



2026 Air Quality Annual Status Report (ASR)

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

Date: June 2026

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Local Responsibilities and Commitment

This ASR was prepared by Stantec on behalf of the Planning and Environmental Health Team of Elmbridge Borough Council with the support and agreement of the following officers and departments:

- Elmbridge Borough Council – Planning and Environmental Health and Licensing, and Climate Change and Sustainability.
- Members of the Surrey Air Alliance (SAA) made up from the eleven Surrey Districts and Boroughs, Surrey County Council (SCC) Public Health, and Highways Teams.

This ASR has been approved by:

- Suzanne Parkes, Head of Planning and Environmental Health at Elmbridge Borough Council.
- Councillor Caroline James, Portfolio Holder for Planning and Councillor Ashley Tilling Portfolio Holder for Climate Change, Environmental Services and Sustainability formally approved the 2026 ASR at Individual Cabinet Member Decision Making on 22 June 2026.
- Dr Jack Bedeman, Director of Public Health SCC. On behalf of the SCC Director of Public Health, the Public Health team work closely with the Surrey Air Alliance

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including District and Borough Council partners responsible for submitting ASRs on air quality within their area to develop initiatives and implement actions to improve air quality across the county of Surrey through collaboration and consultation.

If you have any comments on this ASR, please send them to Paul Leadbeater at:

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Executive Summary: Air Quality in Our Area

The following Annual Status Report (ASR) was prepared by Stantec UK Limited (Stantec), on behalf of Elmbridge Borough Council ('the Council') in accordance with Local Air Quality Management (LAQM) Technical Guidance (TG) 2022¹, published by Department for Environment, Food and Rural Affairs (Defra) on behalf of the devolved administrations. The 2026 ASR provides the latest information regarding air quality in Elmbridge for the reporting year of 2025. It also provides updates on actions to improve air quality that have occurred since the previous 2025 ASR² was published.

Air Quality in Elmbridge

This report is designed to provide a summary for those living and working within the Borough of Elmbridge about the condition of air quality in the area. It also provides progress on the actions that the Council and others, including the public, are taking, or could take, to improve air quality. Air quality and a healthy environment are important to the Council and measures to improve air quality are outlined in the Council's Vision (Corporate Plan)³.

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.

¹ Department for Environment, Food and Rural Affairs (Defra). 'Local Air Quality Management Technical Guidance (TG22)'. May 2025.

² Elmbridge Borough Council '2025 Air Quality Annual Status Report'. 2025. Available at: <https://www.elmbridge.gov.uk/sites/default/files/2025-08/2025%20Annual%20Status%20Report.pdf>

³ Elmbridge Borough Council. 'Elmbridge 2030 Vision'. 2023. Available at <https://www.elmbridge.gov.uk/vision>

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

Table ES 1 - Description of Key Pollutants

Pollutant	Description
Nitrogen Dioxide (NO ₂)	Nitrogen dioxide is a gas which is generally emitted from high-temperature combustion processes such as road transport or energy generation.
Sulphur Dioxide (SO ₂)	Sulphur dioxide (SO ₂) is a corrosive gas which is predominantly produced from the combustion of coal or crude oil.
Particulate Matter (PM ₁₀ and PM _{2.5})	Particulate matter is everything in the air that is not a gas. Particles can come from natural sources such as pollen, as well as human made sources such as smoke from fires, emissions from industry and dust from tyres and brakes. PM₁₀ refers to particles under 10 micrometres. Fine particulate matter or PM_{2.5} are particles under 2.5 micrometres.

The main air pollutants of concern within Elmbridge are nitrogen dioxide (NO₂) and particulate matter (PM₁₀ and PM_{2.5}). Whilst sulphur dioxide (SO₂) is referred to in Table ES 1, previous rounds of Review and Assessment and historic monitoring of SO₂ (at Bell Farm School, Hersham) have concluded that concentrations of SO₂ are compliant with the objectives in Elmbridge. Emissions of SO₂ have continued to decline across the UK (i.e. a 98% reduction in SO₂ emissions from the energy sector between 1990 and 2024⁴) which has largely been driven by the decline in the use of coal in the energy sector and limits on sulphur content in liquid fuels. Therefore, SO₂ is not considered to be a pollutant of concern within Elmbridge.

Nitrogen Dioxide

Monitoring undertaken by the Council shows that there were no breaches of the annual mean NO₂ Air Quality Strategy (AQS) objective in 2025 at any monitoring locations within

⁴ Defra. 'National Statistics: Emissions of Pollutants in the UK – Sulphur Dioxide'. February 2026. Available at: <https://www.gov.uk/government/statistics/emissions-of-air-pollutants/emissions-of-air-pollutants-in-the-uk-sulphur-dioxide-so2>

the Borough, and that concentrations decreased at 24 of the 41 monitoring sites between 2024 and 2025.

The Surrey-wide dispersion modelling of air pollutants including NO₂, first undertaken in 2017, is in the process of being updated and will provide more up-to-date information regarding NO₂ source apportionment as well as isopleth maps of predicted concentrations across Elmbridge, when published later in 2027.

In February 2026, the Council's six remaining Air Quality Management Areas (AQMA), Walton-on-Thames High Street AQMA, Weybridge High Street AQMA, Hampton Court AQMA, Hinchley Wood AQMA, Esher High Street AQMA and Walton Road (Molesey) AQMA, that were designated between 2005 and 2013 due to exceedances of the annual mean NO₂ objective, were revoked. This was due to measured annual mean NO₂ concentrations within the AQMAs being more than 10% below the objective for at least five consecutive years at locations of relevant exposure. The revocation report including the evidence for the revocation can be found at

<https://mygov.elmbridge.gov.uk/documents/s60835/Appendix%20A%20Stantec%20Revocation%20report%20November%202025.pdf>.

As a result of the AQMA revocations, the Council's Air Quality Action Plan (AQAP) for 2021 to 2026⁵ will be superseded by a local Air Quality Strategy that is currently being produced and will set out actions aimed at the continual review and improvement of air quality in Elmbridge. The AQS is due to be published by the end of 2026.

Particulate Matter – PM₁₀ and PM_{2.5}

Two PM_{2.5} targets were published via The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023⁶ and are set out below:

- an annual mean concentration target for PM_{2.5} levels in England to be 10 µg/m³ or below by 31st December 2040; and
- a population exposure reduction target for a reduction in PM_{2.5} population exposure of 35% compared to 2018 to be achieved by 31st December 2040.

⁵ Elmbridge Borough Council. 'Elmbridge Borough Council Air Quality Action Plan'. 2021

⁶ UK Statutory Instrument 2023 No.96. The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023.

In addition, Defra has published an Environmental Improvement Plan 2025⁷ which sets out the following interim PM_{2.5} targets:

- an annual mean concentration target of 10 µg/m³ to be achieved by December 2030; and
- a population exposure reduction target of 30% compared to 2018 to be achieved by December 2030.

Defra is developing guidance to ensure that the above PM_{2.5} targets are appropriately considered in planning applications and planning decisions. Interim guidance⁸ has been published, requiring planning applicants to evidence that key sources of air pollution have been identified within their schemes and appropriate action taken to minimise exposure to and emissions of PM_{2.5} as far as reasonably practicable.

The Environmental Improvement Plan⁷ also details how these targets will be met including reducing emissions at home, driving effective local action through local authorities, maintaining, and improving the regulatory framework for industrial emissions, supporting farmers to reduce their impact on ammonia⁹ emissions and reducing emissions from cars and other forms of transport.

There is currently no legal duty for local authorities to take action on PM_{2.5} and the above targets do not form part of the LAQM Framework. However, local authorities are expected to contribute towards reducing PM_{2.5} by targeting sources of PM_{2.5} emissions within their control.

Furthermore, the Council ambitiously committed to achieving an annual mean PM_{2.5} concentration target of 10 µg/m³ by 2030 in its AQAP and a similar commitment is expected to be taken forward into the Elmbridge Air Quality Strategy. This can only be achieved through partnership working with the Surrey Authorities to drive down levels of PM_{2.5} across the County.

⁷ Defra. 'Environmental Improvement Plan'. December 2025.

⁸ Defra. 'PM_{2.5} Targets: Interim Planning Guidance'. October 2024. Available at: <https://uk-air.defra.gov.uk/pm25targets/planning>

⁹ When ammonia mixes with other gases in the atmosphere, it can result in the formation of secondary particulate matter.

The Surrey-wide modelling of air pollutants including PM_{2.5} is set to be updated in 2026 and will provide more up-to-date information regarding PM₁₀ and PM_{2.5} source apportionment as well as isopleth maps of predicted concentrations across Elmbridge, when published in 2027.

During 2025, the Council undertook automatic monitoring of PM₁₀ and PM_{2.5} concentrations at Esher High Street. Measured PM₁₀ and PM_{2.5} concentrations in 2025 were well below the relevant objectives. PM_{2.5} concentrations were also below the Environmental Targets (Fine Particulate Matter) (England) Regulations (2023) target of 10 µg/m³ by 2040 and Elmbridge AQAP target of 10 µg/m³ by 2030. Despite this, annual mean PM₁₀ and PM_{2.5} concentrations did increase from 2024.

Actions to Improve Air Quality

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

The Environmental Improvement Plan⁷ sets out actions that will drive continued improvements in air quality and to meet the new national interim and long-term targets for fine particulate matter (PM_{2.5}), a pollutant of significant concern regarding human health. The Air Quality Strategy¹⁰ provides more information on local authorities' responsibilities to work towards these new targets and reduce fine particulate matter in their areas.

The Road to Zero¹¹ details the Government's approach to reduce exhaust emissions from road transport through several mechanisms, in balance with the needs of the local community. This is extremely important given that cars are the most popular mode of personal transport, and the majority of AQMAs are designated due to elevated pollutant concentrations which are heavily influenced by transport emissions.

¹⁰ Defra. 'Air Quality Strategy – Framework for Local Authority Delivery'. August 2023

¹¹ DfT. 'The Road to Zero: Next steps towards cleaner road transport and delivering our Industrial Strategy'. July 2018

Monitoring

The Council works to understand local air quality through a monitoring network within its administrative boundary including three real-time monitoring stations (two measuring NO₂ and one measuring PM₁₀ and PM_{2.5}) and a network of passive diffusion tubes monitoring NO₂ concentrations. Live data for all three real-time monitoring stations can be viewed at: <https://www.ukairquality.net/>.

Local Planning Policy

Measures to improve air quality have been included in the Council's Development Management Plan¹² and air quality is an important consideration for all planning applications. On 26 February 2025, the Council resolved to withdraw the Regulation 22 Submission version of the Elmbridge Local Plan 2037¹³. Addressing air quality as part of new developments was embedded in the now withdrawn Emerging Local Plan. In recognition of the importance of addressing air quality within the Borough, a specific 'air quality' policy was proposed (draft Policy ENV8).

The Council will soon publish a new timetable for preparing its Local Plan, using the latest planning regulations, which will replace the existing Local Development Scheme. The new Local Plan timetable will set out how the Council will be producing a Local Plan within the 30-month time frame set by UK Government. In the current Local Plan, air pollution is addressed within a wider policy which encompasses other types of environmental pollution.

The Council produced the Elmbridge Design Code¹⁴ which was adopted in April 2024. The Design Code requires developers to acknowledge the constraints and opportunities that help shape the design process. This will include environmental considerations such as air quality. It also includes requirements for new developments relating to enhancing

¹² Elmbridge Borough Council. 'Development Management Plan'. 2015. Available at: <https://www.elmbridge.gov.uk/sites/default/files/2023-05/Development%20Management%20Plan.pdf>

¹³ Elmbridge Borough Council. 'Regulation 19 Draft Elmbridge Local Plan 2037'. 2022. Available at: <https://www.elmbridge.gov.uk/local-plan-examination>

¹⁴ Elmbridge Borough Council. 'Elmbridge Design Code'. September 2023. Available at: www.elmbridge.gov.uk/sites/default/files/2024-04/Elmbridge%20Design%20Code%202024.pdf

connectivity and sustainable transport infrastructure through development design, as well as green infrastructure and electric vehicle charging infrastructure provision.

Council Plans and Strategies

In July 2019, the Council declared a 'Climate Emergency' and have pledged to take action locally to contribute to national carbon neutral targets through the development of policies and practices, together with the aim of making the Council a carbon neutral organisation. The Council has adopted its Carbon Management and Reduction Plan¹⁵ in 2020 to assist in the delivery of this commitment.

The Council has published the Vision³, for a sustainable, thriving Elmbridge driven by the power of its community. There are number of carbon reduction measures proposed as part of the Vision which will also benefit air quality, including the installation of electric vehicle charging points in key Council car parks and encouraging the use of sustainable transport modes.

The Council is currently preparing an Air Quality Strategy for Elmbridge that will set out actions aimed at the continual review and improvement of air quality in Elmbridge.

Surrey County Council's Joint Strategic Needs Assessment¹⁶ (JSNA) is an assessment of the current and future health and social care needs of the population of Surrey and informs the Surrey Health and Wellbeing Strategy¹⁷. The JSNA includes a chapter on 'Air Quality' within the 'Wider Determinants of Health' section. This 'Air Quality' chapter was developed by SCC Public Health who are working closely with the Highways and Greener Future Teams, all Surrey District and Borough Councils, and Surrey Heartlands Integrated Care Board. The Air Quality chapter states that the local authorities within the Surrey Air Alliance (SAA) are monitoring pollutant concentrations, working on raising public awareness and implementing clean transport measures and health initiatives.

¹⁵ Elmbridge Borough Council. 'Carbon Management and Reduction Plan'. July 2023. Available at:

<https://www.elmbridge.gov.uk/sites/default/files/2024-12/Carbon%20Management%20and%20Reduction%20Plan%202030%20V2.pdf>

¹⁶ Surrey County Council. 'Joint Strategic Needs Assessment'. April 2025. Available at:

<https://www.surreyi.gov.uk/jsna/>

¹⁷ Healthy Surrey. 'Health and Wellbeing Strategy'. 2026. Available at:

<https://www.healthysurrey.org.uk/about/strategy>

Public Information

Since October 2024, the Council has used airTEXT, a pollution warning service developed by Cambridge Environmental Consultants (CERC). In 2025 officers attended a local respiratory event as well as visiting all of the Borough's independent pharmacies promoting the new airTEXT service. Pharmacists agreed to include a promotional postcard with residents' prescriptions for those taking specific heart and lung medicines (i.e. those with health conditions which may make them more susceptible to health impacts from poor air quality).

In January 2026, letters were sent out to 1,000 residents following data analysis (health and income data) targeting those who could be more likely to be affected by health conditions to encourage them to sign up to the airTEXT service.

The Council is also working with SCC's Public Health department to deliver airTEXT to the remaining five local authorities in Surrey as part of a package that will see all eleven districts and boroughs have funding to use the airTEXT service for two years.

Furthermore, the airTEXT website will be updated by summer 2026. A communications package has been produced in collaboration with the district and borough councils in Surrey plus all London authorities to promote the service and increase uptake.





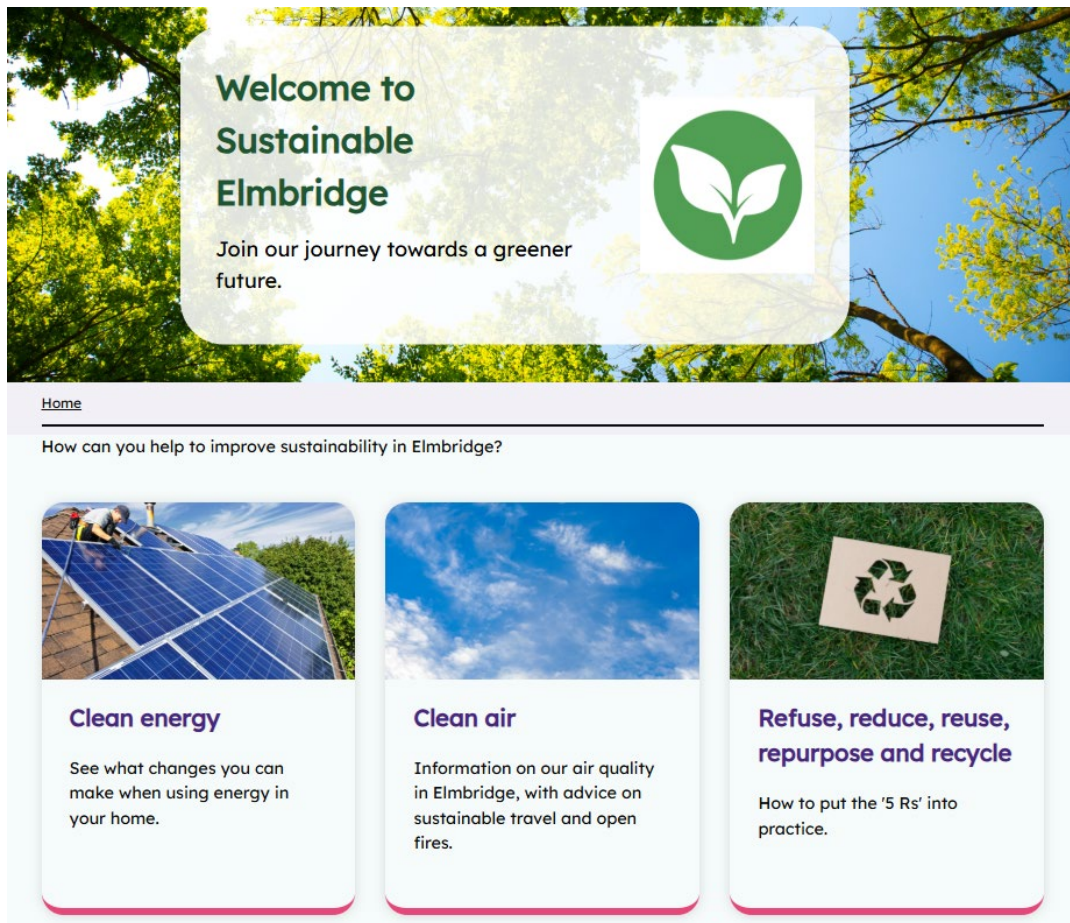
The Council also utilises its website to display public information regarding air quality including details on its air quality monitoring and current and historical ASRs. The ‘Improving your local air quality’ page¹⁸ informs residents of the main pollutants in the Borough, has a short video, and explains how residents can help to improve both outdoor and indoor air quality, as well as highlighting the major sources of both outdoor and indoor air pollution.

The ‘Sustainable Elmbridge Hub’ on the Council’s website includes a ‘Clean air’ webpage¹⁹ that provides more detail about the ways residents can reduce the air pollution that they produce, focusing on electric transport, active travel, utilisation of public transport, car sharing and reducing emissions from open fires and woodburning stoves.

