

London Borough of Tower Hamlets Air Quality Annual Status Report for 2025



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

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

Executive Summary

Air quality objectives generally met



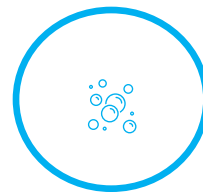
Air quality objectives were generally met across the borough in 2025. All automatic monitoring sites complied with the NO₂ mean objective with no exceedances recorded.

Particulate matter (PM₁₀) increased



PM₁₀ remained within both the annual mean and 24-hour objectives, although concentrations increased compared with 2024. Blackwall site recorded the highest PM, annual mean and the highest number of daily exceedances.

PM_{2.5} concentrations increased



PM_{2.5} increased at all monitored sites. Blackwall and King Edward Memorial Park recorded annual mean concentrations above 10 ug/m³, the level associated with the London Mayoral 2030 commitment.

Continued action remains essential



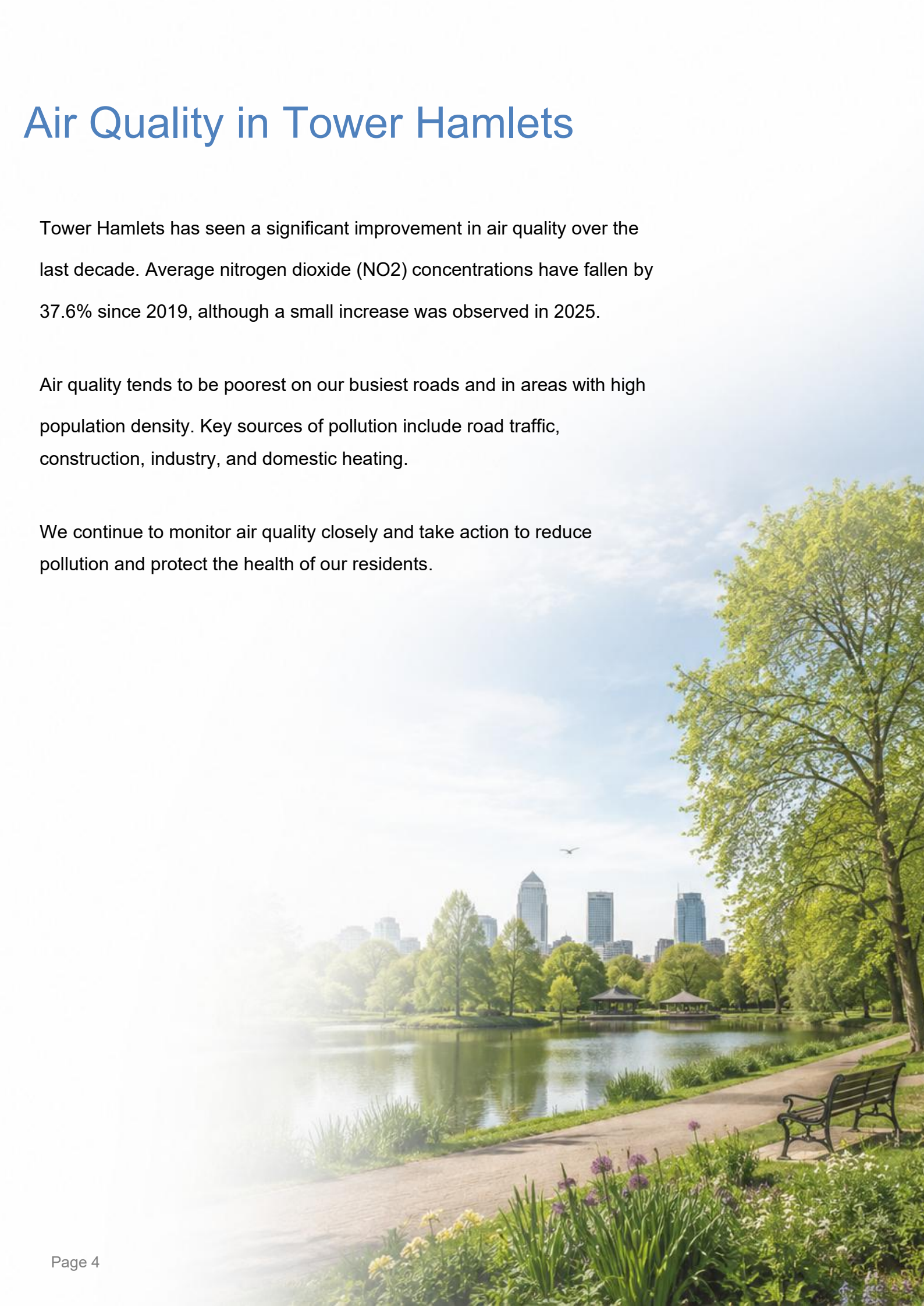
Continued action on traffic emissions, road dust, construction activity and wider background pollution is essential to protect health and achieve long-term air quality goals.

Air Quality in Tower Hamlets

Tower Hamlets has seen a significant improvement in air quality over the last decade. Average nitrogen dioxide (NO₂) concentrations have fallen by 37.6% since 2019, although a small increase was observed in 2025.

Air quality tends to be poorest on our busiest roads and in areas with high population density. Key sources of pollution include road traffic, construction, industry, and domestic heating.

We continue to monitor air quality closely and take action to reduce pollution and protect the health of our residents.



How to get involved

Everyone has a role in improving air quality in Tower Hamlets. Residents, businesses, schools and visitors can help by choosing cleaner travel, reducing car use, walking or cycling where possible, using public transport, switching off engines and avoiding solid fuel burning.

The Council supports this through campaigns and events such as Clean Air Day and community engagement activities, as well as ongoing communications via its website, newsletters and social media. It is also working with community partners, schools and local organisations to make air quality messaging more inclusive, strengthen engagement and improve understanding across the borough.



Air Quality Monitoring Results



NO₂

Nitrogen Dioxide (NO₂)

NO₂ concentrations in Tower Hamlets have fallen significantly since 2019 (–37.6%), with a small increase in 2025 (22.2 µg/m³, +1.7% from 2024). Roadside sites remain highest, confirming traffic as the main source. Only one site exceeded the annual objective, and all automatic monitors met the NO₂ 1-hour objective



PM₁₀

Particulate Matter (PM₁₀)

PM₁₀ concentrations remained below UK objectives but above WHO guidelines, with increases in 2025. Roadside levels were highest, reflecting traffic influence, though all sites stayed within the 24-hour limit.



PM_{2.5}

Fine Particulate Matter (PM_{2.5})

PM_{2.5} concentrations increased at all sites in 2025, with roadside locations recording the highest levels and two sites exceeding the 10 µg/m³ London Mayoral 2030 commitment. However, all results were based on robust data capture and remained relatively low overall.

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.

Actions to Improve Air Quality

Whilst air quality has improved significantly in recent years, there are still areas where local action is needed to protect people and the environment from the effects of air pollution. The Council's work focuses on reducing emissions from transport, buildings and construction activity, improving public awareness, and supporting residents, schools and businesses to take practical action.

Tower Hamlets has been recognised as a finalist in the Awards for Excellence and MJ Awards for its anti-idling programme, which has successfully increased public awareness of air pollution from stationary vehicles and driven behavioural change by encouraging drivers to switch off their engines. The programme brought together education, enforcement, signage, school engagement, public events and digital communications. It included more than 400 anti-idling signs, 228 targeted patrols, 800+ driver engagements, school workshops delivered to 239 pupils, and public engagement through Clean Air Day, All Points East and Car Free Day.

The anti-idling programme has helped involve residents, pupils, parents, drivers and community partners in improving local air quality. School idling workshops also

improved pupils' understanding of air pollution and idling, including what idling is, that it is illegal, and how pollution can affect people both inside and outside vehicles. At two primary schools, monitored NO₂ levels during school-run periods decreased by 19–27% when comparing 2024 and 2025 peak idling times, alongside signage, patrols and student action days.

The Council also uses events and campaigns to speak directly with residents and businesses about air quality. Activities such as Clean Air Day, school engagement sessions, community pop-ups and council social media campaigns help share practical messages in a way that is easier for the public to understand. These activities encourage people to take simple actions such as switching off engines, walking or cycling short journeys, using public transport, reducing unnecessary car use, avoiding solid fuel burning and supporting clean air initiatives.

Partnership working remains important. The Council works with schools, health partners, community organisations, universities, businesses and other local stakeholders to increase awareness and promote behaviour change. This approach helps air quality messages reach more people and supports residents to understand how air pollution affects health and what they can do to reduce exposure.

Conclusions and Priorities

The 2025 monitoring results show that air quality in Tower Hamlets has improved significantly over the long term. NO₂ concentrations remain much lower than in 2019, and the overall trend is positive. However, the small increase between 2024 and 2025 shows that continued action is still needed. Roadside and kerbside sites continue to record the highest concentrations, which confirms that traffic emissions remain a key local challenge. The opening of the Silvertown Tunnel and introduction of charges at both Silvertown and Blackwell Tunnels in April 2025 are relevant transport changes to keep under review.

One exceedance of the annual mean NO₂ objective was identified in 2025 at Tube 35. This site will remain a priority for review and continued monitoring. Other higher locations, Tubes 74 and 83, will also continue to be considered when targeting local action. The Council will continue to focus on locations where monitoring shows the highest concentrations or where residents may be more exposed to pollution.

The main priorities for the coming year are to:

- Continue reducing emissions from road transport, construction activity and buildings;
- Support cleaner and more active travel;
- Improve anti-idling awareness and enforcement;
- Work with schools and communities;
- Continue monitoring areas of concern;
- Begin preparing the new Air Quality Action Plan for 2027-2031.

The Council will also continue to support London wide air quality policies and local measures that reduce emissions and exposure.

A key challenge is making air quality information accessible and meaningful to all communities in Tower Hamlets. The borough is highly diverse, and language, culture, trust and different levels of awareness can affect how residents understand air pollution and what actions they feel able to take. The Council recognises the need to improve engagement with residents from all backgrounds, particularly communities who may be disproportionately affected by poor air quality or less likely to access traditional council communications.

To address this, the Council will continue developing more inclusive and culturally appropriate engagement. This includes using plain English, strong visuals, trusted community spaces, schools, faith groups, local partners and social media to reach more residents. Future engagement will place greater emphasis on helping residents understand both outdoor and indoor air pollution, practical steps they can take, and how they can help improve air quality in their homes, streets and neighbourhoods.

Top Three Measures

1. Promoting and enforcing smoke control area requirement to include updating and consolidating historic smoke control order.
2. Installing Ultra Low Emission Vehicle (ULEV) infrastructure (electric charging points)
3. Implement campaigns to raise air quality awareness.

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Abbreviations

Abbreviation	Description
AQAP	Air Quality Action Plan
AQMA	Air Quality Management Area
AQN	Air Quality Neutral
AQO	Air Quality Objective
AQP	Air Quality Positive
BEB	Buildings Emission Benchmark
EV	Electric Vehicle
GLA	Greater London Authority
LAEI	London Atmospheric Emissions Inventory
LAQM	Local Air Quality Management
LLAQM	London Local Air Quality Management
NRMM	Non-Road Mobile Machinery
PM ₁₀	Particulate matter less than 10 micron in diameter
PM _{2.5}	Particulate matter less than 2.5 micron in diameter
TEB	Transport Emissions Benchmark
TfL	Transport for London

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

Pollutant	Standard / Objective / Guideline	Averaging Period	Date ⁽¹⁾
Nitrogen dioxide (NO ₂)	200 µg m ⁻³ not to be exceeded more than 18 times a year	1-hour mean	31 Dec 2005
Nitrogen dioxide (NO ₂)	40 µg m ⁻³	Annual mean	31 Dec 2005
Nitrogen dioxide (NO ₂)	WHO AQG ⁽²⁾ : 10 µg m ⁻³	Annual mean	
Particles (PM ₁₀)	50 µg m ⁻³ not to be exceeded more than 35 times a year	24-hour mean	31 Dec 2004
Particles (PM ₁₀)	WHO AQG ⁽²⁾ : 45 µg m ⁻³ not to be exceeded more than 3-4 times a year	24-hour mean	
Particles (PM ₁₀)	40 µg m ⁻³	Annual mean	31 Dec 2004
Particles (PM ₁₀)	WHO AQG ⁽²⁾ : 15 µg m ⁻³	Annual mean	
Particles (PM _{2.5})	10 µg m ⁻³ ⁽³⁾	Annual mean	2040
Particles (PM _{2.5})	London Mayoral Commitment ⁽⁴⁾ : 10 µg m ⁻³	Annual mean	2030
Particles (PM _{2.5})	WHO AQG ⁽²⁾ : 5 µg m ⁻³	Annual mean	
Particles (PM _{2.5})	Target of 15% reduction in concentration at urban background locations	3-year mean	Between 2010 and 2021
Particles (PM _{2.5})	WHO AQG ⁽²⁾ : 15 µg m ⁻³	24-hour mean	
Sulphur dioxide (SO ₂)	266 µg m ⁻³ not to be exceeded more than 35 times a year	15-minute mean	31 Dec 2005
Sulphur dioxide (SO ₂)	350 µg m ⁻³ not to be exceeded more than 24 times a year	1-hour mean	31 Dec 2004
Sulphur dioxide (SO ₂)	125 µg m ⁻³ not to be exceeded more than 3 times a year	24-hour mean	31 Dec 2004
Sulphur dioxide (SO ₂)	WHO AQG ⁽²⁾ : 40 µg m ⁻³ not to be exceeded more than 3-4 times a year	24-hour mean	

Notes:

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

1. Air Quality Monitoring

1.1 Locations

Table B. Details of Automatic Monitoring Sites for 2025

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA?	Which AQMA?	Monitoring Technique	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Inlet Height (m)
TH2 and TH2P	Mile End ⁽²⁾	Roadside	535927	182221	NO ₂ , NO, NO _x , PM _{2.5}	YES	Whole Borough AQMA	Chemiluminescence BAM for PM _{2.5}	1m (offices) (40m residential)	3	3
TH004	Blackwall (operated by TfL)	Roadside	538290	181452	NO ₂ , NO, NO _x , PM _{2.5} , PM ₁₀ , O ₃	YES	Whole Borough AQMA	Chemiluminescence UV photometric; FDMS TEOM (for PM)	29m (residential)	3	3
TH002	Victoria Park	Background	536487	184238	NO ₂ , NO, NO _x , PM _{2.5} , PM ₁₀	YES	Whole Borough AQMA	Chemiluminescence BAM for PM _{2.5} and PM ₁₀	290m (residential)	300	2
TH001	Millwall Park	Background	538052	178559	NO ₂ , NO, NO _x , PM ₁₀ , O ₃	YES	Whole Borough AQMA	Chemiluminescence BAM UV absorption	60m (residential)	60	1.5
TH005	King Edward Memorial Park (KEMP) ⁽³⁾	Roadside	535384	180752	NO _x , NO ₂ PM _{2.5}	YES	Whole Borough AQMA	T200 Chemiluminescence BAM 1020	12m (residential)	2	1.5

Notes:

