposite side of Aldermanbury Street at the beginning of 2025 due to several pieces of street furniture being removed, renamed BS1a.

1.2 Comparison of Monitoring Results with AQOs

Table G. Annual Mean NO₂ Monitoring Results: Automatic Monitoring

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)	2019	2020	2021	2022	2023	2024	2025
CT2	531623	181238	Roadside	98.9	66.0	-	-	-	-	-	-	33.7
CT3	533484	181190	Urban Background	98.2	98.2	33	22	23	22.8	21.5	20.1	21.6
CT4	532176	181862	Roadside	99.6	99.6	<u>62</u>	29	31	40.6	36.1	36.5	32.9
CTA	532495	180791	Roadside	99.7	99.7	-	-	-	-	31.6	30.0	27.8

Notes:

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

Exceedances of the NO₂ annual mean AQO of $40 \mu\text{g m}^{-3}$ are shown in **bold**.

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**.

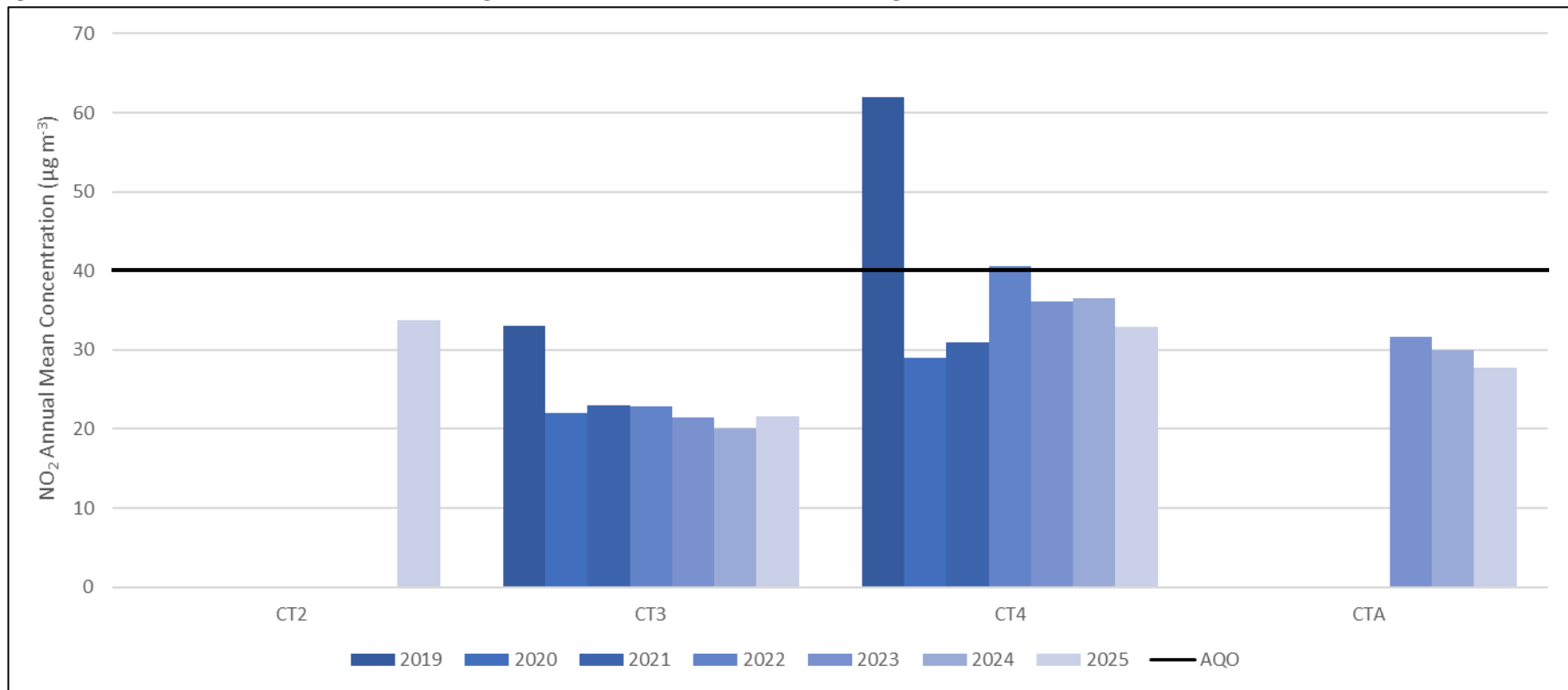
All means have been “annualised” in accordance with LLAQM Technical Guidance if valid data capture for the calendar year is less than 75% and greater than 25%.

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%).

Figure A. Annual Mean NO₂ Monitoring Results: Automatic Monitoring Sites



NO₂ monitoring was established at CT2 during 2025, increasing the number of automatic NO₂ monitoring sites within the Square Mile to four. All four automatic monitoring stations were compliant with the annual mean AQO in 2025. Concentrations continue to remain consistent at CT3 at around 20 $\mu\text{g m}^{-3}$, and there has been a slight reduction in concentration year-on-year at CTA since the site's inception. CT4 has recorded the highest annual mean concentration across the three sites in each of the past seven years.

Table H. Annual Mean NO₂ Monitoring Results: Long Term Diffusion Tube Sites

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2019	2020	2021	2022	2023	2024	2025
CL5	531901	181571	Urban Background	92.3	92.3	42	33	31	32.2	33.9	28.1	28.6
CL38	531851	180962	Roadside	100.0	100.0	41	28	28	30.0	27.5	27.7	27.3
CL39	531235	181155	Roadside	100.0	100.0	57	31	36	37.4	38.4	38.7	33.9
CL40	533794	181026	Roadside	90.4	90.4	39	33	27	27.0	26.0	27.2	26.2
CL55	532482	181799	Urban Background	100.0	100.0	28	19	19	19.5	18.9	19.3	18.2

Table I. Annual Mean NO₂ Monitoring Results: Bank Diffusion Tube Sites

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2019	2020	2021	2022	2023	2024	2025
Bank 1	532641	180914	Kerbside	38.5	38.5	40	38	37	38.0	38.1	42.1	42.0
Bank 2a	532591	181073	Kerbside	90.4	90.4	-	-	-	-	27.5	26.4	26.5
Bank 3	532465	181171	Kerbside	92.3	92.3	47	30	30	28.1	29.1	25.9	25.9

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2019	2020	2021	2022	2023	2024	2025
Bank 5	532647	181092	Roadside	92.3	92.3	56	36	32	33.4	28.6	26.0	25.7
Bank 6	532791	180986	Kerbside	75.0	75.0	<u>61</u>	42	35	36.2	32.8	30.0	29.5
Bank 8	532853	181019	Kerbside	92.3	92.3	45	30	28	28.1	26.8	25.3	23.0
Bank 11	532785	181119	Kerbside	100.0	100.0	41	26	27	28.7	26.1	26.4	26.0
Bank 12a	532732	181130	Roadside	100.0	100.0	-	-	-	-	-	-	26.1
Bank 13	533036	181376	Kerbside	100.0	100.0	45	28	26	26.8	25.4	25.8	27.8
Bank 14	533077	181448	Kerbside	90.4	90.4	49	32	32	35.5	31.6	29.4	31.8
Bank 15	532915	181513	Kerbside	57.7	57.7	53	33	38	37.1	37.7	30.6	28.0
Bank 16	532670	181555	Kerbside	92.3	92.3	53	36	41	39.9	37.0	31.8	33.2
Bank 17	532684	181442	Roadside	82.7	82.7	52	36	36	34.4	33.5	32.1	29.6
Bank 18	532503	181304	Kerbside	80.8	80.8	46	30	30	27.1	29.3	28.6	26.4
Bank 19	532705	181268	Roadside	100.0	100.0	39	24	24	23.5	25.8	22.4	23.0
Bank 20a	532682	181196	Kerbside	90.4	90.4	-	-	-	-	-	30.6	26.9
Bank 22	533010	181058	Kerbside	65.4	65.4	51	33	36	41.8	34.4	41.1	31.3

Table J. Annual Mean NO₂ Monitoring Results: Transport Strategy Diffusion Tube Sites

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2019	2020	2021	2022	2023	2024	2025
T2	533294	180688	Roadside	100.0	100.0	51	33	40	38.3	36.8	34.9	35.5
T3	533385	180722	Roadside	65.4	65.4	57	41	46	45.1	46.1	39.5	38.7
T4	533513	180941	Kerbside	100.0	100.0	44	26	27	30.0	27.3	28.8	26.1
T5	533600	181165	Kerbside	92.3	92.3	49	36	37	39.5	37.6	38.1	33.9
T6	533549	181345	Roadside	100.0	100.0	39	25	25	27.4	23.8	26.4	25.9
T7	533418	181257	Urban Centre	65.4	65.4	33	25	25	26.0	24.1	23.6	22.9
T10	533239	181152	Kerbside	92.3	92.3	42	24	25	23.7	24.7	23.9	23.1
T13	531644	180857	Kerbside	100.0	100.0	56	41	38	37.3	38.1	36.2	34.6
T14	531197	180826	Kerbside	92.3	92.3	57	36	38	39.9	38.2	35.6	34.8
T15a	531422	181160	Kerbside	100.0	100.0	-	-	-	-	-	33.3	27.8
T16	531769	181167	Kerbside	65.4	65.4	50	31	31	34.2	31.1	31.6	29.9
T17	532251	181571	Kerbside	100.0	100.0	55	36	35	36.7	38.1	35.7	33.3
T18a	532240	181559	Kerbside	82.7	82.7	-	-	-	-	-	-	24.5

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2019	2020	2021	2022	2023	2024	2025
T20	531592	181563	Kerbside	100.0	100.0	51	35	30	35.7	32.8	30.8	29.6
T21	531804	181395	Kerbside	100.0	100.0	56	36	43	44.4	42.3	41.6	37.3
T23	533263	181248	Roadside	84.6	84.6	-	-	27	26.0	22.1	24.6	24.7

Table K. Annual Mean NO₂ Monitoring Results: Other City Diffusion Tube Sites

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2019	2020	2021	2022	2023	2024	2025
TAS 1/2/3 ₍₃₎	533484	181190	Urban Background	100.0	100.0	33	22	24	22.9	22.5	23.3	21.9
BWL 1/2/3 ₍₃₎	532495	180791	Roadside	100.0	100.0					29.8	29.9	28.1
WW ⁽⁴⁾	532540	180786	Roadside	100.0	100.0	<u>64</u>	41	44	49.8	48.9	46.2	45.1
PLA5	532412	180709	Urban Centre	42.3	42.3	35	29	31	33.9	31.4	29.4	30.7
LS	533147	181574	Urban Centre	100.0	100.0	52	35	35	30.9	34.8	32.1	33.4

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2019	2020	2021	2022	2023	2024	2025
FA	533236	181040	Urban Centre	90.4	90.4	35	26	25	24.4	20.6	22.7	21.8
FL	531276	181261	Roadside	90.4	90.4	44	29	30	31.3	28.2	30.9	29.9
OS3	532132	181108	Urban Centre	84.6	84.6	39	24	24	26.3	25.9	27.7	24.0
OS6	532939	181609	Roadside	65.4	65.4	-	-	25	24.9	23.3	22.8	21.7
OS7	531974	181382	Urban Background	100.0	100.0	-	-	27	27.2	26.9	26.2	24.2
GY	533703	180913	Roadside	100.0	100.0	44	25	28	28.3	27.7	28.2	25.1
CT	531634	181692	Roadside	90.4	90.4	-	30	30	30.0	31.6	32.3	25.9
N1	532164	181641	Urban Background	100.0	100.0	-	22	22	22.8	23.1	21.6	20.3
N2	532210	181975	Urban Background	90.4	90.4	-	24	21	20.6	19.8	19.9	18.9
SPS2	532175	181150	Roadside	84.6	84.6	42	31	28	30.3	31.6	32.7	27.9
CLS2	532051	180900	Urban Background	100.0	100.0	-	21	23	24.0	21.4	21.0	20.7
CHS1	531988	181881	Roadside	100.0	100.0	-	-	25	24.7	23.4	22.4	23.6

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2019	2020	2021	2022	2023	2024	2025
CSG	532174	181214	Roadside	90.4	90.4	-	-	-	27.4	28.7	-	27.2
TC	531254	181044	Urban Background	100.0	100.0	-	-	-	21.4	22.8	20.6	21.5
BG	533295	181622	Kerbside	100.0	100.0	-	-	-	-	-	24.7	26.5
MS	533539	181488	Kerbside	75.0	75.0	-	-	-	-	-	24.0	23.7
HC	531413	181556	Kerbside	84.6	84.6	-	-	-	-	-	33.9	32.5
PLA7	533384	180517	Urban Centre	25.0	25.0	-	-	-	-	-	26.2	29.4
BB	531234	181384	Urban Background	100.0	100.0	-	-	-	-	-	-	20.6
CS	533225	181401	Kerbside	92.3	92.3	-	-	-	-	-	-	36.9
IL	533145	180721	Urban Background	100.0	100.0	-	-	-	-	-	-	23.3
UTS	532208	180846	Kerbside	100.0	100.0	-	-	-	-	-	-	35.9
LTS	533049	180681	Roadside	82.7	82.7	-	-	-	-	-	-	30.9
BS1a	532091	181979	Kerbside	100.0	100.0	-	-	-	-	-	-	29.2
BS18	532706	181571	Kerbside	67.3	67.3	52	34	37	36.1	34.3	31.9	31.3

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2019	2020	2021	2022	2023	2024	2025
BS20	532412	181685	Roadside	82.7	82.7	29	23	24	20.7	22.0	20.2	20.6
BS21	532101	182074	Kerbside	92.3	92.3	-	31	36	34.7	34.2	33.8	30.4
LEN 1	531872	181621	Roadside	82.7	82.7	38	28	27	28.5	28.2	27.5	26.3
LEN 3	532117	181840	Roadside	80.8	80.8	50	33	30	36.7	36.8	34.7	31.9
LEN 4	532106	181793	Kerbside	75.0	75.0	47	41	35	43.0	35.3	33.8	33.2
LEN 6	532443	181966	Roadside	90.4	90.4	40	23	25	26.2	26.0	26.2	26.0
LEN 15	532144	182013	Kerbside	82.7	82.7	36	23	23	24.6	22.9	21.5	22.0
SM2	532210	181217	Kerbside	100.0	100.0	-	-	-	-	32.7	32.5	29.4
SM5	531980	181331	Kerbside	82.7	82.7	-	-	-	-	40.2	35.9	34.0
SM8	532041	181468	Roadside	100.0	100.0	-	-	-	-	32.5	28.6	25.3
SM12	532138	181425	Kerbside	90.4	90.4	-	-	-	-	42.4	39.0	36.5

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

☒ Diffusion tube data has been bias adjusted.