¹⁸ Elmbridge Borough Council Website. ‘Improving your local air quality’. Available at:

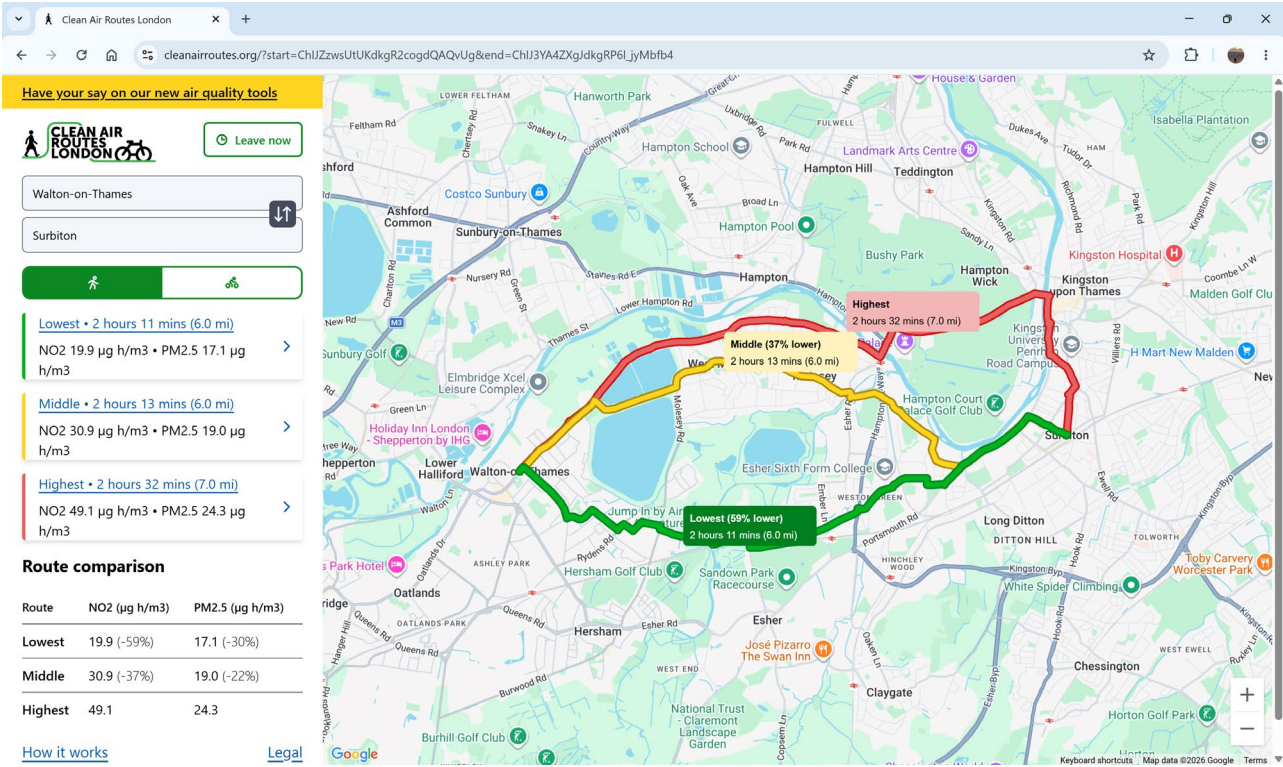
www.elmbridge.gov.uk/environment/air-quality/improving-your-local-air-quality

¹⁹ Elmbridge Borough Council Website. ‘Clean air’. Available at: <https://www.elmbridge.gov.uk/sustainable-elbridge-0/clean-air>



In January 2026, the Council announced on their website that Elmbridge along with five other districts and boroughs in Surrey are now included on Clean Air Routes²⁰. Clean Air Routes is a free online app that helps residents find walking and cycling routes with the best available air quality, thereby aiming to reduce personal air pollution exposure. It was originally rolled out across London; however, it has now expanded to Greater London and parts of the Home Counties, including Surrey. Users enter their start and end points, and the system will suggest up to three routes. Each route shows pollution levels and recommends the route with the lowest exposure to harmful pollutants at the time of travel. The tool will be rolled out to the remaining five districts and boroughs in Surrey in 2026.

²⁰ Westminster City Council in partnership with Cambridge Environmental Research Consultants (CERC), supported by the Defra. (2026) 'Clean air Routes London'. Available at <https://cleanairroutes.org/>.



Surrey Air Alliance

The Surrey Air Quality Study Group, formed in May 2016, has developed into the SAA consisting of Officer representatives from all eleven district and borough councils, and SCC's Highways and Public Health services.

Elmbridge Borough Council is one of the lead authority's for the SAA and assists in the delivery of the SAA workplan.



A key workplan task, which the Council has led, is the Surrey-wide air quality modelling project. The air quality modelling project, undertaken by CERC, was completed in 2019 and establishes a clear baseline for key pollutants (NO₂, PM₁₀ and PM_{2.5}) across Surrey. The Council will work with the SAA to deliver an update to the Surrey-wide modelling which will be published in 2027. The interactive contour maps of modelled pollutant concentrations from the 2017 modelling, published in 2019, have continued to be hosted

on the SCC website throughout 2025:

<https://surreycc.maps.arcgis.com/apps/webappviewer/index.html?id=43910ffb100248ed972115b7a9b49d20>.

A key workplan project that the Council is involved in is directed at raising awareness of air quality within schools in areas of Elmbridge with the worst air quality (i.e. close to former AQMAs). The SAA have worked with the Safer Travel Team and received grant funding from SCC's 'Rethinking Transport' budget to support schools in encouraging parents and children to travel to school more sustainably.

There are a number of schools within Elmbridge with a School Travel Plan on Modeshift STARS, an accreditation scheme which aims to recognise schools that have shown excellence in sustainable and active travel.



Some schools have also accepted the challenge to become Green Flag schools through the internationally recognised Eco-Schools Framework.



An initiative within schools was launched in 2023 called 'Let's Go Zero' with a commitment to achieve Net Zero by 2030; a number of schools in Elmbridge have joined the initiative.



In 2024, the SAA has supported the implementation of the a paediatric toolkit for parents and schools - [Asthma friendly school | Healthy Surrey](#). As part of this work, the SAA promoted the Schools' Air Quality Monitoring for Health and Education' (SAHME) project. The following link provides further information regarding the project - [SAMHE](#).

SAMHE schools receive a free indoor air quality monitor linked to an interactive web app, enabling teachers and pupils to view and investigate on air quality data in their classrooms.

In 2026, the SAA continues to support the NHS Asthma friendly school's project in Surrey. By reaching the Asthma Friendly School Standard, schools are recognised for their commitment to asthma care and management. Schools will receive a certificate and an official logo to show the year that they achieved the standard. The airTEXT service supports this initiative.

In March 2021, Defra awarded £256,686 from the Air Quality Grant to fund a project to encourage a greater uptake of electric vehicle (EV) taxis across seven eligible boroughs, and districts in Surrey which included Elmbridge. Taxis were selected as the target vehicles given the high mileage and multiple trips the vehicles make within Surrey's AQMAs and the nature of the journeys which take the vehicles into areas frequented by the members of our communities who are most sensitive to air pollution such as to hospitals, care facilities and schools. The project was reconfigured to accommodate longer vehicle trials and delayed due to necessary procurement work needing to be undertaken prior to the full tender process commencing. The Project remained in the SAA workplan throughout 2025.

However, as of 2026, the EV taxi project has been discontinued due to procurement delays. Defra have advised the fund money can be used for other projects that would benefit air quality, subject to their approval. Members of the SAA are currently exploring how best this money can be used to improve air quality in Surrey. In May 2026, the SAA and Defra are exploring funding the Surrey-wide air quality modelling project with the Air Quality Grant funds.

Domestic wood burning as a lifestyle choice has been identified as a significant contributor to local air pollution. In 2024, it was estimated that 20% of the UK's PM_{2.5} emissions came from domestic combustion, of which 60% were from wood burning²¹. Furthermore, in 2024, it was estimated that 11% of the UK's PM₁₀ emissions came from domestic combustion, of which 55% were from wood burning. The Council continues to support both of Global Action Plans clean air campaigns: Clean Air Day and Clean Air Night. The latest Clean Air Night, in January 2026, ([Clean Air Night | GAP \(actionforcleanair.org.uk\)](https://actionforcleanair.org.uk).) focused on wood burning, particulates and the associated harm to human health.

Encouraging Uptake of Sustainable Travel Modes

Elmbridge was one of the first boroughs in Surrey to have its Local Cycling and Walking Infrastructure Plan (LCWIP) developed by SCC. Dated March 2022, the Elmbridge LCWIP Report was prepared through a process of joint working between SCC, borough councils and the SCC appointed consultants, Atkins. The report includes the following:

- identification of where good walking and cycling facilities would be most beneficial,
- identification of what improvements are required at these locations; and
- plan how these improvements can be delivered, and which to prioritise first.

The LCWIP is a ten-year plan and the stage 1 feasibility studies for the LCWIP have been completed and the project has now moved onto Stage 2 (the design process stage for the Phase 1 schemes in the Borough). Further details can be found at: [Plans to improve walking and cycling - Surrey County Council](#).

²¹ Defra. 'Emissions of air pollutants in the UK – Particulate matter (PM₁₀ and PM_{2.5})'. February 2026. Available at: <https://www.gov.uk/government/statistics/emissions-of-air-pollutants/emissions-of-air-pollutants-in-the-uk-particulate-matter-pm10-and-pm25>

Encouraging Uptake of Electric Vehicles

The Council's Environmental Enforcement Officers continue to use an electric pool car for work travel. The Council's Parking Enforcement Contractor also has use of electric vehicle and mopeds. Also, in late Summer 2023, three electric pool car vehicles were made available for staff to book and use for meetings and site visits.

The Council continues to work towards becoming carbon neutral and supporting a sustainable Elmbridge with the Green Fleet Strategy 2030²², which sets out the plan to decarbonise the Council's fleet vehicles. The Green Fleet Strategy and phased vehicle replacement programme has seen thirteen electric vehicles and two hybrid vehicles come into the fleet at the end of 2025/26.

The Council is also increasing the provision of electric vehicle charging points within the Borough.

As of April 2026, the Council has fast 10-22kW electric vehicle charging points at the following locations:

- Hollyhedge Road car park, Cobham'
- Churchfield Road car park, Weybridge,
- Civic Centre car park, Esher,
- Drewitts Court car park, Walton-on-Thames,
- Claygate Centre for the Community (Elm Road, Claygate, KT10 0EH),
- Cobham Centre for the Community (Oakdene Road, Cobham, KT11 2LY),
- Community Transport, (River Mole Business Park, Mill Road, Esher, KT10 8BJ),
- Hersham Centre for the Community (7 Queens Road, Hersham, KT12 5LU),
- Molesey Centre for the Community (Bishops Fox Way, West Molesey, KT8 2AS),
and
- Walton Centre for the Community (Manor Road, Walton-on-Thames, KT12 2PB).

The Council is also expanding its EV charging points provision with a programme of rolling installations in the following council owned pay and display car parks, which is estimated to be complete in summer 2026:

²² Elmbridge Borough Council. 'Green Fleet Strategy for Elmbridge'. February 2023. Available at: <https://www.elmbridge.gov.uk/news/2023/green-fleet-strategy-elmbridge>

- Ashley Road car park, Thames Ditton,
- Halfway car park, Walton-on-Thames,
- Hare Lane car park, Claygate,
- Highwayman's Cottage car park, Esher,
- Mayfield Road car park, Hersham,
- Station Avenue car park, Walton-on-Thames, and
- Walton Road car park, East Molesey.

The Council is also working with partners, including SCC, to support wider improvements to EV charging infrastructure across the county. To find out more, see [Surrey County Council: Electric vehicles and on-street chargepoint roll out](#).

The Council's Taxi & Private Hire Policy 2020-25²³ was reviewed in summer 2025 and the Council's Taxi & Private Hire Policy 2025-30²⁴ came into place on 1st January 2026.

As of 1st January 2026, the Council will not issue a new licence or renew an existing licence to any petrol fuelled vehicles (including hybrids) that do not meet the latest European Standard, Euro 6, as a minimum. Individuals who held a vehicle licence for a Euro 6 diesel on 31st December 2025 may continue to renew their licence for the same vehicle after this date.

Following these regulations, as of 1st January 2030 the Council intends to only issue new licences to vehicles that are either fully electric or ultra-low emission.

A full list of what licences will/will not be granted as new or renewed from 2025 to 2030 and from 2030 onwards can be found in the Policy document²⁴.

²³ Elmbridge Borough Council. (2020) 'Taxi & Private Hire Policy 2020-25'. Available at: <https://www.elmbridge.gov.uk/sites/default/files/2025-04/Taxi%20and%20private%20hire%20policy%202020%20to%202025.pdf>.

²⁴ Elmbridge Borough Council. (2026) 'Taxi & Private Hire Policy 2025-30'. Available at: <https://www.elmbridge.gov.uk/sites/default/files/2026-01/Taxi%20and%20private%20hire%20licensing%20policy%202025%20to%202030.pdf>.

Conclusions and Priorities

Air quality monitoring has shown a decrease in NO₂ concentrations across the Borough during the 2021 to 2025 monitoring period presented in this ASR. Monitoring in the Borough shows that there were no breaches of the annual mean objective for NO₂ in 2025 at any of the monitoring sites. However, further action is required to ensure that NO₂ concentrations continue to decrease across the Borough.

During 2025, the Council undertook automatic monitoring of PM₁₀ and PM_{2.5} concentrations at Esher High Street. Measured PM₁₀ and PM_{2.5} concentrations in 2025 were well below the relevant objectives. Measured PM_{2.5} concentrations were also below the Environmental Targets (Fine Particulate Matter) (England) Regulations (2023) target of 10 µg/m³ by 2040 and Elmbridge AQAP target of 10 µg/m³ by 2030. Despite this, annual mean PM₁₀ and PM_{2.5} concentrations did increase from 2024.

In February 2026, the Council's six remaining AQMAs, were revoked due to continued compliance with the annual mean NO₂ objective for at least the past five years. As a result of the AQMA revocations, the Council's AQAP for 2021 to 2026⁵ will be superseded by a local Air Quality Strategy that is currently being produced and will set out actions aimed at the continual review and improvement of air quality in Elmbridge. The Elmbridge Air Quality Strategy is due to be published by the end of 2026.

The areas prioritised for action in 2026 are:

- **Priority 1 – working towards continual improvements in NO₂ concentrations across Elmbridge.**
- **Priority 2 – targeting PM_{2.5} through a range of interventions with the aim of reaching an annual mean concentration target of 10µg/m³ by 2030 within the Borough.**
- **Priority 3 – modal shift towards more sustainable transport.**
- **Priority 4 – ensuring air quality is a priority within SCC's and the Council's policies and assisting in delivering projects and actions.**
- **Priority 5 – partnership working as part of the SAA to improve Surrey's air quality.**

How to get Involved

The following resources provide further information on air quality in Elmbridge, measures to reduce personal exposure and how to contribute towards reducing emissions of air pollutants:

- Consider alternatives to using your car; public transport, walking or cycling will help reduce emissions.
- Whilst driving minimise the amount of time you idle your engine to reduce emissions.
- Defra's air pollution forecast tool provides the latest information for air quality across the UK. See <https://uk-air.defra.gov.uk/>.
- When purchasing a new car, consider vehicles with lower exhaust emissions, such as hybrid or electric vehicles. Information on electric car grants is available at: <https://www.gov.uk/government/collections/government-grants-for-low-emission-vehicles>.
- A set of tips and tools to tackle climate change and improve air quality can be found on the Sustainable Elmbridge Hub. See <https://www.elmbridge.gov.uk/sustainable-elbridge-0>.
- If you are carrying out building works, consider future-proofing your home by installing an electric vehicle charge point. A fast (7kW) charger is recommended and there are grants available which can bring the cost down to under £300. More information can be found at: <https://www.gov.uk/government/collections/government-grants-for-low-emission-vehicles>.
- Where possible, consider installing zero emission heating technologies. If installing or replacing an existing wood burning stove, consider purchasing one that has been approved for use in smoke control areas by Defra or an Eco-design ready stove to help reduce emissions. More information can be found at: <https://www.elmbridge.gov.uk/pollution/local-air-quality/>.
- Guidance on improving air quality inside our homes can be found at: <https://www.nice.org.uk/guidance/ng149>.
- Information about how to reduce air pollution from wood burning can be found at: <https://burnright.co.uk/how-to-burn-right/>.

- Air pollution can cause short term (acute) and long term (chronic) health problems. The most sensitive groups are adults and young children with respiratory conditions and adults with heart conditions. If you feel that you are in one of the higher risk groups or have particular concerns regarding air quality, you can sign up to our airTEXT information service. For more information visit the airTEXT website at: <https://www.elmbridge.gov.uk/environment/air-quality/airtext>.



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1 Local Air Quality Management

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

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

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

2 Actions to Improve Air Quality

2.1 Air Quality Management Areas

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

Elmbridge Borough Council currently does not have any declared AQMAs following the revocation of all remaining AQMAs in February 2026. A local Air Quality Strategy is currently being prepared which will provide a framework to develop and implement measures with the aim of continuing improvements in local air quality, reducing air emissions and protecting public health.

2.2 Progress and Impact of Measures to address Air Quality in Elmbridge

Defra's appraisal of last year's ASR concluded that the report was well structured, detailed, and provided the information specified in the LAQM Technical Guidance. The following comments were provided by Defra to help inform future reports:

- The Council have referred to both the new Defra 2023 Environmental Improvement Plan and WHO guidelines throughout their results analysis and priorities for the coming years. This is welcomed and indicative of good practice.
- The Council have continued to provide clear evidence of several key actions to improve air quality during the current reporting year.
- The Council have provided excellent mapping of all monitoring locations within the Borough and included AQMA boundaries, which is commended.
- The Council have provided clear evidence of local engagement, which is welcomed.
- In chapter 3.2.2, text refers to the year 2025, however, it is probably meant to be 2024. This should be amended before the publication of the ASR.
- The LAQM Technical Guidance 2022 states that concentrations should be reported to 1 decimal place (paragraph 1.19). Table A.3, A.6 and A.8 have the decimal place missing. This leads to inconsistencies in the reported results. For example, in the tables the PM₁₀ and PM_{2.5} concentrations are reported as 13 and 8 µg/m³, however, the results are actually 12.8 and 7.5 µg/m³, respectively. This should be corrected before the publication of the ASR.
- Table 2.1 does not report the correct level of exceedance of the current year for any AQMAs. The highest concentration in the current year for Esher AQMA is 24.1 µg/m³, not 22.7 µg/m³. The highest concentration in the current year for Walton Road (Molesey) AQMA is 22.4 µg/m³, not 21.1 µg/m³. The highest concentration in the current year for Weybridge High Street AQMA is 26.8 µg/m³, not 25.3 µg/m³. The highest concentration in the current year for Hampton Court AQMA is 20.5 µg/m³, not 19.1 µg/m³. The highest concentration in the current year for Hinchley Wood AQMA is 20.4 µg/m³, not 19.3 µg/m³. The highest concentration in the current year for Walton-on-Thames High Street AQMA is 22.2 µg/m³, not 21.0 µg/m³. This should be corrected before the publication of the ASR. Furthermore, the

date of declaration for Walton Road (Molesey) AQMA in Table 2.1 does not match with the date of declaration reported in the portal. It is highly recommended that the Council checks which date is correct and either amend the table or portal.

Additionally, for Weybridge High Street AQMA, Hampton Court AQMA, Esher High Street AQMA and Walton Road (Molesey) AQMA four years of compliance are reported, however, based on the presented annual mean NO₂ concentrations of 2020 – 2024, these AQMAs have been compliant for at least five years. This should also be corrected before the publication of the ASR.

The 2026 ASR has addressed these comments by conducting the following:

- Minor formatting and text issues have been corrected.
- Where elements of the previous ASR have been commended or are indicative of good practice, they have also been included in this ASR.
- The issues regarding 'level of exceedance of the current year' and 'the date of declarations' for the AQMAs are no longer required to be reported due to the revocation of all of the Council's AQMAs.

The Council has taken forward a number of direct measures during the current reporting year of 2025 in pursuit of improving local air quality. Details of all measures completed, in progress or planned are set out in Table 2.1, with the type of measure and the progress the Council have made during the reporting year of 2025 presented. Where there have been, or continue to be, barriers restricting the implementation of the measure, these are also presented within Table 2.1.

More detail on these measures can be found in their respective the Councils AQAP for 2021 to 2026⁵.

Key completed measures are:

- The LCWIP has progressed to stage 2 which is the design phase within Elmbridge.
- Installation of more electrical vehicle charging points across the Borough.
- Continued promotion of airTEXT, targeting those who are particularly vulnerable to poor air quality.
- Continued support for the successful engagement and behaviour change programme in Surrey Schools.

- Responding to the '[Climate Emergency](#),' included as a priority in the Council Plan and implementation of the [Council Carbon Management and Reduction Plan](#).
- A full year of data collection has been undertaken at the particulate monitor in Esher.
- Promotion of air quality and the potential impacts of air pollution on human health through Clean Air Day, Clean Air Night, extensive communications via social media, the Council's website and officer attended events.
- In January 2026, the Council announced on their website that Elmbridge, along with five other districts and boroughs in Surrey, are now included in Clean Air Routes which is a free online tool and app that helps residents find walking and cycling routes with the best available air quality.
- The Council's Taxi & Private Hire Policy 2020-25 was reviewed in summer 2025 and the Council's Taxi & Private Hire Policy 2025-30 came into place on 1st January 2026, progressing the move towards a cleaner taxi and private hire fleet.
- In February 2026, the Council's six AQMAs were revoked and an AQS is currently being produced.

The Council expects the following measures to be completed over the course of the next reporting year:

- Prepare and adopt a local Air Quality Strategy for Elmbridge.
- Continued increase in the number of electric vehicles charging points in the Borough.
- Supporting Transport for Southeast including the publication of the Strategic Investment Plan.
- Ensure that the Council continue to raise public awareness and implement clean transport measures and health initiatives in line with the air quality chapter of SCC's JSNA.
- Promotion of Clean Air Routes allowing those who are walking or cycling within the Borough to choose the cleanest route at the time they set about their journey and reduce personal air pollution exposure.
- Air Quality appropriately considered within the Local Transport Plan 4 (LTP4).

