



COTSWOLD
District 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: June 2026

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Local Responsibilities and Commitment

This ASR was prepared by the Environmental and Regulatory Services Department of Cotswold District Council with the support and agreement of the following officers and departments:

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The report has been approved by Siobhan Farmer, Director of Public Health at Gloucestershire County Council.

If you have any comments on this ASR, please send them to the Air Quality Officer using the contact details provided above.

Executive Summary: Air Quality in Our Area

Air Quality in Cotswold District

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.

During 2025, nitrogen dioxide (NO₂) continued to be the main pollutant of concern in the Cotswold District. Cotswold District Council (CDC) has continued monitoring NO₂ across the district using diffusion tubes. The monitoring sites are representative of relevant exposure and relate to emissions from traffic.

The monitoring reported within this 2026 Annual Status Report for CDC took place during the whole of 2025, monitoring NO₂ levels at 16 locations across the district. The

monitoring results for 2025 have, in general, continued the trend of decreasing NO₂ concentrations with a few exceptions, where minor increases were seen. The district's air quality remains generally very good, with 2025 proving to be the third year in a row (post pandemic) where NO₂ concentrations were below the UK objective across the district.

The district has one remaining Air Quality Management Area (AQMA) focused on the Air Balloon Roundabout near Birdlip, declared due to NO₂ concentrations above the national objective of 40µg/m³.

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 main area within our district where air quality improvement is priority is the AQMA at the Air Balloon Roundabout. The construction phase of the National Highways project the 'A417 Missing Link' began in 2023. The project will see the existing road between Brockworth and Cowley, including the Air Balloon roundabout, replaced with a dual carriageway and interchanges. The objective is to improve traffic flow and reduce congestion. Work has continued on this project throughout 2025, with the expected completion date of 2027. CDC continue to monitor NO₂ at this location. Please see Section 2 for more details.

Air quality improvement is a key priority within the emerging Cotswold Local Plan, which aims to be 'Green to the Core'. Policy INF3 requires new developments to integrate sustainable transport infrastructure early, helping to reduce traffic-related emissions. Neighbourhood plans, particularly in Cirencester (pending adoption), further strengthen this approach by requiring air quality monitoring and discouraging high-emission developments such as drive-through facilities.

Gloucestershire County Council (GCC) is delivering a wide range of initiatives to address air pollution. These include anti-idling campaigns targeting schools and healthcare settings, increased public health engagement, and improved access to air quality information through its website. The Council is also supporting local monitoring through funding for particulate sensors and exploring enforcement powers for idling vehicles.

Transport is a primary focus for emissions reduction. Investment in public transport includes increased bus service frequency, real-time passenger information, and expansion

of the Robin on-demand rural bus service. Alongside this, significant funding has been secured to enhance walking and cycling infrastructure, encouraging a shift away from private car use.

Efforts to reduce emissions from vehicles include the expansion of electric vehicle charging infrastructure, the introduction of electric refuse vehicles, and trials of lower-emission fuels. Behaviour change initiatives and campaigns are also supporting a transition to more sustainable travel choices.

Local councils and community groups play an important role in improving air quality. Actions include traffic management measures in tourist areas, introduction of 20mph speed limits, development of safer walking routes, and community-led awareness campaigns. These complement strategic policies and help address localised air quality issues.

Overall, a coordinated, multi-level approach is being taken to improve air quality across the district. While progress is being made, continued focus on reducing car dependency, particularly in rural areas, will be essential to achieving long-term improvements.

Air Quality Partners

The source of air pollution across the district is principally road vehicles. The majority of the roads in our district are under the control of GCC and, as the district's highway authority, the county council is CDC's main air quality partner. The two councils regularly work together within a planning context, regarding highways and new developments, either directly or via consultations through the planning process.

The council will also continue to support National Highways with the Missing Link project, as this is likely to deliver significant air quality benefits to the region.

CDC continue to engage with town and parish councils to support them with projects which may benefit air quality, regardless of their status.

District Air Quality Group

Cotswold's Air Quality Officer continues to meet with other officers in the county to share experiences and ideas relating to improving air quality. The aim continues to be the development of a more co-ordinated approach to air quality across Gloucestershire, with

the support of GCC's air quality officer and GCC Public Health. GCC continue to update and maintain the air quality webpage as part of the [InformGloucestershire](#) site.

Conclusions and Priorities

To conclude, air quality continues to show a steady improvement across the district, with 12 of the 16 locations monitored showing concentrations of NO₂ below half of the national objective. This is positive news for those who live and work in the Cotswold district, particularly those with health conditions which make them more sensitive to air pollution.

Despite the continuing downward trend, even in areas where concentrations meet with the objectives there are multiple benefits of continuing to improve air quality. Such benefits include improved population health, enhancing our natural environment and tackling climate change. Consequently, the county council, district council, town/parish councils, residents and businesses continue to have a part to play in reducing emissions and improving the quality of the air we breathe. It is important that GCC Highways are kept informed of proposed developments and that developers are aware of the need for appropriate mitigation in respect of associated air pollution.

Over the coming years, we anticipate further improvements as a consequence of changes in the way we travel, how our roads are used and further improvements in car technology. CDC will continue to work with GCC to explore and develop highway improvements, and ensure future large developments include, or provide funding for, mitigation measures to minimise the impact of the consequential additional traffic.

Over the next year we will continue the diffusion tube monitoring in accordance with Defra guidance LAQM TG(22), as well as continuing to seek funding for particulate monitors or sensors.

How to get Involved

We can all contribute to improving air quality in our district by:

- Reducing how much we use petrol/diesel vehicles;
- Where driving diesel/petrol cars is necessary, using 'eco-driving' styles, which reduces fuel usage, and consequently reduces emissions;
- Consider car sharing – encourage your workplace to co-ordinate car sharing;
- Using car clubs instead of buying a car;

- Using public transport; and,
- If you are able, use alternative travel modes such as walking or cycling;

These measures not only improve air quality, but also will contribute to tackling climate change and, in the case of cycling and walking, will improve your health too!

Other ways which you can get involved include:

- Participating in consultations on plans and strategies at county (<https://haveyoursaygloucestershire.uk.engagementhq.com/>) and district level (<https://your.cotswold.gov.uk/en-GB/>);
- Joining local campaign groups;
- Communicating issues or ideas to town/parish councils, district council or county council.

More information on air quality can be found on the following websites:

- [Defra UK Air](#)
- [Action for Clean Air](#)
- Gloucester County Council's [air quality webpages](#)

Any queries about Air Quality should be directed to the Environmental Protection team within CDC. This team can be contacted by email on: ers@cotswold.gov.uk

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1 Local Air Quality Management

This report provides an overview of air quality in Cotswold District 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 Cotswold District Council (CDC) 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 (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 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 AQMA declared by CDC can be found in Table 2.1. The table presents a description of the AQMA that is currently designated within the Cotswold District. Appendix D provides a map of the AQMA and also the air quality monitoring locations in relation to the AQMA. The air quality objectives pertinent to the current AQMA designation are as follows:

- NO₂

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
Birdlip (Air Balloon Roundabout)	08.04.2008	NO ₂ Annual Mean	An area encompassing properties adjacent to the roundabout on a strategic trunk route	YES	55 µg/m ³	29.1 µg/m ³	3 years	Air Quality Action Plan 2011 - Birdlip – Air Balloon Roundabout (review on hold pending completion of major roadworks)	Cotswold District Council Air Quality Pages: https://www.cotswold.gov.uk/environment/noise-pests-pollution-and-air-quality/air-quality/

☒ Cotswold District Council confirm the information on UK-Air regarding their AQMA is up to date.

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

2.2 Progress and Impact of Measures to address Air Quality in Cotswold District

Defra's appraisal of last year's ASR concluded '*The report is well structured, detailed, and provides the information specified in the Guidance*'. The appraisal provided the following suggested improvements to subsequent reports:

Comment	Action
A short sentence in the 'Diffusion Tube Bias Adjustment Factors' section to explain why a local bias adjustment factor cannot be calculated for the district would be beneficial.	This is included in this 2026 report.

CDC 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. Six measures are included within Table 2.2, with the type of measure and the progress CDC and their air quality partners 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.

From the measures in Table 2.2, Measure 1 is the most likely measure which will achieve compliance within the Birdlip AQMA. The Government's Road Investment Strategy: 2015-2020 initially identified this road section, known as the "Missing Link" as requiring measures to improve safety, ease congestion and reduce pollution at the location of the Air Balloon Roundabout.

The project began in 2023, with 2025 seeing the following progress:

- Commencement of the construction of the replacement section of road between the A46 Brockworth Junction to the Air Balloon Roundabout. As part of the construction, the gradient of this hill has been reduced from 10% to 8%, and will include three uphill lanes and two downhill lanes.
- Work continues on the Gloucestershire Way Crossing, a bridge spanning the new road, allowing safe passage for walkers, cyclist and horse riders along this national trail.
- Construction of the Shab Junction also continues to make good progress.

- Works have commenced on the Cowley Overbridge to provide ongoing connection between both sides of the new road.
- Construction has also begun on the new stretch of road from Shab Junction to the Cowley Overbridge, as well as a new section of the B4070, connecting Birdlip with the A417.

Ongoing road closures around the Air Balloon Roundabout continue to have a positive impact on NO₂ concentrations. The roundabout continued to be in operation during 2025. More information on the project can be found at <https://a417missinglink.com/> which also has details of the Customer Hub where project team members are available to discuss the project.

As detailed in the 2023 report, the new road will replace the Air Balloon roundabout and existing single carriageway on the A417 between Brockworth and Cowley, providing a continuous dual carriage way link between the M4 and M5.

The air quality assessment carried out on behalf of National Highways concluded the following:

- The new section of road will alleviate congestion and air pollution currently experienced within the AQMA, and will also mitigate the effects of future increases in traffic volume, by moving the traffic away from receptors and improving traffic flow;
- NO₂ Concentrations at the existing receptors will be reduced by 16.5µg/m³ with the new road in place, compared to if the current road layout were to remain unchanged; and,
- There will be no exceedances of air quality objectives along the proposed route.

A link is available to this report, here: [Link to A417 Air Quality Assessment Report](#).

As mentioned above, the construction works have made it necessary to implement overnight road closures on the approaches to the AQMA. It is likely these road closures have contributed to the annual average NO₂ concentrations falling to below the UK objective at this location for the third consecutive year. However, although this is good news, during this construction phase NO₂ concentrations are unlikely to be representative of 'normal operating conditions' and consequently will not contribute to the revocation of this AQMA.

CDC will continue to monitor NO₂ at this location throughout the construction phase, and into the full operational phase, to ensure construction does not adversely impact air quality and to confirm the completed project delivers the expected reductions in air pollution.

CDC anticipates that the measures stated above and in Table 2.2 will achieve compliance in Birdlip AQMA.

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	A417 Trunk Road Improvements at Air Balloon Roundabout	Transport Planning and Infrastructure	Other – trunk road improvement	2014	2027	National Highways	The second Road Investment Strategy (RIS2)	Funded	£250-500m	Implementation	Reduced vehicle emissions	Annual average NO ₂ to be reduced to meet AQ objective	Construction commenced 2023	Stability of global markets and funding
2	Gloucestershire's Local Transport Plan 2020-41	Promoting Travel Alternatives	Other	2021	Ongoing	Gloucestershire County Council	Gloucestershire County Council	Funded	none	Implementation	Reduced vehicle emissions	Annual average NO ₂ to be reduced to meet AQ objective	Implementation on-going	Changing attitudes to active and public transport. Funding to improve active travel infrastructure and public transport services
3	Gloucestershire's Bus Service Improvement Plan (BSIP) 2024	Transport Planning and Infrastructure	Bus route improvements & Public transport improvements-interchanges stations and services	2024	2026	Gloucestershire County Council Private & Community Bus Operators	Gloucestershire County Council / BSIP	Funded	£1m - £10m	Implementation	Reduced vehicle emissions	Annual average NO ₂ to be reduced to meet AQ objective. Increase in public transport services and passenger numbers	Implementation on-going	Changing attitudes to public transport. Funding to improve active travel infrastructure and public transport services
4	District Planning Policy - Sustainable Transport (POLICY INF3)	Promoting Travel Alternatives	Other	2018	Ongoing	Cotswold District Council	Cotswold District Council	Funded	none	Implementation	Reduced vehicle emissions	Annual average NO ₂ to be reduced to meet AQ objective	Implementation on-going	Changing attitudes to active and public transport. Funding to improve active travel infrastructure and public transport services
5	Community Municipal Investment scheme - EV Charging points	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	2021	2023	Cotswold District Council	Investment fund	Funded		Planning	Reduced vehicle emissions	Before and during diffusion tube measurements to show reduction in NO ₂ concentration	Commencement March 2023	None
6	The Robin	Transport Planning and Infrastructure	Bus route improvements	2022	Ongoing	Gloucestershire County Council, Community	Gloucestershire County Council	Funded	Not known	Full implementation	Reduce number of private cars on the road, and	Uptake of the service	Pilot trial ended - now formal service. Extended further into North	Ongoing funding and uptake of the service

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
						Connexions & Pulhams & Sons					consequently emissions		Cotswolds in 2025. Further stops to be added in South Cotswolds in 2026	

District Wide Actions

Cotswold District Local Plan Update

CDC continues to update its adopted Local Plan to make it “Green to the Core”. The plan includes Policy INF3, which provides details on how the council expects developers to include sustainable transport in their plans, to ensure they are fully integrated into the development and are provided in a timely fashion prior to occupation. Following a consultation in 2024, a Preferred Options Consultation Document (mainly focused on how housing development should progress within the district) was produced and subject to further public consultation in November/December 2025. Nearly 2000 responses were received during the consultation, which are now being considered and used to inform the draft local plan, which will go to public consultation in the summer 2026. Adoption of the new local plan is not expected until winter 2027.