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

(2) Mile End: BAM PM 2.5 monitor installed in 2019

(3) King Edward Memorial Park: Installed in May 2023

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

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)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
1	Colombia Rd / Gossett Street	Kerbside	533883	182815	NO ₂	Whole Borough AQMA	5	0.5	N	2.4
2	Calvert Ave / Boundary Street	Kerbside	533507	182569	NO ₂	Whole Borough AQMA	4	0.5	N	2.3
3	Bethnal Green Rd / Brick Lane	Kerbside	533860	182442	NO ₂	Whole Borough AQMA	3	0.5	N	2.3
4	Commercial St / Calvin St	Kerbside	533611	182037	NO ₂	Whole Borough AQMA	7	0.5	N	2.4
5	Whitechapel High St (KFC)	Kerbside	533985	181426	NO ₂	Whole Borough AQMA	3	0.5	N	2.3
6	Mansell St	Kerbside	533800	181021	NO ₂	Whole Borough AQMA	6	0.5	N	2.2
7	St Katherine's Way	Roadside	533992	180376	NO ₂	Whole Borough AQMA	10	10	N	2.3
8	Wapping High St / Sampson St	Kerbside	534444	180122	NO ₂	Whole Borough AQMA	3	0.5	N	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)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
9	Cartwright Street	Kerbside	533955	180805	NO ₂	Whole Borough AQMA	5	0.5	N	2.4
10	Whitechapel Rd / Adler St	Kerbside	534133	181509	NO ₂	Whole Borough AQMA	6	0.5	N	2.3
11	Brick Lane / Princelet St	Kerbside	533866	181860	NO ₂	Whole Borough AQMA	5	0.5	N	2.3
12	Buckfast St / Bethnal Green Rd	Kerbside	534259	182580	NO ₂	Whole Borough AQMA	4	0.5	N	2.5
13	Squirries St / Gosset St	Kerbside	534313	182810	NO ₂	Whole Borough AQMA	4	0.5	N	2.3
14	Warner Place/Hackney Rd	Kerbside	534255	183130	NO ₂	Whole Borough AQMA	17	0.5	N	2.4
15	Parmiter St / Cambridge Heath Road	Kerbside	534881	183240	NO ₂	Whole Borough AQMA	4	0.5	N	2.2
16	Paradise Row / Bethnal Green Rd	Kerbside	534959	182757	NO ₂	Whole Borough AQMA	3	0.5	N	2.3
17	Finnis St / Three Colts Lane	Kerbside	534783	182385	NO ₂	Whole Borough AQMA	2	0.5	N	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)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
18	Sidney St / Mile End Rd	Roadside	534968	181878	NO ₂	Whole Borough AQMA	6	2	N	2.3
19	Philpot St / Commercial Road	Kerbside	534816	181321	NO ₂	Whole Borough AQMA	8	0.5	N	2.3
20	Dellow St / The Highway	Roadside	534951	180779	NO ₂	Whole Borough AQMA	4	2	N	2.2
21	Queensbridge Rd / Hackney Rd	Kerbside	533985	183122	NO ₂	Whole Borough AQMA	4	0.5	N	2.2
22	Wapping Wall / Garnet St	Kerbside	535133	180376	NO ₂	Whole Borough AQMA	3	0.5	N	2.4
23	Brodlove Lane	Kerbside	535598	180816	NO ₂	Whole Borough AQMA	3	0.5	N	2.2
24	Jubilee Street / Commercial Rd	Kerbside	535174	181290	NO ₂	Whole Borough AQMA	5	0.5	N	2.3
25	Cavell St / Stepney Way	Kerbside	534884	181667	NO ₂	Whole Borough AQMA	20	1	N	2.3
26	Hannibal Rd / Mile End Rd	Kerbside	535386	182021	NO ₂	Whole Borough AQMA	3	0.5	N	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)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
27	Roman Rd / Globe Road	Kerbside	535296	182793	NO ₂	Whole Borough AQMA	12	0.5	N	2.2
28	Bonner Road	Kerbside	535356	183223	NO ₂	Whole Borough AQMA	7	0.5	N	2.7
29	Grove Rd / Old Ford Rd	Kerbside	535930	183385	NO ₂	Whole Borough AQMA	12	0.5	N	2.4
30	Fieldgate Street	Kerbside	534239	181565	NO ₂	Whole Borough AQMA	8	0.5	N	2.3
31	Whitechapel Market	Roadside	534516	181744	NO ₂	Whole Borough AQMA	15	1.5	N	2.2
32	Globe Rd / Mile End Rd	Kerbside	535634	182148	NO ₂	Whole Borough AQMA	4	0.5	N	2.3
33	Stepney Green	Urban background	535545	181604	NO ₂	Whole Borough AQMA	30	15	N	2.4
34	Pitsea St / Commercial Rd	Kerbside	535797	181164	NO ₂	Whole Borough AQMA	4	0.5	N	2.3
35	Narrow St / Limehouse Link	Roadside	535977	180879	NO ₂	Whole Borough AQMA	15	1.5	N	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)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
36	Locksley St / St Paul's Way	Kerbside	536704	181647	NO ₂	Whole Borough AQMA	40	0.5	N	2.9
37	Rhodeswell Rd	Kerbside	536577	181379	NO ₂	Whole Borough AQMA	40	1	N	2.4
38	Ben Johnson Road	Kerbside	536080	181721	NO ₂	Whole Borough AQMA	4	0.5	N	2.6
39	Harford St / Mile End Rd	Roadside	536089	182258	NO ₂	Whole Borough AQMA	3	1.5	N	2.2
40	Thoydon Rd	Kerbside	536105	183049	NO ₂	Whole Borough AQMA	7	0.5	N	2.4
41	Ford Close / Roman Rd	Roadside	536457	183301	NO ₂	Whole Borough AQMA	2	1.5	N	2.3
44	Parnell Rd/Old Ford Rd	Kerbside	536875	183740	NO ₂	Whole Borough AQMA	4	0.5	N	2.4
45	St Stephen's Rd / Tredegar Rd	Kerbside	536713	183070	NO ₂	Whole Borough AQMA	3	0.5	N	2.3
46	Rhondda Grove / Mile End Rd	Kerbside	536542	182589	NO ₂	Whole Borough AQMA	5	0.5	N	2.5

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
47	Wentworth Mews	Kerbside	536452	182454	NO ₂	Whole Borough AQMA	15	0.5	N	2.5
48	Ackroyd Drive	Kerbside	536768	181772	NO ₂	Whole Borough AQMA	40	0.5	N	2.5
49	Dod St / Burdett Rd	Kerbside	537049	181292	NO ₂	Whole Borough AQMA	5	0.5	N	2.5
50	Rich Street	Roadside	536937	180987	NO ₂	Whole Borough AQMA	3	1.5	N	2.2
51	Watney Market	Roadside	534938	181257	NO ₂	Whole Borough AQMA	10	15	N	2.2
52	Wick Lane / Autumn St	Kerbside	537304	183619	NO ₂	Whole Borough AQMA	3	0.5	N	2.4
53	Fairfield Road / Tredegar Road	Kerbside	537159	183415	NO ₂	Whole Borough AQMA	4	0.5	N	2.4
54	Bow Rd / Glebe Terrace	Kerbside	537525	182887	NO ₂	Whole Borough AQMA	5	0.5	N	2.4
55	TH Cemetery Park	Roadside	536732	182361	NO ₂	Whole Borough AQMA	15	5	N	2.5

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
56	Bow Common Lane / St Paul's Way	Kerbside	537248	181820	NO ₂	Whole Borough AQMA	30	0.5	N	2.3
57	Augusta St / Giraud St	Kerbside	537516	181392	NO ₂	Whole Borough AQMA	15	1	N	2.4
58	Dolphin Lane	Kerbside	537539	180688	NO ₂	Whole Borough AQMA	7	1	N	2.9
59	Westferry Road / Limehouse Link Jct	Kerbside	537100	180791	NO ₂	Whole Borough AQMA	7	1	N	2.2
60	Cascades, Westferry Road	Kerbside	537115	180074	NO ₂	Whole Borough AQMA	18	0.5	N	2.4
61	Bow Rd / Alfred St	Kerbside	537056	182773	NO ₂	Whole Borough AQMA	6	0.5	N	2.4
62	Mast House Terrace	Kerbside	537348	178690	NO ₂	Whole Borough AQMA	5	0.5	N	2.7
63	Millwall Park	Urban background	538246	178689	NO ₂	Whole Borough AQMA	300	250	N	2.3
64	Lime harbour	Kerbside	537953	179357	NO ₂	Whole Borough AQMA	10	0.5	N	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)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
65	Manchester Road / East Ferry Road	Kerbside	538032	178360	NO ₂	Whole Borough AQMA	2	0.5	N	2.3
66	Millwall Park	Urban background	538258	178689	NO ₂	Whole Borough AQMA	300	250	N	2.3
67	Seyssel Street	Kerbside	538544	178767	NO ₂	Whole Borough AQMA	15	0.5	N	2.3
68	Manchester Road / Ollife Street	Kerbside	538431	179044	NO ₂	Whole Borough AQMA	3	0.5	N	2.3
69	Lawnhouse Close	Kerbside	538190	179750	NO ₂	Whole Borough AQMA	30	0.5	N	2.3
70	Admirals Way	Kerbside	537424	179910	NO ₂	Whole Borough AQMA	15	0.5	N	2.3
71	Toynbee St / Commercial St	Roadside	533689	181705	NO ₂	Whole Borough AQMA	10	2	N	2.5
72	Prestons Road / Coldharbour	Kerbside	538364	180188	NO ₂	Whole Borough AQMA	4	0.5	N	2.2
73	John Smith Mews	Kerbside	538742	180756	NO ₂	Whole Borough AQMA	10	0.5	N	2.3

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
74	Poplar High St / Cotton St	Kerbside	538244	180761	NO ₂	Whole Borough AQMA	10	0.5	N	2.2
75	Hale Street	Kerbside	537661	180768	NO ₂	Whole Borough AQMA	7	0.5	N	2.3
76	Chrisp Street / E India Dock Road	Kerbside	537940	181021	NO ₂	Whole Borough AQMA	20	0.5	N	2.7
77	Morris / Barchester Street	Kerbside	537731	181761	NO ₂	Whole Borough AQMA	4	0.5	N	2.5
78	Devons Road / Campbell Road	Kerbside	537577	182232	NO ₂	Whole Borough AQMA	10	0.5	N	2.4
79	Hatfield Terrace / Fairfield Road	Kerbside	537355	183059	NO ₂	Whole Borough AQMA	3	0.5	N	2.4
80	Wrexham Road	Kerbside	537581	183209	NO ₂	Whole Borough AQMA	3	0.5	N	2.4
81	Bromley High Street / St Leonards	Kerbside	537868	182912	NO ₂	Whole Borough AQMA	5	0.5	N	2.4
82	Devas Street / Devons road	Kerbside	537821	182332	NO ₂	Whole Borough AQMA	7	0.5	N	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)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
83	Zetland Street / A12	Kerbside	538178	181747	NO ₂	Whole Borough AQMA	50	0.5	N	2.3
84	Blair Street (End of Street)	Roadside	538365	181180	NO ₂	Whole Borough AQMA	15	5	N	2.5
85	Portree Street	Kerbside	538895	181296	NO ₂	Whole Borough AQMA	4	0.5	N	2.3
86	Newport Avenue	Kerbside	538954	180872	NO ₂	Whole Borough AQMA	15	0.5	N	2.6
87	Mile End Road Corner Bancroft Rd	Kerbside	535929	182220	NO ₂	Whole Borough AQMA	30	0.5	N	2.3
88	Shirbutt St o/s Holy Family School	Kerbside	537555	180892	NO ₂	Whole Borough AQMA	10	0.5	N	2.3
89	Thames Path Storers Quay	Roadside	538730	178733	NO ₂	Whole Borough AQMA	4	10	N	2.3
90	Sextant Avenue	Kerbside	538674	178888	NO ₂	Whole Borough AQMA	4	1	N	2.3
91	At the entrance of MOT station	Kerbside	539007	181146	NO ₂	Whole Borough AQMA	8	1.9	N	2.5

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
92	At the exit of MOT station	Roadside	538907	181127	NO ₂	Whole Borough AQMA	12	3.7	N	2.3
93,94,95	Millwall Park-North Greenwich Bowls Club (Co-location site)	Urban background	538016	178569	NO ₂	Whole Borough AQMA	60	60	Y	1.5
42,43,96	Victoria Park (Co-location site)	Urban background	536494	184170	NO ₂	Whole Borough AQMA	330	320	Y	2.1

Notes:

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

1.2 Comparison of Monitoring Results with AQOs

Table D. Annual Mean NO₂ Monitoring Results: Automatic Monitoring (µg m⁻³)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid data capture for monitoring period % ^(a)	Valid data capture 2025 % ^(b)	2019	2020	2021	2022	2023	2024	2025
TH2 Mile End	535927	182221	Roadside	96	96	35	25	26	23	22	21.2	20.4
TH004 Blackwa ll	538290	181452	Roadside	99	99	47	39	37	28	28	30.6	27.9
TH002 Victoria Park	536487	184238	Background	99	72	24	17	16	17	15	13.8	16.4
TH001 Millwall Park	538052	178559	Background	83	56	24	17	17	20	17	14.0	15.0
TH005 King Edward Memori al Park ^c	535384	180752	Roadside	100	73	-	-	-	-	16	17.8	19.3

Notes:

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

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

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

Means for diffusion tubes have been corrected for bias.

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

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

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

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

Table E. Annual Mean NO_2 Monitoring Results: Non-Automatic Monitoring ($\mu\text{g m}^{-3}$)

Diffusion Tube ID	Site Name	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2024 (%) ⁽²⁾	2019	2020	2021	2022	2023	2024	2025
1	Colombia Rd / Gossett Street	533883	182815	Kerbside	100.0	100.0	33.0	24.9	21.5	20.0	19.6	16.5	17.4
2	Calvert Ave / Boundary Street	533507	182569	Kerbside	82.7	82.7	35.0	26.0	22.0	21.4	20.3	16.6	18.7

Diffusion Tube ID	Site Name	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2024 (%) ⁽²⁾	2019	2020	2021	2022	2023	2024	2025
3	<i>Bethnal Green Rd / Brick Lane</i>	533860	182442	Kerbside	100.0	100.0	37.0	27.4	26.3	26.4	27.7	23.9	23.2
4	<i>Commercial St / Calvin St</i>	533611	182037	Kerbside	82.7	82.7	48.0	34.2	32.7	30.4	26.3	27.0	27.8
5	<i>Whitechapel High St (KFC)</i>	533985	181426	Kerbside	90.4	90.4	48.0	33.9	37.7	36.8	32.9	31.8	29.1
6	<i>Mansell St</i>	533800	181021	Kerbside	90.4	90.4	45.0	35.2	30.3	32.1	30.5	27.9	27.2
7	<i>St Katherine's Way</i>	533992	180376	Roadside	82.7	82.7	28.0	19.9	19.1	25.4	17.9	16.6	17.2
8	<i>Wapping High St / Sampson St</i>	534444	180122	Kerbside	82.7	82.7	30.0	21.6	21.0	21.2	20.4	18.2	17.3
9	<i>Cartwright Street</i>	533955	180805	Kerbside	84.6	84.6	34.0	24.7	22.2	22.8	20.3	17.5	18.5
10	<i>Whitechapel Rd / Adler St</i>	534133	181509	Kerbside	100.0	100.0	40.0	28.9	28.1	30.5	25.9	30.7	26.7
11	<i>Brick Lane / Princelet St</i>	533866	181860	Kerbside	92.3	92.3	32.0	24.4	22.2	23.8	21.0	19.3	20.6
12	<i>Buckfast St / Bethnal Green Rd</i>	534259	182580	Kerbside	92.3	92.3	32.0	24.2	22.5	22.3	22.1	18.1	19.4
13	<i>Squirries St / Gosset St</i>	534313	182810	Kerbside	100.0	100.0	38.0	27.1	25.4	26.1	22.1	18.9	19.3

Diffusion Tube ID	Site Name	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2024 (%) ⁽²⁾	2019	2020	2021	2022	2023	2024	2025
14	Warner Place/Hackney Rd	534255	183130	Kerbside	100.0	100.0	35.0	25.5	22.5	26.1	25.0	23.1	23.2
15	Parmiter St / Cambridge Heath Road	534881	183240	Kerbside	100.0	100.0	41.0	30.0	28.5	27.4	24.9	23.7	23.9
16	Paradise Row / Bethnal Green Rd	534959	182757	Kerbside	90.4	90.4	36.0	28.0	28.1	28.4	26.9	20.8	21.8
17	Finnis St / Three Colts Lane	534783	182385	Kerbside	100.0	100.0	31.0	21.0	20.2	20.5	17.4	15.1	15.9
18	Sidney St / Mile End Rd	534968	181878	Roadside	84.6	84.6	37.0	29.0	27.9	26.1	26.5	25.6	25.3
19	Philpot St / Commercial Road	534816	181321	Kerbside	90.4	90.4	41.0	31.0	29.5	29.5	26.4	22.3	23.5
20	Dellow St / The Highway	534951	180779	Roadside	100.0	100.0	49.0	34.0	37.5	37.8	33.3	27.4	27.5
21	Queensbridge Rd / Hackney Rd	533985	183122	Kerbside	100.0	100.0	35.0	26.0	24.4	24.4	23.8	21.0	23.7
22	Wapping Wall / Garnet St	535133	180376	Kerbside	100.0	100.0	30.0	23.0	24.6	23.8	19.8	16.3	17.3
23	Brodlove Lane	535598	180816	Kerbside	100.0	100.0	40.0	30.0	29.3	29.2	26.6	21.4	23.7

Diffusion Tube ID	Site Name	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2024 (%) ⁽²⁾	2019	2020	2021	2022	2023	2024	2025
24	<i>Jubilee Street / Commercial Rd</i>	535174	181290	Kerbside	100.0	100.0	47.0	33.0	37.1	34.8	32.6	25.9	30.2
25	<i>Cavell St / Stepney Way</i>	534884	181667	Kerbside	67.3	67.3	38.0	30.0	26.3	29.4	28.2	25.9	22.0
26	<i>Hannibal Rd / Mile End Rd</i>	535386	182021	Kerbside	100.0	100.0	42.0	29.0	27.0	25.8	25.0	20.9	21.9
27	<i>Roman Rd / Globe Road</i>	535296	182793	Kerbside	100.0	100.0	34.0	26.0	26.8	24.2	23.4	18.4	21.0
28	<i>Bonner Road</i>	535356	183223	Kerbside	100.0	100.0	35.0	26.0	32.1	32.3	31.4	21.5	18.2
29	<i>Grove Rd / Old Ford Rd</i>	535930	183385	Kerbside	57.7	57.7	40.0	28.0	26.8	26.5	26.1	22.3	21.9
30	<i>Fieldgate Street</i>	534239	181565	Kerbside	100.0	100.0	38.0	28.0	28.2	28.7	26.3	21.4	24.8
31	<i>Whitechapel Market</i>	534516	181744	Roadside	100.0	100.0	54.0	40.0	40.4	37.6	37.9	29.0	30.4
32	<i>Globe Rd / Mile End Rd</i>	535634	182148	Kerbside	100.0	100.0	42.0	30.0	30.3	30.9	29.3	27.8	26.8
33	<i>Stepney Green</i>	535545	181604	Urban Background	100.0	100.0	28.0	24.0	21.2	20.8	19.0	16.0	17.2
34	<i>Pitsea St / Commercial Rd</i>	535797	181164	Kerbside	75.0	75.0	35.0	26.0	25.8	24.9	22.4	20.6	21.7
35	<i>Narrow St / Limehouse Link</i>	535977	180879	Roadside	82.7	82.7	<u>77.0</u>	54.0	<u>60.5</u>	59.4	54.9	<u>45.7</u>	48.8