- Continued progress and delivery on SAA projects, support for schools' projects, Global Action Plan Clean Air Day, and Clean Air Night campaigns.
- Following the launch of CERC's new airTEXT website, the Council will implement the agreed communications strategy to increase subscriptions to the service. Targeting more residents who are vulnerable to poor air quality using available health data.
- Progressing the LCWIP from the design stage to implementation.
- Work with the SAA to decide on how best to use the Defra air quality grant funding from the discontinued electric taxi project, with Defra's agreement.
- Inputting into the Air Quality Subject Working Group covering the expansion of Heathrow Airport, ahead of a planned DCO submission in October 2026.

Elmbridge's priorities for the coming year are:

- **Priority 1** – working towards continual improvements in NO₂ concentrations across Elmbridge.
- **Priority 2** – targeting PM_{2.5} through a range of interventions with the aim of reaching an annual mean concentration target of 10µg/m³ by 2030 within the Borough.
- **Priority 3** – modal shift towards more sustainable transport.
- **Priority 4** – ensuring air quality is a priority within SCC's and the Council's policies and assisting in delivering projects and actions.
- **Priority 5** – partnership working as part of the SAA to improve Surrey's air quality.

The Council worked to implement these measures in partnership with the following stakeholders during 2025:

- SAA (includes all Surrey Districts and Borough councils),
- Highways England,
- SCC Public Health and Highways teams,
- SCC Trading Standards team,
- SCC Safer Travel Team,

- National Health Service teams within Surrey' and
- Elmbridge Borough Council's Planning and Climate Change colleagues.

The principal challenges and barriers to implementation that the Council anticipates facing are:

- As part of the Governments Road Investment Strategy 2015 to 2020, improvements are being made to the M25 Junction 10/A3 Wisley Interchange. Improvements include restoring heathland and upgrading the junction because it is the busiest section on the M25 with over 300,000 vehicles passing through each day. Throughout the Improvements, which started in summer 2022, traffic has been rerouted through Elmbridge resulting in traffic delays and congestion. Since December 2022, the project has been progressed, and work is expected to finish summer 2026. For more information, please refer to Appendix C.
- Elmbridge will become part of a new East Surrey Unitary Council on 1st April 2027, as part of a local government reorganisation that sees Surrey split into two Unitary Councils, covering East and West Surrey. Elmbridge, Epsom & Ewell, Mole Valley, Reigate & Banstead, and Tandridge Borough Councils will form the East Surrey Unitary Council. Collaborative work on air quality already exists across Surrey Authorities. The plan would be that this continues after 1st April 2027.
- Resourcing needed during the transition to a Unitary Authority and subsequent transformation, may impact the delivery of actions to improve local air quality. In theory operating as a Unitary Council should provide new opportunities for improving Surrey's air quality for example the highway authority being within the Unitary Council.

Table 2.1 – Progress on Measures to Improve Air Quality

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
Priority Air Quality Actions														
EBC-3 (Top 3 Air Quality Action 1)	Reduce air pollution from Taxis and Private Hire vehicles that are licenced by Elmbridge Borough Council.	Promoting Low Emission Transport	Taxi Licensing conditions	-	Ongoing	EBC	N/A	Funded	-	Implementation	Reduced vehicle emissions	The percentage/type diesel taxi and private hire vehicles remaining.	The updated Elmbridge Taxi and Private Hire Licensing Policy was adopted in January 2026. In 2020, 76% of the taxi and private hire fleet in Elmbridge was fuelled by diesel. As of May 2025, that figure has reduced to 39%. However, the Council has also seen a reduction in the number of licensed vehicles generally.	As of 1st January 2026, the Council will not issue a new licence or renew an existing licence to any petrol fuelled vehicles (including hybrids) that do not meet the latest European Standard, Euro 6, as a minimum. People who have held a vehicle licence for a Euro 6 diesel on 31st December 2025 may continue to renew their licence for the same vehicle after this date. Following these regulations, as of 1st January 2030 the Council intends to only issue new licences to vehicles that are either fully electric or ultra-low emission. A full list of what licences will/won't be granted as new or renewed from 2025 to 2030 and from 2030 onwards can be found in the Policy document. The current Taxi and Private Hire Licensing Policy is available at: https://www.elmbridge.gov.uk/sites/default/files/2026-01/Taxi%20and%20private%20hire%20licensing%20policy%202025%20to%202030.pdf. Also see measure 'SCC-3', SAA Defra grant from Taxi project.
EBC-19 (Top 3 Air Quality Action 2)	Raising public awareness of air pollution by promoting the airTEXT service particularly to	Public Information	Via other mechanisms	-	Ongoing	EBC	EBC	Funded	< £10k	Implementation	N/A	No. of residents reached by promotional / engagement activities and the number of residents subscribed in Elmbridge.	In January 2026, mail was sent out to 1,000 residents who data analysis (health and income) revealed would be more likely to be affected by health conditions to encourage them to	Elmbridge have promoted, airTEXT through the Council's website, visits to the Borough's independent pharmacies and attendance at respiratory events targeting those who could benefit from the service.

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
	vulnerable residents.												sign up to the airTEXT service.	
SCC-5 (Top 3 Air Quality Action 3)	Implementation of the Local Cycling and Walking Infrastructure Plan (LCWIP) within Elmbridge by 2030.	Promoting Travel Alternatives	Intensive active travel campaign & infrastructure	-	2030	SCC and EBC	Central Government, developers, highways, and infrastructure funding.	Partially Funded	£50k - £100k	Implementation	Reduced vehicle emissions	Completion and adoption of the LCWIP.	The LCWIP, for Elmbridge has been developed and will move to the implementation phase. Prioritisation of the routes complete, with feasibility work commencing in 2023/24. The Council agreed a financial contribution towards the implementation of the Cobham Walking Route and the Hampton Court Cycle Route/Path. In May 2025, the project moved to Stage 2, the implementation phase.	The LCWIP is a ten-year programme and would include the following: • Identification of where good walking and cycling facilities would be most beneficial. • Identification of what improvements are required at these locations. • Plan how these improvements can be delivered, and which to prioritise first. The County LCWIP programme can be viewed at: https://www.surreycc.gov.uk/roads-and-transport/sustainable/cycling-and-walking/plans#plans.
EBC-1	Use of, and exploration of possibilities for increasing use of, Council electric vehicles for journeys within the Borough and supporting electric vehicle use by Council contractors	Promoting Low Emission Transport	Public Vehicle Procurement -Prioritising uptake of low emission vehicles	-	2026	EBC	EBC	Partially Funded	£10k - 50k	Implementation	Reduced vehicle emissions	Environmental Enforcement officer's new electric vehicle. Expanded to all visit-based council officers.	Environmental Enforcement Officers and Service Officers use three electric pool cars for visits within the Borough. Building on this year, the Green Fleet Strategy vehicle replacement programme has seen additional electric vehicles come into the Council fleet covering a broader range of service areas including the replacement of the Mayor's vehicle.	The Carbon Management and Reduction Plan (CMRP) includes actions that will assist in the implementation of this measure including: • Review of the Council's internal purchases, working towards the ambition of an ultra-low carbon fleet. • Replace and review existing electric vehicle fleet and increase number of electric pool cars. The full CMRP can be viewed at: https://www.elmbridge.gov.uk/your-council/council-plans-strategies/climate-change-plans/our-carbon-footprint#:~:text=Our%20Carbon%20Management%20and%20Reduction,2020%2C%20

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
														and%20has%20been%20revised.
EBC-2	Increasing the number of electric vehicles charging points in Council car parks	Promoting Low Emission Transport	Procuring alternative refuelling infrastructure to promote Low Emission Vehicles, EV recharging, gas fuel recharging	-	Ongoing	EBC	EBC	Partially Funded	£10k - 50k	Implementation	Reduced vehicle emissions	The number of charging points installed.	The Council continues the roll out of electric vehicle charging points to community centres and Council owned car parks. The ASR Executive Summary provides further details.	A requirement for all new developments to implement electric vehicle charging points in accordance with the standards set out in the Parking Supplementary Planning Document (SPD) will be included in the emerging Local Plan. The Council adopted the Parking SPD in July 2020. The document includes standards that new developments are expected to meet in relation to electric vehicle charging infrastructure. The Parking SPD is available at: Elmbridge Borough Council - Supplementary planning documents: https://www.elmbridge.gov.uk/sites/default/files/2023-03/Parking%20SPD.pdf
EBC-4	Reducing Council staff and fleet transport emissions as part of the Council's Carbon Reduction Strategy	Promoting Travel Alternatives	Workplace Travel Planning	-	2030	EBC	EBC	Partially Funded	£10k - 50k	Implementation	Reduced vehicle emissions	Latest carbon reduction action plan updates.	Initial assessment of emissions completed. To reduce staff impacts on the way to and from work a salary sacrifice scheme has been introduced for staff who would like to purchase their own electric vehicle.	- Review of the Council's internal purchases, working towards the ambition of an ultra-low carbon fleet. - Replace and review existing electric vehicle fleet and increase number of electric pool cars. The full CMRP can be viewed at: https://www.elmbridge.gov.uk/your-council/council-plans-policies-and-strategies/climate-change-plans/our-carbon-

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
														footprint#:~:text=Our%20Carbon%20Management%20and%20Reduction,2020%2C%20and%20has%20been%20revised.
EBC-5	Investigate options for a pilot cargo bike scheme for local businesses	Promoting Travel Alternatives	Promotion of cycling	-	2023	EBC	-	Not Funded	-	Aborted	Reduced vehicle emissions	Businesses applying for the Green Business Boost grant scheme	While the specific pilot will not be going forward, the Council has introduced a Green Business Boost grant scheme where local businesses can apply for funding to help with their decarbonisation measures, which would include them purchasing an e-cargo bike.	Exploring alternate delivery options for high street businesses could help to reduce emissions in these areas. SCC plan to implement this measure through the Local Transport Plan 4 (LTP4).
EBC-6	Work towards fulfilling the Council's pledge to be carbon neutral	Promoting Travel Alternatives	Other	-	2030	EBC	EBC	Partially Funded	£10k - 50k	Implementation	-	-	CMRP 2030 actions are monitored and reported against as part of the Council's quarterly performance report.	The CMRP contains actions aimed at fulfilling the Council's Carbon neutral pledge. Such actions that will also be beneficial to air quality include: - Seeking strategic direction on enabling remote working for Council staff. - Replacement of gas-fired boilers with electric or other state-of-the-art technologies at the Civic Centre. - Planning for future replacement of gas-fired boilers at community centres. The full CMRP can be viewed at: https://www.elmbridge.gov.uk/your-council/council-plans-policies-and-strategies/climate-change-plans/our-carbon-footprint#:~:text=Our%20Carbon%20Management%20and%20Reduction,2020%2C%20and%20has%20been%20revised

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
EBC-7	Embed air quality in the Local Plan	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	-	Ongoing	EBC	EBC	Funded	< £10k	Implementation	Reduced vehicle and building emissions	.	The Elmbridge Design Code was adopted in April 2024. The Council withdrew the Draft Elmbridge Local Plan 2037 in February 2025 and is in the early stages of producing a new Local Plan. The Council's Local Development Scheme sets out a timetable to produce the New Local Plan between 2025 and 2028, with adoption anticipated at the end of 2028. However, given the implications and timeline of Local Government Reorganisation, the New Local Plan may not reach adoption, and the process will be taken over by the East Surrey unitary authority.	New local Plan will seek to encourage more sustainable development through the implementation of policies regarding matters such as energy efficiency, renewable and low carbon energy; minimising waste and promoting a circular economy; promoting high standards of sustainable design; encouraging sustainable transport modes and, the delivery of electric vehicle charging, etc.
EBC-9	Investigate including Air Quality Positive principles in a Design and Renewables SPD	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	-	2026	EBC	EBC	Partially Funded	< £10k	Implementation	Reduced vehicle and building emissions	Number of planning applications considered to be air quality positive.	Work on the Climate Change & Renewables SPD is ongoing.	The London Plan, published in 2021, requires large-scale developments to consider how air quality can be improved across the area through an Air Quality Positive approach. The Air Quality Positive approach requires new development proposals to consider ways in which the development could maximise benefits to local air quality, as well as what measures and design features that will be put in place to reduce exposure to air pollution.

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
														The Council adopted the Design Code SPD in April 2024 which includes Air Quality Positive principles for new developments, such as green infrastructure, measures to encourage sustainable transport modes and renewable energy.
EBC-10	Encouraging residents to refrain from garden bonfires	Public Information	Via the Internet	-	Ongoing	EBC	EBC	Funded	< £10k	Implementation	Reduced stationary source emissions	Reduction in the number of "bonfire" complaints received.	Ongoing.	Use of the Council's website and social media to promote changes in behaviour to move away from burning waste and connecting this as a local source of damaging particulates.
EBC-11	Promoting approved wood-burning stoves and burning of approved products and encouraging recycling of waste	Promoting Low Emission Plant	Shift to installations using low emission fuels for stationary and mobile sources	-	Ongoing	EBC	EBC	Funded	< £10k	Implementation	-	-	The Council have supported the Global Action Plan's Clean Air Day 2025 and Clean Air Night 2026.	Continued comprehensive communication campaign with the aim of informing residents on making informed decisions around local sources of particulates and their health impacts.
EBC-12	Ensure appropriate and effective monitoring is undertaken across Elmbridge to meet statutory review and assessment duties	Other	Other	-	Ongoing	EBC	EBC	Funded	< £10k	Implementation	-	Production of Air Quality Annual Status Report.	Results reported in ASRs that are produced yearly.	The Council seeks to implement and maintain an efficient monitoring network. That includes monitoring for NO2 using diffusion tubes and three automatic monitoring stations, two of which monitor NO2 concentrations and one measuring PM10 and PM2.5. Full monitoring continued throughout 2025. All three stations report live data via: https://www.ukairquality.net/ .
EBC-13	Installation of a particulate matter monitor in Elmbridge	Other	Other	-	2024	EBC	Community Infrastructure Levy (CIL)	Not Funded	£10k - 50k	Complete	-	Installation of a particulate matter monitoring site.	The first set of full annual data has been reported in this ASR.	After the delays of previous years due to site approvals and securing an electricity supply, costs increased after the additional CIL funding was secured. The particulate matter monitor became operational in April 2024 and

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
														the first set of data was reported in the 2025 ASR.
EBC-14	CERC Surrey-wide air quality modelling update	Other	Other	-	Ongoing	EBC in partnership with SAA	SAA	Not Funded	£10k – 50k	Planning	-	Air quality modelling undertaken.	The report is due to be published in 2027.	CERC update to Surrey and borough-wide modelling to be progressed in 2026 and it's anticipated the modelling report published in 2027. This will feed into further work such as review of monitoring locations. The planned Local Government reorganisation may alter the delivery time.
EBC-15	Review of diffusion tube locations across the Borough following CERC modelling update	Other	Other	-	Ongoing	EBC	EBC	Not Funded	< £10k	Planning	N/A	Report on diffusion tube location review produced.	Review of diffusion tube locations in accordance with CERC modelling undertaken in 2019 and new locations added as a result.	Once updated Surrey and borough-wide modelling has been undertaken, a further review of diffusion tube locations will be undertaken, expected to be in 2027.
EBC-17	Continuation of the Schools Air Quality Programme	Public Information	Via other mechanisms	-	Ongoing	EBC in partnership with SAA	Defra, SAA	Partially Funded	< £10k	Implementation	Reduced vehicle and building emissions	No. of children/schools reached by promotional / engagement activities.	Ongoing.	The SAA jointly work with the Safer Travel Team at SCC to deliver a variety of projects, including, Eco schools and Let's Go Zero by 2030 initiative. 2026 updates provided in the Executive Summary of the ASR.
EBC-18	Use of the EBC website to promote public awareness of air quality	Public Information	Via the Internet	-	Ongoing	EBC	EBC	Funded	< £10k	Implementation	2025 ASR published on the Council's website July 2025	Latest Air Quality ASR available on website.	Ongoing – In 2024 new animation video and branding was commissioned to facilitate improved communication of air quality messaging to residents and businesses. New Air Quality Strategy to launch in 2026	The Council's website publishes the current ASR plus historical ASRs and the AQAP. It also provides a link to the CERC modelling map, plus links to the three real-time monitors. Advice and information on improving outdoor and indoor air quality. https://www.elmbridge.gov.uk/environment/air-quality
EBC-20	Clean Air Day Activities	Public Information	Via other mechanisms	-	Ongoing	EBC	EBC	Partially Funded	< £10k	Implementation	-	-	-	Support the annual Clean Air Day and Clean Air Night.

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EBC-21	Raise awareness of indoor air pollution through the EBC website and social media	Public Information	Via the Internet	-	Ongoing	EBC	EBC	Partially Funded	< £10k	Implementation	N/A	Information available on website.	Ongoing updates.	Include indoor air quality at public engagement events around air quality and wellbeing.
EBC-22	Remain an active member of the Surrey Air Alliance and contributors to Work Plan	Policy Guidance and Development Control	Regional Groups Co-ordinating programmes to develop Area wide Strategies to reduce emissions and improve air quality	-	Ongoing	EBC	EBC	Funded	< £10k	Implementation	Reduced vehicle and building emissions	Adoption of the SCC Work Plan.	The constitution adopted and workplan produced. Regular meetings have been held.	The SAA facilitates Surrey Authorities, and SCC working together to improve air quality in Surrey. Examples of large projects include CERC Surrey-wide modelling project, Defra grant for school's project and the recent Defra grant for Electric Taxi fleet trial. While this project has now been closed the grant money remains available to fund other projects.
EBC-23	Work with the Surrey Authorities to achieve the former WHO Guideline Values for PM ₁₀ and PM _{2.5} in the Elmbridge Borough by 2030 and any further UK Government targets introduced	Policy Guidance and Development Control	Regional Groups Co-ordinating programmes to develop Area wide Strategies to reduce emissions and improve air quality	-	2030	EBC in partnership with Surrey Authorities	N/A	-	-	Implementation	Reduction in PM _{2.5} concentrations	Achievement of WHO Guideline Values across Elmbridge.	The AQS is currently being produced.	Various measures within the ASR and future AQS will assist in quantifying PM ₁₀ / PM _{2.5} concentrations within the Borough and seek to reduce these concentrations within a local authority sphere of control.
EBC-24	Work with the Surrey Authorities to improve collaboration ahead of the East Surrey and West Surrey	Other	Other		Ongoing	Elmbridge, Epsom and Ewell, Guildford, Mole Valley, Reigate and Banstead, Runnymede, Spelthorne,	NA	-	-	Implementation	N/A	-	-	Elmbridge will become part of a new East Surrey unitary Council 1st April 2027, as part of a local government reorganisation that sees Surrey split into two councils. 'East Surrey Council' will merge the Elmbridge, Epsom & Ewell, Mole Valley, Reigate

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	Unitary Authorities					Surrey Heath, Tandridge, Waverley, and Woking Councils								& Banstead, and Tandridge councils.
SCC-1	Supporting Transport for Southeast	Policy Guidance and Development Control	Other policy	-	2023	GLA, SCC and EBC	Developer s & highway infrastructure funding	Partially Funded	> £10 million	Planning	Reduced vehicle emissions	-	The Transport Strategy was adopted in Summer 2020.	Elmbridge is located within two of the five Transport for Southeast study areas (the inner orbital and southwest radial). The outcome of these studies will form the basis of the Transport for Southeast Strategic Investment Plan for new transport schemes, initiatives, and policies. In March 2023, the Transport Strategic Investment Plan received approval which includes almost 300 multi-modal transport interventions which will be delivered across the south east over the next 27 years. Further information on Transport for South East can be found at: https://transportforthesoutheast.org.uk/our-work/strategic-investment-plan/ Home - Transport for the South East and Transport body gets green light to proceed with ambitious investment plan - Transport for the South East.
SCC-2	Implementation of the Low Emission Transport Strategy for Surrey	Policy Guidance and Development Control	Low Emissions Strategy	-	Ongoing	SCC and EBC	Developer s & highway infrastructure funding	Partially Funded	> £10 million	Implementation	Reduced vehicle emissions	Suite of indicators associated with quantum and distribution of air pollution, travel behaviour and delivery of infrastructure for low emission transport options.	The Strategy has been adopted and is being implemented.	The Low Emissions Transport Strategy will be superseded by implementation of the LTP4. Covered within the LTP4 are the following relevant policy areas which, as the Low Emissions Strategy did, will contribute to lower emissions and therefore improved air quality. LTP4 was adopted in July 2022; the plan can be viewed on the following website; https://www.surreycc.gov.uk/roads-and-transport/policies-plans-consultations/transport-plan

