North Devon Council

2026 Air Quality Annual Status Report

June 2026

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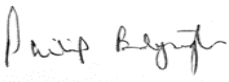
Approved By	Phil Edgington	Principal Air Quality Consultant	

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 Annual Status Report (ASR) was prepared by Bureau Veritas on behalf of North Devon Council (NDC) with the support and agreement of the following officers and departments:

- Mark Beer, Senior Environmental Protection Officer, Environmental Protection

This ASR has been approved by:

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Executive Summary: Air Quality in Our Area

Air Quality in North Devon

Breathing in polluted air affects our health and costs the National Health Service (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. PM_{10} refers to particles under 10 micrometres. Fine particulate matter or $PM_{2.5}$ are particles under 2.5 micrometres.

North Devon Council's area is predominantly rural, with a population of approximately 98,600. The largest settlement is the market town of Barnstaple with around 31,000 people, followed by the coastal town of Ilfracombe with about 11,000. Other centres include Braunton, Lynton and South Molton. The district has low population density, being 5th least densely populated of the South West's 30 local authority areas, and England's 59th least densely populated area of the 309 local authority areas, as per the Office for National Statistics (ONS).

North Devon Council's area covers 419 square miles. The northern coastal strip is designated as North Devon Coast National Landscape. There are Sites of Special Scientific Interest (SSSI) and internationally important Special Area(s) of Conservation (SAC). The UNESCO Biosphere Reserve, the first of its kind in Britain, is centered around Braunton Burrows. The aim of the Reserve is to be a "site of excellence to explore and demonstrate approaches to conservation and sustainable development on a regional scale". The Core Area of prime conservation interest is Braunton Burrows SSSI, which is also designated as a SAC. This zone is managed for conservation of the ecosystem.

The district has an important farming community and is an established visitor destination. The area benefits from world renowned beaches such as Woolacombe and Croyde, Exmoor National Park, South West Coast Path and Tarka Trail for walkers and cyclists.

A branch line connects North Devon to the national rail network at Exeter St.Davids station, with the A361 'North Devon Link Road' facilitating access to the M5 motorway. North Devon District is also approximately 17.7 miles north-west from Exeter Airport, offering domestic flights and flights to continental Europe.

Air quality within the district is predominantly affected by road traffic emissions originating from major roads including the A361, A39, A399 and A377 that pass through and around the area. Car ownership in households in North Devon is higher than the national average, 81% compared to 78% respectively, as reported in the RAC Foundation and National Centre for Social Research – Department for Transport (DfT) Car Ownership: Evidence Review. Vehicles as the major contributor to air pollution in North Devon is reiterated by the North Devon and Torridge Local Plan 2011-2031, which highlights that there is a need to minimise the requirement to travel by private car to employment, education and services due to the lack of provision of convenient public transport and sustainable travel modes in the District.

The Department for Transport (DfT) reported approximately 6.17 billion vehicle miles travelled on roads in Devon in 2025, an increase of 0.20 billion from 2024. Due to the strategic nature of the road links in North Devon connecting the isolated area, the majority of vehicles start and/or end their journeys within North Devon, as such major congestion does not often occur in the district. However, it is acknowledged that the areas geographical attraction encourages through-flow traffic from the wider South West region and United Kingdom countries with some roads through the district showing patterns of congestion. An example is the A39, used as a gateway to the North Devon Coast National Landscape and Exmoor National Park, with seasonal traffic flows in the area significantly changing with the influx of tourist-related through-flow traffic, thus this route has a tendency to become heavily congested on a periodic basis, resulting in the stopping and starting of vehicles, which in turns leads to elevated pollutant concentrations.

Other pollution sources including commercial, industrial, agricultural and domestic sources also contribute to pollutant concentrations in the district. It is acknowledged that Ammonia (NH_3) concentrations across North Devon have increased notably throughout 2025 attributable to agricultural land uses and farming practices with known negative impacts on the Exmoor National Park assessed through Habitat Regulation Assessments (HRAs). As such, North Devon Council are working collaboratively with Exmoor National Park Authority to produce an Air Quality Management Strategy (AQMS) for Exmoor National Park, with the strategy's main focus on restorative measures. Further information can be acquired from contacting the Environmental Protection Department at North Devon Council, but it is acknowledged that the Exmoor National Park Air Quality Management Strategy (Phase 1) Final Draft was publicly released in May 2026.

Due to North Devon Council's historic high reported Nitrogen Dioxide (NO_2) concentrations, with some exceedances of the NO_2 Annual Mean Air Quality Standard (AQS) of 40 µg/m^3, and some occurrences within 10% of the annual AQS, the District was considered to have some areas where air quality was poor. An air quality management area (AQMA), namely North Devon AQMA No.1, was declared in response to these elevated pollutant concentrations in July 2011 for the NO_2 annual mean objective, with its extent encompassing the B3231 in Braunton between the junction, the square in the Village centre, and the Village Green.

It is recognised that North Devon AQMA No.1 was revoked on 03/06/2024 due to sufficient monitoring evidence of reduced pollutant concentrations acquired between 2019-2023 and support from Department for Environment, Food and Rural Affairs (Defra). As such, the local authority is no longer considered to have areas of poor air quality, and this is reiterated through the 2021-2025 monitoring data shown in this ASR.

During 2025, concentrations of NO_2 were monitored passively via a diffusion tube (DT) network of 28 sites and an automatic monitoring station (Barnstaple A39) operated under the Automatic Urban Rural Network (AURN). When compared to the 28 sites that made up the diffusion tube network in the previous reporting year (2024), the NO_2 annual mean concentration decreased at 13 locations in 2025, equating to a reduction in pollutant concentration at 46% of sites from 2024. This contrasts with 2024, which reported 89% reduction in pollutant concentrations across all sites in comparison to 2023. No single diffusion tube site recorded an NO_2 annual mean concentration above the air quality objective of 40 µg/m^3 in 2025, with the maximum concentration being 25.2 µg/m^3 (DT 15). This location also reported the maximum NO_2 annual mean concentrations between 2021-2024, 26.9 µg/m^3 (2024), 27.5 µg/m^3 (2023), 30.9 µg/m^3 (2022) and 31.4 µg/m^3 (2021) respectively.

NO_2 annual mean concentrations within North Devon have been below 10% of the AQS objective of 40 µg/m^3 since 2021 as per this ASR, with the maximum NO_2 annual mean concentration of 31.4 µg/m^3 reported at DT 15 in 2021 at, as such there is sufficient monitoring evidence to maintain revocation of the North Devon AQMA No.1, actioned on 03/06/2024. It is acknowledged that the Council has developed an Air Quality Strategy to prevent and reduce polluting activities with publication and adoption in November 2025. The document is available to view here.

Concentrations of Particulate Matter (PM_{10} and $PM_{2.5}$) were also routinely monitored during 2025, via the automatic monitoring station AURN Barnstaple A39. The data indicated that the PM_{10} annual mean objective of 40 µg/m^3 was not exceeded in 2025, with an annual mean concentration of 12.7 µg/m^3 recorded. The 24-hour objective for PM_{10} was also not exceeded in 2025. For $PM_{2.5}$, the annual mean concentration was recorded to be 7.2 µg/m^3, which is well below the current objective of 20 µg/m^3 by 12.8 µg/m^3, and below the 2040 target of 10 µg/m^3 by 2.8 µg/m^3, that is not to be exceeded at any monitoring station by 31st December 2040. The data therefore shows that there were no exceedances of either the PM_{10} or $PM_{2.5}$ objective within North Devon during 2025.

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.

As part of the North Devon Council's commitment to reduce the impacts of climate change, and specifically air pollution, the Council declared a climate emergency in May 2019 and continued throughout 2025 to progress and aim to hit net-zero carbon emissions by 2050 for Council activities and across the District, as reported in the Devon Carbon Plan. The Climate Plan sets out various actions to reduce Carbon Dioxide (CO_2) emissions, of which also have shared benefits in improving air quality through reducing both NO_2 and Particulate Matter (PM) emissions.

The Council is developing and has implemented the following measures as part of the strategy in 2025, with more information available in Carbon, Environment and Biodiversity Plan Third Annual Review September 2025:

- Enhanced community bike rental schemes across the district to encourage uptake of active transportation methods;
- Further improved public transportation infrastructure across the district to encourage reduction in single person vehicle journeys;
- Local cycling and walking improvements across the district;
- Installation of a bike rack at the local authority main office in Brynsworthy to encourage active transportation uptake;
- Arranged replacement of two diesel fleet 'Parks Department' vehicles with Electric Vehicles (EVs), and continue to trial use of EVs to other teams beyond Environmental Protection and Parks Department. Where these are shown to be effective, the local authority has and will secure funding for replacement in line with vehicle lease schedules;
- Installed EV charging points at local authority depots in Barnstaple and Ilfracombe to support the transition in fleet vehicles;

- Preparation of a new joint Local Plan, in collaboration with Torridge District Council. Thematic Working Groups have been established to support the review, including a Climate and Environmental Emergency Group, which will provide a forum for exploring opportunities to be incorporated within the plan, as well as acquisition of New System Plan Funding (NSPF) to support plan preparation ~£108,000 per local authority;
- Installed solar panels at Ilfracombe Swimming Pool with funding from Sport England's Swimming Pool Support Fund;
- Installed solar panels at Rowan Chaple at Barnstaple Crematorium with funding from the crematorium's budget management reserve;
- Development of carbon reduction plans for Ilfracombe and Lynmouth harbours;
- Secured £866,000 Salix Phase 4 Public Sector Decarbonisation Scheme (PSDS) Grant funding to improve Brynsworthy Environment Centre, Barnstaple and the Landmark Theatre, Ilfracombe;
- Completed a £3.8 million project to refit our waste processing facilities at Brynsworthy, which enables the local authority to sort more waste streams and produce higher quality recyclate for sale;
- Delivered support to farmers and the agricultural industry through North Devon Plus;
- Produced a simplified resource of the local authority's carbon plan for locals to access, available here;
- Produced a simplified resource of the local authority's carbon footprint outputs for locals to access, available here;
- Worked collaboratively with Devon County Council (DCC) and local primary schools to highlight the impacts of climate change, inclusive of NO_2 and PM emissions, by supporting completion of outstanding Climate Action Plans (CAPs) with nominated sustainability leads, in alignment with Department for Education (DfE) 'Sustainability and Climate Change: A Strategy for the Education and Children's Services Systems'; and
- Continued collaborative relationship with 361 Energy to provide a home energy advice service, prioritising vulnerable and low-income households with cost effective and efficient ways to support reduction in pollutant emissions across the

district such as smart meters to electricity consumers, renewable energy sources to power buildings, and adopt Light Emitting Diode (LED) lighting in buildings.

Following social housing works completed in previous years, the Council have continued their collaborative relationship with 361 Energy Community Interest Company (361 ECIC) throughout 2025 to improve the districts social housing stock as well as broader accommodation in North Devon, thus making it more energy efficient. North Devon Council have re-established the collaborative relationship with 361 ECIC, on behalf of the 'Warmer Homes North Devon' affordable warmth initiative delivered by the 'One Northern Devon Fuel Poverty Group', to continually improve properties with owner-occupiers, private tenants and social housing tenants. The partnership has sought to reduce fuel poverty across the County with works funded through Energy Company Obligation (ECO4) and Great British Insulation Scheme (GBIS). In April 2025 North Devon local authority commissioned Energy Saving Devon via the Warm Homes: Local Grant, funded by the Department for Energy Security and Net Zero (DESNZ), to reduce energy bills of low-income households in poorly performing homes with the scheme set to run until April 2028. Works have included installing energy saving measures such as double glazing, loft insulation, insulated doors, LED lightbulbs, advice on energy and water debt, including write off, solid wall insulation and renewable heating technologies Air Source Heat Pumps (ASHPs) and Solar Photovoltaic (PV), to replace the current electric heating systems. It is acknowledged that scheme funding omits cost of gas boiler replacements. Properties eligible for the grant must have a low Energy Performance Certificate (EPC) rating of D, E, F or G, or be households who meet one or more of the following criteria: 1) have applied for a Disabled Facilities Grant, 2) meet the criteria in North Devon Council's Statement of Intent link, 3) homeless applicant who has been supported to move into private rented accommodation, and/or 4) residents with a low household income that live in a property with high running costs, determined via a fuel poverty assessment. The overall initiative has improved property thermal efficiency across North Devon with EPC ratings updated to minimum of Band C, as well as reducing broader carbon footprint. It is acknowledged 361 ECIC also offer North Devon residents free energy service, LEAP (Local Energy Advice Partnership), which assists with economic stability whilst seeking to educate individuals in development of a cleaner and more environmentally sustainable district through facilitating carbon reducing measures and methods of limiting air pollutant emissions. The Council's commitment to continuous collaboration with 361 ECIC demonstrates its focus to targeting air quality emissions across the district by local scale grassroots improvements with longevity of environmental actions secured through education.

In May 2025 North Devon Council successfully procured a Salix Phase 4 Public Sector Decarbonisation Scheme (PSDS) Grant of >£760,000 to decarbonise building heating systems at Brynsworthy Environment Centre, Barnstaple and the Landmark Theatre, Ilfracombe. The funding will be split between the two locations with North Devon Council and The Landmark Theatres Trust providing a 12% matched funding contribution. Programme works include the removal of combustion boilers (gas and oil) and replacement with Air Source Heat Pumps (ASHPs), and installation of solar PVs to the south, west and east roof facades. Thus, representing a commitment by the Council to mitigate air quality degradation and advance environmental stewardship across the community to protect the health and wellbeing of everyone whilst striving to achieve their net-zero carbon goals by 2050. The upgrade to ASHPs as part of the project is set for completion in September 2026 with installation of solar PVs set for installation by March 2027. More information can be found here and here.

North Devon Council successfully completed works in May 2025 at Ilfracombe Swimming Pool and Gym, with works inclusive of installing solar PVs, LED lighting and double glazed windows. The scheme works cost ~£135,000, with the lighting and solar PVs provided through £88,347 of grant funding from Sport England's Swimming Pool Support Fund, and £47,584 funding for new windows was provided by the Council's Rural England Prosperity Fund. The programme sought assist the local authority in delivering energy efficiency improvements to its public facility and pool, whilst the strategic deployment of solar technology, energy-efficient lighting, and enhanced thermal insulation collectively advances the Council's environmental objectives, delivering measurable reductions in both carbon and air pollutant emissions District wide.

In December 2025 works to install solar PVs to the roof of Rowan Chaple at Barnstaple Crematorium were completed by local contractors Cook Electrical and Expedite Building Services, commissioned by North Devon Council. The £80,000 project upgrades commenced during November 2025 during the crematorium's bi-annual service to avoid disruption to services and facility access and were funded through the crematorium's budget management reserve. The local authority’s collaborative relationships with both contractors demonstrates its commitment to leveraging community partnerships for tangible environmental progress, ensuring that carbon reduction and air quality improvements benefit all whilst supporting its aim of net-zero by 2050.

In November 2025 the local authority published its Air Quality Strategy, which seeks to provide information on the national position relative to air quality and a view of identifying

what North Devon Council will implement and monitor alongside its partners. The document outlines six core themes that encourage targeted action:

1. Domestic Burning;
2. Industrial Emissions;
3. Transport;
4. Agriculture;
5. Indoor Air Quality; and
6. Communication.

North Devon Council's commitment to producing the Air Quality Strategy post revocation of its former AQMA in June 2024 demonstrates that air quality protection remains a strategic priority, proactively managing air quality and addressing pollutant emissions through targeted actions to ensure the continued health and wellbeing of residents and visiting personnel across the district.

Throughout 2025, North Devon Council maintained its collaborative relationship with the bicycle mechanic and hire businesses Planet Bike Barnstaple and Bike Shed United Kingdom (UK) as well as the bicycle club North Devon Velo. Planet Bike Barnstaple and Bike Shed United Kingdom (UK) organisations host free sessions for locals to check that their bikes are safe and make minor adjustments to get them on the road, as well as offering bicycle hire. The latter body offers cycling activities such as: club rides, touring, time trials, road racing, track racing, sportives, cyclo-cross, mountain biking, and charity events. These relationships continue to promote the use and benefits of active transport on air quality and health whilst highlighting the Council's commitment to educating the next generation to reduce vehicle uptake.

North Devon Council continued to promote active travel in 2025 with the reduction in vehicle usage and subsequent emissions through established Core Walking Zones (CWZs). The CWZs have been assessed and audited to ensure safety and identify any required interventions along the pedestrian corridors within each CWZ. Interventions proposed include improving existing infrastructure as well as introducing new pedestrian facilities such as wayfinding, new pedestrian crossings and benches to improve the public realm.

The district, alongside neighbouring areas, remained to be host to the National Cycle Network (NCN) in 2025, as well as having a Local Cycle Network (LCN) that forms the connections between the NCN and destinations such as small town centres and villages. A core route is NCN27, from Ilfracombe to Plymouth, a

largely traffic free and flat cycling route for approximately 71 miles of the total 99 miles with recent development between Tavistock and Plymouth (Drake's Trail) into a fully traffic-free stretch. The NCN provides a strategic network for the county with connections to key destinations, towns, villages, transport hubs, employment and housing areas with long distance trails and loops that support the visitor economy in the district whilst encouraging active transportation methods as alternatives to vehicle trips, seeking to limit pollutant emission release across the district.

During 2025 North Devon Council maintained to promote the Tarka Trail Cycle Hire and Tidal and Trail innovative bike sharing services launched in 1989 and 1976 respectively. The schemes replicate notable cycle sharing schemes found in large metropolitan areas (e.g., Santander Cycles, Mobike, Lime) and compliment the coastal cycling routes. They also attempt to promote alternative and accessible forms of travel between neighbouring towns and villages across the South West region to help its residents lead active lifestyles and limit vehicular emissions.

In December 2025 improvements funded by Department for Transport (DfT) Active Travel Fund, Safer Roads Fund and Local Transport Plan funding, to the Tarka Trail were approved, with a further three-phases of works commissioned to the route between Willingcott and Knowle, costing ~£2.2 million. Upgrades include:

- A 300 metre off-road segregated shared use path from Spreacombe Junction to North Buckland Hill, providing a safe alternative to the busy A361 road which has no pavement;
- Improvements to a short 150 metre section of North Buckland Hill, including additional road markings and improved visibility, and the widening/upgrading of a 560 metre stretch of an adjoining public bridleway. Most of this bridleway will be widened to 2.5 metres, narrowing to 1.5 metres where restricted by existing buildings. It will be surfaced to create a high-quality multi-use path. Work will also be carried out to nearby rest areas;
- The widening and surfacing of an existing off-road route between Deans Copse, Nethercott Road and Knowle. Working with the landowner, a Public Path Creation Order is being progressed to re-designate the existing footpath as a bridleway which will allow these upgrades to be undertaken, and also permit cycling and horse riding on the route.

Creation of off-road pathways, passing places, and widened active transportation routes will improve the safety of walkers, cyclists, and equestrian riders alongside oncoming

vehicles, with signs and road markings added to make drivers more aware of the possibility of people in the area and to reduce speeds. In March 2024 Phase 5 improvements to the Tarka Trail at Nethercott Road were completed, in July 2024 Phases 1 (Willingcott Holiday Village to Buttercombe Lane) and 2 (Buttercombe Lane to Foxhunters) were also completed on the Tarka Trail as well as Phase 4c between the Cottages to Nethercott Road although the remainder of Phase 4 is outstanding. Such improvements are in line with the Transport Capital Programme and Countywide Local Cycling and Walking Infrastructure Plan (LCWIP), showcasing the wider commitment from North Devon Council alongside neighbouring local authorities to improve air quality conditions by enhancing walking and cycling provisions. Thus, reducing vehicular pollutant emissions through connecting the trail between Willingcott and Knowle, subsequently linking the route between Barnstaple and Ilfracombe. It is acknowledged that completing Tarka Trail gaps is a priority identified in the North Devon and Torridge Local Plan 2011-2031 and Devon County Council Transport Infrastructure Plan with the outstanding upgrade of the Tarka Trail between Willingcott and Knowle from Foxhunters to Spreacombe has proposals developed but funding yet to be identified.

In December 2025 it was announced that £862,900 funding would be provided to upgrade the A3125/ Longbridge Junction within North Devon. Upgrades to the Roundswell to Pilton route, which includes the proposed scheme, include the following:

- The current three-stage signalised crossing of the west end of the Longbridge will be replaced by a single stage toucan crossing, while the current two-stage signalised crossing of Seven Brethren Bank will become a parallel pedestrian and cycle crossing;
- Amendments will be accommodated through a new, simpler road layout with left turn into Seven Brethren Road from the Longbridge retained in this scheme for vehicles under seven metres in length, making it safer for pedestrians and cyclists.
- The scheme removes the right turn into Seven Brethren Road for vehicles travelling towards the Longbridge from the west; and
- Station Road will be widened to accommodate a new staggered two-stage toucan crossing improving pedestrian safety. This will also enable the two-lane approach to the roundabout to be extended to increase capacity and reduce queuing.

Such improvements are in line with the Transport Capital Programme and Barnstaple with Bideford and Northam Local Cycling and Walking Infrastructure Plan (LCWIP), and aim to create a safer, more welcoming gateway to the town, whilst providing a vital link to the bus

and railway stations, North Devon College, schools, and key employment areas including industrial estates and the hospital. The proposed enhancements will create more shared-use and segregated space for people walking and cycling, as well as simplifying crossing areas and improving traffic flow by providing extra capacity on the road. The programme of works showcases the wider commitment from North Devon Council alongside Devon County Council to improve air quality conditions by enhancing walking and cycling provisions whilst also capitalising on it being one of North Devon's busiest routes for active travel, used by 5,000 pedestrians and 600 cyclists every day. North Devon Council have also addressed local concerns through the proposed works plan in 2025, with public consultation of the LCWIP identifying an 84.0% supportive vote towards improvements for the Roundswell to Pilton route yet amendments to the scheme proposals have been accommodated as local businesses and residents expressed concerns regarding the original proposals to the Seven Brethren Road/ Longbridge Junction which removed a left turn. Therefore, working collaboratively to benefit locals and tourists alike by improving their health and wellbeing through accommodating personnel requirements within infrastructure upgrade schemes.

Throughout 2025 North Devon Council worked collaboratively with Devon County Council to secure funding from Active Travel England and Devon County Council's Transport Capital Programme for improvements in cycling and walking provisions across the district, seeking to improve air quality conditions by reducing vehicular pollutant emissions and encouraging active transportation uptake through greater resource provision and higher standards in safety. The bid, worth >£3.9 million, will support four existing and/or planned developments for delivery by March 2027, as detailed below:

- Tarka Trail
    - Support ongoing delivery of new 6-7km, mostly road, shared-use trail between Willingcott and Knowle. This will offer a higher standard alternative to the existing NCN27 and remove pedestrians and cyclists from the fast flowing and heavily trafficked A361.
- Longbridge Junction, Barnstaple
    - Support improvement works for walking, wheeling, and cycling experiences of users in the vicinity of Longbridge Junction by enhancing the public realm and increasing junction capacity.

The schemes designated for construction will improve transport infrastructure in the area through provision of more sustainable travel methods, increasing access to safer walking and cycling routes alongside enhancements in physical safety for pedestrians and cyclists,

whilst contributing to local environmental goals through pollutant emission reduction. As such, making the district more accessible and attractive for residents and visitors alike.

In 2025 North Devon Council adopted the Devon and Torbay Combined County Authority (DTCCA) Local Transport Plan (LTP) 4 2025-2040, which seeks to provide better travel connectivity, and sustainable transport options for local residents and tourists, as well as much-improved public spaces. In turn, increasing accessibility, encouraging safe active transportation uptake and reducing air pollutant emission sources by prioritising individuals' health and wellbeing. There are six clear objectives that underpin the plan as follows:

- Decarbonisation - Reaching net zero carbon emissions by 2050, and a 50% reduction against 2010 levels by 2030, by reducing the need to travel, increasing digital access and shifting trips to sustainable transport and fuels;
- Reliability and Resilience - Protecting and enhancing the reliability, resilience and safety of the local transport network and the strategic road and rail links that connect Devon and Torbay to the rest of the UK;
- Easier Travel - Increasing bus and rail patronage by providing well-integrated, inclusive and reliable transport options for residents and visitors in both rural and urban communities;
- Unlocking Development - Supporting delivery of clean growth and regeneration by improving transport choices and use of technology to ensure new housing and employment developments are well connected;
- Greater Places For People - Enhancing the attractiveness and safety of the built, natural and historic environment by improving air quality, public realm and reducing the number of people harmed on our roads; and
- The Place to be Naturally Active - Enabling people to be more active with improved public health outcomes by expanding the multi-use trail network, delivering a network of quiet lanes and improving facilities and safety in urban areas.

In 2025 the Council continued to promote the Final Barnstaple with Bideford and Northam Local Cycling and Walking Infrastructure Plan (LCWIP) in partnership with Torridge District Council, with identification of three key areas across the two Council jurisdictions with high propensity for walking and cycling: Barnstaple, Bideford and Northam. Identified routes experience high commuting levels due to key destinations including the population centres as well as existing routes and geographical attractions such as the Tarka Trail and North Devon Coast National Landscape.