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

Notes:

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

Exceedances of the NO_2 annual mean objective of $40\mu\text{g m}^{-3}$ are shown in **bold**.

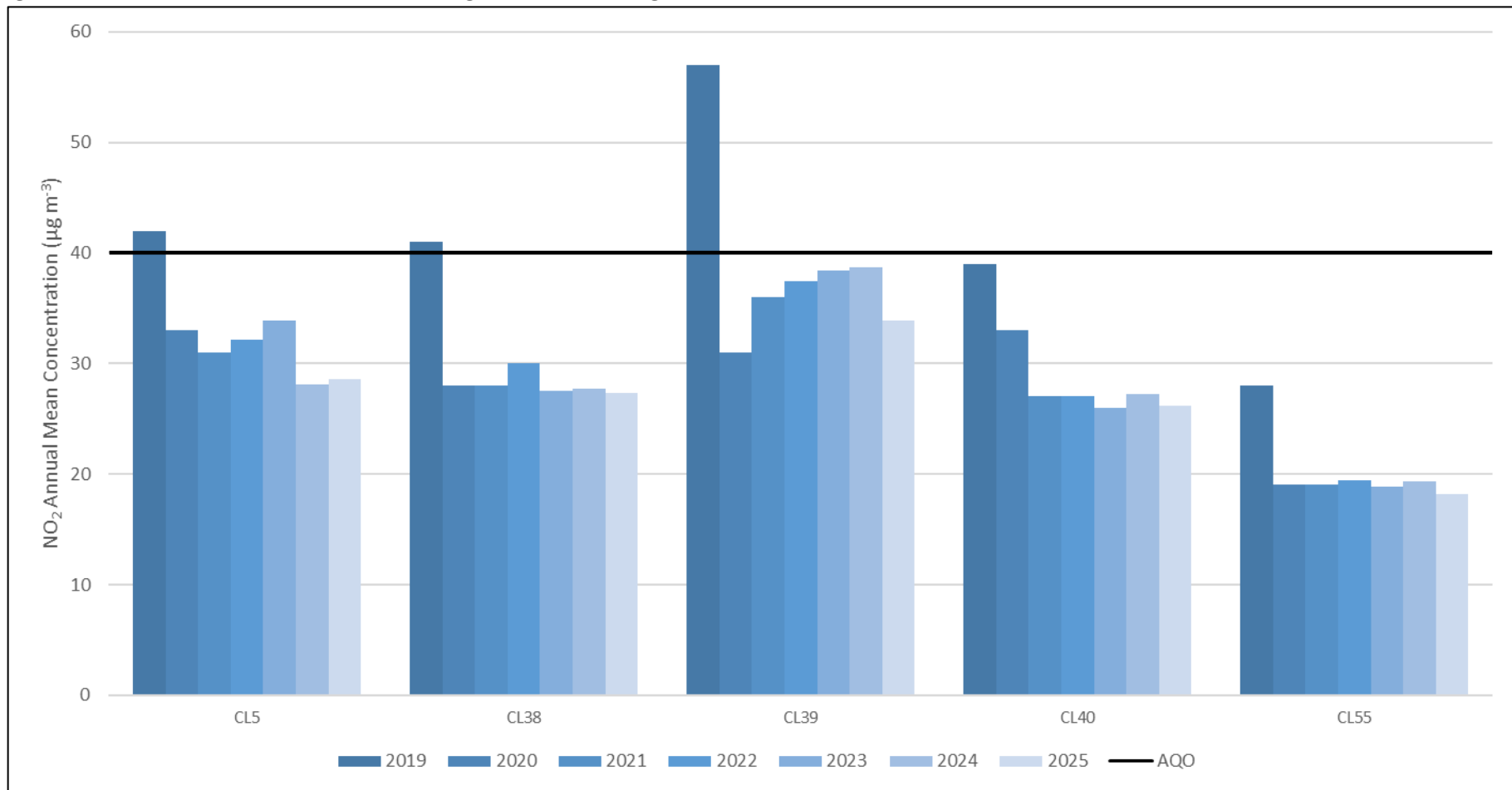
NO_2 annual means exceeding $60\mu\text{g m}^{-3}$, indicating a potential exceedance of the NO_2 1-hour mean objective are shown in **bold and underlined**.

Means for diffusion tubes have been corrected for bias. All means have been “annualised” in accordance with LLAQM Technical Guidance if valid data capture for the calendar year is less than 75% and greater than 25%.

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

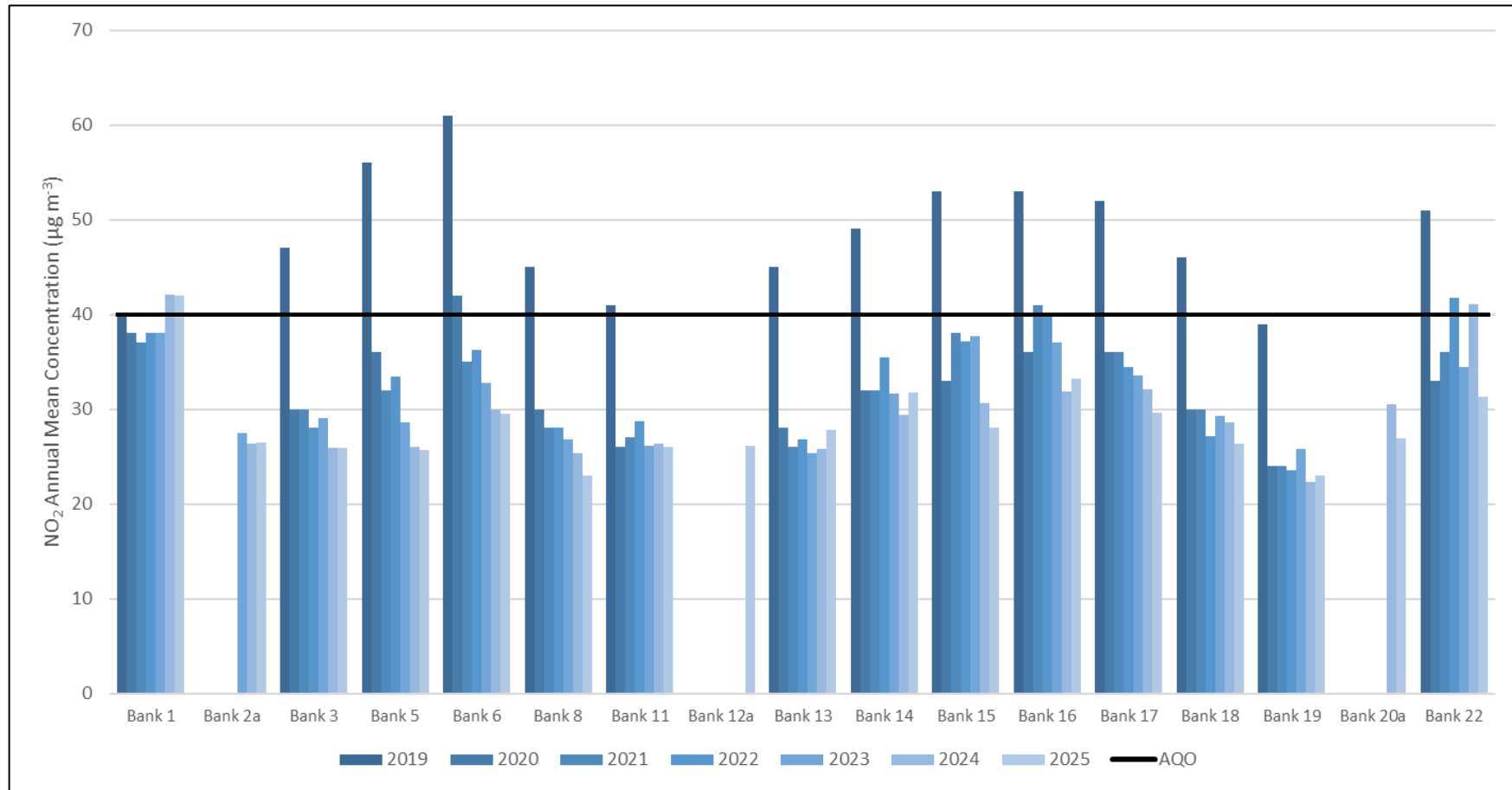
- (1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.
- (2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).
- (3) TAS and BWL are sites of triplicate diffusion tubes co-located at CT3 and CTA. The results presented are an average of the triplicate tubes at each site.
- (4) Prior to 2023 WW was a triplicate co-location site. Since February 2023 only a single tube has been exposed per monitoring period.

Figure B. Annual Mean NO₂ Monitoring Results: Long Term Diffusion Tubes



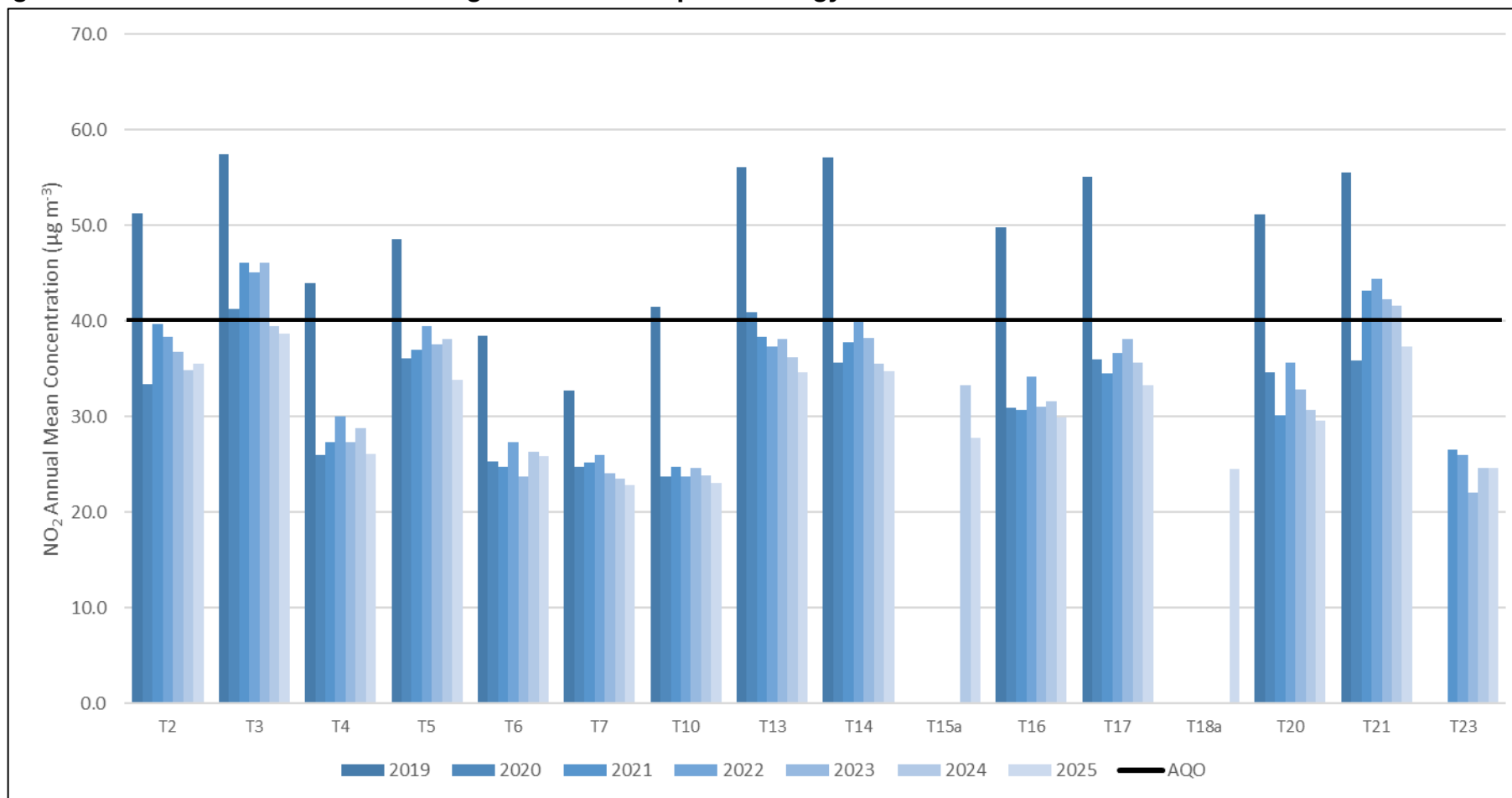
All long-term monitoring sites remain compliant with the annual mean AQO, with the last exceedances experienced in 2019. Whilst CL38, CL40 and CL55 have remained consistent for the past five years, CL5 experienced a reduction in 2024 that was maintained in 2025 and CL39 experienced a sharp reduction in 2025 following four years of gradual increase.