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SCC-3	Support an electric vehicle strategy for Surrey	Policy Guidance and Development Control	Other policy	-	Ongoing	SCC and EBC	Developers & highway infrastructure funding	Partially Funded	£100k - £500k	Implementation	-	-	Electric Vehicle Strategy produced and adopted by Elmbridge Borough Council. Defra confirmed the electric taxi fleet trial revisions and match funding. As of 2024 Guildford Borough Council are acting as lead authority on the project. Discussion is ongoing with vehicle provider. In 2026, the project was discontinued due to procurement delays.	In March 2023 SCC announced an investment of 60 million pounds with Connect Kerb with the aim of delivering 10,000 public electric vehicle charging points by 2030 across the County. SCC electric vehicle strategy has been enshrined into SCC LTP4. The SAA has also submitted a grant application to Defra for an electric taxi fleet trial including telemetric devices in vehicles. In March 2021, the £256,868 from Air Quality Grant Fund. The 2026 project has been shut down due to procurement delays. Defra have confirmed the SAA can use the grant funding with their approval to fund other air quality improvements within Surrey.
SCC-4	Implementation of the Climate Change Strategy for Surrey	Policy Guidance and Development Control	Low Emissions Strategy	-	Ongoing	SCC and EBC	Central Government, developers, highways, and infrastructure funding.	Partially Funded	£1 million - £10 million	Implementation	Reduced vehicle and building emissions	Implementation of the Climate Change Strategy.	The Climate Change Strategy has been adopted and is being implemented.	The Strategy has been considered by eleven Districts and Boroughs. The Strategy includes measures that will be beneficial for air quality. Air quality-related actions are provided in the section 'Transport and Air Quality' of the Strategy which can be viewed at: https://www.surreycc.gov.uk/community/climate-change/what-are-we-doing/carbon-free/climate-change-strategy.
SCC-6	Alteration of existing signalised pedestrian crossings on the High Street, Weybridge	Traffic Management	Other	-	Ongoing	SCC and EBC	Developers & highway infrastructure funding	Partially Funded	£10k - 50k	Planning	-	-	The study is ongoing to determine feasibility.	Still at feasibility stage. Work brief was issued to SCC's Professional Services Highway Partner in August 2021 - awaiting work programme. As of June 2023 – options have been developed, and detail

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	to reduce congestion													designs have been produced for the project team to consider and comment on. No further information on implementation.
SCC-7	Improvements to the Hampton Court Roundabout / junction to reduce congestion	Traffic Management	Other	-	Ongoing	SCC and EBC	Developer s & highway infrastructure funding	Partially Funded	£10k - 50k	Planning	-	-	Development is starting in 2026.	The Planning application refusal was appealed and subsequently overturned. The Secretary of State for Culture Media and Sport has been asked to give consent to the development under the South Western Railway Act 1913. The Secretary of State held an 8-week public consultation closing on 5 June 2024. Approval was given. The applicants were looking to implement the permission (subject to all conditions being discharged) at the end of June 2025. As of May 2026, the developer has begun the development using a planning permission that is still valid.
SCC-8	Installation of additional pedestrian facilities on Esher High Street	Promoting Travel Alternatives	Promotion of walking	-	Ongoing	SCC and EBC	Developer s & highway infrastructure funding	Partially Funded	£10k - 50k	Implementation	-	-	As of 2026, the Esher Vision feasibility / baseline study has been completed. Partnership with SCC's Place team has been agreed and £522,000 of funding secured to develop phase one of Esher Vision projects including: Public realm enhancements, Pedestrian Wayfinding and Church Street pedestrian crossing feasibility study.	Feasibility study remains in progress. Following a recent LCWIP workshop, feedback received noted this location is a core walking area and needs a broader consideration of the local aspirations and the competing place vs. movement functions of the road. Significant improvements to achieve the 'place' objective and improve pedestrian facilities would likely require a reduction in capacity. In May 2025, the LCWIP moves to design stage. As of May 2026, phase 1 improvement progressing to implementation.
SCC-9	Working with SCC to ensure that Air Quality is appropriate	Policy Guidance and Development Control	Regional Groups Co-ordinating programmes to develop Area wide	-	2022	SCC and EBC	N/A	-	-	Planning	-	-	-	See action SCC 2. LTP4 was adopted in July 2022, the plan can be reviewed on the following link: https://www.surreycc.gov.uk/roads-and-transport/policies-

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
	y considered within the LTP4.		Strategies to reduce emissions and improve air quality											plans-consultations/transport-plan .

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

As detailed in Policy Guidance LAQM.PG22 (Chapter 8) and the Air Quality Strategy²⁵, local authorities are expected to work towards reducing emissions and/or concentrations of fine particulate matter (PM_{2.5}). There is clear evidence that PM_{2.5} (particulate matter smaller 2.5 micrometres) has a significant impact on human health, including premature mortality, allergic reactions, and cardiovascular diseases.

The Public Health Outcomes Framework data tool compiled by Public Health England quantifies the mortality burden of PM_{2.5} within England, as well as on county and local authority scales. The tool is available online at:

<https://fingertips.phe.org.uk/profile/public-health-outcomes-framework/data#page/0/gid/1000049/pat/6/par/E12000008/ati/102/are/E10000030>.

The latest available data for 2024 shows that the percentage of mortality attributable to PM_{2.5} pollution (indicator D01) across England is 5.3%, up from 5.2% in 2023. The percentage within Surrey is 5.4% and within Elmbridge is 5.7%, up from 5.3% and 5.6% in 2023. Elmbridge has a higher percentage of mortality attributable to PM_{2.5} pollution when compared to England and Surrey as a whole.

Elmbridge Borough Council is taking the following measures to address PM_{2.5}:

- An automatic monitoring station that measures PM_{2.5} has been installed in Esher to assist in understanding the baseline conditions in the area. The annual mean concentration from the Esher monitor's first full year of data has been included in this ASR.
- PM_{2.5} dispersion modelling, funded by the Council, was carried out in 2017 and will be updated during 2026 and published in 2027.

²⁵ Defra. Air Quality Strategy – Framework for Local Authority Delivery, August 2023

- Discouraging wood-burning and promoting the use of only approved wood-burning stoves and fuels. The Council was part of the consortium that took part in Clean Air Night from January 2025 to January 2026 and promoted it on the Council website.
- A comprehensive communications package was rolled out from October 2024 to February 2025 promoting the new service. This included new campaign branding and an animation video focusing on particulates and the airTEXT service.



- Promoting travel alternatives through the development and implementation of the LCWIP, installation of additional pedestrian facilities, and reducing the Council staff and fleet transport emissions through the Carbon Reduction Strategy.
- Implementing the new taxi and private hire licensing policy that came into force in January 2026.
- Implementing Surrey's Climate Change Strategy (April 2020)²⁶ which includes measures targeted at reducing vehicle emissions.
- Implementing Surrey County Council's Low Emissions Transport Strategy (2018)²⁷ proposals now through LTP4.

²⁶ Surrey County Council. 'Surrey's Climate Change Strategy'. 2020.

²⁷ Surrey County Council. 'Surrey Low Emission Transport Strategy'. 2018.

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

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

3.1 Summary of Monitoring Undertaken

3.1.1 Automatic Monitoring Sites

The Council undertook automatic (continuous) monitoring at three sites during 2025. Table A.1 in Appendix A shows the details of the automatic monitoring sites. Live data is available on the UK Air Quality website (<https://www.ukairquality.net/>).

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

3.1.2 Non-Automatic Monitoring Sites

Elmbridge undertook non- automatic (i.e. passive) monitoring of NO₂ at 41 sites during 2025. Table A.2 in Appendix A presents the details of the non-automatic sites.

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

3.2 Individual Pollutants

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

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

3.2.1 Nitrogen Dioxide (NO₂)

Table A.3 and Table A.4 in Appendix A compare the ratified and adjusted monitored NO₂ annual mean concentrations for the past five years with the air quality objective of 40µg/m³. Note that the concentration data presented represents the concentration at the location of the monitoring site, following the application of bias adjustment and annualisation, as required (i.e. the values are exclusive of any consideration to fall-off with distance adjustment).

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

Table A.5 in Appendix A compares the ratified continuous monitored NO₂ hourly mean concentrations for the past five years with the air quality objective of 200µg/m³, not to be exceeded more than 18 times per year.

Data from automatic monitoring sites have been processed using the Automatic Data Processing Tool (v2.0). The diffusion tube data have been processed using the Defra Diffusion Tube Processing Tool (v6.0).

Automatic Monitoring

In 2025, the Council undertook automatic monitoring of NO₂ concentrations at Hampton Court Parade and Weybridge High Street 2. Annual mean NO₂ concentrations at both automatic monitoring sites were well below the objective, with an annual mean NO₂ concentration of 19.3 µg/m³ measured at Hampton Court Parade and 20.6 µg/m³ measured at Weybridge High Street 2. The measured annual mean NO₂ concentration at the Hampton Court Parade site has decreased by 0.6 µg/m³ in 2025 in comparison to 2024 and the measured annual mean concentration at the Weybridge High Street 2 site has decreased by 2.0 µg/m³ in 2025 in comparison to 2024. Data capture during 2025 was good (>85%) at both automatic monitoring sites.

There were no measured exceedances of the hourly mean NO₂ air quality objective of 200 µg/m³ at the Hampton Court Parade or Weybridge High Street 2 monitoring sites in 2025.

Monitoring will continue at all automatic monitoring sites during 2026 and no changes to the monitoring network are currently proposed.

Non-Automatic Monitoring

In 2025, all non-automatic monitoring sites within Elmbridge recorded concentrations below the annual mean NO₂ air quality objective. Furthermore, during 2025, there were no measured annual mean NO₂ concentrations greater than 60 µg/m³, and therefore it is considered unlikely that the hourly mean NO₂ air quality objective was exceeded at monitoring locations within the Borough.

No distance correction has been carried out as no measured concentrations exceed the objective or were within 10% of the objective (i.e. >36 µg/m³).

The highest measured annual mean NO₂ concentration in 2025 occurred at Cobham 11 (26.3 µg/m³), located on the Lamppost outside West Lodge, Portsmouth Road, Cobham. This was followed by Weybridge 7 (25.7 µg/m³) and Esher 7 (24.2 µg/m³). During 2025, NO₂ concentrations have decreased at 24 out of the 41 monitoring sites and increased at the remaining 17 in comparison to 2024. The largest increase was measured at Cobham 12, located on the 'No Entry Sign', A3 East Bound off slip road, Portsmouth Road, Cobham, which was 2.2 µg/m³, an increase of 13% from 2024; however, it should be noted that this monitoring site had poor data capture in 2025. Data trends for all current sites for the past five years are provided in Appendix A, Figures A.1 – A.7. Overall, between 2021 and 2025, measured concentrations have slightly fluctuated over the years, however a general decrease in concentrations is evident across all of the of sites since 2021.

Monitoring will continue at all diffusion tube monitoring sites during 2026 and no changes to the monitoring network are currently proposed.

3.2.2 Particulate Matter (PM₁₀)

Table A.6 in Appendix A: Monitoring Results compares the ratified and adjusted monitored PM₁₀ annual mean concentrations for the past five years with the air quality objective of 40µg/m³.

Table A.7 in Appendix A compares the ratified continuous monitored PM₁₀ daily mean concentrations for the past five years with the air quality objective of 50µg/m³, not to be exceeded more than 35 times per year.

During 2025, the Council undertook automatic monitoring of PM₁₀ concentrations at Esher High Street.

The measured annual mean PM₁₀ concentration in 2025 was well below the objective, with an annual mean PM₁₀ concentration of 15.5 µg/m³. However, this has increased by 2.7 µg/m³ from 2024.

The daily mean PM₁₀ concentrations did not exceed the daily mean objective (50 µg/m³ not to be exceeded more than 35 times in a year), with only three daily mean concentrations greater than 50 µg/m³ being recorded in 2025.

PM₁₀ monitoring will continue at the Esher High Street automatic monitoring site during 2026.

3.2.3 Particulate Matter (PM_{2.5})

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

During 2025, the Council undertook automatic monitoring of PM_{2.5} concentrations at Esher High Street.

The annual mean PM_{2.5} concentration at Esher High Street in 2025, 9.1 µg/m³, was below the Air Quality Standards Regulations (2010) objective of 20 µg/m³, the Environmental Targets (Fine Particulate Matter) (England) Regulations (2023) target of 10 µg/m³ by 2040 and Elmbridge AQAP target of 10 µg/m³ by 2030. However, the measured concentration in 2025 increased by 1.6 µg/m³ compared to 2024.

PM_{2.5} monitoring will continue at the Esher High Street automatic monitoring site during 2026.

3.2.4 Sulphur Dioxide (SO₂)

Previous rounds of Review and Assessment and historic monitoring have confirmed that SO₂ concentrations in Elmbridge are compliant with the air quality objectives. Therefore, monitoring of SO₂ is not required and is not currently carried out by Elmbridge Borough Council.

Appendix A: Monitoring Results

Table A.1 – Details of Automatic Monitoring Sites

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA?	Which AQMA? ⁽¹⁾	Monitoring Technique	Distance to Relevant Exposure (m) ^(1,2)	Distance to kerb of nearest road (m) ⁽¹⁾	Inlet Height (m)
Hampton Court Parade	Hampton Court Parade	Roadside	515338	168292	NO ₂	No	Hampton Court	Chemiluminescence	10.0	1.9	1.6
Weybridge High Street 2	Weybridge High Street 2	Kerbside	507459	164909	NO ₂	No	Weybridge High Street	Chemiluminescence	6.5	0.7	1.8
Esher High Street	Esher High Street	Roadside	513969	164765	PM ₁₀ , PM _{2.5}	No	Esher	Gravimetric	5.0	2.4	2.1

Notes:

(1) N/A if not applicable

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

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

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
ESHER 1	Lamppost outside The Hair Gallery, Church St	Roadside	513840	164693	NO ₂	No	0.4	1.5	No	2.6
ESHER 7	35-37 High St	Roadside	513982	164750	NO ₂	No	2.3	0.6	No	2.3
ESHER 8	Outside 9 Church St	Roadside	513832	164684	NO ₂	No	0.1	3.2	No	2.4
ESHER 9	Lamppost next to Churchyard, Church St	Kerbside	513821	164712	NO ₂	No	12.5	0.6	No	2.6
ESHER 11	The Bear, Copsem Lane side	Roadside	513895	164599	NO ₂	No	1.6	5.1	No	2.6
ESHER 13	Panahar Tandoori, 124-126 High St	Kerbside	513736	164489	NO ₂	No	2.7	0.9	No	2.4
ESHER 14	Lamppost in Car Park, Sunrise Living off A3 Roundabout Esher	Roadside	514034	162282	NO ₂	No	6.2	1.0	No	1.6
ESHER 15	Lamppost o/s Helix House, Esher Green/High St, Esher KT10 8AB	Roadside	513901	164779	NO ₂	No	1.1	3.8	No	1.9
HINCHLEY WOOD 1	Kingston Bypass (opp Fire Station)	Roadside	515248	165535	NO ₂	No	20.8	4.5	No	2.4
HINCHLEY WOOD 3	Lamppost corner Kingston Bypass/Manor Rd Nth, Esher KT10 0AT	Roadside	515728	165191	NO ₂	No	17.3	2.6	No	1.9
HAMPTON COURT 1	Lamppost nr bus stop, entrance to	Kerbside	515379	167946	NO ₂	No	20.9	0.9	No	2.2

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
	Summer Road, Hampton Court Way									
HAMPTON COURT 2, HAMPTON COURT 3, HAMPTON COURT 4	Air Quality Station, Hampton Court Parade	Roadside	515338	168292	NO ₂	No	10.0	1.9	Yes	1.7
HAMPTON COURT 5	Traffic sign, 1 Creek Road	Roadside	515329	168390	NO ₂	No	13.7	0.4	No	2.4
MOLESEY 1	113 Walton Rd.	Kerbside	514450	168134	NO ₂	No	3.5	1.1	No	2.5
MOLESEY 8	44-46 Walton Rd	Roadside	514716	167960	NO ₂	No	0.1	2.6	No	2.4
MOLESEY 9	Tesco, Walton Rd	Roadside	514507	168086	NO ₂	No	4.2	2.6	No	2.4
MOLESEY 10	Molesey Mart 264 Walton RD	Roadside	514169	168152	NO ₂	No	0.1	4.9	No	2.4
OXSHOTT 1	Parking Sign outside Birdshill Farmhouse, Warren Lane Oxshott	Roadside	514558	160621	NO ₂	No	20.0	1.8	No	2.0
OXSHOTT 2	Lamppost o/s Flats 1/2, Braeside House, High Street, Oxshott	Roadside	514574	160493	NO ₂	No	5.0	3.0	No	2.2
WALTON 8	Leaders, 46 High St	Roadside	510154	166281	NO ₂	No	2.0	2.9	No	2.6
WALTON 9	Traffic Sign, Café Nero, 18 High St	Roadside	510082	166379	NO ₂	No	2.2	2.6	No	2.5
WALTON 10	The Bees Knees, 34 Church St	Roadside	510140	166522	NO ₂	No	2.0	3.3	No	2.6

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
WALTON 11	Traffic Sign, Ex Dukes Head, Hepworth Way	Roadside	510000	166401	NO ₂	No	21.0	2.3	No	2.4
WALTON 12	Lamppost o/s 60 High Street, Walton on Thames, KT12 1FL	Roadside	510185	166225	NO ₂	No	5.7	3.2	No	2.0
WEYBRIDGE 4	Right of 6 Monument Hill	Roadside	507705	164907	NO ₂	No	5.0	2.0	No	2.4
WEYBRIDGE 5	Pizza Express, 1 Monument Hill	Roadside	507609	164966	NO ₂	No	0.4	1.6	No	2.3
WEYBRIDGE 6A	Lamppost o/s 47 High St, Weybridge	Kerbside	507536	164952	NO ₂	No	3.0	0.7	No	3.3
WEYBRIDGE 7	Prezzo, 44 Church St	Roadside	507199	164804	NO ₂	No	0.1	1.5	No	2.4
WEYBRIDGE 8	Lloyd Roberts Opticians, 60A Church St	Roadside	507150	164761	NO ₂	No	0.1	4.6	No	2.4
WEYBRIDGE 13, WEYBRIDGE 14, WEYBRIDGE 15	Air Quality Station, outside 40a High Street, Weybridge	Roadside	507459	164909	NO ₂	No	6.5	0.7	Yes	1.8
WEYBRIDGE 16	Lamppost Junction Parvis Road /Brookland Road, Byfleet	Roadside	507190	161340	NO ₂	No	10.4	1.6	No	1.9
WEYBRIDGE 17	CCTV Column o/s Lloyds Bank	Roadside	507365	164831	NO ₂	No	2.6	0.6	No	3.2
COBHAM 1	o/s The Lemon Tree	Roadside	510813	160048	NO ₂	No	3.5	0.6	No	2.4

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
COBHAM 6	Harlequin Dry Cleaners, 2 Anyards Road	Roadside	510814	160099	NO ₂	No	2.2	6.0	No	2.4
COBHAM 7	Exclusively Surrey, 38A High Street	Roadside	510861	159906	NO ₂	No	4.2	3.1	No	2.4
COBHAM 8	'No Loading Sign' outside Fieldgate Court, Between Streets, Cobham	Kerbside	510300	160375	NO ₂	No	1.3	1.0	No	1.9
COBHAM 9	Sign outside 71 Portsmouth Road, Cobham	Kerbside	510348	160417	NO ₂	No	2.3	1.0	No	2.0
COBHAM 10	Lamppost o/s 41 Portsmouth Road	Kerbside	510262	160454	NO ₂	No	6.4	1.0	No	2.1
COBHAM 11	Lamppost outside West Lodge, Portsmouth Road, Cobham	Roadside	509623	160616	NO ₂	No	7.1	1.5	No	2.2
COBHAM 12	'No Entry Sign,' A3 East Bound off slip road, Portsmouth Road, Cobham	Roadside	509560	160720	NO ₂	No	14.3	1.5	No	2.0
COBHAM 13	Railings on Footpath, adjacent to A3 East Bound Slip Rd Cobham	Roadside	509465	160640	NO ₂	No	5.5	2.0	No	1.1

Notes:

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

(2) N/A if not applicable.

Table A.3 – Annual Mean NO₂ Monitoring Results: Automatic Monitoring (µg/m³)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
Hampton Court Parade	515338	168292	Roadside	89.6	89.6	26.5	28.1	24.0	19.9	19.3
Weybridge High Street 2	507459	164909	Kerbside	92.8	92.8	25.1	24.6	25.0	22.6	20.6

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

Notes:

The annual mean concentrations are presented as µg/m³.