It is proposed that greater active travel infrastructure is established to support the adoption of the LCWIP comparative to vehicle commuting to these areas, therefore reducing emissions released. Proposed development schemes align with the Transport Capital Programme, North Devon and Torridge Local Plan 2011-2031, and Devon County Council Transport Infrastructure Plan. The strategic approach to improving conditions for cycling and walking through the LCWIP will help the local authority to:

1. Identify infrastructure improvements with future investment in the short, medium and long term;
2. Ensure local planning and transport policies consider cycling and walking strategies; and
3. Make business cases for future funding for walking and cycling infrastructure.

The recent preparation and publication of the LCWIP demonstrates the Council's continuous commitment to developing walking and cycling facilities for local people and tourists, thus discouraging uptake of vehicular movements and subsequently reducing air pollutant emissions for the district. North Devon Council acknowledge that they are responsible for implementing actions in the LCWIP across their jurisdiction and proactively seek funding to improve the existing network

In March 2025 the Countywide Local Cycling and Walking Infrastructure Plan (LCWIP), was adopted, in which North Devon Council work collaboratively with Devon County Council and neighbouring local authorities to produce, with 8-weeks of public consultation between 1st October 2024 – 30th November 2024. The document seeks to showcase the county's response to climate change, inclusive of air quality, as well as create a prioritised programme of infrastructure interventions and improvements for future investment, considering existing plans, strategies, and priorities across the county. The Council's cooperation in producing the Countywide LCWIP highlights its commitment to improving cycling and walking infrastructure within its jurisdiction as well as the wider Devonshire region in parallel with reducing pollutant concentrations across the area.

North Devon Council have continued construction works through 2025 in Barnstaple, Bideford and Westward Ho! aligned with Devon County Council's Bus Service Improvement Plan (BSIP), which is a strategic vision to align with the UK Government National Bus Strategy (2024) aims; to grow bus usage and raise bus mode share. The local authority will achieve this aim through working in partnership with Devon County Council and neighbouring local authorities, as well as bus service operators in the region such as Stagecoach South West to make bus services better, improve bus stops and stations, and

connect buses with other forms of eco-friendly travel. In March 2025 bus lane improvement works alongside footpath and crossings across Fishleigh Road in Roundswell, Barnstaple were completed as part of the BSIP, and in May 2025 bus lane improvements were completed on Braunton Road in Barnstaple too. Spring 2025 saw the commencement of the bus-rail integration enhancements at Barnstaple Railway Station of which works are ongoing. Such initiative highlights the local authority's commitment to address emerging challenges including reductions in greenhouse gases to achieve the Council's climate change objectives, benefiting air quality, whilst also enabling passenger growth to meet the future needs of the district.

North Devon Council promotes 'Smarter travel', which is all about finding more sustainable forms of travel, away from single occupancy vehicles. This includes active travel (walking, cycling), public transport (buses, trains), car sharing, electric vehicles and reducing the need to travel altogether. Throughout 2025 North Devon saw progress with a proposed transition of its bus Routes 21/21A as well as town services in Barnstaple to electric powered reducing carbon emissions with funding in part from Stagecoach and additional contributions from the second round of the Department for Transport's (DfT's) Zero Emission Bus Regional Areas (ZEBRA). It is acknowledged that Stagecoach is seeking to provide a further £29.3 million investment to implement 100 electric buses in Devon, with Barnstaple in North Devon named as a primary hub for the rollout proposed in early 2026.

In September and October 2025 North Devon Council promoted and facilitated the 'World Car Free Day' and 'Cycle to School Week' respectively. The 'World Car Free Day' highlights numerous benefits of going car-free to citizens, including reduced air pollution and the promotion of walking and cycling in a safer environment. 'Cycle to School Week' aims to promote and celebrate cycling as a healthier and greener mode of transport, encouraging active transportation uptake across all generations with families swapping car pedals for cycle pedals on school visits, as well as engaging in general cycle rides, and discovering new areas to cycle. The Council's promotion of the 'World Car Free Day' and 'Cycle to School Week' reiterates its focus to reduce pollutant concentrations imminently across the district whilst facilitating this through actions of longevity by targeting future generations.

North Devon Council continues to promote the Travel Devon Webpage in 2025 which has replaced the Travel Devon Toolkit, produced by Devon County Council. The webpage assists business with variables such as reducing car park congestion, improvements to staff health and wellbeing, and becoming more sustainable. Thus, seeking to positively impact air pollution across the district.

The Council continued to promote its established rail network throughout 2025 with the branch line to Exeter. Additionally, the reopening of the railway 'Dartmoor Line' since Q4 2021 has seen circa 550,000 passenger journeys, with onwards connections via the Tarka Line to Barnstaple in North Devon, with Barnstaple having circa 605,000 entries/exits from the station between 2024/2025 annual periods.
Highlighting the benefits well-connected and more frequent services of public transport on air quality comparative to private vehicle use to commute.

In December 2025 construction works were completed by North Devon Council on 36/37 Boutport Street as part of the £6.52 million Future High Street Fund (FHSF) Project named 'Barnstaple Vision', led by the Ministry for Housing Communities and Local Government (MHCLG), and which seeks to support the regeneration of the District's High Streets through upgrades to that encourage active transportation uptake, reduce vehicle usage through enhancements to the public realm, have a transformational impact and represent market failure. The Barnstaple Vision includes 36/37 Boutport Street which were in private ownership at the time of the bid (July 2020) but were in a significant state of disrepair that the market could not address, as such the acquisition of the asset and a proposal to regenerate/rebuild it formed part of the project to avoid continued deterioration. In addition to the 36/37 Boutport Street works, additional construction is planned as part of the 'Barnstaple Vision' to Queen Street Car Park which will be carried out in three phases as follows:

- 1st Phase of Queen Street Car Park – May to September 2024 (Completed);
- Bear Street Car Park and the access from Alexandra Road: October 2024 – February 2025 (Completed); and
- 2nd Phase Queen Street Car Park – January 2026 to March 2026 (Ongoing).

The scheme seeks to implement new drainage and lighting, resurfacing, improved parking bays (oversized bays/disabled bays and larger spaces for parents with children), improved landscaping and increase the volume of EV chargers within the town centre encouraging cleaner private vehicle travel in comparison to combustion fuel sources. Thus, limiting air pollutant emissions from vehicular traffic in the district.

North Devon Council actively encourages developers at the planning stage to install electric charging points or consider suitable infrastructure to allow for future cost- efficient installations.

North Devon Council continued to adopt 'Devon's Electric Vehicle Charging Strategy' throughout 2025 which recommends that in collaboration with Devon County Council, circa 2000 Electric Vehicle (EV) charging points are delivered by 2030. There will be a particular focus on charging points on residential streets in rural and remote areas with electric grid constraints, where higher uptakes of EVs are forecast and communities without or with limited access to off-street parking. The scheme, funded by >£7 million from Department for Transport's (DfT's) Local Electric Vehicle Infrastructure (LEVI) Fund, began in 2025 and seeks to significantly expand on an already growing network of on and off-street EV charging points in North Devon and neighbouring Councils.

The Council have benefitted in 2025 from a collaborative partnership with Devon County Council (DCC) to roll out a programme of charging points for EVs across the District, with EV development in seven car parks Cattle Market (Barnstaple), Wilder Road (Ilfracombe), Central Car Park (South Molton), Belle Meadow (Barnstaple), Sheep Pen (South Molton), Upper Car Park (Lyndale and Lynmouth), and Hillsborough (Ilfracombe). The local authority is also installing additional EV charging points in Barnstaple through The Future High Street Fund (FHSF) Project. Barnstaple Central will have an EV hub implemented including six charge points with capability to expand to 'future proof' the site. The commitment from DCC in 2025 to develop enhancement plans of the EV charging network throughout North Devon demonstrates on a local scale that the districts authority has continually evidenced the necessity to improve air quality for residents and visitors in the area, with prioritisation on reducing pollutant concentrations coinciding with improvements in individuals' health. Therefore, promoting environmental quality, limiting future resource strain on healthcare provisions, and enhancing lifespan longevity.

During 2025, the Council maintained collaborative relationship with EV provider Osprey Charging Network. The joint programme will deliver over double the current number of rapid EV chargers in the district, significantly improving access to EV charging for residents, businesses and the >6 million tourists who visit annually. A total of 18, three more than in 2024, rapid chargers have been implemented across the region in Barnstaple, Lynton and Lynmouth, South Molton and Ilfracombe, with Belle Meadow the first charging location established from the partnership. The charge points have been installed to assist vehicle owners in North Devon convert from internal combustion vehicles to EVs. As more residents use electric vehicles, communities will benefit from improved air quality and lower their carbon footprint. EV users can view the current charging points in North Devon at zap-map.com.

North Devon Council has also encouraged Ultra Low Emission Vehicle (ULEV) adoption across the District during the 2025 monitoring year, with infrastructure to support the uptake of ULEVs being implemented as aforementioned with a wider extent planned for implementation.

North Devon Council progressed and delivered schemes aligned with the >£150 million 'Transport Capital Programme' throughout 2025, with redevelopment of rail and road travel for the county of Devon in response to the climate emergency declared in 2019. The programme sets out the Council's transport infrastructure priorities and is supported by >£130 million in funded grants from government programmes such as the Large Local Major Schemes, Major Road Network programme, Housing Infrastructure Fund and Levelling Up Fund. Remaining funding comes from the Department for Transport (DfT) and various councils, including ~£13 million from Devon County Council, and developer contributions. Additional capital programme funding was approved in 2025 for the 2025/26 year by £494,909; £266,500 from external contributions, £170,000 from external grant, and £58,409 from developer contributions. The structural amendments to North Devon's railway and road infrastructure seeks to allow easy interchange with other modes of public and active transport, promoting a greener, cleaner district and broader, South West region with improved air quality. Developments proposed and completed, inclusive of but not limited to, are:

- South West Resilience Programme – Enhancement of the coastal rail route between Exeter and Plymouth via Dawlish to be more resilient in the face of extreme weather, with Phase 5 covering 1.1 miles of railway between Parson's Tunnel and Teignmouth with trial works commencing between December 2025 – May 2026;
- A3125/ Longbridge Junction – Improvements to the area to increase capacity on the A3125 with two-lane approach to the roundabout to be extended to increase capacity and reduce queuing whilst also improving pedestrian and cycle links, including a staggered two-stage toucan crossing improving pedestrian safety. Thus, aiming to reduce pollutant emission contributions from the dominant alternate transport method, private vehicles, by increased active transport infrastructure;
- Reinstate Tavistock to Bere Alston Trainline – Construction of a new single platform station at Tavistock and re-use of approximately 8 kilometres of railway track to minimise traffic congestion and pollution on the A386, as well as tackle the Climate Emergency, by encouraging modal shift from car to rail; and
- Devon County Council's Bus Service Improvement Plan (BSIP): Barnstaple - Road

improvements were completed in March and May 2025 at Fishleigh Road and Braunton Road in Barnstaple respectively, enhancing the public realm through footpaths and safer crossing points as well as implementation/ upgrades of bus lanes. Thus, providing infrastructure that accommodates for greater reliability and faster bus journeys, enhancing transport connections between local communities, and improving pedestrian safety whilst future proofing a main arterial bus route in North Devon.

Conclusions and Priorities

During 2025, the NO_2 annual mean objective was not exceeded at any monitoring location within North Devon. This is a continuing trend that has been observed across the district since 2021, as shown in this ASR. The Council will continue to use the passive monitoring network to monitor air quality within the district and ensure compliance is maintained with the annual and 1-Hour NO_2 AQS objectives, following revocation of the North Devon AQMA No.1 during the 2024 monitoring year. The local authority will also continue to use the automatic monitoring station (AURN Barnstaple A39) to monitor pollutants PM_{10} and $PM_{2.5}$ to ensure compliance with annual AQS objectives of 40 µg/m^3 and 20 µg/m^3 respectively, as well as the PM_{10} 24-Hour AQS objective of 50 µg/m^3 not to be exceeded more than 35 times per year.

Automatic monitoring data from AURN Barnstaple A39 indicates that the PM_{10} annual mean objective (40 µg/m^3), was not exceeded in 2025, with an annual mean PM_{10} concentration of 12.7 µg/m^3 being recorded. PM_{10} concentrations have decreased in North Devon since 2021, with the exception of 2023 reporting the maximum concentration within the last five years (15.0 µg/m^3). The 24-hour PM_{10} objective of 50 µg/m^3 not to be exceeded on more than 35 occasions was not breached.

The maximum predicted $PM_{2.5}$ background concentration in 2024 is well below the current annual mean AQS objective of 20 µg/m^3 at 8.17 µg/m^3, a decrease of 0.09 µg/m^3 from predicted $PM_{2.5}$ background concentration of 8.26 µg/m^3 in 2024. The monitored annual mean $PM_{2.5}$ concentration for the district in 2025 was 7.2 µg/m^3, 0.97 µg/m^3 below the $PM_{2.5}$ predicted background concentration for the area and below the AQS objective of 10 µg/m^3 by 2.8 µg/m^3. It is recommended as good practice and to further reduce $PM_{2.5}$ pollutant emissions that North Devon Council considers further actions as well as continuing those implemented already to reduce $PM_{2.5}$ across the district, but it is acknowledged that the Council are working positively towards improving and maintaining good air quality for the population.

Two major new developments have been identified as having scope to impact air quality concentrations reported across the district in 2025 and onwards. Further details regarding the developments can be found in Appendix C: Supporting Technical Information / Air Quality Monitoring Data QA/QC.

The following actions are considered to be key priorities in ensuring the air quality conditions within North Devon continue to comply with the AQS objectives:

- Continue to review the current monitoring programme, exploring the need to deploy new monitoring locations in areas where monitoring has not previously been undertaken and where it is believed that there may be elevated concentrations of NO_2 in areas of relevant public exposure;

  Produced an Air Quality Strategy November 2025 that evidences air quality protection remains a strategic priority for the local authority, with targeted actions to ensure the continued health and wellbeing of residents and visiting personnel across the District;
- Support Exmoor National Park Authority to produce an Air Quality Management Strategy (AQMS) for Exmoor National Park. It is acknowledged that the Exmoor National Park Air Quality Management Strategy (Phase 1) Final Draft was publicly released in May 2026;
- Work collaboratively with 361 Energy Community Interest Company (361 ECIC) on behalf of the 'Warmer Homes North Devon' affordable warmth initiative and 'One Northern Devon Fuel Poverty Group', as well as Energy Saving Devon via the Warm Homes: Local Grant, to continually improve properties within the district, thus making them more energy efficient whilst educating individuals in development of a cleaner and more environmentally sustainable district through facilitating carbon reducing measures and methods of limiting air pollutant emissions;
- Actively engage with developers at planning application stages to promote the installation of electric vehicle charging or alternatively, provide suitable infrastructure to allow for future cost-efficient installations;
- Implementation of planned EV charging points across the district aligned with Devon's Electric Vehicle Charging Strategy and in collaboration with Devon County Council and Osprey Charging Network;
- Greater progression and completion of the Transport Capital Programme, such as the A3125/ Longbridge Junction upgrades, to improve rail and road infrastructure that will provide an integrated transport network which facilitates the efficient movement of pedestrian and vehicular traffic, goods, and services across the

district. Completed works include: Willingcott Holiday Village to Buttercombe Lane, Buttercombe Lane to Foxhunters, and Cottages to Nethercott Road;

- Adopted the Devon and Torbay Combined County Authority (DTCCA) Local Transport Plan (LTP) 4 2025-2040 to provide better travel connectivity, and sustainable transport options for local residents and tourists, as well as much-improved public spaces. In turn, increasing accessibility, encouraging safe active transportation uptake and reducing air pollutant emission sources by prioritising individuals' health and wellbeing;
- Continue progression of infrastructure development that aligns with Devon County Council's Bus Service Improvement Plan (BSIP), such as the replacement of ICE buses with electric and subsequent charging points, to grow bus usage and raise bus mode share limiting pollutant emissions through a more sustainable travel alternative than private combustion vehicles;
- Continue to reduce the volume of traffic on the district's roads by encouraging effective active transport methods (e.g. public transport, cycling, and walking) – for example: upgrading the Tarka Trail cycle route, promote actions aligned with the Final Barnstaple with Bideford and Northam Local Cycling and Walking Infrastructure Plan (LCWIP) and Countywide Local Cycling and Walking Infrastructure Plan (LCWIP);
- Continue to improve the existing walking and cycling network through progressing development funded by recent acquisition; and
- Implement measures to support the Air Quality Strategy November 2025, Devon Carbon Plan and Carbon, Environment and Biodiversity Plan Third Annual Review September 2025 to further reduce concentrations of NO_2 and PM.

How to get Involved

Given the main source of air pollution across North Devon is from transport sources, the public can support the reduction in air pollutant(s) release and improve air quality within the district by participating in active travel.

North Devon Council have progressed additional public engagement work in 2025 through the below schemes, although the engagement schemes in 2024 are still active:

- The collaborative relationship with Devon County Council and Osprey Charging Network to roll out a programme of charging points for EVs across the District through Devon's Electric Vehicle Charging Strategy, with circa 2000 EV

charging points scheduled for implementation in total, seeks to improve public uptake of Low Emission Vehicles (LEVs)/ULEVs across the district;

- Seeking to acquire suppliers for collaboration in enhancing the districts EV charging network delivered through investment from the Local Electric Vehicle Infrastructure (LEVI) fund from the UK Government;
- Collaborated with Devon County Council (DCC) and local primary schools to highlight the impacts of climate change, inclusive of NO_2 and PM emissions, by supporting completion of outstanding Climate Action Plans (CAPs) with nominated sustainability leads, in alignment with Department for Education (DfE) 'Sustainability and Climate Change: A Strategy for the Education and Children's Services Systems';
- Continued collaborative relationship with 361 Energy to provide a home energy advice service, prioritising vulnerable and low-income households with cost effective and efficient ways to support reduction in pollutant emissions across the district and empower communities to take action and control their energy and environmental future;
- Improved housing conditions on behalf of Warmer Homes North Devon' affordable warmth initiative delivered by the 'One Northern Devon Fuel Poverty Group' to encourage development of a cleaner and more environmentally sustainable district through facilitating carbon reducing measures and methods of limiting air pollutant emissions;
- Commissioned Energy Saving Devon via the Warm Homes: Local Grant to improve housing conditions and advance progression towards a cleaner, more sustainable District through carbon reduction initiatives and air pollutant emission controls;
- Completed and progressed development supported via investment through the Transport Capital Programme to further enhance adoption and utilisation of the public transport network;
- Updated public facilities such as the Ilfracombe Swimming Pool and Gym and Rowan Chaple at Barnstaple Crematorium with carbon emission saving measures such as solar PVs, LED lighting, and double glazing, all of which have benefits for air pollutant reductions, improving the health and wellbeing of personnel in the District;

  Promoted its collaborative partnership with Countryside Mobility, to facilitate short (hop-on hop-off) rental of all-terrain mobility scooters, known as Trampers, for those with disabilities. Offering a carbon-neutral, flexible and cost-effective alternative to other modes of transport, more convenient for point-to-point journeys amongst

countryside locations, reducing the district's environmental footprint, with improvements to air quality and reduction in carbon emissions;

- Continued promotion of active transport uptake and sustainable travel through the establishment of a free permitted 'Park and Cycle' initiative that operates alike the 'Park and Ride' public bus service in Barnstaple. The scheme is a Business Engagement Programme, with bike lockers managed and rented by Bikeaway Ltd;
- Maintained collaborative relationships with bicycle mechanic and hire businesses Planet Bike Barnstaple and Bike Shed UK as well as the bicycle club North Devon Velo to improve cyclists riding ability, bike safety and overall confidence, thus encouraging greater active transportation uptake through road safety assurance;
- Promotion of active transport uptake through the 'World Car Free Day' and 'Cycle to School Week';
- Enhanced existing NCN routes and CWZs such as Tarka Trail at Cottages to Nethercott Road to enable safer access for walkers and cyclists and improved signage for oncoming vehicles to reduce speeds;
- Provided consultation sessions for local personnel regarding major infrastructure upgrade works such as A3125/ Longbridge Junction, to ensure amendments to the landscape work for those who utilise it frequently whilst seeking to encourage active transportation uptake and subsequent pollutant emission reduction through enhancing the public realm;
- Enhancement and further endorsement of the cycling initiative 'Bikeability', as well as Tarka Trail Cycle Hire and Tidal and Trail innovative bike sharing services launched in 1989 and 1976 respectively;
- Continued promotion of Barnstaple with Bideford and Northam Local Cycling and Walking Infrastructure Plan (LCWIP); and
- Adoption of the Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) to facilitate and encourage greater active transportation uptake through improving cycling and walking infrastructure within North Devon in parallel with reducing pollutant concentrations across the area.

The following measures are possible alternatives to private travel and actions that everyone can complete that would contribute to improving air quality across the district:

- Use public transport where available – This reduces the number of private vehicles in operation reducing pollutant concentration through the volume of vehicles and limits congestion;

- Walk or cycle if your journey allows – From choosing to walk or cycle for your journey the number of vehicles is reduced and also there is the added health benefits through exercise;
- Car/lift sharing – Where a number of individuals are making similar journeys, such as travelling to work or to school car sharing reduces the volume of vehicles on the road and therefore the amount of emissions being released. This can be promoted via travel plans through the workplace and within schools;
- Alternative fuel / more efficient vehicles – Choosing a vehicle that meets the specific needs of the owner, fully electric, hybrid fuel and more fuel efficient cars are available, and all have different levels benefits by reducing the amount of emissions being released; and
- Asking your employer, school or college about the possibility of developing a green travel plan.

North Devon Council are continuously working with local businesses, charities, developers, tourism bodies, schools, local transport operators and more organisations to develop measures to improve air quality across the district.

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Figures

Tables

1 Local Air Quality Management

This report provides an overview of air quality across North Devon 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 North Devon 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.

Following revocation of North Devon AQMA No.1 on 03/06/2024 the Council developed a district wide Air Quality Strategy throughout 2025 to prevent and reduce polluting activities. The document was adopted in November 2025 and is available to view here.

Appendix D: Maps of Monitoring Locations provides maps of the air quality monitoring locations across the District.

2.2 Progress and Impact of Measures to address Air Quality in North Devon

Defra's appraisal (document reference: ASR25-2619) of last year's ASR concluded that:

"The report is well structured, detailed, and provides the information specified in the Guidance."

The following comments were designed to help inform North Devon Council 2026 ASR:

1. NDC have continued to provide clear evidence of several key actions to improve air quality during the current reporting year.
    a. *This has been maintained in the ASR 2026.*
2. NDC have provided excellent mapping of all monitoring locations within the Borough, which is commended.
    a. *This has been maintained in the ASR 2026.*
3. NDC have provided clear evidence of local engagement, which is welcomed.
    a. *This has been maintained in the ASR 2026.*
4. NDC have obtained approval from the Direction of Public Health. This is welcomed and encouraged in future reports.
    a. *The Council have sought to acquire public health director approval for the 2026 ASR, and details can be found in the 'Local responsibilities and Commitment' section.*
5. NDC should continue to respond to appraisal comments in future reports.
    a. *The ASR 2026 includes responses to appraisal comments.*

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

It is noted that the top three air quality measures presented in Table 2.1 are highlighted as the priority measures for the Council to continue delivering into 2026 and onwards.

Further detail regarding existing and new measures can be found in North Devon Air Quality Strategy 2025, North Devon and Torridge Local Plan 2011-2031, Final Barnstaple with Bideford and Northam Local Cycling and Walking Infrastructure Plan (LCWIP), Countywide Local Cycling and Walking Infrastructure Plan (LCWIP), Devon Carbon Plan, Devon County Council Transport Infrastructure Plan, Transport Capital Programme, and via the hyperlinks provided for measures referenced throughout the 2026 ASR.

