



Shropshire
Council

2026 Air Quality Annual Status Report (ASR)

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

Date: July, 2026

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Report Reference Number	31607680
Date	June 2026

Local Responsibilities and Commitment

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Shropshire Council

2026 Annual Status Report

July 2026



Document Control Sheet

Identification	
Client	Shropshire Council
Document Title	Shropshire Council ASR 2026
Bureau Veritas Ref No.	31607680

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Version Control				
Version	Date	Author	Reason for Issue/Summary of Changes	Status
1	02/07/2026	E Thomas	Draft for Issue	Draft
2	30/07/2026	E Thomas	Issue	Issue
3	02/09/2026	E Thomas	Issue with correction on coordinates	Issue

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Executive Summary: Air Quality in Our Area

Air Quality in Shropshire Council

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

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

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

Table ES 1 - Description of Key Pollutants

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

The Shropshire Council Unitary Authority area is predominantly rural, consisting of both pastoral and arable agriculture, alongside pockets of industry surrounding larger county towns. There are localised areas of poor air quality at key highway junctions including several significant heavy goods vehicle (HGV) transport routes, on the north/south A49

route, the cross-county M54 and A5 route to/from North Wales and Merseyside, and the A41 route to/from Chester and Birmingham. There are also several large quarries and other industrial sites that are permitted for emissions to air.

Currently Shropshire Council has two Air Quality Management Areas (AQMA) declared; Bridgnorth AQMA and Shrewsbury No. 3 AQMA. Both AQMA were declared for exceedances of the annual mean air quality objective of $40\mu\text{g}/\text{m}^3$ for NO_2 . Bridgnorth AQMA was declared in 2005 and the Shrewsbury No.3 AQMA declared in 2003 and amended in 2006.

In 2025, an increase in NO_2 concentrations was seen in 61% of the monitoring locations compared to 2024. The percentage increase was less than 10% for all of the sites with the exception of three which were already well below the annual mean Air Quality Standard (AQS) objective for NO_2 . The increases in concentrations may be attributable to meteorological conditions.

The overall five year trend is still a decreasing trend at the majority of sites. In 2025 two sites exceeded $40\mu\text{g}/\text{m}^3$ the AQS objective for annual mean NO_2 , one of these sites (505 – The Bull Castlegate) located within the Shrewsbury AQMA was set up in 2025 and therefore was annualised as data capture was below 75%. The concentration of NO_2 was $40.2\mu\text{g}/\text{m}^3$ and the site is located on the facade of the Bull, Castle Street. This site is relevant for short term exposure on the ground floor as a pub and residential exposure on the first floor. NO_2 emissions at the first floor are expected to be lower than those at ground floor due to the known decrease in NO_2 emission with height. Further monitoring locations within the Shrewsbury AQMA were all below 10% of the AQS objective for NO_2 with the next highest concentration monitored at $35.8\mu\text{g}/\text{m}^3$ on The Albion.

The other exceedance was located within the Bridgnorth AQMA on Pound Street. The annual mean concentration was $44.2\mu\text{g}/\text{m}^3$ at monitoring location 83 – Downspout of 2 Pound Street and increase of $0.9\mu\text{g}/\text{m}^3$ compared to 2024. This was the only exceedance within the Bridgnorth AQMA during 2025. No monitoring locations recorded concentrations within 10% of the $40\mu\text{g}/\text{m}^3$ AQS objective, which is an improvement compared to 2024. There were no other exceedances of the AQS objective for NO_2 in the wider Bridgnorth area.

At 233 – Tern Hill, Market Drayton the measured concentration was within 10% of the annual mean NO₂ objective. This location has exceeded the 36µg/m³ for the last five years, however the diffusion tube is situated at a road traffic junction and is not representative of relevant exposure. The concentration at the location of nearest exposure was 30.5µg/m³ in 2025 and therefore not exceeding the air quality objective.

Concentrations of NO₂ reduced at this location compared to 2024 by 2.1µg/m³.

Shropshire Council published the final versions of the Bridgnorth and Shrewsbury AQAPs in November 2024. The publication of these finalized action plans represents an important step by the local authority in their efforts to improve air quality and protect public health in these areas. Developing effective AQAPs is a crucial component of air quality management at the local level. The main focuses of the AQAPs are the gyratory in Shrewsbury town centre to allow better traffic flow through the area and the improving cycling and walking in Shropshire through the LCWIP.

The works to the gyratory were completed in September 2025. Since becoming operational, the scheme has attracted significant public concern regarding its safety and effectiveness. A Task and Finishing Group has been established to review the scheme and recommend mitigation measures to address the issues raised. The air quality impacts of any recommendations will be assessed and taken into account when determining the future of the scheme.

Actions to Improve Air Quality

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

The Environmental Improvement Plan¹ sets out actions that will drive continued improvements to air quality and to meet the new national interim and long-term targets for fine particulate matter (PM_{2.5}), the pollutant of most harmful to human health. The Air Quality Strategy² provides more information on local authorities' responsibilities to work towards these new targets and reduce fine particulate matter in their areas.

¹ Defra. Environmental Improvement Plan 2023, January 2023

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

The Road to Zero³ details the Government's approach to reduce exhaust emissions from road transport through a number of mechanisms, in balance with the needs of the local community. This is extremely important given that cars are the most popular mode of personal travel and the majority of Air Quality Management Areas (AQMAs) are designated due to elevated concentrations heavily influenced by transport emissions.

Shropshire Council continues to consider air pollution throughout a number of services and departments with air quality measures found in many of Shropshire's policies.

In September 2025 Shrewsbury town centre's gyratory system, funded by the levelling up fund, was completed. This project aimed to streamline road layouts, improve active travel routes, establish a one-way gyratory system at Castle Foregate and reduce NO₂ concentrations in the town. The gyratory system encompasses A5191 Castle Foregate, A5191 Castle Gates, A528 Cross Street, A528 Chester Road, and A458 Smithfield Road, all situated within the AQMA.

The Castle Foregate was converted into a single-lane road, with the second lane designated as a cycle lane. This initiative was expected to boost cycling within Shrewsbury by 20%. Additionally, Chester Street, previously a one-way road heading north, is now a two-way road. This change has shifted traffic from Castle Foregate and improved traffic flows along A528 (Ellesmere Road) however there have been reports of increased congestion at peak times and traffic using alternative residential routes. Unfortunately, the Southern section of the proposed cycle route was not implemented due to the complexity of implementing broad traffic restriction south of the Castle Foregate/Smithfield Road junction. This meant the cycle infrastructure around the gyratory is incomplete and incoherent to cyclists resulting in concerns that the usage of the cycle route has been low.

There have also been significant safety concerns raised regarding the safety of the new bus stop, safety for both cyclists and pedestrians and access issues for emergency vehicles. As a result, there has been a significant public campaign to revert to the original layout. A petition to remove the cycle lane and floating bus stop gathered over 7,000 signatures prompting a road safety audit and establishing a Task and Finishing Group to review the scheme and make recommendations.

³ DfT. The Road to Zero: Next steps towards cleaner road transport and delivering our Industrial Strategy, July 2018

The Task & Finish Group considered 6 recommendations and on 8th July 2026 the Cabinet recommended that the following 2 options were taken forward for further assessment:

- Revert back to 2 lanes of traffic,
- Change Cycleway to shared use (bus/taxi/cycle).

The impact of both these options on air quality will be assessed and taken into consideration when deciding the future of the scheme.

Shropshire Council has paused all work on the proposed Shrewsbury North West Relief Road (NWRR), for which planning consent was approved by committee on 24th February 2024. The council has politically decided to currently halt all work on this action and is seeking clarification around future funding options. The NWRR is now unlikely to be implemented due to funding issues and unaffordability as decided in June 2025.

Shropshire Council published the draft Local Cycling Walking and Infrastructure Plans (LCWIP) for the county in 2023, these were adopted by Full Council in 2024. Although mainly developed by the Highways and Transportation department, there is greater potential for air quality benefits through increased cycling and walking in the areas and specifically within the AQMAs. Improved and new signage, upgraded cycle paths, new road crossings and wider paths are all in progress in various parts of the Shropshire towns. This will help reduce the reliance on car travel with better connectivity between key places within Shrewsbury and Bridgnorth in particular. Castle Foregate forms part of Primary Route S.16 and part of S.17 identified in the Shrewsbury LWCIP. The Gyratory scheme delivers new shared use paths (SUP) and segregation along S.16 and part of S.17 which it is hoped will increase cycling within Shrewsbury town centre.

Shropshire Council is permanently withdrawing the Meole Brace Park & Ride service in Shrewsbury, with the site set to close on November 1, 2026. The decision stemmed from the comprehensive county wide bus service review which recorded the lowest customer numbers from the 3 Shrewsbury park & rides. Maintaining the 3 sites costs too much considering the current budget cuts. Suspending the underused Meole Brace route, will enable the council to reallocate funds to protect other vulnerable bus routes and enhance the remaining 2 park & rides.

Community Infrastructure Levy funding has been approved for the Bridgnorth bypass signage improvements, planned to encourage motorists to use the bypass and not travel through the town centre. Baseline data has been collected to enable evaluation of the scheme and the improved signage is expected to be completed in December 2026.

Conclusions and Priorities

Monitoring data in Shropshire shows an overall continuing decreasing trend in concentrations of NO₂. One monitoring location exceeded the AQS objective for NO₂ within the Bridgnorth AQMA and a second in the Shrewsbury AQMA in 2025, the monitoring location that exceeded the annual mean AQO for NO₂ in Shrewsbury was installed in 2025 to monitor the completed Castle Foregate gyratory. With the exception of the exceedances mentioned above, there were no monitoring locations where the annual mean NO₂ concentration was within 10% of the AQS objective after distance correction in 2025, a decrease from five in 2024.

Construction works for the Castle Foregate gyratory scheme commenced in June 2024 with completion in September 2025, this resulted in significant disruption to traffic flows meaning it is difficult to draw any conclusions from the data collected in 2025. The 2027 ASR will review the 2026 data to establish if any early conclusion can be drawn of the success.

How to get Involved

To reduce air pollution and contribute to clean air everyone living, working and visiting the area can contribute. Every individual and business can promote clean air and help make a difference by considering the following actions:

Shropshire Council are promoting the following messages to the residents on ways they can reduce their personal emissions and help improve air quality in Shropshire.

Avoid driving into congested areas: It is good for your health and your wealth

By planning your journey to avoid congested areas you can make a positive difference. Parking on the edge of town is often cheaper than parking in town centres saving you money. Walking into town from edge of town car parks keeps you active and is good for your family's health. By not driving into congested, polluted areas you reduce your family's exposure to harmful air pollutants and stop your own vehicle emissions contributing to the problem. An alternative to walking and cycling is to use a Park and Ride or a bus service to get you the final mile.

- To help plan your journey find Shropshire Council car parks:
 - <https://www.shropshire.gov.uk/parking/find-my-nearest-car-park/>
- For Park and Ride information in Shropshire:
 - <https://www.shropshire.gov.uk/public-transport/park-and-ride/>

Consider your commute

If you regularly drive to work, you may be able to save money by adopting the steps above. Although, you could also reduce the amount of money you spend on fuel and parking by:

- Using the Park and Ride service;
- Cycling or walking to work. Cycling or walking into work once a week could reduce your emissions by 20%; and,
- Car share. Car sharing can be a very effective way of reducing the number of vehicles on the road as well as saving money. The further the journey the more you stand to save. The more you share, the more you save.

Doing the school run - not the school sit

Travelling to and from school at peak times contributes to congestion on our roads at a time of day when there are already an increased number of vehicles. Where a school is within walking or cycling distance, we would encourage this option to be utilised where possible. The benefits can include reduced fuel costs, improved fitness and health through regular exercise for the family, as well as the benefits to air quality in Shropshire.

Consider your fuel

With prices of electric vehicles continuing to fall in line with vehicles powered by other fuels and ranges ever increasing. Electric powered vehicles could be the way for you and your family or business to make a difference and reduce air pollution and individual carbon footprint. Shropshire Council have approved plans for a major expansion of electric vehicle (EV) charging across the county⁴, supported by more than £2 million in Government funding and significant private-sector investment. Under the new plans, some 500 or more additional public EV charge points will potentially be installed in towns, villages and rural communities, with a particular focus on helping residents who cannot charge at home because they do not have access to a driveway.

⁴ <https://newsroom.shropshire.gov.uk/2026/03/cabinet-agrees-plans-for-major-expansion-of-electric-vehicle-charging-network/>

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1 Local Air Quality Management

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

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

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

2 Actions to Improve Air Quality

2.1 Air Quality Management Areas

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

A summary of AQMAs declared by Shropshire Council can be found in Table 2.1. The table presents a description of the two AQMAs that are currently designated within Shropshire. Appendix D: Map(s) of Monitoring Locations and AQMAs provides maps of AQMAs and also the air quality monitoring locations in relation to the AQMAs. The air quality objectives pertinent to the current AQMA designations are as follows:

- NO₂ annual mean.

Table 2.1 – 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?	Highest Concentration: Declaration	Highest Concentration: Current Year	Number of Years Compliant with Air Quality Objective	Name and Date of AQAP Publication	Web Link to AQAP
Shrewsbury No.3 AQMA	Declared 01/05/2003, Amended 01/03/2006	NO ₂ Annual Mean	The area comprising Frankwell, part of Bridge Street and Smithfield Road Castle Gates and adjacent land, extending to encompass most of the Town Centre including High Street, Wyle Cop, English Bridge and Coleham Head gyratory	No	86µg/m ³	40.2	Not Compliant	Shrewsbury Air Quality Action Plan 2024.	Web Link
Bridgnorth Pound Street AQMA	Declared 01/4/2005	NO ₂ Annual Mean	An area encompassing Pound Street and the junction of Whitburn Street and Salop Street.	No	54.1µg/m ³ (in 2010)	44.2	Not Compliant	Bridgnorth Air Quality Action Plan 2024	Web Link

☒ Shropshire Council confirm the information on UK-Air regarding their AQMA(s) is up to date.

☒ Shropshire Council confirm that all current AQAPs have been submitted to Defra.

2.2 Progress and Impact of Measures to address Air Quality in Shropshire Council

Defra's appraisal of last year's ASR concluded

1. Whilst there is mostly consistency between the report tables, DT 400 appears in Tables A.2 and A.3 but is missing from Table B.1. Please ensure consistency between all tables in the future.

All monitoring sites have been included in their relevant tables to ensure consistency in the 2026 ASR.

2. A screen capture of the relevant national bias adjustment factor spreadsheet has been included within the report to highlight the use of the correct factor. This is commended, and the Council are encouraged to continue to include this within future reports.

This has been included again in the 2026 ASR.

3. Figures have been provided to highlight the locations of monitoring sites. The locations of monitoring sites are clear and the labels are easy to read. The figures also include the locations of the AQMAs. The Council should continue to include figures of this quality in future reports.

Figures have been included in this ASR.

4. SC have directly addressed the comments from last years ASR appraisal. This is commended and should be continued in future ASR's.

This has been continued in the 2026 ASR.

5. SC have clearly stated the completed measures from the reporting year and the measures expected to be completed in the following year. This is an example of good practice.

This has been continued in the 2026 ASR.

Shropshire Council has taken forward a number of direct measures during the current reporting year of 2025 in pursuit of improving local air quality. Details of all measures completed, in progress or planned are set out in Table 2.2. Eleven measures are included within Table 2.2, with the type of measure and the progress Shropshire Council have made during the reporting year of 2025 presented. Where there have been, or continue to

be, barriers restricting the implementation of the measure, these are also presented within Table 2.2.

More detail on these measures can be found in their respective Action Plans both published in November 2024.

- [Shrewsbury Air Quality Action Plan](#)
- [Bridgnorth Air Quality Action Plan](#)

Key completed measures are the Castle Foregate Gyratory which was completed in November 2025, further monitoring will continue in 2026 to assess the success of the scheme in terms of NO₂ reductions.

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

- Bridgnorth Bypass signage which is expected to be completed by December 2026
- Evaluation of the first year of monitoring of the Castle Foregate Gyratory

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

- Highways department
- Climate department;
- Communications department and;
- Passenger Transport department.