Gloucestershire’s Local Transport Plan

[Gloucestershire’s Local Transport Plan 2020-2041](#) (LTP) sets out the County Council’s ambitions to improve transport across the county. It includes policies to improve public transport and active travel, as well as improving traffic flow in areas where congestion is frequently an issue. Many of the policies relating to the Cotswolds are mirrored in other county, district and town council policies and plans, demonstrating a unified approach.

The LTP plan includes (policy references in brackets):

- Highways and junction improvements, particularly on key junctions on the A429 (Fosseway) (N Cots 1, N Cots 4, N Cots 5 & S Cots 9), as well as other junctions in Tetbury, Cirencester, Kempsford and Fairford.
- Cycling and Walking access improvements including:
 - Pedestrian access arrangements in Moreton-in-Marsh (N Cots 2)
 - Cycle/active travel access improvements:
 - between Andoversford and Bouton-on-the-Water (N Cot 6)
 - between Bourton-on-the-Water and Kingham (N Cot 7)
 - between Cirencester and Kemble (S Cot 2)
 - between Tetbury and Kemble (S COT 4)
 - between South Cerney and Cirencester (S Cot 5)

- for Cotswold Water Park, Fairford (S Cot 6)
- for Tetbury Road and London Road corridors, Cirencester (S Cot 7)
- between Cirencester and Fairford (S Cot 8)
- between Andoversford and Cirencester (S Cot 18)
- Access improvements on A417 between Fairford and Lechlade (S Cot 3)
- Public Transport improvements including:
 - Moreton-in-Marsh Railway Station car park enhancements (N Cots 3)
 - Kemble Railway Station enhancements

To support the LTP, Gloucestershire County Council (GCC) are currently preparing an Active Travel Strategy and a Bus Rapid Transport Plan.

The [2024/25 LTP Monitoring Report](#) provides an update on the progress of the various schemes identified in the LTP as well as the key progress indicators. In addition, any progress on the above is discussed in the relevant sections below.

The LTP is currently being reviewed by GCC. To inform this review the County Council ran a public survey in May & June 2026. The survey asks for views on current transportation experience in the county and suggestions on how this can be improved.

Gloucestershire County Council Initiatives

GCC have carried out a number of initiatives in 2025 with the objective of improving air quality across the county:

- Engagement with GP surgeries highlighting the issues of motor vehicle idling, and delivering anti-idling signs to three surgeries in the Cotswold District. Discussions have also begun into delegating powers to enforce anti-idling within the county.
- Delivered presentations on air quality and health at Integrated Local Partnership meetings. This has resulted in a demand for more resources on air quality and health for surgeries, which are currently under development;
- GCC website now includes an [Air Quality](#) page, which includes information on how air pollution can impact health, tips on using wood burners and information on anti-idling. It also includes a link to air quality monitoring across the county.
- GCC has part-funded an air quality officer serving the Stroud District, as well as engaging with schools in the wider county area.

- The County Council continue to comment on air quality matters with regards to county wide policies and plans as well as those on a more local level.
- Funding has been made available by GCC to parish and town councils to purchase particulate monitors. A similar scheme will run later in 2026.
- Flyers on wood burning, focusing on efficient ways to burn and providing contacts for garden waste collection, have been designed and printed by GCC and circulated via the Gloucestershire Fire and Rescue Team.
- During the week of Clean Air Day 2025, GCC arranged for the theatre group Abbie Ayre and the Shed of Science to visit schools, including Bourton-on-the-Water Primary Academy. The group provide an engaging and interactive performance and workshop investigating the causes and concerns of poor air quality and promoting safe active travel to primary school. Other initiatives to promote Clean Air Day included a drawing competition and banners on buses.

Car Free Tourism

Tourism websites [Cotswold.com](https://www.cotswold.com) and [Explore the Cotswolds](https://www.explorethecotswolds.co.uk) both offer advice on how to see the Cotswold National Landscape without using a car. The sites provide information on public transport and active travel options for exploring the area, including maps, car free tours and itineraries, as well as information on where to hire e-bikes.

Public Transport

Bus Services

GCC's Gloucestershire's Bus Service Improvement Plan (BSIP) 2024 outlines the county's ambitious plans to improve the service throughout the county. It includes:

- the development of transport hubs and corridors linking the main settlements both within the county, as well as links to key out-of-county towns and cities,
- upgrading of bus stops, including Real Time Passenger Information (RTPI) at key stops;
- upgrading of the fleet;
- a review of fares and ticketing; and,
- improving reliability.

The plan also includes the use of demand responsive transport serving more isolated, rural communities.

Improvements to bus services and infrastructure in the Cotswold district in 2025 included:

- There has been an overall increase in the number of people living within 400m of a bus stop providing four or more buses an hour.
- Increase in the frequency of the 802 service between Bourton-on-the-Water and The Rissingtons
- Increase in the frequency of the 855 service between Bourton-on-the-Water and Cirencester.
- Increase in the frequency of the 606 service between Cheltenham and Winchcombe, serving Chipping Campden every two hours.
- New bus stop with real-time information has been installed outside Waitrose in Cirencester
- An increase frequency for the S2 (Cheltenham to Oxford) on Sundays, during the summer months, to aid tourism into the Cotswolds. A similar increase in Sunday service frequency is expected between June and September of 2026. This service has recently been taken over by Pulhams operated as service X52.

Planned improvements include:

- Improvements to Cirencester Southway (The Forum) to include RTPI and cycle provision.
- The installation of a new bus stop in Tetbury.
- Plans to build out and add a new shelter, including RTPI, outside the library in Stow-on-the-Wold.
- Ongoing review of Bourton-on-the-Water main street, reducing bus stops from four to two, but with improvements planned for the remaining stops.
- Plans to introduce an electric bus on the 801 service (Cheltenham to Chipping Norton)

Robin Bus Service

The Robin bus service is an on-demand service introduced by GCC in 2022. It was initially launched in the North Cotswolds and around Lydney in the Forest of Dean District, then expanded to the South Cotswolds and Tewksbury area in 2024, and the Newent area (Forest of Dean) in 2025. Between 2023 and 2024 the number of passengers using the North Cotswolds service rose by nearly 50%, demonstrating that there is a place for an on-demand bus service in more rural communities where mainstream services are few and far

between. In 2025, additional stops were added to the North Cotswold area in Broad Campden, Paxford and the Northwick Business Park, with 2026 likely to see expansion towards Mickleton, and potentially further expansion within the South Cotswold area.

The service has now become a permanent service (depending on ongoing funding), proven to be a popular choice for those living in rural areas.

Rail

Passenger numbers using Kemble and Moreton-in-Marsh train stations increased, by 13% and 10% respectively, in 2023/24 compared with 2022/23. Passenger numbers in 2023/24 had or nearly had recovered to pre-pandemic numbers.

As part of the £175bn Midlands Rail Hub project, the possibility of re-introducing a direct service from Kemble to Birmingham, last seen around 20 years ago, is being considered. The project objective is to upgrade the rail network in and around Birmingham, particularly to the east towards Nottingham and Derby and the west towards Hereford, Bristol and Cardiff, increasing the number of trains on the network by up to 300. The project is still in its infancy, with project timelines yet to be released.

The planning application (25/01678/FUL) for the Moreton-in-Marsh Transport Hub, was approved in 2025, which has been followed by the demolition of the former British Legion building in earlier in 2026. However, funding has yet to be secured to progress the project further, with an application for Community Infrastructure Levy funding expected to be submitted in 2026. The project is a joint venture between Great Western Railway and Moreton-in-Marsh Town Council.

Active Travel

In 2025 GCC increased its Active Travel Capability Rating from 2 to 3, reflecting the effort the County has made to improve active travel within its boundary. As a consequence of this success, the County has been awarded nearly £18m over four years to invest further in its active travel network.

GCC's website hosts an interactive cycling map which shows all cycle routes within the county, as well as those included in LTP. The county also has dedicated cycling and walking webpages providing information on routes and schemes available in the county. In addition, 2025 saw the re-naming of the Cycling Advisory Group to the Active Travel Advisory Group, who assist in delivering the council's active travel projects and schemes.

Schools & Businesses

Data from March 2025 showed 70% of approximately 5,000 pupils across 95% of Gloucestershire schools, participated in level 1-2 bikeability training, which was an 8% increase over the previous 18 months. However, despite an overall increase across the county, there has been a decrease of 3% in students taking up the training in the Cotswold area. GCC continues to secure funding to continue this work and aim to increase participation by 50%.

GCC promote the [Big Walk and Wheel](#) challenge, organised by the Walk Wheel Cycle Trust (formally Sustrans). In the Cotswold District only one school participated in 2025, Powell's C of E Primary School, who successfully used active travel for 68% of school journeys during the two week challenge.

GCC continue to support and promote the [Love to Ride](#) platform, which is the County's most successful active travel campaign to date. The platform supports and encourages people to use cycling as one of their main modes of transport. This includes promotion of the Cycle September challenge and Winter Wheelers Challenge in 2025. This scheme has been partnered with sustainability teams to reach a wider audience.

The County Council also promotes ModeShift Stars scheme run by the organisation Modeshift. The scheme promotes active travel in schools, providing help and support to schools wanting to increase the number of pupils who walk, wheel or cycle to and from school. All schools in Gloucestershire have been signed up to the initiative by the County Council. In the Cotswold District, staff at Siddington Primary School have also signed up, however, to date none of the schools in the district have achieved an accreditation. In addition, GCC are developing policies for park-and-stride schemes and walking buses for primary and secondary schools.

GCC also promote active travel within businesses using ModeShift Stars Business and Love to Ride.

Active Travel Path Development

Progress continues on the Fairford to Lechlade multi-use path. The project is supported by Fairford and Lechlade town councils, Kempsford Parish Council and The Lakes by Yoo.

Part of the central section, known as Longdoles Lane, has been subject to a ground investigation by Sustrans, to determine what work is required to upgrade this section and the costs which are likely to be incurred. The initial drawings and topographical report were issued in March 2025, with the full report including costs for the work issued shortly

after. Negotiations continue with landowners particularly with regard to stretches of the path through Whelford Pools Nature Reserve, around Lake 104 and into Fairford.

GCC carried out re-surfacing work on a section of the Tetbury to Kemble multi-use path ([Tetbury Trail](#)) in 2025. This work focused on existing bridleway out of Tetbury which utilises the disused railway line. Improving cycle access between Tetbury and Kemble, using the disused railway forms scheme S Cot 4 of the Local Transport Plan. It is expected the short section linking Kemble, Kemble Railway Station and Cotswold Airport will be developed next, however, there is no timetable for this work.

CDC commissioned Sustrans (Walk Wheel Cycle Trust) to produce concept designs for a greenway between Bourton-on-the-Water and Kingham, with a branch to Stow-on-the-Wold. The design incorporates a 3m wide path, which mainly follows the disused railway line between Bourton and Kingham. The route is considered to have three main benefits:

- Connecting towns and villages otherwise only connected by road network and infrequent bus services. The two railways in the Cotswolds only provide north to south connections, with transport poverty creating rural hardship for many people living in the region.
- Benefiting the health and wellbeing of people living in the Cotswolds. A safe greenway will encourage active travel for younger and older generations by creating safe routes away from cars.
- Encouraging sustainable tourism. The designed greenway allows people to cycle from Kingham train station to Bourton-on-the-Water, which may encourage more tourists to travel via public transport.

Much work is yet to be done to develop this route, including engagement with landowners and determining the optimum alignment, as well as securing funding for the next design phase and ecological appraisals.

The designs for three active travel routes are expected to be completed this year, these are: the Cirencester to Kemble Cycleway; the Spine Road Crossing, South Cerney; and, The Steadings Development to Cirencester Town Centre. Details of these routes are yet to be published.

Vehicle Use

The county and district councils continue to roll out EV charging points across the district. In 2025 CDC installed 24 new electric vehicle chargers in car parks in the district: 10 in the

Brewery Car Park, Cirencester; 6 in West Street Car Park, Tetbury; 4 in Mangersbury Road Car Park, Stow-on-the-Wold; and, 4 in Old Market Way Car Park, Moreton-in-Marsh. Availability of chargers across the district can be found [here](#).

CDC's Parking Strategy 2025-2028 was adopted in November 2025. Recommendations in the strategy include the installation of further EV charging points and seeking opportunities to support sustainable transport with two wheel parking and promotion of walking routes. Notable findings of the survey, conducted to inform the strategy, include that most people parking in towns across the district generally travel less than two miles. However, when asked if they would consider alternative modes of travel, the feedback was mixed, with some locations in favour and others generally against.

Finally, in early 2026, CDC have approved the purchase of an electric refuse vehicle and trial usage of hydrotreated vegetable oil (HVO) in its diesel refuse vehicles. The use of HVO is considered more sustainable than diesel, as it can have lower carbon dioxide and nitrogen dioxide emissions.