Figure C. Annual Mean NO₂ Monitoring Results: Bank Area Diffusion Tubes



Bank 1 was one of two passive NO₂ monitoring sites to exceed the AQO in 2025. This site has consistently been close to or exceeded the AQO over the past seven years. It has not shown the same reductions as most of the Bank Junction monitoring sites. Due to being located on an arterial route away from the junction the same change in vehicle reduction has not been experienced on Cannon Street. This will be an area of focus for 2026.

Figure D. Annual Mean NO₂ Monitoring Results: Transport Strategy Diffusion Tubes



NO₂ diffusion tubes were deployed in 2018 to measure the impacts of the City of London Corporation 2019 Transport Strategy, which was revised in 2024. 2025 was the first year since the inception of the monitoring group where all monitoring sites complied with the annual mean AQO.

Figure E. Annual Mean NO₂ Monitoring Results: City Area Diffusion Tubes East

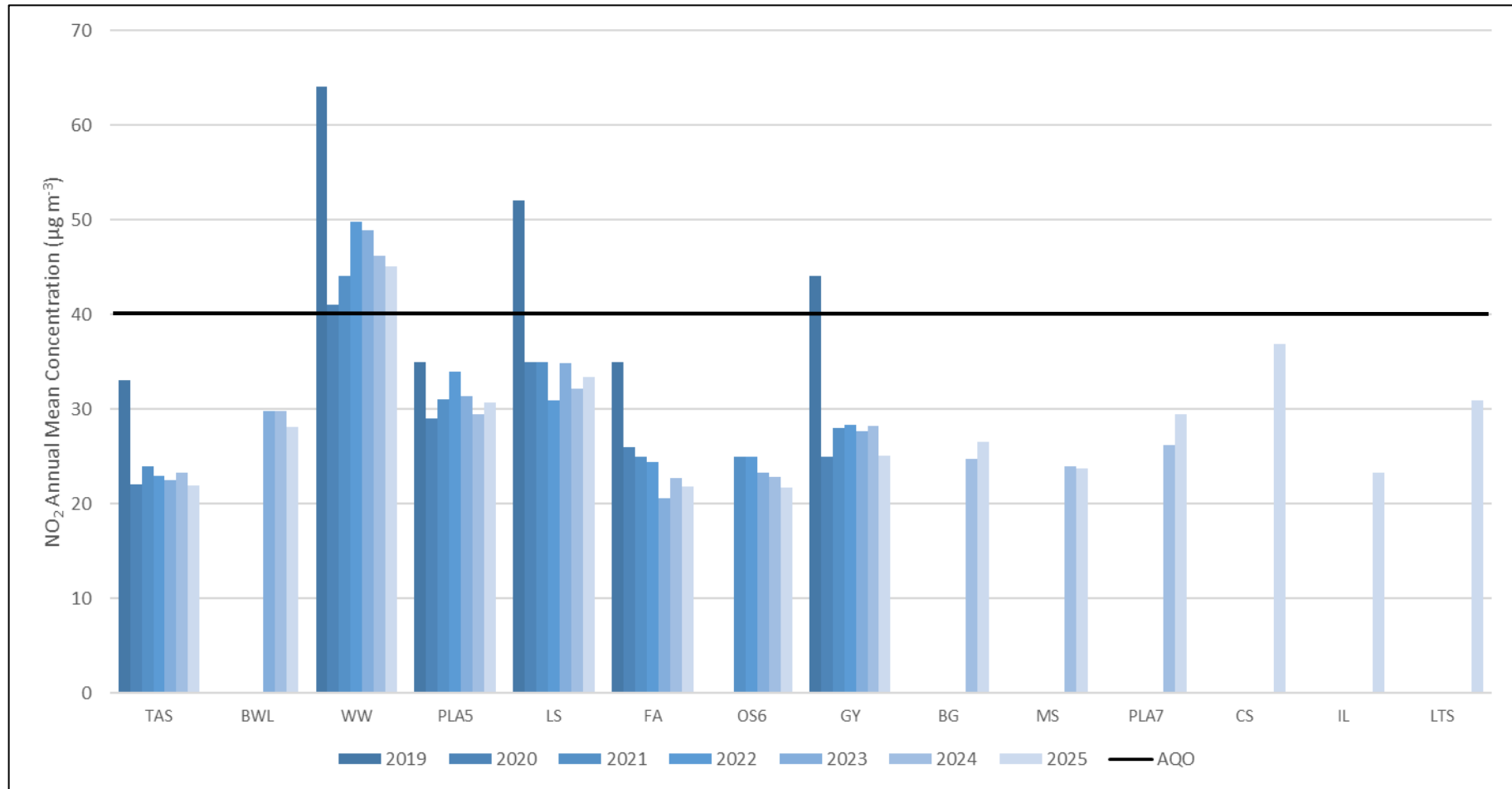


Figure F. Annual Mean NO₂ Monitoring Results: City Area Diffusion Tubes West

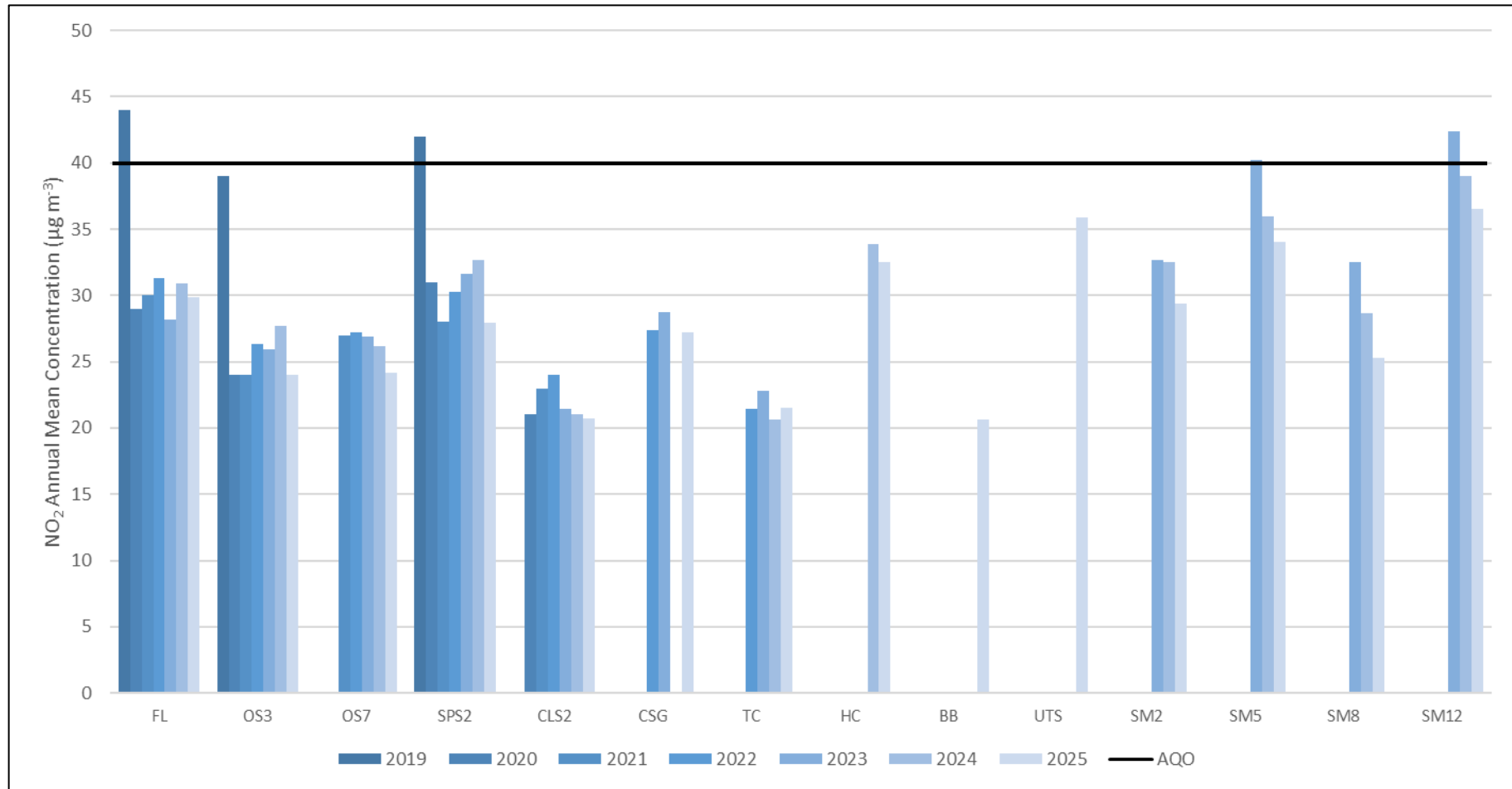
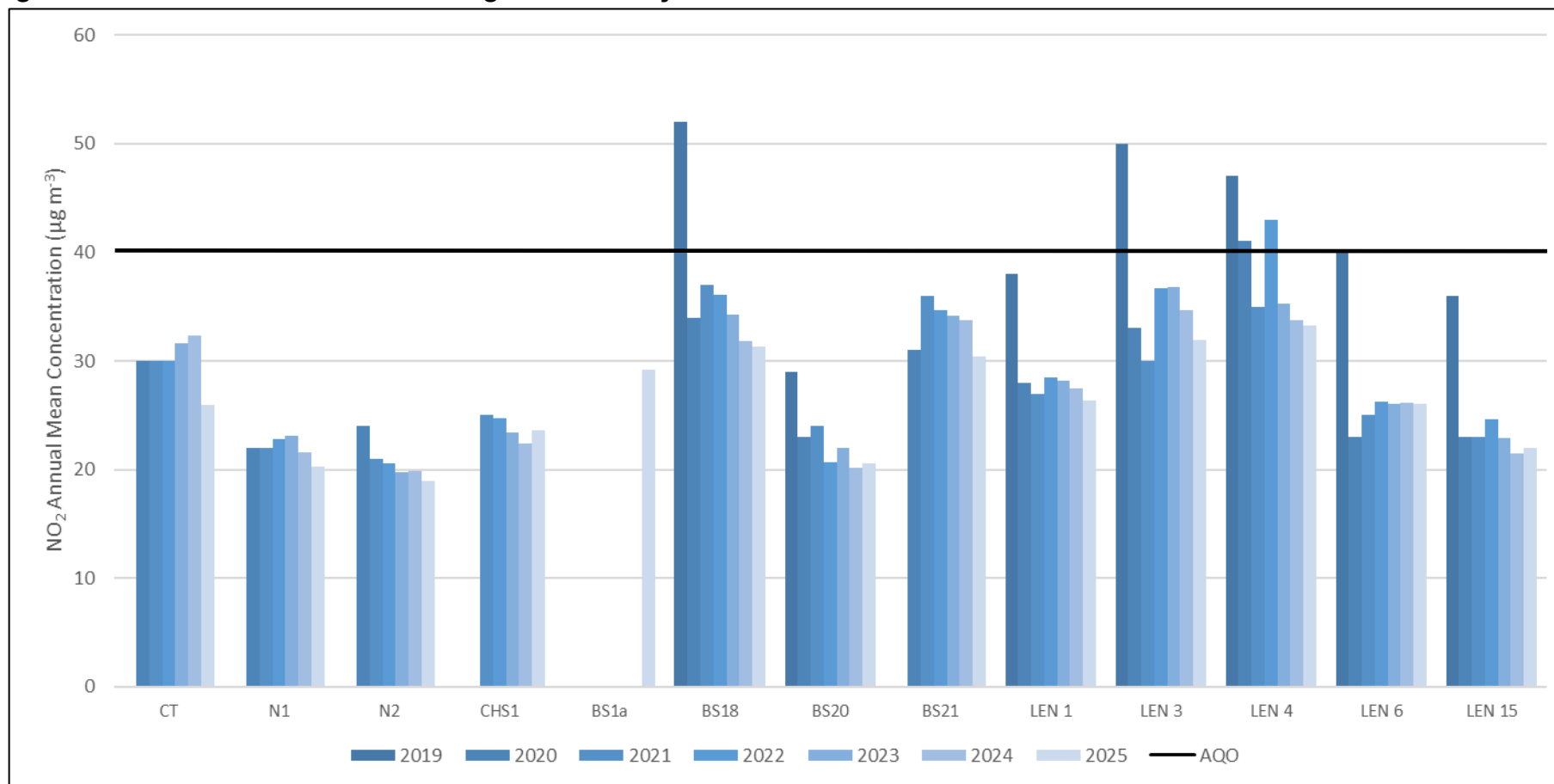


Figure G. Annual Mean NO₂ Monitoring Results: City Area Diffusion Tubes North



WW, located on Upper Thames Street continues to record the highest NO₂ annual mean concentration within the Square Mile. 2025 was the lowest annual mean concentration recorded at the site, outside of Covid-19 impacted years of 2020 and 2021. Although returning a slightly lower concentration than 2024, at 45.1 µg m⁻³ it is still above the AQO. Five new monitoring locations were introduced in 2025, all of these complied with the annual mean AQO.