Key completed measures during 2025 are:

- Transport Capital Programme
    - In December 2025 acquired £862,900 in funding to support road improvements to the A3125/ Longbridge Junction, thus providing greater reliability of journeys, enhancing connections with local communities, and improving safety for pedestrians, equestrian riders and cyclists alike at junctions whilst future proofing a main arterial road in North Devon for vehicles and active transport with 5,000 pedestrians and 600 cyclists using the route every day; and
    - Procured additional funding for the 'Transport Capital Programme' in 2025 for the 2025/26 year by £494,909; £266,500 from external contributions, £170,000 from external grant, and £58,409 from developer contributions. The structural amendments to North Devon's railway and road infrastructure through the programme seeks to allow easy interchange with other modes of public and active transport, promoting a greener, cleaner district and broader, South West region with improved air quality.
- Local Transport Plan
    - In 2025 adopted the Devon and Torbay Combined County Authority (DTCCA) Local Transport Plan (LTP) 4 2025-2040, which seeks to provide better travel connectivity, and sustainable transport options for local residents and tourists, as well as much-improved public spaces. In turn, increasing accessibility, encouraging safe active transportation uptake and reducing air pollutant emission sources by prioritising individuals' health and wellbeing.
- Bus Service Improvement Plan (BSIP)

  - Completed bus lane improvement works alongside footpath and crossings across Fishleigh Road in Roundswell, Barnstaple in March 2025 aligned with Devon County Council's Bus Service Improvement Plan (BSIP) to grow bus usage and raise bus mode share, thus encouraging more sustainable travel alternative than private combustion vehicles;
  - In May 2025 bus lane improvements were completed on Braunton Road in Barnstaple too, with alignment to strategies and overall aims alike Fishleigh Road in Barnstaple; and
  - Spring 2025 saw the commencement of bus-rail integration enhancements at Barnstaple Railway Station.
- Local Walking and Cycling Initiatives
  - In December 2025, procured ~£2.2 million in Department for Transport (DfT) Active Travel Fund, Safer Roads Fund and Local Transport Plan funding to upgrade the Tarka Trail route between Willingcott and Knowle;
  - In March 2025 the Countywide Local Cycling and Walking Infrastructure Plan (LCWIP), was adopted, in which North Devon Council work collaboratively with Devon County Council and neighbouring local authorities to produce, highlighting its commitment to improving cycling and walking infrastructure within its jurisdiction as well as the wider Devonshire region in parallel with reducing pollutant concentrations across the area;
  - In September 2025 the Council promoted and supported the 'World Car Free Day' aiming to highlight numerous benefits of going car-free to citizens, including reduced air pollution and the promotion of walking and cycling in a safer environment; and
  - During October 2025 the Council supported and facilitated the 'Cycle to School Week' which aimed to promote and celebrate cycling as a healthier and greener mode of transport, encouraging active transportation uptake across all generations with families swapping car pedals for cycle pedals on school visits, as well as engaging in general cycle rides, and discovering new areas to cycle. The scheme sought to also improve participants riding ability and overall confidence, thus encouraging greater active transportation uptake through road safety assurance.
- Carbon and Pollutant Emission Reduction
  - Commissioned Energy Saving Devon via the Warm Homes: Local Grant to continually improve properties by installing energy saving measures and

provide home energy advice service, prioritising vulnerable and low-income households with cost effective and efficient ways to support reduction in carbon and pollutant emissions across the district in alignment with the Carbon, Environment and Biodiversity Plan Third Annual Review September 2025;

- In May 2025 procured Salix Phase 4 Public Sector Decarbonisation Scheme (PSDS) Grant of >£760,000 to decarbonise building heating systems at Brynsworthy Environment Centre, Barnstaple and the Landmark Theatre, Ilfracombe;
- Completed upgrades at Ilfracombe Swimming Pool and Gym in May 2025 with works inclusive of installing solar PVs, LED lighting and double glazed windows, seeking to support delivery of measurable reductions in both carbon and air pollutant emissions District wide through strategic deployment of solar technology, energy-efficient lighting, and enhanced thermal insulation;
- In December 2025 completed installation of solar PVs to the roof of Rowan Chaple at Barnstaple Crematorium, leveraging community partnerships for tangible environmental progress towards carbon and air pollutant emission reductions;
- Works were completed in December 2025 at 36/37 Boutport Street as part of the £6.52 million Future High Street Fund (FHSF) Project named 'Barnstaple Vision', led by the Ministry for Housing Communities and Local Government (MHCLG). It seeks to support the regeneration of the District's High Streets through upgrades to that encourage active transportation uptake, reduce vehicle usage through enhancements to the public realm, have a transformational impact and represent market failure; and
- Produced simplified resources of the local authority's carbon plan, available here, and simplified resource of the local authority's carbon footprint outputs, available here, for locals to access as per Carbon, Environment and Biodiversity Plan Third Annual Review September 2025.

- Electrical Vehicle (EV) Infrastructure
  - Implementation of 18 EV charging points, three more than proposed in 2024, through collaborative relationship with EV provider Osprey Charging Network across the region in Barnstaple, Lynton, South Molton and Ilfracombe. Charge points have been installed to assist vehicle owners convert from

internal combustion vehicles to EVs, with more residents using electric vehicles, communities will benefit from improved air quality and lower their carbon footprint.

  - Installed EV charging points at local authority depots in Barnstaple and Ilfracombe to support the transition in fleet vehicles; and
  - Completed works at Bear Street Car Park and the access from Alexandra Road in February 2025 as part of the Queen Street Car Park upgrade to improve parking bays (oversized bays/disabled bays and larger spaces for parents with children) and increase the volume of EV chargers within the town centre encouraging cleaner private vehicle travel in comparison to combustion fuel sources. Thus, limiting air pollutant emissions from vehicular traffic in the District.

- Fleet Efficiency and Recognition Scheme
  - Extended EV trials to other teams beyond Environmental Protection and Parks Department, where these are shown to be effective, the local authority has secured funding for replacement in line with vehicle lease schedules.

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

- Installation of ASHPs at Brynsworthy Environment Centre, Barnstaple and the Landmark Theatre, Ilfracombe by September 2026, with aims of installing solar PVs prior to December 2026;
- Release 41 vehicles through the Stagecoach – North Devon Electric Bus Fleet scheme into the public domain and finalise installation of the electric charging infrastructure at Stagecoach depots;
- Complete upgrade works at Queen Street Car Park by March 2026;
- Support publication Exmoor National Park Authority to produce an Air Quality Management Strategy (AQMS) for Exmoor National Park, with the strategy's main focus on restorative measures, with aims of release by May 2026. It is acknowledged that Exmoor National Park Air Quality Management Strategy (Phase 1) Final Draft was publicly released in May 2026; and
- Conclude trial works on Phase 5 between Parson's Tunnel and Teignmouth by May 2026 as part of the South West Resilience Programme.

North Devon Council's priorities for the coming year are:

- Complete installation of ASHPs at Brynsworthy Environment Centre, Barnstaple and the Landmark Theatre, Ilfracombe by September 2026 with installation of solar PVs set for installation by March 2027;
- Commence construction works on the further three-phases of works commissioned to the Tarka Trail route between Willingcott and Knowle with funding agreed in December 2025;
- Complete improvements to Barnstaple Railway Station to increase bus usage, raise bus mode share and improve bus-rail integrated transportation links, aligned with Devon County Council's Bus Service Improvement Plan (BSIP). Thus, seeking a reduction in pollutant emission contributions from the dominant alternate transportation method, private vehicles, by increased sustainable alternative transport infrastructure;
- Progress construction of A3125/ Longbridge Junction following funding approval in December 2025. Thus improving walking, wheeling and cycling experiences for users as well as safety through enhancement of the public realm and increasing junction capacity with controllable crossings implemented as per Transport Capital Programme, offering higher standard walking and cycling alternative routes from heavily trafficked commuter roads;
- Support publication Exmoor National Park Authority to produce an Air Quality Management Strategy (AQMS) for Exmoor National Park, with the strategy's main focus on restorative measures, with aims of release by May 2026. It is acknowledged that Exmoor National Park Air Quality Management Strategy (Phase 1) Final Draft was publicly released in May 2026;
- Continue collaborating with 361 Energy, on behalf of the 'Warmer Homes North Devon' affordable warmth initiative delivered by the 'One Northern Devon Fuel Poverty Group', and Energy Saving Devon via the Warm Homes: Local Grant, to improve properties by installing energy saving measures. Thus, empowering communities to take action and control their energy and environmental future, reducing energy demands and pollutant concentrations, improving air quality;
- To facilitate the 'World Car Free Day' and 'Cycle to School Week' events again throughout 2026, promoting and celebrating cycling as a healthier and greener

mode of transport, as well as improving participants riding ability and overall confidence, thus encouraging greater active transportation uptake across all generations through road safety assurance;

- Continued promotion in 2025 of the Tarka Trail Cycle Hire and Tidal and Trail innovative bike sharing services, cycling initiatives 'Bikeability' and North Devon Velo, and businesses Planet Bike Barnstaple and Bike Shed UK, to encourage the uptake of cycling across the district. Therefore, seeking to reduce pollutant concentrations imminently and through actions of longevity by also targeting future generations;
- Continue works to implement EV charge points in Barnstaple through The Future High Street Fund (FHSF) Project, with Barnstaple Central having an EV hub including six charge points with capability to expand to 'future proof' the site;
- Progress upgrade works to Queen Street Car Park by implementing improved parking bays (oversized bays/disabled bays and larger spaces for parents with children) and increased volume of EV chargers within the town centre encouraging cleaner private vehicle travel in comparison to combustion fuel sources. Thus, limiting air pollutant emissions from vehicular traffic in the district;
- Release 41 vehicles through the Stagecoach – North Devon Electric Bus Fleet scheme into the public domain and finalise installation of the electric charging infrastructure at Stagecoach depots. Buses will be implemented on Routes 21/21A as well as town services in Barnstaple, seeking to eradicate ICE (ignite and combust fuel within an internal combustion engine) buses from the district, thus improving air quality, reducing carbon emissions to address the climate crisis;
- Continuation of acquisition and transition from the existing Council owned combustion fleet vehicles to EVs that are cleaner and more efficient, thus reducing pollutant emissions, benefiting the districts air quality and workers/public well-being; and
- Enhancement of the collaborative relationship with Osprey Charging Network to deliver more EV charging points across the district aligned with Devon's Electric Vehicle Charging Strategy where practicable.

Progress on the following measures has been slower than expected due to:

- Funding Application Processes – Implementation of upgrades to existing buildings through solar PVs, LED lighting, ASHPs as well as enhancements of existing walking and cycling routes and development of new walkways and cycleways have

been slower than anticipated due to the onerous funding application process North Devon Council had to support Devon County Council with. Alongside this, subsequent application review processes the UK Government had to undertake before publicly announcing decisions also impacted work commencement. Further delays to the scheme have been experienced with regard to implementation of necessary processes for an appropriate supplier being appointed to deliver the works across the district and county;

- Electric Vehicle Infrastructure - The availability of power connection and procurement of charge point operators impedes on the volume of EV charge points that can be implemented across the district;
- Fleet Efficiency and Recognition Scheme – Budget constraints within the Council and an awareness of reduced large size EV availability (i.e. vans) to replace existing combustion fleet vehicles across the Council have slowed the acquisition and transition;
- Joint Local Plan – Collaboration with Torridge District Council to produce the document requires organisation between two neighbouring local authorities with varying processes and additional quality control and assurance checks necessary comparative to a sole local authority. Furthermore, creation of the Thematic Working Groups to support the review, including a Climate and Environmental Emergency Group, has taken time to establish with the relevant members being onboarded and briefed/trained where necessary. In addition, progress has been impacted by the national planning reforms with delays on the necessary secondary legislation coming into effect pausing works. It is acknowledged that this occurred on 25th March 2026, enabling formal commencement. Also, both local authorities submitted applications for grants from the New System Plan Funding (NSPF) for ~£108,000, which caused further delays whilst the outcome of the applications was decided. More information is here.

The principal challenges and barriers to implementation of air quality improvement measures that North Devon Council anticipates facing in 2026 and onwards are:

- Increased budget constraints to deliver major scale infrastructure improvements to railways and roads;
- Acquiring land for development from the original landowners takes a grace period for negotiating;
- Reduced large size EV availability (i.e. vans) to replace existing combustion fleet vehicles within the Council;
- Confirming appropriate supplier(s) for the circa 2000 EV charge points to be delivered across the district through the LEVI fund; and
- The availability of power connection and procurement of charge point operators will impede on the volume of EV charge points that can be implemented across the district.

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

- 361 Energy Community Interest Company (i.e. Social Housing Upgrades - 'Warmer Homes North Devon' delivered by 'One Northern Devon Fuel Poverty Group');
- Active Devon (e.g. World Car Free Day);
- Bike Shed UK (i.e. Active Transport);
- Bikeability (e.g. Cycle to School Week);
- Cook Electrical (i.e. Rowan Chaple, Barnstaple Crematorium Works);
- Countryside Mobility (i.e. Trampers – Rental Mobility Scooters);
- Devon County Council (e.g. EV Charging Infrastructure, LEVI Fund, Countywide LCWIP);
- Education centres (i.e. Climate Actions Plans (CAPs));
- Energy Saving Devon (i.e. Warm Homes: Local Grant);
- Exmoor National Park Auhtoirty (i.e. Exmoor National Park AQMS);
- Expedite Building Services (i.e. Rowan Chaple, Barnstaple Crematorium Works);
- Local Neighbouring Authorities (e.g. Torridge District Council – Joint Local Plan);
- Network Rail (e.g. South West Rail Resilience Programme);
- National Health Service (NHS);
- North Devon Velo (i.e. Active Transport);
- Osprey (i.e. EV Charging Infrastructure);
- Planet Bike Barnstaple (i.e. Active Transport);
- Sustrans (i.e. National Cycle Network);
- The Landmark Theatres Trust (i.e. Upgrade Works Landmark Theatre, Ilfracombe);

- UK Government (e.g. Active Travel Fund, LEVI).

North Devon Council anticipates that the measures stated above and in Table 2.1 will continue to support the area achieving compliance in the former ‘North Devon AQMA No.1’ surrounding Braunton as it has done between 2021-2025 and subsequently beyond its revocation actioned on 03/06/2024.

Table 2.1 – Progress on Measures to Improve Air Quality

Measure No.	Measure Title	Category	Classification	Year Measure Introduced	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
1	North Devon Council Supplementary Planning Guidance	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	2019	2020	Local Authority Environmental Health, Local Authority Planning	Developers	NO	Funded	< £10k	Completed	Medium to High	Completed – Available to access publicly	SPD approved and implemented	Not Applicable (N/A)
2	Local Authority Vehicle Procurement	Promoting Low Emission Transport	Public Vehicle Procurement - Prioritising uptake of low emission vehicles	2021	2030	Local Authority	Local Authority	NO	Funded	< £10k	Implementation	High	2 x EVs adopted into Council fleet within Environmental Protection and Parks Department	2 x EVs implemented into Council core business – Environmental Protection and Parks Department	Trial use of EVs to other teams beyond Environmental Protection and Parks Department. Where these are shown to be effective, the local authority has and will secure funding for replacement in line with vehicle lease schedules.
3	North Devon - Corporate Environmental Assessment Guidance	Public Information	Other	2021	2023	Local Authority	Local Authority	NO	Funded	< £10k	Implemented	Low to Medium	Completed – Corporate Plan 2023-2027 reflects the requirements	Implemented in Council projects	Not Applicable (N/A)

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 Strategy[1], 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.

$PM_{2.5}$ Monitoring:

There was one Automatic (Continuous) Monitoring station in North Devon in 2025 (AURN Barnstaple A39) which operates as part of the AURN to report $PM_{2.5}$ concentrations. During 2025, a $PM_{2.5}$ annual mean concentration of 7.2 µg/m^3 was recorded, which is below the AQS objective of 10 µg/m^3 by 2.8 µg/m^3 that is not to be exceeded at any monitoring station by 31st December 2040.

$PM_{2.5}$ Background Concentrations:

The current Defra 2025 background maps for North Devon Council (2021 based)[2] show that all background concentrations of $PM_{2.5}$ are significantly below the current annual mean AQS objective of 20 µg/m^3. The highest background concentration is predicted to be 8.17 µg/m^3 within the grid square (1 km x 1 km) with the centroid grid reference 254500, 132500. This grid square encompasses the West of Barnstaple, including Barnstaple railway station, A361 and A3125 both of which are key arterial routes into and through North Devon, all transportation methods and routes where the PM secondary fraction (formed of gaseous pollutants) constitutes as the key contributor to $PM_{2.5}$.

The maximum predicted $PM_{2.5}$ background concentration in 2025 was well below the current annual mean AQS objective of 20 µg/m^3 at 8.17 µg/m^3, a decrease of 0.09 µg/m^3 from a concentration of 8.26 µg/m^3 in 2024. It is recognised that concentrations reported are below the AQS objective of 10 µg/m^3 that is not to be exceeded at any monitoring station by 31st December 2040. It is recommended as good practice and to further reduce $PM_{2.5}$ pollutant emissions that North Devon Council considers further actions as

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

[2] Defra Background Mapping (2021 Based). Available at: https://uk-air.defra.gov.uk/data/laqm-background-maps?year=2021

well as continuing those implemented already to reduce $PM_{2.5}$ across the district, acknowledging that the monitored 2025 $PM_{2.5}$ annual mean concentration for the district was 7.2 µg/m^3, 2.8 µg/m^3 below the $PM_{2.5}$ predicted background concentration for the area. As such, the Council are working positively towards improving and maintaining good air quality for the population.

Smoke Control Areas:

Smoke control areas (SCAs) are designated zones in which it is an offence to emit smoke from a chimney of a building, from a furnace or from any fixed boiler. It is also an offence to acquire unauthorised fuel for use within a SCA unless it is used within an exempt appliance (exempted from the controls which generally apply in SCAs). There are currently no SCAs declared within Noth Devon. However, the Council has outlined if they determine an increase in smoke reports causing a statutory nuisance, they will enforce an SCA with accompanying fines for those who do not comply to the guidelines.

North Devon Council confirm that any smoke complaints are actioned as ‘statutory smoke nuisance’ and during 2025 the Council received 40 complaints, an increase of 9 from 2024. Majority of the complaints received were dealt with via standard letter process (i.e. letter and log sheet to the complainant, and an informative/ warning to the alleged perpetrator), however, the Council confirms if three or more complaints are received regarding the same event, they seek to visit the site/ alleged perpetrator. There was one formal abatement notice served for smoke across North Devon in 2025, which stemmed from bonfires at a domestic property in Ilfracombe. More details can be obtained by contacting the local authority.

Table 2.2 outlines the 2025 ‘statutory smoke nuisance’ records received by North Devon Council and associated outcomes.

Table 2.2 – North Devon 2025 ‘Statutory Smoke Nuisance’ Records

Outcome	Number of Statutory Smoke Nuisances Received
Ceased Not Likely To Reoccur	2
Closed - No Response	13
Complainant Advised	1
Complainant to Contact Us	2

Complaint Unfounded	1
Complaint Withdrawn	1
Duplicate Complaint	4
Informal Action	2
Investigated - No Action Taken	1
No Action Taken	1
No Evidence Found	3
No Stat. Nuisance Determined	2
Nuisance Remedied Informally	3
Nuisance Visit	1
Referred to Other Body	1
Responded by Email	1
Responded by Phone	1

Impact on Human Health:

The Public Health Outcomes Framework (PHOF) data tool[3], compiled by Public Health England quantifies the mortality burden of $PM_{2.5}$ within England on a county and local authority scale. The 2024 fraction of mortality attributable to $PM_{2.5}$ emissions across North Devon is 3.5%, which is lower than the average for the South-West of England (4.3%) and England as a whole (5.3%).

Measures to Improve $PM_{2.5}$ Concentrations:

North Devon Council is taking the following measures to address $PM_{2.5}$:

- Publication in November 2025 of an Air Quality Strategy;

[3] Public Health England – Public Health Outcomes Framework. Available at: https://fingertips.phe.org.uk/profile/public-health-outcomes-framework/data#page/1/gid/1000043/pat/6/ati/501/are/E07000043/iid/93861/age/230/sex/4/cat/-1/ctp/-1/yrr/1/cid/4/tbm/1/fip/0

- Actively encouraging large developers at the planning stage to install EV charging points or the consideration of suitable infrastructure to allow for future cost efficient installations;
- Implementation of the Final Barnstaple with Bideford and Northam Local Cycling and Walking Infrastructure Plan (LCWIP) and Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) to reduce the number of vehicle trips generated by North Devon District and subsequent pollutant emission release, due to its moderate population concentration and related hierarchical position in the South West settlements as well as its associated tourism appeal;
- Progress construction of A3125/ Longbridge Junction, thus improving walking, wheeling and cycling experiences for users as well as safety through enhancement of the public realm and increasing junction capacity with controllable crossings implemented as per Transport Capital Programme. Thus, aiming to reduce pollutant emission contributions from the dominant alternate transport method, private vehicles, by increased active transport infrastructure;
- Work collaboratively with 361 Energy, on behalf of the 'Warmer Homes North Devon' affordable warmth initiative delivered by the 'One Northern Devon Fuel Poverty Group', as well as Energy Saving Devon via the Warm Homes: Local Grant, to improve properties by installing energy saving measures. Thus, empowering communities to take action and control their energy and environmental future, reducing energy demands and pollutant concentrations, improving air quality;
- Implementation of 18 new EV charging points, 3 more than proposed in 2024, across Barnstaple, Lynton, South Molton and Ilfracombe, with Belle Meadow the first charging location established from the partnership with Osprey Charging Network;
- Implementation of EV charge points in Barnstaple through The Future High Street Fund (FHSF) Project, with Barnstaple Central having an EV hub including six charge points with capability to expand to 'future proof' the site;
- Upgrades to Queen Street Car Park implementing improved parking bays (oversized bays/disabled bays and larger spaces for parents with children) and

increased volume of EV chargers within the town centre encouraging cleaner private vehicle travel in comparison to combustion fuel sources. Thus, limiting air pollutant emissions from vehicular traffic in the District;

- Construction works on Fishleigh Road in Roundswell, Barnstaple, Braunton Road in Barnstaple and Barnstaple Railway Station aligned with Devon County Council's Bus Service Improvement Plan (BSIP) to grow bus usage and raise bus mode share, thus encouraging more sustainable travel alternative than private combustion vehicles;
- Acquisition of 41 vehicles through the Stagecoach – North Devon Electric Bus Fleet scheme and the installation of the electric charging infrastructure at Stagecoach depots ongoing. Buses will be implemented on Routes 21/21A as well as town services in Barnstaple, seeking to eradicate ICE (ignite and combust fuel within an internal combustion engine) buses from the District, thus improving air quality, reducing carbon emissions to address the climate crisis;
- Acquisition of new EVs to the Council owned fleet to progress the transition from the existing combustion fleet vehicles to EVs that are cleaner and more efficient, reducing pollutant emissions, benefitting the district air quality and workers/ public well-being;
- Greater implementation of EV charge points across the district aligned with Devon's Electric Vehicle Charging Strategy where practicable;
- Supporting the appointment of supplier(s) for the EV infrastructure enhancement across the district, compensated by the LEVI Fund, alongside Devon County Council to encourage uptake of cleaner vehicles comparative to combustion vehicles; and
- Introduction of strategies within the Devon Carbon Plan to assist achievement of net-zero carbon emissions across the area by 2050 with many of the measures addressing local air quality including $PM_{2.5}$.

The Council acknowledge that the move to electric vehicles is not the only solution for air quality and associated heath concerns due to particulate matter, including $PM_{2.5}$, being sourced from brake and tyre wear. As such, the Council have also implemented alternate initiatives with active travel at the forefront:

- Continued promotion of the Tarka Trail Cycle Hire and Tidal and Trail innovative bike sharing services, cycling initiatives 'Bikeability' and North Devon Velo, and businesses Planet Bike Barnstaple and Bike Shed UK, to encourage the uptake of

cycling across the district. Therefore, seeking to reduce pollutant concentrations imminently and through actions of longevity by also targeting future generations;

- Completed construction of upgrades along Tarka Trail routes Willingcott Holiday Village to Buttercombe Lane, Buttercombe Lane to Foxhunters and Cottages to Nethercott Road, thus enhancing the public realm by offering higher standard walking and cycling alternative routes from heavily trafficked commuter roads (e.g. A361);
- Support delivery of existing and proposed development along the Tarka Trail such as A3125/ Longbridge Junction and Manteo Way (Bideford) to align with Transport Capital Programme and enhance public spaces by creating attractive walking and cycling alternatives to heavily trafficked commuter roads, reducing emissions and air pollution while encouraging sustainable travel choices;
- Facilitating 'Cycle to School Week' which celebrates cycling as a healthier and greener mode of transport, as well as improving participants riding ability and overall confidence, thus encouraging greater active transportation uptake across all generations through road safety assurance;
- Promoting 'World Car Free Day' which promotes an inclusive community and future collaboration between the Council, schools, local businesses, charities and people by working together to identify opportunities to improve air quality by limiting emission source(s) use whilst encouraging mortality longevity and promoting the area as an enabler of active travel; and
- Continual implementation of the Final Barnstaple with Bideford and Northam Local Cycling and Walking Infrastructure Plan (LCWIP) and Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) to reduce the number of vehicle trips generated by Barnstaple, Bideford and Northam areas and subsequent pollutant emission release, due to the high population concentrations and hierarchical positions in the district's settlements and county overall.

The Environmental Protection Team of North Devon Council continues to work collaboratively alongside industrialised organisations in the district with activities permitted by the Council, subject to regular inspections. Inspections are undertaken to establish where combustion and non-combustion processes could lead to anthropogenic emissions of $PM_{2.5}$, thus worsening air quality. The Council seeks to reduce, if not eliminate, additional anthropogenic $PM_{2.5}$ emissions by ensuring that they inspect and review industrialised activities and implement appropriate mitigation where necessary.