The principal challenges and barriers to implementation that Shropshire Council anticipates facing are the potential outcome of the review of the Shrewsbury Gyratory scheme, funding related to progression of LCWIP schemes, the park and ride schemes and also the Smithfield redevelopment.

Shropshire Council anticipates that the measures stated above and in Table 2.2 will achieve compliance in the Bridgnorth AQMA as set out in the respective AQAP. In Shrewsbury the gyratory scheme was expected to ensure compliance with the objective levels. Although the gyratory scheme was completed in September 2025 there is one tube within the Shrewsbury AQMA which is still exceeding the objective. As there were road works in the vicinity of the gyratory for most of 2025 it is not possible to interpret whether there is still likely to be an exceedance with the new road layout.

Table 2.2 – Progress on Measures to Improve Air Quality

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
Priority Air Quality Actions														
1	Castle Foregate Gyratory	Traffic Management	Strategic Highways Improvements	2024	2026	Shropshire Council, WSP, Highways	Levelling Up Fund 2	Fully Funded	> £10m.	Planning	15.2µg/m³ NO₂ Concentration reduction at worst case monitoring location	Review of monitoring location results after measure is implemented	Works completed in November 2025. Monitoring continuing to assess if objectives achieved.	None
5	LCWIP	Promoting Travel Alternatives	Promotion of Walking and Cycling	2024	Ongoing	Shropshire Council	Shropshire Council, Active Travel England, DfT	Different interventions funded independently.	£50k - £100k/	Planning	<0.5µg/m³ Concentration reduction at worst case receptor location	Review of private vehicle movements on Castle Foregate and uptake of cyclists. Review of monitoring data too.	LCWIP Plan was adopted in July 2024, some cycling paths incorporated into the Castle Foregate Gyratory Scheme were completed in November 2025. Other parts of the scheme are ongoing	Subject to funding availability, Highway capacity.
11	Bypass Signage – directing traffic to the Bypass round	Public Information	Via other Mechanism	2025	2026	Infrastructure and Growth Shropshire Council	Shropshire Council	CIL Funding	£500k - £1m/	Planning	<1.2 – 2.4 µg/m³ reduction in the AQMA based on a 5% or 10% reduction in the AADT travelling through the AQMA.	Review of the results of monitoring data to determine if a decrease in NO2 can be observed. Baseline traffic data collected to enable assessment of impact on traffic flows	Community Infrastructure Levy funding application approved. Base line data collection commenced. Completion anticipated Dec 2026.	
2	Northwest Relief Road (NWRR)	Traffic Management	Strategic Highways Improvements	2024	2027	Shropshire Council, WSP, Highways	Government Capital Grant, Marches LEP, SC Match Funding	Partially Funded	> £10m.	Planning	4.95µg/m³ NO₂ Concentration reduction at worst case receptor location	Review of monitoring location results after measure is implemented	All works on proposed scheme paused in June 2025 due to unaffordability.	Potential barrier with funding and finalisation following change in political party both nationally and locally.
3	Increased Parking Charge	Alternatives to Private Vehicle Use	Other	2024	2024	Shropshire Council	Shropshire Council	N/A	<£10k	Planning	<0.5µg/m³ Concentration reduction at worst case receptor location	Review of monitoring data and use of E-bikes, scooters and pedestrians compared to private vehicle movements	Charges were approved by Cabinet in Dec 2024	Charges have now been implemented.
4	Park and Ride	Alternatives to Private Vehicle Use	Bus based Park and Ride	TBC	TBC	Shropshire Council	TBC	TBC	£1 million - £10 million	Planning	0.5-1µg/m³ Concentration reduction at worst case receptor location	Review of the number of private vehicles movements changes and uptake of bus movements on new park and ride	Frequency of park and ride buses increased in June 2025	Additional P&R at Bowbrook is subject to government funding.
6	Smithfield Re-development	Promoting Travel Alternatives	Promotion of Walking and Cycling	2028	N/A	Shropshire Council	TBC	TBC	> £10m.	Planning	To be measured through monitoring	Review of monitoring concentrations along Smithfield Road following roadworks and increases pedestrianisation	Outline planning consent approved April 2025	Finding developers to invest in scheme
7	Anti-Idling Signage outside of Station	Traffic Management	Anti-Idling Enforcement	2025	2025	Shropshire Council	Shropshire Council	TBC	<£10k	Planning	<0. µg/m³ Concentration reduction at worst case receptor location	Review of compliance with vehicles anti-idling.	Seeking approval from TFW Rail	

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
8	School Travel Plans	Promoting Travel Alternatives	School Travel Plans	2024	2025	Shropshire Council	Active Travel England, DfT, Shropshire Council	Funded	£10k - £50k/	Planning	<0.5µg/m³ reduction in the AQMA	Review of the adoption of School Travel plan and the associated reductions of traffic within the AQMA. Surveys to understand how students currently travel to school and the methods and routes they take.	Costs and finalised dates to be confirmed following further discussions with Oldbury Wells School and Sixth Form and Castlefield Primary School	
9	LCWIP – Cycle and Walking path on Whitburn Street	Transport Planning and Infrastructure	Cycle Network	TBC	TBC	Shropshire Council, Highways	Active Travel England, DfT, Shropshire Council	Partially Funded	£50k - £100k/	Planning	<0.5µg/m³ reduction in the AQMA	Uptake of cycling and walking to High Street as well as a review of the traffic flows within the AQMA after adoption.	Initial planning states, one of the routes within the LCWIP that is highly prioritise is the cycle path on Whitburn Street	LCWIP prioritisation list being reviewed by new administration in terms of funding and strategic priorities
10	ANPR along Pound Street	Traffic Management	Strategic Highways Improvements	TBC	TBC	Shropshire Council, Highways	TBC	TBC	TBC	Planning	<0.5µg/m³ reduction in the AQMA	Review of the traffic flows during peak times and the subsequent monitoring results within the AQMA.	Being assessed via Integrated Transport Package (ITP)	Further funding opportunities with S106 or Community Infrastructure Levy

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

As detailed in Policy Guidance LAQM.PG22 (Chapter 8) and the Air Quality Strategy⁵, local authorities are expected to work towards reducing emissions and/or concentrations of fine particulate matter (PM_{2.5}). There is clear evidence that PM_{2.5} (particulate matter smaller 2.5 micrometres) has a significant impact on human health, including premature mortality, allergic reactions, and cardiovascular diseases.

The Public Health Outcomes Framework data tool⁶ compiled by Public Health England (PHE) quantifies the mortality burden of PM_{2.5} within England on a county and local authority scale. The latest Public Health Outcomes Framework Indicator number D01 - Fraction of mortality attributable to particulate air pollution (New Method) for Shropshire was noted to be 4.1% in 2024, up from 3.9% in 2023. This is the mortality lowest percentage in the West Midlands Area and below the average for England at 5.3% attributable to air pollution. Data for 2025 is not yet available.

Measures within the AQAPs for Shrewsbury and Bridgnorth include measures to improve air quality which are relevant to PM_{2.5}. The measures to increase sustainable travel include schemes identified in the LCWIP for each area of the county and Park and Rides. The measures for the AQAP are focussed on NO₂ as this is the pollutant for which the AQMA designations are declared, but many of the measures are not only specific to reducing NO₂, will provide PM_{2.5} reductions too. This includes the delivery of a comprehensive school travel demand management programme aimed at reducing car dependency and increasing walking, wheeling and cycling for journeys to and from school. Central to this approach is the development of school travel plans through Modeshift STARS, which helps schools understand travel patterns, identify barriers to active travel, set modal shift targets and implement tailored action plans. Alongside travel planning, the Council supports active travel promotion through behaviour change campaigns, school engagement activities, walking initiatives such as the Living Streets WOW Walk to School Challenge, and Bikeability cycle training to build the confidence and skills needed for

⁵ Defra. Air Quality Strategy – Framework for Local Authority Delivery, August 2023

⁶ PHE. Public Health Outcomes Framework. Available at: <https://fingertips.phe.org.uk/profile/public-health-outcomes-framework/data>

children to travel actively. The programme is further supported by School Streets, which restrict vehicle access outside schools at key times to create safer environments and encourage active travel, together with sustainable travel toolkits and guidance for schools, parents and staff. While road safety education forms part of the Council's wider offer, its primary role is to enable active travel by improving confidence, awareness and competence among pupils and their families, thereby supporting the successful delivery of school travel plans and wider behaviour change objectives and the schemes within the LCWIPs.

In addition, the expansion of the Automatic Urban and Rural Network (AURN) PM_{2.5} network of monitoring now includes a PM_{2.5} monitoring station in Shrewsbury Underdale in which monitors background PM_{2.5} in the area along with PM₁₀. The expansion of the AURN network is due to the Environmental Targets (fine particulate matter) Regulations⁷ published in 2023. These regulations set out the Annual Mean Concentration Target (AMCT) for PM_{2.5} which is 10.0µg/m³ to be achieved by 2040 and the Population Exposure Reduction Target (PERT) for PM_{2.5} exposure to be reduced by 35% compared to 2018 concentrations. Interim targets were set in 2023 through the Environmental Improvement Plan to be achieved by 2028. The interim PM_{2.5} target is 12.0µg/m³.

Monitoring commenced in October 2024 and the results show no exceedance of the air quality targets for PM_{2.5} in 2025. The annual mean concentration of PM_{2.5} was 7.5µg/m³. The Defra background maps⁸ show concentrations of PM_{2.5} in Shrewsbury are not exceeding the current interim target⁹ of 12µg/m³ or the future 10µg/m³ air quality objective which is effective from 2040. The highest predicted background concentration of PM_{2.5} in the local authority area in 2025 was 6.9µg/m³.

⁷ Defra. Environmental Targets (fine particulate matter) (England) Regulations 2023. 2023

⁸ Defra Background Maps <https://uk-air.defra.gov.uk/data/laqm-background-home>

⁹ <https://www.gov.uk/government/publications/the-air-quality-strategy-for-england/air-quality-strategy-framework-for-local-authority-delivery#annex-a-tables-of-pollutants-and-limits>

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

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

3.1 Summary of Monitoring Undertaken

3.1.1 Automatic Monitoring Sites

Shropshire Council did not undertake any automatic monitoring in 2025, however an AURN PM₁₀ and PM_{2.5} monitoring station was installed in October 2024 and the data from this site has been included within this 2026 ASR.

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

3.1.2 Non-Automatic Monitoring Sites

Shropshire Council undertook non-automatic (i.e. passive) monitoring of NO₂ at 62 sites including a duplicate site during 2025.

Table A.2 in Appendix A presents the details of the non-automatic sites.

Shropshire Council made amendments to their diffusion tube monitoring network in 2025 and decommissioned tube 404 located on Town Walls opposite Murivance part way through 2025. This site was replaced by 505 which is located on the downpipe of The Bull, Castle Street. This new location was commissioned to monitor the change in air quality due to the change in road layout due to the Gyratory works.

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

3.2 Individual Pollutants

The air quality monitoring results presented in this section are, where relevant, adjusted for bias, annualisation (where the annual mean data capture is below 75% and greater than 25%), and distance correction. Further details on adjustments are provided in Appendix C.

3.2.1 Nitrogen Dioxide (NO₂)

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

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

Whilst the overall five-year trends within both Shrewsbury and Bridgnorth AQMA's indicate an overall reduction in levels in 2025 the majority of the network showed increased NO₂ annual mean concentrations for the first time in 5 years. Increases in NO₂ annual mean concentrations were seen at 61% of the diffusion tubes across the area. The percentage increase was less than 10% for all of the sites with the exception of three which were already well below the annual mean Air Quality Standard (AQS) objective for NO₂. The increases in concentrations may be attributable to meteorological conditions.

In addition, there were two sites exceeding $40\mu\text{g}/\text{m}^3$ in 2025. One of these monitoring locations (505) was set up part way through 2025 to monitor the new gyratory on Castle Foregate and is located within the Shrewsbury AQMA. The other (83 – 2 Pound Street) is located within the Bridgnorth AQMA. Only one monitoring location in Shropshire was within 10% of the NO_2 annual mean AQS objective, however once distance corrected for exposure this monitoring location measured $30.5\mu\text{g}/\text{m}^3$ in 2025. There were no exceedances outside an AQMA.

The highest annual mean concentration within the Bridgnorth AQMA was $44.2\mu\text{g}/\text{m}^3$ at monitoring location 83 – Downspout of 2 Pound Street. This was the only exceedance within the Bridgnorth AQMA during 2024. The remaining AQMA monitoring locations ranged from 35.9 to $20.6\mu\text{g}/\text{m}^3$. There were no exceedances of the AQS objective for NO_2 in the wider Bridgnorth area however increases were seen at 50% of the monitoring locations.

The highest concentration of NO_2 within the Shrewsbury AQMA was $40.2\mu\text{g}/\text{m}^3$. This was recorded at monitoring position 505, located at The Bull, Castle Street which commenced monitoring in 2025 as part of the gyratory works. The remaining monitoring locations within the Shrewsbury AQMA were below $36\mu\text{g}/\text{m}^3$ and not within 10% of the AQS objective. Concentrations ranged from 35.8 to $15.7\mu\text{g}/\text{m}^3$ in the Shrewsbury AQMA.

Outside the AQMA's there were no exceedances of the AQS objective. A concentration within 10% of the annual NO_2 air quality objective was monitored outside the AQMA designations at 233 – Tern Hill, Market Drayton. This location measured $37.5\mu\text{g}/\text{m}^3$ in 2025, however the diffusion is situated at a road traffic junction and is not representative of relevant exposure. The concentration at the location of nearest exposure was $30.5\mu\text{g}/\text{m}^3$ in 2025 and therefore not exceeding the air quality objective. The remainder of the diffusion tubes outside the AQMA's were well below the AQS objective for NO_2 .

The trends in Bridgnorth, Shrewsbury and the wider local authority area are detailed in Figures A.1 – A.4.

3.2.2 Particulate Matter (PM_{10})

Table A.4 in Appendix A: Monitoring Results compares the ratified and adjusted monitored PM_{10} annual mean concentrations for the past five years with the air quality objective of $40\mu\text{g}/\text{m}^3$. The annual mean concentration of PM_{10} at Shrewsbury Underdale AURN was $11.9\mu\text{g}/\text{m}^3$.

Table A.5 in Appendix A compares the ratified continuous monitored PM₁₀ daily mean concentrations for the past five years with the air quality objective of 50µg/m³, not to be exceeded more than 35 times per year. There were no exceedances in 2025.

3.2.3 Particulate Matter (PM_{2.5})

Table A.6 in Appendix A presents the ratified and adjusted monitored PM_{2.5} annual mean concentrations for the past five years.

Concentrations of PM_{2.5} at the Shrewsbury Underdale AURN monitoring station was well below the annual mean PM_{2.5} air quality objective of 20µg/m³ and also below the interim target of 10µg/m³ with a monitored concentration of 7.5µg/m³.

3.2.4 Sulphur Dioxide (SO₂)

Shropshire Council do not monitor SO₂ within the local authority area.