Table L. NO₂ Automatic Monitoring Results: Comparison with 1-hour Mean Objective, Number of 1-Hour Means > 200 µg m⁻³

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid data capture for monitoring period % ^(a)	Valid data capture 2025 % ^(b)	2019	2020	2021	2022	2023	2024	2025
CT2	531623	181238	Roadside	98.9	66.0	-	-	-	-	-	-	0 (70)
CT3	533484	181190	Urban Background	98.2	98.2	0	0	0	0	0	0	0
CT4	532176	181862	Roadside	99.6	99.6	7	0	0	0	0	0	0
CTA	532495	180791	Roadside	99.7	99.7	-	-	-	-	0	0	0

Notes

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

Exceedance of the NO₂ short term AQO of 200 µg m⁻³ over the permitted 18 hours per year are shown in **bold**.

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

(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%)

2025 was the sixth consecutive year where no hourly NO₂ concentrations greater than 200 µg m⁻³ were recorded within the Square Mile. This includes the monitoring that commenced at CT2 in May 2025. Data capture was less than 85%, due to the analyser being installed in May 2025, therefore the 99.8th percentile is provided.

Due to the increasing length of time that the 1-hour NO₂ AQO has been achieved, and in accordance with LLAQM guidance of AQMA revocation based upon at least three years of robust monitoring data, in 2024 GLA guidance was sought with regards to the 1-hour NO₂ designation of the City of London AQMA. To date the GLA have advised for all AQMA designations to remain in place.

Table M. Annual Mean PM₁₀ Automatic Monitoring Results

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)	2019	2020	2021	2022	2023	2024	2025
CT3	533484	181190	Urban Background	96.1	96.1	19	16	16	16.8	14.9	16.0	17.7
CT4	532167	181857	Roadside	98.3	98.3	22	18	15	17.3	15.2	15.4	17.5
CTA	532495	180791	Roadside	98.3	98.3	-	-	-	19.5	16.6	16.2	19.4

Notes

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

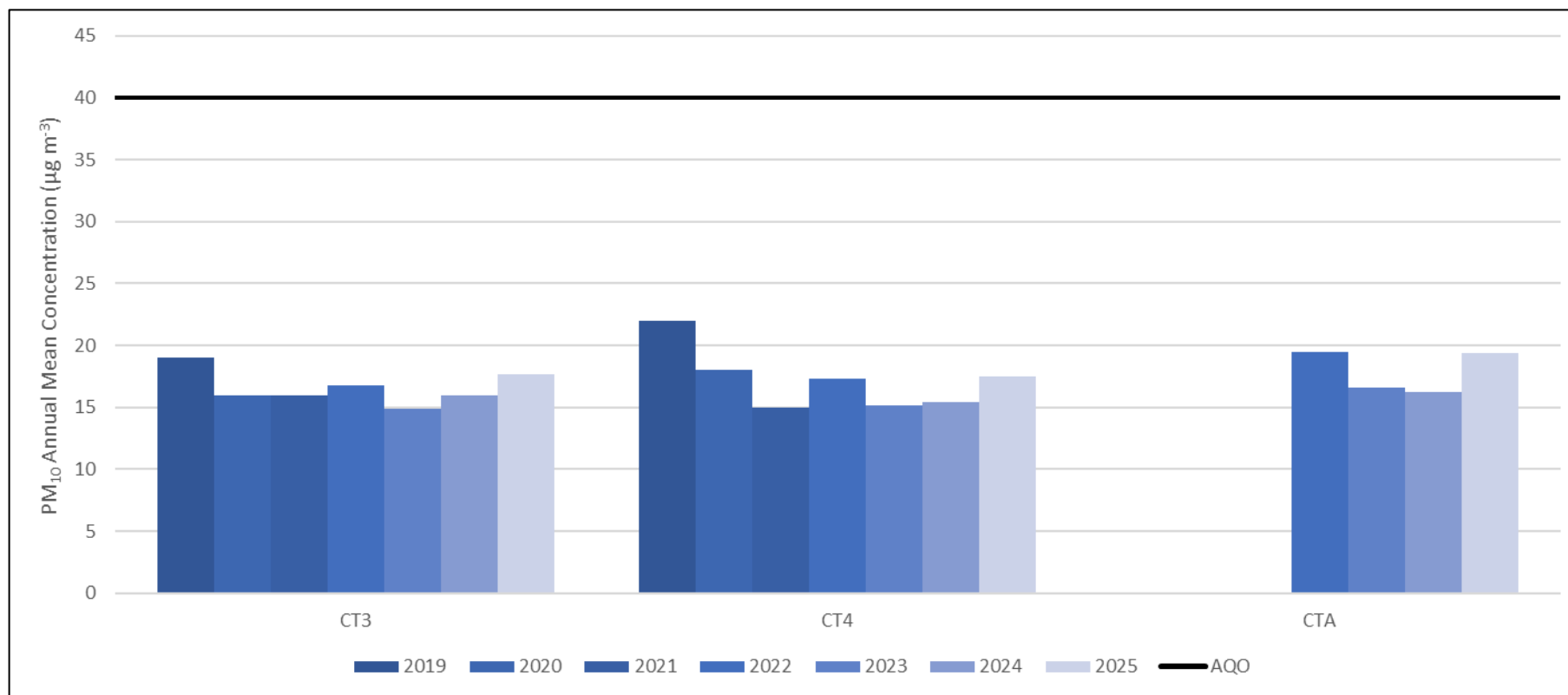
Exceedances of the PM₁₀ annual mean AQO of $40 \mu\text{g m}^{-3}$ are shown in **bold**.

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

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

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

Figure H. Annual Mean PM₁₀ Monitoring Results



All PM₁₀ monitoring sites continue to comply with the annual mean AQO. Concentrations at all sites increased slightly in 2025 compared to 2023 and 2024, with each site continuing to be close to achieving the 2021 WHO annual mean AQG. As detailed below, there were several London-wide pollution episodes for PM₁₀ and PM_{2.5} at the beginning of 2025. The pollution episodes have impacted short-term PM₁₀ concentrations more significantly, as can be seen in Table N and Figure I, but their impact is also experienced within the annual mean results.

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

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid data capture for monitoring period % ^(a)	Valid data capture 2025 % ^(b)	2019	2020	2021	2022	2023	2024	2025
CT3	533484	181190	Urban Background	96.1	96.1	7	1	1	3 (25.7)	0	0	1
CT4	532167	181857	Roadside	98.3	98.3	6	2	0	3	0	0	4
CTA	532495	180791	Roadside	98.3	98.3	-	-	-	0 (27.8)	5	0	3

Notes

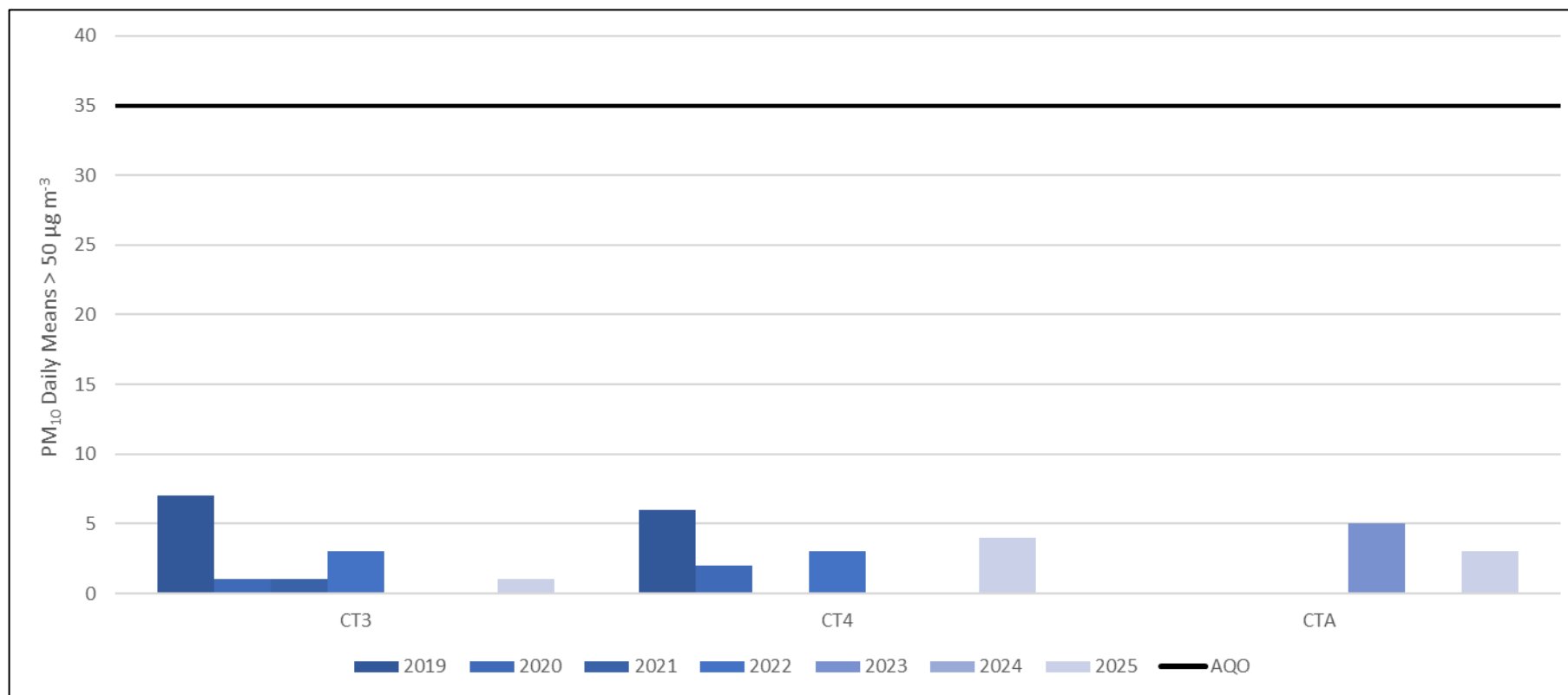
Exceedances of the PM₁₀ 24-hour mean objective (50 µg m⁻³ over the permitted 35 days per year) are shown in **bold**.

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

(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%).

Figure I. PM₁₀ Monitoring Results, Number of PM₁₀ 24-Hour Means > 50 µg m⁻³



All PM₁₀ monitoring sites continue to comply with the daily AQO. Instances increased slightly in 2025 with each site recording at least one day where the daily mean exceeded 50 µg m⁻³. The elevated concentrations were recorded during periods of January and March 2025 when London-wide pollution episodes for PM₁₀ and PM_{2.5} were recorded. The January episode was characterised by very light winds and very cold weather resulting in increased use of domestic wood burning, and the March episodes were associated with air from continental Europe, accumulating pollution from urban, industrial, and agricultural sources enroute.

Table O. Annual Mean PM_{2.5} Automatic Monitoring Results

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)	2019	2020	2021	2022	2023	2024	2025
CT2	531623	181238	Roadside	95.2	95.2	14	12	12	11.9	9.5	9.0	10.0
CT3	533484	181190	Urban Background	92.0	92.0	12	12	11	13.2	8.5	9.4	10.2