Consultations for Planning Applications, Local and Neighbourhood Plans

All planning applications which may impact air quality are reviewed by the CDC air quality officer to ensure the proposed development will not significantly increase air pollution in the local area. This includes impacts from the construction phase and from the completed development. Where a development has been shown to have a negative effect on air quality, the developer is required to include mitigation measures to reduce these negative effects to acceptable levels. Regardless of the impact a development may have, all developments are expected to include electric vehicle charging, bicycle storage and a travel plan which encourages active travel and public transport use.

GCC are also statutory consultees for all neighbourhood and local plans in the county. The County Council include air quality comments (typically referring to EU and WHO air quality levels tailored to the area), highlight exceedances and explain why ambitious policies are required to protect local public health.

Local Actions

Town and parish councils across the Cotswold district are also active in taking measures to reduce air pollution. Actions carried out in 2025 are summarised below.

Cirencester

The Regulation 16 (of The Neighbourhood Planning (General) Regulations 2012) draft of the Cirencester Neighbourhood Plan was submitted to CDC at the beginning of 2026 and has now been submitted to the examiner. Alongside submission to the examiner, a public consultation was held by CDC with all comments forwarded to the examiner for consideration.

The revised draft plan continues to support the LCWIP as well as Connecting Places Strategy CPS4 of the GCC's Local Transport Plan. This includes support for a mobility hub proposed in the Cirencester Town Centre Master Plan and demand responsive travel. The plan also specifically targets air quality in Policy WBC 1, which states:

- Developments that encourage idling traffic, such as drive-through food outlets, within the Plan area will not be supported.
- Developers will be required to monitor air quality, including particulates, to ensure that an Air Quality Neutral standard is achieved throughout site development for building and construction traffic emissions, and if necessary, to instigate mitigation.
- Development proposals should be operationally designed in a way that minimises any impact on public health through emissions and dust.

Cirencester remains the only town in the Cotswold district to have a Local Cycling and Walking Infrastructure Plan (LCWIP). The plan proposes cycling and pedestrian infrastructure improvements to encourage active travel within the town. Five priority cycle routes have been identified for improvements. Four of the routes link the town centre to: the new Steadings development (extending to Kemble train station); Deer Park School, Cirencester College, and the Royal Agricultural University; Kingshill School; and, Stratton. A final priority route links the A429 at the junction with Chesterton Lane with Kingsmeadow to the east. Similarly, five priority walking routes have also been identified. Four of the routes connect the town centre with: The Beeches residential area and Kingshill School to the east; the new Steadings development; Deer Park School, Cirencester College, and the Royal Agricultural University; and, Watermoor Road to the southeast. A fifth route connects London Road and Godsitch Street, following the edge of the abbey grounds. Where applicable, the LCWIP identifies infrastructure improvements needed to deliver these routes.

Updates on paths linking Cirencester and Kemble and Cirencester and the Steadings Development are provided in the active travel section above.

CDC commissioned a Cirencester – Kemble - Tetbury Public Transport Options Study in 2023, which concluded a Very Light Railway would be poor value for money, compared with improving bus services from Cirencester to Kemble and Tetbury. This was supported by GCC, whose preferred choice was an hourly bus service from Cirencester to Tetbury via Kemble. However, support remains for the scheme and in 2025 the Cotswold Community Railway Community Interest Company was formed to provide a legal entity to enter into agreements, own assets and hold certifications and approvals.

Bourton-on-the-Water

At the end of 2023, the private coach parking facility in Bourton-on-the-Water was closed. Following the closure, the parish council and local residents have expressed concerns regarding coaches entering the village, causing significant disruption to traffic flow by parking in unsuitable locations. An experimental Traffic Regulation Order (ETRO) was put in place in October 2025, which provided enough roadside space for a maximum of two coaches to drop off and collect passengers, with a maximum 5 minute waiting time. A facility at the nearby Pulhams Coach Depot was also provided for coach parking.

Other actions in 2025 include:

- A double yellow line review and implementation to facilitate a better flow of traffic and reduce idling
- Investment in planting in community orchard adjacent to the largest visitor car park

So far in 2026 the Parish Council have:

- Successfully been selected to take part in a Rural Mobility Pilot, which will provide the village with smart technology to monitor vehicle movements and footfall in key locations;
- Been awarded Tourist Levy funding from CDC to develop a Visitor Traffic Management Strategy;
- Engaged with GCC in their options appraisal workshop to evaluate potential long-term solutions to manage visitor numbers and traffic; and,
- Been working with GCC to progress bus interchange improvements in the village centre, funded with the Community Infrastructure Levy.

Finally additional cycle racks have been installed by GCC in the High Street.

Fairford

Fairford Town Council accepted the Fairford Neighbourhood Plan in May 2023. The plan supports sustainable travel and the provision of electric vehicle charging, particularly with regards to residential developments. The town's Transport Plan also supports sustainable travel, as well as public transport improvements and increased accessibility.

2025 saw the introduction of 20mph speed limits throughout much of the town centre. The new speed limit has been introduced to make the area safer for pedestrian use.

Work to improve the footpath which runs through woodlands alongside Leafield Road, commissioned by the Town Council, was completed in 2025. The path provides an enjoyable, safe route from the town to the Primary School, and links up with the existing footpath network at Lovers Lane. Funding for the path was received from the England Prosperity Fund. It is hoped the path will encourage more active travel to the school, reducing congestion at the school gates.

A similar project was undertaken to upgrade the Keble Path, a key public right of way linking Lower Croft to the A417 pavement. This was a joint project between the UK Shared Prosperity Fund, Fairford Town Council, and Public Rights of Way.

Progress continues on the Fairford to Lechlade multi-use path. The project is supported by Fairford and Lechlade town councils, Kempsford Parish Council and The Lakes by Yoo. An update on the path is provided in the Active Travel section above.

Moreton-in-Marsh

The Moreton-in-Marsh Neighbourhood Development Plan continues to progress. The Regulation 16 draft has been submitted to the examiner by CDC, and a public consultation has been held by CDC, with all comments forwarded to the examiner for consideration.

The plan will address the congestion currently being experienced in the town and will include policies to improve active travel infrastructure and public transport, as well as improving traffic flow through the town.

Progress of the transport hub project is discussed in the Public Transport section above.

Stow-on-the-Wold

The Stow-on-the-Wold and the Swells Neighbourhood Plan was approved by CDC in September 2024. The plan supports:

- active travel in policy SSNP14: Walking & Cycling in the Town and Parish;
- Provision of electric vehicle charging in car parks;
- Public transport (included as an overall objective); and,
- Green infrastructure.

In 2025 GCC began reviewing on street parking within the town and are expected to go to public consultation in 2026.

Tetbury

Tetbury has an active campaign group known as Greening Tetbury, who work closely with the town council as part of their Climate Strategy Group, to improve the local environment, including air quality. The group is currently engaged in projects to improve active travel infrastructure and public transport, and encourage residents to sponsor a tree as part of the Trees for Streets project. In 2025, the group highlighted the link between car idling and air pollution and joined the Low Traffic Alliance to support their vision of mode shift away from private car use. More recently, the website's blog ran an article on air quality in the town following the installation of a diffusion tube on one of the busier roads. The Tetbury Neighbourhood Development Plan also supports active travel within the town.

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 Strategy¹, 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 than 2.5 micrometres) has a significant impact on human health, including premature mortality, allergic reactions, and cardiovascular diseases.

The Environment Act 2021 required the Secretary of State to set PM_{2.5} objectives for the UK, which were laid out in [The Environmental Targets \(Fine Particulate Matter\) \(England\)](#)

¹ Defra. Air Quality Strategy – Framework for Local Authority Delivery, August 2023

[Regulations 2023](#) and form Commitment 21 of the [Environmental Improvement Plan \(EIP\) 2025](#). The targets set within the 2023 Regulations are:

- The annual mean concentration target is that by the end of 31st December 2040 the annual mean level of PM_{2.5} in ambient air must be equal to or less than 10 µg/m³.
- The population exposure reduction target is that there is at least a 35% reduction in population exposure by the end of 31st December 2040, as compared with the average population exposure in the three-year period from 1st January 2016 to 31st December 2018.

To monitor progress in meeting these objectives, new monitors have been installed across the country to provide concentration data for fine particles in the air. These are predominantly in urban areas.

2.3.1 Particulate Matter in the Cotswold District

CDC currently does not measure particulate matter using Defra-approved methods. However, in 2025 CDC installed a particulate matter sensor, with indicative MCERTS status, on the A429 in Stow-on-the-Wold. The sensor measured PM₁, PM_{2.5} and PM₁₀, and was supplied free of charge for 12 months under a scheme run by Airly. The sensor was not co-located, and the data was not subject to verification or validation. Consequently, the data can only be used to indicate the status of these pollutants and identify any trends in concentration fluctuation. A summary of the data is presented in Appendix C.

The main sources of particulate matter in the district are likely to be vehicles and domestic combustion. No other significant sources of PM_{2.5} have been identified within the district in 2025. Measures to reduce vehicle emissions will be aligned with many of the measures in Table 2.2 above, which focus on reducing private vehicle use. CDC is also taking the following measures to address PM_{2.5}:

- Highlighting the issues associated with PM_{2.5}, including the impacts on health and activities which generate the particles.
- Seeking funding to install PM_{2.5} monitors within the Cotswold District.

From Defra background mapping, the calculated background concentration of PM_{2.5} in the Cotswold District in 2025 was an average of 6.1µg/m³, 0.1µg/m³ lower than that predicted for 2024 (6.2µg/m³). Background concentrations are modelled from measured data

generated by reference analysers and meteorological data from a specific year, and do not include local sources such as roads and chimney stacks. Trends in PM_{2.5} in the UK, at urban background and roadside sites, between 2009 and 2024 have been published by DEFRA: [Link to: Particulate matter \(PM10/PM2.5\)](#). Headlines from the report detailing data up to 2024 include the following:

- Annual average concentration of the fine particles peaked in 2011 and have since shown a steady decline. In 2024 concentrations fell to their lowest since 2019.
- Concentrations in 2024 showed temporal changes in PM_{2.5}, with concentrations peaking during the winter and spring months.
- Peaks recorded during the springtime are thought to be due to agricultural operations across UK and continental Europe during this period.
- Residential combustion of wood and coal in stoves and open fires is a large contributor to emissions of particulate matter in the UK, contributing towards elevated concentrations in winter months.

Many of the sources of PM_{2.5} are often trans-boundary or out of the control of the local authority and its residents. However, residents can assist in reducing the concentrations of this pollutant in the air we breathe by minimising the combustion of solid fuels as much as possible. This means:

- only using your solid fuel appliance when you really have to keep warm, not solely for aesthetic purposes;
- making sure the wood you burn meets the '[Ready to Burn](#)' criteria;
- not burning treated or painted wood, household waste or wet wood; and,
- Keeping your stove/fireplace and chimney clean and well maintained.

For more advice on using an open fire or stove, including what to burn and what not to burn, please visit:

- <https://www.hetas.co.uk/consumer/advice-hub/>
- [Open fires and wood-burning stoves - A practical guide](#)
- GCC's Air Quality webpages [Indoor Fires & Wood Burning](#)

2.3.2 Public Health Outcomes Framework

UK Health Security Agency (UKHSA) and the Office for Health Improvements and Disparities (OHID) publish various information related to the health of the general public through its [Public Health Profiles](#). The importance of the effect of air pollution on public health is reflected by the inclusion of an indicator described as “D01 - Fraction of mortality attributable to particulate air pollution”. This indicator provides an insight into the probable number of deaths which occur within the UK as a direct consequence of particulate air pollution. Data can be broken down into region, county, district, unitary authority, NHS region or integrated care board.

For Gloucestershire as a whole, the estimated Fraction of Mortality attributable to particulate air pollution (2024 data) is 4.7% of the county’s population which is a 0.4% increase on the previous year (4.3%). In comparison, the average for the southwest region was 4.3% in 2024, unchanged from the previous year.

For the Cotswold District, the estimated fraction of mortality attributable to particulate air pollution during 2024 was 4.6% (an increase of 0.2% from 2023), compared with the regional average of 4.3%. Conversely, the percentage of physically active adults² (19 and over) across the district has increased from 71% (2023) to 78% (2024).

² Based on the number of respondents aged 19 and over, with valid responses to questions on physical activity, doing at least 150 moderate intensity equivalent (MIE) minutes physical activity per week in bouts of 10 minutes or more in the previous 28 days expressed as a percentage of the total number of respondents aged 19 and over.

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

This section sets out the monitoring undertaken within 2025 by CDC 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

CDC has no automatic (continuous) monitoring sites within its area.

3.1.2 Non-Automatic Monitoring Sites

CDC undertook non-automatic (i.e. passive) monitoring of NO₂ at sixteen sites during 2025. Table A.1 in Appendix A presents the details of the non-automatic sites.

The monitoring locations included one background location; two monitoring junctions near the new Chesterton development (Cirencester); and the remaining monitoring roadside concentrations, which are near residential housing. We have long-term results at four of these locations, one within our Air Quality Management area (AQMA), two in Lechlade (former AQMA) and one in Cirencester. The remaining 12 locations are around Cirencester, Tetbury, Moreton in Marsh and at Stow-on-the-Wold.

Two tubes were relocated in 2025; NAS31 was moved to the junction of West Lane and the A429 in Kemble, following concerns regarding air quality from local residents, and NAS36 was moved to High Street, Northleach. A tube was placed in Northleach because air quality had not been monitored in the town previously and, due to narrow roads and roadside parking, it often experiences congestion through the town centre.