Appendix A: Monitoring Results

Table A.1 – Details of Automatic Monitoring Sites

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA?	Which AQMA? ⁽¹⁾	Monitoring Technique	Distance to Relevant Exposure (m) ^(1,2)	Distance to kerb of nearest road (m) ⁽¹⁾	Inlet Height (m)
AURN	Shrewsbury Underdale	Urban Background	350998	313295	PM10, PM2.5	No	N/A	FIDAS	11.0	5.0	1.9

Notes:

(1) N/A if not applicable

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

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

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
2	The Albion (Tumbledown) Downspout	Roadside	349405	312972	NO ₂	Shrewsbury No.3 AQMA	0.1	2.0	No	2.0
3	75 Scotland Street, lamp post	Roadside	339731	334685	NO ₂	No	0.1	2.0	No	3.0
4	Parking Sign Nexus Apartments, Roushill, SY1 1PT	Kerbside	349077	312701	NO ₂	Shrewsbury No.3 AQMA	0.1	0.5	No	2.0
9	Lamp post between Squirrel Court & Pound Street	Roadside	371351	293077	NO ₂	Bridgnorth AQMA	0.1	1.4	No	2.5
20	Bryan & Knott Bridgnorth	Roadside	371580	293257	NO ₂	No	0.0	3.8	No	2.0
27	Smithfield	Roadside	371397	293179	NO ₂	No	0.1	3.3	No	2.0
28	50 Whitburn Street	Roadside	371321	293131	NO ₂	Bridgnorth AQMA	0.2	1.7	No	2.0
29	Adj Rutters	Roadside	371297	293108	NO ₂	Bridgnorth AQMA	1.0	3.3	No	2.0
58	8 Underhill Street	Roadside	371795	292947	NO ₂	No	0.0	1.9	No	2.0
59	2A Underhill Street	Roadside	371799	293011	NO ₂	No	0.0	1.6	No	2.0
62	2 Mill Street	Roadside	372031	292993	NO ₂	No	0.0	1.0	No	2.0
65	49 Mill Street	Roadside	372026	293058	NO ₂	No	0.0	2.1	No	2.0

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
71	6 Pound Street, (On Pelican Crossing)	Roadside	371346	293086	NO ₂	Bridgnorth AQMA	0.3	1.1	No	2.0
72	Mini Roundabout - Listley Street (lamp column)	Roadside	371375	293066	NO ₂	Bridgnorth AQMA	4.4	1.6	No	2.0
73	18 Pound Street (Downspout)	Roadside	371354	293089	NO ₂	Bridgnorth AQMA	0.1	1.2	No	2.0
74	Lamp Column 48 - New Build	Roadside	371340	293125	NO ₂	Bridgnorth AQMA	1.9	2.0	No	2.0
75	Lamp Column 9 - Steps of new build	Roadside	371345	293106	NO ₂	Bridgnorth AQMA	1.1	3.0	No	2.0
76	Higgs/Stanton Ralph (Opp 45 Whitburn Street)	Roadside	371366	293146	NO ₂	Bridgnorth AQMA	0.1	1.5	No	2.0
77	39/40 Whitburn Street Lamp Column	Roadside	371375	293161	NO ₂	Bridgnorth AQMA	0.5	2.2	No	2.0
78	Pedestrian Crossing outside 42 Whitburn Street	Roadside	371360	293152	NO ₂	Bridgnorth AQMA	0.2	1.7	No	2.0
79	Chill Salon Downspout between green and black door	Roadside	371346	293143	NO ₂	Bridgnorth AQMA	0.1	1.5	No	2.0
80	48 Whitburn Street Downspout	Roadside	371334	293139	NO ₂	Bridgnorth AQMA	0.1	1.8	No	2.0
81	Stretton House 3 Salop Street Downspout	Roadside	371288	293119	NO ₂	No	0.1	1.2	No	2.0
82	Pedestrian Crossing outside 8 Salop Street	Roadside	371264	293120	NO ₂	No	2.5	0.7	No	2.0

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
83	Downspout of 2 Pound Street Bridgnorth	Roadside	371341	293096	NO ₂	Bridgnorth AQMA	0.0	0.5	No	2.0
223	Tern Hill Barn	Roadside	363640	332232	NO ₂	No	2.2	1.3	No	2.0
224	Junior School, Alexandra Road	Roadside	366670	333880	NO ₂	No	3.65	0.3	No	2.5
305	74 Castle Street	Roadside	328978	329879	NO ₂	No	0.1	1.9	No	2.0
314	Downspout on 10 Upper Church Street (Bookbinders)	Roadside	328866	329269	NO ₂	No	0.1	1.3	No	2.0
400	A49 Bayston Hill opp 3 Fishes	Roadside	348726	308959	NO ₂	No	0.0	1.4	No	2.0
403	Smithfield Road Corner of Victoria Avenue	Roadside	348891	312721	NO ₂	Shrewsbury No.3 AQMA	0.0	2.4	No	2.0
404	Town Walls, opp Murivance	Roadside	348889	312326	NO ₂	No	0.4	1.8	No	2.0
407	Dogpole (Car Entrance)	Roadside	349330	312503	NO ₂	Shrewsbury No.3 AQMA	0.2	2.1	No	2.0
413	Ravens Meadow, outside 23 Meadow Terrace	Roadside	349283	312851	NO ₂	Shrewsbury No.3 AQMA	1.7	0.7	No	2.0
420	Outside 25 Castle Street	Roadside	349396	312742	NO ₂	Shrewsbury No.3 AQMA	1.0	3.0	No	2.0
428A	Brittania Inn (Post office lamp post)	Roadside	349445	313090	NO ₂	Shrewsbury No.3 AQMA	N/A	2.0	No	2.0

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
429	6a Severn Steps adj lamp post	Roadside	349237	312900	NO ₂	Shrewsbury No.3 AQMA	0.1	1.5	No	2.0
436, 437	The Albert (duplicate)	Roadside	349283	312889	NO ₂	Shrewsbury No.3 AQMA	14.0	2.8	No	2.0
438	Station Hotel 4 Castle Foregate (facade)	Roadside	349400	312954	NO ₂	Shrewsbury No.3 AQMA	0.1	1.2	No	2.0
448	Dalton Drive (lamp post)	Roadside	346798	313418	NO ₂	No	0.1	2.8	No	2.0
449	2 Vaughan's Cottages (downpipe)	Roadside	345796	313223	NO ₂	No	5.5	0.2	No	2.0
457B	Ellesmere Road / Berwick Road (Traffic Signal)	Roadside	349243	313457	NO ₂	No	0.1	1.4	No	2.0
457	Ellesmere Road / Berwick Road between Nos. 37/38	Roadside	349235	313441	NO ₂	No	0.4	0.9	No	2.0
458	Under Railway Bridge Over Castle Foregate	Roadside	349426	313028	NO ₂	Shrewsbury No.3 AQMA	>5.0	2.0	No	2.0
459	Post in car park outside railway station	Roadside	349424	312936	NO ₂	Shrewsbury No.3 AQMA	N/A	18.0	No	2.0
461	Junction of Dogpole with High St/Wyle Cop	Roadside	349327	312389	NO ₂	Shrewsbury No.3 AQMA	2.0	2.0	No	2.0
462	Welshpool Road	Roadside	345248	313412	NO ₂	No	2.0	13.0	No	2.5
468	Downpipe on Front of Number 3 Witchurch Road	Roadside	350376	314599	NO ₂	No	0.0	7.3	No	2.0

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
474	Lamp Column, 2 Whiterock Cottages	Roadside	348647	308771	NO ₂	No	0.9	1.7	No	2.0
476	Chester Street on street parking bay height sensor post	Roadside	349360	312962	NO ₂	Shrewsbury No.3 AQMA	0.3	1.4	No	2.0
477	Bus opp Community Church, Chester St	Roadside	349299	313108	NO ₂	Shrewsbury No.3 AQMA	1.0	2.1	No	2.0
480	Lamp post by takeaway near Britaninia Inn	Roadside	349466	313151	NO ₂	Shrewsbury No.3 AQMA	0.5	2.6	No	2.0
482	Royal Mail Lamp column by traffic lights	Roadside	349436	313064	NO ₂	Shrewsbury No.3 AQMA	N/A	1.0	No	2.0
485	Frankwell Terrace	Roadside	348815	312854	NO ₂	Shrewsbury No.3 AQMA	1.4	2.6	No	2.0
487	English Bridge by St Julian Friars (No Entry Sign)	Roadside	349529	312328	NO ₂	Shrewsbury No.3 AQMA	7.7	3.0	No	2.0
488	Lamp post in front of Hobbit House Berwick Road Shrewsbury Corner of Ellesmere Rd and Berwick Rd	Roadside	349223	313449	NO ₂	No	1.0	1.0	No	2.0
489	Bus stop outside 9 Berwick Road Shrewsbury	Roadside	349148	313444	NO ₂	No	0.2	0.6	No	2.0
490	Lamp post outside 41 Berwick Road Shrewsbury	Roadside	348964	313466	NO ₂	No	10.0	0.2	No	2.0
501	Corner of 25 Chester Street / Cross Street	Roadside	349349	313071	NO ₂	Shrewsbury No.3 AQMA	1.8	1.6	No	2.0

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
502	Post outside Cambrian House	Roadside	349364	312998	NO ₂	Shrewsbury No.3 AQMA	0.5	2.5	No	2.0
503	Downspout 68-69 Frankwell	Roadside	348611	312969	NO ₂	No	0.1	0.7	No	2.0
504	Lamp Column 9-11 St Georges Court	Roadside	348669	312885	NO ₂	Shrewsbury No.3 AQMA	1.0	2.4	No	2.0
505	The Bull, Castle Street Downpipe	Roadside	349393	312888	NO ₂	Shrewsbury No.3 AQMA	0.0	2.0	No	2.7

Notes:

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

(2) N/A if not applicable.

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

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
2	349405	312972	Roadside	75.0	75.0	-	-	-	37.1	35.8
3	339731	334685	Roadside	82.7	82.7	-	-	21.6	22.4	22.7
4	349077	312701	Kerbside	100.0	100.0	-	-	-	15.7	15.0
9	371351	293077	Roadside	92.3	92.3	-	-	27.8	30.7	27.6
20	371580	293257	Roadside	90.4	90.4	17.8	19.8	17.6	18.2	19.7
27	371397	293179	Roadside	80.8	80.8	23.6	15.8	15.9	13.9	14.3
28	371321	293131	Roadside	100.0	100.0	36.7	35.8	33.7	30.9	32.8
29	371297	293108	Roadside	100.0	100.0	23.9	23.3	22.5	21.5	20.6
58	371795	292947	Roadside	100.0	100.0	29.1	27.6	26.3	24.9	23.0
59	371799	293011	Roadside	100.0	100.0	24.0	24.5	22.9	21.0	22.1
62	372031	292993	Roadside	100.0	100.0	29.1	28.1	27.1	23.6	25.1
65	372026	293058	Roadside	100.0	100.0	28.3	25.5	24.6	24.6	24.5

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
71	371346	293086	Roadside	100.0	100.0	43.2	41.5	39.9	38.2	35.9
72	371375	293066	Roadside	90.4	90.4	23.8	22.6	19.4	20.1	20.8
73	371354	293089	Roadside	100.0	100.0	28.7	27.3	26.9	24.8	25.2
74	371340	293125	Roadside	100.0	100.0	25.2	24.4	21.1	22.2	23.8
75	371345	293106	Roadside	100.0	100.0	24.1	23.9	22.0	20.3	21.7
76	371366	293146	Roadside	90.4	90.4	28.8	29.5	28.0	27.4	26.3
77	371375	293161	Roadside	100.0	100.0	29.9	29.2	29.3	29.4	25.8
78	371360	293152	Roadside	100.0	100.0	35.9	32.9	31.9	28.4	29.6
79	371346	293143	Roadside	100.0	100.0	36.9	35.6	33.8	32.5	32.1
80	371334	293139	Roadside	100.0	100.0	40.3	37.5	36.6	33.7	32.5
81	371288	293119	Roadside	100.0	100.0	23.3	21.3	23.5	19.3	20.4
82	371264	293120	Roadside	92.3	92.3	20.4	19.1	17.4	20.8	18.8
83	371341	293096	Roadside	90.4	90.4	49.4	47.8	44.5	43.1	44.2

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
223	363640	332232	Roadside	100.0	100.0	45.9	43.9	40.1	36.7	37.5
224	366670	333880	Roadside	100.0	100.0	-	-	-	11.0	11.5
305	328978	329879	Roadside	100.0	100.0	20.0	21.6	21.0	19.7	18.4
314	328866	329269	Roadside	100.0	100.0	25.9	27.2	26.6	24.5	23.4
400	348726	308959	Roadside	82.7	82.7	22.3	21.3	21.9	19.7	21.4
403	348891	312721	Roadside	100.0	100.0	23.0	25.0	22.4	21.6	22.7
404	348889	312326	Roadside	100	48.1	12.0	11.8	11.0	10.6	12.8
407	349330	312503	Roadside	100.0	100.0	19.6	19.8	18.1	17.0	17.6
413	349283	312851	Roadside	100.0	100.0	22.7	23.1	23.1	21.2	23.1
420	349396	312742	Roadside	90.4	90.4	21.9	23.3	21.1	20.3	21.2
428A	349445	313090	Roadside	100.0	100.0	-	32.4	31.2	26.6	28.2
429	349237	312900	Roadside	100.0	100.0	22.7	24.1	23.4	23.1	23.5
436, 437	349283	312889	Roadside	92.3	92.3	-	28.7	26.6	25.6	26.4

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
438	349400	312954	Roadside	100.0	100.0	43.9	43.4	39.7	37.8	35.6
448	346798	313418	Roadside	100.0	100.0	7.0	7.1	6.0	5.8	6.1
449	345796	313223	Roadside	100.0	100.0	14.7	15.0	16.3	13.1	14.7
457B	349243	313457	Roadside	92.3	92.3	-	25.5	24.1	22.1	24.0
457	349235	313441	Roadside	100.0	100.0	-	28.3	26.4	24.2	22.9
458	349426	313028	Roadside	82.7	82.7	42.2	42.6	38.3	39.4	35.7
459	349424	312936	Roadside	100.0	100.0	29.2	29.8	27.3	27.0	26.2
461	349327	312389	Roadside	100.0	100.0	20.1	21.3	19.2	20.0	19.5
462	345248	313412	Roadside	100.0	100.0	-	-	13.7	14.1	14.7
468	350376	314599	Roadside	100.0	100.0	17.7	18.0	17.9	15.7	16.8
474	348647	308771	Roadside	92.3	92.3	35.2	33.0	31.5	30.4	28.2
476	349360	312962	Roadside	100.0	100.0	24.4	25.0	23.1	22.6	24.0
477	349299	313108	Roadside	92.3	92.3	23.9	24.8	22.0	21.8	21.2

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
480	349466	313151	Roadside	100.0	100.0	27.9	28.3	27.1	24.3	25.1
482	349436	313064	Roadside	100.0	100.0	32.9	31.7	30.2	26.2	28.5
485	348815	312854	Roadside	100.0	100.0	22.4	22.9	20.8	20.0	21.0
487	349529	312328	Roadside	100.0	100.0	17.5	17.9	15.7	15.2	16.3
488	349223	313449	Roadside	100.0	100.0	22.9	22.5	20.9	19.0	20.1
489	349148	313444	Roadside	100.0	100.0	18.6	18.4	17.0	15.8	16.4
490	348964	313466	Roadside	100.0	100.0	13.3	14.5	12.4	11.6	11.9
501	349349	313071	Roadside	82.7	82.7	27.8	28.5	25.1	24.1	22.5
502	349364	312998	Roadside	92.3	92.3	-	22.0	20.7	20.1	22.6
503	348611	312969	Roadside	92.3	92.3	26.1	23.6	22.6	21.9	21.3
504	348669	312885	Roadside	92.3	92.3	-	23.0	20.4	19.4	20.1
505	349393	312888	Roadside	100	51.9	-	-	-	-	40.2

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

☒ Diffusion tube data has been bias adjusted.