Notes

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

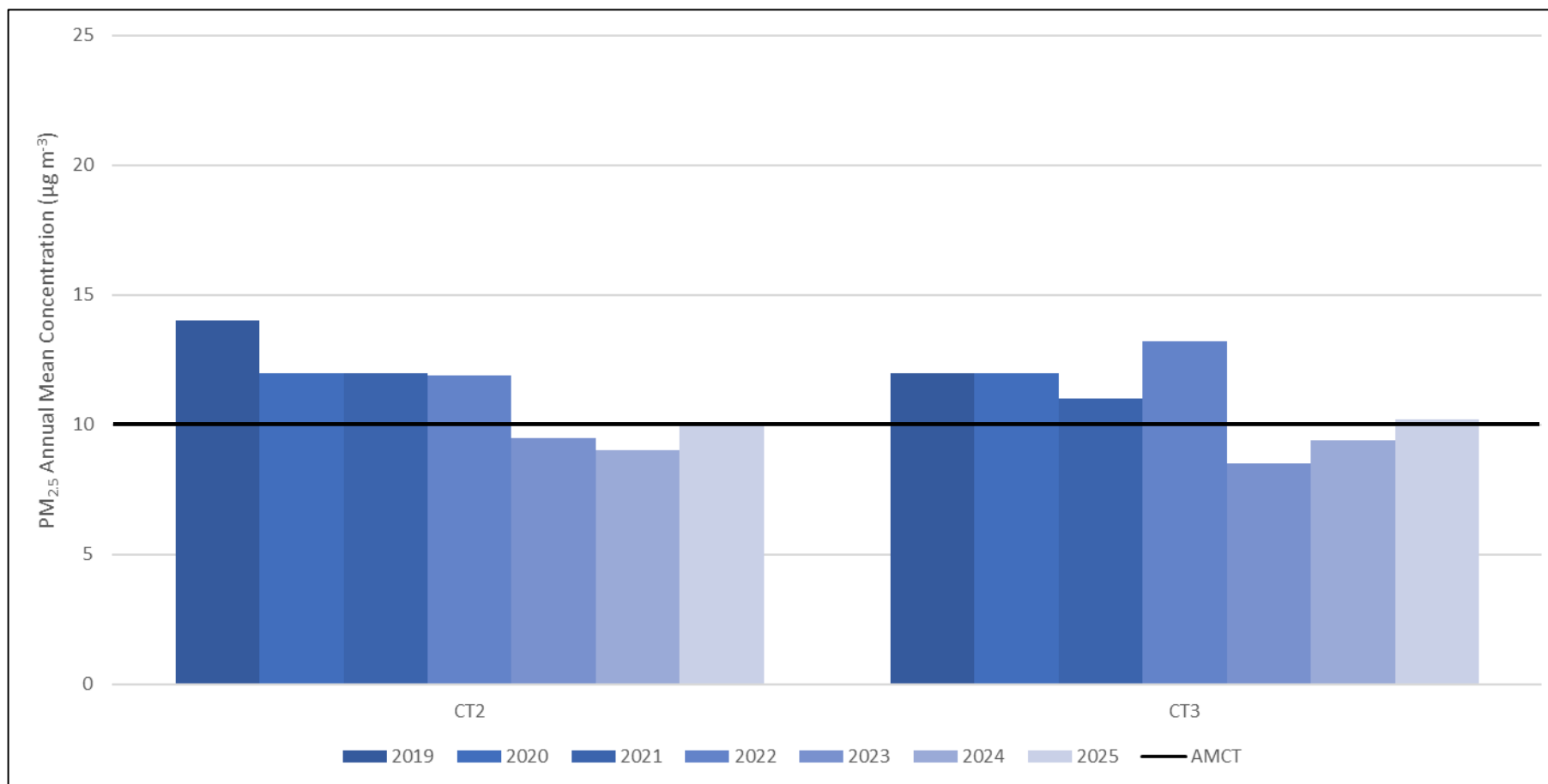
Exceedances of the PM_{2.5} annual mean concentration target (AMCT) of $10 \mu\text{g m}^{-3}$ are shown in **bold**.

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

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

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

Figure J. Annual Mean PM_{2.5} Monitoring Results



Both sites have reported relatively consistent annual mean concentrations since 2023. It should be noted that the 2022 annual mean for CT3 was annualised due to data capture being lower than 75%. In reference to the AMCT and Mayoral Objective of 10 $\mu\text{g m}^{-3}$, to be achieved by 2030 respectively, CT3 exceeded this by 0.2 $\mu\text{g m}^{-3}$ in 2025.

Table P. O₃ Automatic Monitoring Results (µg m⁻³)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid data capture for monitoring period % ^(a)	Valid data capture 2025 % ^(b)	2018	2019	2020	2021	2022	2023	2024
CT9	532471	181424	Urban Background	97.8	97.8	-	-	-	54.1	54.4	53.4	49.6

Notes

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

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

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

Although the monitoring and reporting of O₃ is not a requirement under LLAQM, the City Corporation procured and installed an O₃ analyser during 2022. The analyser is located within the Guildhall on the 6th floor and has been operational since the 26th of March 2022 with the aim to compare long term trends of O₃ within the Square Mile.

Additionally, as part of the upgrade completed in May 2025 at the Farringdon Street (CT2) monitoring station a benzene sampler was installed to provide monitoring for the Non-Automatic Hydrocarbon Network. The national AQO for benzene is 5 µg m⁻³ monitored as an annual mean, the results for 2025 show compliance with this objective. The period results for 2025 from the inception of the monitoring are presented in Appendix A.

2. Action to Improve Air Quality

2.1 Air Quality Management Areas

AQMAs are declared when there is an exceedance or likely exceedance of an AQO. After declaration, the authority should prepare an 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 the City Corporation can be found in Table Q. The table presents a description of the AQMA that is currently designated within the City of London. Appendix C provides a map of the AQMA and the air quality monitoring locations in relation to the AQMA. It should be noted that LLAQM guidance (Box 1.1 of LLAQM.TG (19)) details locations where AQOs apply, based on an AQO averaging time. The City Corporation regards relevant exposure as any location outside that is accessible to members of the public and that all AQOs apply to exposure, regardless of the pollutant averaging period. We are striving for compliance at all monitoring locations regardless of short-term or long-term exposure.

The AQOs pertinent to the current AQMA designation are as follows:

- NO₂ annual mean: There continues to be a small number of monitoring locations within the Square Mile that report a concentration greater than the annual mean objective of 40 µg m⁻³.
- NO₂ 1-hour mean: Compliance with the 1-hour mean objective has been achieved since 2019.
- PM₁₀ 24-hour mean: Compliance with the 24-hour mean objective has been achieved since 2017.

The Mayor of London has committed to meet the WHO's AQGs for NO₂ and PM_{2.5} as soon as possible, therefore the GLA has advised against reducing or revoking any designated AQMAs.

Table Q. Declared Air Quality Management Areas

AQMA Name	Date of Declaration	Pollutants and Air Quality Objectives	One Line Description	Is air quality in the AQMA influenced by roads controlled by Highways England?	Level of Exceedance: Declaration	Level of Exceedance: Current Year	Number of Years Compliant with Air Quality Objective	Name and Date of AQAP Publication	Web Link to AQAP
City of London AQMA	26/01/2001	NO ₂ annual mean	The entire Square Mile is designated as an AQMA	N/A*	118.0 µg m ⁻³	45.1 µg m ⁻³	-	City of London Air Quality Strategy 2025-2030, January 2025	City of London Corporation AQAP
City of London AQMA	26/01/2001	NO ₂ 1-hour mean	The entire Square Mile is designated as an AQMA	N/A*	597 1-hour periods > 200 µg m ⁻³	No exceedance	Seven	City of London Air Quality Strategy 2025-2030, January 2025	City of London Corporation AQAP
City of London AQMA	26/01/2001	PM ₁₀ 24-hour mean	The entire Square Mile is designated as an AQMA	N/A*	60 24-hour periods > 50 µg m ⁻³	No exceedance	Nine	City of London Air Quality Strategy 2025-2030, January 2025	City of London Corporation AQAP

☒ The City of London Corporation confirm the information on UK-Air regarding their AQMA is up to date.

☒ The City of London Corporation confirm that all current AQAPs have been submitted to GLA.

* National Highways Strategic Road Network does not operate in central London. There are several Transport for London Road Network (TLRN) roads that pass through the Square Mile; A10, A201, A3211, A1210/11.

2.2 Air Quality Action Plan Progress

Table R provides a brief summary of the City Corporation's progress against the Air Quality Action Plan, showing progress made in 2025. The City of London Air Quality Strategy 2025-2030 was adopted in January 2025.

The three key measures detailed at the top of Table R show the key areas of focus for the City Corporation in 2026.

Table R. Delivery of Air Quality Action Plan Measures

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
KM1	Monitoring and other core statutory duties	To upgrade monitoring stations The Aldgate School (CT3) and Beech Street (CT4), replacement of BAMs with all channel FIDAS analysers.	2026	City of London Corporation Equipment installation contractor.	Works at The Aldgate School (CT3) and Beech Street (CT4) completed in April 2026. BAMs, PM₁₀ and PM_{2.5} at The Aldgate School and PM₁₀ at Beech Street, replaced with all channel FIDAS. PM_{2.5} being monitored at CT4 for the first time. All data is now live via the Air Quality England website.
KM2	Emissions from developments and buildings	Finalise and adopt the updated Air Quality Supplementary Planning Guidance.	2026	City of London Corporation	Draft Supplementary Planning Guidance approved by committee March 2026, consultation completed between March and April 2026. Final version to be taken to committee in June 2026 to be

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
					approved prior to the UK Government deadline of 30 th June 2026.
KM3	Emissions from developments and buildings	Finalise and adopt the updated 10 th City of London Code of Practice for Deconstruction and Construction Sites.	2026	City of London Corporation	The City of London Code of Practice for Deconstruction and Construction Sites is the primary mechanism to mitigate air pollutant emissions from construction, deconstruction and demolition sites within the Square Mile. The current 9th edition of the Code of Practice is to be updated in 2026.
1	Monitoring and other core statutory duties	Air quality monitoring	2030	City of London Corporation: Air Quality Team	Farringdon Street (CT2) was upgraded in 2025 with a new single channel FIDAS (PM_{2.5}) replacing the existing BAM. Additionally, NO₂ and benzene analysers have been installed. Automatic monitoring is completed by three NO₂, three PM_{2.5}, three PM₁₀, one O₃ analysers. All monitors that operated for the entire calendar year achieved

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
					>90% data capture, this includes the PM_{2.5} at Farringdon Street (BAM then FIDAS). The NO₂ at Farringdon Street was <90% but was only installed in May-25. During 2025 there were 79 LLAQM monitoring locations where NO₂ diffusion tubes were deployed. During 2026 both The Aldgate School (CT3) and Beech Street (CT4) monitoring stations are to be upgraded with the BAMs at these sites to be replaced with all channel FIDAS.
2	Monitoring and other core statutory duties	Air quality data dissemination	2030	City of London Corporation: Air Quality Team	All sites are serviced and audited in line with national guidance. The data is ratified by Ricardo and made available to the public via the Air Quality England and Air-Aware websites.
3	Monitoring and other core statutory duties	Compliance assessment	2030	City of London Corporation: Air Quality Team	The annual compliance assessment was completed for 2024, % results as follows: Area > 40 µg m ⁻³ was 4%

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
					Area > 30 µg m⁻³ was 19% The compliance assessment for 2025 will be completed following the approval of the 2025 ASR.
4	Localised solutions	Fulfil the City Corporation's Climate Action Strategy commitments	2030	City of London Corporation: Climate Action and Air Quality Teams	The City of London Climate Action Strategy sets ambitious targets for the City Corporation to become net zero across all of its activities by 2040. In 2024/25 44.2% of directly managed and commercial properties achieved an EPC B rating or above. This is a 22% increase compared to 2023/24. 143,000 kwh of renewable energy was generated onsite from operational buildings in 2024/25. Currently there are 21 photovoltaic systems and five air - source heat pumps in operation. Compared to 2018/19 there has been an emission reduction of 62% CO₂e in tenanted buildings. The Heat Networks programme progressed to Stage 3 of the Government's Advanced Zoning

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
					Programme, with procurement for a heat network delivery partner launched in December 2025. Each year a progress report is published, and a performance dashboard is maintained to report on progress towards targets. These can be viewed on the Climate Action Strategy section of the City Corporation website.
5	Borough fleet	Reduce emissions from the City Corporation's fleet	2030	City of London Corporation: Transport, Fleet, Procurement and Air Quality Teams	The following vehicle purchasing hierarchy is implemented: - Fully electric - Plug in hybrid - Petrol hybrid - Euro VI petrol - Euro VI diesel. We continue to reduce the size of our fleet whilst increasing the number of electric vehicles. We currently have 50 fully electric and hybrid vehicles. The Fleet Operator Recognition Scheme (FORS) is a voluntary accreditation scheme designed to help fleet operators improve standards in their organisation. Bronze, Silver, or Gold

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
					accreditation is awarded to organisations based on a range of criteria including emissions and fuel efficiency. The City Corporation has been awarded the Gold FORS accreditation standard for over a decade. A new leaflet has been developed for internal staff advising drivers to switch off engines when stationary, supported by training, and guidance. This will be rolled out in 2026.
6	Localised solutions	Deliver the City Corporation Transport Strategy	2030	City of London Corporation: Transport and Air Quality Teams	A Last Mile Delivery Bay has been trialled in 2025. The bay functions as a micro-consolidation hub, with packages transferred from a freight vehicle for deliveries around the Square Mile completed on foot. A partnership with the Zero Emissions Network is in the second of a three-year programme. Through this network cargo bike grants have been provided to City of London businesses. Additionally, a public cargo bike share scheme was launched in 2025.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress • Emissions/Concentration data • Benefits • Negative impacts / Complaints
					In 2025 five 'Exchanging Places' events were run with the City Police, Business Improvement Districts and several external partners. These events provide the opportunity for people to experience of what it is like to be a different street user, with a focus on improving road safety on City Streets reducing collisions and perception of danger and improving behaviour. Over a three-year period, transport and public-realm improvements have delivered over 500m of new cycle lanes, over 300 new private cycle parking spaces, over 800 new micromobility parking spaces and have planted over a100 new trees. Each year an annual report is published to report on progress on delivery of the Transport Strategy. These can be viewed on the Transport Strategy section of the City Corporation website.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
7	Delivery and servicing freight	Encourage the use of zero tailpipe emission vehicles through the City Corporation supply chain	2030	City of London Corporation: Procurement and Air Quality Teams	A menu of options relating to air quality is included within the City Corporation Responsible Procurement Strategy. One of the six options from this menu must be put into place by the contract provider. This menu is reviewed every two years and is due for review in 2026.
8	Emissions from developments and buildings	Deliver the Clean City Awards, Considerate Contractors Scheme and Considerate Contractors Street works Scheme	2030	City of London Corporation: Pollution and Air Quality Teams	We delivered the 'Air Quality and Climate Change' award for the annual Clean City Awards Scheme, and also the 'Environmental Award' for the annual Considerate Contractors Scheme. Through these partnerships and others in the Square Mile we continue to share our air quality resources for businesses and contractors.
9	Public health and awareness raising	Work with external organisations to promote the proposals in the Emissions Reduction (Local Authorities in London) Bill	2030	City of London Corporation: Remembrancers and Air Quality Teams	The City Corporation was part of a successful bid for the Environment Audit Committee to select air quality as its next