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

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

Trends

Correction of 2024 Data

Following the submission of the 2025 report, an incorrect data entry for NAS38 (4 High Street, Lechlade) was identified for July. Correction of this value increased the adjusted average from 20.4µg/m³ to 23µg/m³ at this location. The adjusted average remains well below the UK objective for NO₂.

2025 Data

2025 was the first year since 2021 to see increases in concentration at a number of locations within the district. These increases are very small and may be due to localised meteorological conditions or temporary changes in traffic flow, e.g. due to roadworks. Overall, there has been a small decrease in NO₂.

All other locations continue the downward trend seen in previous years. The largest fall in NO₂ concentration was on Thames Street, Lechlade (NAS37 – 1.3µg/m³) and London Road, Cirencester (NAS30 - 0.7µg/m³). Concentrations in the AQMA at Birdlip also showed a drop in concentrations of 4µg/m³, however this is likely to be a consequence of road closures and other changes to traffic flow as a result of the A417 Missing Link project.

The trend of NO₂ concentrations within the AQMA are presented in Figure A.1. In addition, Figure A.2 presents the trend in areas of the district which have some of the

worst road traffic congestion. Both graphs illustrate a general continuing decline in NO₂ concentrations, as discussed above.

Table 3.1 gives details of the five affected locations and the magnitude of increase in NO₂ concentration.

These increases are very small and may be due to localised meteorological conditions or temporary changes in traffic flow, e.g. due to roadworks. Overall, there has been a small decrease in NO₂.

All other locations continue the downward trend seen in previous years. The largest fall in NO₂ concentration was on Thames Street, Lechlade (NAS37 – 1.3µg/m³) and London Road, Cirencester (NAS30 - 0.7µg/m³). Concentrations in the AQMA at Birdlip also showed a drop in concentrations of 4µg/m³, however this is likely to be a consequence of road closures and other changes to traffic flow as a result of the A417 Missing Link project.

The trend of NO₂ concentrations within the AQMA are presented in Figure A.1. In addition, Figure A.2 presents the trend in areas of the district which have some of the worst road traffic congestion. Both graphs illustrate a general continuing decline in NO₂ concentrations, as discussed above.

Table 3.1 - Locations showing increases in NO₂ concentrations in 2025

Diffusion Tube ID	Site Name	Increase in NO ₂ Concentration µg/m ³
NAS27	Silver Street, Tetbury	0.5
NAS32	Bartonbury Lodge, Stroud Road, Cirencester	0.8
NAS33	Tetbury Road, Cirencester (O/S Steading Cottages)	0.7
NAS34	Spratsgate Lane nr j/w Park Way, Cirencester	0.7
NAS42	A429 j/w A44 (White Hart Hotel) Moreton-in-Marsh	1

There were no exceedances of the national objective for annual average monthly concentrations of NO₂ in 2025. In addition, during 2025 no annual mean was greater than 60µg/m³, which indicates that an exceedance of the 1-hour mean objective was unlikely at any of the locations.

The results from 2025 are positive and indicate a general improvement in the air quality within the Cotswold District. With the implementation of the measures described in Table 2.2, we hope to see this trend continue. CDC will continue to work with the County Council to implement measures to tackle air pollution in the AQMA.

Appendix A: Monitoring Results

Table A.1 – 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)
NAS26	Unicorn PH, Stow-on-the-Wold	Roadside	419002	225644	NO ₂	No	6.5	1.2	No	2.1
NAS27	Silver Street, Tetbury	Roadside	389145	193065	NO ₂	No	0.0	1.5	No	2.5
NAS28	Burford Rd Traffic lights j/w A417, Cirencester	Roadside	403041	202204	NO ₂	No	10.0	1.5	No	2.3
NAS29	Abbey Way j/w Spitalgate, Cirencester	Roadside	402310	202530	NO ₂	No	6.0	1.4	No	2.2
NAS30	London Road, Cirencester	Roadside	402728	201934	NO ₂	No	5.8	2.8	No	2.2
NAS31	West Lane/A429 Kemble	Roadside	398750	197303	NO ₂	No	7.6	1.8	No	2.3
NAS32	Bartonbury Lodge, Stroud Road, Cirencester	Roadside	401087	201368	NO ₂	No	2.4	1.0	No	2.5
NAS33	Tetbury Road, Cirencester (O/S Steading Cottages)	Roadside	400974	201041	NO ₂	No	3.8	2.9	No	2.2
NAS34	Spratsgate Lane nr j/w Park Way, Cirencester	Rural	402393	199567	NO ₂	No	0.0	2.3	No	2.1
NAS35	Berkeley Road j/w Somerford Road, Cirencester	Kerbside	402465	200323	NO ₂	No	15.0	0.5	No	2.1

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)
NAS36	High Street, Northleach	Kerbside	411398	214544	NO ₂	No	0.0	0.5	No	2.3
NAS37	Thames Street, Lechlade	Urban Centre	421366	199490	NO ₂	No	0.2	1.3	No	2.4
NAS38	4 High Street, Lechlade	Urban Centre	421369	199517	NO ₂	No	0.0	1.0	No	2.2
NAS39	Air Balloon Roundabout, Birdlip	Roadside	393461	216124	NO ₂	Birdlip (Air Balloon Roundabout)	6.4	1.1	No	2.1
NAS42	A429 j/w A44 (White Hart Hotel) Moreton-in-Marsh	Urban Centre	420490	232424	NO ₂	No	0.3	3.0	No	2.4
NAS49	A429 Youth Club / Town Council building Stow-on-the-Wold	Roadside	419044	225882	NO ₂	No	2.5	3.5	No	2.5

Notes:

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

(2) N/A if not applicable.

Table A.2 – 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
NAS26	419002	225644	Roadside	100.0	100.0	31.8	33.3	27.7	25.3	25.2
NAS27	389145	193065	Roadside	100.0	100.0	-	-	-	17.2	17.8
NAS28	403041	202204	Roadside	100.0	100.0	23.8	23.9	22.5	18.8	18.3
NAS29	402310	202530	Roadside	100.0	100.0	25.3	24.9	23.5	20.6	20.2
NAS30	402728	201934	Roadside	100.0	100.0	18.1	17.4	17.4	16.5	15.7
NAS31	398750	197303	Roadside	92.3	92.3	-	-	-	-	11.7
NAS32	401087	201368	Roadside	100.0	100.0	-	20.5	19.5	16.5	17.3
NAS33	400974	201041	Roadside	100.0	100.0	16.2	15.6	15.9	13.5	14.2
NAS34	402393	199567	Rural	100.0	100.0	7.0	7.1	6.4	5.6	6.3
NAS35	402465	200323	Kerbside	100.0	100.0	7.9	8.0	7.3	7.2	7.0
NAS36	411398	214544	Kerbside	92.3	92.3	-	-	-	-	10.7
NAS37	421366	199490	Urban Centre	90.4	90.4	23.2	25.1	15.0	20.1	18.8
NAS38	421369	199517	Urban Centre	100.0	100.0	29.4	28.7	18.0	23.0 ⁽³⁾	22.9
NAS39	393461	216124	Roadside	100.0	100.0	39.9	42.1	38.7	33.2	29.1
NAS42	420490	232424	Urban Centre	100.0	100.0	21.9	19.9	18.3	16.9	17.8
NAS49	419044	225882	Roadside	100.0	100.0	-	-	20.0	18.9	18.8

☒ 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%).

(3) Corrected concentration (post submission of 2025 report), following correction of data for July 2024, and subsequent removal of August 2024 result as an outlier.