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

Notes:

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

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

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

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

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

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

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

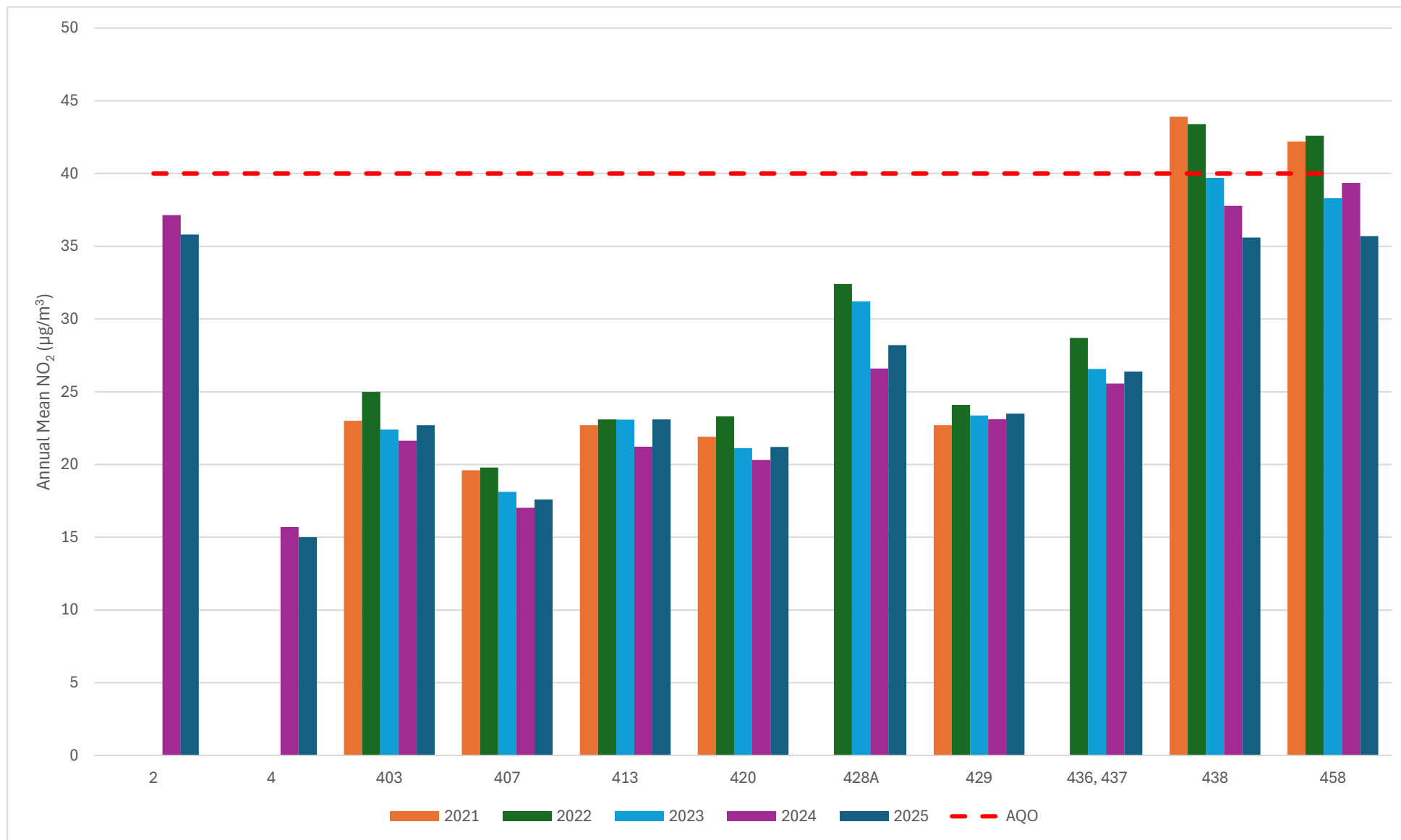
Figure A.1 – Trends in Annual Mean NO₂ Concentrations within Shrewsbury AQMA (part 1)

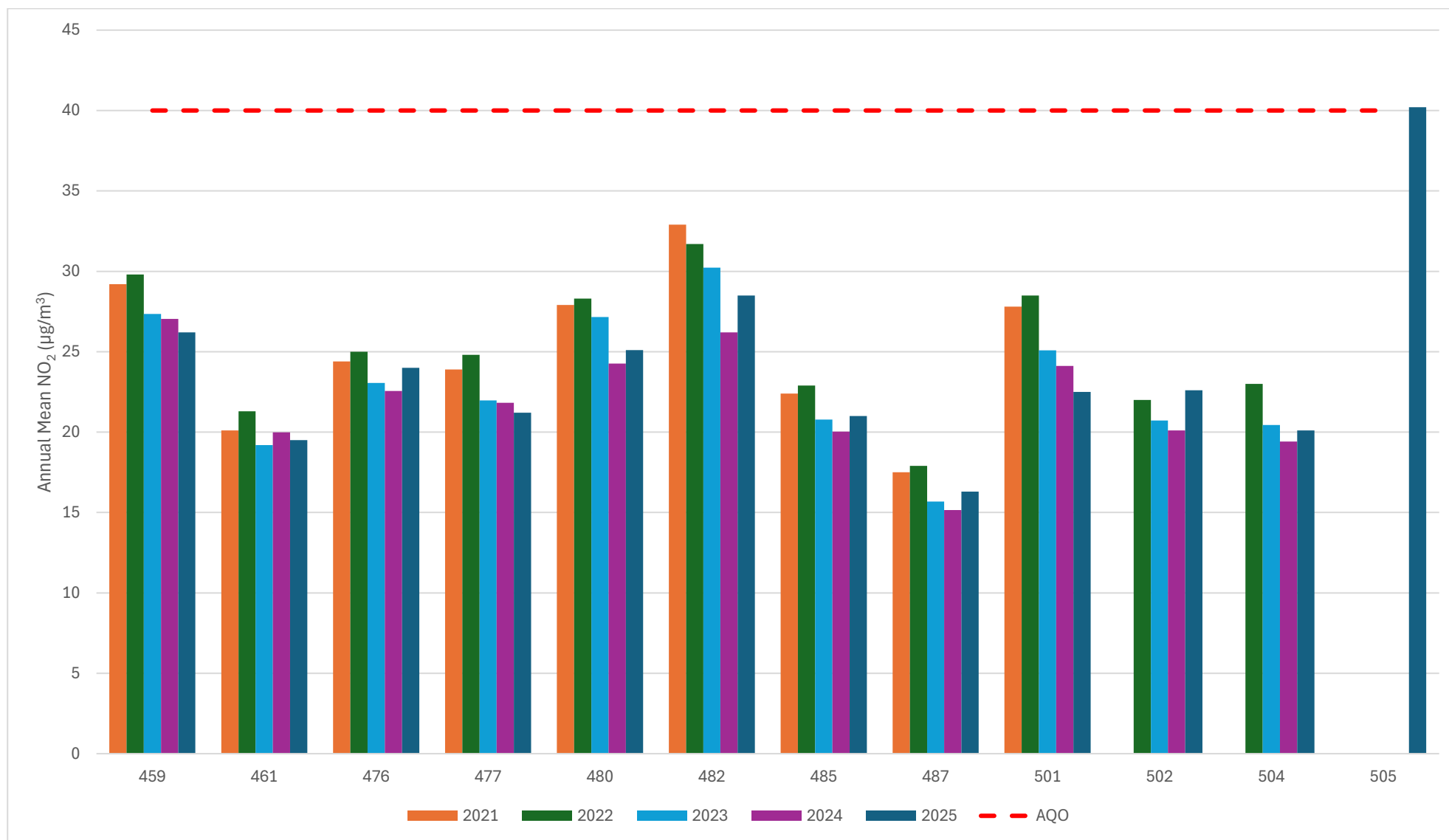
Figure A.2 – Trends in Annual Mean NO₂ Concentrations within Shrewsbury AQMA (part 2)

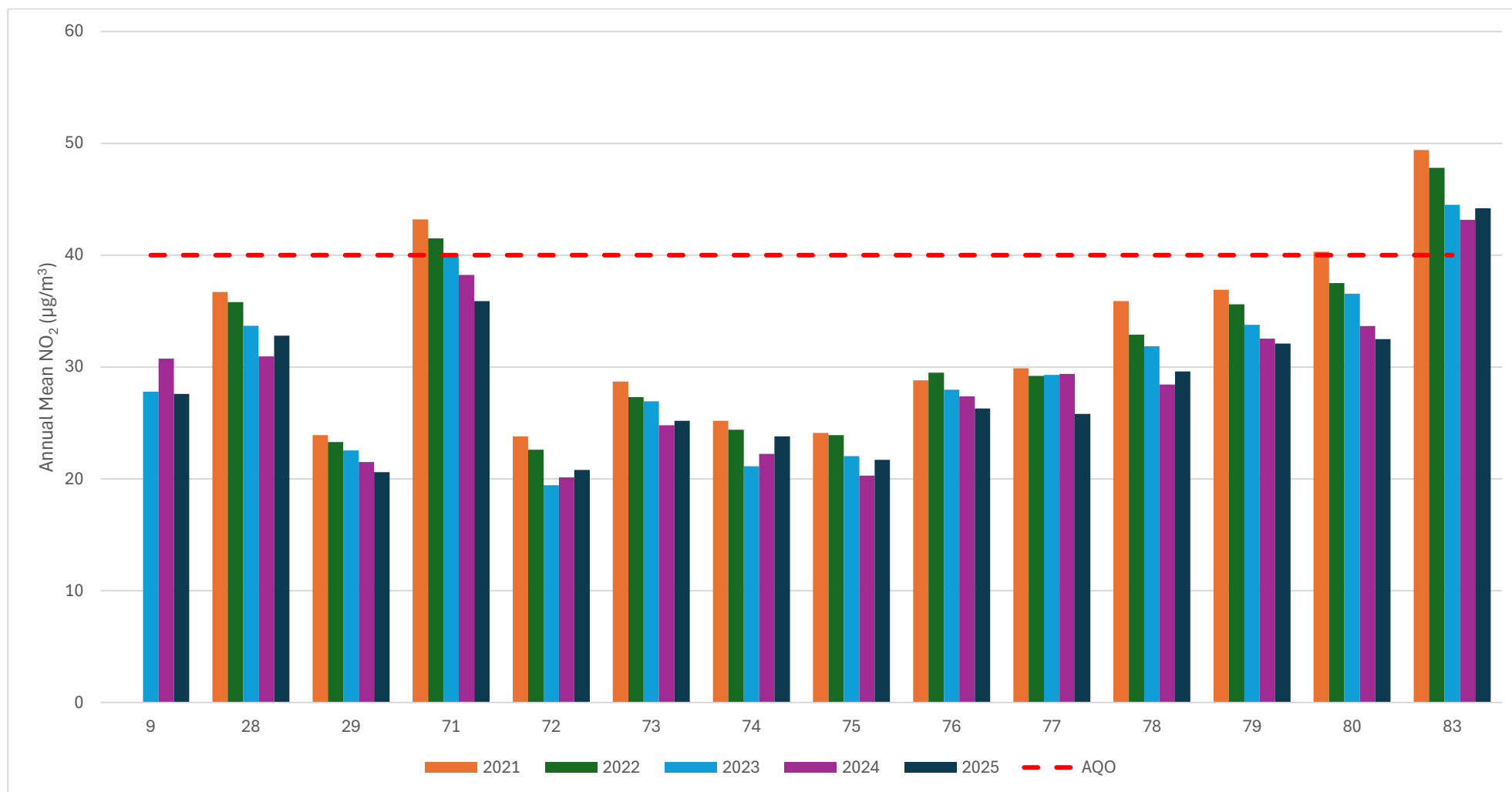
Figure A.3 – Trends in Annual Mean NO₂ Concentrations within Bridgnorth AQMA

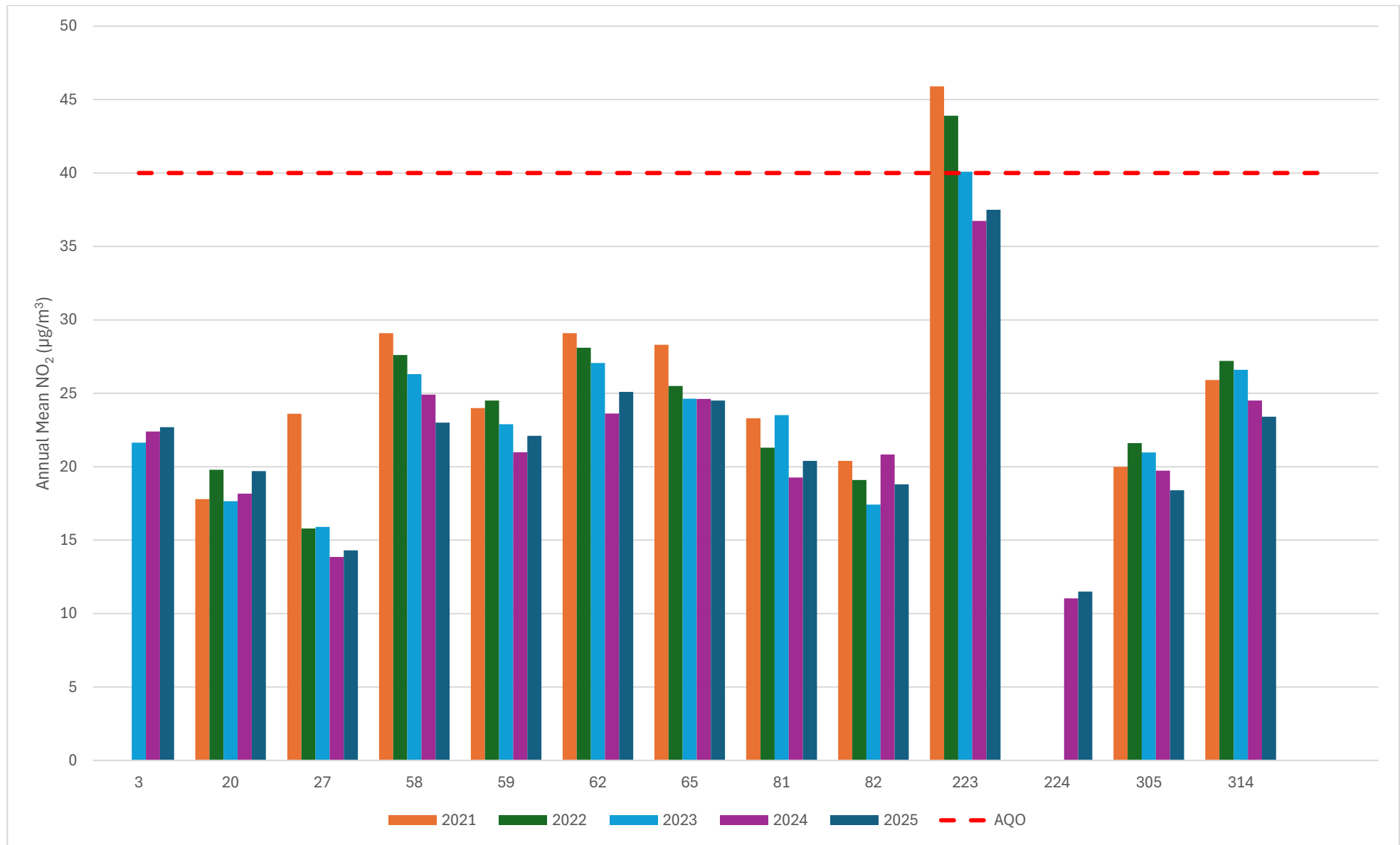
Figure A.4 – Trends in Annual Mean NO₂ Concentrations outside the AQMAs (part 1)

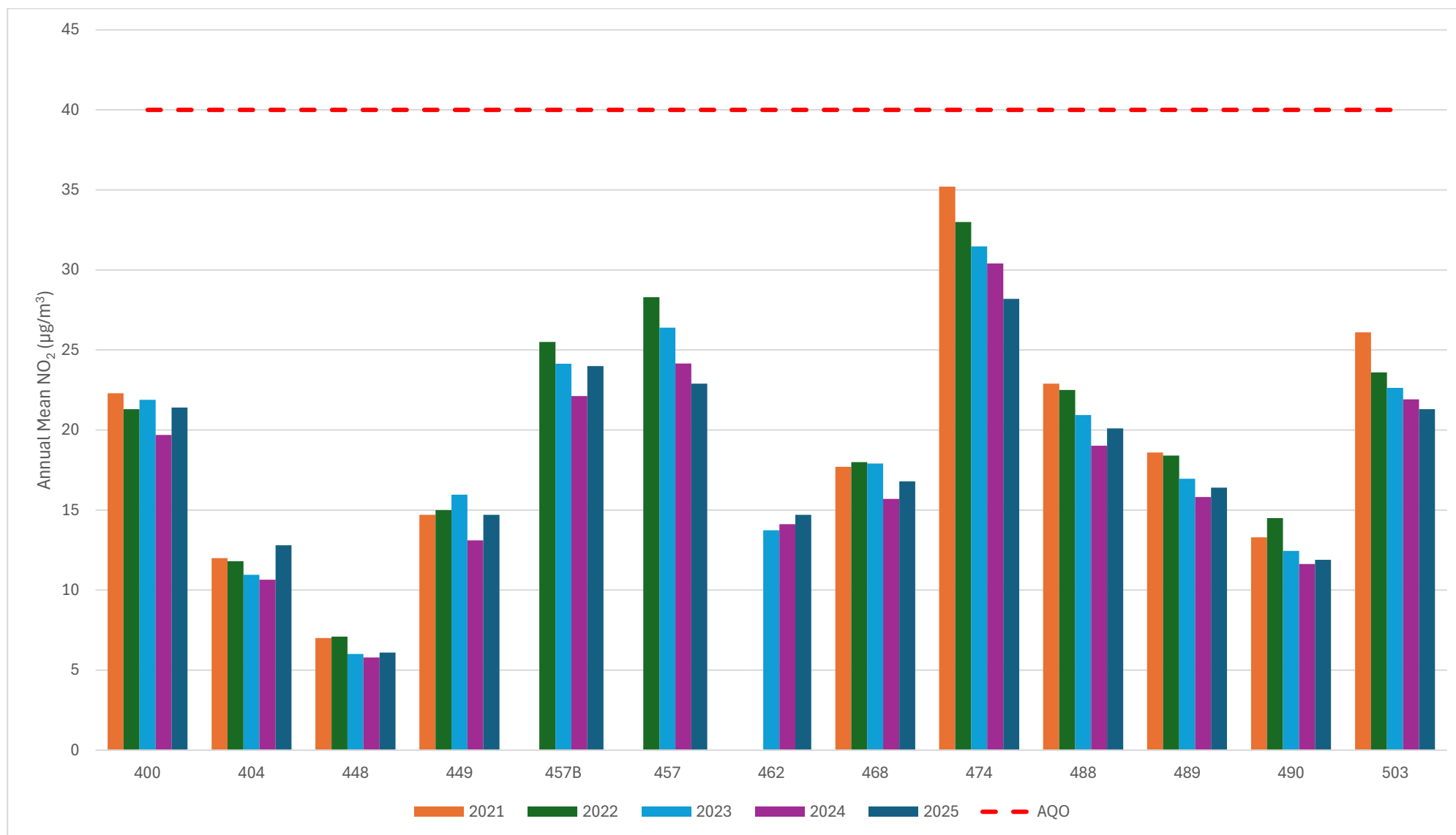
Figure A.5 – Trends in Annual Mean NO₂ Concentrations outside the AQMAs (part 2)

Table A.4 – Annual Mean PM₁₀ Monitoring Results (µg/m³)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
AURN	350998	313295	Urban Background	95.6	95.6	-	-	-	10.1	11.9

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

Notes:

The annual mean concentrations are presented as µg/m³.