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

This section sets out the monitoring undertaken within 2025 by North Devon District 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

North Devon Council undertook automatic (continuous) monitoring at one site during 2025, which operates as part of the AURN, Barnstaple A39. Table A.1 in Appendix A shows the details of the automatic monitoring sites. The monitoring station is located on A39-Eastern Avenue, 1.2 km east of Barnstaple town centre and within the vicinity of the Howard Avenue industrial units. The UK-AIR website presents automatic monitoring results for North Devon Council.

Maps showing the location of the monitoring sites are provided in Appendix D: Maps of Monitoring Locations. 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

North Devon Council undertook non-automatic (i.e. passive) monitoring of NO_2 at 28 sites during 2025. Of the 28 passive monitoring sites there were no tubes located within an active AQMA. It is acknowledged that two existing tubes, DT's 15 and 19, were located within the former North Devon AQMA No.1 until its revocation on 03/06/2024. Table A.2 in Appendix A presents the details of the non-automatic sites.

During 2025, the diffusion tube network was well maintained, with tubes deployed and collected in line with the Defra LAQM calendar dates (±2 days). All sites achieved data capture of 75% or greater with the exception of DT 26, achieving a data capture of 63.4% due to missing tubes in collection periods: May, July and October 2025 meaning no data was reported and an anomalous result in June 2025. Thus, data was rejected, understood

to be erroneous due to the abnormal and significantly low concentration reported as confirmed by Gradko International Laboratory given the tube was reported to have been dirty. This is indicative of it being on the floor throughout the monitoring period. As such, DT 26 falls within the threshold for annualisation. DTs 2, 3, 5-7, 9, 12, 17, 20-25, 27 and 28 achieved 100% data capture throughout 2025 monitoring period, with all other sites experiencing reduced data capture due to missing tubes (i.e. stolen prior to changeover), or intentional data rejection. Following consideration of missing data and data intentionally excluded, there is an average data capture of approximately 94.0% across all sites in 2025.

Maps showing the location of the monitoring sites are provided in Appendix D: Maps of Monitoring Locations. 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 (NO_2)

Table A.3 and Figure A.1 - Figure A.4 in Appendix A compare the ratified and adjusted monitored NO_2 annual mean concentrations for the past five years with the air quality objective of 40 µg/m^3. 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).

Figure A.1 - Figure A.4 highlight a decreasing trend in NO_2 concentrations reported across North Devon between 2021-2025, albeit in 2022 and 2025 there are slight increases shown. In 2022 these increases could be attributable to a return to normalised traffic conditions post COVID-19 lockdown where UK Government advice was given to stay at home where possible, resulting in decreased levels of traffic observed across the UK, and as such, reduced annual mean NO_2 concentrations recorded. In 2025 the increased concentrations reported at 13 sites could be attributable to:

a) Various major infrastructure works occurring across the district, as such increased vehicular traffic is entering and exiting the region with materials and labour to support delivery of such programmes; and

b) Rise in climate change-induced heatwaves and droughts leading to severe wildfires which subsequently altered terrestrial nitrogen cycles. These natural events exacerbated soil emissions and biomass burning, releasing reactive nitrogen oxides into the atmosphere. The transboundary migration of air pollutants may have subsequently increased localised emissions of NO_2, spiking urban air pollution.

Of the 28 sites that made up the diffusion tube monitoring network in 2025, the NO_2 annual mean concentration decreased at 13 locations, increased at 13 locations and reported no change at two locations (DT 16 and 19), equating to a reduction in pollutant concentrations at 46% of sites from 2024. This contrasts with 2024, which reported 89% reduction in pollutant concentrations across all sites from 2023.

3.2.1.1 Ilfracombe

DT 4 reported an increased concentration of 1.5 µg/m^3 between 2024 and 2025, of which could be attributable to its positioning at the traffic light junction between Church Street (A361), Wilder Road and Horne Road, within ~25 m to Wilder Road Car Park and within ~170 m of Ilfracombe Tyrrell Hospital. As such this tube location could be subject to high volume of vehicle idling within this town centre area, with traffic light junction encouraging idling in this location alongside provisions for vehicle parking promoting idling whilst personnel are accessing/ exiting transport or being dropped off/ collected. In addition, the nearby medical facility is likely to cause further increased NO_2 concentrations in the area primarily due to delivery vehicles in loading docks, ambulance bays, and localised traffic causing subsequent nearby urban congestion. The tube is also located on the access route for Lundy Island which is the parking location for the local ferry port. Thus, the route is likely to experienced increased vehicular traffic particularly during the Spring/Summer months with coastal tourism as personnel access the facilities. DT 4 reported 90.6% data capture in 2025, 7.6% higher than in 2024 (83.0%), thus the increased data capture is indicative of improved results reliability and accuracy for this location. As such, the increase in reported NO_2 annual mean concentrations could be inducive of a new monitoring trend for this location, with a rise of 1.6 µg/m^3 not considered marginal. The location is compliant with the 10% threshold of the annual mean NO_2 AQO (36 µg/m^3) and annual mean NO_2 AQO (40 µg/m^3), being below by 21.8 µg/m^3 and 25.8 µg/m^3

respectively. The local authority will continue to monitor in this location throughout 2026 and onwards.

DT's 1, 2 and 3 reported decreased concentrations between 2024 and 2025, 0.8 µg/m^3, 0.6 µg/m^3, and 1.0 µg/m^3 respectively. The reduced concentrations reported are indicative of the highway nature of High Street, Portland Street and Fore Street which permits through-road traffic only, with designated pedestrian only areas supported through double yellow lines restricting parking and drop off/ collection beyond these zones, as well as strict waiting and loading restrictions for Heavy Goods Vehicles (HGVs). In addition, the area experiences a south to south-westerly prevailing wind direction, as such pollutant emissions in the local area are dispersed towards the coastline of Wilder's Mouth and Arganite Bay with less contributions in Ilfracombe town centre from boat emissions as docks are positioned further north. The reduction in pollutant concentrations is not as great compared to elsewhere in the district due to the street canyon effect with buildings obstructing horizontal wind flow leaving pollutants suspended and more concentrated in the area comparative to elsewhere.

DT 1 reported a 2025 annual data capture of 92.0%, an increase of 1.4% from 2024, whilst DT 3 reported 100% data capture in 2025 compared to 80.6% in 2024. Therefore, the results can be deemed as reliable and accurate in comparison to alternate settings across the district whilst evidencing a more robust declining concentration trend at both locations. DT 2 reported 100% data capture in both 2024 and 2025, as such the results reported can be deemed as reliable and accurate with the existing concentration trend reported at this location and representative of site conditions experienced in 2025. DT's 1-3 locations are compliant with the 10% threshold of the annual mean NO_2 AQO (36 µg/m^3) and annual mean NO_2 AQO (40 µg/m^3).

3.2.1.2 Braunton

The increases in concentrations reported between 2024 and 2025 at DT's 7, 8, 11, 12, 14, 17, and 18 as well as the lack of change reported at DT's 16 and 19 are most likely attributable to their positioning near to or on B3231, South Street, and Exeter Road (A361) which are key roads into Braunton Centre and join the A39, thus the routes lend themselves to potential increased vehicular traffic and subsequent emissions, particularly during the Spring/ Summer periods with 'coastal tourism' heading eastbound towards Saunton. The tubes may also be susceptible to increased annual NO_2 concentrations through contribution from boat emissions due to the location of them from Velator Quay of River Caen, <2 km across all tube locations. In addition, Velator Industrial Estate and the

Royal Marines Base at Chivenor are located south of the tubes by approximately 780 m and 1.5 km at the maximum distance (taken from DT 14). Thus, the facilities experience increased vehicular traffic from site activities with deliveries of materials/ goods and employees alongside a south to south-westerly prevailing wind direction in the area which supports the migration of air pollutants northwards towards the tube locations as they are downwind from the various pollution sources. It is also acknowledged that there were various roadworks throughout 2025 in the area, most often along Caen Street (B3231), as such concentrations are likely to have been increased as a consequence of machinery and additional vehicles operating in the area, delivering materials/ goods and employees attending site to work. The tubes may also be susceptible to increased annual NO_2 concentrations through contribution of transboundary pollution migration from broader destinations, as North Devon is positioned on South-West England's coastline.

DT 7 and 17 reported 100.0% data capture in both 2024 and 2025, as such the results reported can be deemed as reliable and accurate. The increased annual mean NO_2 concentrations reported at both locations are more indicative of localised conditions in 2025 comparative to data capture influences given there was no change between 2024 and 2025 data capture percentages. A similar approach can be assumed for DT 16 as although the site achieved 82.4% data capture in 2025, a reduction of 17.6% from 2024, the annual mean NO_2 concentration remained at 9.9 $\mu g/m^3$. Thus, site conditions experienced in 2025 are consistent with source influences alike 2024. Although, it is acknowledged that the reduced data capture could be reason for the identical annual mean NO_2 concentration in 2024 and 2025 as the availability of data for inclusion in the annual calculation is limited. DT's 7, 16 and 17 are compliant with the 10% threshold of the annual mean NO_2 AQO (36 $\mu g/m^3$) and the annual mean NO_2 AQO (40 $\mu g/m^3$), however given the rise in concentrations albeit marginal at two locations (0.2 $\mu g/m^3$ (DT 7) and 1.1 $\mu g/m^3$ (DT 17)) and no change in reported concentrations at DT 16 the local authority will continue to monitor these destinations. Data capture in 2025 at DT's 8, 11, 12 and 14 was 92.6%, 82.6%, 100,0%, and 90.4%, respectively, an increase from 2024 by 2.0%, 33.5%, 17.0% and 7.4% respectively. This increased data capture is indicative of improved result accuracy for these locations. As such, the increase in reported NO_2 annual mean concentrations could be inducive of new monitoring trends for these locations although data from 2021-2024 demonstrates a declining trend across these locations thus it is likely the 2025 annual NO_2 mean is characteristic of the conditions experienced in 2025 only. The 2025 data capture at DT's 18 and 19 were 92.6% and 84.6% respectively compared to 100.0% at both locations in 2024, therefore the decreased data capture is indicative of

the elusive data in August and September 2025 respectively due to lost/ stolen tubes. It is acknowledged that the data capture differences are 7.4% (DT 18) and 15.4% (DT 19) between the two monitoring years, 2024 and 2025, and albeit 2025 is lower than 2024 the sites did not require annualisation, therefore there remains a degree of reliability and accuracy in results for these locations. The increases in reported NO_2 annual mean concentrations could be inducive of the stabilised monitoring trend for this location between 2021-2025 or could be indicative of the reduced data capture in comparison to 2024, albeit these locations are compliant with the 10% threshold of the annual mean NO_2 AQO (36 µg/m^3) and annual mean NO_2 AQO (40 µg/m^3). The local authority will continue to monitor in these locations throughout 2026 and onwards.

The decreased annual mean NO_2 concentrations reported at DTs 5 (1.4 µg/m^3), 6 (0.2 µg/m^3), 9 (1.6 µg/m^3), 13 (0.4 µg/m^3) and 15 (1.7 µg/m^3) in 2025 are most likely attributable to their positioning and local activities. DTs 5 and 6 are located within close proximity <100m from Braunton Academy and Southmead School, as such the educational facilities may induce restricted vehicle access alongside promoting sustainable travel methods such as bus usage given the various stops along Exeter Road (A361) and Wrafton Road to provide school access. It is acknowledged that school grounds are extensive, with fields and surrounding trees as such the vegetation acts as a natural air filter in this location to improve air pollution and benefit climate change. Plants and trees absorb gaseous pollutants such as Carbon Dioxide (CO_2), Nitrogen Dioxide (NO_2), Ozone (O_3), and Sulphur Dioxide (SO_2) through leaves and trap fine particulate matter (PM) on rough surfaces. The local vegetation is key to urban air quality mitigation in this area, supporting the pollutant reduction evidenced. It is acknowledged that DT 5 is directly opposite a bus stop as such the locality supports pollutant contribution from idling vehicles whilst personnel enter and exit the transport combined with the likelihood that the transport method operates on diesel fuel, which produces increased NO_2 emissions from combustion. However, there is a declining trend noted at this tube location between 2021-2025 thus the proximity to bus stops does not appear to contribute significantly to the annual mean NO_2 concentration reported. DT's 5 and 6 reported 100% data capture in both 2024 and 2025, as such the results reported can be deemed as reliable and accurate with the existing concentration trends reported at these locations and reflective of site conditions experienced in 2025. Both locations are compliant with the 10% threshold of the annual mean NO_2 AQO (36 µg/m^3) and annual mean NO_2 AQO (40 µg/m^3).

DT 9 is opposite Braunton Recreational Ground, as such benefits from pollutant reductions due to its geolocality alike DT's 5 and 6, within proximity to extensive vegetation and a restricted vehicle access location. Therefore, experiencing limited contributions from idling vehicles given the nature of the local premises and the nearest traffic light junction is ~250 m northwards, with a prevailing south to south-west wind direction as such the tube is positioned upwind from a contributing source supporting the reduced pollutant concentration reported in 2025 at this location. DT 9 reported 100.0% data capture in both 2024 and 2025, as such the results reported can be deemed as reliable and accurate with the existing declining concentration trend reported at this location and reflective of site conditions experienced in 2025. The location is compliant with the 10% threshold of the annual mean NO_2 AQO (36 µg/m^3) and annual mean NO_2 AQO (40 µg/m^3), below by 12.9 µg/m^3 and 16.9 µg/m^3 respectively.

DT 13 is located at the junction between Field Lane, Second Field Lane and Saunton Road (B3231), and ~260 m eastward from Kingsacre Primary School. The area is largely residential and open, as such a canyon effect would not be introduced in this area meaning natural wind flow is permitted and pollutant dispersion can occur supporting a reduced pollutant concentration value reported in 2025. Given the nature of the area, the highway routes surrounding the tube are unlikely to be susceptible to consistent increased vehicular traffic and subsequent emissions, instead it is indicative that there would be peaks of heightened vehicle activity with vehicles heading to and from nearby services at given time periods (i.e. school drop off/ collection time zones, approx. 09:00am and 15:00pm). The 2025 data capture at DT 13 was 92.6% compared to 93.0% in 2024. Although the decreased data capture is indicative of poorer result accuracy for this location in 2025 compared to 2024, the difference is marginal (0.4%) and the NO_2 annual mean concentration results are in keeping with the declining trend reported between 2021-2025. Therefore, the lower data capture is not indicative of a change in monitoring trend at this location, which remains compliant with the 10% threshold of the annual mean NO_2 AQO (36 µg/m^3) and the annual mean NO_2 AQO of 40 µg/m^3 by 21.6 µg/m^3 and 25.6 µg/m^3 respectively.

DT 15 is positioned on Caen Street (B3231) at the junction with Chaloner's Road (A361) and Exeter Road (A361) and was formerly within the North Devon AQMA No.1 until its revocation in 2024. The site experienced a pollutant reduction in 2025 that could be attributed to restrictions on the surrounding highway routes such as double yellow lines, no parking, and no loading between 08:00am-10:00am and 16:00pm-18:00pm. All traffic

restrictions support a lack of idling vehicles in the area and subsequent NO_2 emission release, albeit it is acknowledged that the site is located at a traffic light junction therefore pollutant contributions from idling vehicles are somewhat unavoidable. The site is also located ~65 m from Caen Primary School which operates a strict "Park and Stride" protocol to manage school-run traffic and ensure student safety with no on-site parking or vehicular drop-off available for general parents/guardians, thus vehicle access is limited to staff and specific transport only. As such, supporting a reduction in local idling whilst encouraging adoption of more sustainable travel alternatives such as bus usage, walking, wheeling, and cycling. Thus, further limiting the contribution of NO_2 emissions from private vehicle use in the area and supporting the pollutant reduction in concentrations reported in 2025. The 2025 data capture at DT 15 was 75% compared to 100% in 2024, therefore the decreased data capture is indicative of the elusive data in February, August and September 2025 respectively due to lost/ stolen tubes as well as data omission due to erroneous result. It is acknowledged that the data capture difference is 25% between the two monitoring years, 2024 and 2025, and albeit at the 75% threshold in 2025, close to requiring annualisation, there remains a degree of reliability and accuracy in results for this location. The decrease in reported NO_2 annual mean concentrations could be inducive of the stabilised monitoring trend for this location between 2021-2025 or could be indicative of the reduced data capture in comparison to 2024, albeit this location is compliant with the 10% threshold of the annual mean NO_2 AQO (36 $\mu g/m^3$) and annual mean NO_2 AQO (40 $\mu g/m^3$). The local authority will continue to monitor in this location throughout 2026 and onwards.

3.2.1.3 Barnstaple

DT's 10, 22, 23 and 24 report reduced annual mean NO_2 concentrations compared to 2024 by 0.9 $\mu g/m^3$, 1.3 $\mu g/m^3$, 1.5 $\mu g/m^3$ and 1.0 $\mu g/m^3$ respectively. DT 22 is likely to have experienced a pollutant reduction that could be attributable to its proximity to Ashleigh Church of England (C of E) Primary School, ~65 m north of the premises. The educational facility may induce restricted vehicle access alongside promoting sustainable travel methods such as bus usage and/or cycling, walking, wheeling methods. It is acknowledged that school grounds are extensive, with fields and surrounding trees as such the vegetation is key to urban air quality mitigation in this area, acting as a natural air filter in this location to improve air pollution and benefit climate change, supporting the pollutant reduction evidenced. Alike DT 22 the 0.9 $\mu g/m^3$ and 1.5 $\mu g/m^3$ concentration reductions in annual mean NO_2 reported between 2024 and 2025 at DT's 10 and 23

respectively could be attributed to their proximity to various educational facilities (The Park Community School, Newport Community School Primary Academy and The Lampard Community School), as well as the Tarka Trail and Rock Park Recreational Ground, and St John's Garden Centre. The educational facilities evidence 'School Keep Clear' cordoned areas on the highway parallel to the front entrances as well as single yellow lines, seeking to limit idling vehicles and associated air pollutant contributions. The educational premises are surrounded by vegetation alike alternate schools in the district as well as St John's Garden Centre, which is indicative of planting and other horticultural activities, reiterating the importance of trees/ plants as natural air filters in this area to benefit emission reductions and subsequent reported pollutant concentrations. The Tarka Trail seeks to encourage active transportation uptake with associated facilities further promoting healthy lifestyles and improved wellbeing of locals and residents such as a Jump Park and Tennis Courts, with restricted access for vehicle usage in the area. Thus, limiting the contribution of NO_2 from private vehicles. In addition, Newport Road and South Street have extensive parking restrictions in the form of double yellows thus the environment discourages and seeks to limit idling vehicles as a potential source of NO_2 concentrations beyond those acknowledged from traffic light junctions. The reduction at DT 24 could be due to the tube location within close proximity of 'The Bike Shed (Barnstaple)' and 'Bike It' commercial facilities which offer repair services for bicycles. Thus, active transportation uptake is high in this particular area, with personnel seeking services from nearby facilities in turn reducing private vehicle emissions through alternative transportation methods. In addition, the tube is located opposite various vegetation sources at 'The Museum of Barnstaple and North Devon' which act as a natural physical barrier and filters pollutant concentrations, supporting a reduction in the public realm. DT's 10 and 22 reported increased data capture in 2025 compared to 2024, 92.0% and 100.0% respectively in 2025 compared to 90.6% at both locations in 2024. The increased data capture is indicative of improved result accuracy for this location. As such, the decrease in reported NO_2 annual mean concentrations is in keeping with the existing monitoring trend at both locations and enhanced data capture reinforces the positive declining trend at DT's 10 and 22. DT's 23 and 24 reported 100% data capture in both 2024 and 2025, as such the results reported can be deemed as reliable and accurate with the existing concentration trends reported at these locations, and representative of site conditions. DT's 10 and 22-24 are compliant with the 10% threshold of the annual mean NO_2 AQO (36 µg/m^3) and the annual mean NO_2 AQO (40 µg/m^3).

The increased annual mean NO_2 concentrations reported at DTs 20 (0.3 µg/m^3), 21 (0.8 µg/m^3), 27 (0.6 µg/m^3) and 28 (0.4 µg/m^3) in 2025 are most likely attributable to their positions on narrow, inner Barnstaple high-street roads such as B3149, A3125, A39 and Castle Street, with nearby commercial facilities inclusive of supermarkets Marks and Spencer and other amenities such as Lloyds Bank and Boots Opticians. Thus, the routes are susceptible to increased vehicular traffic and subsequent emissions with vehicles heading to and from nearby services frequently whilst the relatively narrow streets incur a street canyon effect which could also have induced the rise in concentration between the two periods with buildings obstructing horizontal wind flow leaving pollutants suspended and concentrated in the area. In addition, all tubes are located within ~1.5 km of North Devon District Hospital, that is likely to cause increased NO_2 concentrations in the area primarily due to delivery vehicles in loading docks and ambulance bays, and localised traffic causing subsequent nearby urban congestion. The tubes are also positioned on or within close proximity of the A39 in Barnstaple, a core A-road serving the area which leads into A361 and A377, with coastal town Bideford to the west. Therefore, the area lends itself to potential increased vehicular traffic and subsequent emissions particularly during the Spring/Summer months with coastal tourism heading west through Barnstaple. The tubes may also be susceptible to increased annual NO_2 concentrations through contribution of transboundary pollution migration from broader destinations, as North Devon is positioned on South-West England's coastline. DT 20 reported an increased data capture in 2025, 100.0% compared to 90.6% in 2024, whilst DT's 21, 27 and 28 reported 100.0% data capture in both 2024 and 2025 meaning there is a greater degree of accuracy and reliability surrounding the annual mean NO_2 concentration reported at this DT 20 in 2025 and the results at DT's 21, 27 and 28 are equally as reliable and accurate. The increases in reported annual mean NO_2 concentrations at DT's 21, 27 and 28 are more indicative of localised conditions in 2025 comparative to data capture influences given there was no change between 2024 and 2025 data capture percentages. Whereas, for DT 20 the increased data capture reported could be associated with the higher annual mean NO_2 concentration reported in 2025 compared to 2024 as there is a greater volume of data to be included in the calculation, albeit the increase is marginal (0.3 µg/m^3), therefore local conditions could also be attributed to the concentration rise. DT's 20, 21, 27 and 28 are compliant with the 10% threshold of the annual mean NO_2 AQO (36 µg/m^3) and the annual mean NO_2 AQO (40 µg/m^3), however given the rise in concentrations albeit marginal at the four locations (0.3 µg/m^3 (DT 20), 0.8 µg/m^3 (DT 21), 0.6 µg/m^3 (DT 27) and 0.4 µg/m^3 (DT 28)) the local authority will continue to monitor these destinations.

3.2.1.4 Bickington

The maximum decrease in NO_2 concentration between the 2024 and 2025 monitoring years was 3.0 µg/m^3 at DT 26, located on Bickington Road (A3125) in Bickington, which is significantly beyond the extent of the former AQMA boundary and also likely to have experienced the greatest concentration decrease due to its location within close proximity to/ at the grounds of Sticklepath Community Primary Academy. Thus, the educational facility may induce restricted vehicle access alongside promoting sustainable travel methods such as bus usage given the various stops along Bickington Road and surrounding streets to provide school access. It is acknowledged that the school grounds are extensive, with fields and surrounding trees, therefore vegetation acts as natural physical barrier and filters pollutant concentrations, supporting a reduction in the public realm. The marginal increase in concentration at DT 25 (0.1 µg/m^3) between the two monitoring years is indicative of the tube locality near bus stops and residential driveways which supports pollutant contribution from idling vehicles whilst personnel enter and exit the transport combined with the likelihood that the transport method operates on diesel fuel, which produces increased NO_2 emissions from combustion. However, there is a declining trend noted at this tube location between 2021-2025 thus the proximity to bus stops and residential driveways does not appear to contribute significantly to the annual mean NO_2 concentration reported.

DT 25 reported 100.0% data capture in both 2024 and 2025, as such the result reported can be deemed as reliable and accurate. The increase in reported annual mean NO_2 concentration at DT 25 is more indicative of localised conditions in 2025 comparative to data capture influences given there was no change between 2024 and 2025 data capture percentages. DT 25 is compliant with the 10% threshold of the annual mean NO_2 AQO (36 µg/m^3) and the annual mean NO_2 AQO (40 µg/m^3), being below by 24.7 µg/m^3 and 28.7 µg/m^3 respectively.

DT 26 reported 63.4% data capture in 2025, a decrease of 11.6% from 2024 (75.0%) which is indicative of the elusive data in May, June, July and October 2025 respectively due to lost/ stolen tubes and omission of data due to erroneous results achieved. The decrease in reported annual mean NO_2 concentration could subsequently be attributed to the reduced data capture in 2025, however, there is an existing declining trend identified at this location as such the 2025 annual mean NO_2 concentration reported at DT 26 is not dissimilar to the expectation for this site (i.e. continuation of the declining trend). DT 26 is

compliant with the 10% threshold of the annual mean NO_2 AQO (36 µg/m^3) and the annual mean NO_2 AQO (40 µg/m^3), being below by 22.0 µg/m^3 and 26.0 µg/m^3 respectively.