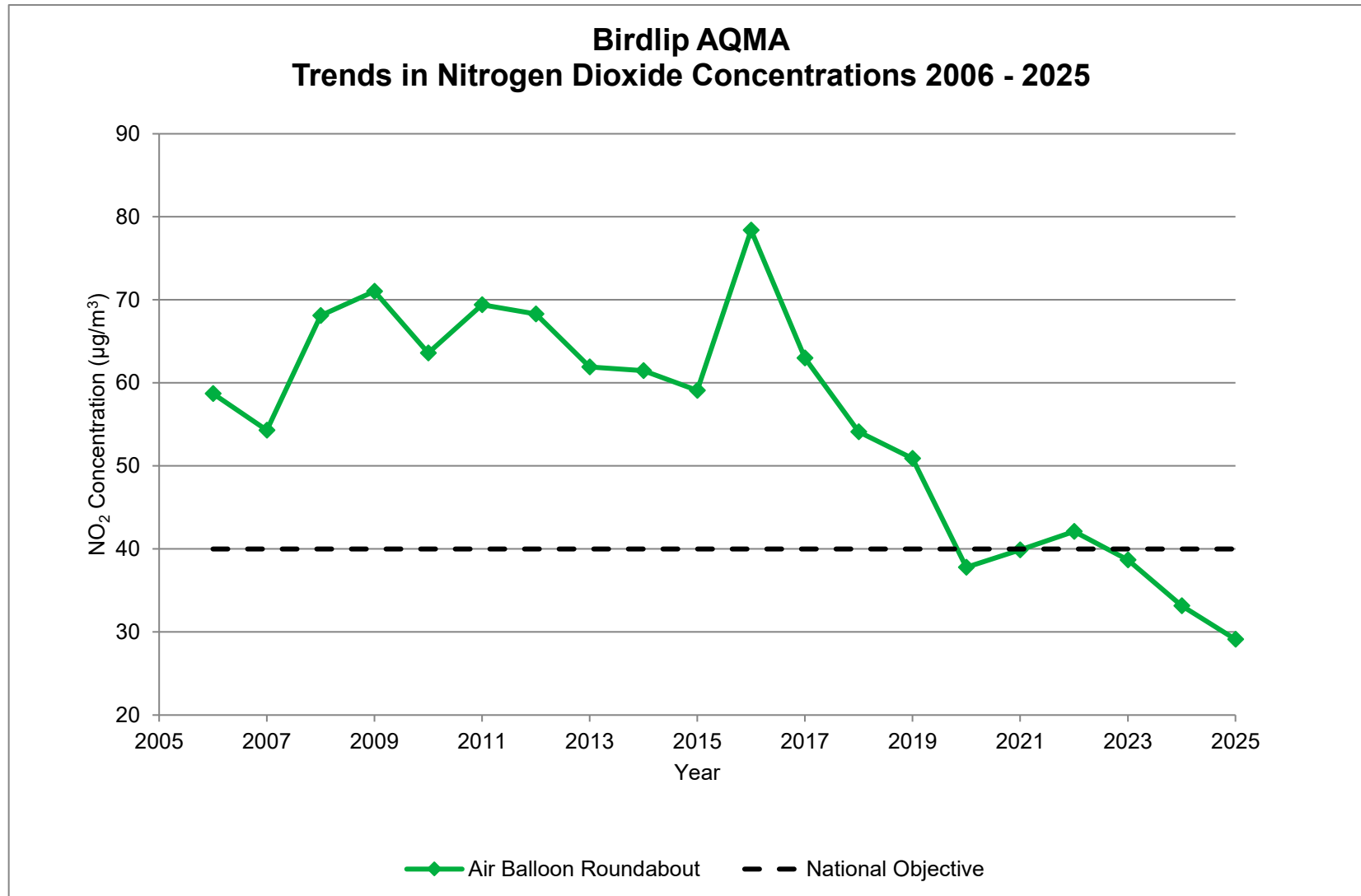


Figure A.1 - Trends in Annual Mean NO₂ Concentrations in Birdlip AQMA

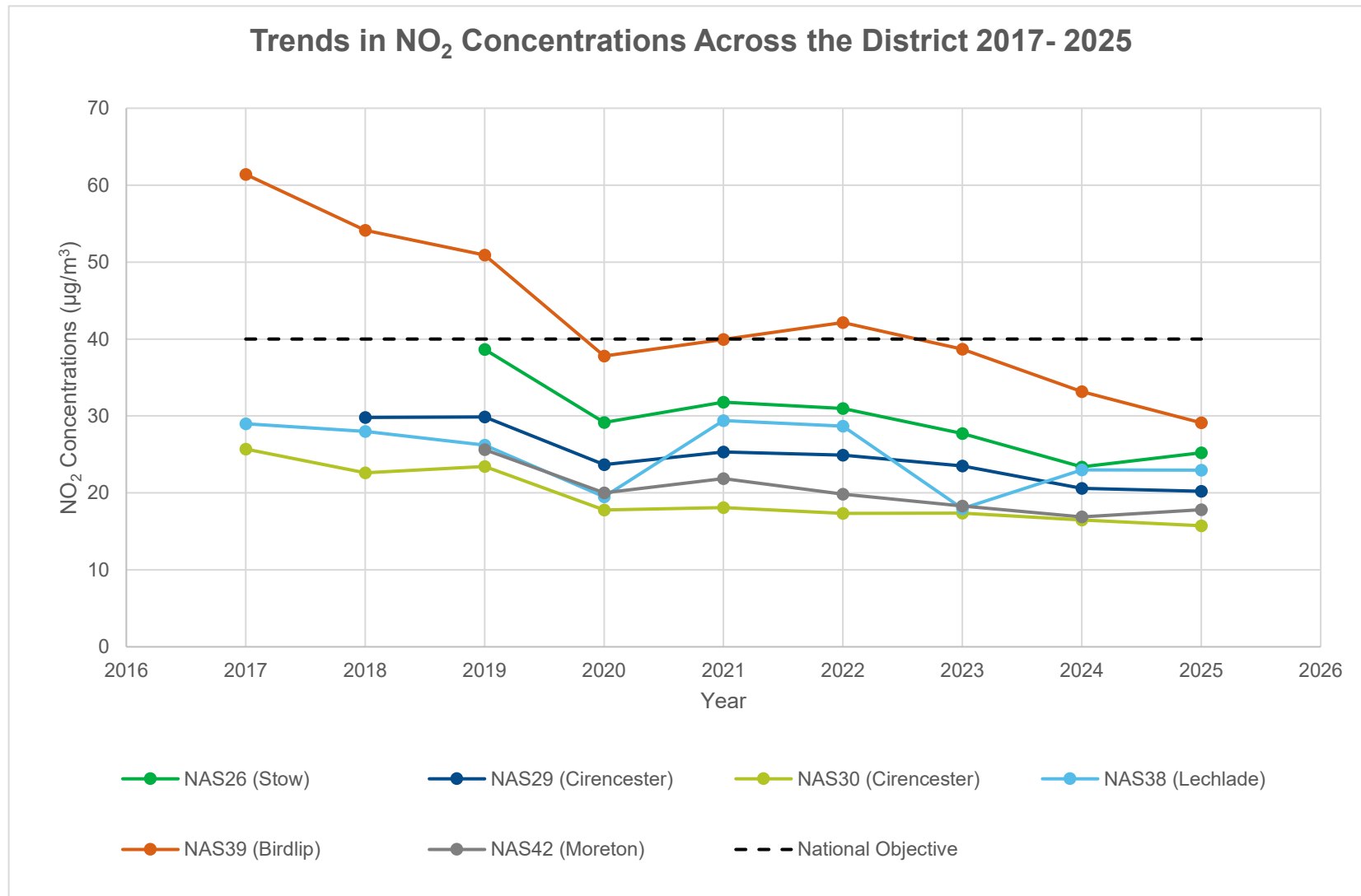


Figure A.2 - Trends in Annual Mean NO₂ Concentrations Across the District

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 (0.78)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
NAS2 ₆	419002	225644	36.6	38.3	29.1	38.3	31.8	31.7	37.7	33.1	30.6	28.7	29.3	23.0	32.4	25.2		
NAS2 ₇	389145	193065	37.8	24.9	27.2	20.9	21.9	18.6	18.1	17.8	18.8	19.9	25.4	22.1	22.8	17.8		
NAS2 ₈	403041	202204	31.2	24.8	28.6	24.5	22.8	20.9	20.6	19.8	21.0	22.8	24.7	19.8	23.5	18.3		
NAS2 ₉	402310	202530	33.0	32.3	32.5	27.0	25.1	23.2	22.4	22.9	22.0	17.4	26.9	26.3	25.9	20.2		
NAS3 ₀	402728	201934	32.2	24.1	26.1	23.5	17.2	17.3	14.3	14.7	16.8	19.6	24.0	12.3	20.2	15.7		
NAS3 ₁	398750	197303	21.7	Missin g	20.6	14.5	12.8	12.3	12.3	13.1	13.1	15.0	16.8	13.4	15.1	11.7		
NAS3 ₂	401087	201368	28.7	23.7	26.6	23.2	22.7	23.3	23.1	17.6	19.0	23.0	15.6	19.2	22.1	17.3		
NAS3 ₃	400974	201041	26.2	21.9	20.6	19.7	14.3	15.9	12.8	16.0	17.6	15.8	20.7	16.7	18.2	14.2		
NAS3 ₄	402393	199567	9.4	9.0	12.7	9.9	7.0	5.1	4.5	6.3	7.2	7.9	9.1	9.0	8.1	6.3		
NAS3 ₅	402465	200323	14.2	12.5	14.2	10.1	8.0	6.2	5.3	6.4	6.9	8.2	9.6	6.2	9.0	7.0		
NAS3 ₆	411398	214544	Missin g	13.6	20.6	15.9	12.3	10.4	12.5	10.6	11.2	11.8	15.0	16.3	13.7	10.7		
NAS3 ₇	421366	199490	25.3	28.5	27.4	25.3	Missin g	26.3	29.3	23.2	19.1	18.1	19.9	22.5	24.1	18.8		
NAS3 ₈	421369	199517	36.2	33.5	28.5	30.9	23.9	31.2	31.8	28.3	26.4	22.5	32.1	27.7	29.4	22.9		
NAS3 ₉	393461	216124	31.1	22.4	43.7	44.1	35.4	37.2	38.1	36.5	39.7	42.1	44.0	33.6	37.3	29.1		
NAS4 ₂	420490	232424	36.1	28.7	24.2	24.0	19.3	21.6	17.1	19.7	19.8	20.9	23.5	19.2	22.8	17.8		
NAS4 ₉	419044	225882	25.9	30.6	32.0	24.9	21.1	22.1	23.2	20.8	21.3	21.9	23.6	22.4	24.2	18.8		

- ☒ 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.
- ☒ Cotswold District 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 Cotswold District During 2025

CDC has not identified any additional sources relating to air quality within the reporting year of 2025. However, following changes to the Government's most recent housing and economic needs assessment, the number of houses the Council are expected to deliver in the next five years has more than doubled. As 80% of the district is designated a National Landscape (formally Area of Outstanding Natural Beauty), much of this new development will need to be focused in 20% of the district, which may result in significant localised increases in vehicular traffic and consequential deterioration in air quality. As discussed in Section 2.2, all planning applications for large developments will continue to be reviewed to ensure they do not significantly impact air quality in the surrounding areas.

Additional Air Quality Works Undertaken by Cotswold District Council During 2025

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

QA/QC of Diffusion Tube Monitoring

CDC employ Socotec Didcot to carry out the analysis on the diffusion tubes distributed around the district. Diffusion tubes are prepared with 50% TEA in acetone.

Socotec laboratories participate in the AIR NO₂ Proficiency Scheme, which assesses the analytical performance of laboratories analysing NO₂ diffusion tubes. In 2025, four rounds of proficiency testing were carried out, round 68 between January and February, round 69 between April and June, round 71 between July and September and round 72 between October and December. Socotec laboratories scored 100% in round 69 and 71, and 87.5% in round 68 and 72. Although, the laboratory has not performed as well as in previous years, the results of the analysis are in keeping with previous results, and

consequently we are confident the analytical results accurately reflect NO₂ concentrations in the district. The full results from 2015 onwards can be found at

<https://laqm.defra.gov.uk/air-quality/air-quality-assessment/qa-qc-framework/>.

DEFRA dictates the dates when the diffusion tubes are exchanged, and the local authority are expected to adhere to these dates +/- 2 days. All tubes were exchanged within the acceptable timeframe throughout 2025.

Diffusion Tube Annualisation

All diffusion tube monitoring locations recorded data capture of >75% and therefore annualisation was not required.

Diffusion Tube Bias Adjustment Factors

The diffusion tube data presented within the 2026 ASR have been corrected for bias using an adjustment factor. Bias represents the overall tendency of the diffusion tubes to under or over-read relative to the reference chemiluminescence analyser. LAQM.TG22 provides guidance with regard to the application of a bias adjustment factor to correct diffusion tube monitoring. Triplicate co-location studies can be used to determine a local bias factor based on the comparison of diffusion tube results with data taken from NO_x/NO₂ continuous analysers. Alternatively, the national database of diffusion tube co-location surveys provides bias factors for the relevant laboratory and preparation method.

CDC do not have a reference analyser within the district, and therefore colocation studies cannot be conducted. Consequently, CDC have applied a national bias adjustment factor of 0.78 to the 2025 monitoring data. A summary of bias adjustment factors used by CDC over the past five years is presented in Table C.1.

Table C.1 – Bias Adjustment Factor

Monitoring Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2025	National	03/26	0.78
2024	National	04/25	0.78
2023	National	03/24	0.77
2022	National	03/23	0.76
2021	National	03/22	0.78

A copy of the National Diffusion Tube Bias Adjustment Factor Spreadsheet is provided below.

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 ² 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 ³ .	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	Year ⁵	Site Type	Local Authority	Length of Study (months)	Diffusion Tube Mean Conc. (Dm) (µg/m ³)	Automatic Monitor Mean Conc. (Cm) (µg/m ³)	Bias (B)	Tube Precision ⁶	Bias Adjustment Factor (A) (Cm/Dm)
✕	To undo your selection, choose (All) from the pop-up list	✕	To undo your selection, choose (All)	✕						
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	Marleybone 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 ² (17 studies)					Use	0.78

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.

No diffusion tube NO₂ monitoring locations within CDC required distance correction during 2025.

Summary of Low Cost Air Quality Sensor Monitoring

Table C.2 – Details of Low Cost Sensor Sites

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	Sensor Type	In AQMA?	Which AQMA? ⁽¹⁾	Distance to Relevant Exposure (m) ^(1,2)	Distance to kerb of nearest road (m) ⁽¹⁾	Inlet Height (m)
8422	Youth Club, Stow	Roadside	419041	225873	PM _{2.5} , PM ₁₀	Airly Pure	No	-	5.5	2.5	2.5

Table C.3 – Monthly Air Quality Sensor Monitoring Results

Site ID	Pollutant	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean Data
8422	PM ₁₀	-	27.37*	25.86	20.21	14.92*	16.82*	12.82*	13.37	11.39	14.85	12.54*	16.04	16.93
8422	PM _{2.5}	-	18.33*	17.92	12.95	8.01*	9.57*	5.92*	6.51	4.47	7.72	5.57*	8.85	9.62

*Months with incomplete data sets: February – 57% data capture; May - 29% data capture; June - 23% data capture; July - 94% data capture; and, November - 57% data capture.

The above data demonstrates that this location in Stow-on-the-Wold is likely to be already compliant with the UK objectives for PM_{2.5} discussed in Section 2.3. The results are presented in Figure C.1.