Exceedances of the PM₁₀ annual mean objective of 40µg/m³ are shown in **bold**.

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

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

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

Figure A.6 – Trends in Annual Mean PM₁₀ Concentrations

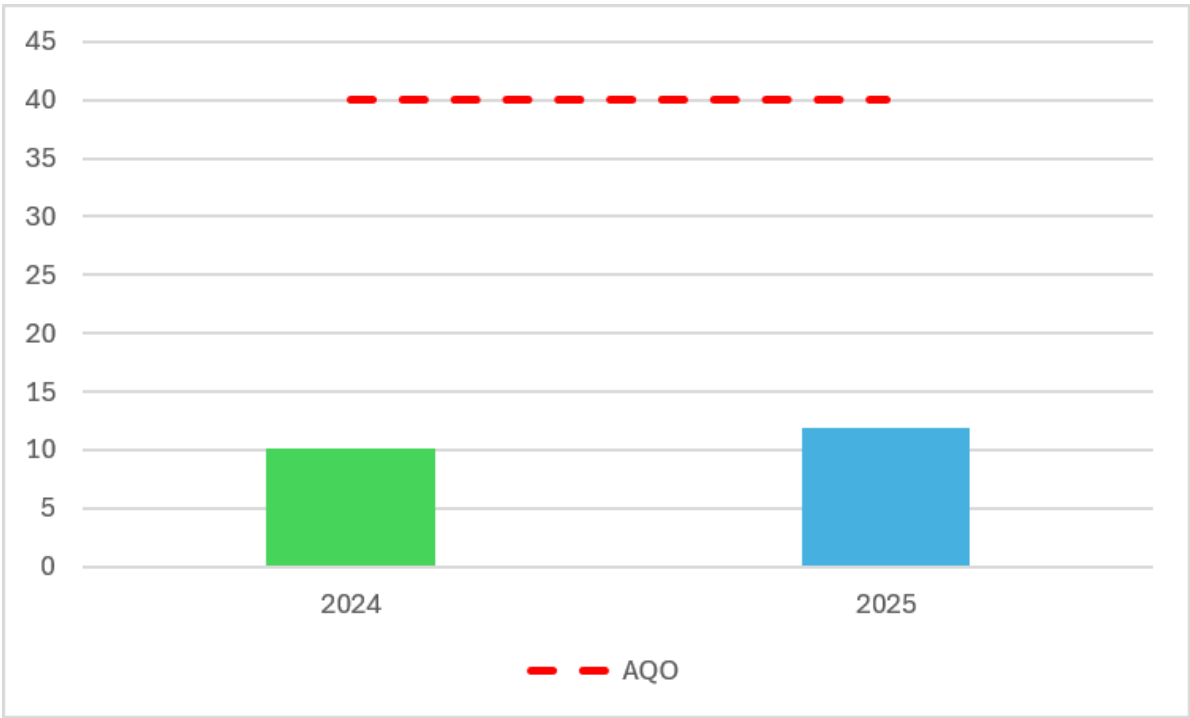


Figure A.7 – Trends in Annual Mean PM_{2.5} Concentrations

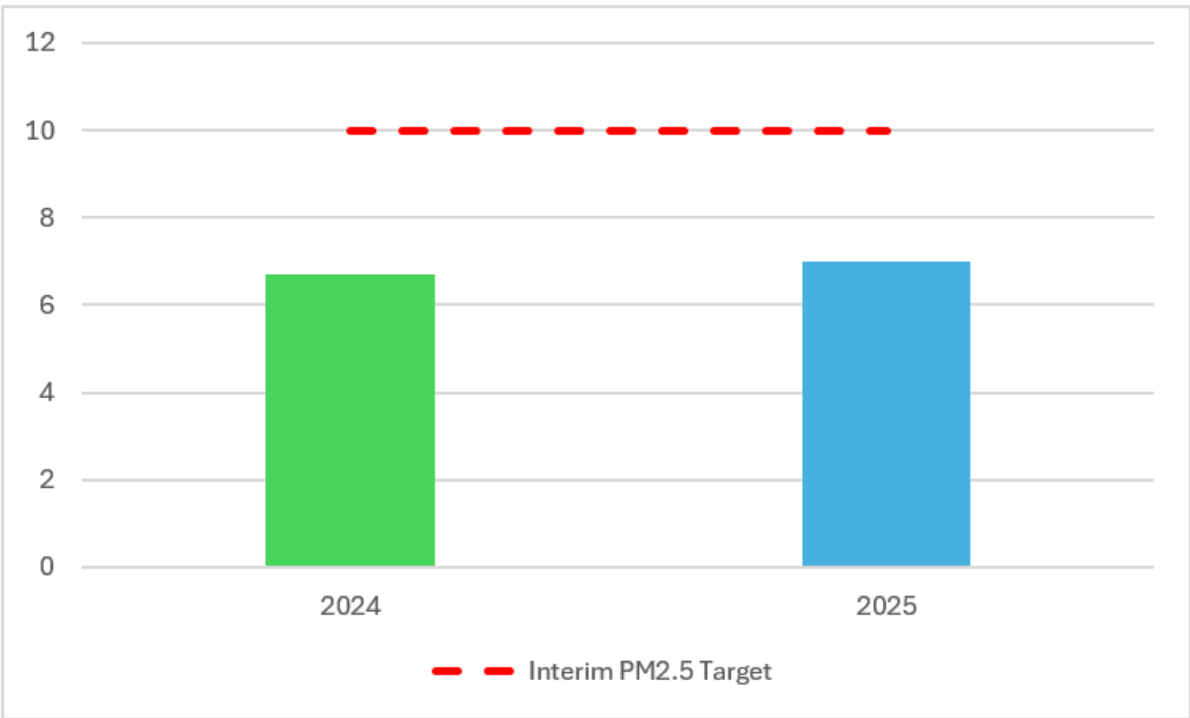


Table A.5 – 24-Hour Mean PM₁₀ Monitoring Results, Number of PM₁₀ 24-Hour Means > 50µg/m³

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
AURN	350998	313295	Urban Background	95.6	95.6	-	-	-	0 (20)	1

Notes:

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

Exceedances of the PM₁₀ 24-hour mean objective (50µg/m³ not to be exceeded more than 35 times/year) are shown in **bold**.

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

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

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

Table A.6 – Annual Mean PM_{2.5} Monitoring Results (µg/m³)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
AURN	350998	313295	Urban Background	95.6	95.6	-	-	-	6.7	7.5

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

Notes:

The annual mean concentrations are presented as µg/m³.

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

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

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

Appendix B: Full Monthly Diffusion Tube Results for 2025

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

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.89)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
2	349405	312972	45.0	49.3	46.4				35.9	38.2	37.2	33.8	38.4	37.8	40.2	35.8	-	
3	339731	334685	33.2	28.3		26.5		19.8	16.2	23.0	25.6	22.5	33.1	27.2	25.5	22.7	-	
4	349077	312701	25.7	21.2	19.2	17.8	11.6	11.1	11.7	12.9	13.4	17.5	19.8	20.2	16.8	15.0	-	
9	371351	293077	39.3	31.9	33.7		29.6	28.4	29.7	29.1	29.1	30.6	30.4	29.9	31.0	27.6	-	
20	371580	293257	30.3	22.8	22.8	26.0	17.1	16.0		18.2	19.9	20.2	25.2	25.1	22.1	19.7	-	
27	371397	293179	23.6	17.3	16.0	18.5	11.4	11.2		12.8	14.1		17.7	18.6	16.1	14.3	-	
28	371321	293131	46.0	36.6	41.4	39.9	37.1	26.6	32.2	34.1	31.9	33.5	42.7	40.0	36.8	32.8	-	
29	371297	293108	30.4	24.9	28.6	29.9	19.2	16.7	15.7	20.3	19.6	21.7	24.3	26.0	23.1	20.6	-	
58	371795	292947	35.2	24.8	23.9	24.6	24.1	21.9	15.5	27.1	25.9	26.3	31.1	29.2	25.8	23.0	-	
59	371799	293011	31.0	29.4	28.8	31.9	18.5	20.6	21.7	20.8	21.6	22.7	24.9	26.0	24.8	22.1	-	
62	372031	292993	32.2	33.1	34.4	29.1	24.4	19.3	27.6	24.2	26.5	26.5	29.7	31.7	28.2	25.1	-	
65	372026	293058	33.9	25.8	30.3	34.9	25.9	23.5	21.4	25.0	24.5	27.0	30.1	28.0	27.5	24.5	-	
71	371346	293086	52.2	38.2	45.1	32.5	36.1	40.1	33.5	39.9	41.5	35.6	45.9	43.3	40.3	35.9	-	
72	371375	293066	29.0	26.0	27.2	25.3	22.2	14.8	17.7	19.9	21.3		27.0	27.1	23.4	20.8	-	
73	371354	293089	35.3	29.9	35.3	32.2	27.5	22.2	20.3	25.8	24.6	25.0	31.7	30.2	28.3	25.2	-	
74	371340	293125	32.5	29.9	29.3	48.8	20.1	17.3	19.4	23.1	23.5	21.1	28.5	27.7	26.8	23.8	-	
75	371345	293106	29.3	27.8	30.0	28.9	25.2	19.0	17.5	21.5	23.1	20.4	26.9	23.5	24.4	21.7	-	
76	371366	293146	37.0	28.3	32.8	30.7		27.2	21.8	27.5	29.4	26.5	32.6	31.6	29.6	26.3	-	
77	371375	293161	35.5	26.2	33.9	30.0	25.8	26.3	23.9	26.2	26.5	28.8	31.9	32.6	28.9	25.8	-	
78	371360	293152	39.5	33.5	36.8	37.1	33.1	28.8	30.7	30.0	30.2	30.1	35.7	33.8	33.3	29.6	-	
79	371346	293143	40.4	37.0	39.9	40.8	35.4	32.5	31.0	33.7	33.8	34.2	36.4	37.6	36.1	32.1	-	
80	371334	293139	41.1	44.7	40.6	38.3	39.2	28.8	25.5	34.2	33.6	34.4	38.2	39.7	36.5	32.5	-	
81	371288	293119	25.1	27.8	28.4	27.6	24.2	14.4	21.0	18.5	18.7	18.9	24.4	26.3	22.9	20.4	-	
82	371264	293120	25.4	23.6	24.7	22.8	22.5	13.5	18.1		16.1	18.0	23.3	24.0	21.1	18.8	-	
83	371341	293096	67.1	49.2	45.7	51.5	42.5	45.7		45.1	49.9	45.0	54.8	50.0	49.7	44.2	-	
223	363640	332232	49.2	46.3	40.3	52.7	42.9	35.4	37.4	43.5	39.4	35.3	47.2	36.5	42.2	37.5	30.5	
224	366670	333880	22.5	17.3	14.5	12.9	9.4	7.3	8.7	9.5	10.9	9.3	17.8	14.6	12.9	11.5	-	

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.89)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
305	328978	329879	27.0	25.6	24.1	22.8	19.7	15.4	16.1	17.8	19.7	18.4	19.8	22.3	20.7	18.4	-	
314	328866	329269	37.7	29.3	24.6	23.4	22.3	21.9	21.1	20.9	24.6	21.9	36.2	31.3	26.3	23.4	-	
400	348726	308959	41.3	27.4	23.5	29.1	20.7	15.7	17.7	19.7		19.7	25.2		24.0	21.4	-	
403	348891	312721	30.5	29.2	28.6	28.1	20.9	23.7	17.8	22.9	22.6	26.0	26.2	29.4	25.5	22.7	-	
404	348889	312326	18.2	17.7	15.8	14.6	8.8	32.5							17.9	12.8	-	
407	349330	312503	24.3	24.7	24.5	23.8	19.0	13.0	14.9	15.5	16.9	18.0	20.7	22.4	19.8	17.6	-	
413	349283	312851	32.2	30.6	29.7	31.9	23.1	19.9	14.6	26.3	23.1	25.2	26.9	28.1	26.0	23.1	-	
420	349396	312742	28.3	27.8	27.1	29.8	25.0	16.8	15.6	20.7	18.4		26.3	26.0	23.8	21.2	-	
428A	349445	313090	39.9	36.0	38.0	42.0	35.6	22.0	16.6	29.7	28.2	25.2	35.1	32.3	31.7	28.2	-	
429	349237	312900	31.3	27.0	27.4	31.0	25.0	19.8	17.5	25.6	24.4	26.5	32.2	29.2	26.4	23.5	-	
436	349283	312889	34.8	36.7	34.1	34.1	22.6	24.7	24.2	29.0	27.1	29.7		29.7	-	-	-	Duplicate Site with 436 and 437 - Annual data provided for 437 only
437	349283	312889	36.0	32.0	36.2	36.4	26.5	21.9	23.0	27.5	27.7	29.0		30.6	29.7	26.4	-	Duplicate Site with 436 and 437 - Annual data provided for 437 only
438	349400	312954	48.1	43.2	50.9	42.9	41.7	31.9	36.8	38.4	33.8	35.1	38.0	39.7	40.0	35.6	-	
448	346798	313418	12.6	9.7	8.3	7.8	4.8	3.6	3.5	4.7	6.0	5.9	8.3	7.5	6.9	6.1	-	
449	345796	313223	21.4	21.2	18.3	19.3	15.8	10.6	12.2	14.1	14.0	14.5	19.8	16.9	16.5	14.7	-	
457B	349243	313457	30.5		29.2	25.4	25.1	24.4	26.2	25.7	26.6	26.9	27.6	28.8	26.9	24.0	-	
457	349235	313441	30.5	27.5	28.8	28.2	25.9	20.5	19.1	24.0	23.1	24.7	29.2	26.7	25.7	22.9	-	
458	349426	313028	50.9	50.4	49.0	47.6	36.4	31.4			32.6	33.6	39.0	30.5	40.1	35.7	-	
459	349424	312936	31.7	34.8	37.0	35.9	29.4	24.6	21.1	25.3	25.4	25.6	31.8	31.2	29.5	26.2	-	
461	349327	312389	27.2	24.2	27.9	25.9	23.8	15.9	12.7	20.4	16.3	22.1	23.0	23.8	21.9	19.5	-	
462	345248	313412	23.9	20.1	15.9	17.7	12.9	13.7	13.2	13.6	14.0	15.1	20.1	18.0	16.5	14.7	-	
468	350376	314599	26.9	24.7	24.5	26.5	6.8	10.1	10.1	15.9	19.1	15.4	25.4	21.0	18.8	16.8	-	
474	348647	308771	26.3		32.6	33.7	31.8	28.8	24.6	33.5	33.1	28.8	43.2	32.4	31.7	28.2	-	
476	349360	312962	28.5	26.4	28.6	29.6	25.6	24.1	23.5	25.3	25.9	27.2	30.2	28.5	26.9	24.0	-	
477	349299	313108	29.3	25.8	24.1		19.4	22.6	19.0	20.4	25.5	25.5	26.5	24.2	23.8	21.2	-	
480	349466	313151	31.5	32.2	31.9	32.4	29.0	20.9	15.7	30.4	26.0	24.5	33.5	29.7	28.2	25.1	-	
482	349436	313064	39.5	37.4	35.3	37.4	27.9	24.3	18.4	30.0	30.2	30.9	37.3	35.8	32.0	28.5	-	
485	348815	312854	26.9	25.9	28.6	29.2	25.5	15.6	19.5	21.1	20.3	21.4	24.3	24.3	23.5	21.0	-	
487	349529	312328	21.8	22.9	23.6	19.4	16.8	12.3	17.6	14.6	13.7	17.3	20.4	19.1	18.3	16.3	-	
488	349223	313449	31.2	24.4	25.3	26.7	20.4	15.9	12.2	21.1	22.8	21.3	23.8	26.5	22.6	20.1	-	