As the Council had achieved compliance within 10% of the NO_2 annual mean objective of 40 µg/m^3 since 2019 with the exception of DT 15 in 2019 that reported a concentration of 36.1 µg/m^3, there was sufficient monitoring evidence to support North Devon AQMA No.1 revocation which ceased to be active on 03/06/2024. Within the last five years (2021-2025), the maximum reported annual mean NO_2 concentration remains below 10% of the AQO objective, 36 µg/m^3, therefore there is sufficient monitoring evidence to not declare a new AQMA in the district. It is acknowledged that the Council publicly released the Air Quality Strategy in November 2025.

The reduced data capture for specific months as aforementioned in Section 3.1.2 supports a decreased data capture for 2025. However, it is noted that the average data capture during 2025 is greater than reported in 2024, 94.0% compared to 92.8% respectively, identifying that the overall decreasing trend in annual mean NO_2 concentrations across North Devon is a trend that can be associated with successful air quality measures and actions implemented. The improved data capture is also indicative of the decrease in air pollutant concentrations yielded whilst supporting the successfulness of measures enforced to reduce emissions.

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. It is noted that the monitoring dates coincide with the Defra calendar dates. As such, there is a degree of certainty surrounding the monitoring results provided.

It is possible to infer the risk of exceedances of the 1-hour mean NO_2 AQS objective at diffusion tube monitoring sites. LAQM.TG22 provides an empirical relationship that states exceedances of the 1-hour objective are unlikely when the annual mean concentration is below 60 µg/m^3. Given that the highest recorded annual mean concentration at any of the diffusion tube monitoring sites is 25.2 µg/m^3 (DT 15) in 2025, and the highest in the last five years is 31.4 µg/m^3 (DT 15) in 2021, it is possible to conclude that there have been no exceedances of the hourly mean NO_2 objective at all monitoring locations in the last five years.

3.2.2 Particulate Matter (PM_{10})

Concentrations of PM_{10} have decreased steadily in North Devon since 2021, with the exception of 2023 reporting the maximum concentration within the last five years (15.0 $\mu g/m^3$), although there has never been a recorded exceedance of the PM_{10} annual mean AQS objective in the area. The data from the automatic station AURN Barnstaple A39 indicates that the PM_{10} annual mean objective (40 $\mu g/m^3$), was not exceeded in 2025, with an annual mean PM_{10} concentration of 12.7 $\mu g/m^3$ being recorded, 0.9 $\mu g/m^3$ higher than the annual PM_{10} concentration reported in 2024 and 27.3 $\mu g/m^3$ lower than the annual mean objective. The 24-hour PM_{10} objective of 50 $\mu g/m^3$ not to be exceeded on more than 35 occasions was not breached once. The PM_{10} results from the automatic monitoring station AURN Barnstaple A39 are presented in Table A.4, Table A.5 and Figure A.5 in Appendix A.

3.2.3 Particulate Matter ($PM_{2.5}$)

In 2025, the annual mean $PM_{2.5}$ concentration recorded at the automatic monitoring station AURN Barnstaple A39 was 7.2 $\mu g/m^3$, an increase of 1.0 $\mu g/m^3$ from 2024. The 2025 annual concentration is well below the current $PM_{2.5}$ annual objective of 20 $\mu g/m^3$ and 2.8 $\mu g/m^3$ below the AQS objective of 10 $\mu g/m^3$ that is not to be exceeded at any monitoring station by 31st December 2040. The results provided show little variation in $PM_{2.5}$ concentrations, especially since 2021, with values reported over the last five years significantly below the $PM_{2.5}$ annual mean objective. Table A.6 and Figure A.6 in Appendix A presents the ratified and adjusted monitored $PM_{2.5}$ annual mean concentrations for the past five years.

3.2.4 Sulphur Dioxide (SO_2)

Sulphur Dioxide (SO_2) is not monitored in North Devon.

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) (2)	Distance to kerb of nearest road (m) (1)	Inlet Height (m)
AURN Barnstaple A39	AURN – Barnstaple A39 (UKA00574)	Roadside	257048	132591	PM_{10}, $PM_{2.5}$	No	N/A	BAM 1020 Heated	20	3.0	3.5

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)
1	Opp Murco Garage High St, Ilfracombe	Kerbside	251649	147477	NO_2	No	1.8	0.6	No	2.6
2	O/s Melian Pet Supplies, High St Ilfracombe	Kerbside	251784	147588	NO_2	No	2.4	0.5	No	2.8
3	Ilfracombe Convenience Store, High Street, Ilfracombe	Kerbside	251971	147689	NO_2	No	0.0	2.5	No	3.0
4	Church Street, Ilfracombe	Kerbside	251533	147330	NO_2	No	0.5	1.6	No	2.6
5	Exeter Road 1 - Vellator	Kerbside	249042	135903	NO_2	No	11.0	1.3	No	2.7
6	Exeter Road 2 - Wingate	Kerbside	248969	136060	NO_2	No	6.8	2.9	No	2.7
7	Exeter Road 3 - Parklyn	Kerbside	248863	136403	NO_2	No	3.9	1.7	No	2.4
8	Exeter Road 4 - Kaya	Kerbside	248766	136437	NO_2	No	6.1	2.6	No	2.3
9	Exeter Road 5 - Paint a Pot	Kerbside	248862	136372	NO_2	No	3.9	0.5	No	2.5
10	South Street, Newport	Kerbside	256683	132130	NO_2	No	2.5	1.2	No	2.4
11	South Street 1 - Barton Lane	Kerbside	248716	136067	NO_2	No	7.0	0.0	No	3.0
12	South Street 2 - Village End	Kerbside	248787	136498	NO_2	No	2.4	0.0	No	2.8
13	Saunton Road 1 - Field Lane	Kerbside	248417	136610	NO_2	No	3.4	1.5	No	2.5
14	Saunton Road 2 - Sharlands	Kerbside	248363	136630	NO_2	No	9.8	1.4	No	3.9
15	Caen Street - Salt	Kerbside	248771	136591	NO_2	No (Formerly in North	0.6	1.0	No	2.3

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
						Devon AQMA No.1 until revocation on 03/06/2024)				
16	Caen Gardens - J Benning	Kerbside	248615	136596	NO_2	No	0.0	3.8	No	2.7
17	Chaloners Road - Parish Hall	Kerbside	248791	136621	NO_2	No	30.0	1.3	No	2.4
17 (OLD)	Picston House, Bickington	Kerbside	253595	132433	NO_2	No	10.2	2.8	No	2.7
18	The Square - Café Bistro	Kerbside	248731	136617	NO_2	No	0.0	6.0	No	2.3
18 (OLD)	Babbages, Bickington	Kerbside	253053	132541	NO_2	No	6.5	0.6	No	2.7
19	The London Inn	Kerbside	248732	136592	NO_2	No (Formerly in North Devon AQMA No.1 until revocation on 03/06/2024)	0.0	1.1	No	2.4
20	Rolle Street	Kerbside	255556	133583	NO_2	No	2.2	1.3	No	2.5
21	Pilton Causeway	Kerbside	255774	133732	NO_2	No	7.0	1.0	No	2.6
22	Alexandra Road	Kerbside	256186	133164	NO_2	No	2.2	1.6	No	2.5
23	Newport Road	Kerbside	256706	132253	NO_2	No	0.5	1.2	No	2.6
24	Belle Meadow Road	Kerbside	255967	132985	NO_2	No	12.0	1.6	No	2.5
25	Cedars Roundabout	Urban Background	253886	132394	NO_2	No	25.0	1.6	No	2.5
26	Sticklepath School	Kerbside	254197	132354	NO_2	No	2.0	1.7	No	2.7

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)
27	Lower Sticklepath Roundabout	Kerbside	255651	132808	NO_2	No	34.0	2.8	No	2.8
28	Castle Street	Kerbside	255661	133179	NO_2	No	0.0	1.7	No	2.4

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 NO_2 Monitoring Results: Non-Automatic Monitoring (µg/m^3)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2025 (%) (2)	2021	2022	2023	2024	2025
1	251649	147477	Kerbside	92.0	92.0	-	18.0	15.7	14.9	14.1
2	251784	147588	Kerbside	100.0	100.0	-	16.1	14.8	14.4	13.8
3	251971	147689	Kerbside	100.0	100.0	14.6	13.6	13.4	12.3	11.3
4	251533	147330	Kerbside	90.6	90.6	17.4	17.0	13.4	12.7	14.2
5	249042	135903	Kerbside	100.0	100.0	19.1	18.5	16.2	15.5	14.1
6	248969	136060	Kerbside	100.0	100.0	14.3	12.5	11.5	11.3	11.1
7	248863	136403	Kerbside	100.0	100.0	17.9	17.8	14.5	14.1	14.3
8	248766	136437	Kerbside	92.6	92.6	13.0	12.9	9.4	9.9	11.5
9	248862	136372	Kerbside	100.0	100.0	29.2	28.1	25.2	24.7	23.1
10	256683	132130	Kerbside	92.0	92.0	18.5	19.0	17.3	16.1	15.2
11	248716	136067	Kerbside	82.6	82.6	8.6	8.4	7.6	6.9	7.3
12	248787	136498	Kerbside	100.0	100.0	12.2	11.1	10.0	9.1	9.8
13	248417	136610	Kerbside	92.6	92.6	20.0	18.6	15.5	14.8	14.4
14	248363	136630	Kerbside	90.4	90.4	15.9	13.0	12.1	10.5	11.2
15	248771	136591	Kerbside	75.0	75.0	31.4	30.9	27.5	26.9	25.2
16	248615	136596	Kerbside	82.4	82.4	11.1	10.8	9.6	9.9	9.9
17	248791	136621	Kerbside	100.0	100.0	19.8	18.2	16.3	15.5	16.6

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
17 (OLD)	253595	132433	Kerbside	N/A(3)	N/A(3)	25.6	-	-	-	-
18	248731	136617	Kerbside	92.6	92.6	20.0	19.9	17.5	17.0	18.1
18 (OLD)	253053	132541	Kerbside	N/A(3)	N/A(3)	16.5	-	-	-	-
19	248732	136592	Kerbside	84.6	84.6	27.2	26.4	24.5	22.6	22.6
20	255556	133583	Kerbside	100.0	100.0	20.8	20.9	19.0	17.1	17.4
21	255774	133732	Kerbside	100.0	100.0	22.9	21.6	19.9	17.9	18.7
22	256186	133164	Kerbside	100.0	100.0	21.7	22.9	20.2	18.6	17.3
23	256706	132253	Kerbside	100.0	100.0	22.7	23.0	20.7	20.8	19.3
24	255967	132985	Kerbside	100.0	100.0	19.8	20.5	18.6	17.9	16.9
25	253886	132394	Urban Background	100.0	100.0	13.9	14.9	12.5	11.2	11.3
26	254197	132354	Kerbside	63.4	63.4	21.2	19.8	18.2	17.0	14.0
27	255651	132808	Kerbside	100.0	100.0	20.3	21.0	17.4	16.1	16.7
28	255661	133179	Kerbside	100.0	100.0	11.6	12.1	9.9	9.2	9.6

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

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

☒ **Where exceedances of the NO_2 annual mean objective occur at locations not representative of relevant exposure, the fall-off with distance concentration has been calculated and reported concentration provided in brackets for 2025.**

Notes:

The annual mean concentrations are presented as µg/m^3.

Exceedances of the NO_2 annual mean objective of 40µg/m^3 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.

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) N/A = Not Applicable (the site was removed).

Figure A.1 – Trends in Annual Mean NO_2 Concentrations – Ilfracombe Diffusion Tubes (Sites 1-4)

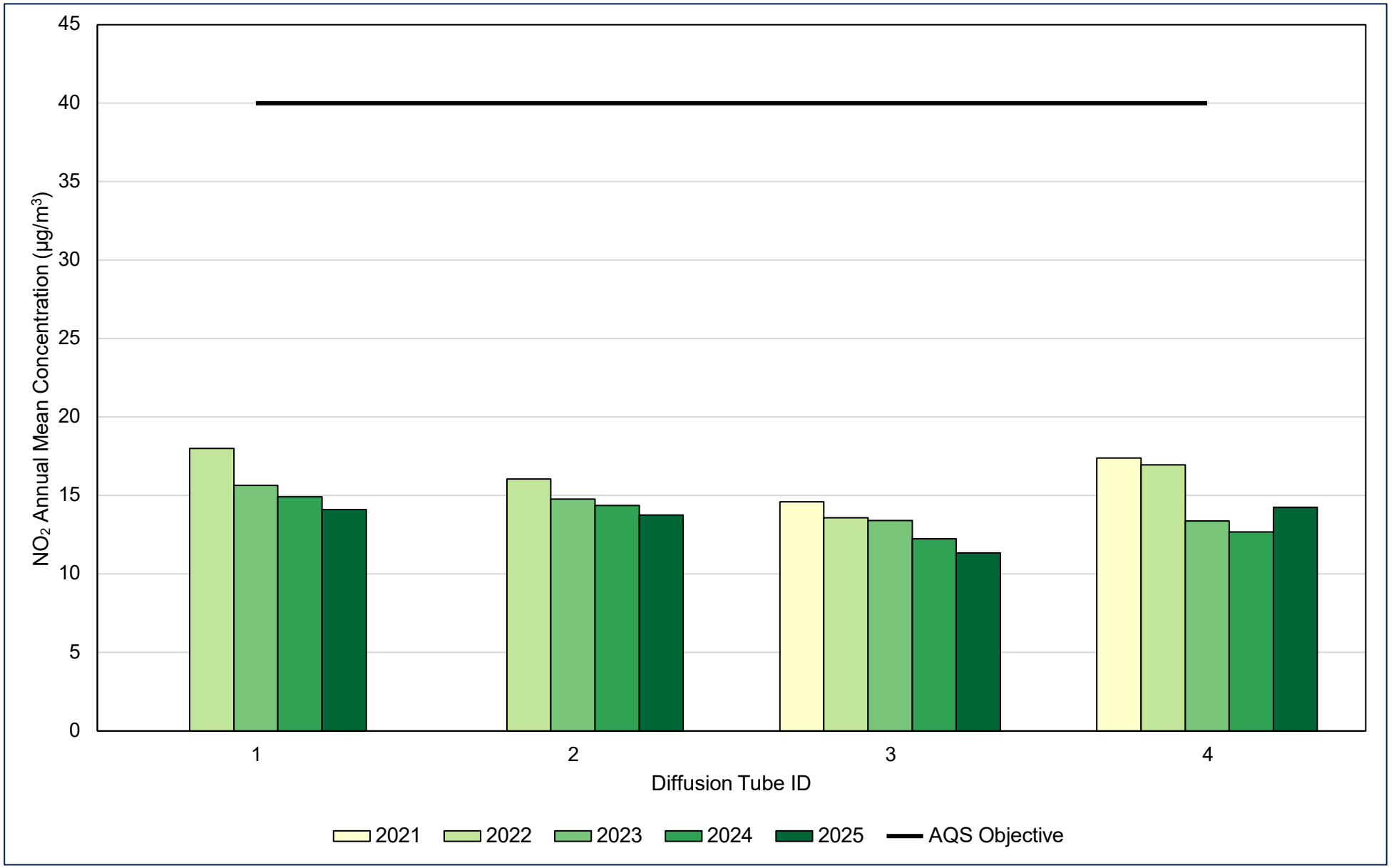


Figure A.2 – Trends in Annual Mean NO_2 Concentrations – Braunton Diffusion Tubes (Sites 5-9, 11-19)

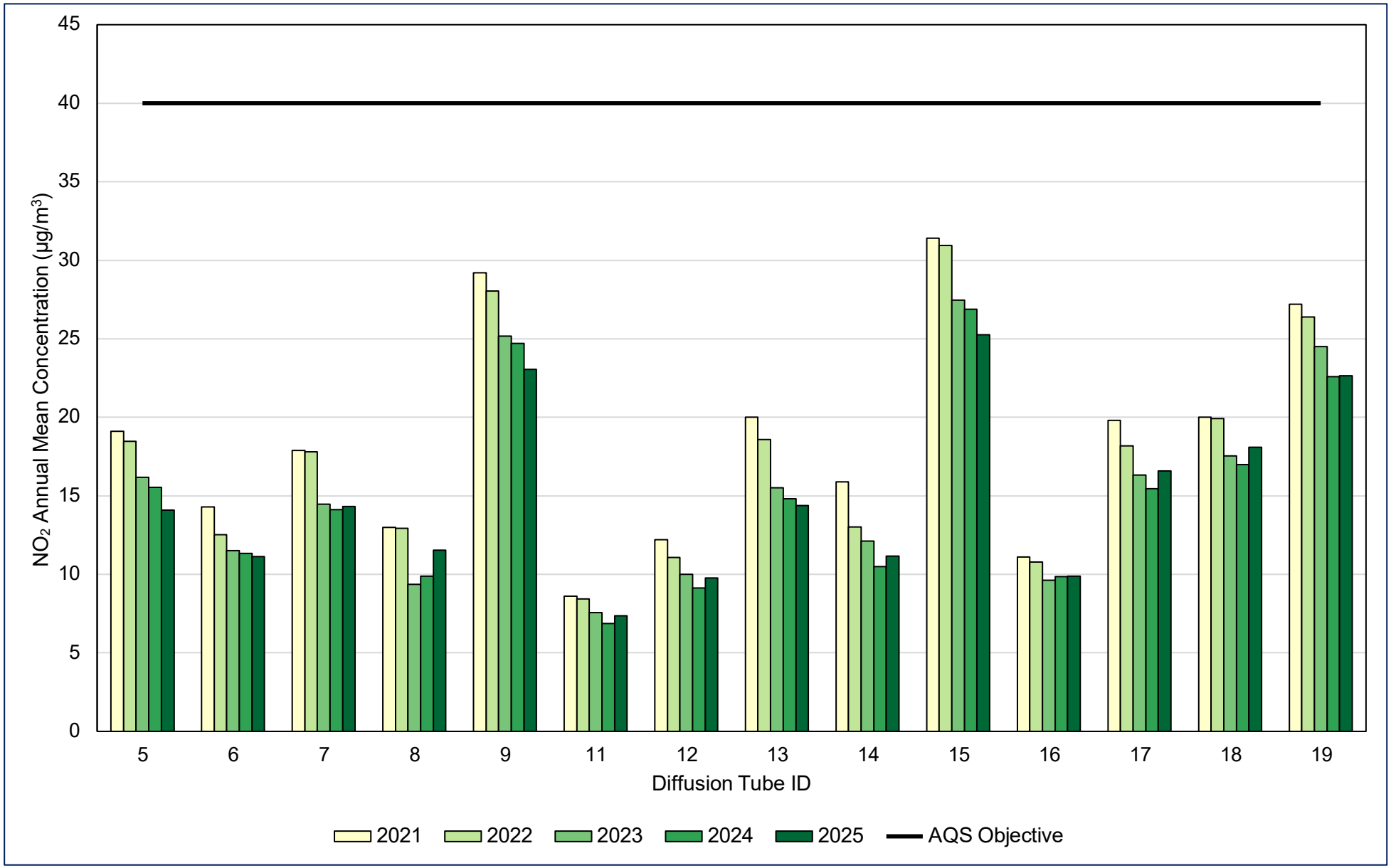


Figure A.3 – Trends in Annual Mean NO_2 Concentrations – Barnstaple Diffusion Tubes (Sites 10, 20-24, 27-28)

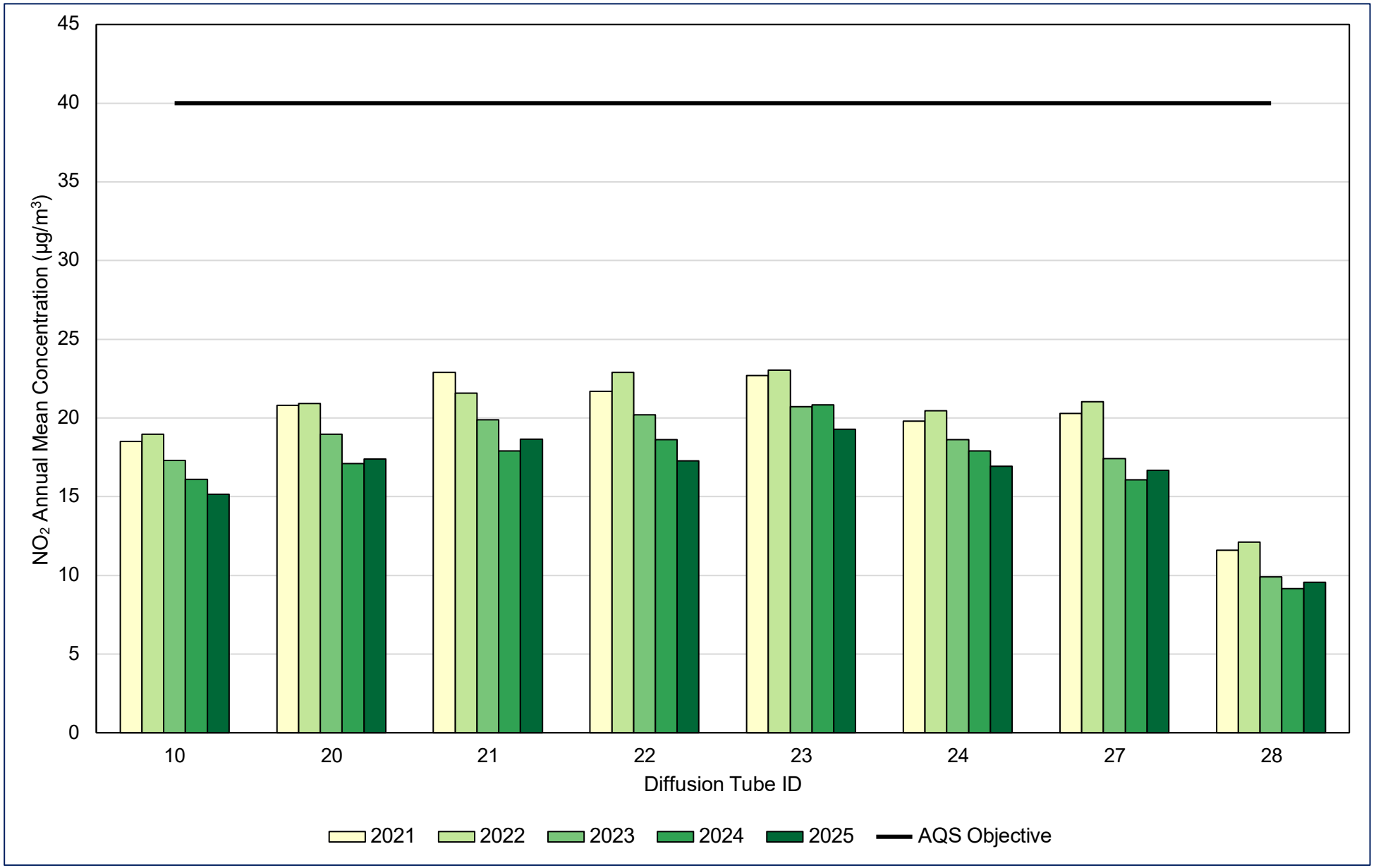


Figure A.4 – Trends in Annual Mean NO_2 Concentrations – Bickington Diffusion Tubes (Sites 17(OLD)-18(OLD), 25-26)