Diffusion Tube ID	Site Name	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2024 (%) ⁽²⁾	2019	2020	2021	2022	2023	2024	2025
36	<i>Locksley St / St Paul's Way</i>	536704	181647	Kerbside	67.3	67.3	32.0	26.0	26.2	21.3	24.1	18.6	19.7
37	<i>Rhodeswell Rd</i>	536577	181379	Kerbside	92.3	92.3	30.0	27.0	24.8	23.7	21.6	19.8	20.2
38	<i>Ben Johnson Road</i>	536080	181721	Kerbside	100.0	100.0	36.0	29.0	28.4	27.3	26.3	21.8	22.9
39	<i>Harford St / Mile End Rd</i>	536089	182258	Roadside	90.4	90.4	36.0	26.0	28.1	27.1	24.5	20.4	23.4
40	<i>Thoydon Rd</i>	536105	183049	Kerbside	90.4	90.4	33.0	24.0	24.3	23.8	20.6	17.2	19.9
41	<i>Ford Close / Roman Rd</i>	536457	183301	Roadside	100.0	100.0	34.0	26.0	28.9	28.0	25.4	20.5	22.6
44	<i>Parnell Rd/Old Ford Rd</i>	536875	183740	Kerbside	92.3	92.3	34.0	28.0	27.9	27.8	26.7	23.8	22.6
45	<i>St Stephen's Rd / Tredegar Rd</i>	536713	183070	Kerbside	100.0	100.0	39.0	31.0	29.4	28.7	25.5	21.5	22.7
46	<i>Rhondda Grove / Mile End Rd</i>	536542	182589	Kerbside	90.4	90.4	33.0	26.0	24.1	24.1	20.6	17.4	19.3
47	<i>Wentworth Mews</i>	536452	182454	Kerbside	100.0	100.0	41.0	32.0	32.4	29.0	27.1	25.0	24.1
48	<i>Ackroyd Drive</i>	536768	181772	Kerbside	100.0	100.0	37.0	32.0	30.0	28.5	27.6	23.0	23.7
49	<i>Dod St / Burdett Rd</i>	537049	181292	Kerbside	92.3	92.3	30.0	25.0	22.0	21.0	20.1	18.6	19.7
50	<i>Rich Street</i>	536937	180987	Roadside	90.4	90.4	35.0	29.0	29.5	28.6	26.9	22.6	22.1
51	<i>Watney Market</i>	534938	181257	Roadside	92.3	92.3	29.0	23.0	23.7	23.0	21.6	20.3	19.0

Diffusion Tube ID	Site Name	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2024 (%) ⁽²⁾	2019	2020	2021	2022	2023	2024	2025
52	Wick Lane / Autumn St	537304	183619	Kerbside	100.0	100.0	37.0	30.0	30.3	28.6	27.2	22.6	25.0
53	Fairfield Road / Tredegar Road	537159	183415	Kerbside	100.0	100.0	43.0	35.0	35.4	32.0	31.2	27.0	27.2
54	Bow Rd / Glebe Terrace	537525	182887	Kerbside	100.0	100.0	50.0	37.0	38.3	41.2	41.4	30.4	30.7
55	TH Cemetery Park	536732	182361	Roadside	100.0	100.0	22.0	17.0	16.8	16.5	13.3	11.8	13.1
56	Bow Common Lane / St Paul's Way	537248	181820	Kerbside	100.0	100.0	32.0	26.0	25.4	25.3	25.1	21.9	23.0
57	Augusta St / Giraud St	537516	181392	Kerbside	100.0	100.0	27.0	23.0	22.1	21.0	19.6	17.2	17.4
58	Dolphin Lane	537539	180688	Kerbside	100.0	100.0	28.0	23.0	21.7	22.4	19.9	17.7	18.1
59	Westferry Road / Limehouse Link Jct	537100	180791	Kerbside	100.0	100.0	31.0	28.0	27.5	27.2	25.0	21.8	22.3
60	Cascades, Westferry Road	537115	180074	Kerbside	100.0	100.0	36.0	34.0	32.2	30.5	27.3	23.8	21.9
61	Bow Rd / Alfred St	537056	182773	Kerbside	100.0	100.0	35.0	28.0	25.4	24.5	23.2	20.2	21.3
62	Mast House Terrace	537348	178690	Kerbside	92.3	92.3	32.0	27.0	26.5	25.2	23.9	21.2	18.3

Diffusion Tube ID	Site Name	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2024 (%) ⁽²⁾	2019	2020	2021	2022	2023	2024	2025
63	Millwall Park	538246	178689	Urban Background	100.0	100.0	24.0	21.0	20.3	18.6	16.2	15.2	14.5
64	Lime harbour	537953	179357	Kerbside	100.0	100.0	37.0	36.0	36.5	33.3	30.4	28.6	25.4
65	Manchester Road / East Ferry Road	538032	178360	Kerbside	100.0	100.0	29.0	25.0	23.3	22.7	20.9	18.3	18.7
66	Millwall Park	538258	178689	Urban Background	82.7	82.7	22.0	18.0	19.6	19.7	16.5	14.4	14.9
67	Seyssel Street	538544	178767	Kerbside	90.4	90.4	31.0	27.0	26.4	24.5	23.2	20.8	21.2
68	Manchester Road / Ollife Street	538431	179044	Kerbside	100.0	100.0	34.0	26.0	27.0	25.0	24.9	21.0	19.4
69	Lawnhouse Close	538190	179750	Kerbside	82.7	82.7	31.0	27.0	25.9	24.2	23.7	20.5	22.2
70	Admirals Way	537424	179910	Kerbside	100.0	100.0	29.0	24.0	22.3	22.8	19.4	17.8	17.7
71	Toynbee St / Commercial St	533689	181705	Roadside	92.3	92.3	45.0	35.0	33.0	31.7	29.5	28.7	27.1
72	Prestons Road / Coldharbour	538364	180188	Kerbside	80.8	80.8	38.0	30.0	31.2	28.3	28.5	25.3	24.1
73	John Smith Mews	538742	180756	Kerbside	92.3	92.3	31.0	25.0	26.0	22.3	21.6	16.9	18.4
74	Poplar High St / Cotton St	538244	180761	Kerbside	100.0	100.0	71.0	59.0	54.9	55.7	50.4	42.5	38.4
75	Hale Street	537661	180768	Kerbside	100.0	100.0	29.0	24.0	23.5	22.3	19.9	18.7	19.2

Diffusion Tube ID	Site Name	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2024 (%) ⁽²⁾	2019	2020	2021	2022	2023	2024	2025
76	<i>Chrisp Street / E India Dock Road</i>	537940	181021	Kerbside	100.0	100.0	39.0	33.0	33.4	30.6	31.4	25.8	26.6
77	<i>Morris / Barchester Street</i>	537731	181761	Kerbside	80.8	80.8	31.0	26.0	22.5	21.7	21.0	18.1	19.8
78	<i>Devons Road / Campbell Road</i>	537577	182232	Kerbside	100.0	100.0	36.0	32.0	31.3	30.3	29.0	26.1	23.8
79	<i>Hatfield Terrace / Fairfield Road</i>	537355	183059	Kerbside	100.0	100.0	28.0	24.0	24.8	22.8	19.7	17.1	18.0
80	<i>Wrexham Road</i>	537581	183209	Kerbside	100.0	100.0	35.0	28.0	29.6	26.4	24.9	20.2	22.6
81	<i>Bromley High Street / St Leonards</i>	537868	182912	Kerbside	100.0	100.0	34.0	29.0	30.7	27.4	24.5	22.0	20.5
82	<i>Devas Street / Devons road</i>	537821	182332	Kerbside	100.0	100.0	37.0	29.0	32.4	28.5	28.4	22.7	25.4
83	<i>Zetland Street / A12</i>	538178	181747	Kerbside	100.0	100.0	52.0	41.0	43.3	40.9	40.1	33.6	33.1
84	<i>Blair Street (End of Street)</i>	538365	181180	Roadside	90.4	90.4	39.0	36.0	32.1	29.9	27.5	24.7	23.5
85	<i>Portree Street</i>	538895	181296	Kerbside	92.3	92.3	38.0	34.0	33.5	31.6	29.7	28.2	25.5
86	<i>Newport Avenue</i>	538954	180872	Kerbside	100.0	100.0	28.0	22.0	24.6	22.5	21.4	16.8	18.9

Diffusion Tube ID	Site Name	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2024 (%) ⁽²⁾	2019	2020	2021	2022	2023	2024	2025
87	Mile End Road Corner Bancroft Rd	535929	182220	Kerbside	100.0	100.0	37.0	31.0	30.2	27.9	25.5	22.8	24.1
88	Shirbutt St o/s Holy Family School	537555	180892	Kerbside	92.3	92.3	26.0	21.0	21.3	20.0	19.4	17.1	17.1
89	Thames Path Storers Quay	538730	178733	Roadside	100.0	100.0	26.0	23.0	21.5	21.9	19.7	16.5	15.3
90	Sextant Avenue	538674	178888	Kerbside	100.0	100.0	24.0	20.0	20.8	19.3	19.3	15.8	17.5
91	At the entrance of MOT station	539007	181146	Kerbside	90.4	90.4	-	-	31.0	23.1	23.6	23.8	26.5
92	At the exit of MOT station	538907	181127	Roadside	100.0	100.0	-	-	39.3	27.7	29.2	20.8	21.1
93, 94, 95	Millwall Park- North Greenwich Bowls Club (Co-location site)	538016	178569	Urban background	100.0	100.0	-	-	-	-	-	13.8	13.5
42, 43, 96	Victoria Park (Co-location site)	536494	184170	Urban Background	100.0	100.0	21.0	17.0	14.9	14.5	14.6	11.0	13.0

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

☒ Diffusion tube data has been bias adjusted.

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

Notes:

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

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

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

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

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

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

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

Average Nitrogen Dioxide Concentration in Tower Hamlets

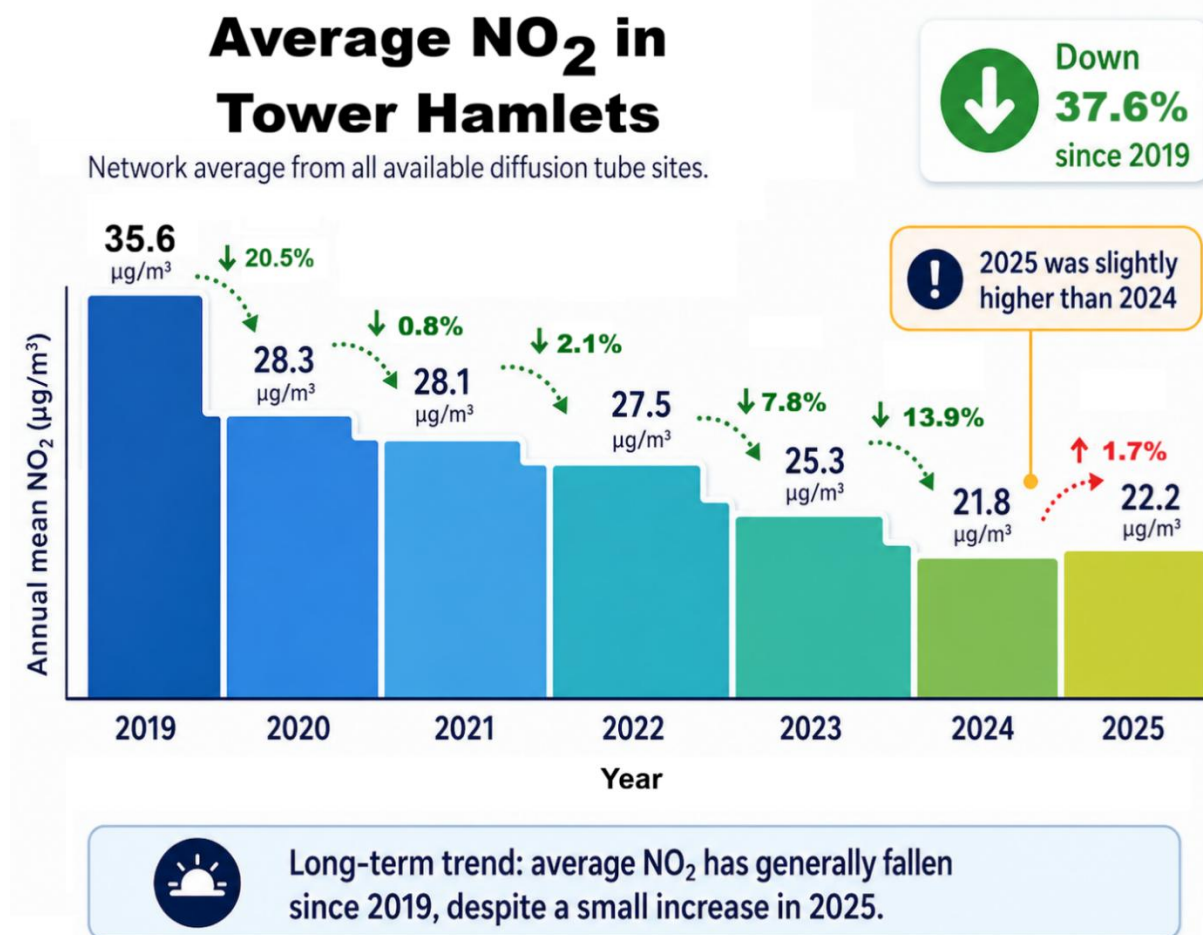


Figure 1: Long term trend: average Nitrogen Dioxide in Tower Hamlets since 2019

Key Insights from 2025 Diffusion Tube Monitoring

Question: Is air quality still improving?

Answer: Yes – overall air quality continues to improve and has fallen substantially since 2019. Nitrogen dioxide (NO₂) reduced from an average of 35.6 µg/m³ in 2019 to 22.2 µg/m³ in 2025, which is 37.6% reduction. The borough wide average NO₂ concentration increased marginally by 1.7% compared to 2024, rising from 21.8 µg/m³ to 22.2 µg/m³. Despite this small increase, levels remain substantially lower than pre-pandemic concentrations and well below the national annual mean objective of 40 µg/m³.

Question: How many sites met the NO₂ objective in 2025?

Answer: In 2025, NO₂ concentrations were measured at 96 diffusion tube locations across the borough. Results show continued high compliance with the annual mean objective of 40 µg/m³, with 95 out of 96 diffusion tubes (approximately 99%) meeting the objective. Only one roadside diffusion tube (Tube 35, Narrow St / Limehouse Link recorded an exceedance. Following distance correction to the nearest relevant receptors, no exceedances were identified at residential façades).

Question: Where are the worst locations in 2025?

Answer: The highest NO₂ concentrations in 2025 were again concentrated along the A13 and central east–west transport corridor, reflecting persistent high traffic flows. The worst-affected locations were:

- **Tube 35 – Narrow St / Limehouse Link (Roadside): 48.8 µg/m³**
- **Tube 74 – Poplar High St / Cotton St (Kerbside): 38.4 µg/m³**
- **Tube 83 – Zetland Street / A12 (Kerbside): 33.1 µg/m³**

While only one site exceeded the annual mean objective, these locations continue to represent the borough's most persistent traffic related hotspots.

Question: What factors may explain the increase in concentrations observed in 2025?

Answer: The 2025 increase is likely to be due to a combination of local and wider factors, including traffic activity, road dust, construction, weather conditions and regional particulate episodes. The opening of the Silvertown Tunnel in April 2025 is also a relevant local transport change to monitor, particularly around Blackwall and nearby approach roads. From 7 April 2025, charges were introduced for both the new Silvertown Tunnel and the existing Blackwall Tunnel during charging times, with the aim of managing traffic levels across both crossings.

These charges may have changed driver behaviour and route choice, including the timing of journeys, use of Blackwall/Silvertown crossings, or diversion to alternative routes and river crossings. Any redistribution of traffic could potentially affect parts of Tower Hamlets, particularly routes connected to the A12, A13, Blackwall Tunnel approaches, Poplar, Limehouse and the Isle of Dogs. However, the 2025 monitoring results alone cannot confirm that the Silvertown Tunnel or tunnel charging caused the observed increase. The Council will continue to review local monitoring results, traffic data and future TfL monitoring reports to understand whether there are any localised impacts.

Question: Urban Background vs Kerbside vs Roadside – how do levels compare in 2025?

Answer: A clear and consistent gradient remains between site types in 2025.

- Urban background sites recorded the lowest average concentrations at 14.6 $\mu\text{g}/\text{m}^3$, reflecting broader regional background conditions.
- Kerbside sites averaged 22.3 $\mu\text{g}/\text{m}^3$
- Roadside sites recorded the highest average at 24.0 $\mu\text{g}/\text{m}^3$.

This pattern reflects proximity to traffic emissions and remains consistent with previous years.

Question: What was the biggest improvement from 2024 to 2025?