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

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

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

Table A.4 – Annual Mean NO₂ Monitoring Results: Non-Automatic Monitoring (µg/m³)

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
ESHER 1	513840	164693	Roadside	100.0	100.0	28.2	32.0	27.8	23.0	23.2
ESHER 7	513982	164750	Roadside	100.0	100.0	30.2	38.9	30.3	24.1	24.2
ESHER 8	513832	164684	Roadside	100.0	100.0	29.6	30.7	27.1	22.8	22.5
ESHER 9	513821	164712	Kerbside	92.3	92.3	21.3	22.5	20.2	18.0	17.2
ESHER 11	513895	164599	Roadside	100.0	100.0	24.9	27.3	24.0	20.5	19.6
ESHER 13	513736	164489	Kerbside	100.0	100.0	23.1	25.4	22.7	19.3	19.1
ESHER 14	514034	162282	Roadside	100.0	100.0	18.1	20.7	16.6	15.0	14.8
ESHER 15	513901	164779	Roadside	100.0	100.0	24.7	22.9	20.8	17.2	17.5
HINCHLEY WOOD 1	515248	165535	Roadside	100.0	100.0	27.2	26.8	25.4	20.4	19.9
HINCHLEY WOOD 3	515728	165191	Roadside	100.0	100.0	29.6	32.6	28.5	23.6	22.2
HAMPTON COURT 1	515379	167946	Kerbside	100.0	100.0	22.7	27.6	22.9	19.3	18.6
HAMPTON COURT 2, HAMPTON COURT 3, HAMPTON COURT 4	515338	168292	Roadside	100.0	100.0	26.4	27.1	24.9	20.5	20.4
HAMPTON COURT 5	515329	168390	Roadside	75.0	75.0	22.1	23.5	20.0	16.8	17.9
MOLESEY 1	514450	168134	Kerbside	92.3	92.3	23.8	24.7	23.2	19.1	19.7
MOLESEY 8	514716	167960	Roadside	92.3	92.3	27.1	27.4	27.6	22.4	20.9
MOLESEY 9	514507	168086	Roadside	75.0	75.0	22.6	25.0	23.6	19.7	19.5
MOLESEY 10	514169	168152	Roadside	100.0	100.0	20.4	20.7	19.1	16.7	16.9
OXSHOTT 1	514558	160621	Roadside	57.7	57.7	19.6	21.9	20.1	16.5	18.5
OXSHOTT 2	514574	160493	Roadside	100.0	100.0	24.8	24.5	23.6	19.4	18.5

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
WALTON 8	510154	166281	Roadside	100.0	100.0	23.2	24.9	26.6	20.9	18.9
WALTON 9	510082	166379	Roadside	100.0	100.0	23.0	23.5	22.8	19.7	18.0
WALTON 10	510140	166522	Roadside	92.3	92.3	28.0	27.3	27.3	22.2	23.0
WALTON 11	510000	166401	Roadside	84.6	84.6	24.4	29.6	24.0	20.7	19.5
WALTON 12	510185	166225	Roadside	100.0	100.0	22.5	23.4	22.2	18.7	18.9
WEYBRIDGE 4	507705	164907	Roadside	75.0	75.0	27.7	26.3	23.8	21.0	22.7
WEYBRIDGE 5	507609	164966	Roadside	100.0	100.0	26.3	28.0	27.2	23.5	19.7
WEYBRIDGE 6A	507536	164952	Kerbside	100.0	100.0	22.1	27.4	23.2	18.9	18.6
WEYBRIDGE 7	507199	164804	Roadside	100.0	100.0	33.6	32.8	30.7	26.8	25.7
WEYBRIDGE 8	507150	164761	Roadside	100.0	100.0	25.6	25.9	22.0	19.4	18.4
WEYBRIDGE 13, WEYBRIDGE 14, WEYBRIDGE 15	507459	164909	Roadside	100.0	100.0	25.4	25.7	25.4	22.3	20.9
WEYBRIDGE 16	507190	161340	Roadside	100.0	100.0	22.8	23.5	20.9	17.2	18.6
WEYBRIDGE 17	507365	164831	Roadside	100.0	100.0	23.3	23.7	22.7	19.9	20.3
COBHAM 1	510813	160048	Roadside	84.6	84.6	21.6	26.5	21.9	18.0	18.7
COBHAM 6	510814	160099	Roadside	92.3	92.3	19.6	21.3	18.3	15.8	16.7
COBHAM 7	510861	159906	Roadside	100.0	100.0	22.8	23.9	22.8	17.9	17.8
COBHAM 8	510300	160375	Kerbside	90.4	90.4	23.9	23.7	23.2	21.1	19.6
COBHAM 9	510348	160417	Kerbside	100.0	100.0	22.1	27.8	23.7	16.1	17.5
COBHAM 10	510262	160454	Kerbside	100.0	100.0	26.2	23.5	19.8	20.1	19.1
COBHAM 11	509623	160616	Roadside	92.3	92.3	39.2	39.1	31.4	26.7	26.3

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
COBHAM 12	509560	160720	Roadside	40.4	40.4	26.1	29.5	24.9	17.8	20.1
COBHAM 13	509465	160640	Roadside	92.3	92.3	25.2	26.1	24.4	17.5	17.7

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

☒ Diffusion tube data has been bias adjusted.

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

Notes:

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

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

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

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

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

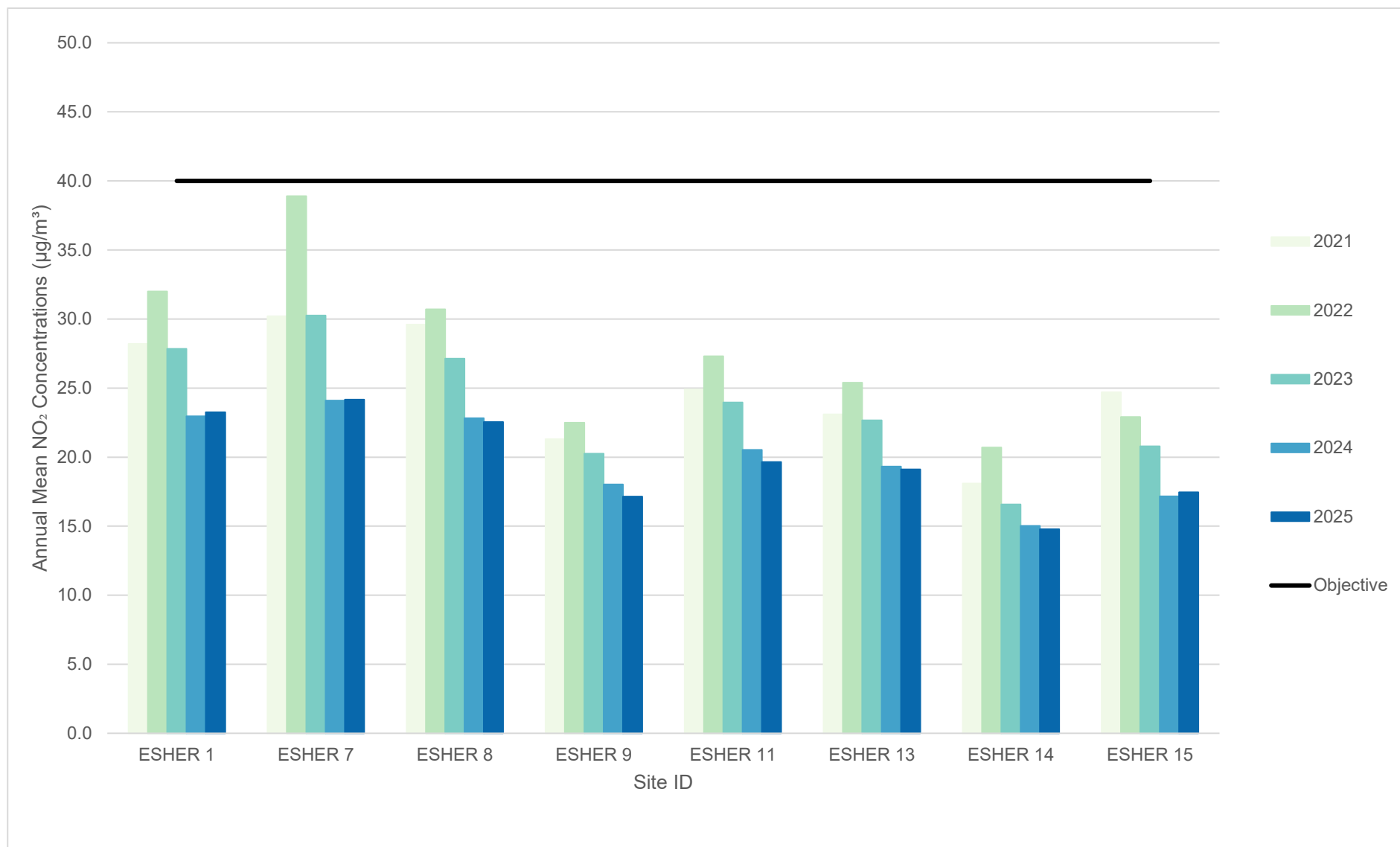
Figure A.1 – Trends in Annual Mean NO₂ Concentrations in Esher

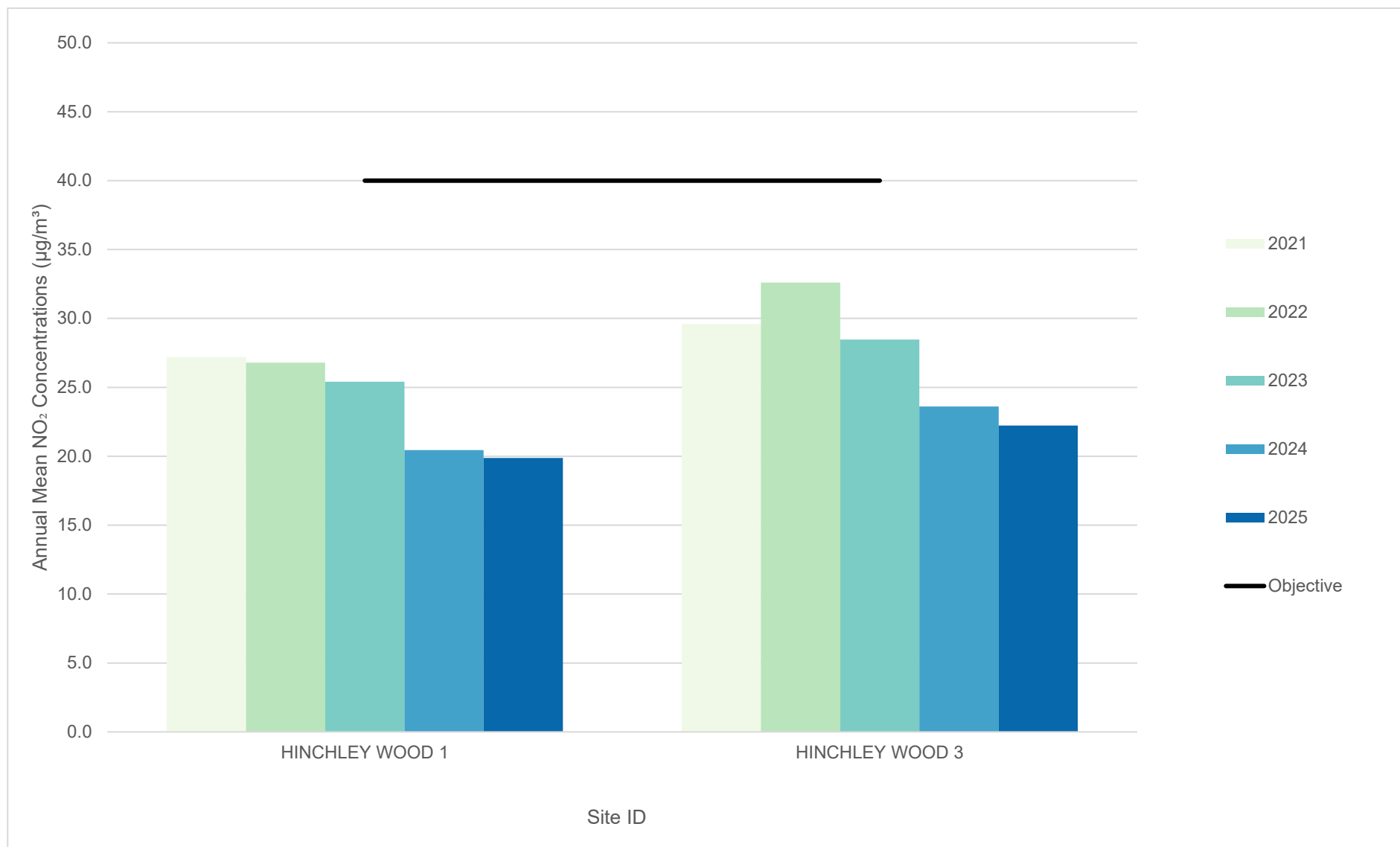
Figure A.2 – Trends in Annual Mean NO₂ Concentrations in Hinchley Wood

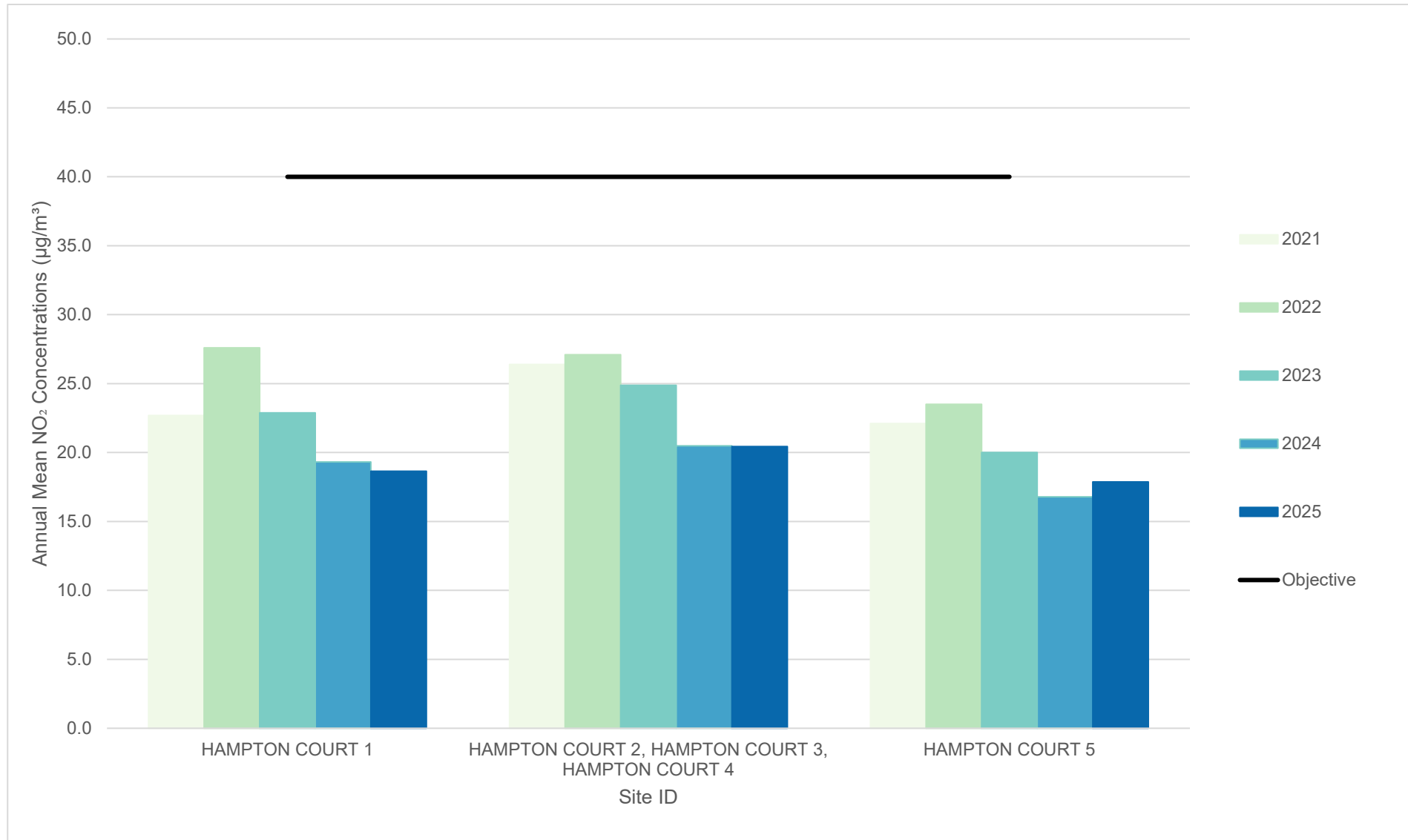
Figure A.3 – Trends in Annual Mean NO₂ Concentrations in Hampton Court

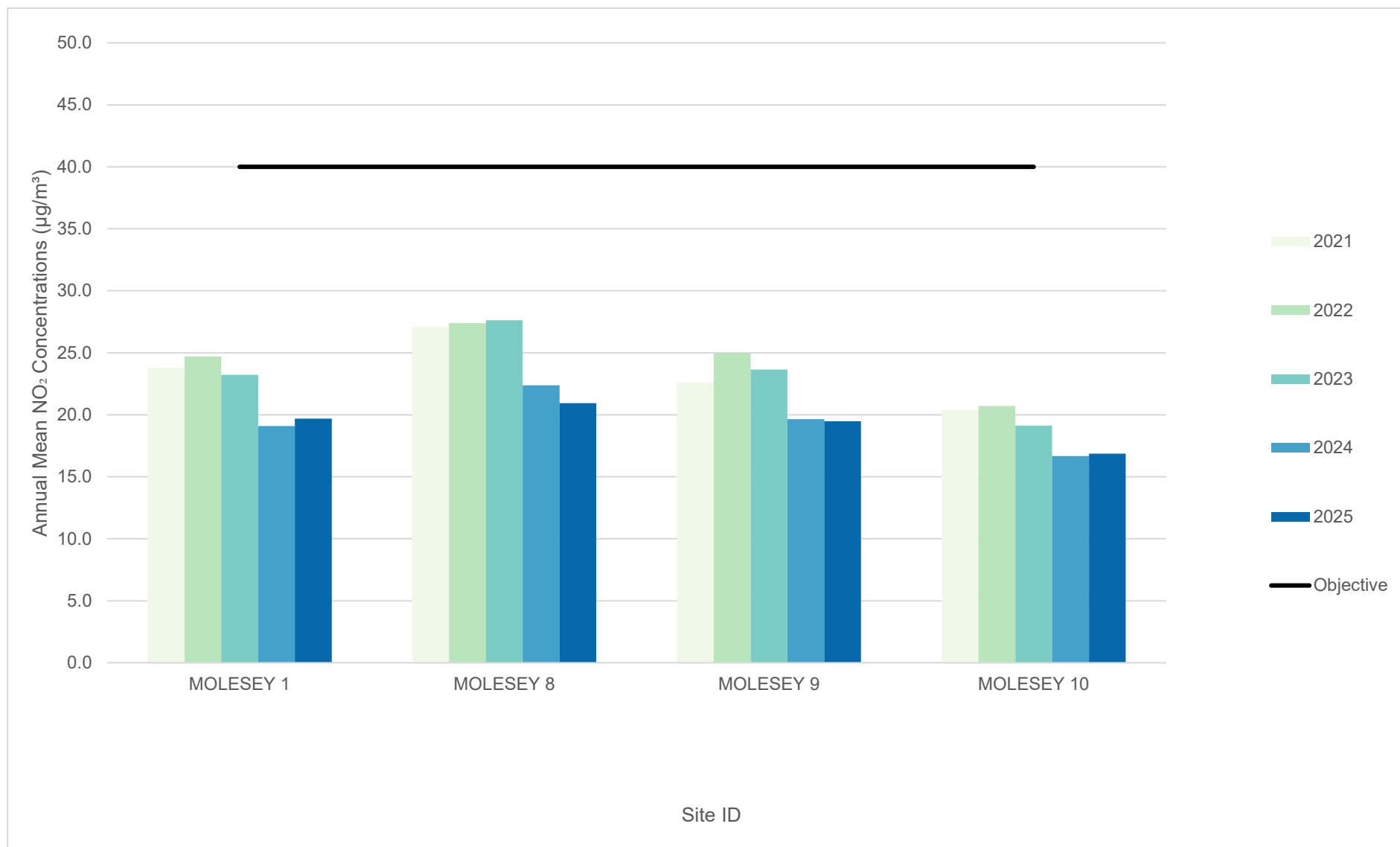
Figure A.4 – Trends in Annual Mean NO₂ Concentrations in Molesey