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
					inquiry. The evidence included the request for new powers and an update to the national air quality standards. We submitted a response to the consultation on the draft NPPF 2025 to ensure that air quality continues to be a material consideration. We responded to the Defra Consultations on Solid Fuel Burning and Modernising Environmental Permitting for Industry. We responded to The Mayor of London consultations: Towards a London Plan 2025 and the Draft IIA Scoping Report.
10	Public health and awareness raising	Work with designated and non-designated Air Quality Partners to collaborate on policies and measures to improve air quality across the Square Mile, and Greater London	2030	City of London Corporation: Air Quality Team External Organisations: GLA, TfL, EA, PLA, UKHSA, CRP, London Boroughs	We hosted and chaired four virtual meetings of the London Air Quality Steering Group. These were attended by representatives from the GLA, EA, PLA, London Councils, UKHSA and Lead London Air Quality Cluster co-ordinators.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
					We have attended, and chaired in turn, quarterly Central London Cluster group meetings throughout 2025. Additionally, we are part of London borough Commercial Cooking, Indoor Air Quality, Anti-Idling and Wood Burning working groups. In 2025 an indoor air quality project was delivered in partnership with the London Borough of Hackney. We organise and chair a data centre roundtable/working group to enable local authorities to engage with the EA on existing/upcoming sites and advice on abatement.
11	Public health and awareness raising	Support research into measures to improve air quality and into the health impacts of air pollution	2030	City of London Corporation: Planning and Air Quality Teams External Organisations: IES and the Academic Sector	We commissioned research into the impact on air quality of tall buildings within the Square Mile An evidence document was completed on behalf of the City Corporation to inform the update to the Air Quality SPD. This focussed on options to mitigate emissions of pollutants from combustion plant.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
12	Localised solutions	Assess options for reducing annual average concentrations of nitrogen dioxide on all City Corporation roads to below 40 µg m ⁻³	2027	City of London Corporation: Transport and Air Quality Teams	An initial review was completed in 2025 with follow up work planned for 2026. As presented in our data, two locations exceeded 40 µg m ⁻³ NO ₂ as an annual average in 2025: Cannon Street and Upper Thames Street.
13	Public health and awareness raising	Take action to discourage unnecessary vehicle idling and enforce anti-idling policies across the Square Mile	2030	City of London Corporation: Civil Enforcement and Air Quality Teams	The City Corporation is a member of Idling Action London. During 2025 the group has run a number of communication campaigns relating to vehicle idling. In 2026 the project moves onto delivering engagement with fleet operators/drivers. We wrote directly to four organisations who drivers were seen idling vehicles. We included the option to report an incidence of idling vehicle engines on the Corporate 'Report it' App. We undertook idling patrols to establish hot spot areas for targeted enforcement. These are

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
					to be continue every quarter in 2026. We carry out targeted enforcement when hot spot areas are reported to us. No Penalty Charge Notices were issued in 2025.
14	Localised solutions	Ensure City Corporation parking charges favour low and zero tailpipe emission vehicles in the Square Mile	2030	City of London Corporation: Transport and Air Quality Teams	Electric, hydrogen or hybrid vehicles pay a lower parking charge at on-street parking locations within the Square Mile Monday to Friday. The highest charge is paid by vehicles that don't meet the emission limits set in the ULEZ.
15	Emissions from developments and buildings	Assess planning applications for air quality impact	2030	City of London Corporation: Planning and Air Quality Teams	All relevant planning applications are reviewed for air quality impacts, with conditions recommended where necessary. Pre application guidance for the assessment of air quality is constantly reviewed and updated where required.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
16	Emissions from developments and buildings	Revise the City Corporation Supplementary Planning Document for Air Quality	2026	City of London Corporation: Planning and Air Quality Teams	A draft Air Quality SPD was produced in 2025 and published for consultation in 2026. The UK government has set a deadline of 30 June 2026 for the adoption of new SPDs therefore we have to meet this deadline.
17	Emissions from developments and buildings	Ensure emissions from construction sites are minimised	2030	City of London Corporation: Pollution and Air Quality Teams	Construction sites are required to follow the City of London Code of Practice for Deconstruction and Construction Sites. We work with construction companies during the development of the proposals for construction practice proposals to minimise emissions and respond promptly to complaints. It encourages sites to secure an electrical supply for sites well in advance of works. The Code of Practice is to be updated in 2026. Membership of the NRMM Project ensures that where alternative fuels and power sources are not available, sites use the least-polluting diesel equipment possible.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
					Our guide to low emission and alternative technology and fuels is available on our webpages to support the uptake of lower emission NRMM for use during construction and street works, filming, and other events.
18	Emissions from developments and buildings	Manage and mitigate emissions from non- road mobile machinery	2030	City of London Corporation: Pollution and Air Quality Teams	61 NRMM audits were completed in 2025, with 100% compliance with the requirements of the NRMM LEZ. Information was provided to the GLA NRMM team regarding street works NRMM fleet.
19	Emissions from developments and buildings	Reduce emissions associated with standby power generation across the Square Mile	2026	City of London Corporation: Planning and Air Quality Teams	The focus of the draft Air Quality SPD is to reduce emissions associated with standby power generation.
20	Emissions from developments and buildings	Develop and implement a plan to mitigate emissions of PM _{2.5} from commercial cooking	2030	City of London Corporation: Air Quality Team	We continue to be part of a Commercial Cooking working group setup by Westminster City Council. In 2025 several boroughs shared examples of projects. We have included advice in the draft SPD around filtration

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
					systems for food premises in new development.
21	Emissions from developments and buildings	Ensure that where possible chimney stacks terminate above the height of the nearest building	2030	City of London Corporation: Planning and Air Quality Teams	A planning condition is applied to applications, where relevant, to ensure that combustion flues terminate 1m above roof level. In 2025 there were no chimney height applications received.
22	Emissions from developments and buildings	Ensure that the City Corporation's prescribed processes comply with emission control requirements	2030	City of London Corporation: Air Quality Team	All permitted processes premises are inspected in line with their risk rating and the recommended inspection schedule. There is one dry cleaning operation and Barts energy centre is also permitted. Bart energy centre is due to be transferred to the Environment Agency In 2025, three inspections were completed which were scored as a low risk.
23	Emissions from developments and buildings	Promote and enforce the requirements of Smoke Control Areas and regulate the sale of solid fuel	2030	City of London Corporation: Air Quality Team	Solid fuel use is prevented at food stalls and mobile vendors. Regular checks of food stalls are completed and engagement

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
					continues with food vendors on private land to ensure solid fuel is not used We undertook inspections of all retail premises where solid fuel may be sold, and of food premises to ensure the compliant appliances and fuel are used.
24	Public health and awareness raising	Prepare annual air quality briefings for colleagues and for the Director of Public Health	2030	City of London Corporation: Air Quality Team	An annual briefing paper was prepared in 2025.
25	Public health and awareness raising	Disseminate information about air quality	2030	City of London Corporation: Air Quality Team	We delivered eight engagement events in 2025 at several locations across the Square Mile. Interactive displays units continued to be sited in two libraries for public use. We support the dissemination of the Mayor of London air pollution forecasting system. We continue to promote air quality messaging through our Bluesky and LinkedIn accounts, monthly e-newsletters, and website pages including Air-Aware.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
					We continue to support and promote AirTEXT. We worked with community settings to broaden reach beyond schools and workplaces. This allowed us to interact with over 130 people.
26	Public health and awareness raising	Run events in support of National Clean Air Day	2030	City of London Corporation: Air Quality Team	For Clean Air Day 2025 we ran events at The Aldgate School and the City Corporation libraries.
27	Public health and awareness raising	Work with schools and nurseries in the Square Mile	2030	City of London Corporation: Air Quality Team	A Breathe London Air Quality sensor was installed at the City of London School for Girls in 2025. A series of air quality lessons were delivered to pupils of the City of London Girls School and City of London Boys School. A lecture on air quality was delivered to students at University College London. Annual monitoring reports were produced and sent for each school and nursery based on local or nearby monitoring data. Activity sheets were also sent to allow

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
					pupils to explore the topic of air quality. In February 2025 the team supported a special educational needs and disabilities (SEND) Careers Fayre. We spoke to students aged 15-16 about air quality, promoted Air-Aware, and discussed the role of an air quality officer. In June 2025, an event was run for children on gardening/plant introduction and the role plants have on air quality.
28	Public health and awareness raising	Work with businesses to raise awareness of air pollution amongst workers	2030	City of London Corporation: Air Quality Team	Work with businesses has focused on raising awareness of air pollution among workers and encouraging organisations to take positive action. This includes engagement through the CityAir business programme, sharing information via events, newsletters, and digital tools to help employees understand air quality and reduce exposure.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
					The City Corporation also recognises best practice through schemes such as the Clean City Awards, rewarding businesses that demonstrate efforts to reduce emissions. Partnerships with organisations like Business Improvement Districts and Heart of the City further support awareness campaigns and resource sharing.
29	Public health and awareness raising	Raise awareness of the health impacts of poor indoor air quality	2030	City of London Corporation: Air Quality Team	A resident engagement project recruited 20 participants (10 from Hackney and 10 from the City of London) to take part in workshops and home monitoring to better understand indoor pollution sources and impacts.

3. Planning Update and Other New Sources of Emissions

Table S. Planning requirements met by planning applications in the City of London in 2025*

Condition	Number
Number of planning applications where an air quality impact assessment was reviewed for air quality impacts	26
Number of planning applications required to undertake construction dust monitoring and reporting (Please specify how you get access to dust monitoring data i.e. online tool or CSV file)	11 new sites commenced that were required to monitor dust. Data accessed via several sources; online tool, scheduled reports, excel raw data.
Number of CHPs/Biomass boilers refused on air quality grounds	0
Number of CHPs/Biomass boilers subject to GLA emissions limits and/or other restrictions to reduce emissions as detailed in Air Quality Neutral LPG (london.gov.uk) point 3.1.5.	0
Number of developments required to install Ultra-Low NO _x boilers	0
Number of developments where an AQ Positive, AQ Neutral building and/or transport assessments undertaken	AQP - 7 AQN - 21
Number of developments where the AQ Neutral building and/or transport assessments not meeting the benchmark and so required to include additional mitigation	0
Number of planning applications with S106 agreements including other requirements to improve air quality	0
Number of planning applications with CIL payments that include a contribution to improve air quality	0
NRMM: Number of planning applications with conditions related to NRMM included. Number of developments registered at www.nrmm.london . Number of audits (based on the pan-London project report and / or inhouse auditing programme) % of sites unregistered prior to audit % of sites compliant with the NRMM LEZ policy standards.	44 conditions included 50 registered as of 21/04/26 61 audits 0% 100%

* Statistics for planning applications decided upon in 2025.

3.1 New or significantly changed industrial or other sources

No new or significantly changed sources identified.

4. Additional Activities to Improve Air Quality

4.1 City of London Corporation Fleet

The City Corporation has been reducing emissions from its own fleet for several years. This has been achieved by improved management, a reduction in size of the fleet and the purchase of newer, cleaner vehicles. The City Corporation owns or leases 112 vehicles. The majority of these are not used in the Square Mile. At the time of writing, 50 of the vehicles are fully electric or hybrid.

Since January 2016, a policy has been in place that diesel vehicles cannot be purchased or leased if there are low or zero tailpipe emission options available. A fuel hierarchy is in place for new vehicles:

1. Full electric.
2. Plug-in hybrid.
3. Petrol hybrid (regenerative braking).
4. Petrol.
5. Diesel Fleet (Euro VI) Operator Recognition Scheme Accreditation.

4.2 Planning Enforcement

All relevant planning applications are reviewed in terms of air quality. A weekly General Development Order is sent to the Air Quality Team. This is reviewed to identify those applications that require review. Officers ensure that all relevant developments are assessed, and conditions recommended, should the development be approved.

Additionally, the Air Quality Team is consulted at the pre-application stage for relevant applications.

4.3 Pan-London NRMM Auditing Project

The City Corporation will continue to support the pan-London NRMM enforcement project in 2026-27. Due to the high number of construction sites within the relatively small area of the Square Mile the City Corporation works with NRMM Project Team to supplement the number of NRMM audits completed each year.

A standard condition is applied to a Decision Notice where NRMM is to be used for the demolition/deconstruction/construction of a proposed development to ensure that the requirements of the NRMM Low Emissions Zone are met. Officers review

planning applications to identify when the NRMM condition should be applied. A precautionary approach is taken where it may not be known at the planning stage if NRMM is to be used, with the condition being set.

The condition is as follows:

Prior to the commencement of the development, the developer/ construction contractor shall sign up to the Non-Road Mobile Machinery Register. The development shall be carried out in accordance with the Mayor of London Control of Dust and Emissions during Construction and Demolition SPG July 2014 (Or any subsequent iterations) to ensure appropriate plant is used and that the emissions standards detailed in the SPG are met. An inventory of all NRMM used on site shall be maintained and provided to the Local Planning Authority upon request to demonstrate compliance with the regulations.