Answer: The largest year-on-year improvement was observed at:

Tube ID	2024 ($\mu\text{g}/\text{m}^3$)	2025 ($\mu\text{g}/\text{m}^3$)	Change ($\mu\text{g}/\text{m}^3$)	% change
28	21.5	18.2	-3.3	-15.3%
25	25.9	22.0	-3.9	-15.1%
10	30.7	26.7	-4.0	-13.0%
64	28.6	25.4	-3.2	-11.2%
74	42.5	38.4	-4.1	-9.6%

The largest percentage improvement between 2024 and 2025 was recorded at Tube 28, where NO_2 concentrations fell from 21.5 $\mu\text{g}/\text{m}^3$ to 18.2 $\mu\text{g}/\text{m}^3$, representing a reduction of 3.3 $\mu\text{g}/\text{m}^3$ (15.3%).

Tube 25 recorded a similarly large improvement, with concentrations decreasing by 3.9 µg/m³ (15.1%). Although Tube 74 (Poplar High St / Cotton St) did not record the largest percentage reduction, the improvement remains particularly significant, as concentrations fell from 42.5 µg/m³ in 2024 to 38.4 µg/m³ in 2025, bringing the site below the annual mean objective of 40 µg/m³.

Question: Which sites worsened in 2025?

Answer: While most sites were stable or improved, several locations recorded modest increases:

Tube ID	Site type / location	2024 (µg/m³)	2025 (µg/m³)	Change (µg/m³)	% increase
42 / 43 / 96	Urban Background	11.0	13.0	+2.0	+18.2%
24	Kerbside – Poplar High Street	25.9	30.2	+4.3	+16.6%
30	Kerbside – Poplar / Limehouse corridor	21.4	24.8	+3.4	+15.9%

While most sites were stable or improved, several locations recorded increases in 2025. The largest percentage increase was observed at the urban background site represented by Tubes 42/43/96, where concentrations rose from 11.0 µg/m³ to 13.0 µg/m³ (approximately an 18% increase). Despite this, concentrations at this site remain very low and well below the annual mean objective. Larger absolute increases were observed at kerbside locations (Tube 24 and Tube 30), reflecting localised traffic related conditions rather than borough wide deterioration.

Overall Interpretation (2019–2025)

Over the seven year period to 2025, diffusion tube monitoring across the borough shows a clear and sustained downward trend in NO₂ concentrations, despite short-term fluctuations. Compared with 2019:

- Borough wide average concentrations are now **around 38% lower**
- Urban background sites show consistent long-term improvements
- Roadside hotspots remain, but at significantly reduced intensity

The slight plateau observed between 2024 and 2025 suggests that future reductions may be more incremental, as fleet compliance improves and background concentrations approach regional baselines.

Drivers of Long-Term Improvement

The sustained improvements observed through 2025 are likely the result of:

- Expansion of the Ultra Low Emission Zone (ULEZ) (Inner London from Oct 2021; London wide from Aug 2023)
- Continued fleet renewal, including Euro VI buses and taxis
- Cleaner vehicle technology
- Increased walking, cycling, and public transport use
- Targeted traffic management and signal optimisation

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

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid data capture for monitoring period % ^(a)	Valid data capture 2025 % ^(b)	2019	2020	2021	2022	2023	2024	2025
TH2	535927	182221	Roadside	96	96	1	0	0	0	0	0	0
TH004	538290	181452	Roadside	99	99	0	0	0	0	0	0	0
TH002	536487	184238	Background	99	99	0	0	0	0	0	0	0
TH001	538052	178559	Background	83	83	0	0	0	0	0	0	0 (72)
TH005	535384	180752	Roadside	100	100	-	-	-	-	0 (91)	0	0

Notes

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

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

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

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

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

Key Insights:

In 2025, compliance against the 1-hour mean NO₂ objective was achieved at all five automatic monitoring sites.

Since 2020, there were no exceedances of the 1-hour mean NO₂ objective, 200µg m⁻³ at any of the automatic monitoring site.

In 2019, only 1 exceedance was recorded at Mile End automatic monitoring site (roadside site). This is well below the permitted 18 hours per year.

Data capture rate of more than 85% was achieved at all nitrogen dioxide automatic monitoring stations, except from Millwall Park (TH001). Where the 99.8th percentile of 1-hour mean NO₂ concentration is reported in brackets as 72 ug/m³, which is well below the 200 ug/m³ short term objective.

Table G. Annual Mean PM₁₀ Automatic Monitoring Results (µg m⁻³)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid data capture for monitoring period % ^(a)	Valid data capture 2025 % ^(b)	2019	2020	2021	2022	2023	2024	2025
TH004 Blackwall	538290	181452	Roadside	96	96	20	17	18	-	15	16.2	21.4
TH002 Victoria Park	536487	184238	Background	99	99	18	18	18	13	15	13.2	17.4
TH001 Millwall Park	538052	178559	Background	99	99	18	17	16	16	14	14.0	15.9

Notes

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

Exceedances of the PM₁₀ annual mean AQO of 40 µg m⁻³ are shown in **bold**.

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

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

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

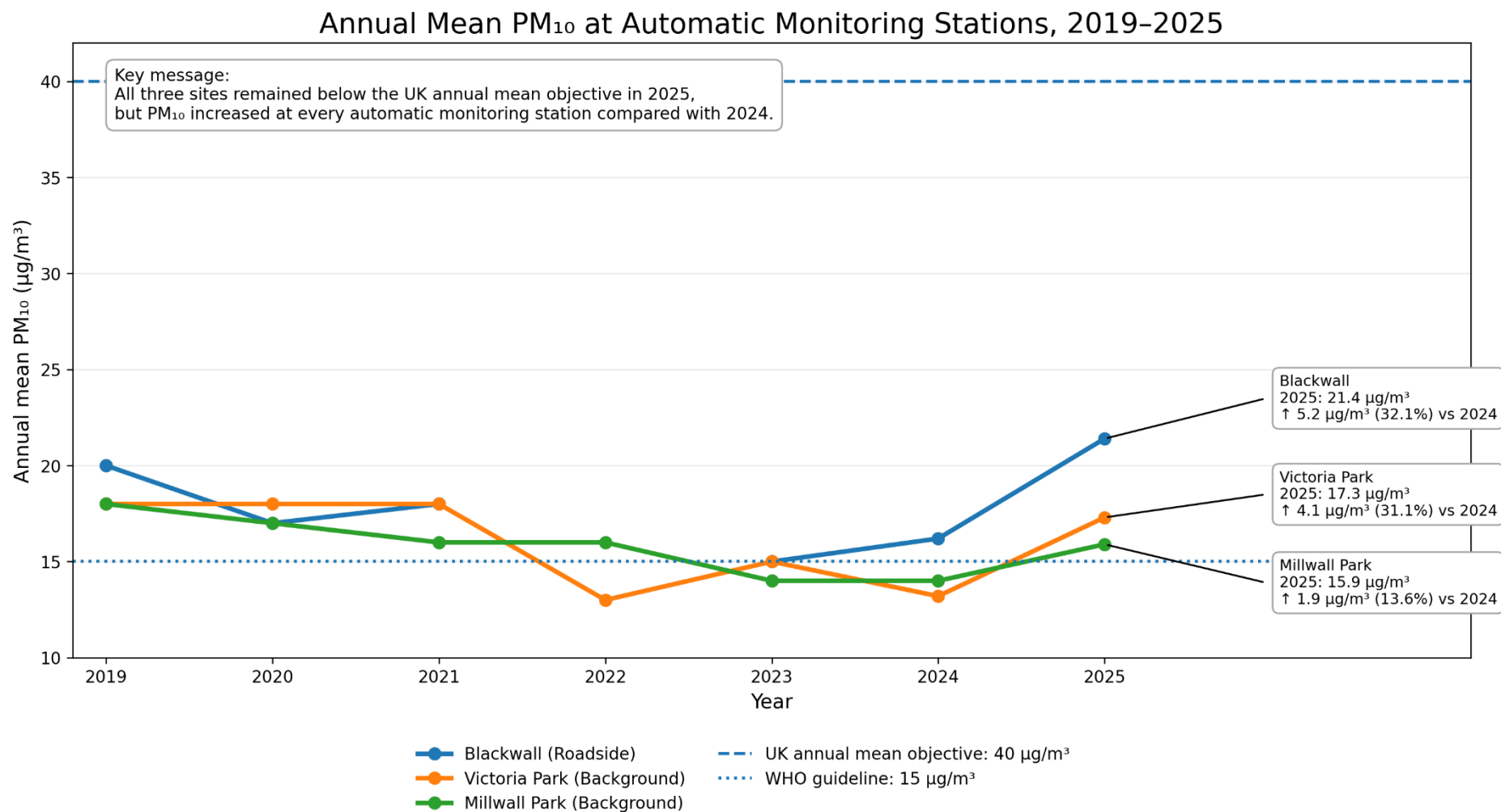


Figure 2: Comparison of annual mean PM₁₀ concentrations across Tower Hamlets continuous monitoring sites

Key Insights:

Although all three automatic PM₁₀ monitoring sites remained well below the UK annual mean objective of 40 µg/m³, all three recorded annual mean PM₁₀ concentrations above the WHO guideline level of 15 µg/m³.

The highest concentration was recorded at Blackwall roadside site, at 21.4 µg/m³, followed by Victoria Park background site at 17.3 µg/m³ and Millwall Park background site at 15.9 µg/m³.

Annual mean PM₁₀ increased at all three sites compared with 2024, suggesting that the rise may reflect wider background or regional particulate conditions as well as local sources such as road dust, traffic, construction activity and meteorology. Data capture was high at all three sites, ranging from 96% to 99%, so the 2025 annual mean results are considered robust and did not require annualisation.

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

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid data capture for monitoring period % ^(a)	Valid data capture 2025 % ^(b)	2019	2020	2021	2022	2023	2024	2025
TH004 Blackwall	538290	181452	Roadside	96	96	8 (35)	4	0 (27.1)	-	1	0	13
TH002 Victoria Park	536487	184238	Background	99	99	7 (30)	7	5	4 (31)	1	0	3
TH001 Millwall Park	538052	178559	Background	99	99	7	5	1	3	0	0	2

Notes

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

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

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

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

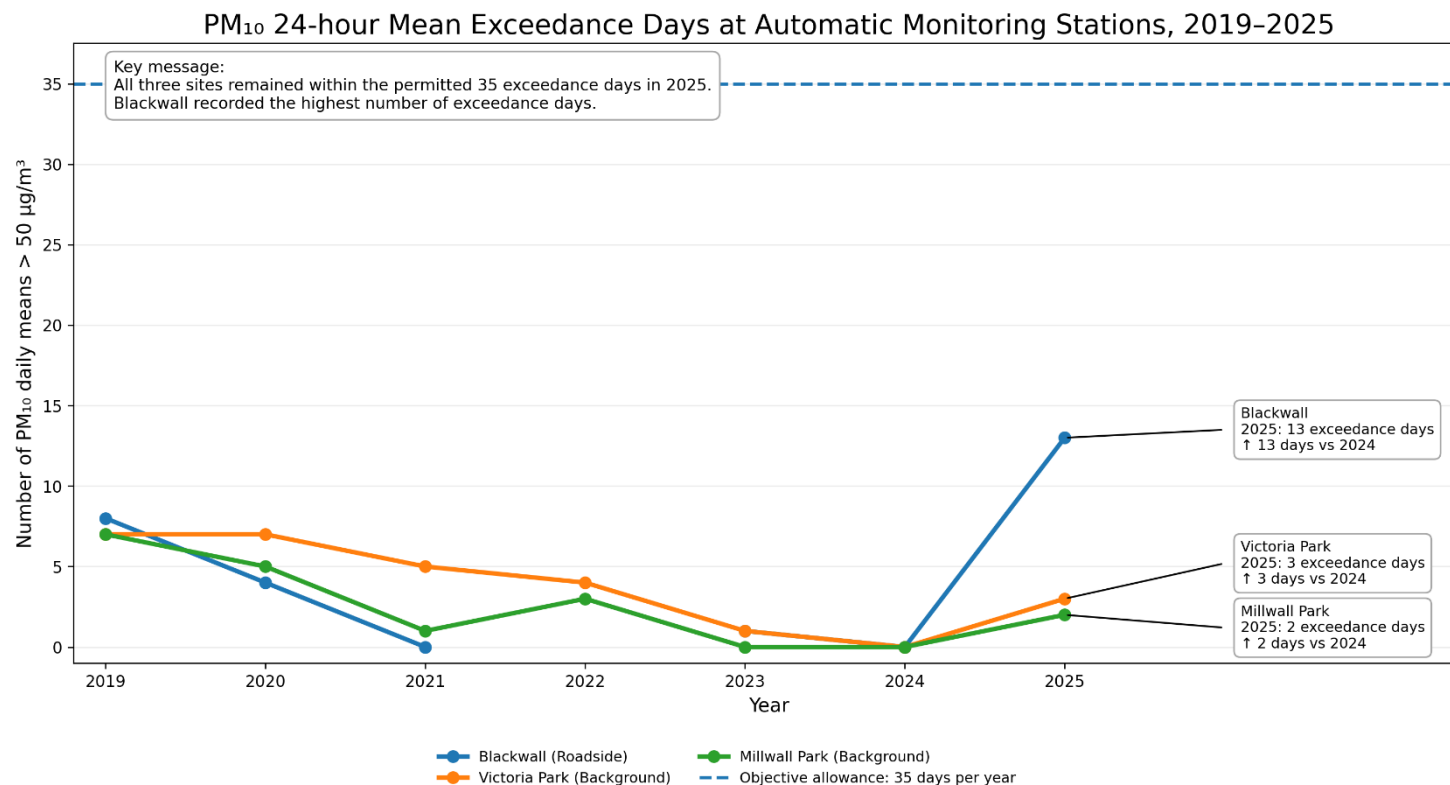


Figure 3: Comparison PM₁₀ concentrations of 24-hour mean exceedance days across Tower Hamlets continuous monitoring sites

Key Insights:

In 2025, all three automatic monitoring sites remained within the PM₁₀ 24-hour mean objective, which allows up to 35 days per year above 50 µg/m³. Blackwall roadside site recorded the highest number of exceedance days, with 13 days, followed by Victoria Park background site with 3 days and Millwall Park background site with 2 days. This represents an increase compared with 2024, when no exceedance days were recorded at any of the three sites. Despite this increase, all sites remained comfortably within the permitted objective. The roadside site continuing to record the highest number of exceedance days suggests that traffic-related

sources and resuspended road dust remain important contributors to PM₁₀ concentrations. Data capture was high across the monitoring network, ranging from 96% to 99%, meaning the 2025 results are considered robust

Table I. Annual Mean PM_{2.5} Automatic Monitoring Results (µg m⁻³)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid data capture for monitoring period % ^(a)	Valid data capture 2025 % ^(b)	2019	2020	2021	2022	2023	2024	2025
TH2P Mile End	535927	182221	Roadside	93	93	10	12	11	9	8	8.4	9.5
TH004 Blackwall	538290	181452	Roadside	99	99	12	9	11	8	9	9.8	11.6
TH002 Victoria Park	536487	184238	Background	97	97	10	12	9	9	8	8.0	8.2
TH005 ^c King Edward Memorial Park	535384	180752	Roadside	95	95	-	-	-	-	7	8.9	10.5

Notes

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

Exceedances of the PM_{2.5} annual mean concentration target of 10 µg m⁻³ are shown in **bold**.

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

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

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

(c) King Edward Memorial Park (TH005): Installed in May 2023.