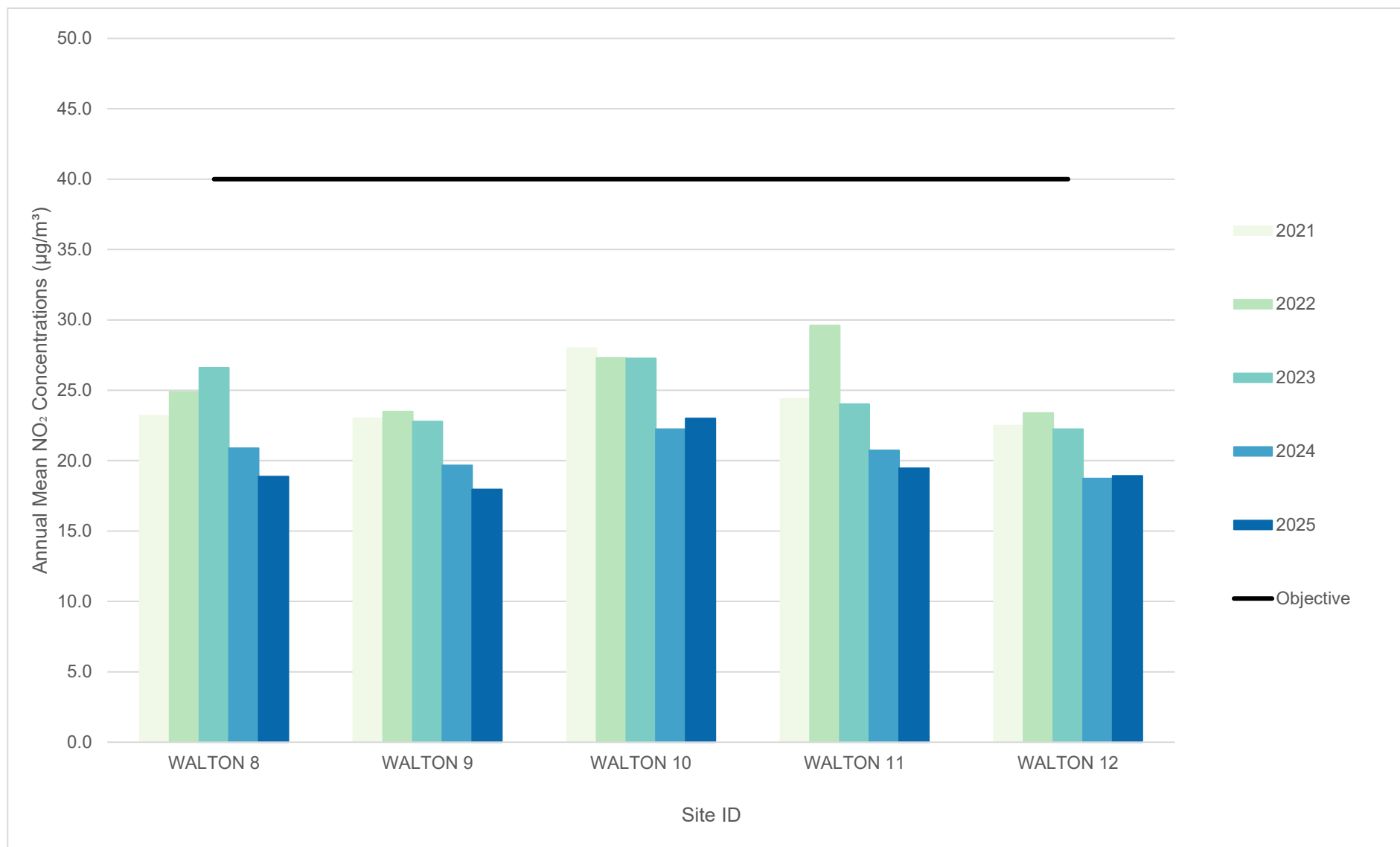
Figure A.5 – Trends in Annual Mean NO₂ Concentrations in Walton-on-Thames

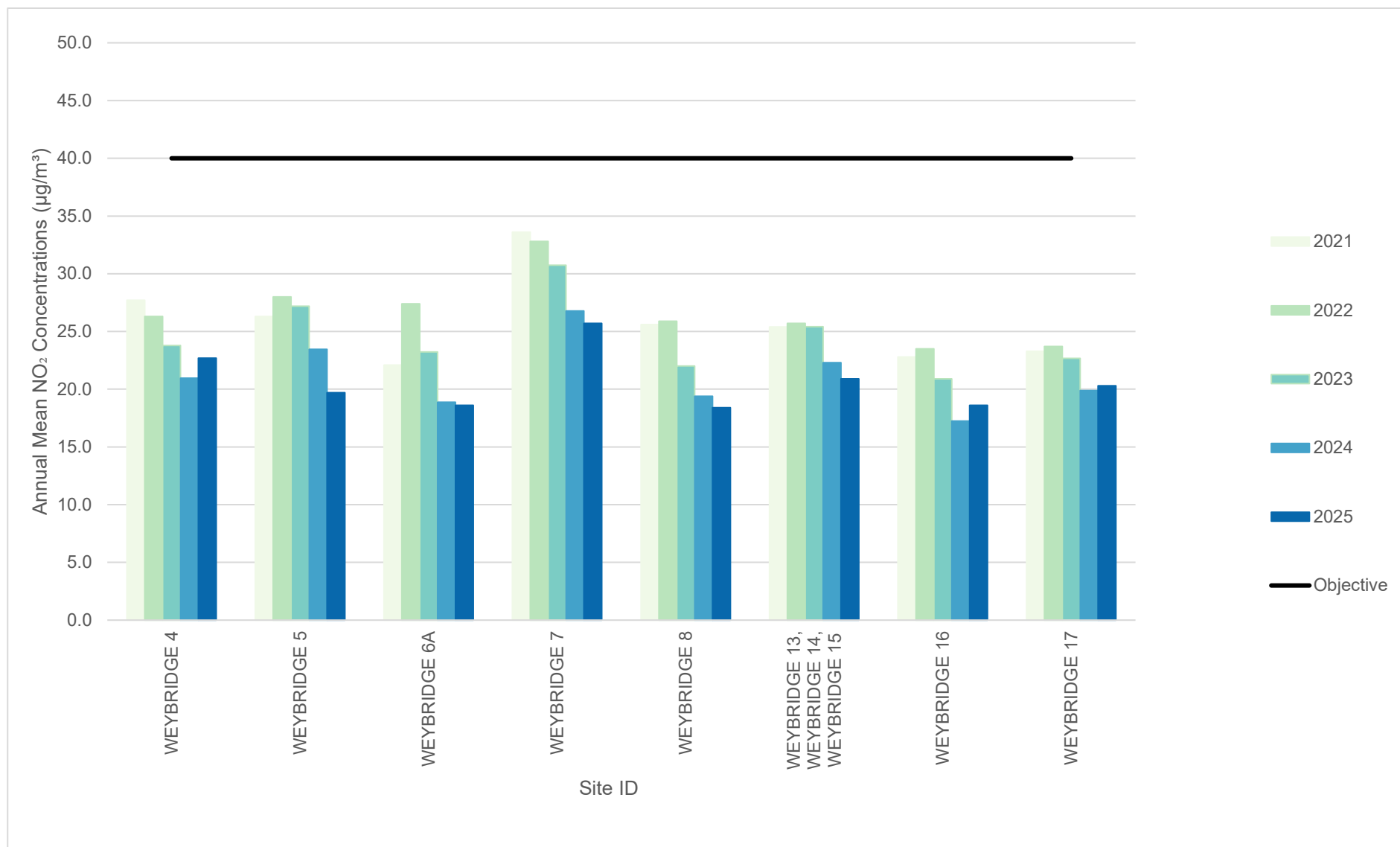
Figure A.6 – Trends in Annual Mean NO₂ Concentrations in Weybridge

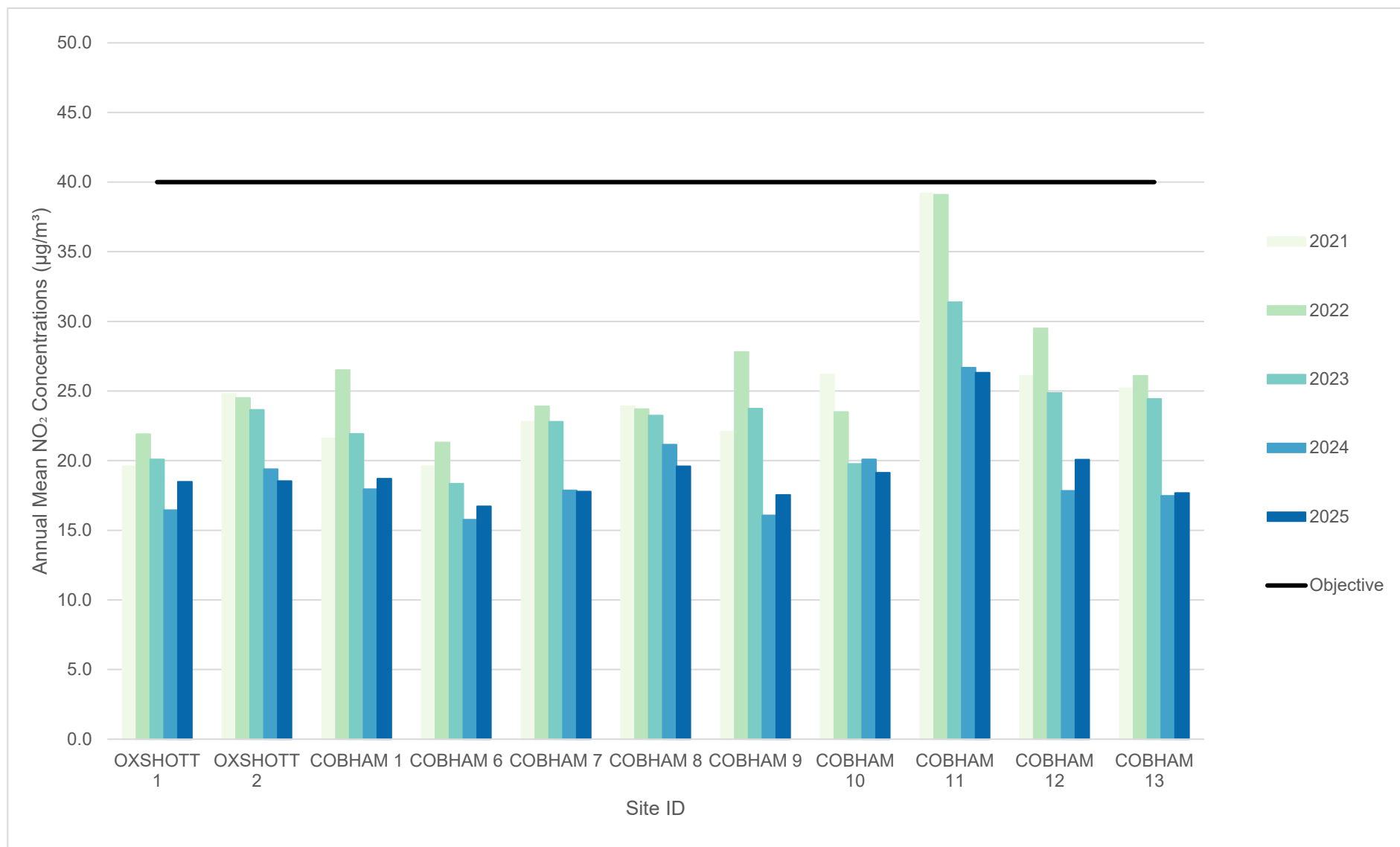
Figure A.7 – Trends in Annual Mean NO₂ Concentrations in Oxshott and Cobham

Table A.5 – 1-Hour Mean NO₂ Monitoring Results, Number of 1-Hour Means > 200µg/m³

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
Hampton Court Parade	515338	168292	Roadside	89.6	89.6	0	0	0	0	0
Weybridge High Street 2	507459	164909	Kerbside	92.8	92.8	0	0	0	0	0

Notes:

Results are presented as the number of 1-hour periods where concentrations greater than 200µg/m³ have been recorded.

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

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

Table A.6 – Annual Mean PM₁₀ Monitoring Results (µg/m³)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
Esher High Street	513969	164765	Roadside	96.8	96.8	-	-	-	12.8	15.5

Notes:

The annual mean concentrations are presented as µg/m³.

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

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

Table A.7 – 24-Hour Mean PM₁₀ Monitoring Results, Number of PM₁₀ 24-Hour Means > 50µg/m³

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
Esher High Street	513969	164765	Roadside	96.8	96.8	-	-	-	1 (23)	3

Notes:

Results are presented as the number of 24-hour periods where daily mean concentrations greater than 50µg/m³ have been recorded.

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

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

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

Table A.8 – Annual Mean PM_{2.5} Monitoring Results (µg/m³)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
Esher High Street	513969	164765	Roadside	96.8	96.8	-	-	-	7.5	9.1

Notes:

The annual mean concentrations are presented as µg/m³.

(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%).

Appendix B: Full Monthly Diffusion Tube Results for 2025

Table B.1 – NO₂ 2025 Diffusion Tube Results (µg/m³)

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.96)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
ESHER 1	513840	164693	29.0	36.0	36.0	29.7	23.6	24.3	15.1	19.9	19.2	19.7	20.8	16.8	24.2	23.2	-	
ESHER 7	513982	164750	37.0	32.0	33.0	28.7	19.8	23.9	14.8	20.5	21.5	22.0	26.5	21.9	25.1	24.2	-	
ESHER 8	513832	164684	31.0	33.0	30.0	24.1	21.0	22.8	18.5	18.7	19.6	20.0	23.8	18.8	23.4	22.5	-	
ESHER 9	513821	164712	15.0	29.0	28.0	19.3	17.1	15.0	10.8	13.1		17.5	17.5	13.9	17.8	17.2	-	
ESHER 11	513895	164599	29.0	29.0	29.0	20.1	18.3	14.4	12.0	15.3	18.0	19.4	22.1	18.5	20.4	19.6	-	
ESHER 13	513736	164489	31.0	31.0	30.0	17.0	19.1	14.6	10.0	14.3	15.3	18.2	20.6	17.5	19.9	19.1	-	
ESHER 14	514034	162282	21.0	20.0	23.0	17.9	14.2	13.1	11.2	11.0	13.0	13.2	15.6	11.3	15.4	14.8	-	
ESHER 15	513901	164779	27.0	30.0	29.0	15.7	17.4	14.2	10.9	14.0	12.8	15.4	15.2	16.2	18.2	17.5	-	
HINCHLEY WOOD 1	515248	165535	32.0	26.0	28.0	19.3	16.3	18.6	12.8	14.7	18.6	20.7	20.6	20.5	20.7	19.9	-	
HINCHLEY WOOD 3	515728	165191	32.0	30.0	35.0	21.0	21.1	22.2	17.6	18.4	18.0	21.5	22.3	18.3	23.1	22.2	-	
HAMPTON COURT 1	515379	167946	30.0	26.0	28.0	20.9	16.5	13.5	10.7	14.4	15.1	18.5	19.0	20.0	19.4	18.6	-	
HAMPTON COURT 2	515338	168292	33.0	32.0	23.0	19.4	20.6	18.9	13.5	15.6	14.5	20.7	22.1	20.7	-	-	-	Triplicate Site with HAMPTON COURT 2, HAMPTON COURT 3 and HAMPTON COURT 4 - Annual data provided for HAMPTON COURT 4 only
HAMPTON COURT 3	515338	168292	35.0	31.0	28.0	21.0	18.8	18.9	13.3	16.4	14.8	18.5	24.7	19.2	-	-	-	Triplicate Site with HAMPTON COURT 2, HAMPTON COURT 3 and HAMPTON COURT 4 - Annual data provided for HAMPTON COURT 4 only
HAMPTON COURT 4	515338	168292	32.0	31.0	27.0	21.9	19.2	17.8	10.7	15.0	14.6	20.1	23.7	18.8	21.3	20.4	-	Triplicate Site with HAMPTON COURT 2, HAMPTON COURT 3 and HAMPTON COURT 4 - Annual data provided for HAMPTON COURT 4 only
HAMPTON COURT 5	515329	168390	29.0	26.0	26.0			10.7	9.5	12.7	13.5	17.4		22.5	18.6	17.9	-	
MOLESEY 1	514450	168134	30.0	32.0	30.0	17.6	17.9	13.2	13.5	13.7		18.0	21.9	17.5	20.5	19.7	-	
MOLESEY 8	514716	167960	37.0		32.0	23.5	19.9	20.4	12.1	12.6	18.2	19.2	24.1	20.5	21.8	20.9	-	
MOLESEY 9	514507	168086	31.0	30.0	27.0			17.4	13.6	13.7	14.3	17.9	17.5		20.3	19.5	-	
MOLESEY 10	514169	168152	28.0	27.0	25.0	20.3	15.5	13.2	10.3	13.2	12.6	16.4	15.4	13.7	17.6	16.9	-	
OXSHOTT 1	514558	160621	28.0	23.0	29.0	19.7	16.9	14.9	11.8						20.5	18.5	-	

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.96)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
OXSHOTT 2	514574	160493	27.0	27.0	28.0	20.7	18.4	18.8	11.7	15.5	16.1	17.2	15.6	15.3	19.3	18.5	-	
WALTON 8	510154	166281	33.0	28.0	24.0	19.1	15.8	15.0	11.8	15.7	16.9	16.2	21.2	18.9	19.6	18.9	-	
WALTON 9	510082	166379	31.0	26.0	27.0	19.0	14.9	14.6	10.1	13.1	15.3	15.6	19.7	17.9	18.7	18.0	-	
WALTON 10	510140	166522	34.0	33.0	34.0	27.3	22.0	19.2	11.4		19.6	16.4	24.0	22.3	23.9	23.0	-	
WALTON 11	510000	166401		33.0	35.0		14.9	15.0	9.9	16.4	14.9	16.8	22.9	23.6	20.2	19.5	-	
WALTON 12	510185	166225	27.0	30.0	29.0	23.8	17.3	12.9	12.8	14.3	18.8	15.5	18.1	16.7	19.7	18.9	-	
WEYBRIDGE 4	507705	164907		48.0	29.0	28.8	24.8	19.3	13.0	17.4		13.7		18.3	23.6	22.7	-	
WEYBRIDGE 5	507609	164966	33.0	34.0	30.0	10.3	20.5	17.4	10.8	11.9	18.1	15.3	25.2	19.4	20.5	19.7	-	
WEYBRIDGE 6A	507536	164952	30.0	28.0	28.0	20.3	17.6	12.3	12.0	14.0	15.3	16.6	20.7	17.4	19.4	18.6	-	
WEYBRIDGE 7	507199	164804	36.0	39.0	41.0	27.6	27.8	23.9	18.0	22.8	22.0	21.5	19.9	21.4	26.7	25.7	-	
WEYBRIDGE 8	507150	164761	29.0	32.0	30.0	22.2	19.8	15.1	10.6	14.4	15.5	18.3	3.6	19.1	19.1	18.4	-	
WEYBRIDGE 13	507459	164909	28.0	33.0	33.0	26.7	20.9	14.0	11.9	16.0	21.0	18.6	18.8	20.9	-	-	-	Triplicate Site with WEYBRIDGE 13, WEYBRIDGE 14 and WEYBRIDGE15 - Annual data provided for WEYBRIDGE15 only
WEYBRIDGE 14	507459	164909	32.0	33.0	33.0	22.2	21.9	16.3	11.6	16.1	16.1	19.4	18.6	20.6	-	-	-	Triplicate Site with WEYBRIDGE 13, WEYBRIDGE 14 and WEYBRIDGE15 - Annual data provided for WEYBRIDGE15 only
WEYBRIDGE15	507459	164909	31.0	34.0	30.0	21.2	20.5	17.2	12.8	16.1	17.0	18.7	19.1	21.3	21.7	20.9	-	Triplicate Site with WEYBRIDGE 13, WEYBRIDGE 14 and WEYBRIDGE15 - Annual data provided for WEYBRIDGE15 only
WEYBRIDGE 16	507190	161340	27.0	29.0	28.0	21.5	18.3	12.5	10.3	14.0	14.9	19.8	19.2	17.8	19.4	18.6	-	
WEYBRIDGE 17	507365	164831	29.0	30.0	31.0	17.8	16.5	16.1	25.1	15.7	15.3	19.6	18.7	18.6	21.1	20.3	-	
COBHAM 1	510813	160048	27.0	27.0	28.0	19.3	16.8		10.8	15.2		18.7	16.7	15.1	19.5	18.7	-	
COBHAM 6	510814	160099	24.0	26.0	26.0		16.2	13.2	11.3	12.3	13.5	17.8	16.4	14.6	17.4	16.7	-	
COBHAM 7	510861	159906	27.0	27.0	24.0	18.7	15.6	16.6	13.2	12.9	14.7	16.7	20.5	15.0	18.5	17.8	-	
COBHAM 8	510300	160375	30.0	27.0	31.0	20.6		12.9	13.3	15.5	15.2	17.9	21.2	19.6	20.4	19.6	-	
COBHAM 9	510348	160417	16.0	27.0	29.0	15.9	17.0	13.1	10.5	12.9	13.5	20.7	23.2	20.2	18.3	17.5	-	
COBHAM 10	510262	160454	33.0	29.0	30.0	17.6	14.8	15.7	12.2	13.7	17.0	16.8	19.9	19.0	19.9	19.1	-	
COBHAM 11	509623	160616	36.0	39.0	38.0	26.2	26.8	24.7	17.9	24.6	25.1	19.8		23.0	27.4	26.3	-	

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.96)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
COBHAM 12	509560	160720	26.0	27.0	30.0	23.5	21.8								25.7	20.1	-	
COBHAM 13	509465	160640	19.0	29.0		22.8	15.4	16.4	11.1	16.3	16.0	18.3	20.5	17.4	18.4	17.7	-	COBHAM 13

- ☒ All erroneous data has been removed from the NO₂ diffusion tube dataset presented in Table B.1.
- ☒ Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG22.
- ☒ Local bias adjustment factor used.
- ☒ Elmbridge confirm that all 2025 diffusion tube data has been uploaded to the Diffusion Tube Data Entry System.