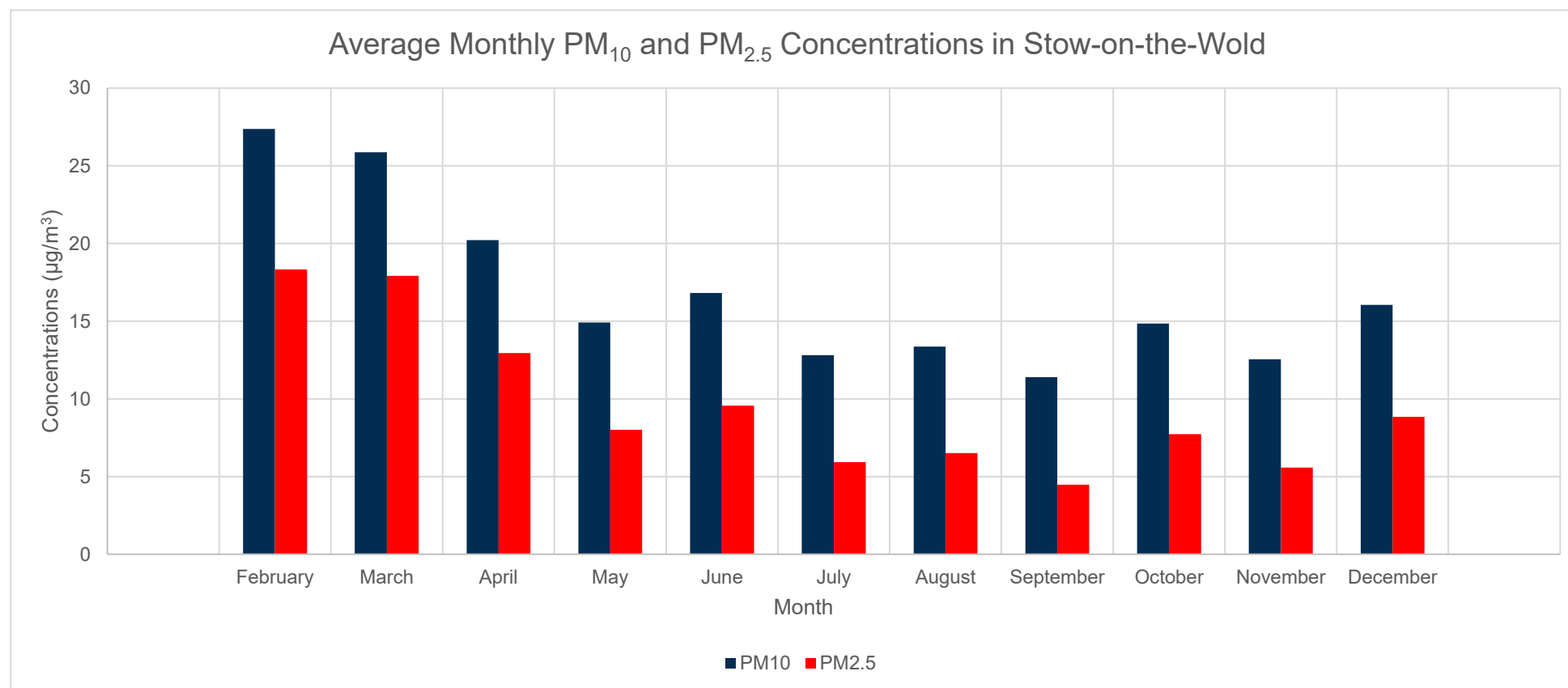


Figure C.1 - Monthly concentrations of particulate matter in Stow-on-the-Wold

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

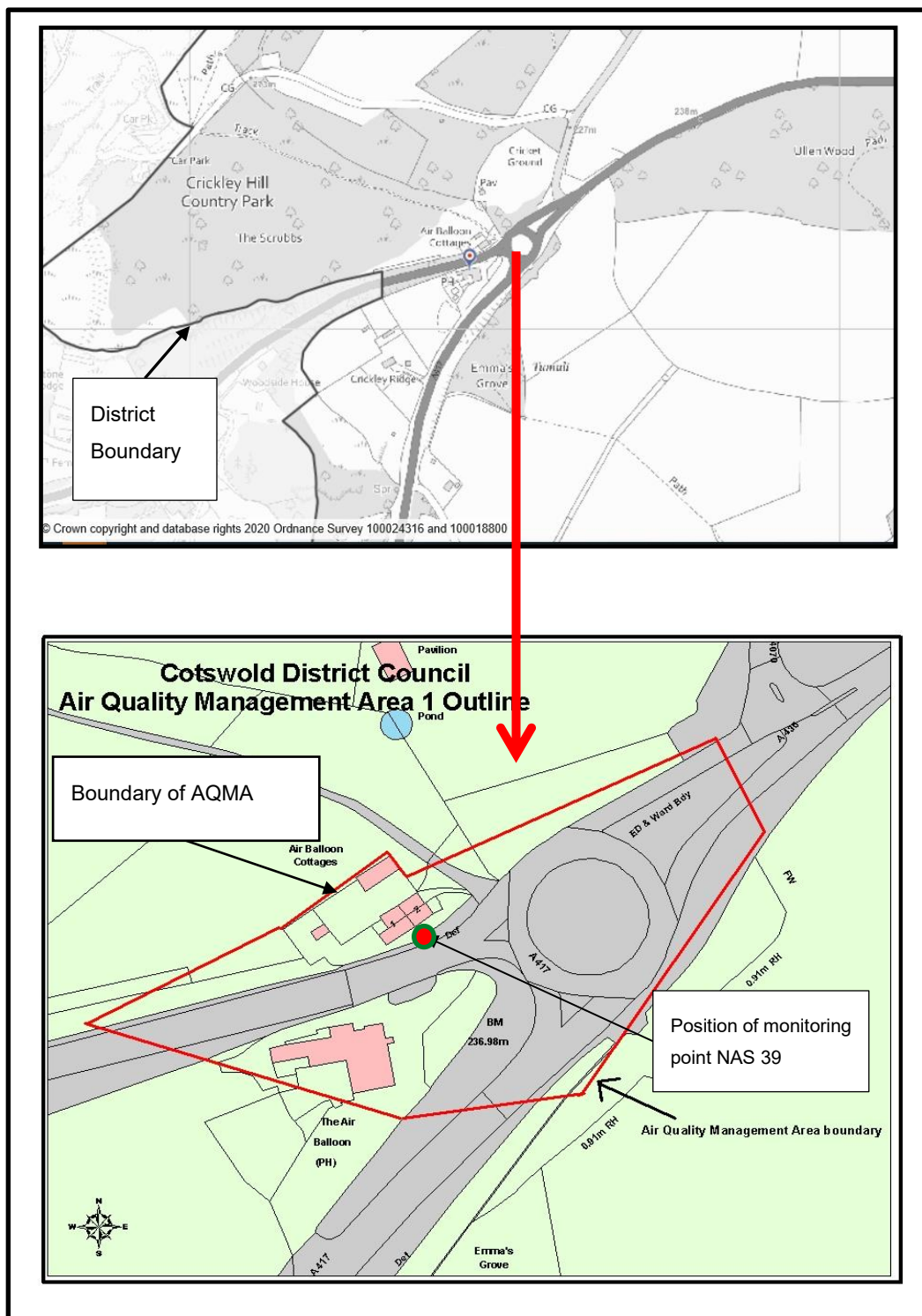


Figure D.1 – Maps of Air Balloon Roundabout AQMA - Location & Boundary



Figure D.2 – Map of Non-Automatic Monitoring Site: Stow-on-the-Wold - NAS26

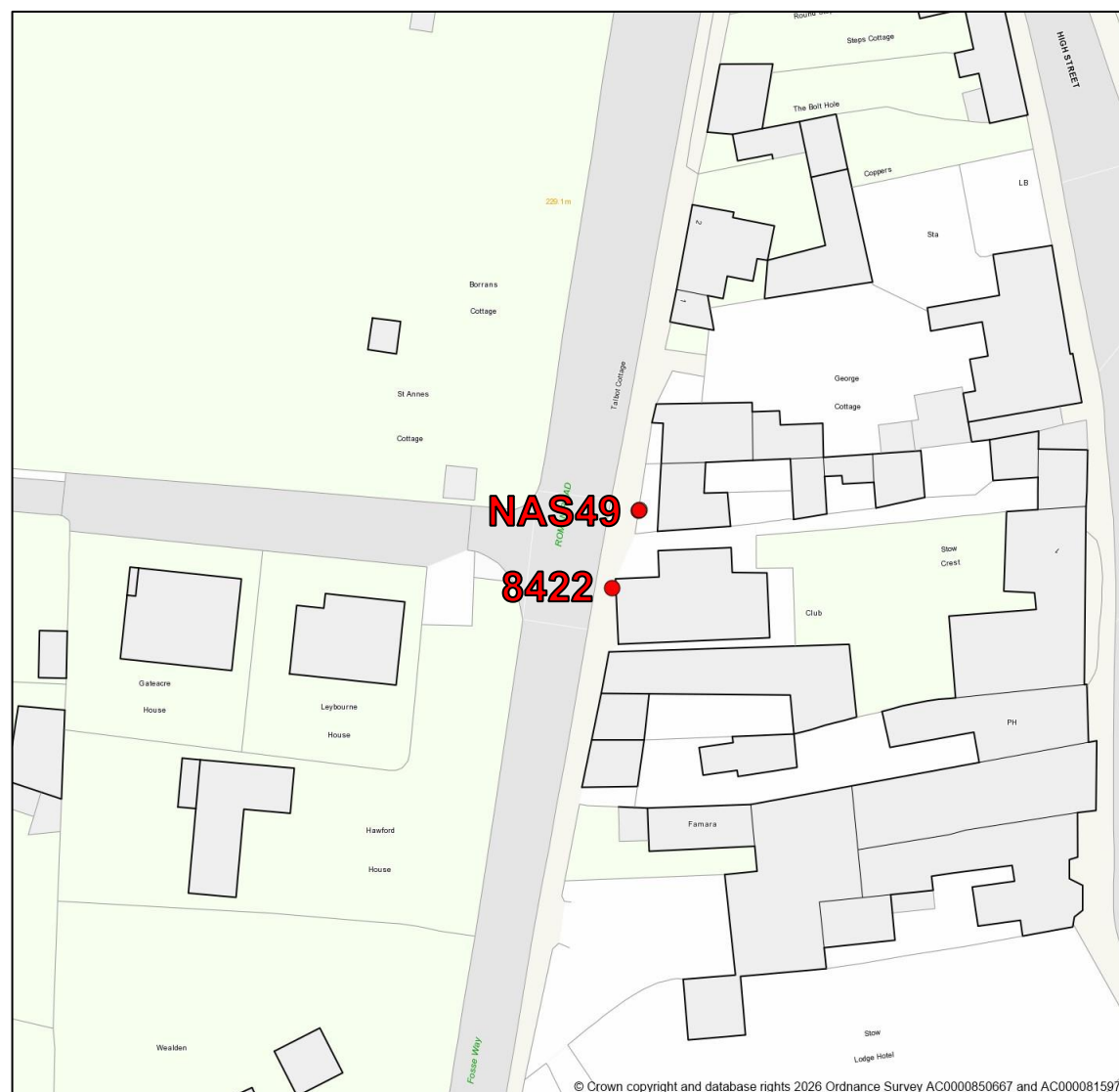


Figure D.3 – Map of Non-Automatic Monitoring Site & Airly Sensor: Stow-on-the-Wold – NAS49 & 8422