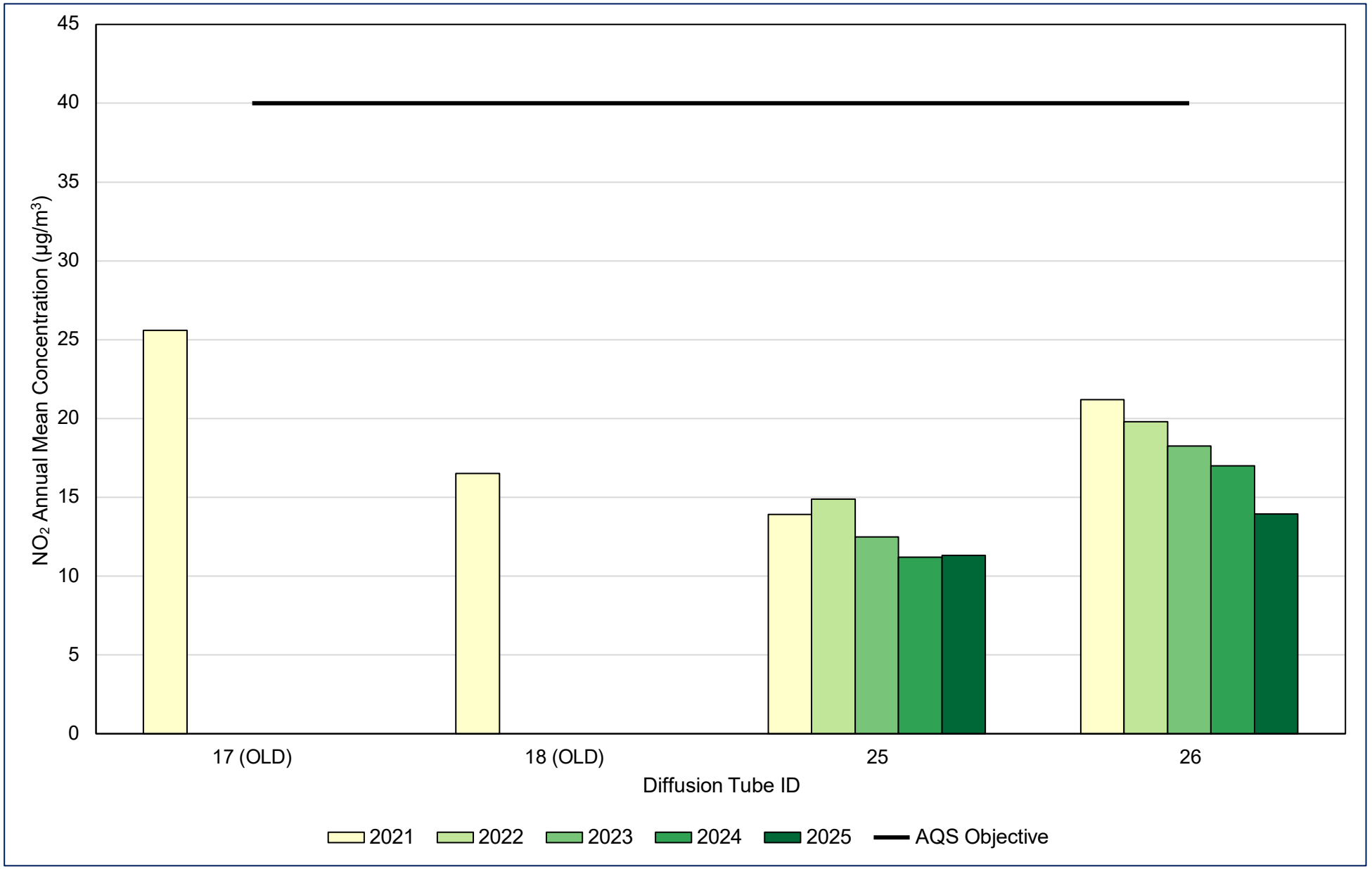


Table A.4 – Annual Mean PM_{10} Monitoring Results ($\mu g/m^3$)

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 Barnstaple A39	257048	132591	Roadside	98.3	98.3	13.2	12.7	15.0	11.8	12.7

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

Notes:

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

Exceedances of the PM_{10} annual mean objective of 40$\mu g/m^3$ 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.5 – Trends in Annual Mean PM_{10} Concentrations – AURN Barnstaple A39

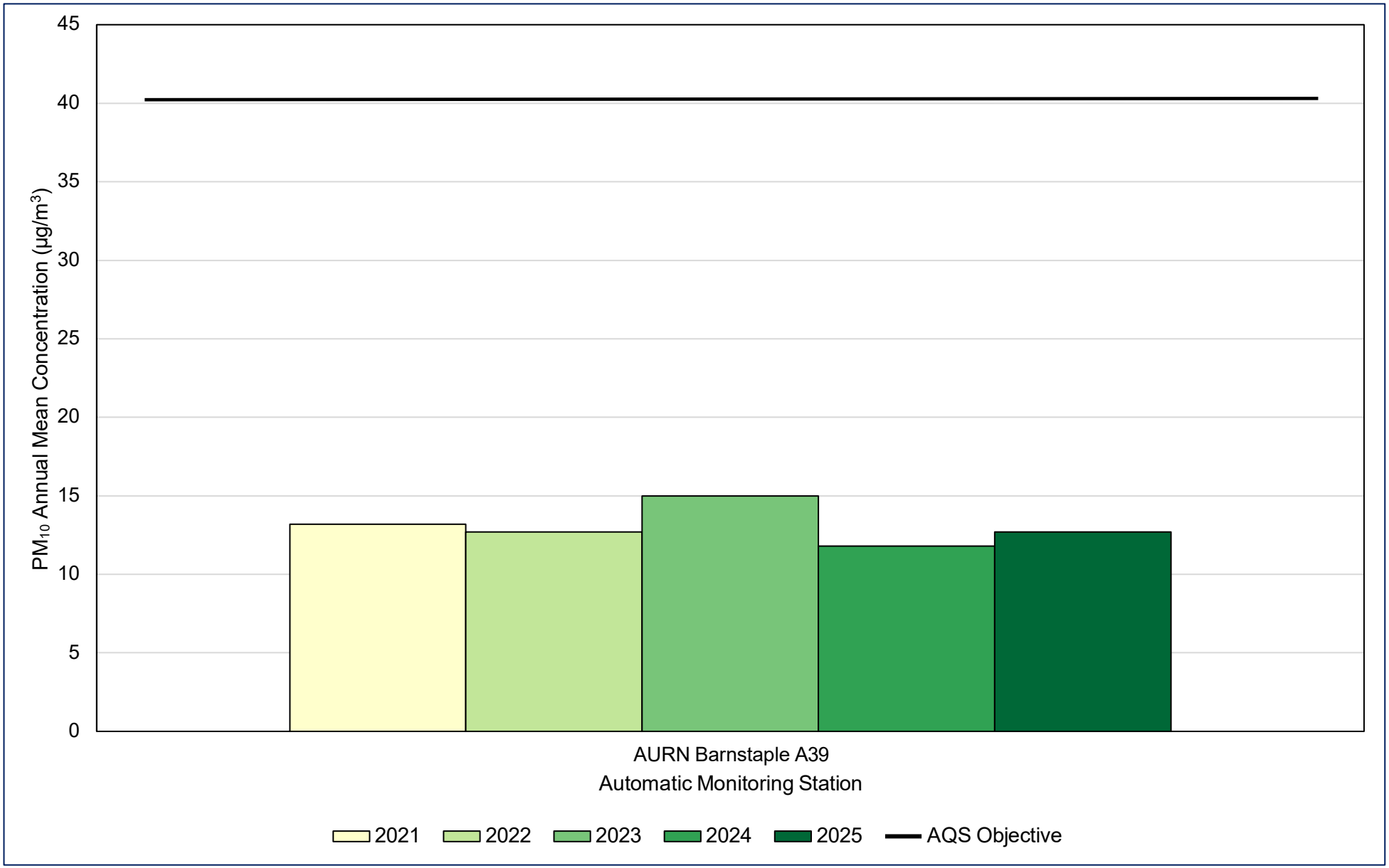


Table A.5 – 24-Hour Mean PM_{10} Monitoring Results, Number of PM_{10} 24-Hour Means > 50µg/m^3

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 Barnstaple A39	257048	132591	Roadside	98.3	98.3	1	0 (18.0)	0	0	0

Notes:

Results are presented as the number of 24-hour periods where daily mean concentrations greater than 50µg/m^3 have been recorded.

Exceedances of the PM_{10} 24-hour mean objective (50µg/m^3 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/m^3)

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 Barnstaple A39	257048	132591	Roadside	98.3	98.3	8.2	8.2	8.0	6.2	7.2

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

Notes:

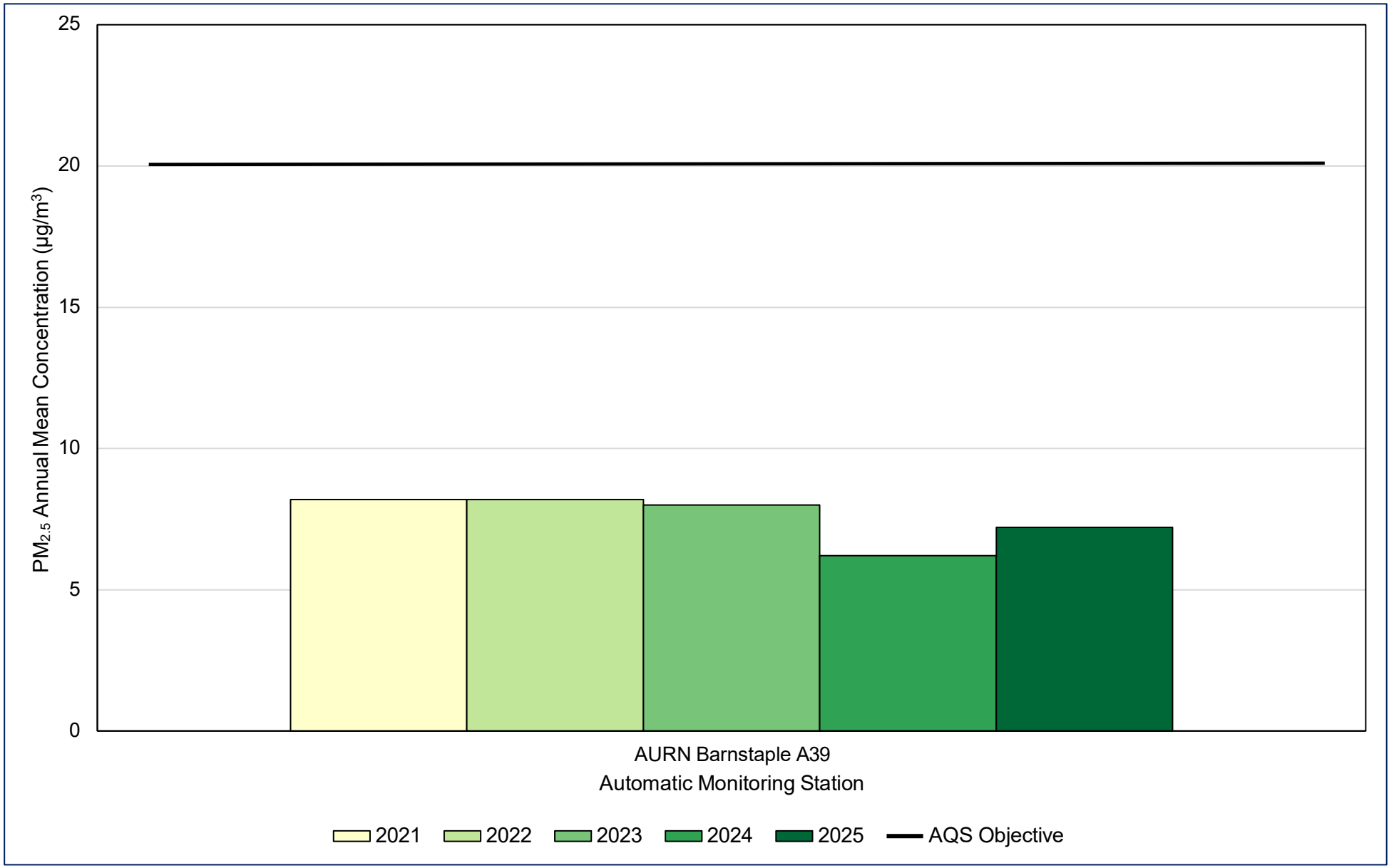
The annual mean concentrations are presented as µg/m^3.

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 $PM_{2.5}$ Concentrations – AURN Barnstaple A39



Appendix B: Full Monthly Diffusion Tube Results for 2025

Table B.1 – NO_2 2025 Diffusion Tube Results ($\mu g/m^3$)

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.89)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
1	251649	147477	19.4	16.4	17.8	14.8	15.5	15.4	17.9	-	14.7	13.8	14.5	14.3	15.9	14.1	-	
2	251784	147588	19.8	17.0	16.2	15.4	13.1	15.5	12.9	16.0	15.7	13.9	14.9	15.1	15.5	13.8	-	
3	251971	147689	14.5	14.5	12.5	11.1	12.2	15.9	12.9	13.0	13.4	12.0	10.8	10.2	12.7	11.3	-	
4	251533	147330	19.7	19.0	19.3	18.5	20.4	10.0	-	16.2	12.8	12.7	13.1	14.3	16.0	14.2	-	
5	249042	135903	20.2	17.8	17.8	17.9	17.9	13.2	10.1	13.3	14.6	14.9	16.8	15.3	15.8	14.1	-	
6	248969	136060	17.3	13.5	15.0	13.3	12.0	7.8	10.4	9.8	10.9	12.1	13.9	14.1	12.5	11.1	-	
7	248863	136403	19.4	16.2	18.7	15.0	16.2	12.8	15.9	14.0	12.6	13.8	23.8	15.0	16.1	14.3	-	
8	248766	136437	18.1	14.8	16.1	14.5	14.2	6.7	8.8	11.1	-	10.4	14.7	13.2	13.0	11.5	-	
9	248862	136372	29.0	23.2	29.1	25.4	28.6	28.9	28.1	28.7	25.7	25.5	16.1	22.9	25.9	23.1	-	
10	256683	132130	22.3	-	17.9	14.9	16.8	14.7	15.7	15.2	16.0	15.8	18.4	19.8	17.0	15.2	-	
11	248716	136067	13.7	11.0	10.1	-	7.4	5.3	5.4	6.3	6.4	-	8.4	8.5	8.3	7.3	-	
12	248787	136498	16.4	12.5	11.7	12.1	11.2	6.5	7.6	10.5	9.1	10.1	12.0	12.0	11.0	9.8	-	
13	248417	136610	-	16.7	20.1	19.9	13.7	14.1	16.0	19.1	14.5	15.4	15.1	13.2	16.2	14.4	-	
14	248363	136630	19.1	12.4	16.4	12.9	10.3	9.9	10.2	13.4	10.2	11.5	11.7	-	12.5	11.2	-	
15	248771	136591	35.9	-	34.9	31.4	30.5	20.3	26.6	-	-	25.7	29.2	20.8	28.4	25.2	-	
16	248615	136596	14.3	10.2	12.4	11.1	-	-	10.6	11.1	9.3	10.1	10.9	11.1	11.1	9.9	-	
17	248791	136621	24.4	19.5	19.4	18.6	19.7	16.0	14.7	19.3	18.0	16.2	21.1	17.3	18.7	16.6	-	
18	248731	136617	26.2	18.3	22.3	19.3	20.4	16.3	15.9	18.8	-	16.8	20.3	29.6	20.4	18.1	-	

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
19	248732	136592	32.7	25.0	27.7	27.0	23.2	27.1	22.1	-	-	20.7	25.3	23.5	25.4	22.6	-	
20	255556	133583	26.1	20.0	22.1	17.1	19.7	14.9	17.4	17.4	16.1	20.2	21.1	21.8	19.5	17.4	-	
21	255774	133732	30.3	22.2	20.8	23.2	19.1	12.5	15.4	21.6	20.5	21.2	24.4	20.4	21.0	18.7	-	
22	256186	133164	28.6	18.4	25.9	16.7	16.6	13.3	11.3	17.2	18.6	18.5	25.2	22.6	19.4	17.3	-	
23	256706	132253	30.7	22.0	23.2	19.4	18.4	18.4	16.8	18.5	22.6	21.2	24.9	24.0	21.7	19.3	-	
24	255967	132985	25.8	20.0	20.2	18.6	20.9	14.2	17.1	17.4	16.8	18.1	19.2	20.0	19.0	16.9	-	
25	253886	132394	18.8	13.5	14.5	14.1	10.6	10.2	8.0	10.7	12.6	11.7	13.7	14.1	12.7	11.3	-	
26	254197	132354	25.7	16.9	17.2	19.5	-	-	-	15.0	10.8	-	19.2	19.1	17.9	14.0	-	
27	255651	132808	23.8	19.0	20.4	15.5	18.4	13.0	14.9	17.4	17.8	18.1	22.9	23.7	18.7	16.7	-	
28	255661	133179	17.0	11.5	13.6	9.4	9.7	6.9	7.6	8.8	9.8	10.2	11.7	12.9	10.8	9.6	-	

☒ **All erroneous data has been removed from the NO_2 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.**

☒ **North Devon Council confirm that all 2025 diffusion tube data has been uploaded to the Diffusion Tube Data Entry System (DTDES).**

Notes:

Exceedances of the NO_2 annual mean objective of 40µg/m^3 are shown in **bold**.

NO_2 annual means exceeding 60µg/m^3, indicating a potential exceedance of the NO_2 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 North Devon During 2025

North Devon Council identified two new developments that required an Air Quality Assessment (AQA) or equivalent Environmental Assessments (EAs) / Construction Management Plans (CMPs) within the monitoring year of 2025. Further investigation between the Council's Planning Department and Environmental Protection Department has identified that they are not expected to significantly impact the air quality objectives within the area as development progresses into the 2026 monitoring year and onwards.

It is acknowledged that the two proposed development applications were sent to the local authority at pre-application stage, therefore details regarding them are confidential and specific information cannot be disclosed in the ASR. More detail regarding the specific applications can be obtained by contacting the Council.

Additional Air Quality Works Undertaken by North Devon During 2025

During November 2025, North Devon Council adopted its Air Quality Strategy which demonstrates the Council's commitment to collaborative working with partner organisations to improve air quality within the area for its residents and visitors' welfare, particularly those who are vulnerable. The Air Quality Strategy is available to access here.

QA/QC of Diffusion Tube Monitoring

North Devon Council's diffusion tubes in 2025 were supplied and analysed by Gradko International, using the 20% Triethanolamine (TEA) in water preparation method. Gradko International, a UKAS accredited laboratory, participate in the Air and Stack Emissions Proficiency Testing Scheme (AIR-PT Scheme) for NO_2 tube analysis and the Annual Field Inter-Comparison Exercise. These provide strict performance criteria for participating laboratories to meet, thereby ensuring NO_2 concentrations reported are of a high calibre. The lab follows the procedures set out in the Harmonisation Practical Guidance. In the AIR PT intercomparison scheme for comparing spiked Nitrogen Dioxide

diffusion tubes, Gradko International currently holds the highest rank of a ‘Satisfactory’ laboratory.

There were 28 local authority co-location studies which used tubes supplied by Gradko International with the 20% TEA in water preparation method in 2025, 28 were rated as ‘good’, as shown by the precision summary results. This precision reflects the laboratory’s performance and consistency in preparing and analysing the tubes, as well as the subsequent handling of the tubes in the field. Tubes are considered to have a “good” precision where the coefficient of variation of duplicate or triplicate diffusion tubes for eight or more monitoring periods during a year is less than 20%.

Monitoring in 2025 was completed in adherence with the 2025 Defra Diffusion Tube Monitoring Calendar. Changeovers completed throughout the year were within ±2 days of the specified dates each month, in line with Defra guidance.

Diffusion Tube Annualisation

For any site where data capture is below 75%, annualisation is to be performed. This is because section 7.196 of LAQM.TG22 states that:

“If data capture is below 75% for the year, then it is necessary to annualise the data… [as] the concentration varies throughout the year, and the instrument may have been operational for a period of above or below average concentrations”.

In 2025, only DT 26 required annualisation, owing to the fact that the tubes were not returned to Gradko International for three monitoring periods (May, July, and October 2025), reported stolen by the local authority on collection and the tube in June 2025 reported an anomalous result with the laboratory noting that the tube was in poor condition and dirty, therefore indicating that the result may be compromised. Hence, this was rejected from inclusion in the annual concentration value. As such, there was insufficient data capture at the location (63.4%), with only eight months of data reported, January-April, August-September and November-December 2025.

In order to complete the annualisation process, data has been taken from a number of background monitoring stations that are part of the Automatic Urban and Rural Network (AURN) – Yarner Woods, Honiton, Charlton Mackrell, and Plymouth Centre. This is in line with Box T-9 of LAQM.TG22, which states to annualise data:

“Identify two to four nearby, long-term, continuous monitoring sites, ideally those forming part of the national network. The data capture for each of these sites should be at least

85%. These sites should be background (Urban Background, Suburban or Rural) sites to avoid any very local effects that may occur at Urban Centre, Roadside or Kerbside sites, and should, wherever possible lie within a radius of about 50 miles".

It is noted that the automatic monitor within North Devon, AURN Barnstaple A39, does not monitor NO_2, therefore could not be used for annualisation. It is noted that the automatic monitor AURN Plymouth Centre did not achieve ≥85% data capture in 2025, therefore this site was rejected for annualisation.

Table C.1 – Annualisation Summary (concentrations presented in µg/m^3)

Site ID	Annualisation Factor AURN Yarner Woods	Annualisation Factor AURN Honiton	Annualisation Factor Charlton Mackrell	Annualisation Factor Plymouth Centre	Average Annualisation Factor	Raw Data Simple Annual Mean (µg/m^3)	Annualised Data Simple Annual Mean (µg/m^3)
26	0.8786	0.8654	0.8824	Did not achieve data capture requirement	0.8755	17.9	15.7

Diffusion Tube Bias Adjustment Factors

The diffusion tube data presented within the 2026 ASR, for monitoring year 2025, 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.

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

No co-location studies are carried out by North Devon District Council therefore only a national factor can be applied. The national factor for Gradko 20% TEA in water, as presented in the Diffusion Tube Bias Factors Spreadsheet v03/26, was 0.89 based on 28 studies. The National Bias Adjustment Spreadsheet is presented in Figure C.1.

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	04/25	0.84
2023	National	03/24	0.81
2022	National	09/23	0.85
2021	National	03/22	0.84

NO_2 Fall-off with Distance from the Road

Wherever possible, monitoring locations are representative of exposure. However, where this is not possible, the NO_2 concentration at the nearest location relevant for exposure has been estimated using the Diffusion Tube Data Processing Tool (DTDPT)/NO_2 fall-off with distance calculator available on the LAQM Support website. Where appropriate, non-automatic annual mean NO_2 concentrations corrected for distance are presented in Table B.1.

No diffusion tube monitoring location within the district of North Devon required distance correction during 2025.

QA/QC of Automatic Monitoring

The North Devon Council outsources the data management of automatic monitoring data to Bureau Veritas UK Ltd in conjunction with their responsibilities for the Automatic Urban and Rural Network (AURN). The Barnstaple A39 automatic monitoring station is part of the AURN that is run by the Environment Agency. It is the largest automatic monitoring network within the UK, and is the main network used for compliance reporting against the air quality objectives. As such, the PM_{10} and $PM_{2.5}$ monitoring at AURN Barnstaple A39 is completed in line with the operational procedures set out by the Central Management and Coordination Unit (CMCU) for the AURN, with data ratification completed by the Quality Assurance and Quality Control Unit (QA/QC Unit).

Members of North Devon Council team regularly attend the monitoring site, acting as the Local Site Operator (LSO) to complete routine site calibrations and maintenance thus ensuring a consistent, accurate data flow. Equipment servicing is completed every six

months by an Equipment Support Unit (ESU) for the site, and the QA/QC Unit completes scheduled site audits in accordance with the AURN Site Operators Manual.

Due to the monitoring site being operated by the Environment Agency, North Devon Council do not have first-hand access to any data that has been manipulated or removed through the QA/QC procedure completed. The data presented within the 2026 ASR has been downloaded from the UK-Air website and all is shown as ratified.

PM_{10} and $PM_{2.5}$ Monitoring Adjustment

The PM_{10} and $PM_{2.5}$ monitors utilised within North Devon do not require the application of a correction factor.

Automatic Monitoring Annualisation

The automatic monitoring station (AURN Barnstaple A39) within North Devon recorded data capture greater than 75% during 2025 for PM_{10} and $PM_{2.5}$, 98.3% for the monitoring period and 2025 overall. Therefore, the automatic monitoring data did not require annualisation in 2025.

Figure C.1 - National Bias Adjustment Factor Spreadsheet (03/26)

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
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.

This spreadsheet will be updated at the end of June 2026

LAQM Helpdesk Website

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: Select the Laboratory that Analyses Your Tubes from the Drop-Down List

If a laboratory is not shown, we have no data for this laboratory.

Step 2: Select a Preparation Method from the Drop-Down List

If a preparation method is not shown, we have no data for this method at this laboratory.