Notes:
See Appendix C for details on bias adjustment and annualisation.

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

New or Changed Sources Identified Within Elmbridge During 2025

As part of the Government's Road Investment Strategy 2015 to 2020, improvements will be made to the M25 Junction 10 / A3 Wisley Interchange. These works are scheduled to be completed in spring 2026.

In 2025, the new Junction 10 gyratory opened, enabling the demolition of both original gyratory bridges which allowed permanent works to progress safely. The Cockcrow heathland bridge deck was completed, and major utility diversions including gas and BT across the Scheme were finished. This meant that work could start of A3 widening works on either side of the junction. Furthermore, eastbound widening of the A245 was completed, restoring two lanes in each direction, while construction advanced on the New Byfleet Road to improve junction efficiency and reduce signal phases.

Additional Air Quality Works Undertaken by Elmbridge During 2025

Elmbridge has not completed any additional works within the reporting year of 2025.

QA/QC of Diffusion Tube Monitoring

The diffusion tubes in 2025 were prepared and analysed by Lambeth Scientific Services using a preparation method of 50% TEA in acetone.

Change over dates generally conformed with the Diffusion Tube calendar except for in April, May, October and November. These were changed over within +/- 2 days of the Diffusion Tube calendar dates and therefore the data is considered to be representative in accordance with TG22.

Lambeth Scientific Services take part in the analytical proficiency testing scheme (AIR-PT) operated by LGC Standards and supported by the Health and Safety Laboratory (HSL). During 2025, 100% of samples were determined to be satisfactory in the 1st quarter and

2nd quarter, 75% of samples were determined to be satisfactory in the 3rd quarter and 50% of samples were determined to be satisfactory in the 4th quarter.

Diffusion Tube Annualisation

Where data capture is less than 75% for a full calendar year, diffusion tube results were annualised following the methodology in LAQM TG (22). Annualisation was carried out at two diffusion tube monitoring sites, Oxshott 1 and Cobham 12, which had a data capture percentages of 57.7% and 40.4% in 2025.

Continuous monitoring data from London Hillingdon, London North Kensington, London Westminster and London Bloomsbury urban background sites, part of the Automatic Urban and Rural Network (AURN) were used for diffusion tube annualisation. Details of the annualisation are provided in Table C.1.

Table C.1 – Annualisation Summary (concentrations presented in $\mu\text{g}/\text{m}^3$)

Site ID	Annualisation Factor London Hillingdon	Annualisation Factor London North Kensington	Annualisation Factor London Westminster	Annualisation Factor London Bloomsbury	Average Annualisation Factor	Raw Data Annual Mean	Annualised Annual Mean
OXSHOTT 1	1.0	0.9	0.9	0.9	0.9	20.5	19.2
COBHAM 12	0.9	0.8	0.8	0.8	0.8	25.7	20.9

Diffusion Tube Bias Adjustment Factors

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

A local bias adjustment factor of **0.96** has been applied to the 2025 monitoring data. A summary of bias adjustment factors used by Elmbridge Borough Council over the past five years is presented in Table C.2.

There are two triplicate co-location sites within Elmbridge. A local bias adjustment factor of 0.94 has been derived from Hampton Court Parade co-location site and a local bias adjustment factor of 0.99 has been derived from Weybridge High Street 2 co-location site. Therefore, the combined local bias adjustment factor is 0.96. The local bias adjustment calculations for the Hampton Court Parade and Weybridge High Street 2 co-location sites are provided in Table C.3.

As set out in LAQM TG22, there are a number of factors which should be considered when deciding which bias-adjustment factor to use (local or national). It is considered that the local bias adjustment factor is more suitable for adjusting the measured diffusion tube data from 2025 due to the following factors:

- The national bias adjustment factor for Lambeth Scientific Services is calculated from only two studies which are not within the local area.
- The local bias adjustment factor (0.96) is higher than the national bias adjustment factor (0.85) so leads to higher measured diffusion tube concentrations once bias adjusted.
- Both the Hampton Court Parade and Weybridge High Street 2 co-location sites had good overall precision in 2025.
- Whilst the data capture at Hampton Court Parade for 2025 is defined as 'poor overall data capture' in the DTDPT, it was 90% and therefore still within the range considered appropriate for local bias adjustment in accordance with the LAQM TG.22.

Table C.2 – Bias Adjustment Factor

Monitoring Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2025	Local	-	0.96
2024	Local	-	0.86
2023	National	v03_24	0.85
2022	Local	-	0.92
2021	Local	-	0.93

Table C.3 – Local Bias Adjustment Calculation

	Local Bias Adjustment Input 1	Local Bias Adjustment Input 2
Periods used to calculate bias	9	11
Bias Factor A	0.94 (0.85 - 1.05)	0.99 (0.92 - 1.07)
Bias Factor B	7% (-4% - 17%)	1% (-7% - 9%)
Diffusion Tube Mean ($\mu\text{g}/\text{m}^3$)	21.2	20.7
Mean CV (Precision)	5.1%	5.8%
Automatic Mean ($\mu\text{g}/\text{m}^3$)	19.9	20.5
Data Capture	90%	93%
Adjusted Tube Mean ($\mu\text{g}/\text{m}^3$)	20 (18 - 22)	20 (19 - 22)

Notes:

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

Local Bias Adjustment Input 1 refers to the Hampton Court Parade co-location site and Local Bias Adjustment Input 2 refers to the Weybridge High Street 2 co-location site.

NO₂ Fall-off with Distance from the Road

No diffusion tube NO₂ monitoring locations within Elmbridge Borough Council required distance correction during 2025.

QA/QC of Automatic Monitoring

Air Quality Data Management provide the data management services and carry out Local Site Operator duties for the Hampton Court Parade, Weybridge High Street 2 and Esher High Street automatic monitors. All data has been validated and ratified to the standards outlined in LAQM TG.22. The 2025 data presented in this ASR is fully ratified.

PM₁₀ and PM_{2.5} Monitoring Adjustment

The type of PM₁₀/PM_{2.5} monitor (a FIDAS instrument) utilised within Elmbridge Borough Council does not require the application of a correction factor.

Automatic Monitoring Annualisation

All automatic monitoring locations within Elmbridge recorded data capture of greater than 75% therefore it was not required to annualise any monitoring data.

NO₂ Fall-off with Distance from the Road

No automatic NO₂ monitoring locations within Elmbridge required distance correction during 2025.

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

Figure D.1 – Automatic Monitoring Locations in Elmbridge

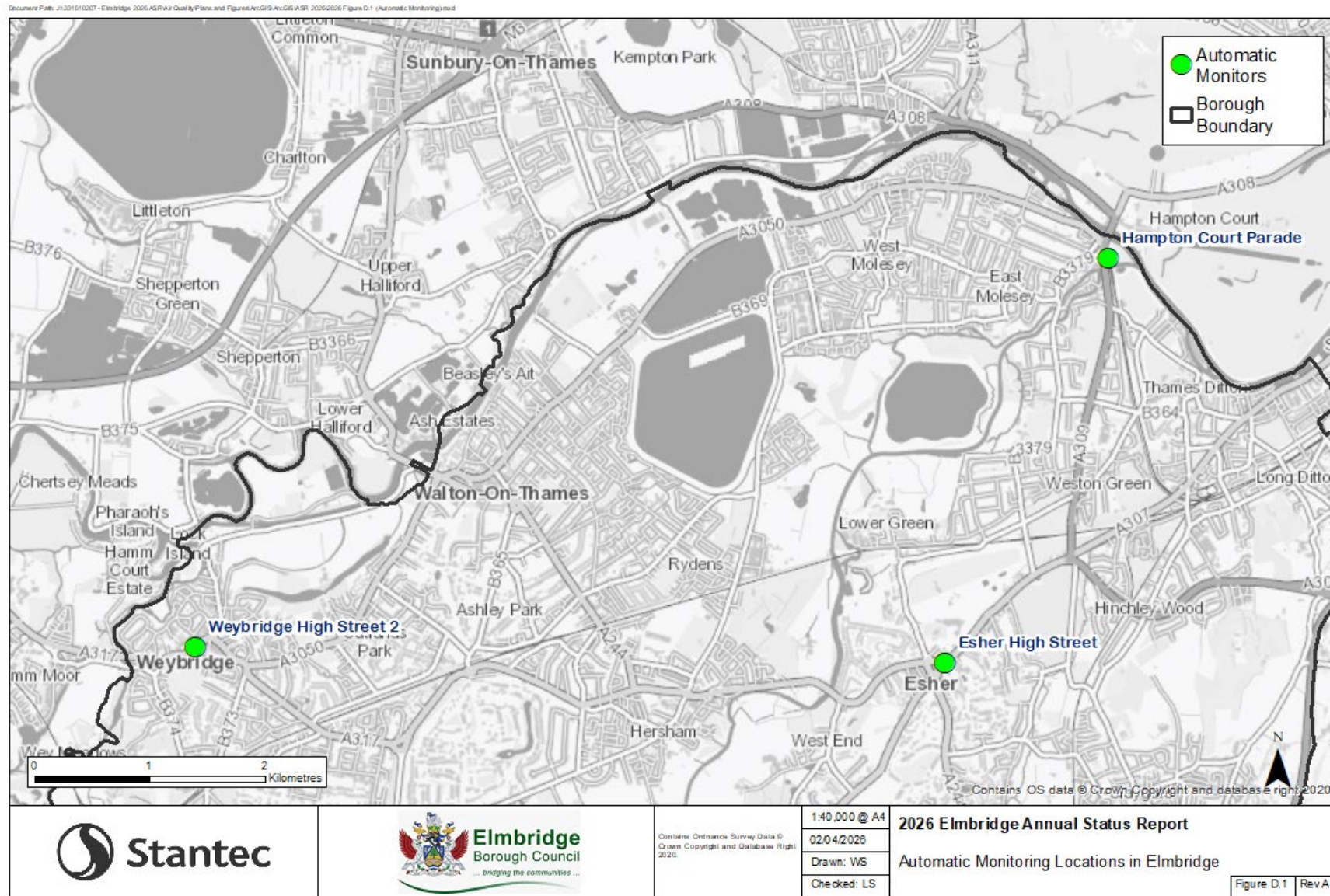


Figure D.2 – Monitoring Locations in Elmbridge

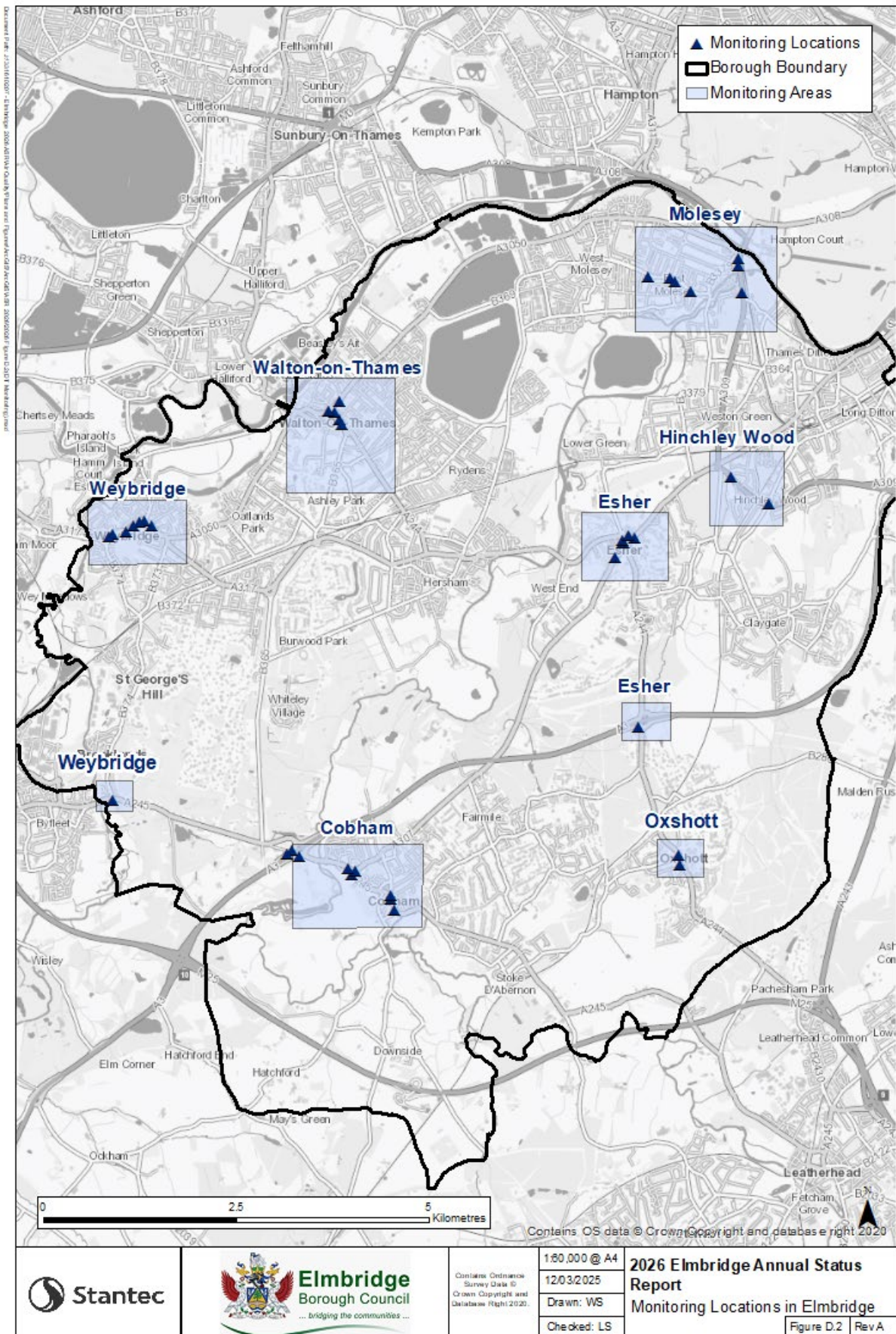


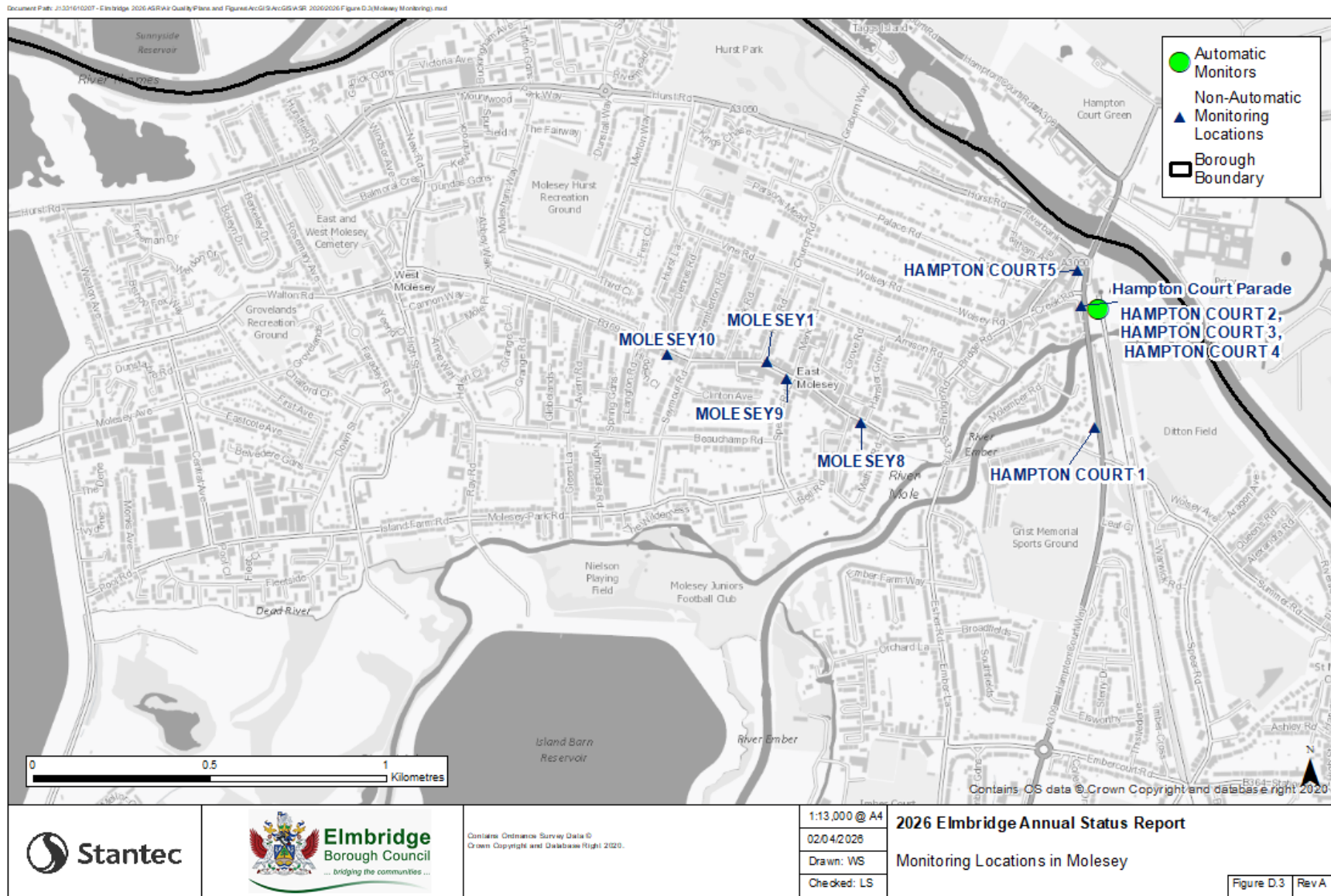
Figure D.3 – Monitoring Locations in Molesey