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.89)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
489	349148	313444	25.7	22.3	19.9	20.2	13.7	15.1	11.1	17.2	18.2	16.4	20.8	20.3	18.4	16.4	-	
490	348964	313466	20.2	17.4	17.1	14.8	7.3	8.6	8.9	12.3	12.3	13.0	14.4	14.4	13.4	11.9	-	
501	349349	313071	29.6		29.8	32.0		19.2	17.9	22.8	20.9	24.9	29.5	25.9	25.2	22.5	-	
502	349364	312998		27.9	29.2	34.0	24.6	18.6	15.3	25.7	22.9	23.5	29.6	28.0	25.4	22.6	-	
503	348611	312969	28.8	28.9		31.1	23.7	16.2	18.3	23.0	20.7	20.6	26.5	25.8	24.0	21.3	-	
504	348669	312885	28.2		26.9	25.3	19.9	18.4	18.0	20.4	19.5	22.9	23.1	26.0	22.6	20.1	-	
505	349393	312888							27.6	38.2	34.8	33.9	37.9	35.2	34.6	40.2	-	

☒ All erroneous data has been removed from the NO₂ diffusion tube dataset presented in Table B.1.

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

☐ Local bias adjustment factor used.

☒ National bias adjustment factor used.

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

☒ Shropshire Council 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/m³ are shown in **bold**.

NO₂ annual means exceeding 60µg/m³, 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: Supporting Technical Information / Air Quality Monitoring Data QA/QC

New or Changed Sources Identified Within Shropshire Council During 2025

There were no identified new sourced in 2025.

Additional Air Quality Works Undertaken by Shropshire Council During 2025

No additional works were undertaken by Shropshire Council in 2025.

QA/QC of Diffusion Tube Monitoring

Gradko International Ltd supply and analyse Shropshire Council's diffusion tubes. The tubes were prepared using the 20% TEA in water preparation method. During 2025, Shropshire Council's diffusion tube monitoring was carried out in accordance with the 2025 Diffusion Tube Monitoring Calendar for the whole calendar year.

Gradko International Limited are a UKAS accredited laboratory that participates in the AIR-PT scheme for NO₂ diffusion tube analysis and the Annual Field Inter-Comparison Exercise. These provide strict performance criteria for participating laboratories to meet, thereby ensuring that the reported NO₂ concentrations are of a high calibre. In the most recent results, covering the data in this report (2024), Gradko International was awarded the following scores:

- AIR-PT AR062 (January – February 2025) = 50%.
- AIR-PT AR063 (April – June 2025) = 75%.
- AIR-PT AR064 (July – September 2025) = 100%.
- AIR-PT AR065 (October – December 2025) = 100%.

2025 indicate that all results were deemed to be satisfactory, based on a z-score of less than ± 2 for the majority of the tests, highlighting a good performance of Gradko International Limited (full details of the precision results are available [here](#)).

Diffusion Tube Annualisation

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

Site ID	Annualisation Telford Hollinswood	Annualisation Factor Aston Hill	Annualisation Factor Leominster	Average Annualisati on Factor	Raw Data Annual Mean	Annualised Annual Mean
404	0.8452	0.7529	0.8068	0.8016	17.9	14.4
505	1.2135	1.3993	1.2987	1.3038	34.6	45.1

Diffusion Tube Bias Adjustment Factors

The diffusion tube data presented within the 2025 ASR have been corrected for bias using an adjustment factor. Bias represents the overall tendency of the diffusion tubes to under or over-read relative to the reference chemiluminescence analyser. LAQM.TG22 provides guidance with regard to the application of a bias adjustment factor to correct diffusion tube monitoring. Triplicate co-location studies can be used to determine a local bias factor based on the comparison of diffusion tube results with data taken from NO_x/NO_2 continuous analysers. Alternatively, the national database of diffusion tube co-location surveys provides bias factors for the relevant laboratory and preparation method.

Shropshire Council have applied a national bias adjustment factor of 0.89 to the 2025 monitoring data. A summary of bias adjustment factors used by Shropshire Council over the past five years is presented in Table C.2.

Table C.2 – Bias Adjustment Factor

Monitoring Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2025	National	03/26	0.89
2024	National	06/25	0.84
2023	National	03/24	0.81
2022	National	06/23	0.84
2021	National	03/22	0.84

Figure C.1 National Bias Adjustment Spreadsheet

National Diffusion Tube Bias Adjustment Factor Spreadsheet					Spreadsheet Version Number: 03/26								
Follow the steps below in the correct order to show the results of relevant co-location studies								This spreadsheet will be updated at the end of June 2026 LAQM Helpdesk Website					
Data only apply to tubes exposed monthly and are not suitable for correcting individual short-term monitoring periods													
Whenever presenting adjusted data, you should state the adjustment factor used and the version of the spreadsheet													
This spreadsheet will be updated every few months; the factors may therefore be subject to change. This should not discourage their immediate use.													
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 ⁵ shown in blue at the foot of the final column.							
If a laboratory is not shown, we have no data for this laboratory.		If a preparation method is not shown, we have no data for this method at this laboratory.		If a year is not shown, we have no data ²		If you have your own co-location study then see footnote ⁴ . If uncertain what to do then contact the Local Air Quality Management Helpdesk at LAQMHelpdesk@bureauveritas.com or 0800 0327953							
Analysed By ¹		Method To make your selection, choose (AM) from the pop-up list		Year ² To make your selection, choose (AM)		Site Type	Local Authority	Length of Study (months)	Diffusion Tube Mean Conc. (Dm) ($\mu\text{g}/\text{m}^3$)	Automatic Monitor Mean Conc. (Cm) ($\mu\text{g}/\text{m}^3$)	Bias (B)	Tube Precision ⁶	Bias Adjustment Factor (A) (Cm/Dm)
Gradko		20% TEA in water	2025	R	Blackburn With Darwen Bc	11	22	17	25.0%	G			0.80
Gradko		20% TEA in water	2025	R	Bath & North East Somerset	12	23	20	13.4%	G			0.88
Gradko		20% TEA in water	2025	R	Monmouthshire County Council	12	26	22	13.8%	G			0.88
Gradko		20% TEA in water	2025	R	Gateshead Council	12	20	19	4.5%	G			0.96
Gradko		20% TEA in water	2025	R	Gateshead Council	12	20	18	9.3%	G			0.92
Gradko		20% TEA in water	2025	R	Gateshead Council	12	22	19	13.1%	G			0.88
Gradko		20% TEA in water	2025	R	Gateshead Council	11	22	19	18.8%	G			0.84
Gradko		20% TEA in water	2025	R	Gateshead Council	11	27	24	9.8%	G			0.91
Gradko		20% TEA in water	2025	R	Gedling Borough Council	12	27	24	11.3%	G			0.90
Gradko		20% TEA in water	2025	R	City Of Lincoln Council	12	29	20	42.3%	G			0.70
Gradko		20% TEA in water	2025	KS	Marglebone Road Intercomparison	12	37	31	17.4%	G			0.85
Gradko		20% TEA in water	2025	UB	Dudley Mbc	12	18	15	24.1%	G			0.81
Gradko		20% TEA in water	2025	R	Dudley Mbc	12	35	34	4.5%	G			0.96
Gradko		20% TEA in water	2025	R	Belfast City Council	10	22	22	0.6%	G			0.99
Gradko		20% TEA in water	2025	R	The Highland Council	11	15	12	22.3%	G			0.81
Gradko		20% TEA in water	2025	R	Eastleigh Borough Council	12	29	25	17.1%	G			0.85
Gradko		20% TEA in water	2025	UB	Eastleigh Borough Council	12	19	18	1.1%	G			0.99
Gradko		20% TEA in water	2025	R	Eastleigh Borough Council	12	20	19	8.5%	G			0.92
Gradko		20% TEA in water	2025	R	Cheshire West And Chester	12	28	28	-0.5%	G			1.00
Gradko		20% TEA in water	2025	R	Cheshire West And Chester	12	27	25	8.4%	G			0.92
Gradko		20% TEA in water	2025	R	Liverpool City Council	11	32	26	24.0%	G			0.81
Gradko		20% TEA in water	2025	KS	Liverpool City Council	10	46	40	15.9%	G			0.86
Gradko		20% TEA in water	2025	R	Nottingham City Council	10	25	24	3.3%	G			0.97
Gradko		20% TEA in water	2025	R	Belfast City Council	12	40	34	17.2%	G			0.85
Gradko		20% TEA in water	2025	R	Belfast City Council	12	33	31	6.5%	G			0.94
Gradko		20% TEA in water	2025	R	Wychavon District Council	12	27	26	5.5%	G			0.95
Gradko		20% TEA in water	2025	R	Worcestershire	12	12	13	-8.6%	G			1.07
Gradko		20% TEA in water	2025	KS	Brighton & Hove City Council	10	37	29	28.0%	G			0.78
Overall Factor ⁵ (28 studies)											Use	0.89	

NO₂ Fall-off with Distance from the Road

Wherever possible, monitoring locations are representative of exposure. However, where this is not possible, the NO₂ concentration at the nearest location relevant for exposure has been estimated using the Diffusion Tube Data Processing Tool/NO₂ fall-off with distance calculator available on the LAQM Support website. Where appropriate, non-automatic annual mean NO₂ concentrations corrected for distance are presented in Table B.1.

Table C.3 – Non-Automatic NO₂ Fall off With Distance Calculations (concentrations presented in $\mu\text{g}/\text{m}^3$)

Site ID	Distance (m): Monitoring Site to Kerb	Distance (m): Receptor to Kerb	Monitored Concentration (Annualised and Bias Adjusted)	Background Concentration	Concentration Predicted at Receptor	Comments
223	1.3	3.5	37.5	4.2	30.5	

QA/QC of Automatic Monitoring

Monitoring undertaken at Shrewsbury Underdale is part of the AURN network and QA/QC duties are therefore the responsibility of the AURN contract. Shropshire Council do not undertake QA/QC for the FIDAS at this monitoring location.

PM₁₀ and PM_{2.5} Monitoring Adjustment

Shrewsbury Underdale monitoring is undertaken using a FIDAS. A factor of 1.06 is utilised by the AURN network to correct PM_{2.5} data collected by FIDAS instruments. This is applied by the AURN network prior to data publication.

Automatic Monitoring Annualisation

The Shrewsbury Underdale monitoring location within Shropshire Council recorded data capture of greater than 75% therefore it was not required to annualise the monitoring data. In addition, any sites with a data capture below 25% do not require annualisation.