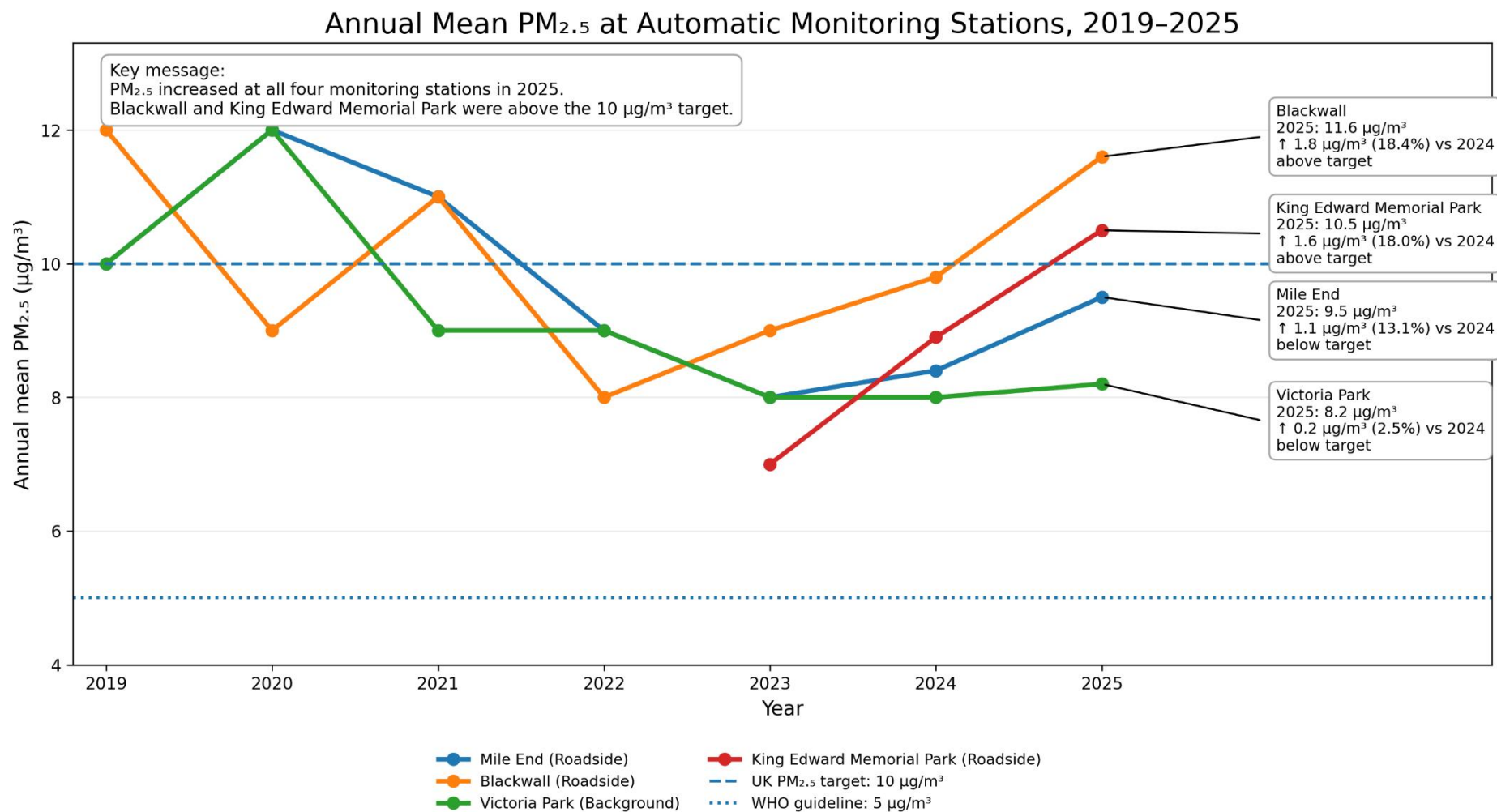


Figure 4: Comparison of annual mean PM_{2.5} concentrations across Tower Hamlets continuous monitoring sites

Key Insights:

In 2025, annual mean $\text{PM}_{2.5}$ increased at all four automatic monitoring sites compared with 2024. The highest concentration was recorded at Blackwall roadside site, at $11.6 \mu\text{g}/\text{m}^3$, followed by King Edward Memorial Park roadside site at $10.5 \mu\text{g}/\text{m}^3$. These two sites were above the $10 \mu\text{g}/\text{m}^3$ $\text{PM}_{2.5}$ annual mean target associated with the London Mayoral 2030 commitment. Mile End remained below the target at $9.5 \mu\text{g}/\text{m}^3$, while Victoria Park background site recorded the lowest concentration at $8.2 \mu\text{g}/\text{m}^3$. Data capture was high across all sites, ranging from 93% to 99%, so the 2025 results are considered robust.

2. Action to Improve Air Quality

2.1 Air Quality Management Areas

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

A summary of AQMA declared by London Borough of Tower Hamlets can be found in Table J. The table presents a description of the borough wide AQMA that is currently designated within London Borough of Tower Hamlets. Appendix D provides maps of AQMA and also the air quality monitoring locations in relation to the AQMA. The air quality objectives pertinent to the current AQMA designation(s) are as follows:

- I. Nitrogen Dioxide: The London Borough of Tower Hamlets was failing to meet the EU annual average limit for this pollutant at some monitoring stations and modelling indicated it was being breached at several other areas across the Borough.
- II. Particulate Matter: Even though the London Borough of Tower Hamlets was meeting the EU limits for PM₁₀, it was exceeding the World Health Organisation (WHO) air quality guideline for this pollutant. We also have a formal responsibility to work towards reductions of PM_{2.5}, which is a fraction of PM₁₀. Concentrations of PM_{2.5} are measured at specific monitoring points throughout the Borough. The Council supports the London Mayor's 2030 commitment to achieving the WHO 2005 guidelines levels for PM_{2.5} (10ug/m³).

Table J. Declared Air Quality Management Areas

AQMA Name	Date of Declaration	Pollutants and Air Quality Objectives	One Line Description	Is air quality in the AQMA influenced by roads controlled by Highways England?	Level of Exceedance: Declaration	Level of Exceedance: Current Year	Number of Years Compliant with Air Quality Objective	Name and Date of AQAP Publication	Web Link to AQAP
Tower Hamlets AQAM	06/12/2000 (as per the UK-AIR DEFRA website: AQMA Details - Defra, UK)	Nitrogen Dioxide (NO ₂) (as per the UK-AIR DEFRA website: AQMA Details - Defra, UK)	The whole borough. Source: Transport and Industrial source (as per the UK-AIR DEFRA website: AQMA Details - Defra, UK)	No	NO ₂ above annual mean at multiple sites,. (as per the UK-AIR DEFRA website: AQMA Details - Defra, UK)	In 2025, only one diffusion tube site recorded concentration above the annual mean objective of 40 µg/m ³ at the monitoring location. However, following the application of national bias adjustment and distance correction to the nearest relevant exposure, concentrations at all sites were below the objective, confirming no exceedances at relevant exposure locations. The highest annual mean concentration at a relevant receptor in 2025 was 34.4 µg/m ³ , recorded at Diffusion Tube ID 35 (Narrow Street / Limehouse Link) after bias adjustment and distance correction. These results demonstrate continued compliance with the NO ₂ annual mean objective at all locations of relevant exposure within the borough during 2025.	NO₂ – Automatic Monitoring Sites: Compliant with the annual mean objective since 2020, representing 6 consecutive years of compliance within the AQMA.	London Borough of Tower Hamlets Air Quality Action Plan (AQAP) 2022 – 2027 Date of publication- 26 October 2022	Visit: https://www.towerhamlets.gov.uk/lgn/environmental_health/pollution/air_quality/Advanced_information_on_air_quality/Action_plan_and_reports.aspx

AQMA Name	Date of Declaration	Pollutants and Air Quality Objectives	One Line Description	Is air quality in the AQMA influenced by roads controlled by Highways England?	Level of Exceedance: Declaration	Level of Exceedance: Current Year	Number of Years Compliant with Air Quality Objective	Name and Date of AQAP Publication	Web Link to AQAP
Tower Hamlets AQMA	06/12/2000 (as per the UK-AIR DEFRA website: AQMA Details - Defra, UK)	Particulate Matter (PM ₁₀) (as per the UK-AIR DEFRA website: AQMA Details - Defra, UK)	The whole borough. Source: Transport and Industrial source (as per the UK-AIR DEFRA website: AQMA Details - Defra, UK)	No	PM ₁₀ above 24-hour mean at multiple sites. (as per the UK-AIR DEFRA website: AQMA Details - Defra, UK)	PM₁₀ (24-hour Mean): No exceedances recorded at automatic monitoring sites. The short-term objective of no more than 35 exceedances above 50 µg/m ³ was met at all locations. PM₁₀ (Annual Mean): All automatic monitoring sites were within the 40 µg/m ³ limit.	PM₁₀ – Automatic Monitoring Sites: Compliant with both the annual mean (40 µg/m ³) and the 24-hour mean (no more than 35 exceedances of 50 µg/m ³) since 2012, representing 14 consecutive years of compliance	London Borough of Tower Hamlets Air Quality Action Plan (AQAP) 2022 – 2027 Date of publication- 26 October 2022	Visit: https://www.towerhamlets.gov.uk/lgn/environmentalhealth/advancedinformationonairquality/actionplanandreports.aspx

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

☒ London Borough of Tower Hamlets confirm that all current AQAPs have been submitted to GLA

2.2 Air Quality Action Plan Progress

The London Borough of Tower Hamlets Air Quality Action Plan (AQAP) was adopted in 2022. The current AQAP is due to expire in 2027. In line with statutory guidance to update AQAPs every five years, work is planned to commence on the development of the next AQAP towards the end of 2026 / beginning of 2027, with the aim of adopting a revised plan thereafter.

Table K provides a brief summary of London Borough of Tower Hamlets progress against the Air Quality Action Plan, showing progress made this year. New projects which commenced in 2025 are shown at the bottom of the table.

Table K. Delivery of Air Quality Action Plan Measures

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
1	Monitoring and other core statutory duties	Maintaining, and where possible expanding monitoring networks, and fulfilling other statutory duties. (b) Continue to ensure that all air pollution monitoring data is available to the public and the website is regularly updated with the latest available data.	Ongoing	LBTH Pollution Team, Socotec, Breathe London, Ricardo – Energy & Environment, Imperial College London – Environmental Research Group (ERG), ESU1 Ltd	We continue to maintain and implement both the Borough-wide NO2 diffusion tubes (passive monitoring) and the continuous monitoring networks. We continue to investigate and implement further monitoring where necessary. 5 reference monitoring stations are operating and maintained in the Borough, monitoring pollutants of concern to ensure air quality objectives are being met and to assess the effectiveness of local and regional policies. King Edward Memorial Park site is the latest addition to our reference monitors. London Borough of Tower Hamlets website updated with latest air quality monitoring results: both monthly diffusion tube data, and air quality continuous monitoring data are entered onto LBTH website.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
					Data are available in the ASR, on Council plasma screens. and online (Council website).
2	Monitoring and other core statutory duties	Support the London Mayor's 2030 commitment to achieving the WHO interim guideline level for PM _{2.5} annual mean concentration (10ug/m ³) with an aspiration to achieving the new WHO target of 5 ug/m ³ in the shortest possible time.	Ongoing	LBTH: Pollution Team, Highways/ Transport , Breathe London	We are actively working with the Mayor of London to achieve the WHO interim guideline level for PM_{2.5} annual mean concentration by 2030. Latest monitoring data shows compliance with the interim guideline levels for PM_{2.5}.
3	Emissions from developments and buildings	Ensuring emissions from construction are minimised.	Ongoing	LBTH: Pollution Team, Highways/ Transport, Sustainability, Public Health, Planning/ Building Control, Legal	During 2025, the Local Plan remained at an emerging stage. A focused Regulation 19 consultation was undertaken in summer 2025 on a limited number of policies and site allocations. Policy CG9 (Air Quality) therefore continued to attract limited weight during the reporting period. Current Local Plan Policy: D.ES2 (Air Quality). Development is required to meet or exceed air quality neutral and consider impacts of pollution during construction and operation of the Proposed Development. Current Local Plan Policy: D.TR4 (Sustainable Delivery and Servicing). Development that generates a significant number of vehicle trips for goods or materials during its construction and/or operational phases is required to demonstrate sustainable transport).

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
					Construction Management Plan (CMP) requested from developers - The CMP minimises construction emissions by requiring a Dust and Air Quality Management Plan (Part B), which set measures like dust suppression, low-emission machinery, and traffic controls, all enforced through monitoring and planning conditions. Current Local Plan Policy: S.TR1 (Sustainable Travel). Travel choice (including connectivity and affordability) and sustainable travel will be improved within the borough and to other parts of London, and beyond. Development will therefore be expected to prioritise the needs of pedestrians and cyclists as well as access to public transport, including river transport, before vehicular modes of transport. Current Local Plan Policy: D.TR2 (Impacts on the Transport Network): Major development and any development that is likely to have a significant impact on the transport network will be required to submit a transport assessment or transport statement as part of the planning application.
4	Emissions from developments and buildings	Ensuring enforcement of non-road mobile machinery (NRMM) air quality policies.	Ongoing	LBTH: Pollution Team, Highways/ Transport, Planning/ Building Control, Merton Council	Planning applications are reviewed by the London Borough of Tower Hamlets Regulatory Services (Pollution Team) in respect to air pollution and air quality. The Pollution Team provides air quality comments and recommends relevant conditions. Relevant NRMM conditions are recommended for each major site during planning consultations.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
					Monthly planning decisions are forwarded to the London Borough of Merton to feed into the London wide NRMM scheme for their inspections on follow up. The 2024-2025 Financial Year NRMM Report, showed that all schemes were complaint. The 2025 Calendar Year NRMM Report identified that all schemes were complaint. CIL Tracker of when projects commence on site is now also sent to the Pollution Team, from Planning. Current Local Plan Policy: D.SG4 (Planning and Construction of a New Development), require construction to comply with NRMM low emission zone requirements and minimise air quality and dust pollution. LBTH's Local Plan is in the process of being updated. The emerging local plan includes Appendix 6 - Air Quality which sets out the requirements for NRMM in construction phase assessments.
5	Emissions from developments and buildings	Reducing emissions from Combined Heat and Power (CHP) (new developments only) Ensure policy met.	Ongoing	LBTH: Pollution Team, Highways/ Transport, Sustainability, Public Health, Planning/ Building Control, Legal, Merton Council	Planning applications are reviewed by the Borough of Tower Hamlets Regulatory Services (Pollution Team) in respect to air pollution and air quality. The Pollution Team provides air quality comments and recommends relevant conditions. Planning applications are reviewed for CHP and relevant conditions recommended. LBTH's Local Plan is in the process of being updated.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
					The emerging local plan includes Policy CG3 Low Carbon Energy and Heating, which requires that new development must not be connected to the gas grid and heat must be provided through zero or low carbon fuels, and that gas boilers in domestic or non-domestic developments will not be supported. The sustainable team review energy strategies for planning applications to ensure local plan carbon emission reductions are delivered. All energy strategies are electricity based and we do not support combustion-based technologies as a rule as all schemes need to be future proofed to be zero carbon through grid decarbonisation. As a service we do not have a register of combustion-based systems in the borough. From the sustainable development team perspective the KPI is met as we have not recently approved a fossil fuel based CHP or Biomass boiler.
6	Emissions from developments and buildings	Enforcing Air Quality Neutral policy or its successor	Ongoing	LBTH: Pollution Team, Planning/ Building Control	Major planning applications reviewed by the Borough of Tower Hamlets Regulatory Services (Pollution Team) in respect to air pollution and air quality. The Pollution Team provides air quality comments and recommends relevant conditions. Air quality neutral policies are adopted. Planning applications for major developments are reviewed to ensure compliance with GLA air quality neutral policy. Current Local Plan Policy: D.ES2 (Air Quality). Development is required to meet or exceed air quality neutral and consider impacts of pollution during construction and operation of the Proposed Development.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
7	Emissions from developments and buildings	Ensuring adequate, appropriate, and well-located green space and infrastructure is included in new developments.	Ongoing	LBTH Sustainability Development Team, Planning and Building Control	The current Local Plan Policy D.ES3 (Urban Greening and Biodiversity) requires developments to protect and enhance biodiversity, maximising 'living building' elements and increasing the provision of trees. The London Borough of Tower Hamlets' Local Validation List requires the submission of an Urban Greening Statement for major developments, providing an assessment based on the Urban Greening Factor (UGF) model in accordance with London Plan Policy G5. London Plan Policy G5 requires major development to achieve a minimum UGF score of 0.4 for residential development and 0.3 for non-residential development. Officer-level review indicates that in 2025 the majority of major applications (estimated at over 90%) met the relevant UGF standards. UGF performance is not currently monitored as a standalone indicator within the Authority Monitoring Framework. LBTH's Local Plan is in the process of being updated. The emerging Local Plan includes Policy BO5 (Urban Greening), which reinforces the UGF requirement as set out in the London Plan and currently carries medium weight. The emerging Local Plan also includes Policy CG9 (Air Quality), which requires new-build proposals providing private, communal, or publicly accessible open space or child play space in areas of sub-standard air quality to demonstrate that the positioning and design of such spaces minimise

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
					exposure of future users to air pollution. This policy currently carries limited weight.
8	Emissions from developments and buildings	(a) Consolidate and update Tower Hamlets' historic Smoke Control orders (b) Delivering annual awareness campaigns (c) Enforcement of smoke control zone breaches GLA Key Selected Measure	Ongoing	LBTH Pollution Team, Planning/ Building Control, Communications Pollution Team	A report has been prepared for Cabinet that seeks approval to launch a public consultation on revoking and reconsolidating the Smoke Control Order so it explicitly covers moored vessels. We have carried out five canal boat engagement activities in 2025. We have also delivered two social media campaigns on canal boat smoke pollution. Tower Hamlets is represented in the London Wood Burning Working Group steering group and participates in the steering group meetings as necessary. Complaints / investigation records are maintained and updated on Council database. Regulatory controls are in place and investigated and / or enforced reactively through complaint investigations. In 2025, a total of 25 complaints about smoke control zone breaches, 12 of which related to canal boats. 100% of complaints investigated within 3 working days Publicity and campaign about wood burning for smoke control area over winter months.
9	Emissions from developments and buildings	Promoting and delivering energy efficiency and energy supply retrofitting projects in workplaces and homes	Ongoing	LBTH: Sustainability, Housing & Regeneration, GLA, Ameresco Ltd, Home-Energy-Advice	Solar PV and LED lighting have been installed across numerous sites across the Council estate during 2025.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
		through EFL retrofit programmes such as RE:FIT, RE:NEW and through Borough carbon offset funds.		Service Partner, Residential Retrofit Service Partner	The Residential Energy Efficiency Programme was launched in 2025 and is about to begin to deliver the first retrofits in residential properties.
10	Emissions from developments and buildings	(a) Planning policy is aligned with Air Quality Positive (GLA Foundation Action) (b) Highway improvements to follow the Healthy Streets approach (GLA Foundation Action)	Ongoing	LBTH: Pollution Team, Planning/ Building Control	Air Quality Positive Statements are required for developments subject to an Environmental Impact Assessment (EIA), in accordance with London Plan Policy S1 1: Improving air quality. All EIA's in LBTH are accompanied by an Air Quality Positive Statement, and this requirement is made clear in LBTH EIA Scoping Opinions. Formal Healthy Streets Assessments were not undertaken during the 2025 reporting period. However, the Healthy Streets Checklist continued to be embedded within scheme prioritisation criteria and aligned with Transport for London (TfL) requirements for selected Local Implementation Plan (LIP) funded projects. Borough-wide progress in relation to the Healthy Streets approach was reported through the London Healthy Streets Scorecard. The 2025 Scorecard indicates that Tower Hamlets' overall performance remained broadly static during the reporting period
11	Emissions from developments and buildings	Reduce the use of private cars by residents by encouraging car free developments and limiting	Ongoing	LBTH: Planning/ Building Control, Highways/ Transportation, Parking	The Council is reviewing all major planning applications every year to ensure they meet the latest parking standards.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
		number of parking spaces in new developments			Local Plan Policy D.TR3 (Parking and Permit-free), requires developments to meet the parking standards in Appendix 3 of the local plan, to minimise car parking. LBTH Highways are consulted on all relevant planning applications, to ensure this standard is met. This is an ongoing action. All developments are required to be car free other than blue badge accessible bays. All schemes need to comply with the adopted development plan parking standards if we are minded to approve them. On that basis I have no concerns we are not complying with Action 11 and reducing the use of car parking The Council submitted the draft local plan to Secretary of State for independent examination in 2025. The emerging local plan includes Policy MC4 Parking and Permit-free, which promotes car-free development, and states that residential development is required to be permit-free in terms of on-street parking. All car parking space should be equipped with active electric vehicle charging facilities. At this stage it is considered that this policy currently has the lowest weight.
12	Public health and awareness raising	Public Health department will assist in the development of air quality communications / campaigns to ensure an evidence-based approach is followed to support behavioural change, whilst	Ongoing	LBTH: Public Health, Communications, Pollution Team	Public Health input reduced due to capacity and staff changes. New AD PH and PH Lead in place early 2026 to take forward. Planning for “Housing & Health” GP/Primary Care learning event to raise awareness of issues, inc. indoor air quality and support frontline health