Figure D.4 – Monitoring Locations in Walton-on-Thames

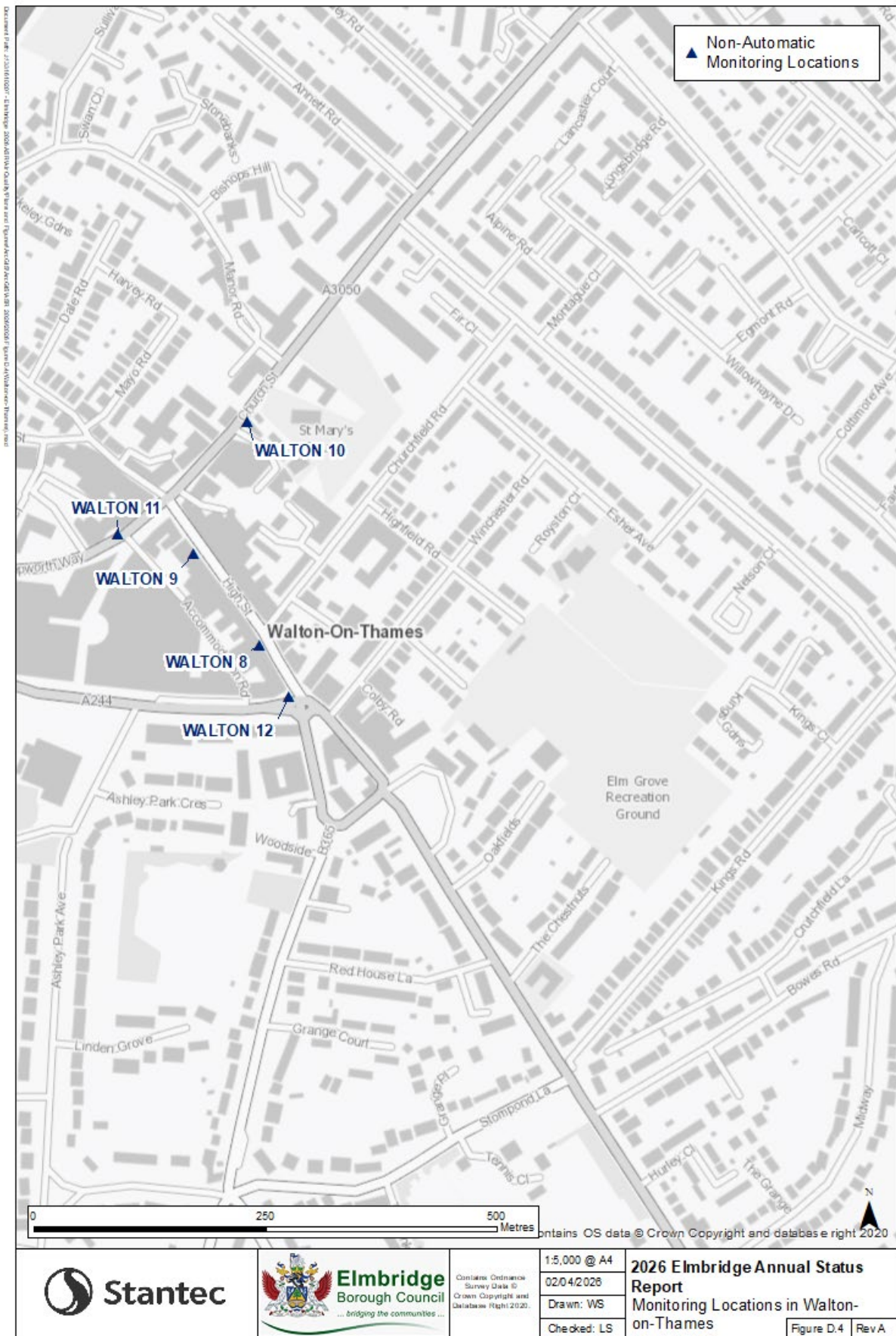


Figure D.5 – Monitoring Locations in Weybridge

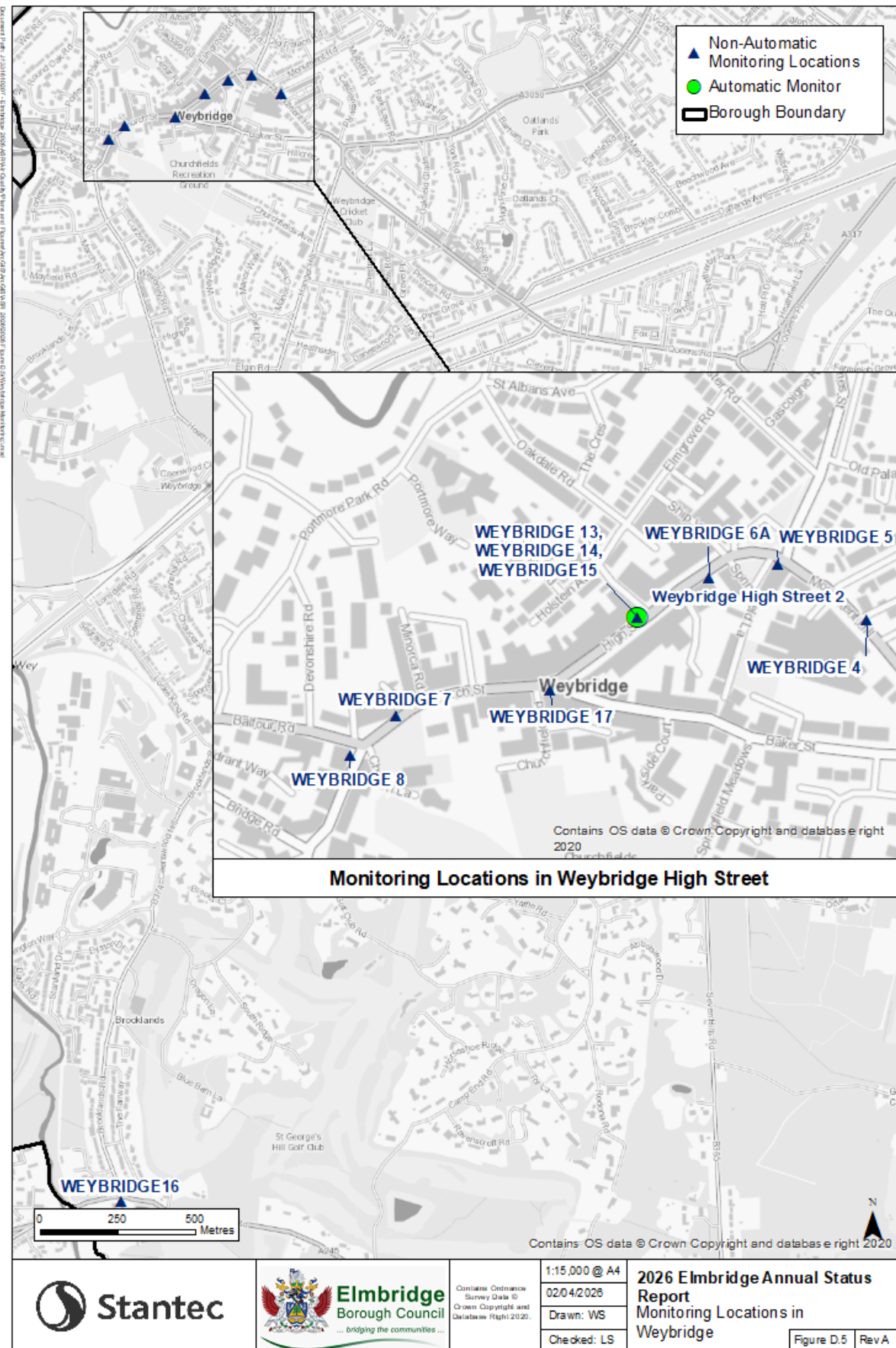


Figure D.6 – Monitoring Locations in Hinchley Wood

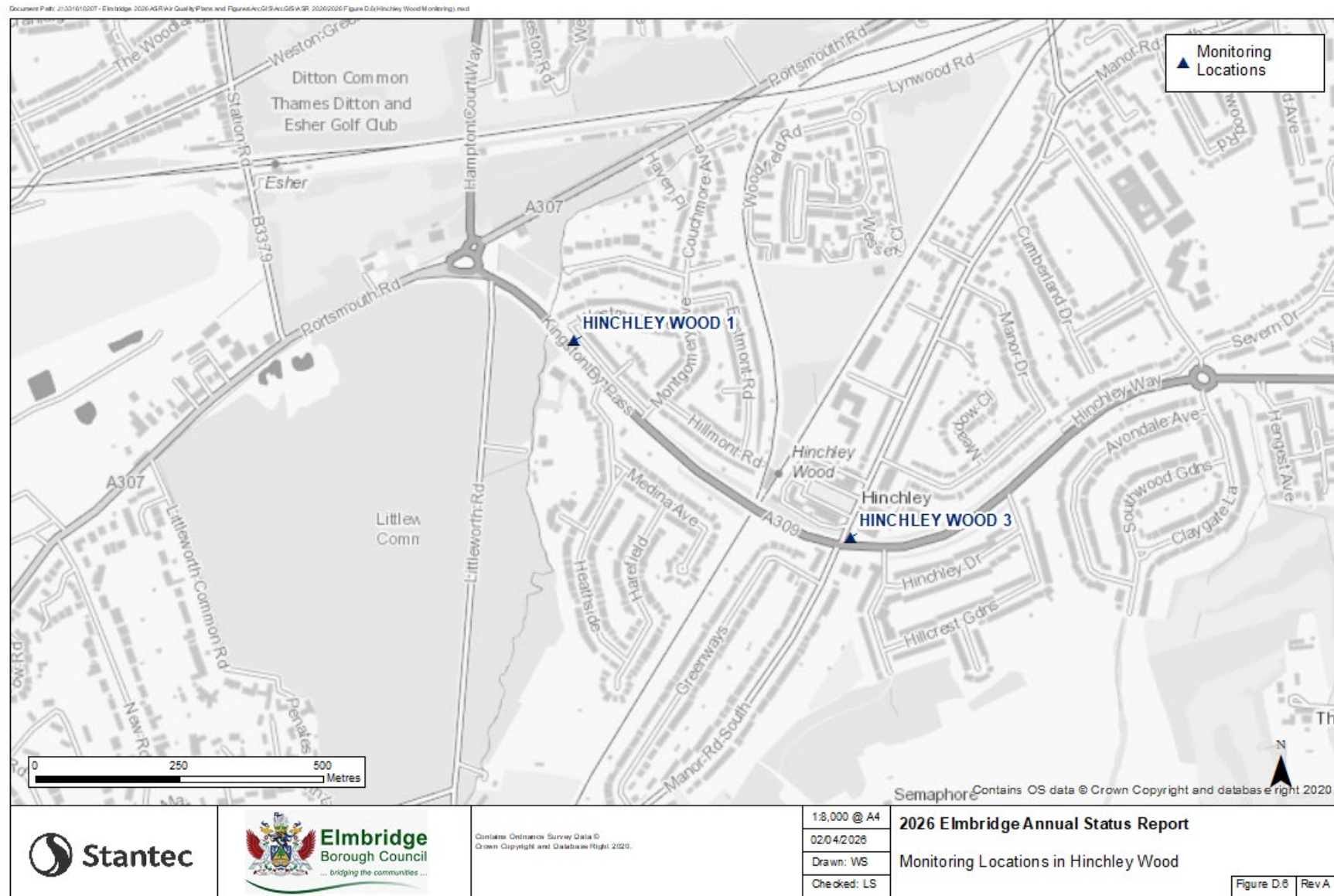


Figure D.7 – Monitoring Locations in Esher

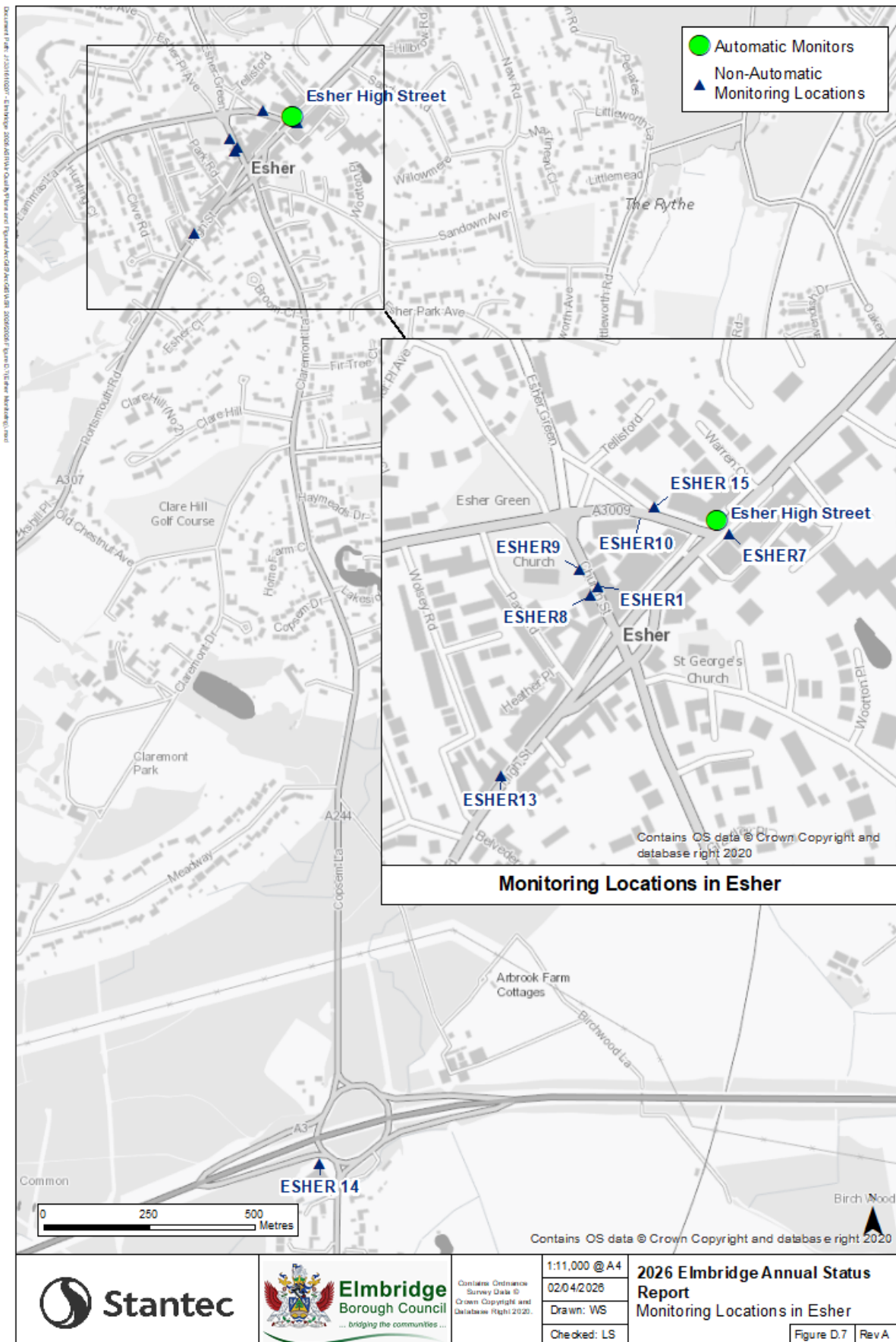


Figure D.8 – Monitoring Locations in Cobham

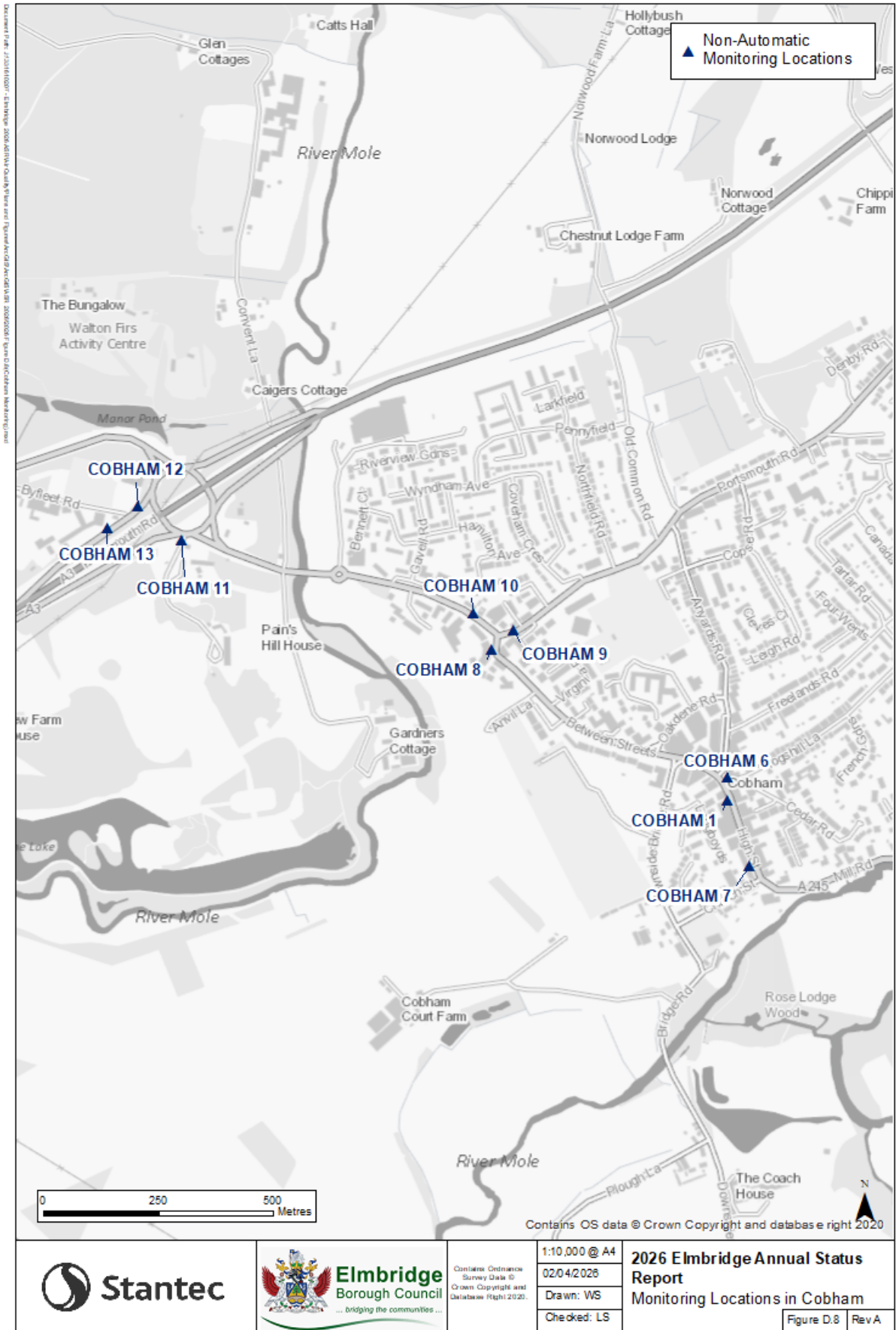


Figure D.9 – Monitoring Locations in Oxshott



Appendix E: Summary of Air Quality Objectives in England

Table E.1 – Air Quality Objectives in England²⁸

Pollutant	Air Quality Objective: Concentration	Air Quality Objective: Measured as
Nitrogen Dioxide (NO ₂)	200µg/m ³ not to be exceeded more than 18 times a year	1-hour mean
Nitrogen Dioxide (NO ₂)	40µg/m ³	Annual mean
Particulate Matter (PM ₁₀)	50µg/m ³ , not to be exceeded more than 35 times a year	24-hour mean
Particulate Matter (PM ₁₀)	40µg/m ³	Annual mean
Sulphur Dioxide (SO ₂)	350µg/m ³ , not to be exceeded more than 24 times a year	1-hour mean
Sulphur Dioxide (SO ₂)	125µg/m ³ , not to be exceeded more than 3 times a year	24-hour mean
Sulphur Dioxide (SO ₂)	266µg/m ³ , not to be exceeded more than 35 times a year	15-minute mean

²⁸ The units are in microgrammes of pollutant per cubic metre of air (µg/m³).

Glossary of Terms

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
AQS	Air Quality Strategy
ASR	Annual Status Report
AURN	Automatic Urban Rural Network
CERC	Cambridge Environmental Research Consultants
CIL	Community Infrastructure Levy
CMRP	Carbon Management and Reduction Plan
Defra	Department for Environment, Food and Rural Affairs
EBC	Elmbridge Borough Council
GAP	Global Action Plan
HCC	Hertfordshire County Council
JSNA	Joint Strategic Needs Assessment
LAQM	Local Air Quality Management
LCWIP	Local Cycling and Walking Infrastructure Plan
LEZ	Low Emission Zone
LTP4	Surrey County Council's Local Transport Plan 4
NAQO	National Air Quality Objectives
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxides
PG22	LAQM Policy Guidance PG22
PM ₁₀	Airborne particulate matter with an aerodynamic diameter of 10µm or less
PM _{2.5}	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
QA/QC	Quality Assurance and Quality Control
SAA	Surrey Air Quality Alliance

Abbreviation	Description
SAMHE	Schools' Air Quality Monitoring for Health Education
SO ₂	Sulphur Dioxide
SPD	Supplementary Planning Document
SCC	Surrey County Council
Stantec	Stantec UK Limited
TG22	LAQM Technical Guidance TG22
The Borough	Elmbridge
The Council	Elmbridge Borough Council
ULEZ	Ultra Low Emission Zone
WHO	World Health Organisation

References

- Local Air Quality Management Technical Guidance LAQM.TG22. May 2025. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.
- Local Air Quality Management Policy Guidance LAQM.PG22. May 2025. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.
- Chemical hazards and poisons report: Issue 28. June 2022. Published by UK Health Security Agency.
- Air Quality Strategy – Framework for Local Authority Delivery. August 2023. Published by Defra.
- Spreadsheet of Diffusion Tube Bias Adjustment Factors, version 03_26 Available at: <https://laqm.defra.gov.uk/air-quality/air-quality-assessment/national-bias/>.