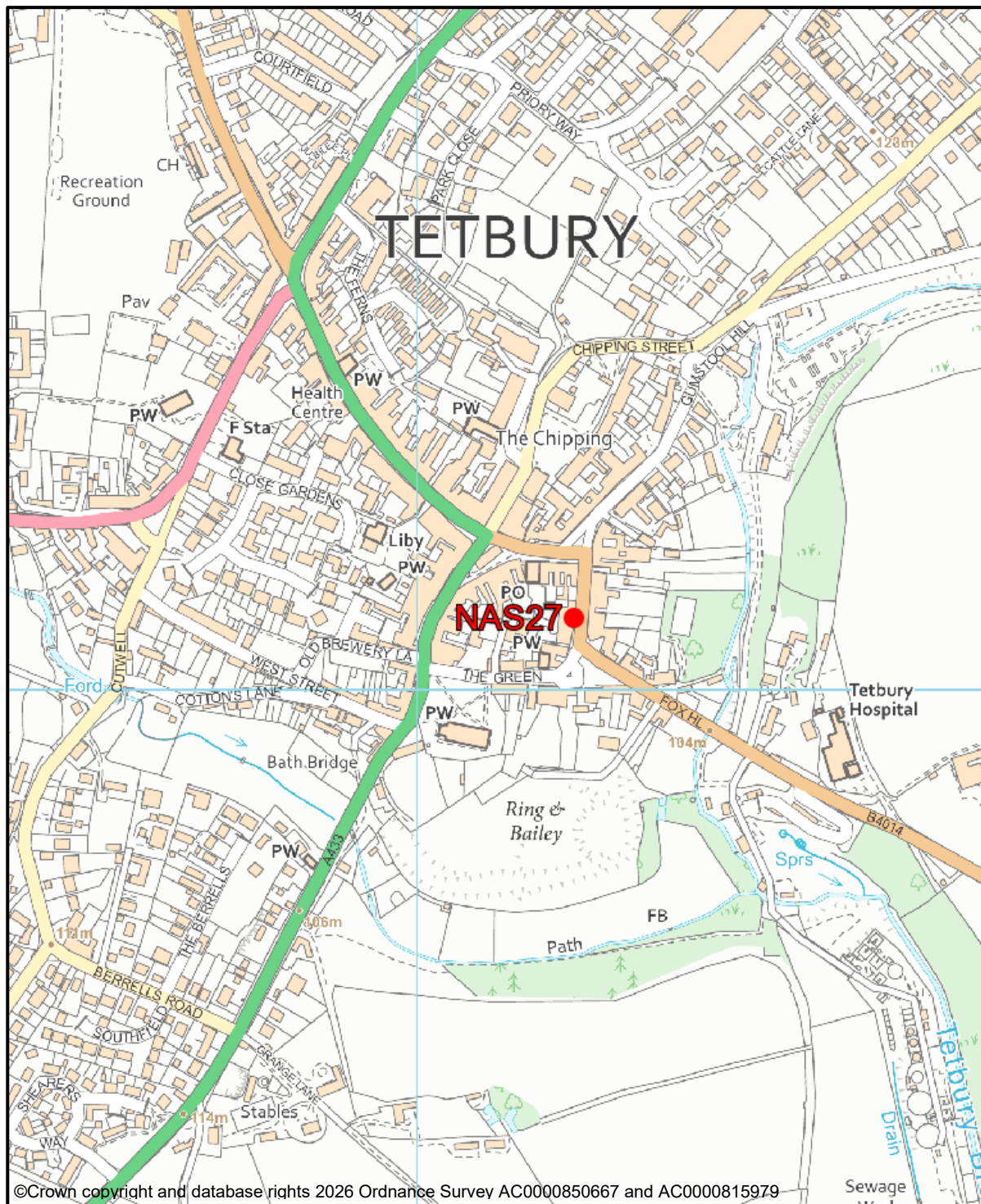


Figure D.4 – Map of Non-Automatic Monitoring Site: Tetbury - NAS27

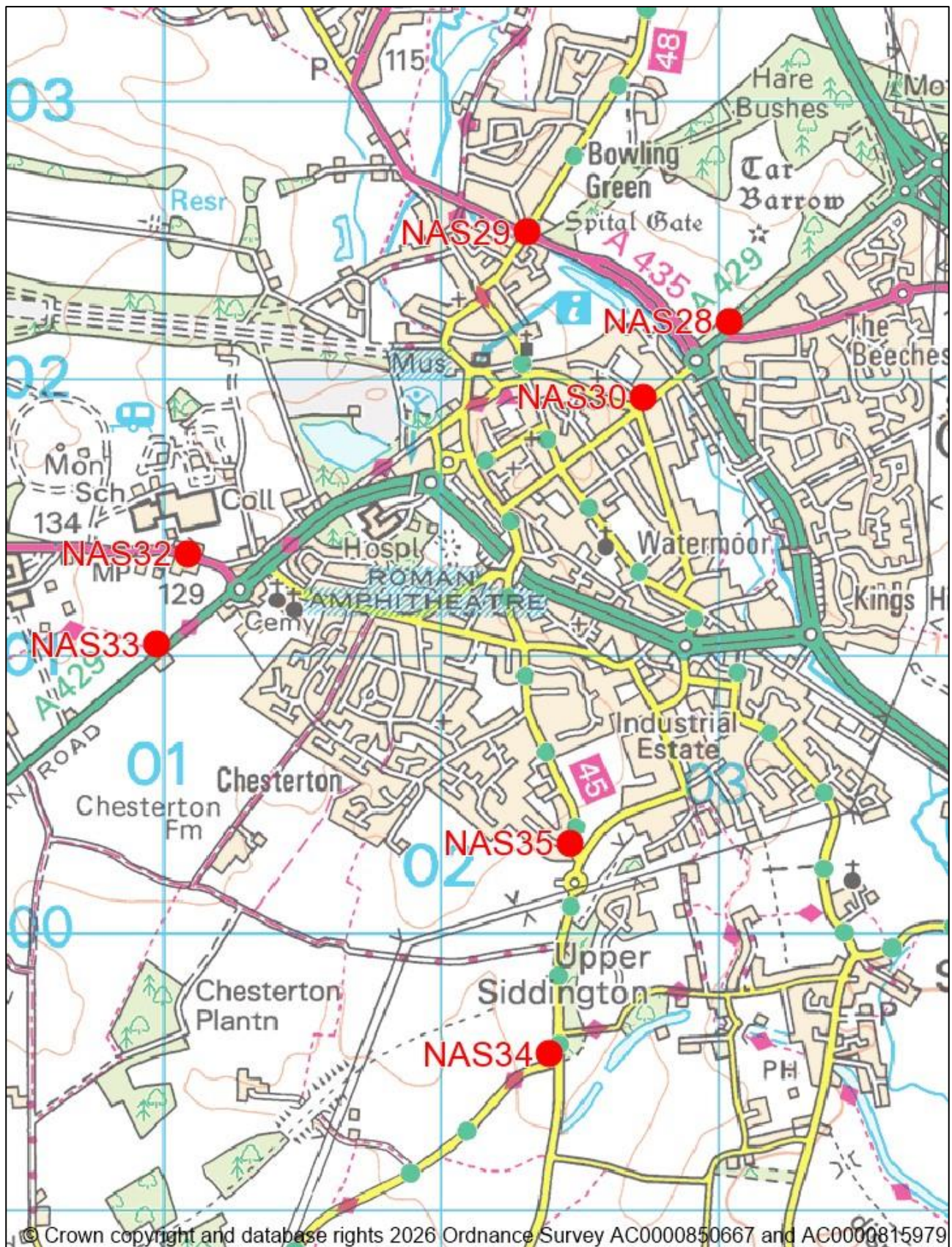


Figure D.5 – Map of Non-Automatic Monitoring Sites: Cirencester - NAS28 to NAS30 & NAS32 to NAS36

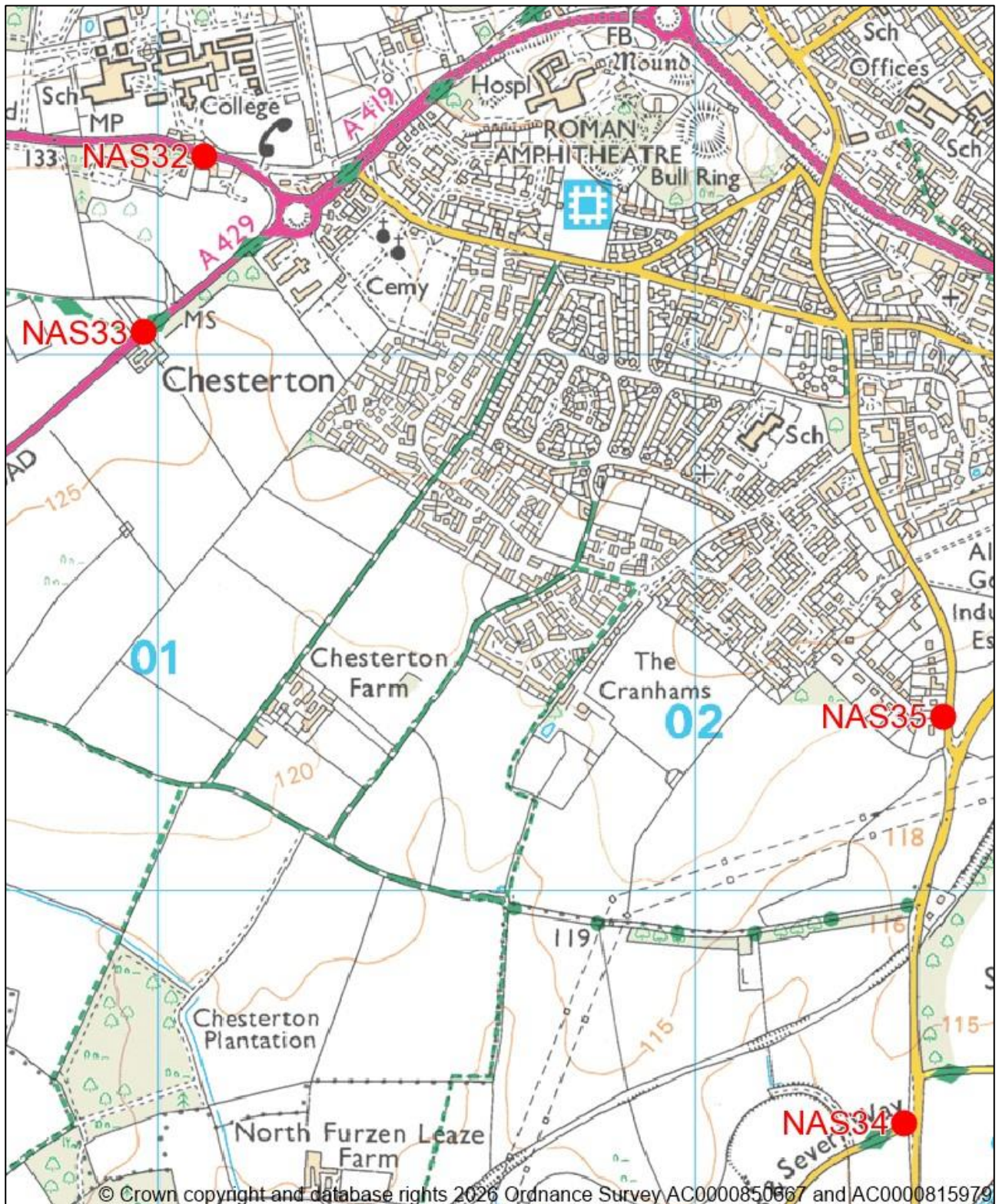


Figure D.6 – Map of Non-Automatic Monitoring Site: South Cirencester – NAS32, NAS33, NAS34 and NAS35

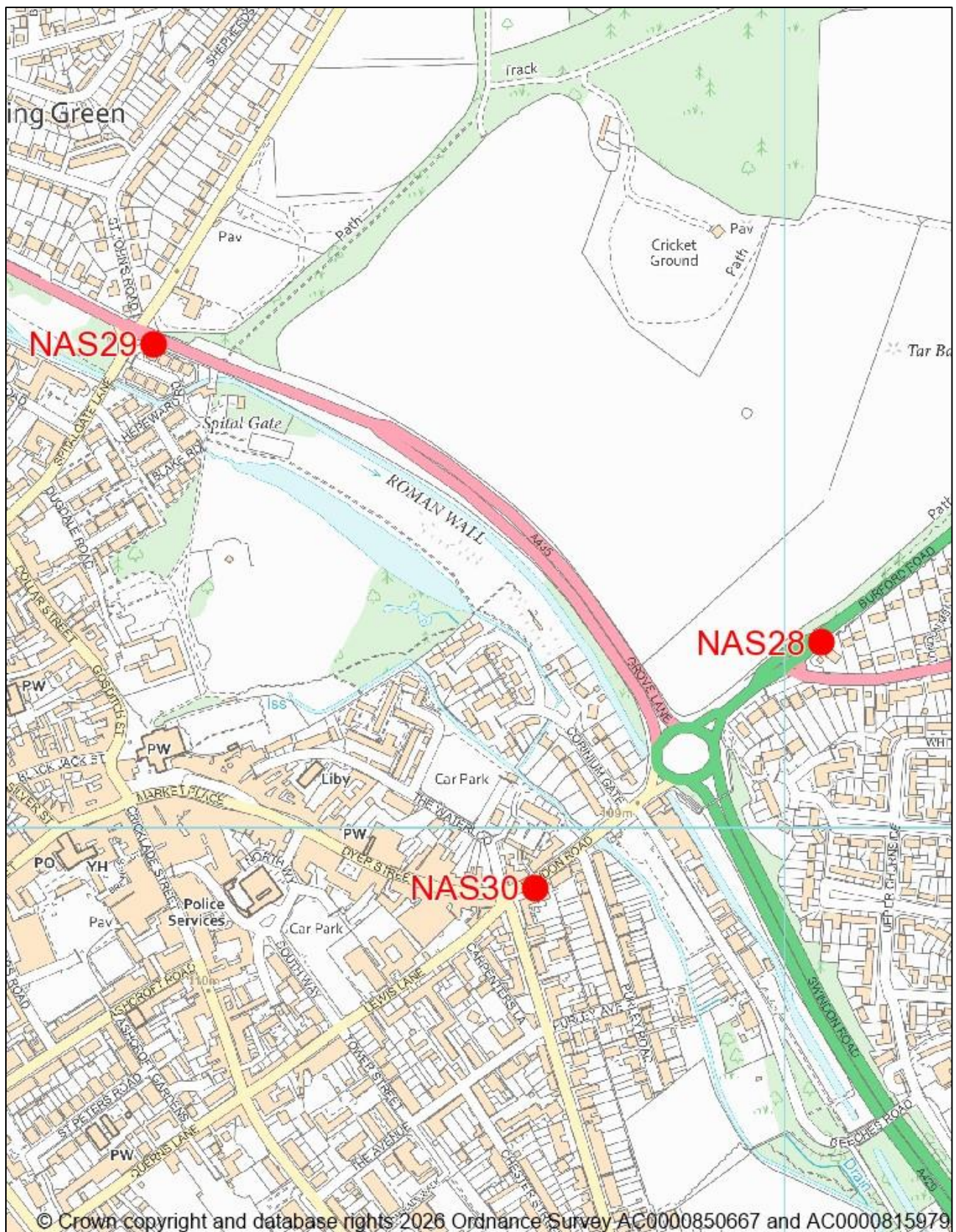


Figure D.7 – Map of Non-Automatic Monitoring Site: North Cirencester - NAS28, NAS29 and NAS30



Figure D.8 – Map of Non-Automatic Monitoring Site: A429, Kemble - NAS31



Figure D.9 – Map of Non-Automatic Monitoring Site: High Street, Northleach - NAS36