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

Figure D.1 – Map of Non-Automatic Monitoring Site

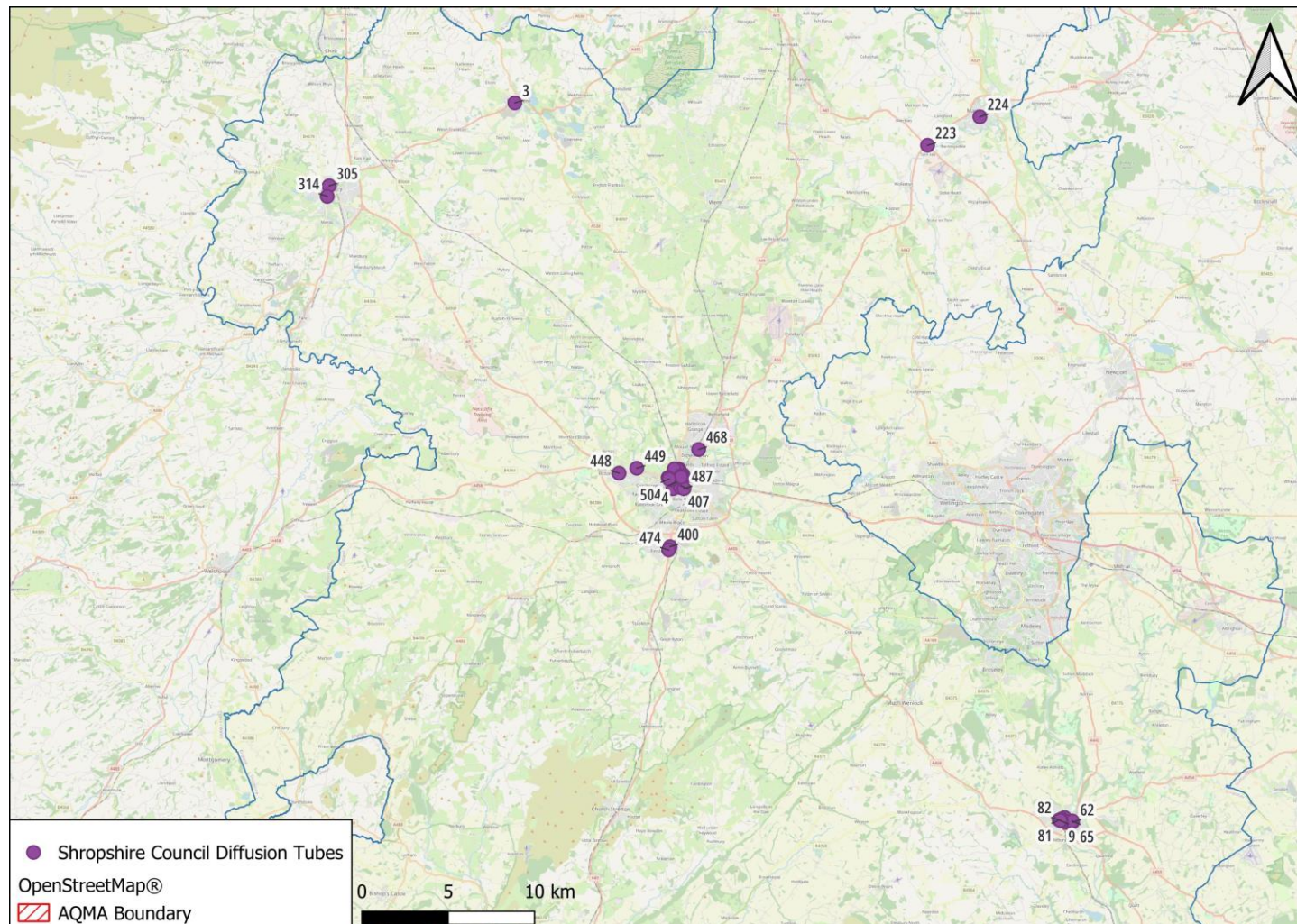


Figure D.2 – Map of Automatic Monitoring Site – Shrewsbury

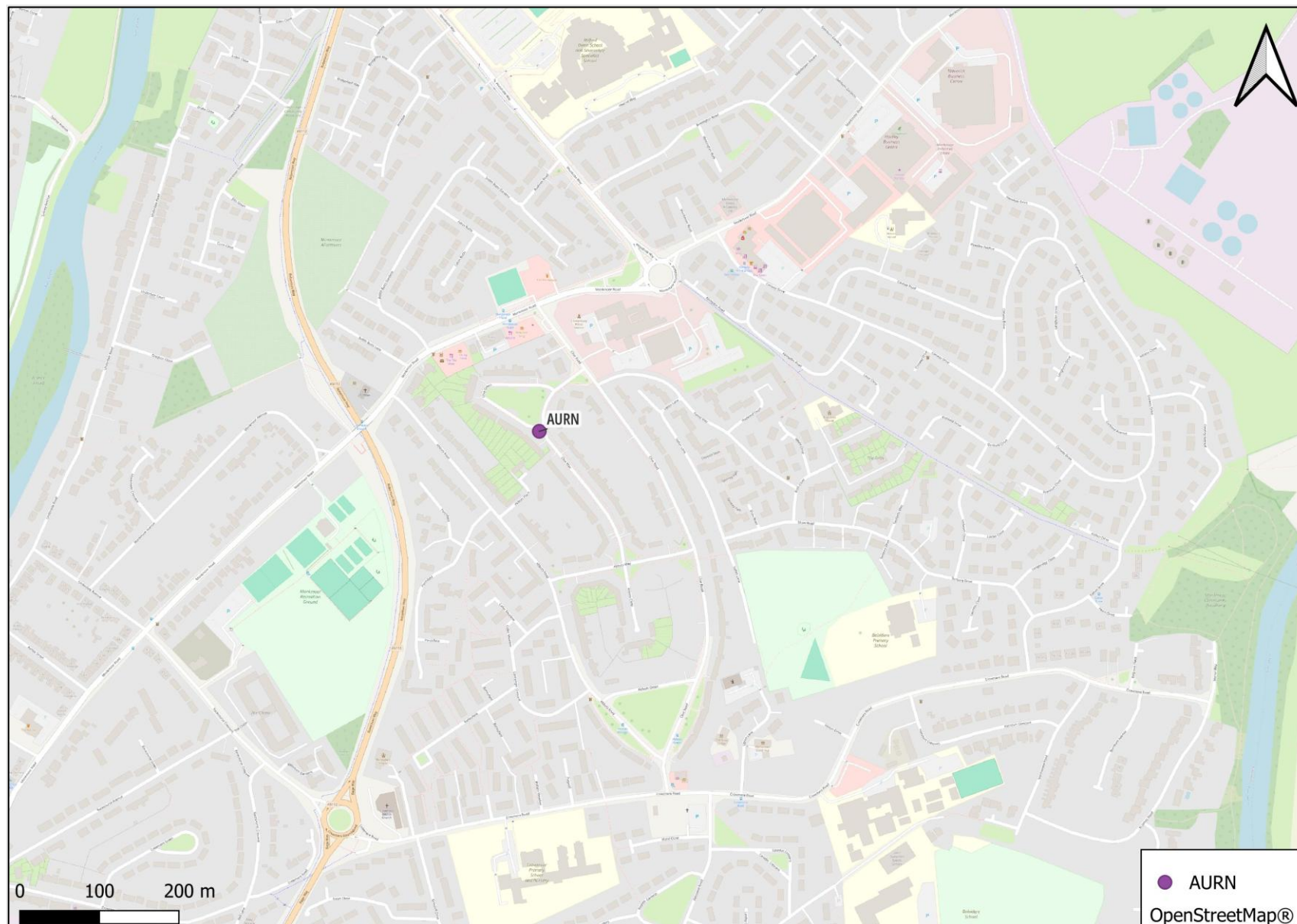


Figure D.3 – Map of Non-Automatic Monitoring Site – Oswestry

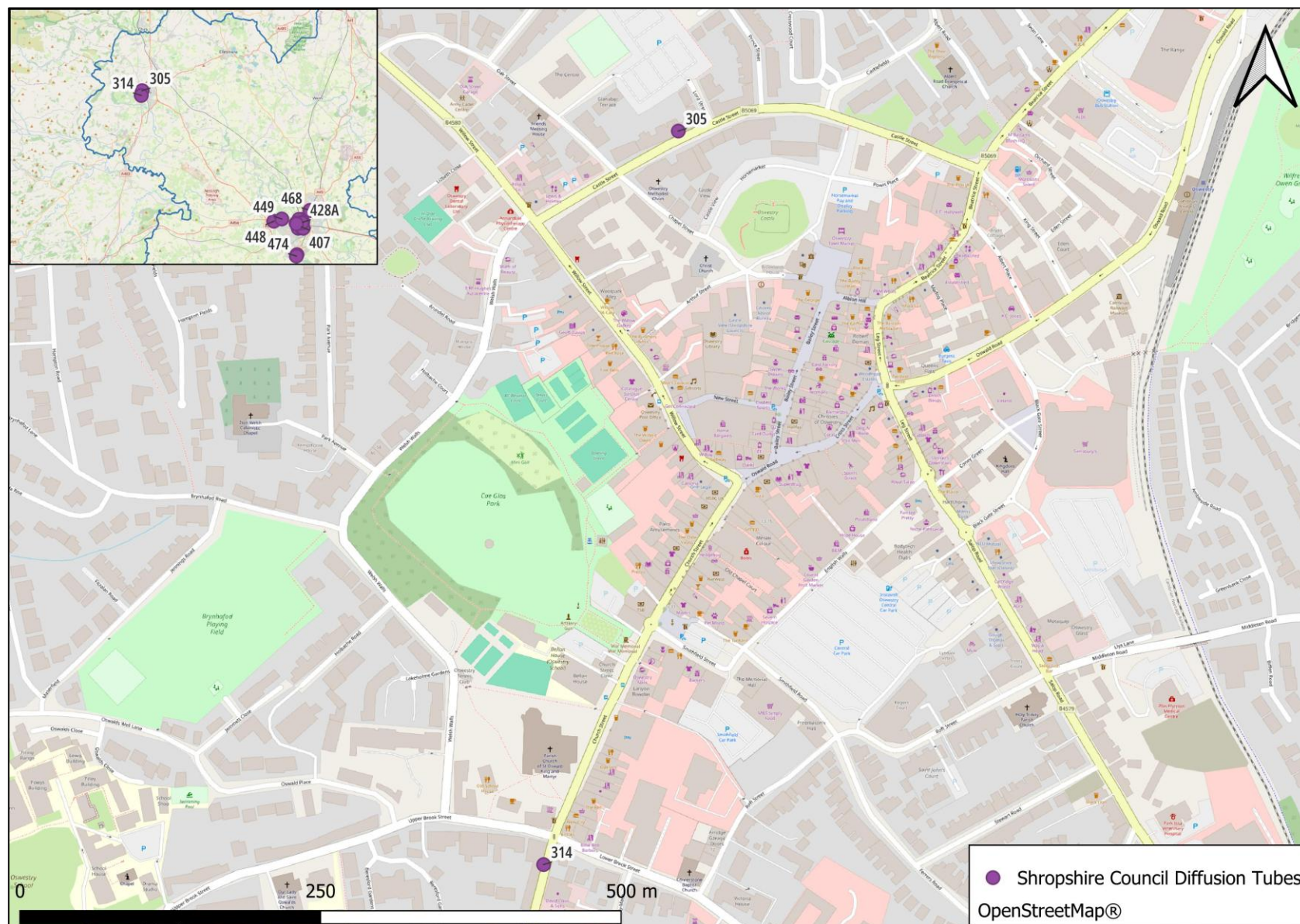


Figure D.4 – Map of Non-Automatic Monitoring Site – Tern Hill



Figure D.5 – Map of Non-Automatic Monitoring Site – Market Drayton

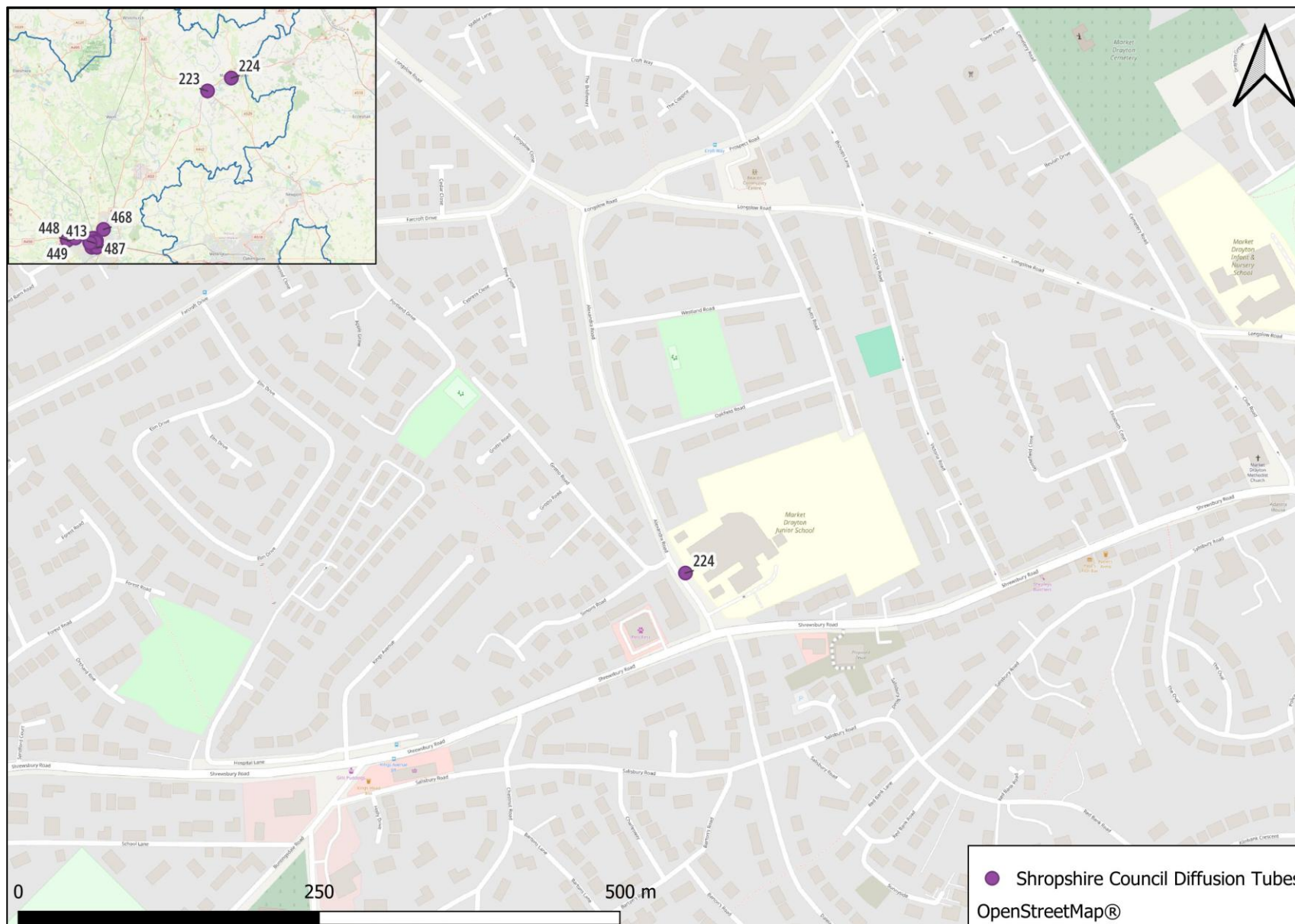


Figure D.6 – Map of Non-Automatic Monitoring Site – Shrewsbury (North)