Step 3: Select a Year from the Drop-Down List

If a year is not shown, we have no data[2]

Step 4:

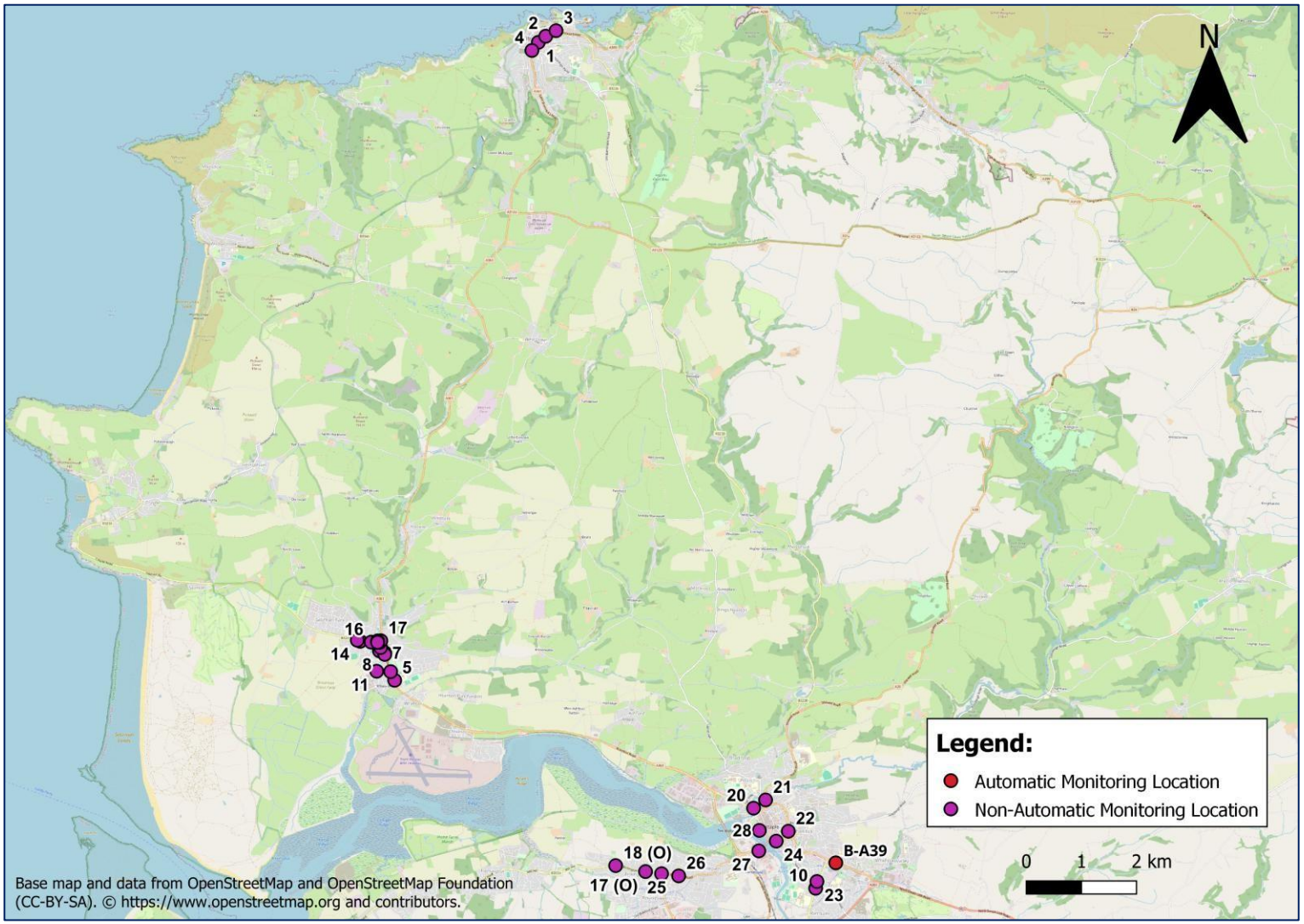
Where there is only one study for a chosen combination, you should use the adjustment factor shown with caution. Where there is more than one study, use the overall factor[3] shown in blue at the foot of the final column.

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 [All] from the pop-up list)	Year[5] (To make your selection, choose [All])	Site Type	Local Authority	Length of Study (months)	Diffusion Tube Mean Conc. (Dm) (µg/m³)	Automatic Monitor Mean Conc. (Cm) (µg/m³)	Bias (B)	Tube Precision[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	Marylebone 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	22.9%	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	-6.6%	G	**1.07**
Gradko	20% TEA in water	2025	KS	Brighton & Hove City Council	10	37	29	28.0%	G	**0.78**
Gradko	20% TEA in water	2025		**Overall Factor[3] (28 studies)**				**Use**		**0.89**

Appendix D: Maps of Monitoring Locations

Figure D.1 – Map of All Monitoring Locations in North Devon



NOTE:

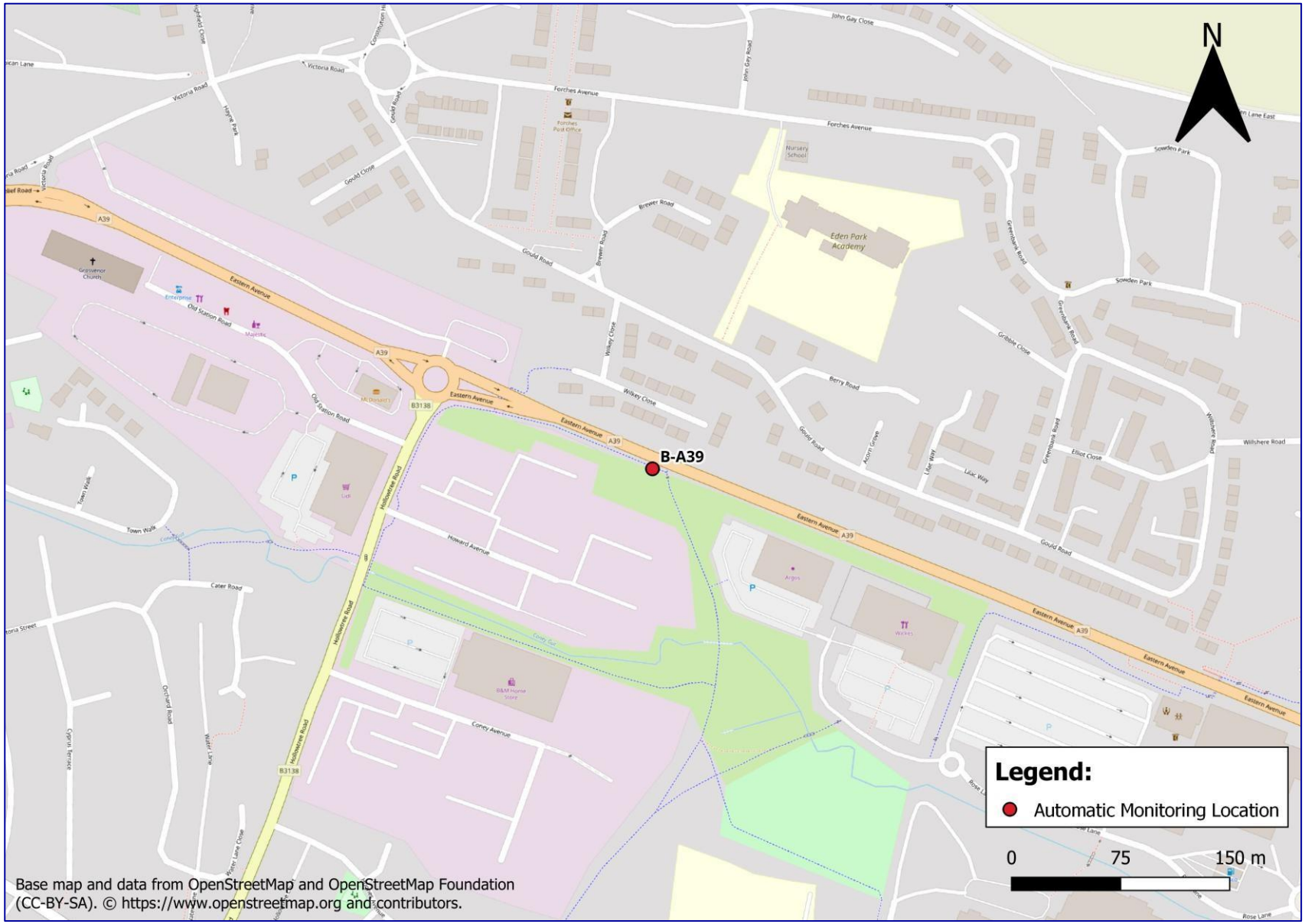
Automatic monitoring station AURN Barnstaple A39 has been abbreviated and labelled as B-A39 in map Figure D.1.

Site IDs 17 (O) and 18 (O) abbreviate the Site IDs 17 (OLD) and 18 (OLD).

Non-automatic monitoring stations Site IDs that overlap on Figure D.1 due to locational proximity:

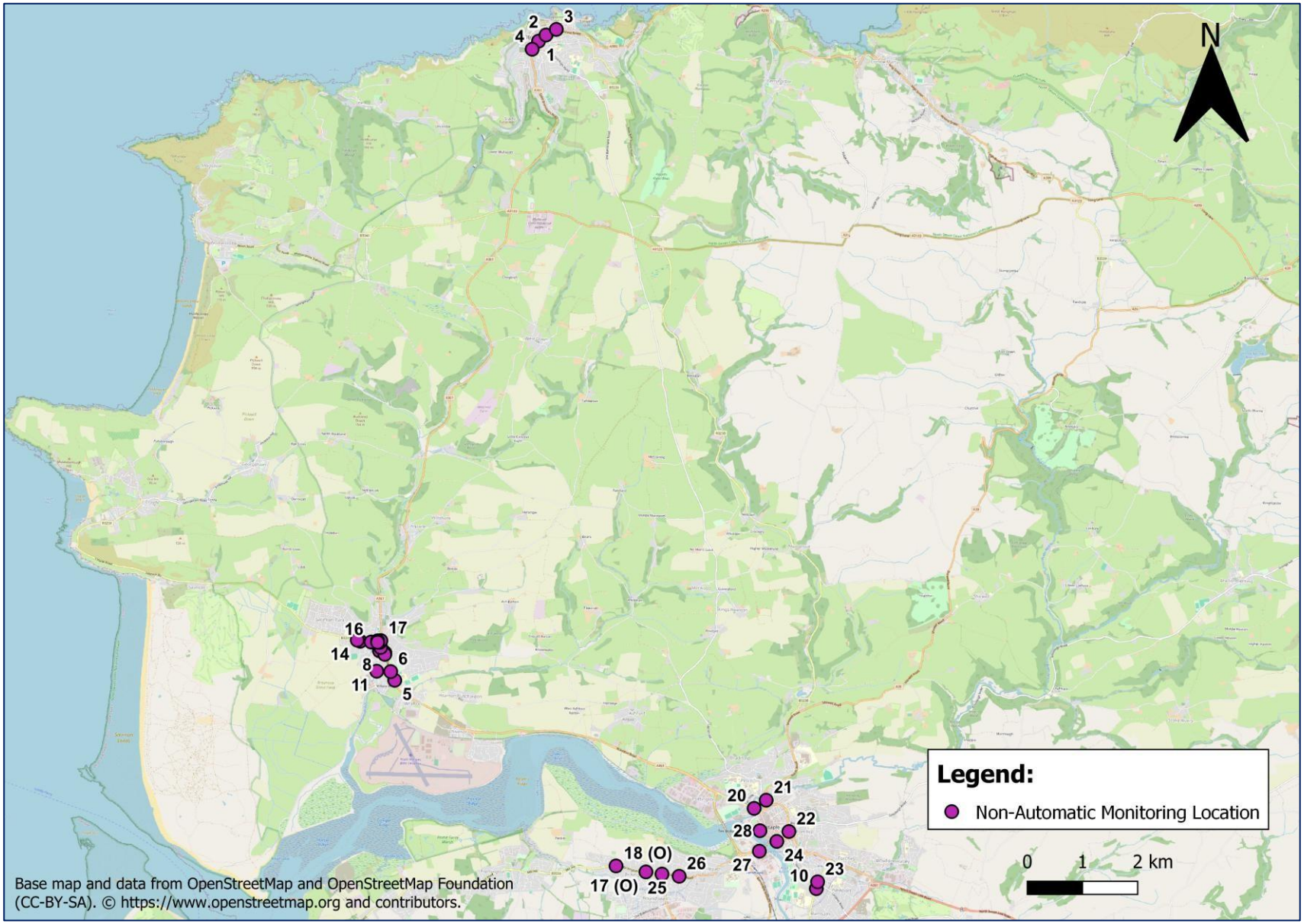
- 13 and 14;
- 8 and 12;
- 7 and 9;
- 15, 17, 18 and 19.

Figure D.2 – Map of Automatic Monitoring Location: AURN Barnstaple A39



NOTE: Automatic monitoring station AURN Barnstaple A39 has been abbreviated and labelled as B-A39 in map Figure D.2.

Figure D.3 – Map of Non-Automatic Monitoring Locations



NOTE:

Site IDs 17 (O) and 18 (O) abbreviate the Site IDs 17 (OLD) and 18 (OLD).

Non-automatic monitoring stations Site IDs that overlap on Figure D.3 due to locational proximity:

- 13 and 14;
- 8 and 12;
- 7 and 9;
- 15, 17, 18 and 19.

Figure D.4 – Map of Non-Automatic Monitoring Locations: Ilfracombe

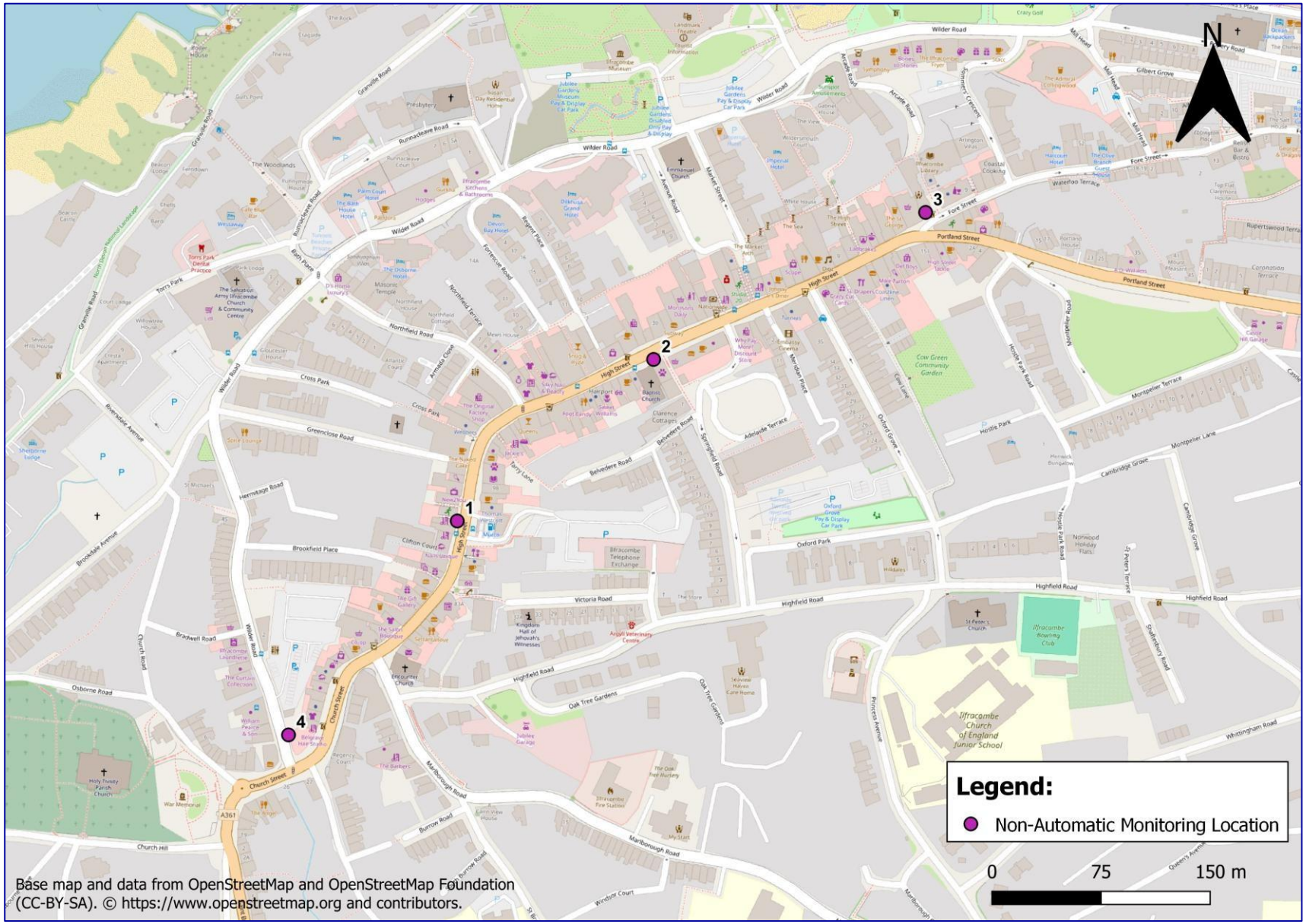


Figure D.5 – Map of Non-Automatic Monitoring Locations: Braunton

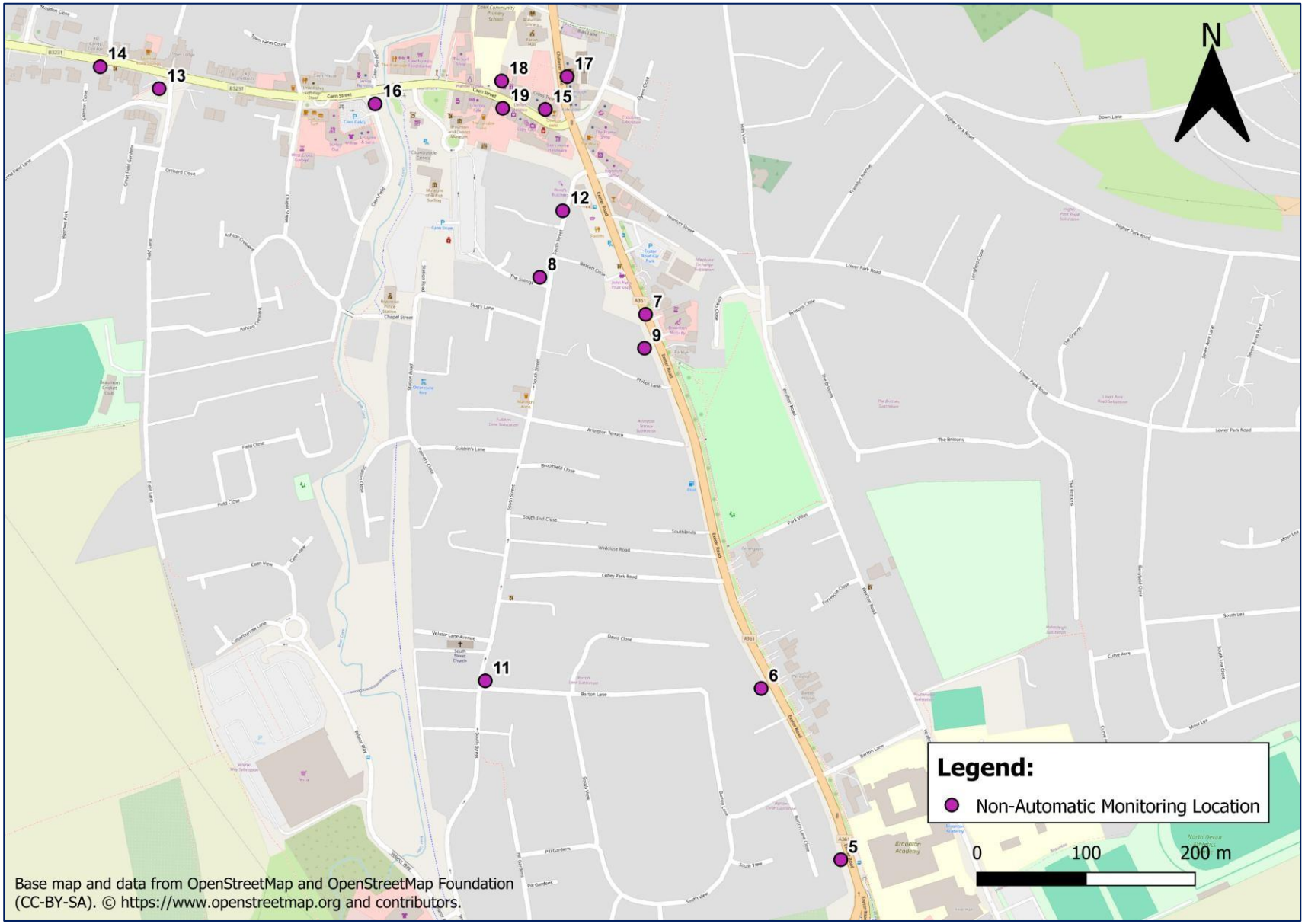
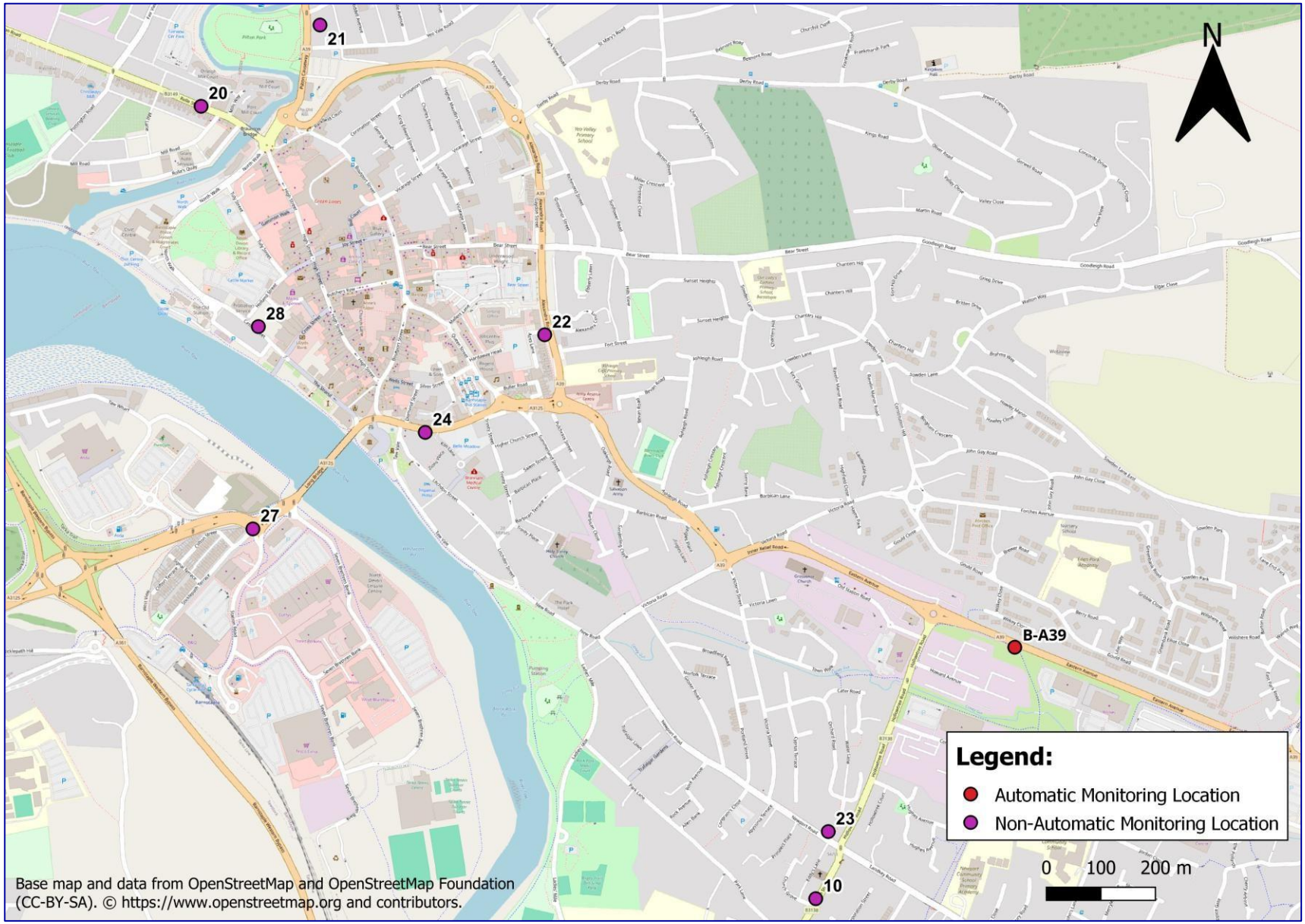
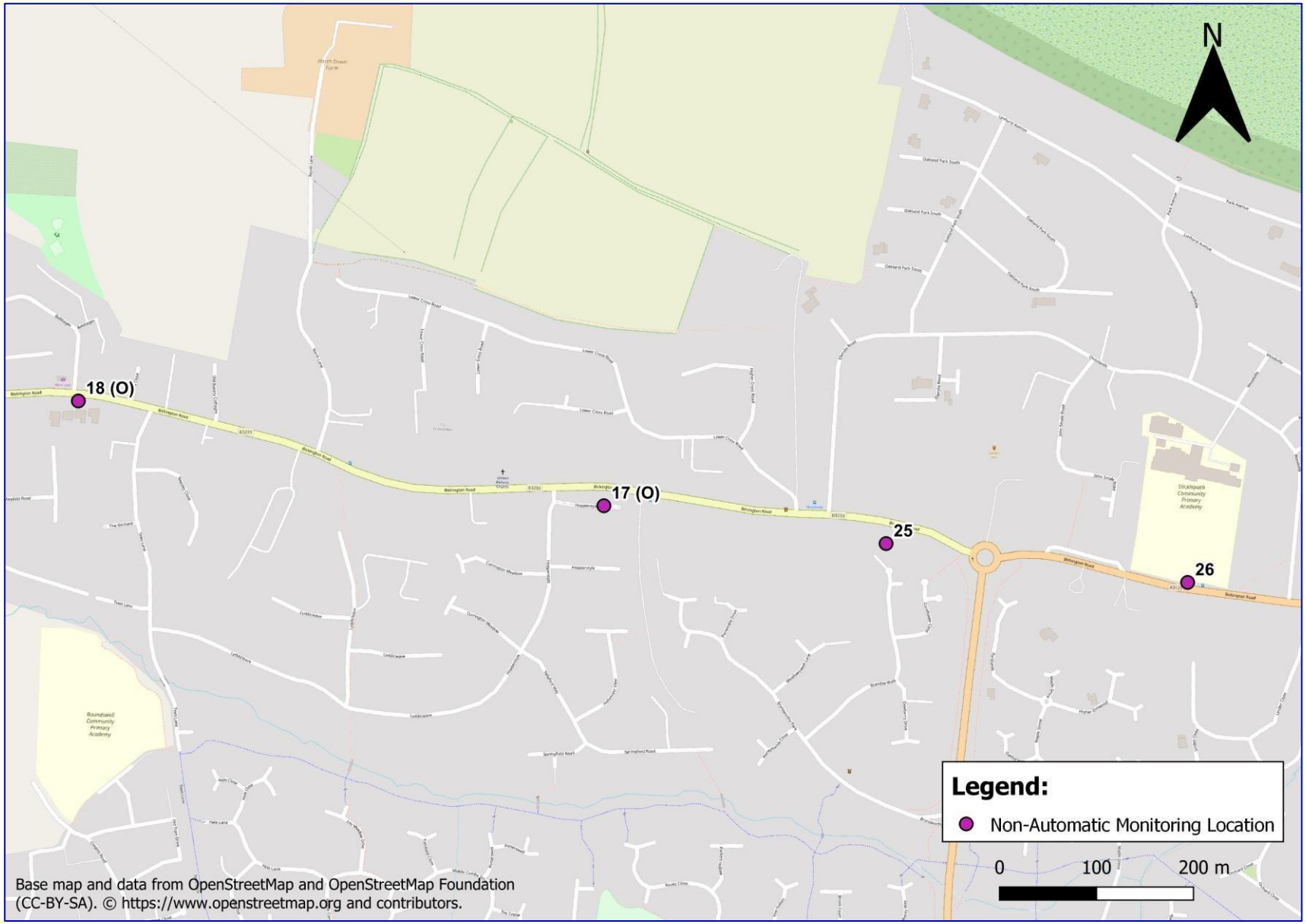


Figure D.6 – Map of Automatic and Non-Automatic Monitoring Locations: Barnstaple



NOTE: Automatic monitoring station AURN Barnstaple A39 has been abbreviated and labelled as B-A39 in map Figure D.7.