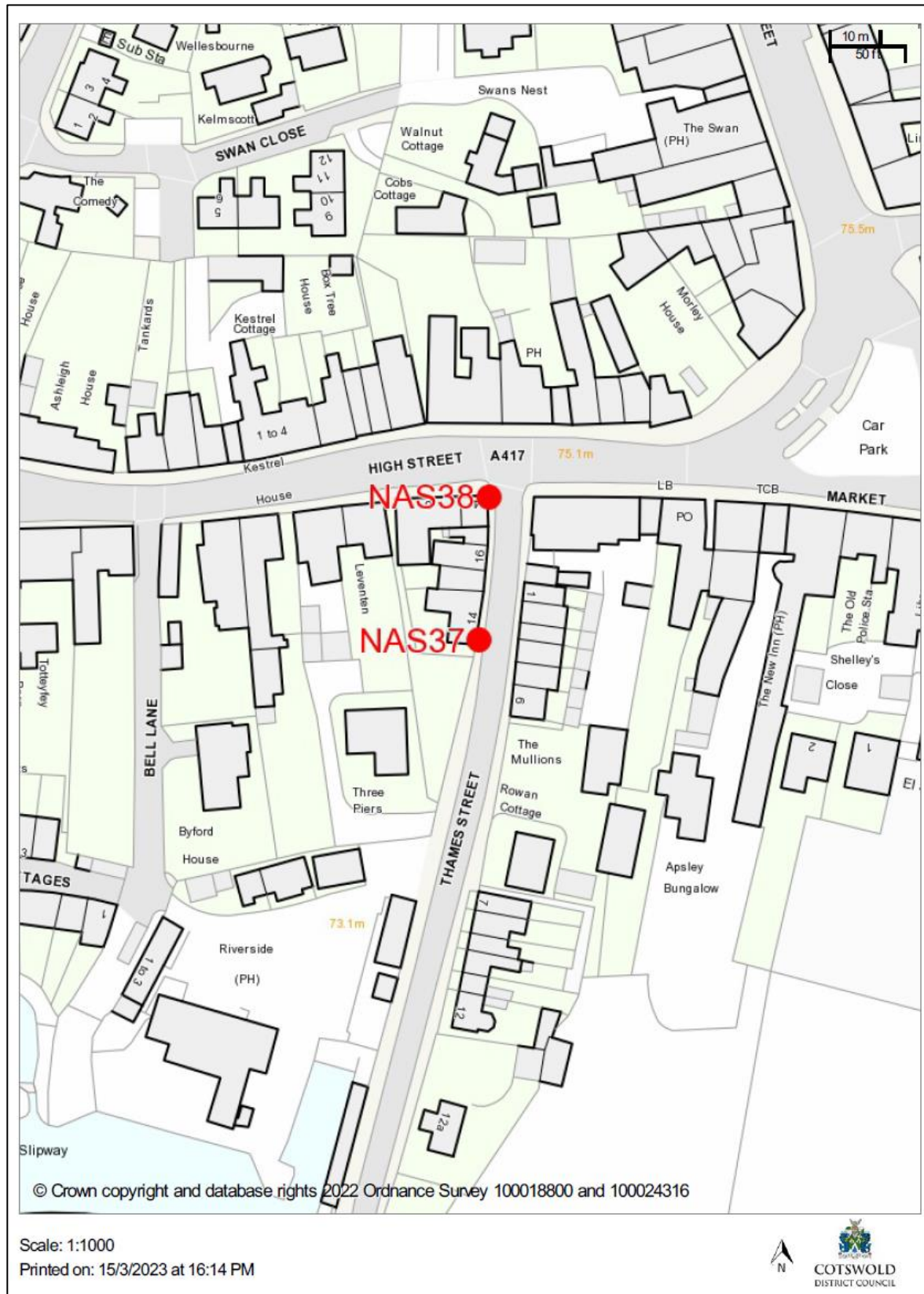


Figure D.10 – Map of Non-Automatic Monitoring Site: Lechlade – NAS37 and NAS38

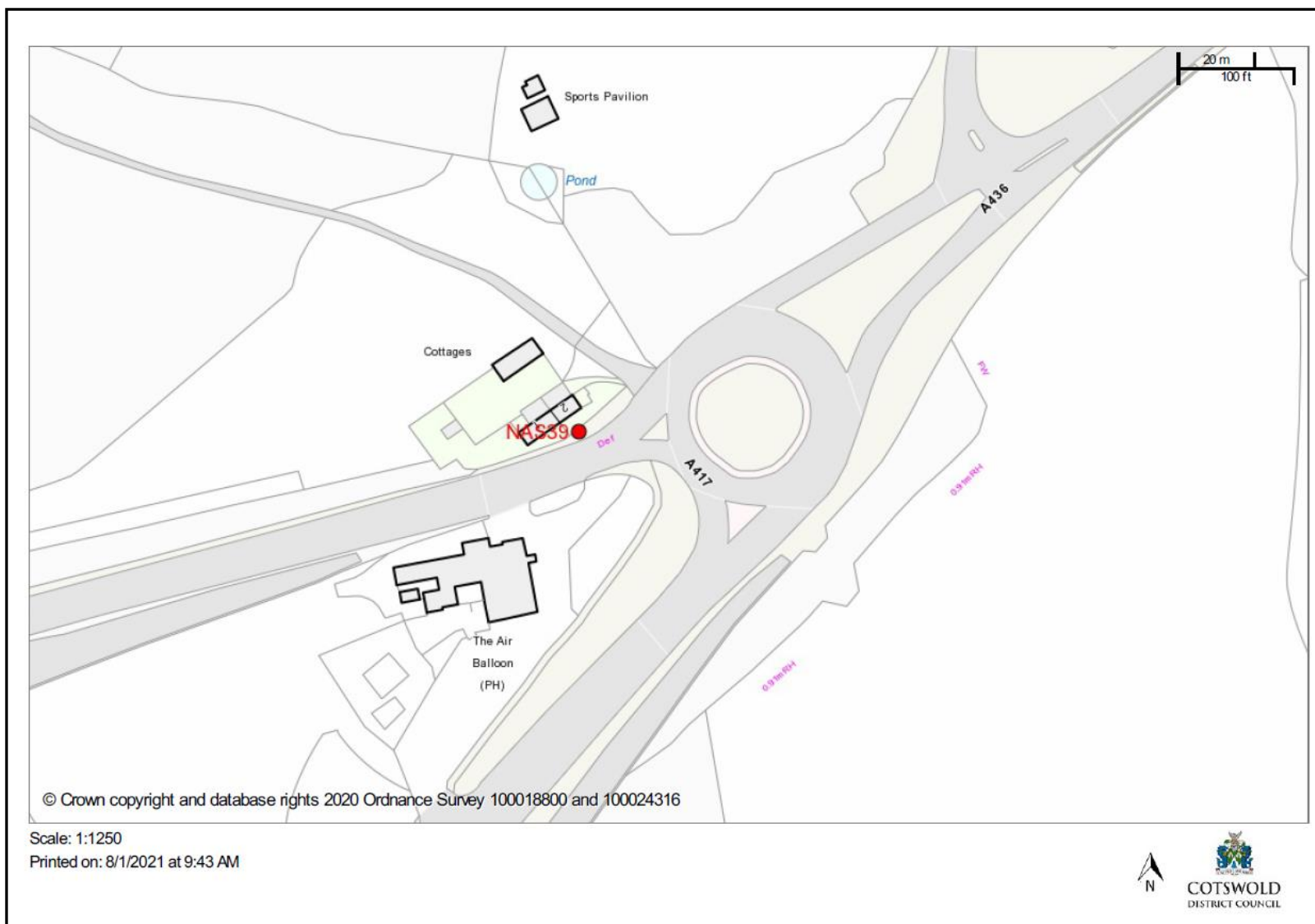
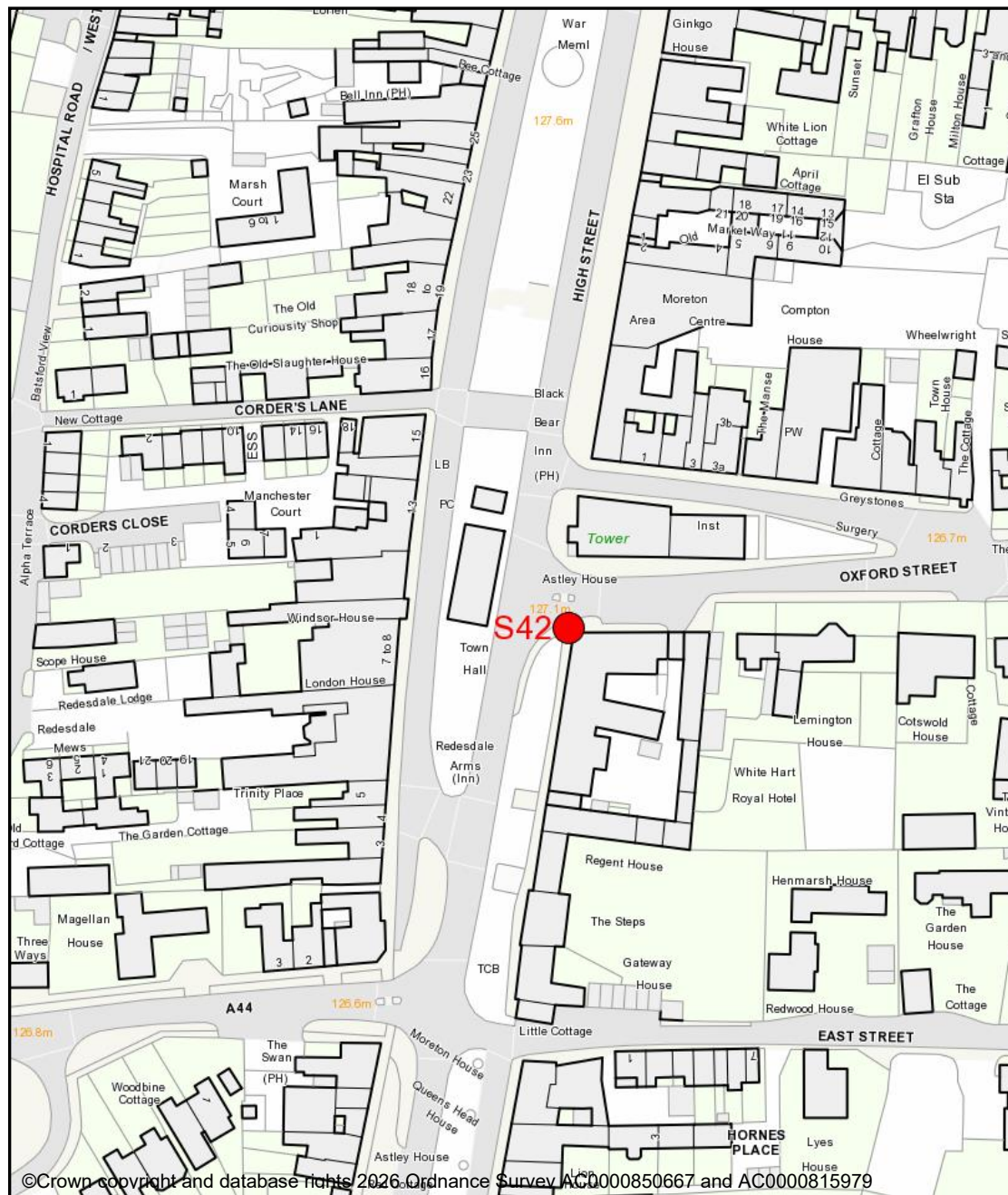


Figure D.11 – Map of Non-Automatic Monitoring Site: Air Balloon Roundabout - NAS39



**Figure D.12 – Map of Non-Automatic Monitoring Site: Moreton-in-Marsh
– NAS42**

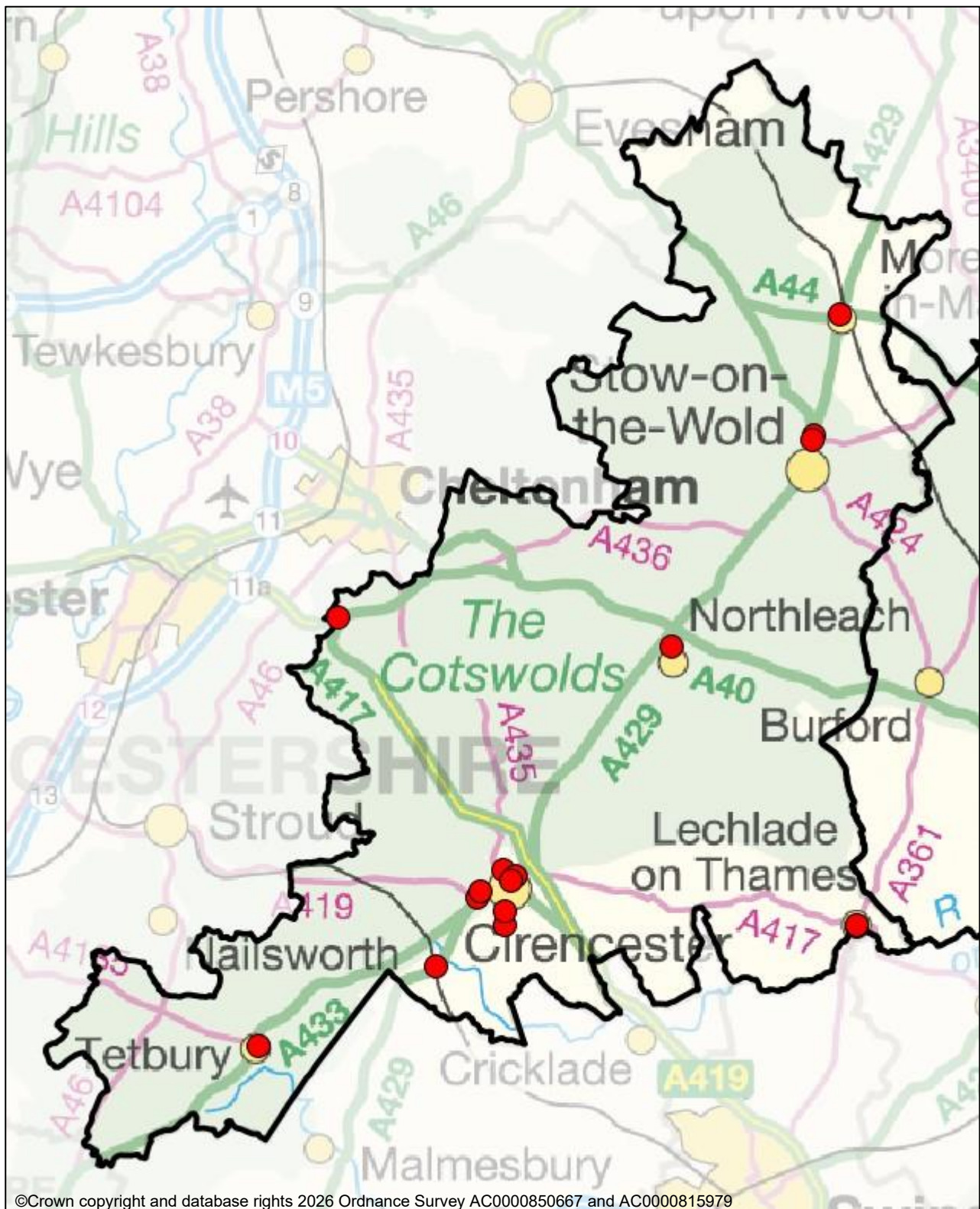


Figure D.13 – Distribution of Non-Automatic Monitoring Sites across Cotswold District

Appendix E: Summary of Air Quality Objectives in England

Table E.1 – Air Quality Objectives in England³

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

³ The units are in microgrammes of pollutant per cubic metre of air (µg/m³).

Glossary of Terms

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
ASR	Annual Status Report
CDC	Cotswold District Council
Defra	Department for Environment, Food and Rural Affairs
DMRB	Design Manual for Roads and Bridges – Air quality screening tool produced by National Highways
GCC	Gloucestershire County Council
LAQM	Local Air Quality Management
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxides
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

References

- Local Air Quality Management Technical Guidance LAQM.TG22. August 2022.
Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.
- Local Air Quality Management Policy Guidance LAQM.PG22. August 2022.
Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.
- Chemical hazards and poisons report: Issue 28. June 2022. Published by UK Health Security Agency
- Air Quality Strategy – Framework for Local Authority Delivery. August 2023.
Published by Defra.