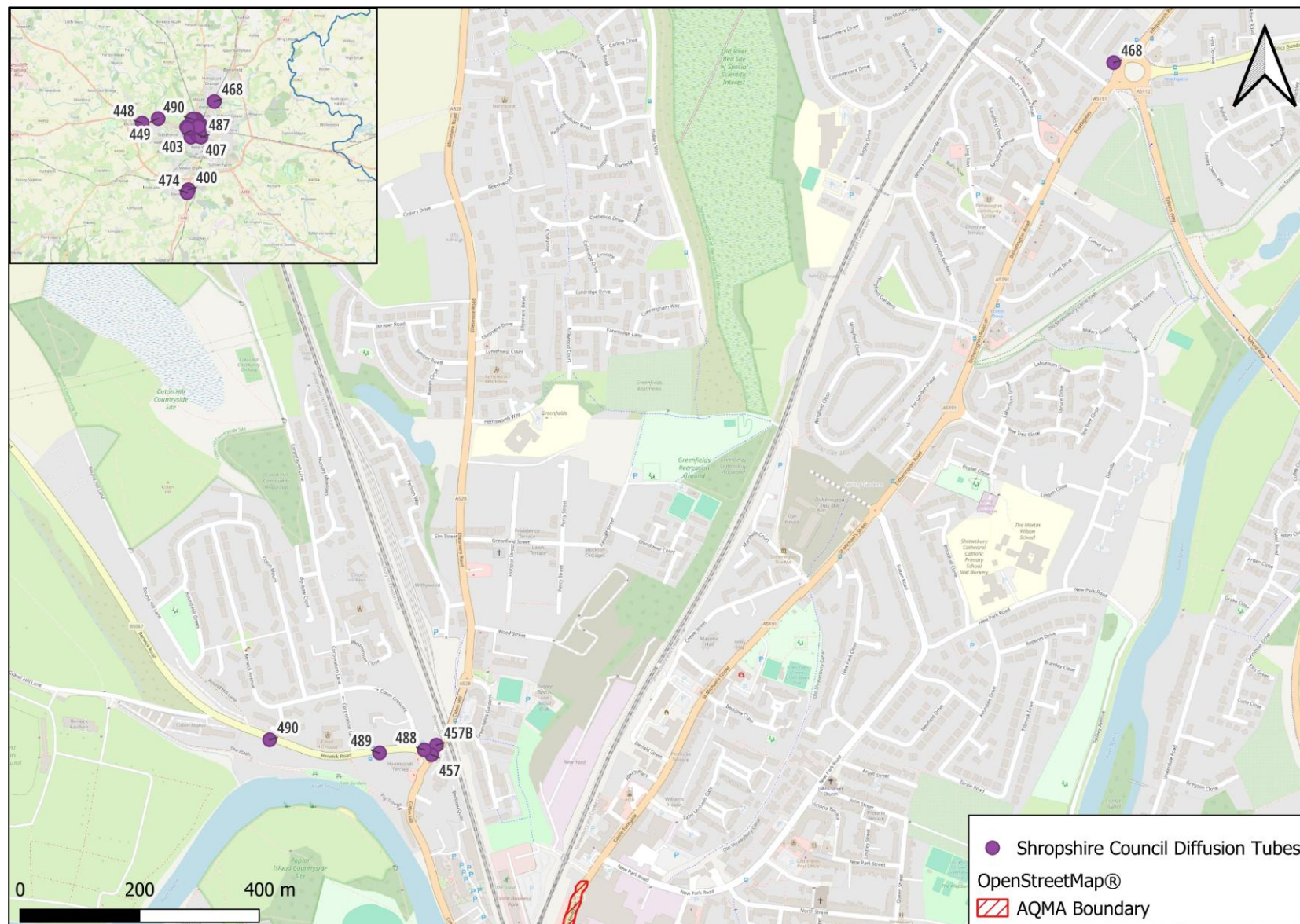


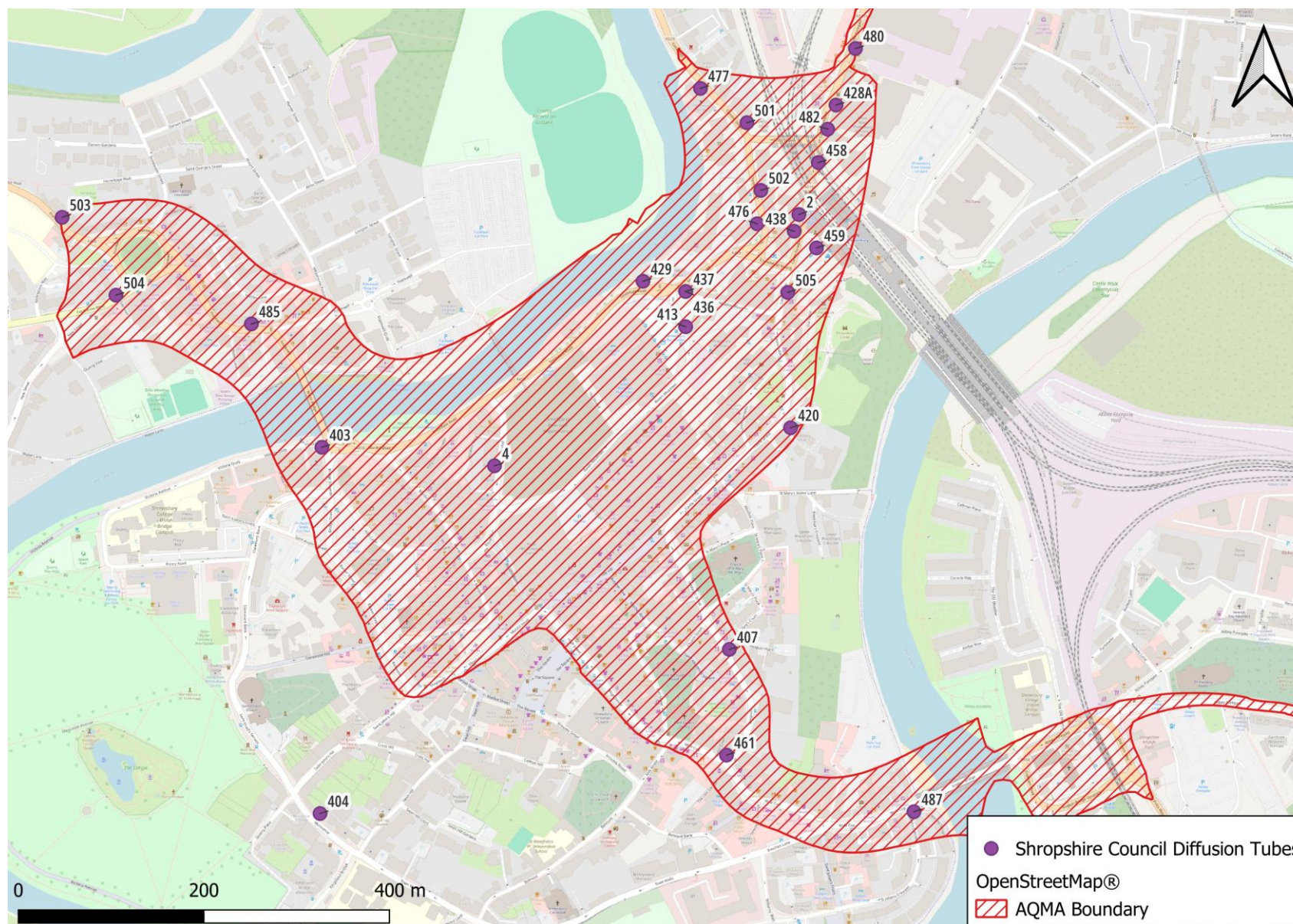
Figure D.7 – Map of Non-Automatic Monitoring Site – Shrewsbury AQMA

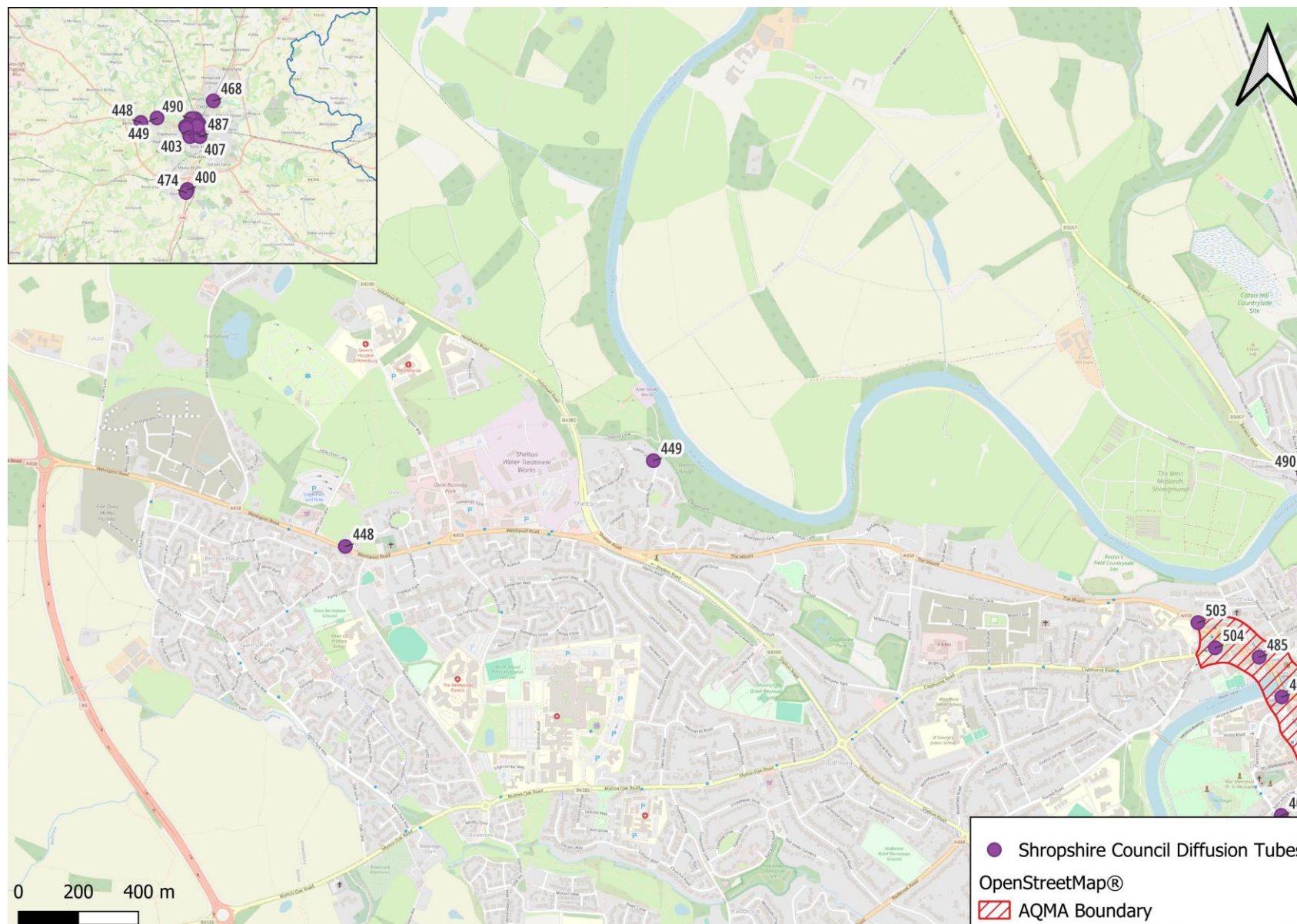
Figure D.8 – Map of Non-Automatic Monitoring Site – Shrewsbury (West)

Figure D.9 – Map of Non-Automatic Monitoring Site – Shrewsbury (South)

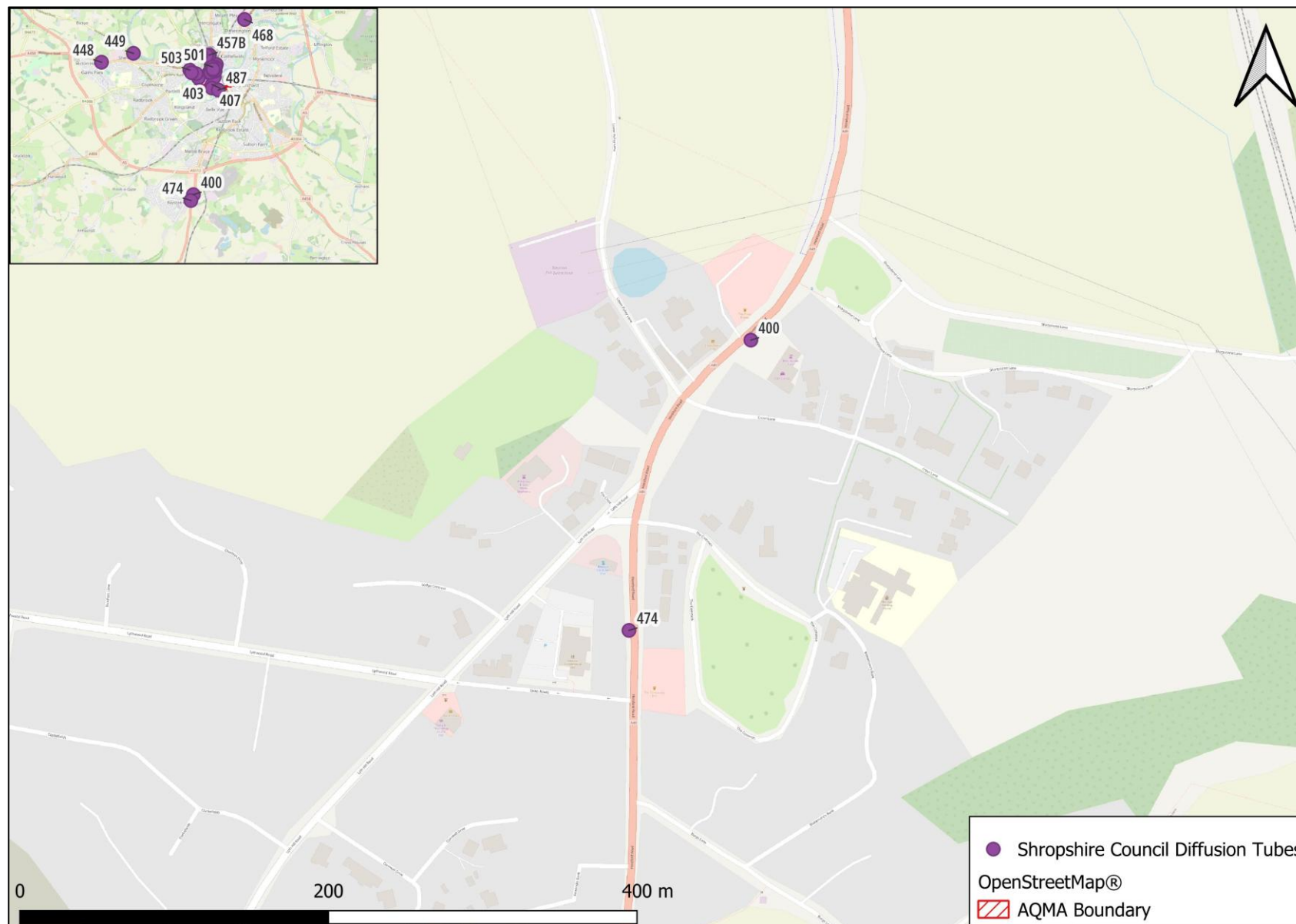




Figure D.11 – Map of Non-Automatic Monitoring Site – Bridgnorth Bridge Street

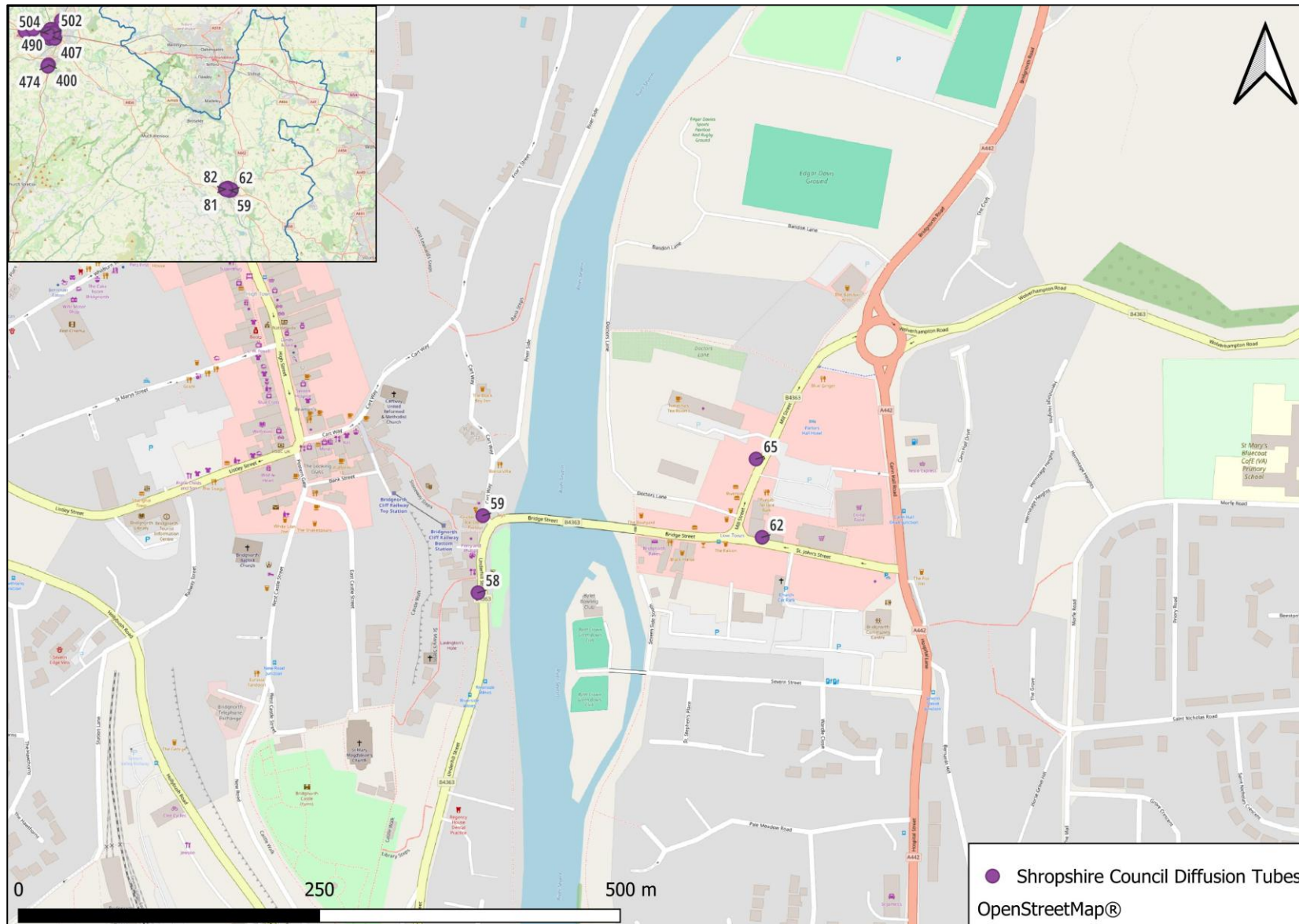


Figure D.12 – Map of Non-Automatic Monitoring Site – Ellesmere



Appendix E: Summary of Air Quality Objectives in England

Table E.1 – Air Quality Objectives in England¹⁰

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

¹⁰ The units are in microgrammes of pollutant per cubic metre of air (µg/m³).

Glossary of Terms

Abbreviation	Description
AMCT	Annual Mean Concentration Target
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
AQS	Air Quality Standard
ASR	Annual Status Report
AURN	Automatic Urban Rural Network
BSIP	Bus Service Improvement Plan
Defra	Department for Environment, Food and Rural Affairs
DMRB	Design Manual for Roads and Bridges – Air quality screening tool produced by National Highways
DTDPT	Diffusion Tube Data Processing Tool
EV	Electric Vehicle
LAQM	Local Air Quality Management
LCWIP	Local Cycling Walking Improvement Plan
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxides
NWRR	North West Relief Road
PERT	Population Exposure Reduction Target
PHE	Public Health England
PM ₁₀	Airborne particulate matter with an aerodynamic diameter of 10µm or less
PM _{2.5}	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
QA/QC	Quality Assurance and Quality Control
SO ₂	Sulphur Dioxide
WSMR	Wrexham, Shropshire and Midlands Railway

References

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- PHE. Public Health Outcomes Framework. Available at:
<https://fingertips.phe.org.uk/profile/public-health-outcomes-framework/data>
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- Shropshire Council <https://newsroom.shropshire.gov.uk/2024/04/smart-charging-to-offer-big-savings-to-shropshires-electric-vehicle-drivers/>
- Shropshire Council [Shrewsbury North West Relief Road | Shropshire Council](#)