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
		also advocating for improved air quality locally and regionally.			colleagues to signpost appropriately (delivery Jan 2026). Collaborative strategic review of comms approach undertaken, logic model development started; new AD PH and PH Lead in place early 2026 to take forward. Tower Hamlets Health Determinants Research Collaboration 'health and housing event delivered in 2023 to bring council officers and academics together with aim of developing research agenda to reduce impact of poor housing on health and wellbeing of residents. Indoor Air Quality priority – 2 'damp and mould' projects taken forward 1) Housing and health data use case 2) Awaab's Law implementation (pan-London collaboration led by Islington HDRC) taken forward over 2025.
13	Public health and awareness raising	Develop an air quality focused Joint Strategic Needs Assessment (JSNA) and maximise opportunities for further research and evaluation.	Ongoing	LBTH: Public Health, Pollution Team	JSNA paused – review and update of JSNA will be completed in 2026 to inform new Air Quality Action Plan (2027). Governance through a new proposed Air Quality Steering Group (2026)
14	Public health and awareness raising	Supporting a direct alerts service such as airTEXT, and promotion and dissemination of high pollution alert services, such as the Mayor's air pollution forecasts (GLA Key Selected Measure)		LBTH: Public Health, Pollution Team, Communications, CERC, GLA	The Council uses social media to help disseminate the Mayor's alerts (moderate and high) to raise awareness and reduce exposure amongst vulnerable residents. Mayor's air Pollution alerts (high air pollution levels in the borough) coming from airTEXT are posted on Council social media by Comms. AirTEXT is still ongoing and renewed.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
					Annual airTEXT statistics for Tower Hamlets at the end of 2025: Number of Subscribers: 499 Number of new subscribers: 41 Number of airText Tower Hamlets alert days: 18 Number of alerts sent out: 3947
15	Public health and awareness raising	Encouraging schools to join the TfL STARS accredited travel planning programme (GLA Foundation Action)	Ongoing	LBTH: Highways/ Transportation, TFL	1st KPI: Number of schools engaged with the scheme: 46 schools at least engaged with the scheme 2nd KPI: % of schools engaged in STARS (TfL Travel for Life) programme (with current level of resources): 46/120: 38% 3rd KPI: Number of schools at level Bronze, Silver and Gold accreditation: Bronze: 9 Silver: 0 Gold: 28 The School Travel Plan coordination and TfL Travel for Life accreditation will now be making a transition in house (to Liz Diaz) from MP Smarter Travel to support a joined action with LIP programmes such as bikeability cycle training and Road Safety training in schools and identify opportunities for infrastructure improvement.
16	Public health and awareness raising	Extending schools air quality audits to all polluted schools	Ongoing	LBTH: Pollution Team	In 2025, the Pollution Team completed three air quality audits at the borough's most heavily polluted

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
		(GLA Key Selected Measure)			schools. Challenges were encountered in engaging with schools and securing their participation.
17	Public health and awareness raising	Tackle issues with emissions from Canal Boats	Ongoing	LBTH: Public Health, Pollution Team, Trading Standards	Trading Standards' involvement focused on conducting retail inspections to assess compliance with the new solid fuel regulations. Inclusion of moored vessels in the consolidated and updated SCA will be progressed after the May local elections. Cabinet report has been prepared and has received legal comments/advice and meeting scheduled with the director to decide on the next step. We have carried out five canal-boat engagement activities in 2025. We have also delivered two social-media campaigns on canal boat smoke pollution.
18	Public health and awareness raising	Develop and implement a communications strategy for disseminating air quality information in the Borough to raise awareness of the impacts of poor air quality and encourage behaviour change	Ongoing	LBTH: Pollution Team, Public Health, Communications	An Air Quality Communications Strategy was drafted and progressed jointly by the Pollution Team and Communications Team during 2025. Regular coordination meetings were established between the Pollution Team and Communications Team (approximately fortnightly) to discuss air quality priorities, campaigns, and opportunities to increase public engagement and visibility. Throughout 2025, the Communications Team supported the delivery and promotion of multiple air quality awareness campaigns and events via council social media channels and wider communications.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
					These included Clean Air Day 2025, All Points East Festival engagement, Car Free Day, and ongoing initiatives such as anti-idling activity. Communications support helped ensure that campaign messages, enforcement activity, and project outcomes reached a wider audience and reinforced behaviour-change messaging. This collaborative approach has strengthened the borough's public-facing air quality work and contributed to external recognition, with air quality communications and projects being submitted for sector awards. The Council was shortlisted as a finalist for the MJ Awards and Awards for Excellence during the reporting period.
19	Delivery servicing and freight	Updating of procurement policies to reduce pollution from logistics and servicing (GLA Foundation Action)	Ongoing	LBTH: Procurement	During 2025, procurement policies relating to logistics and servicing continued to be reviewed. All currently approved low-emission fleet replacements have been completed. Further updates to procurement and fleet policies will be taken forward as part of the next phase of fleet planning and future funding approvals.
20	Delivery servicing and freight	Reducing emissions from deliveries to local businesses and residents (GLA Foundation Action)	Ongoing	LBTH: Development Management	WSP Sustainable Freight Study published in 2024.
21	Borough fleet actions	Reducing emissions from Council fleets by replacing the council's fleet with zero tail pipe emission vehicles (GLA Key Selected Measure)	2035	LBTH: Fleet	The Council's new Fleet Safety Policy & Procedures were launched and rolled out across all services using vehicles. The policy has been issued to all relevant management teams, who have been inducting and issuing it to existing drivers. All new drivers now receive the policy during their initial fleet assessment by Fleet.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
					Additional charging infrastructure was installed across more depots and vehicle parking locations, enabling growth in the number of EVs the Council can operate. (Ongoing –) All currently approved fleet replacements have been completed. Future vehicle replacements will be determined as part of next phase of fleet planning and funding approvals.
22	Localised solutions	Expanding and improving green infrastructure (GLA Foundation Action)	Ongoing	LBTH: Park Operations	The Council has planted 2,193 trees across the Borough's streets, parks and housing estates during the 2025/26 planting season. This is broken down as: - 481 street trees - 1,095 parks trees - 617 housing estate trees
23	Localised solutions	Low Emission Neighbourhoods (LENs) and Business Low Emissions Neighbourhoods (BLENs) (GLA Foundation Action)	March 2024	LBTH: Highs/ Transportation, Sustrans, Poplar Harca, Telford Homes, Queen Mary University).	The Tower Hamlets BLEN project, completed in March 2024, focused on reducing emissions from local retail and supporting businesses to adopt low and zero emission operations. Key elements included the Chrisp Street e-cargo bike delivery hub, installation of 10 EV chargers on housing estates, and a workplace travel package. The final report and monitoring sheet have been submitted to the GLA.
24	Localised solutions	Implementing a Carbon Emissions Reduction Programme for Council properties (i.e. council offices) including boiler replacements and insulation projects	Ongoing	LBTH: Sustainability	The main focus in 2025 has been supporting the delivery stages of the project to install Solar PV onto the roofs of 6 Council sites, these are: Chrisp Street Idea Store, Jack Dash House, John Orwell Leisure centre, Ron Cain Pavilion, St Georges Town Hall and Toby Club all of which are now operational, in addition we have supported the project to progress the 7th site a new

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
					PV array on Mile End Leisure which is more complex as it has to be coordinated with the roof being replaced due to the condition of the roof, which should proceed to delivery stage in 2026. FM is supporting the planning/ assessment of PV Phase 2 across further sites and installation of LED lighting in various locations in 2026 Where possible within the existing budget energy efficiency improvements are made when projects are delivered however there is no allocated funding to carry out energy retrofit projects as the CLM budget is primarily focused on maintenance and maintaining Council sites so they can remain operational. We continue to explore all funding options to support this ongoing work.
25	Cleaner transport	Discouraging vehicle idling (GLA Foundation Action)	Ongoing	LBTH: Pollution Team, Parking	The whole borough declared as anti idling borough in 2018 The Pollution Team delivered a borough-wide anti-idling programme combining education, engagement and enforcement. This included targeted anti-idling patrols, school-based workshops, and driver engagement at known idling hotspots identified through complaints data, officer intelligence and a borough-wide heat map of idling activity. Over 400 anti-idling signs were installed in total across schools, housing estates and pollution hotspots to reinforce behaviour-change messaging. Anti-idling activity was further supported through a

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
					DVLA-enabled warning letter process issued to vehicle keepers, encouraging compliance without the need for formal enforcement action. Public awareness was increased through Communications Team support, with anti-idling campaigns promoted at major borough events including Clean Air Day 2025, All Points East Festival and Car Free Day, alongside wider council communications. The integrated anti-idling programme and supporting communications were recognised externally, with submissions to the MJ Awards and Awards for Excellence, where the Council was shortlisted as a finalist during the reporting period.
26	Cleaner transport	Regular temporary car free days and pedestrianisation schemes (GLA Key Selected Measure)	Ongoing	LBTH: Highways/ Transport, Pollution Team	During the 2025 reporting period, no temporary pedestrianisation schemes were implemented. However, a Car Free Day engagement event was delivered at Victoria Park through collaborative working between Highways/Transport, the Pollution Team and the Communications Team. The event focused on promoting active and sustainable travel and discouraging reliance on private vehicle use. Local businesses, supported the event by promoting cargo bike transport as a low-emission alternative. The Metropolitan Police provided cycle safety advice and awareness sessions, while Dr Bike services were available, offering free bicycle safety checks. Interactive static bikes were used to encourage engagement and promote active travel.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
					Officers from the Pollution Team were also present, raising awareness of air quality impacts, practical actions residents can take to protect their health, and promoting anti-idling messages to discourage unnecessary engine use.
27	Cleaner transport	Using parking policy to reduce pollution emissions (GLA Foundation Action)	Ongoing	LBTH: Highways/ Transportation/ Parking	The Council continued to use parking fees and charges to discourage higher polluting vehicles and incentivise cleaner vehicles, including reduced charges for electric vehicles. Fleet and car club measures introduced previously remain in place, and all currently approved vehicle replacements have been completed. Further changes will be considered through future fleet planning and funding approvals.
28	Cleaner transport	Installation of Ultra-low Emission Vehicle (ULEV) infrastructure (e.g., electric vehicle charging points, rapid electric vehicle charging point and hydrogen refuelling stations) (GLA Key Selected Measure)	July 2026	LBTH: Highways/ Transportation	Following Cabinet approval in January 2024, the Council committed to delivering Ultra-Low Emission Vehicle (ULEV) infrastructure comprising: 2,000 on-street column chargers, 35 rapid chargers, and 200 fast chargers. Progress to date exceeds the original commitment for column chargers, with 2,150 column chargers installed as of 2025. Installation of the 35 rapid chargers is underway, with 6 installed to date and the full programme expected to be completed by July 2026. In addition, the Council has completed procurement for fast chargers and has committed to the delivery of

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
					750 fast chargers over the next four years, with installation commencing from September 2026. This exceeds the original Cabinet-approved target of 200 fast chargers and reflects expanded delivery ambition.
29	Cleaner transport	Provision of infrastructure to support walking and cycling (GLA Key Selected Measure)	Ongoing	LBTH: Highways/Transportation, TFL	51% of residents live within 400 metres of London Strategic Cycle Network (unchanged since TfL 2024 data) Total of 102 secure cycle parking spaces installed in 2025-26. Road safety plan and walking & cycling strategy, including action plan for new routes, due to be published in 2026-27.
30	Cleaner transport	Continue to encourage staff sustainable travel	Ongoing	LBTH: Highways/Transportation, TFL, Sustrans	25 Dr Bike sessions held during 2025 with 419 bikes fixed. A total of 59 monthly and 25 annual staff Santander Cycle Hire memberships issued to staff during 2025 - awaiting usage data from TfL. Staff travel survey undertaken in 2025, showing a decrease in car modal share down from 19% to 10% in 2025, following the move to Whitechapel. New staff travel plan to be produced in 2026-27. Total of 1624 trips from 24 annual Santander Cycle Hire memberships issued to staff during 2025. Total number of 1296 trips from 59 monthly Santander Cycle Hire memberships issued to staff during 2025.

3. Planning Update and Other New Sources of Emissions

Table L. Planning requirements met by planning applications in London Borough of Tower Hamlets in 2025

The total number of planning applications in 2025 (minor and major applications, requests for Environmental Impact Assessments EIAs, full planning applications, and submissions of details) are 91.

Condition	Number
Number of planning applications where an air quality impact assessment was reviewed for air quality impacts	21
Number of planning applications required to undertake construction dust monitoring and reporting (Please specify how you get access to dust monitoring data i.e. online tool or CSV file)	23 CSV file
Number of CHPs/Biomass boilers refused on air quality grounds	0
Number of CHPs/Biomass boilers subject to GLA emissions limits and/or other restrictions to reduce emissions as detailed in Air Quality Neutral LPG (london.gov.uk) point 3.1.5.	0
Number of developments required to install Ultra-Low NO _x boilers	22
Number of developments where an AQ Positive, AQ Neutral building and/or transport assessments undertaken	23
Number of developments where the AQ Neutral building and/or transport assessments not meeting the benchmark and so required to include additional mitigation	2
Number of planning applications with S106 agreements including other requirements to improve air quality	0
Number of planning applications with CIL payments that include a contribution to improve air quality	0
NRMM: Number of planning applications with conditions related to NRMM included. Number of developments registered at www.nrmm.london . Number of audits (based on the pan-London project report and / or inhouse auditing programme) % of sites unregistered prior to audit % of sites compliant with the NRMM LEZ policy standards.	21 conditions included 21 registered 35 audits 40% sites unregistered prior to audit 100% sites compliant after audit

All major planning applications are referred to the Pollution Team for review and comments. Each application is individually reviewed to ensure that the GLA SPGs on the 'Sustainable Design and Construction', as well as 'The Control of Dust and Emissions During Construction and Demolition' is followed. Where there are compliance issues, Pollution Officers recommend either further

information to be obtained from the applicant, or relevant conditions recommended including NRMM conditions where necessary. Enforcement of planning conditions are a matter for the planning department. Where breaches of NRMM condition is identified by the London borough of Merton NRMM team, this is referred to planning enforcement for follow up action.

3.1 New or significantly changed industrial or other sources

No new sources were identified in 2025.

4. Additional Activities to Improve Air Quality

4.1 London Borough of Tower Hamlets Fleet

As of the 2025 reporting year, the Council operates a fleet of 308 vehicles.

a) Zero emission vehicles

The fleet includes 79 fully electric vehicles, which are classed as zero emission vehicles. This represents approximately 26% of the total fleet, compared with around 4% in the previous year. This reflects a significant increase in electric vehicles between 2024 and 2025.

b) Zero emission capable vehicles

The Council does not currently operate any plug-in hybrid or other zero emission capable vehicles. As such, 0% of the fleet is classed as zero emission capable.

Additional context

The remaining fleet consists mainly of diesel vehicles required for operational purposes. The Council continues to transition its fleet in line with air quality and climate objectives, supported by expanded electric vehicle charging infrastructure and future fleet replacement planning.

4.2 Planning Enforcement

Tower Hamlets continue to support the NRMM project by:

- Providing match funding.
- Forwarding details of major applications determined by the Council to the project team.
- Checking sites for completion.

- Follow up action on non-compliance reported to us.
- Including NRMM condition on major planning applications consent.

4.2 Pan-London NRMM Auditing Project

Non-Road Mobile Machinery (NRMM)

The London Borough of Tower Hamlets will continue to support and resource the pan-London NRMM auditing project in 2026–2027, working in partnership with the Greater London Authority.