4.4 Air Quality Alerts

The City Corporation continue to support *airTEXT* (<https://www.airtext.info/>). We also cascade the Mayor's air quality alert messages and issue air quality alerts through our own smartphone App CityAir.

4.5 Air Quality Positive

There were ten planning applications decided upon in 2025 that required an Environmental Impact Assessment. Seven of these submitted an AQP assessment, the remaining three were Section 73 applications not related to an air quality condition. Of the seven AQP Statements, three were accepted and four required a planning condition to be applied to ensure the Statements were completed in-line with Air Quality Positive guidance and to maximise air quality benefits from the proposed developments.

None of the AQP Statements received were noted as having innovative mitigation measures included. We are happy for the GLA to include any of the AQP assessments received as case studies for workshops and guidance documents. Please contact Paul Bentley to discuss this.

Appendix A Details of Monitoring Sites Quality QA/QC

A.1 Automatic Monitoring Sites

During 2025 the Farringdon Street (CT2) monitoring site was upgraded. The PM_{2.5} BAM was replaced with a single channel PM_{2.5} FIDAS and NO₂ and benzene monitoring equipment was added to the site. The City Corporation own and maintain the FIDAS, the NO₂ analyser and benzene sampler are operated and maintained through the national networks, the Automatic Urban and Rural Network and the Non-Automatic Hydrocarbon Network.

In 2025, the City Corporation employed the services of a Data Management Unit, Ricardo, and an Equipment Support Unit, Matts Monitors, to ensure that data is accurate, and the analysers are maintained. Additionally, Officers at the City Corporation act as the Local Site Operator for all sites to carry out the routine tasks required for each type of analyser.

The tasks assigned to each team are as follows:

Data Management Unit		Equipment Support Unit	
• Analysis of day-to-day data. • Identification of analyser faults. • Data ratification. • Biannual site audits.		• Reactive site maintenance. • Biannual site servicing. • LSO training.	
Local Site Operator			
NO _x /O ₃ Analysers (API and Ecotech)		BAM PM Analysers	
• Calibrations and filter changes; biweekly for CT2, CT4 and CTA, four-weekly for CT3 and CT9. • Provision of calibration gas.		• Cleaning the inlet head; collector assembly monthly, acceleration assembly and sharp cut cyclone quarterly. • Tape changes every 60 days. • Leak check on every LSO visit. • Cleaning the nozzle and vane on every tape change and dictated by leak check results.	
FIDAS PM Analyser		Benzene Sampler	
• Biweekly instrument checks.		• Biweekly tube changeover completed in line with the Non-Automatic Hydrocarbon Network LSO Manual.	

PM₁₀ Monitoring Adjustment

All PM₁₀ monitoring data has been corrected in line with guidance provided in LLAQM.TG (19). All PM data is corrected, where required, by Ricardo, and is currently accessible through the Air Quality England and Air Aware websites.

A.2 Diffusion Tubes

- The diffusion tubes utilised by the City Corporation in 2025 were supplied and analysed by Gradko International Laboratory.
- The preparation method used was 50% Triethanolamine in Acetone preparation method and analysis of diffusion tubes was completed using U.V. Spectrophotometry.
- Gradko International Ltd is a UKAS accredited laboratory and participates in the AIR-PT Scheme (a continuation of the Workplace Analysis Scheme for Proficiency) 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.
- Results of laboratory precision for 2025:
 - o Gradko 50% TEA in acetone tube precision for 2025 returned 100% good precision, 18 studies.
 - o Latest AIR NO₂ PT Scheme results: 50-100% for all 2025 results available at the time of writing (AR068-72).
- Bias adjustment factor from the National Bias Adjustment Spreadsheet available on the LAQM Support Website (Spreadsheet Version Number: 03/26); 0.92 based on 18 studies.
- Two local co-location studies were undertaken during 2025: one roadside at CTA and one urban background at CT3.

Factor from Local Co-location Studies

During 2025 two co-location studies were undertaken with triplicate diffusion tubes at the CT3 and CTA automatic monitoring sites. Local bias adjustment factors have been calculated for each site using the DTDPT provided by the LAQM Helpdesk.

The results of both studies have been submitted to the LAQM Helpdesk for inclusion within the National Diffusion Tube Bias Adjustment Factor Spreadsheet. The results

presented below are based on ratified automatic monitoring data up to the 31st of December 2025, and provisional data thereafter.

Table T. Local Bias Factor Results

Site ID	Triplicate Diffusion Tube Mean ($\mu\text{g m}^{-3}$)	Automatic Monitoring Mean ($\mu\text{g m}^{-3}$)	Bias A	Bias B
CT3	23.5	21.2	0.9	11%
CTA	30.6	28.0	0.92	9%

Following the procedure as detailed in LLAQM.TG (19) the average of the two local bias adjustment factors is 0.91.

Discussion of Choice of Factor to Use

The national bias adjustment factor has been used to adjust all 2025 diffusion tube annual mean concentrations. This is consistent with bias adjustment factors used within previous years. Due to the changing monitoring environment across the Square Mile, using a larger dataset (national) rather than the two local studies completed in 2025 provides a more robust structure for bias adjustment.

Table U. Bias Adjustment Factor

Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2025	National	03/26	0.92
2024	National	04/25	0.88
2023	National	03/24	0.83
2022	National	03/23	0.82
2021	National	03/22	0.83
2020	National	03/21	0.82
2019	National	03/20	0.87
2018	National	03/19	0.92

A.3 Adjustments to the Ratified Monitoring Data

Short-term to Long-term Data Adjustment

In accordance with LLAGM.TG (19) any relevant monitoring sites have been annualised. The DTDPT has been utilised to complete the required annualisation calculations. For 2025 monitoring data there were 10 diffusion tube sites that required annualisation. This compares to 13 diffusion tube monitoring sites that required annualisation for 2024 monitoring data.

Additionally, due to the new NO₂ analyser being installed at CT2 in May 2025 data capture for the year was < 75%. Therefore, annualisation was required.

Distance Adjustment

Due to the simplistic nature of the NO₂ fall off with distance tool distance, distance adjustment has not been completed for any of the NO₂ monitoring locations. The Square Mile is a complex urban environment with a network of roads, multiple pollutant sources, and an ever-changing landscape of buildings. Limitation 7 within the tool states that the calculator can only be used where the influence of one road is present. Due to this, and the influence of buildings not considered within the calculations, the methodology is not relevant to the NO₂ monitoring completed within the Square Mile.

A.4 Benzene Monitoring Data

Table V. Benzene Period Monitoring Data ($\mu\text{g m}^{-3}$)

Pollutant	Start Date	End Date	Measurement
Benzene	11/06/2025	25/06/2025	0.54
Benzene	25/06/2025	09/07/2025	0.32
Benzene	09/07/2025	23/07/2025	0.52
Benzene	23/07/2025	06/08/2025	0.44
Benzene	06/08/2025	19/08/2025	0.63
Benzene	19/08/2025	03/09/2025	0.4
Benzene	03/09/2025	18/09/2025	0.45
Benzene	18/09/2025	01/10/2025	0.76
Benzene	01/10/2025	15/10/2025	0.43
Benzene	15/10/2025	28/10/2025	0.62
Benzene	28/10/2025	12/11/2025	0.62
Benzene	12/11/2025	26/11/2025	0.65
Benzene	26/11/2025	10/12/2025	0.6
Benzene	10/12/2025	23/12/2025	0.84
Benzene	23/12/2025	07/01/2026	0.83

Table W. Non-Automatic Monitoring Data Adjustment

Site ID	Annualisation Factor: London Bloomsbury	Annualisation Factor: London Westminster	Annualisation Factor: London North Kensington	Annualisation Factor: CT3	Average Annualisation Factor	Raw Data Annual Mean ($\mu\text{g m}^{-3}$)	Annualised Annual Mean ($\mu\text{g m}^{-3}$)	Comments
Bank 1	0.9869	1.0007	0.9829	0.9838	0.9886	46.2	45.6	
Bank 15	0.9380	0.9233	0.9026	0.9587	0.9307	32.7	30.4	
Bank 22	0.9694	0.9400	0.9404	0.9346	0.9461	35.9	34.0	
PLA5	1.0297	0.9701	1.0319	0.9933	1.0062	33.2	33.4	
OS6	0.9134	0.8805	0.8854	0.9060	0.8964	26.3	23.6	
PLA7	1.0556	0.9633	1.0025	0.9352	0.9892	32.3	31.9	
BS18	0.9275	0.9089	0.9092	0.9534	0.9247	36.8	34.0	
T3	0.9370	0.9219	0.9305	0.9399	0.9323	45.1	42.1	
T7	0.9208	0.8968	0.9015	0.9606	0.9199	27.0	24.9	
T16	0.9181	0.8967	0.8872	0.9047	0.9017	36.0	32.5	

Table X. Automatic NO₂ Monitoring Data Adjustment: CT2

Background Site	Annual Data Capture (%)	Annual Mean (A_m)	Period Mean (P_m)	Ratio (A_m / P_m)
London Bloomsbury	98.6	23.5	19.1	1.229
London Westminster	98.0	19.7	15.3	1.286
London North Kensington	98.7	16.2	12.1	1.339
CT3	98.0	21.6	18.2	1.184
Average (Ra)			1.260	
Raw Data Annual Mean (M)			26.7	
Annualised Annual Mean (M x Ra)			33.7	

Appendix B Full Monthly Diffusion Tube Results for 2025

Table Y. NO₂ 2025 Diffusion Tube Results (µg m⁻³)

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sept	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.92)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
CL5	531901	181571	35.2	29.4	26.9	21.6	23.3	29.4	22.6		31.8	37.5	40.5	43.2	31.0	28.6		
CL38	531851	180962	37.7	32.0	38.8	31.0	30.6	25.3	25.4	25.8	26.6	27.3	27.9	27.7	29.7	27.3		
CL39	531235	181155	40.3	42.8	41.3	41.0	35.6	35.9	36.5	40.0	32.6	32.6	27.5	36.6	36.9	33.9		
CL40	533794	181026	40.6	31.8	32.2	24.6		23.0	27.0	25.3	25.8	27.5	27.6	27.6	28.5	26.2		
CL55	532482	181799	29.3	24.9	26.2	21.1	15.7	16.0	14.6	13.9	15.3	18.2	20.7	21.8	19.8	18.2		
Bank 1	532641	180914		51.2		53.6				48.0	37.2		40.8		46.2	42.0		
Bank 2a	532591	181073	43.5	35.4	28.2	29.3	19.7	23.7		22.3	27.9	26.7	32.1	28.5	28.8	26.5		
Bank 3	532465	181171	38.7		36.6	29.6	21.2	23.2	23.3	23.1	27.0	26.1	31.6	29.4	28.2	25.9		
Bank 5	532647	181092	41.9	34.7		24.2	22.2	23.7	24.1	22.6	27.5	27.7	32.6	26.0	27.9	25.7		
Bank 6	532791	180986	41.6	39.3	36.3	34.5		24.0		25.4	29.1	27.8		30.7	32.1	29.5		
Bank 8	532853	181019	18.4	36.5	32.4		16.9	21.1	14.3	20.7	26.3	26.5	31.5	30.9	25.1	23.0		
Bank 11	532785	181119	36.5	33.9	31.2	31.3	25.9	24.2	19.7	22.7	25.4	27.1	32.1	29.2	28.3	26.0		
Bank 12a	532732	181130	40.4	34.3	29.3	27.7	22.1	25.1	24.8	24.6	26.3	25.1	32.2	28.2	28.4	26.1		
Bank 13	533036	181376	39.4	36.5	40.4	35.5	24.7	28.8	23.8	28.7	25.8	24.7	28.4	25.7	30.2	27.8		
Bank 14	533077	181448	45.4	37.7	42.9	35.6	24.1	32.4	29.5	31.0	34.8	30.6	35.8		34.5	31.8		
Bank 15	532915	181513	37.8	37.0	41.2	39.7	26.3		29.2	17.8					32.7	28.0		
Bank 16	532670	181555	45.3		39.7	38.7	24.2	29.9	35.9	39.5	40.2	32.4	38.5	33.0	36.1	33.2		
Bank 17	532684	181442	46.8	31.9	38.3	28.5	26.3			27.1	29.6	30.6	32.7	29.6	32.1	29.6		
Bank 18	532503	181304	42.4	33.2	35.0	26.2		14.9		22.9	26.7	26.3	30.7	28.8	28.7	26.4		
Bank 19	532705	181268	37.7	27.9	31.3	26.9	20.6	21.7	18.6	18.3	22.7	24.2	28.4	22.1	25.0	23.0		
Bank 20a	532682	181196	40.2	32.7	34.7	22.4	23.7	27.9		22.8	28.2	28.2	31.2	29.3	29.2	26.9		
Bank 22	533010	181058	40.1	38.1	41.7				33.2	36.3	33.5	33.4	31.2		35.9	31.3		
T2	533294	180688	46.1	43.1	48.1	40.3	31.3	35.1	40.4	34.9	33.0	35.9	37.5	37.8	38.6	35.5		
T3	533385	180722	55.5		51.5	44.6		35.9			45.9	42.6	42.5	42.5	45.1	38.7		
T4	533513	180941	42.6	35.6	27.2	31.8	19.3	24.4	23.7	25.1	24.9	28.2	29.6	27.9	28.4	26.1		
T5	533600	181165	54.2	41.2	40.9	36.8	24.3		32.9	29.9	37.1	35.8	37.9	34.3	36.8	33.9		
T6	533549	181345	51.2	31.6	32.3	25.1	16.7	23.5	21.1	22.5	24.7	27.6	32.7	28.4	28.1	25.9		
T7	533418	181257	40.8	31.8	29.4	26.7	17.8			20.8	21.1			27.9	27.0	22.9		
T10	533239	181152	36.9	34.2	28.8	23.6	19.9	18.4	22.3	20.1	23.0	23.6		25.4	25.1	23.1		
T13	531644	180857	43.2	43.1	45.4	33.8	32.0	36.5	35.0	31.7	38.1	36.5	34.5	41.0	37.6	34.6		
T14	531197	180826	50.0	39.3	43.3	43.0	31.1	39.2	35.4	30.2		33.2	34.0	37.9	37.9	34.8		
T15a	531422	181160	39.3	33.3	34.6	28.9	27.4	31.8	27.4	26.1	26.9	26.9	30.5	29.9	30.3	27.8		
T16	531769	181167	42.1	39.8	42.9	40.1			29.5		30.0	32.8	30.8		36.0	29.9		
T17	532284	181554	54.9	34.4	42.6	38.0	29.2	31.9	27.1	27.9	34.4	32.9	39.8	41.1	36.2	33.3		
T18a	532240	181559	39.2	27.7	33.3	26.7	18.2			20.3	23.0	23.2	27.4	27.2	26.6	24.5		
T20	531592	181563	40.5	35.8	40.0	34.6	28.2	29.3	25.5	25.0	27.5	30.9	36.1	33.0	32.2	29.6		
T21	531804	181395	49.2	46.7	51.3	36.3	30.2	41.5	36.7	34.8	37.6	37.3	39.8	45.4	40.6	37.3		
T23	533263	181248	28.9	35.1	33.7	29.8	16.1		20.9	19.8		26.0	32.0	26.4	26.9	24.7		
TAS1	533484	181190	37.1	34.1	27.1	22.3	16.8	18.0	18.6	18.9	20.5	23.7	24.3	23.2	-	-	-	Triplicate Site with TAS1, TAS2 and TAS3 - Annual data provided for TAS3 only