Standard NRMM condition wording

Tower Hamlets applies a standard NRMM planning condition requiring all Non-Road Mobile Machinery used during demolition and construction to comply with the GLA Control of Dust and Emissions during Construction and Demolition SPG (2014) and the latest GLA NRMM requirements.

Construction Plant and Machinery (NRMM) Condition

All Non-Road Mobile Machinery (NRMM) used during the course of the development that is within the scope of the Greater London Authority 'Control of Dust and Emissions during Construction and Demolition' Supplementary Planning Guidance (SPG) 2014, or any subsequent amendment or guidance, shall comply with the emission requirements:

- a. All plant and machinery to be used at the demolition and construction phases is required to meet Stage IV of EU Directive 97/68/ EC for both NO_x and PM.
- b. All Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at <http://nrmm.london/>.

An inventory of all Non-Road Mobile Machinery (NRMM) must be kept on site during the course of the demolition, site preparation and construction phases of the development, and must be registered on the online register at <https://nrmm.london/>. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.

Reason: To manage and prevent further deterioration of existing low quality air across London in accordance with policies SI1 of the London Plan (2021) and D.ES2 of Tower Hamlets Local Plan 2031 (2020).

Where the condition is applied

- **Planning Decision Notice** – inserted as a **stand-alone pre-commencement condition** on every qualifying permission; applicants must have the condition discharged before any works start.
- **Construction Management Plan / Site Environmental Management Plan** – the CMP/SEMP, which must be approved before commencement, must reproduce the wording and include a live NRMM inventory.
- **Code of Construction Practice (CoCP) 2023** – sets out the same Stage IV and registration requirements and is automatically referenced in the above planning condition.

Which developments receive the condition

- **All Strategic and Major applications** (10 + dwellings or $\geq 1\,000\text{ m}^2$ floorspace).
- **Minor or Basement schemes** that involve substantial demolition, piling or earthworks, or that are located within an Air Quality Focus Area or adjacent to sensitive receptors (schools, hospitals, care homes) – added at the case officer's discretion, guided by Local Plan policy D.ES2 and the CoCP submission matrix.

Summary

Tower Hamlets will maintain full support for the pan-London NRMM audit. The updated Stage IV NRMM condition is secured on the Decision Notice, mirrored in the CMP/SEMP and referenced in the CoCP, and is applied to every Strategic and Major scheme plus any Minor or Basement site with meaningful air quality risk.

4.3 Air Quality Alerts

Tower Hamlets support *airTEXT* (<https://www.airtext.info/>). Details can be found in Action 14 of Table M 'Delivery of Air Quality Action Plan Measures'.

The borough cascades the Mayor's air quality alert messages through social media.

4.4 Air Quality Positive

No, Tower Hamlets does not yet have any submitted Air Quality Positive Matrices that contain innovative mitigation measures we would wish to showcase as a GLA case study.

Appendix A Details of Monitoring Site Quality QA/QC

A.1 Automatic Monitoring Sites

Calibrations at all Tower Hamlets automatic monitoring sites are undertaken by Ricardo Energy & Environment. Millwall Park and Victoria Park are both background sites, so they are calibrated every 4 weeks. Tower Hamlets roadside sites (Blackwall, Mile End, and King Edward Memorial Park) are calibrated every 2 weeks. All sites are provided with ISO 17025 QC audits by Ricardo every 6 months.

PM₁₀ Monitoring Adjustment

Millwall Park – 1020 Heated BAM, correction applied Victoria Park – TEOM, VCM correction applied Both VCM and BAM correction is applied automatically when data is downloaded from Air Quality and London Air web site. The data was previously held on Air Quality England but was transferred to London Air in April 2025 .

A.2 Diffusion Tubes

Factor from Local Co-location Studies

- Lab supplying and analysing the tubes:

SOCOTEC Unit 12, Moorbrook, Southmead Industrial Park Didcot OX11 7HP

- Preparation method used:

The tubes were prepared by spiking acetone: triethanolamine (50:50) onto the grids prior to the tubes being assembled. The tubes were desorbed with distilled water and the extract analysed using a segmented flow autoanalyser with ultraviolet detection.

- Confirmation that the lab follows the procedures set out in the Practical Guidance:

The samples have been analysed in accordance with SOCOTEC's standard operating procedure ANU/SOP/1015 Issue 1. This method meets the guidelines set out in DEFRA's 'Diffusion Tubes For Ambient NO₂ Monitoring: Practical Guidance.'

- Results of laboratory precision results:

This analysis of diffusion tube samples to determine the amount of nitrogen dioxide present on the tube is within the scope of our UKAS schedule. Any further calculations and assessments requiring exposure details and conditions fall outside the scope of our accreditation. In the AIR PT intercomparison scheme for comparing spiked Nitrogen Dioxide diffusion tubes, SOCOTEC currently holds the highest rank of a 'Satisfactory' laboratory.

Factor from Local Co-location Studies

As in previous years, a co-location study was undertaken using diffusion tubes alongside the automatic monitoring stations at Millwall Park and Victoria Park, both of which provide high-quality chemiluminescence measurements compliant with national AURN standards.

Historically, two diffusion-tube duplicates were co-located at each automatic site:

- Millwall Park (TH001): Site IDs 93 and 94
- Victoria Park (TH002): Site IDs 42 and 43

From June 2025, in line with LLAQM Technical Guidance 22 and to improve the robustness and reliability of the bias-adjustment calculations, an additional diffusion tube was installed at each site, increasing the deployment from duplicate to triplicate tubes:

- Millwall Park (TH001): Site IDs 93, 94 and 95
- Victoria Park (TH002): Site IDs 42, 43 and 96

Each automatic analyser is therefore co-located with three diffusion tubes for enhanced bias adjustment and QA/QC purposes. Local bias-adjustment factors have been calculated based on the co-location study and are presented in Figure 7.

Discussion of Choice of Factor to Use

The diffusion tube data presented within the 2025 ASR have been corrected for bias using an adjustment factor 0.78 (national bias adjustment). Bias represents the overall tendency of the diffusion tubes to under or over-read relative to the reference chemiluminescence analyser. LLAQM.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/NO₂ continuous analysers. Alternatively, the national database of diffusion tube co-location surveys provides bias factors for the relevant laboratory and preparation method.

The combined local bias adjustment factor was calculated as 0.86 using the DEFRA NO₂ data processing tool. However, one or more of the co-location studies has poor overall continuous monitor data capture (i.e. < 90%), which reduces confidence in the result.

As a result, Tower Hamlets has opted to use the national database co-location bias adjustment factor of 0.78 for this report. This factor is based on a larger, more statistically robust dataset and provides a higher degree of confidence. It is also a more conservative value, ensuring the reported concentrations are not underestimated.

Local Bias Adjustment Outputs - Information Only

Go back to STEP 3 - Bias Adjustment to define factor			
	STEP 3a Local Bias Adjustment Input 1	STEP 3b Local Bias Adjustment Input 2	STEP 3c Local Bias Adjustment Input 3
Periods used to calculate bias	8	6	
Bias Adjustment Factor A		0.83 (0.76 - 0.92)	
Diffusion Tube Bias B		20% (9% - 32%)	
Diffusion Tube Mean (µg/m ³)	14.1	14.5	
Mean CV (Precision)	7.9%	3.8%	
Automatic Mean (µg/m ³) (for periods used to calculate bias)	12.4	12.0	
Data Capture (for periods used to calculate bias)	99%	96%	
Overall Data Capture	74%	57%	
Adjusted Tube Mean (µg/m ³)		12 (11 - 13)	
Overall Diffusion Tube Precision	Good Overall Precision	Good Overall Precision	
Overall Continuous Monitor Data Capture	Poor Overall Data Capture	Poor Overall Data Capture	
Combined Local Bias Adjustment Factor	0.86	Warning - One or more Co-location studies has Poor Overall Continuous Monitor Data Capture (i.e. <90%). Local Bias Adjustment Factor should be treated with caution.	

Table M. Bias Adjustment Factor

National Diffusion Tube Bias Adjustment Factor Spreadsheet					Spreadsheet Version Number: 03/26									
Follow the steps below in the correct order to show the results of relevant co-location studies										This spreadsheet will be updated at the end of June 2026				
Data only apply to tubes exposed monthly and are not suitable for correcting individual short-term monitoring periods										LAQM Helpdesk Website				
Whenever presenting adjusted data, you should state the adjustment factor used and the version of the spreadsheet										Spreadsheet maintained by the National Physical Laboratory. Original compiled by Air Quality Consultants Ltd.				
This spreadsheet will be updated every few months: the factors may therefore be subject to change. This should not discourage their immediate use.														
The LAQM Helpdesk is operated on behalf of Defra and the Devolved Administrations by Bureau Veritas, in conjunction with contract partners AECOM and the National Physical Laboratory.					Spreadsheet maintained by the National Physical Laboratory. Original compiled by Air Quality Consultants Ltd.									
Step 1:		Step 2:		Step 3:		Step 4:								
Select the Laboratory that Analyses Your Tubes from the Drop-Down List		Select a Preparation Method from the Drop-Down List		Select a Year from the Drop-Down List		Where there is only one study for a chosen combination, you should use the adjustment factor shown with caution. Where there is more than one study, use the overall factor shown in blue at the foot of the final column.								
If a laboratory is not shown, we have no data for this laboratory.		If a preparation method is not shown, we have no data for this method at this laboratory.		If a year is not shown, we have no data.		If you have your own co-location study then see footnote. If uncertain what to do then contact the Local Air Quality Management Helpdesk at LAQMHelpdesk@bureauveritas.com or 0800 0327953								
Analysed By		Method		Year		Site Type	Local Authority	Length of Study (months)	Diffusion Tube Mean Conc. (Dm) (µg/m³)	Automatic Monitor Mean Conc. (Cm) (µg/m³)	Bias (B)	Tube Precision	Bias Adjustment Factor (A) (Cm/Dm)	
[dropdown arrow]		[dropdown arrow]		[dropdown arrow]										
SOCOTEC Didcot		50% TEA in acetone		2025		UB	Gravesham Borough Council	12	21	19	8.2%	G	0.92	
SOCOTEC Didcot		50% TEA in acetone		2025		KS	Marylebone Road Intercomparison	12	48	31	52.1%	G	0.66	
SOCOTEC Didcot		50% TEA in acetone		2025		UB	North East Lincolnshire Council	12	13	11	22.9%	G	0.81	
SOCOTEC Didcot		50% TEA in acetone		2025		R	North East Lincolnshire Council	12	41	30	37.6%	G	0.73	
SOCOTEC Didcot		50% TEA in acetone		2025		R	North East Lincolnshire Council	12	24	19	22.5%	G	0.82	
SOCOTEC Didcot		50% TEA in acetone		2025		UI	North Lincolnshire Council	12	15	12	21.9%	G	0.82	
SOCOTEC Didcot		50% TEA in acetone		2025		UB	Derry City And Strabane District Council	12	12	8	40.1%	G	0.71	
SOCOTEC Didcot		50% TEA in acetone		2025		R	Wrexham County Borough Council	12	16	14	9.2%	G	0.92	
SOCOTEC Didcot		50% TEA in acetone		2025		R	Horsham District Council	11	19	16	21.3%	G	0.82	
SOCOTEC Didcot		50% TEA in acetone		2025		R	Horsham District Council	10	20	16	26.3%	G	0.79	
SOCOTEC Didcot		50% TEA in acetone		2025		R	Ipswich Borough Council	12	35	26	36.4%	G	0.73	
SOCOTEC Didcot		50% TEA in acetone		2025		R	Leeds City Council	10	36	28	27.7%	G	0.78	
SOCOTEC Didcot		50% TEA in acetone		2025		KS	Leeds City Council	12	27	20	35.4%	G	0.74	
SOCOTEC Didcot		50% TEA in acetone		2025		R	Leeds City Council	12	36	26	37.4%	G	0.73	
SOCOTEC Didcot		50% TEA in acetone		2025		R	Leeds City Council	11	23	18	26.9%	G	0.79	
SOCOTEC Didcot		50% TEA in acetone		2025		UC	Leeds City Council	12	24	19	28.0%	G	0.78	
SOCOTEC Didcot		50% TEA in acetone		2025		UB	Southend-on-sea City Council	11	16	12	28.5%	G	0.78	
SOCOTEC Didcot		50% TEA in acetone		2025			Overall Factor* (17 studies)				Use		0.78	

Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2025	National	03/2026	0.78
2024	National	04/2025	0.78
2023	National	03/2024	0.77
2022	National	03/2023	0.76
2021	National	03/2022	0.78
2020	National	03/2021	0.77
2019	National	03/2020	0.75
2018	National	03/2019	0.77
2017	National	03/2018	0.77

A.3 Adjustments to the Ratified Monitoring Data

Short-term to Long-term Data Adjustment

Where data capture for a diffusion tube is between 25% and 75% of a full calendar year (i.e. between 3 and 9 months of valid data), the annual mean concentration must be adjusted ('annualised') before being compared to the annual mean air quality objective, in accordance with the methodology set out in LLAQM.TG(22).

In this case, short-to-long term data adjustment has been undertaken for the following diffusion tube locations:

- Tube 25 – Cavell St / Stepney Way
- Tube 29 – Grove Rd/Old Ford Rd
- Tube 36 – Locksley St/St Paul's Way

The annualisation calculations were completed using the Diffusion Tube Data Processing Tool, in line with the methodology prescribed in London Local Air Quality Management Technical Guidance (LLAQM.TG(22)). The results are presented in Table P.

Distance Adjustment

Where an exceedance of the annual mean objective was recorded at a monitoring location not representative of relevant public exposure, Tower Hamlets applied the distance correction procedure outlined in LLAQM.TG(22) to estimate concentrations at the nearest point of relevant exposure (e.g. building façades or residential receptors).

In line with LLAQM guidance, distance correction was considered at any site where the annual mean NO₂ concentration exceeded 36 µg/m³, and where the monitoring location did not reflect exposure for the general public. This process takes into

account the known limitations of the NO₂ Fall-off with Distance Calculator and the Diffusion Tube Data Processing Tool.

Tower Hamlets' diffusion tube data requiring distance adjustment was processed accordingly, and the adjusted values are presented in Table T.

Table N. Non-Automatic Monitoring Data Adjustment

Site ID	Annualisation Factor Islington - Arsenal	Annualisation Factor Lambeth - Streatham Green	Average Annualisation Factor	Raw Data Simple Annual Mean (µg/m ³)	Annualised Data Simple Annual Mean (µg/m ³)
25	1.1672	1.1200	1.1436	24.6	28.2
29	0.9076	0.8856	0.8966	31.3	28.1
36	1.1072	1.0702	1.0887	23.2	25.2

Table O. NO₂ Fall off With Distance Calculations

Site ID	Distance (m): Monitoring Site to Kerb	Distance (m): Receptor to Kerb	Monitored Concentration (Annualised and Bias Adjusted (µg m ⁻³))	Background Concentration (µg m ⁻³)	Concentration Predicted at Receptor (µg m ⁻³)
35	1.5	16.5	48.8	21.4	34.4
74	0.5	10.5	38.4	25.3	31.3