TAS2	533484	181190	35.9	31.9		25.7	14.8		20.3	19.1	20.2	23.1	27.9	23.0	-	-	-	Triplicate Site with TAS1, TAS2 and TAS3 - Annual data provided for TAS3 only
TAS3	533484	181190	32.0	32.0		22.3	15.7	20.2	17.3		22.1	24.3	27.4	25.8	23.8	21.9	-	Triplicate Site with TAS1, TAS2 and TAS3 - Annual data provided for TAS3 only
BWL1	532495	180791	38.6	37.9	38.6	32.1	23.9	29.0	28.6	29.2	26.5	28.6	32.0	29.5	-	-	-	Triplicate Site with BWL1, BWL2 and BWL3 - Annual data provided for BWL3 only
BWL2	532495	180791	40.2	35.4	34.7	29.7	26.0	29.4	29.2	26.6	23.8	28.2	29.5	27.0	-	-	-	Triplicate Site with BWL1, BWL2 and BWL3 - Annual data provided for BWL3 only
BWL3	532495	180791	35.5	37.5	35.8	34.8	24.4	27.9	32.1	27.1	25.0	27.5	30.3	28.4	30.6	28.1	-	Triplicate Site with BWL1, BWL2 and BWL3 - Annual data provided for BWL3 only
WW	532540	180786	53.2	52.0	54.5	62.4	45.4	54.5	39.8	49.5	44.7	41.1	49.0	41.6	49.0	45.1		
PLA5	532412	180709	42.3							27.6	29.0	28.4		38.6	33.2	30.7		
LS	533147	181574	44.1	40.4	49.2	38.1	35.9	29.8	29.9	33.2	31.3	32.4	36.5	34.2	36.3	33.4		
FA	533236	181040	35.6	31.8	36.5	23.9	13.9	19.6	17.2	16.0	20.7	22.6	23.1		23.7	21.8		
FL	531276	181261	39.6	40.4	36.5	34.3	24.9	28.8	31.0	26.9	30.6		30.6	34.2	32.5	29.9		
OS3	532132	181108	37.7	30.3	25.9	23.8	18.4	25.4	23.7	24.0		26.3		25.7	26.1	24.0		
OS6	532938	181619	35.8	29.9	31.2			19.6			20.4	21.4	27.2	24.8	26.3	21.7		
OS7	531974	181382	36.9	32.1	35.7	20.8	22.4	18.6	26.2	21.4	22.5	24.8	28.4	26.3	26.3	24.2		
GY	533703	180913	36.3	33.4	27.7	22.7	19.9	22.5	23.7	23.6	27.7	28.5	31.3	30.1	27.3	25.1		
CT	531634	181692	35.1	33.8	31.7	19.8	26.4	24.7		23.9	27.2	27.8	27.8	31.7	28.2	25.9		
N1	532164	181641	35.5	26.0	25.1	22.7	17.3	18.1	18.6	16.7	19.1	20.9	22.1	22.8	22.1	20.3		
N2	532210	181975	31.5	26.4	21.0	18.9	13.3	17.4	16.1	14.9	16.0		26.7	23.3	20.5	18.9		
SPS2	532175	181150			34.9	27.5	24.0	30.3	27.7	30.8	30.4	30.9	33.0	34.2	30.4	27.9		
CLS2	532051	180900	30.5	30.4	29.9	23.1	17.8	18.1	21.9	17.3	17.7	19.7	24.0	19.8	22.5	20.7		
CHS1	531988	181881	35.8	28.5	28.5	25.2	19.4	21.0	20.7	18.9	23.4	26.6	30.3	29.5	25.7	23.6		
CSG	532174	181214	43.1	33.7	36.6	28.0	20.4	30.1	25.0	26.0	28.2	27.2	26.7		29.5	27.2		
TC	531254	181044	35.1	26.1	29.0	22.0	16.2	17.3	18.2	16.2	18.9	20.4	33.4	27.7	23.4	21.5		
BG	533295	181622	41.1	33.7	31.2	28.5	23.0	22.0	25.6	24.0	27.2	28.1	31.9	30.1	28.8	26.5		
MS	533539	181488	41.3	34.8		21.1	17.2	20.1	17.3		23.4	26.1	30.1		25.7	23.7		
HC	531413	181556	43.7	37.8	41.6	31.9	28.3		29.8		32.4	31.4	35.8	40.4	35.3	32.5		
PLA7	533384	180517	44.4						24.2		28.2				32.3	29.4		
BB	531234	181384	31.6	27.8	30.3	24.8	15.1	16.7	17.2	17.0	18.3	19.8	22.9	26.8	22.4	20.6		
CS	533225	181401	56.4	46.9		36.7	28.4	39.0	36.4	39.2	35.6	40.2	46.2	36.1	40.1	36.9		
IL	533145	180721	29.8	35.1	35.9	36.6	17.5	16.7	17.5	21.8	21.1	21.9	24.6	25.4	25.3	23.3		
UTS	532208	180846	53.3	44.1	47.3	40.3	27.8	38.6	33.2	33.6	34.9	35.8	42.4	37.3	39.0	35.9		
LTS	533049	180681	42.2	38.1	42.8	39.9	25.8	27.0	29.8	29.0	27.5			33.3	33.6	30.9		

BS1a	532091	181979	43.9	40.7	34.6	27.4	22.9	27.2	27.5	23.3	30.2	31.0	37.1	35.5	31.8	29.2		
BS18	532706	181571	44.7	40.5	49.8	37.7	29.2		31.1		34.1			27.1	36.8	31.3		
BS20	532412	181685	28.5	30.1	29.3	23.8	16.5	17.1	15.9	16.4			23.3	22.6	22.3	20.6		
BS21	532101	182074	47.3	41.1	38.8	28.6	26.0		32.6	24.0	27.9	33.6	29.8	33.4	33.0	30.4		
LEN 1	531872	181621	37.4	33.0	30.5		19.1	24.5	23.1	23.5	24.7		32.8	37.0	28.5	26.3		
LEN 3	532117	181840	43.2	37.9	38.1	27.8		35.7		28.5	29.6	33.3	38.5	33.7	34.6	31.9		
LEN 4	532106	181793	49.8	40.7	37.5	31.9			32.9	28.3	30.4		38.0	35.0	36.0	33.2		
LEN 6	532443	181966	39.0	34.5	34.0	28.4		23.9	18.8	21.2	24.1	27.5	30.9	28.4	28.3	26.0		
LEN 15	532144	182013	38.5	28.6	27.7	20.8	14.0	18.0	17.7	16.2			30.5	27.2	23.9	22.0		
SM2	532210	181217	44.9	36.8	37.6	27.3	25.8	32.4	30.4	24.2	32.9	31.0	30.4	30.1	32.0	29.4		
SM5	531980	181331	47.9		43.5	34.6	29.2	35.4	36.2	34.5	34.4	34.2	39.3		36.9	34.0		
SM8	532041	181468	41.5	34.0	32.6	27.0	19.2	25.6	21.8	20.9	25.1	24.8	28.2	28.6	27.4	25.3		
SM12	532139	181438	48.1	46.6	43.7	37.6		34.0	38.7	34.5	37.9	38.8	39.6	36.2	39.6	36.5		

☒ All erroneous data has been removed from the NO₂ diffusion tube dataset presented in Table Y.

☒ 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.

☒ The City of London Corporation 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.

Appendix C Maps of Monitoring Locations and AQMAs

Figure K. Map of Non-Automatic Monitoring Sites

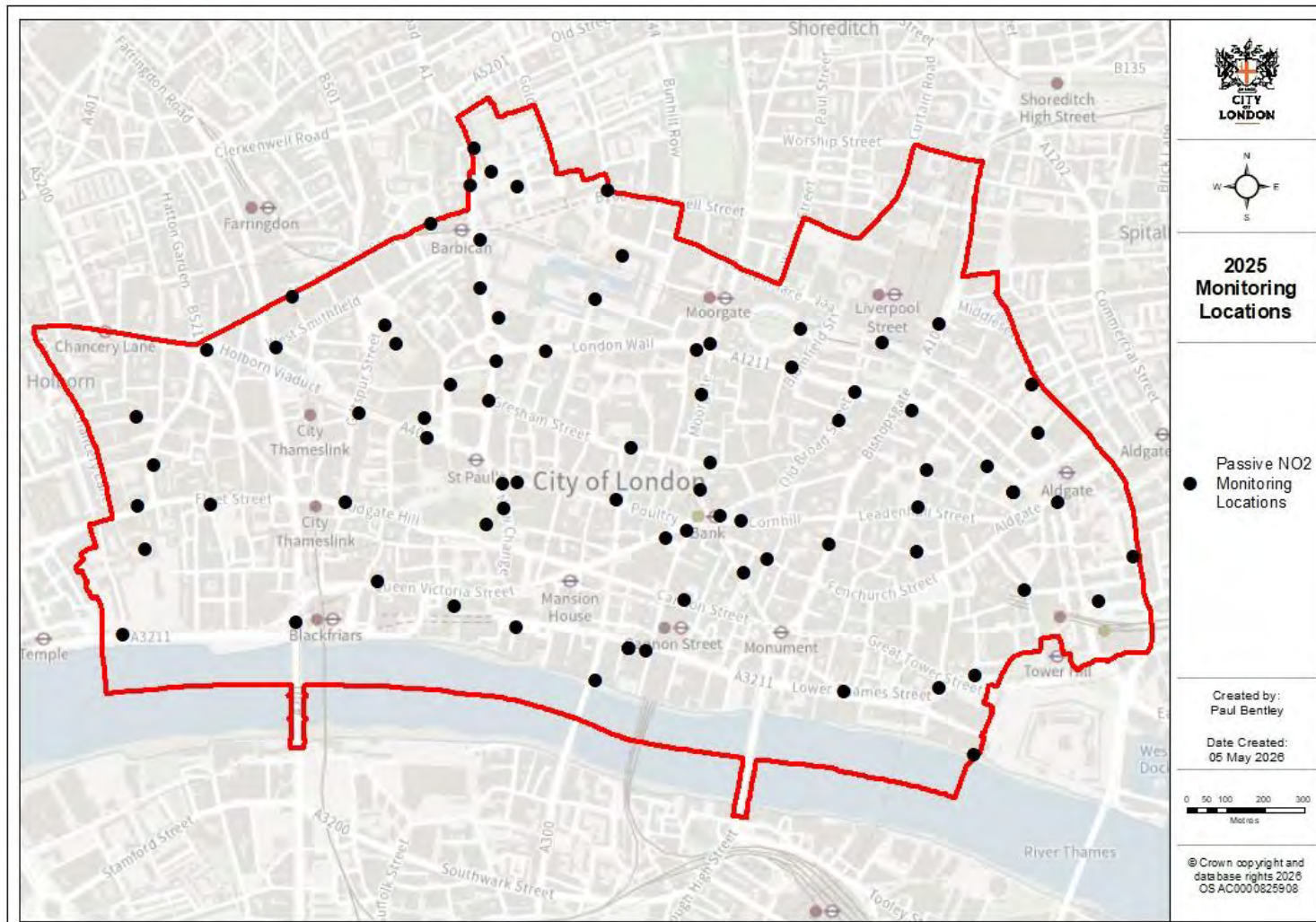


Figure L. Map of Automatic Monitoring Sites