Appendix B Full Monthly Diffusion Tube Results for 2025

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

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sept	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted <(x.x)>	Annual Mean: Distance Corrected to Nearest Exposure	Comment
1	533883	182815	37.5	30.6	28.8	20.0	13.7	15.6	16.4	13.9	16.8	22.9	26.6	24.6	22.3	17.4		
2	533507	182569	38.0	27.4	29.2	18.5	15.1	19.1	Missing	14.0	Missing	25.2	28.7	24.2	23.9	18.7		
3	533860	182442	45.6	34.0	35.8	20.5	22.6	27.9	24.1	23.0	27.4	32.6	32.8	30.9	29.8	23.2		
4	533611	182037	49.4	42.3	47.8	36.2	30.4	30.3	30.7	Missing	25.6	Missing	36.8	26.6	35.6	27.8		
5	533985	181426	50.3	39.6	44.8	32.5	30.5	34.7	Missing	31.4	31.4	39.6	41.5	33.9	37.3	29.1		
6	533800	181021	47.8	38.8	42.0	29.7	26.7	31.4	Missing	27.8	30.0	38.7	39.7	30.8	34.9	27.2		
7	533992	180376	32.7	26.1	30.5	20.4	17.2	16.7	16.6	14.9	Missing	Missing	22.4	22.9	22.0	17.2		
8	534444	180122	Missing	24.4	33.3	23.5	18.1	19.0	17.6	16.5	17.9	Missing	24.0	27.1	22.1	17.3		
9	533955	180805	37.1	Missing	33.8	17.9	19.1	18.6	20.6	Missing	17.5	22.4	26.6	23.7	23.7	18.5		
10	534133	181509	44.5	39.6	42.9	38.6	26.6	28.6	22.8	26.5	29.4	35.9	40.4	35.2	34.3	26.7		
11	533866	181860	42.7	32.0	Missing	25.4	20.4	21.2	19.6	20.2	21.8	27.2	31.7	29.0	26.5	20.6		
12	534259	182580	37.1	Missing	36.5	24.4	19.2	20.6	21.7	17.7	20.4	26.0	25.2	24.4	24.8	19.4		
13	534313	182810	38.4	31.6	31.9	26.0	18.5	19.7	19.2	17.0	21.0	24.7	25.3	24.2	24.8	19.3		
14	534255	183130	39.8	35.8	35.4	31.0	23.8	29.5	24.3	21.5	28.7	27.9	32.0	27.0	29.7	23.2		
15	534881	183240	42.3	37.4	43.8	30.5	24.8	26.3	25.3	22.8	24.5	28.8	32.3	28.6	30.6	23.9		
16	534959	182757	41.6	32.8	38.2	27.4	23.1	21.6	21.2	22.8	24.4	26.6	28.4	Missing	28.0	21.8		
17	534783	182385	31.4	25.5	28.0	17.1	14.1	15.7	15.2	14.1	16.4	21.0	23.9	21.6	20.3	15.9		
18	534968	181878	44.0	36.5	38.7	28.1	26.1	24.7	26.5	Missing	Missing	33.0	33.8	33.2	32.5	25.3		
19	534816	181321	39.3	38.3	40.7	28.8	21.7	27.1	24.1	22.4	26.3	29.3	33.4	Missing	30.1	23.5		
20	534951	180779	41.2	39.5	39.1	34.8	29.9	38.7	28.6	31.6	34.0	34.9	35.2	35.4	35.2	27.5		
21	533985	183122	39.5	37.5	38.2	34.0	21.6	25.5	24.3	23.2	26.0	31.4	33.3	30.0	30.4	23.7		
22	535133	180376	32.3	28.8	31.8	23.0	15.8	15.8	16.8	14.3	16.4	21.8	24.7	23.9	22.1	17.3		
23	535598	180816	43.3	37.5	36.6	26.7	23.0	30.3	25.6	26.5	26.7	28.2	31.1	29.7	30.4	23.7		
24	535174	181290	48.7	43.6	48.9	38.2	32.5	34.4	40.1	32.9	22.2	38.8	45.4	38.7	38.7	30.2		
25	534884	181667	Missing	Missing	35.8	24.9	20.8	19.7	21.8	20.9	25.0	28.1	Missing	Missing	24.6	22.0		
26	535386	182021	39.8	37.3	37.1	25.4	20.0	22.9	26.3	20.9	24.2	24.5	29.1	28.8	28.0	21.9		
27	535296	182793	38.1	32.3	34.8	27.6	23.3	20.8	24.8	18.5	20.9	25.5	28.4	28.7	27.0	21.0		
28	535356	183223	35.7	29.5	29.3	22.0	18.3	19.4	20.8	15.0	19.1	21.3	29.0	20.9	23.4	18.2		
29	535930	183385	43.3	37.9	35.3	30.2	22.5	Missing	Missing	Missing	24.5	25.5	Missing	Missing	31.3	21.9		
30	534239	181565	44.1	40.3	42.9	35.5	27.4	28.7	23.8	23.9	24.6	28.3	32.4	30.2	31.8	24.8		

31	534516	181744	47.7	42.4	51.9	39.9	40.2	35.5	40.4	36.3	37.7	30.9	44.4	19.8	38.9	30.4		
32	535634	182148	46.3	39.9	43.3	30.7	29.0	29.7	30.2	26.6	27.3	34.0	39.2	35.6	34.3	26.8		
33	535545	181604	35.5	28.8	33.6	19.4	16.8	15.3	16.7	13.7	16.9	20.7	24.8	22.2	22.0	17.2		
34	535797	181164	39.7	32.6	Missing	28.2	21.9	22.4	22.1	Missing	Missing	25.1	29.7	28.2	27.8	21.7		
35	535977	180879	71.3	69.0	77.4	65.4	67.3	Too High	Missing	56.9	49.4	60.5	55.5	52.4	62.5	48.8	34.4	
36	536704	181647	Missing	Missing	34.1	22.7	19.7	18.4	19.6	17.3	Missing	Missing	27.9	25.8	23.2	19.7		
37	536577	181379	33.7	36.5	35.7	23.2	21.5	19.6	18.5	Missing	19.6	18.7	29.9	27.9	25.9	20.2		
38	536080	181721	39.9	38.8	39.3	27.5	26.9	24.0	26.1	21.0	22.8	29.0	29.7	27.2	29.4	22.9		
39	536089	182258	44.2	35.3	38.2	27.6	25.7	21.8	21.9	24.1	22.8	Missing	33.9	35.0	30.0	23.4		
40	536105	183049	35.5	31.8	33.0	23.9	20.3	21.3	24.0	17.8	20.4	24.0	28.6	Missing	25.5	19.9		
41	536457	183301	37.5	38.2	38.0	33.0	26.3	21.4	25.4	23.7	21.6	28.9	27.8	25.7	29.0	22.6		
42	536494	184170	27.5	19.4	22.4	16.9	11.1	11.7	11.8	12.9	13.4	14.0	19.5	16.0	-	-		Triplicate Site with 42, 43 and 96 - Annual data provided for 96 only
43	536494	184170	27.5	22.9	22.8	15.1	11.0	10.2	10.9	12.4	12.2	15.3	22.8	17.4	-	-		Triplicate Site with 42, 43 and 96 - Annual data provided for 96 only
44	536875	183740	42.0	37.2	36.4	34.4	22.7	Missing	20.0	20.6	21.6	27.4	32.0	24.1	28.9	22.6		
45	536713	183070	41.4	38.2	37.5	30.1	22.0	21.7	24.9	22.1	23.3	26.7	32.2	29.6	29.1	22.7		
46	536542	182589	40.6	30.5	28.6	25.2	17.2	20.3	17.2	18.4	19.7	Missing	27.9	25.9	24.7	19.3		
47	536452	182454	46.8	39.3	42.2	34.1	29.2	24.6	29.0	22.9	21.9	24.9	33.6	22.5	30.9	24.1		
48	536768	181772	44.8	38.1	36.9	28.3	25.2	29.1	28.2	22.7	24.9	22.8	38.6	25.0	30.4	23.7		
49	537049	181292	42.7	32.9	34.3	missing	16.2	20.4	16.7	16.9	21.7	23.0	26.3	27.1	25.3	19.7		
50	536937	180987	43.2	36.8	38.3	31.3	Missing	22.9	21.0	21.6	21.1	23.6	29.5	21.8	28.3	22.1		
51	534938	181257	30.6	30.2	33.1	24.9	17.1	24.2	17.7	16.9	19.8	22.8	Missing	30.6	24.4	19.0		
52	537304	183619	50.6	40.6	38.2	32.0	21.9	25.0	24.8	23.6	23.9	30.3	40.7	33.5	32.1	25.0		
53	537159	183415	45.6	41.9	44.4	37.5	31.3	28.3	35.2	27.3	28.6	30.8	36.0	32.0	34.9	27.2		
54	537525	182887	51.7	49.1	53.7	42.2	36.0	35.1	34.0	35.8	34.1	39.9	41.2	19.6	39.4	30.7		
55	536732	182361	23.4	21.6	25.3	16.9	11.4	13.5	13.0	11.6	13.8	14.6	19.1	17.7	16.8	13.1		
56	537248	181820	43.0	35.7	33.9	28.7	22.0	28.0	26.2	23.6	24.7	29.7	34.3	24.1	29.5	23.0		
57	537516	181392	39.8	32.7	28.5	23.5	14.7	15.7	16.4	14.9	18.7	21.3	25.3	15.8	22.3	17.4		
58	537539	180688	35.3	28.1	29.7	22.5	15.4	18.9	19.4	16.7	19.1	23.4	31.3	18.9	23.2	18.1		
59	537100	180791	41.9	33.7	41.8	28.9	21.8	22.5	20.9	21.0	21.4	27.0	31.4	30.1	28.5	22.3		
60	537115	180074	46.5	37.7	41.7	23.7	22.4	23.8	26.4	19.8	20.7	16.8	34.4	23.4	28.1	21.9		
61	537056	182773	39.4	31.4	37.2	28.7	21.7	23.5	21.7	18.5	21.1	26.4	32.4	25.7	27.3	21.3		
62	537348	178690	Missing	31.9	39.3	28.4	17.8	20.3	20.6	17.4	17.6	21.9	26.7	16.8	23.5	18.3		
63	538246	178689	26.7	23.8	26.0	19.5	12.6	13.2	12.8	12.2	14.5	20.2	22.5	19.7	18.6	14.5		
64	537953	179357	45.0	45.4	44.4	36.2	27.1	28.4	27.7	25.4	22.0	29.8	31.3	28.7	32.6	25.4		
65	538032	178360	37.2	30.9	34.3	26.2	18.9	19.7	18.5	17.0	16.7	20.4	26.5	22.1	24.0	18.7		
66	538258	178689	29.8	25.0	28.2	18.3	Missing	12.7	13.2	12.3	14.3	17.7	Missing	20.0	19.2	14.9		

67	538544	178767	44.5	33.7	41.2	27.7	Missing	23.1	20.4	17.8	16.5	22.8	27.6	24.3	27.2	21.2		
68	538431	179044	43.2	32.6	36.6	26.8	21.0	19.6	16.6	16.5	15.8	21.6	28.0	20.9	24.9	19.4		
69	538190	179750	43.5	33.6	39.6	25.6	20.7	20.8	22.8	19.2	Missing	Missing	28.8	29.5	28.4	22.2		
70	537424	179910	33.3	28.4	34.6	25.4	15.6	17.4	19.1	14.9	16.8	18.2	26.9	22.4	22.8	17.7		
71	533689	181705	52.6	Missing	46.3	31.0	30.4	30.6	34.1	26.5	28.1	26.0	43.5	32.5	34.7	27.1		
72	538364	180188	46.8	39.3	41.8	29.1	25.1	25.9	Missing	22.8	22.3	23.4	32.5	Missing	30.9	24.1		
73	538742	180756	32.2	30.9	32.0	missing	17.4	18.4	19.0	15.3	18.4	18.1	29.3	28.2	23.6	18.4		
74	538244	180761	68.7	62.3	61.7	53.1	41.1	47.0	42.7	42.9	43.5	24.1	54.3	49.8	49.3	38.4	31.3	
75	537661	180768	34.5	34.2	34.5	25.7	16.3	18.2	16.9	17.1	16.2	24.8	28.1	28.7	24.6	19.2		
76	537940	181021	47.8	42.0	45.3	37.4	24.8	30.3	25.9	25.8	25.8	31.2	40.4	32.4	34.1	26.6		
77	537731	181761	38.5	32.5	29.7	23.9	Missing	17.6	Missing	16.2	18.8	20.3	31.8	24.0	25.3	19.8		
78	537577	182232	44.1	41.3	38.8	30.1	23.7	24.0	23.9	24.4	25.3	30.2	33.3	27.8	30.6	23.8		
79	537355	183059	22.8	31.3	37.8	28.9	21.3	16.2	16.0	19.3	19.9	16.1	20.7	26.9	23.1	18.0		
80	537581	183209	38.7	33.6	40.1	29.1	26.2	20.4	25.0	21.3	21.5	28.6	31.3	31.4	28.9	22.6		
81	537868	182912	43.7	37.2	38.7	25.8	19.2	16.5	18.2	17.4	19.0	23.7	29.5	27.2	26.3	20.5		
82	537821	182332	45.2	42.6	41.8	37.9	29.3	23.4	24.8	23.9	25.5	29.9	32.7	33.9	32.6	25.4		
83	538178	181747	39.5	51.4	57.6	54.2	41.6	36.0	39.4	37.5	35.2	37.5	38.1	41.4	42.5	33.1		
84	538365	181180	45.7	37.6	30.8	27.4	Missing	23.7	22.8	19.2	24.6	30.4	39.8	29.4	30.1	23.5		
85	538895	181296	44.6	40.0	39.2	35.8	25.5	29.1	25.9	Missing	22.4	27.6	33.5	35.4	32.6	25.5		
86	538954	180872	36.9	32.1	30.6	25.2	16.9	17.1	19.1	17.3	18.8	23.7	28.3	24.2	24.2	18.9		
87	535929	182220	38.9	35.8	38.6	34.3	25.8	24.6	29.0	24.5	24.9	33.2	31.4	29.9	30.9	24.1		
88	537555	180892	36.3	29.3	28.0	22.5	14.0	15.9	15.9	14.9	16.2	24.8	Missing	23.5	21.9	17.1		
89	538730	178733	22.5	30.0	34.1	2.0	17.1	16.8	15.8	17.8	16.0	19.1	23.3	21.3	19.7	15.3		
90	538674	178888	33.9	29.8	36.6	28.7	17.2	14.1	13.4	15.0	14.8	20.0	24.4	21.6	22.5	17.5		
91	539007	181146	43.3	37.3	38.6	39.1	26.9	30.9	29.9	27.2	27.2	33.3	40.4	Missing	34.0	26.5		
92	538907	181127	42.1	40.1	33.8	29.7	19.4	19.8	20.3	17.2	22.0	21.1	34.0	24.5	27.0	21.1		
93	538016	178569	28.4	23.6	21.7	18.2	14.1	12.9	12.9	12.1	13.7	14.9	20.7	14.9	-	-		Triplicate Site with 93, 94 and 95 - Annual data provided for 95 only
94	538016	178569	25.8	23.1	23.6	18.5	11.0	13.5	12.1	12.2	11.5	16.2	21.2	15.8	-	-		Triplicate Site with 93, 94 and 95 - Annual data provided for 95 only
95	538016	178569						12.9	11.7	12.2	13.3	15.8	20.9	17.5	17.2	13.5		Triplicate Site with 93, 94 and 95 - Annual data provided for 95 only
96	536494	184170						13.5	11.4	10.9	Missing	Missing	Missing	20.3	16.7	13.0		Triplicate Site with 42, 43 and 96 - Annual data provided for 96 only

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

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

☐ Local bias adjustment factor used.

☒ National bias adjustment factor used.

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

☒ London Borough of Tower Hamlets confirm that all 2025 diffusion tube data has been uploaded to the Diffusion Tube Data Entry System.

Notes:

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

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

See Appendix C for details on bias adjustment and annualisation.

Appendix C Map(s) of Monitoring Locations and AQMAs

Figure 8A. Map of Non-Automatic Monitoring Site(s) and Whole Borough AQMA

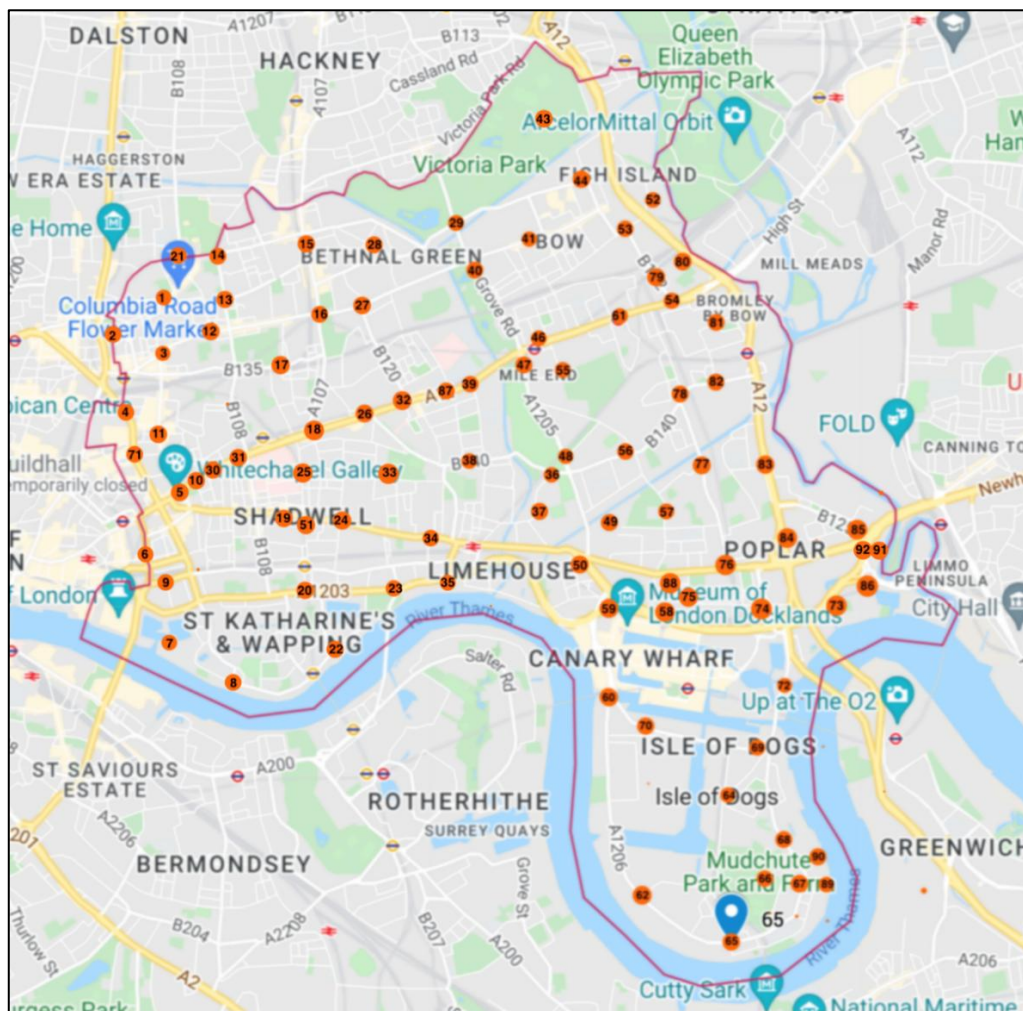


Figure 8B. Map of Automatic Monitoring Site(s)