Figure D.7 – Map of Non-Automatic Monitoring Locations: Bickington



NOTE:

Non-automatic monitoring stations Site IDs 17 (O) and 18 (O) abbreviate the Site IDs 17 (OLD) and 18 (OLD).

Figure D.8 – Map of 2025 Annual NO_2 Concentrations All Non-Automatic Monitoring Locations

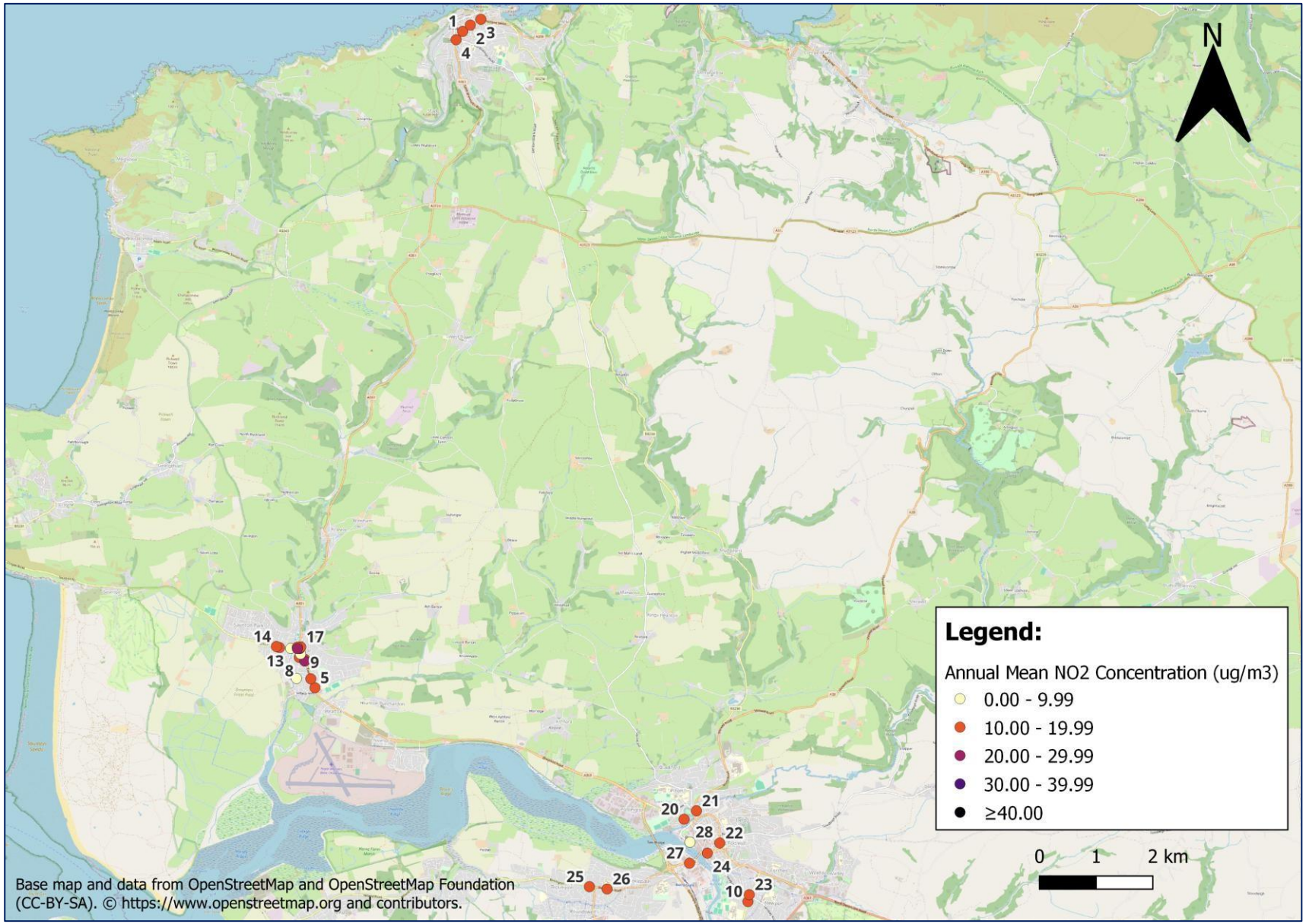


Figure D.9 – Map of 2025 Annual NO_2 Concentrations All Non-Automatic Monitoring Locations: Ilfracombe

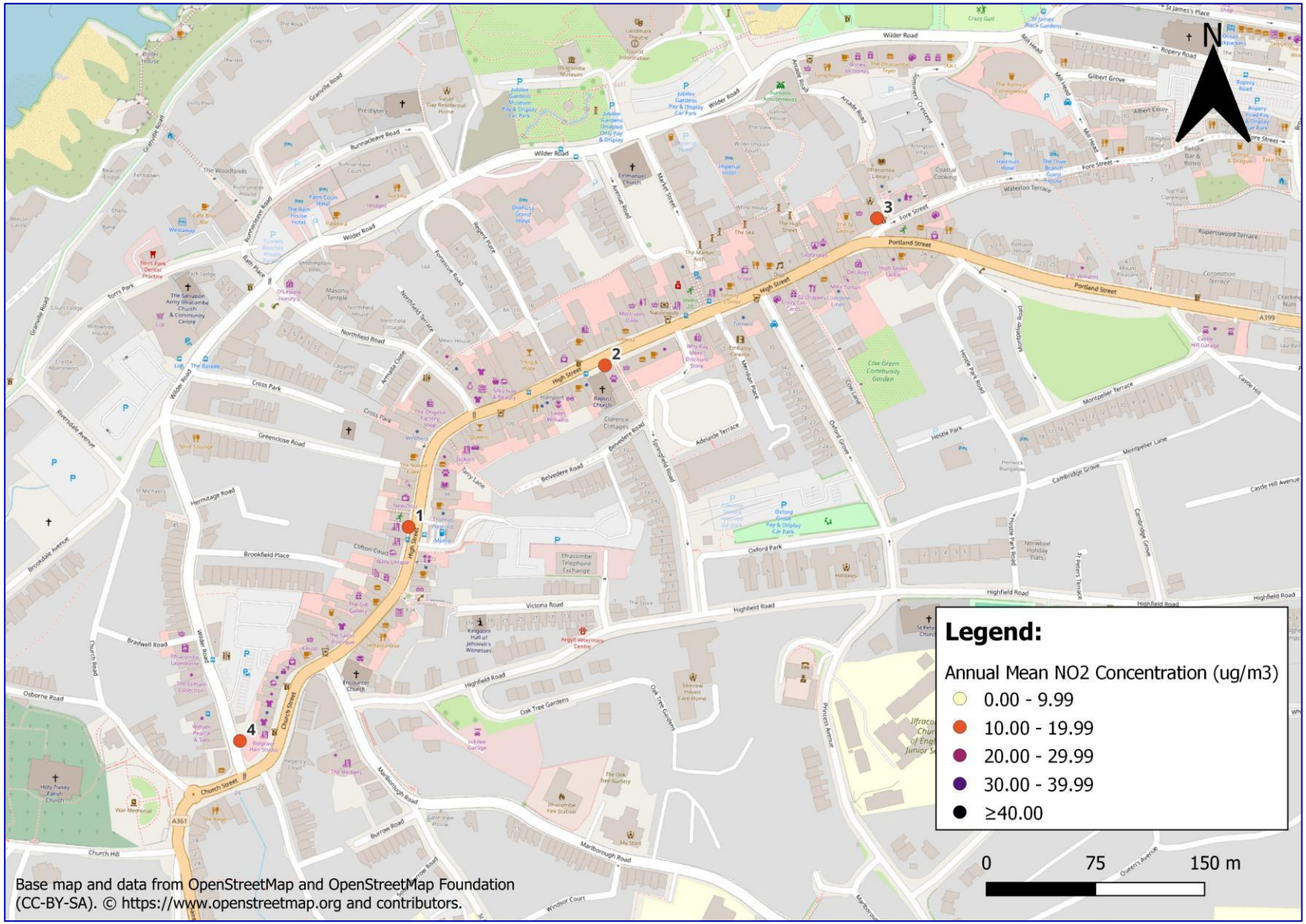


Figure D.10 – Map of 2025 Annual NO_2 Concentrations All Non-Automatic Monitoring Locations: Braunton

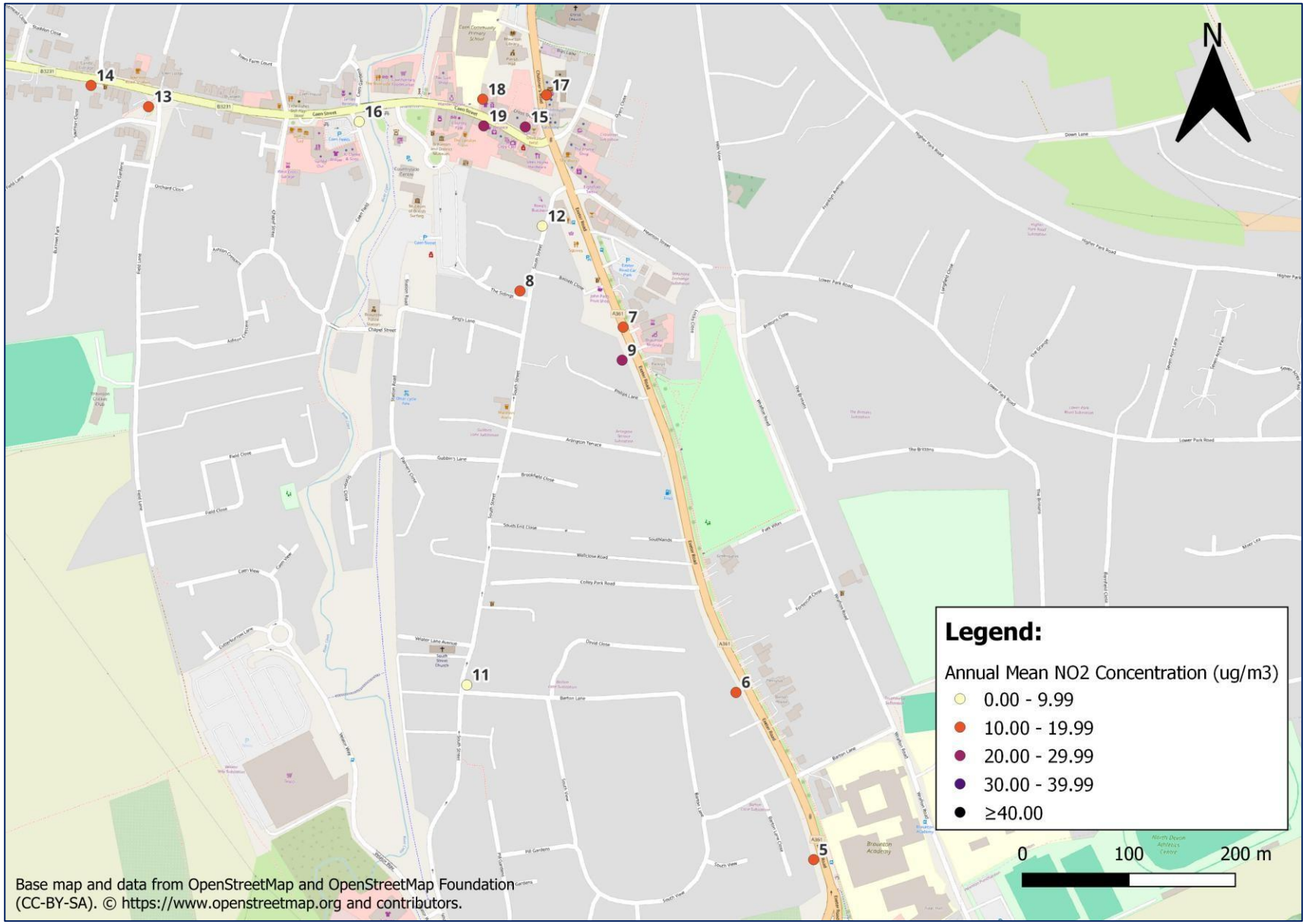


Figure D.11 – Map of 2025 Annual NO_2 Concentrations All Non-Automatic Monitoring Locations: Barnstaple

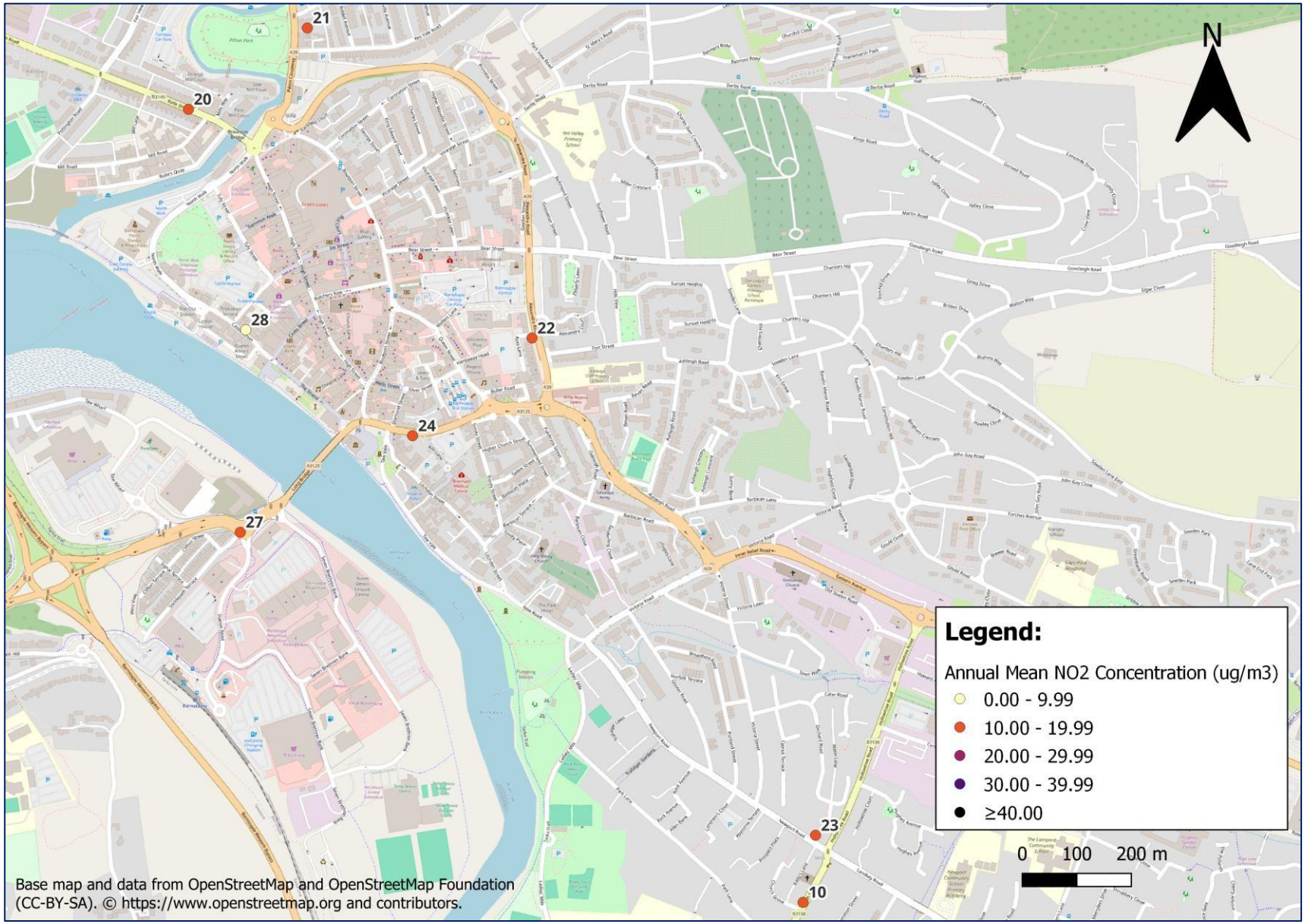
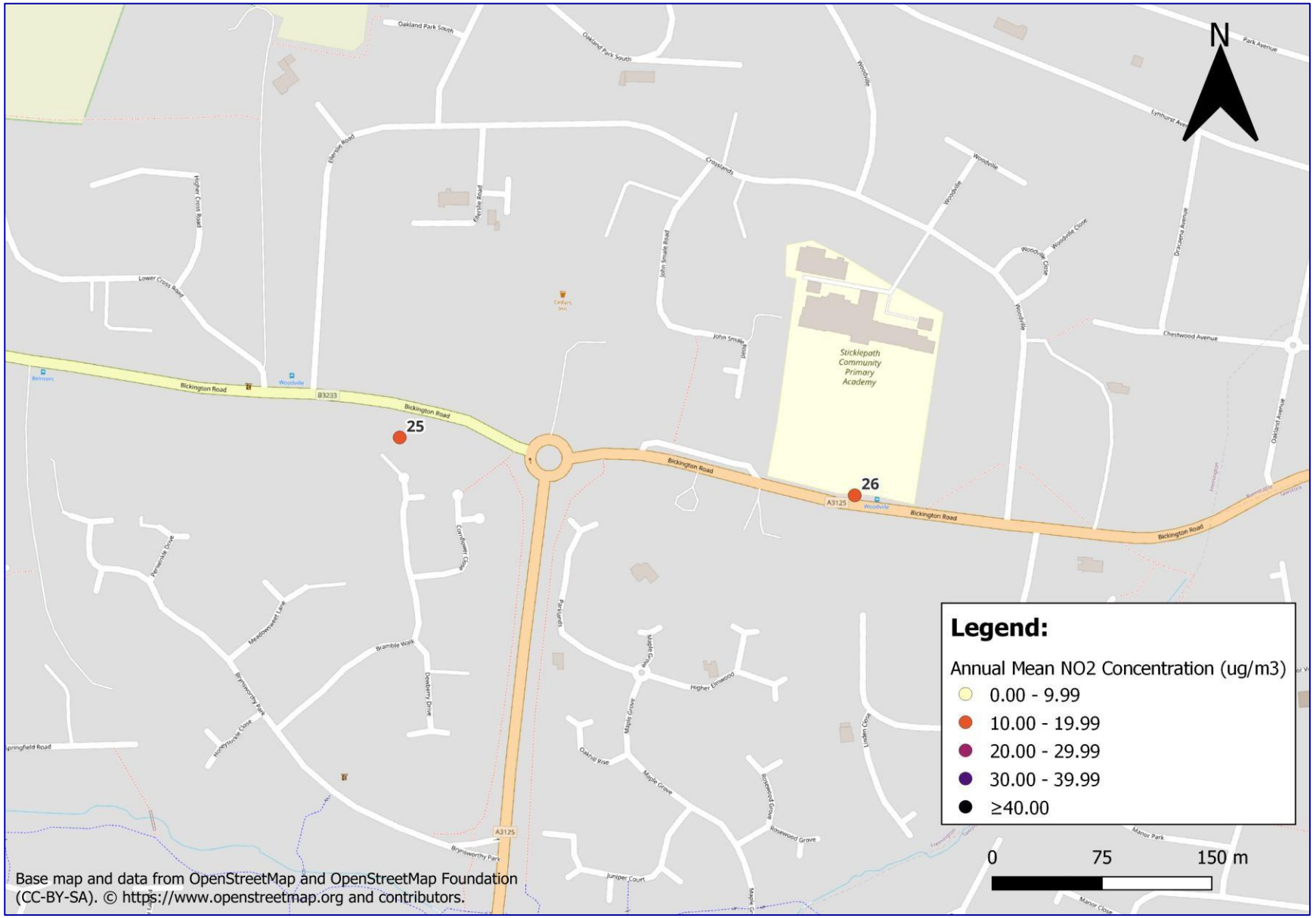


Figure D.12 – Map of 2025 Annual NO_2 Concentrations All Non-Automatic Monitoring Locations: Bickington



Appendix E: Summary of Air Quality Objectives in England

Table E.1 – Air Quality Objectives in England[4]

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
Particulate Matter ($PM_{2.5}$)	20µg/m^3 (10 µg/m^3 not to be exceeded by 31st December 2040)	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

[4] The units are in microgrammes of pollutant per cubic metre of air (µg/m^3).

Glossary of Terms

Abbreviation	Description
AIR-PT	Air and Stack Emissions Proficiency Testing Scheme
AONB	Areas of Outstanding Natural Beauty
AQA	Air Quality Assessment
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
AQMS	Air Quality Management Strategy
AQS	Air Quality Standard
ASHP	Air Source Heat Pump
ASR	Annual Status Report
AURN	Automatic Urban and Rural Network
B&B	Bed and Breakfast
BSIP	Bus Service Improvement Plan
CAP	Climate Action Plan
CMCU	Central Management and Coordination Unit
CMP	Construction Management Plan
C of E	Church of England
COVID-19	Coronavirus-19
CO_2	Carbon Dioxide
CWZ	Core Walking Zone
DCC	Devon County Council
Defra	Department for Environment, Food and Rural Affairs
DESNZ	Department for Energy Security and Net Zero
DfE	Department for Education
DfT	Department for Transport

DMRB	Design Manual for Roads and Bridges – Air quality screening tool produced by National Highways
DT	Diffusion Tube
DTCCA	Devon and Torbay Combined County Authority
DTDPT	Diffusion Tube Data Processing Tool
EA	Environmental Assessment
ECIC	Energy Community Interest Company
ECO4	Energy Company Obligation
EPC	Energy Performance Certificate
ESU	Equipment Support Unit
EV	Electric(al) Vehicle
FHSF	Future High Street Fund
GBIS	Great British Insulation Scheme
HGV	Heavy Goods Vehicle
HRA	Habitat Regulation Assessment
ICE	Ignite and combust fuel within an internal combustion engine
LAQM	Local Air Quality Management
LCN	Local Cycle Network
LCWIP	Local Cycling and Walking Infrastructure Plan
LEAP	Local Energy Advice Partnership
LED	Light Emitting Diode
LEV	Low Emission Vehicle
LEVI	Local Electric Vehicle Infrastructure
LSO	Local Site Operative
LTP	Local Transport Plan
MHCLG	Ministry for Housing Communities and Local Government
N/A	Not Applicable
NCN	National Cycle Network
NDC	North Devon Council
NH_3	Ammonia

NHS	National Health Service
NO_2	Nitrogen Dioxide
NO_x	Nitrogen Oxides
NSPF	New System Plan Funding
O_3	Ozone
ONS	Office for National Statistics
PG	Policy Guidance
PHOF	Public Health Outcomes Framework
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
PSDS	Public Sector Decarbonisation Scheme
PV	Photovoltaic
QA/QC	Quality Assurance and Quality Control
SAC	Special Areas of Conservation
SCA	Smoke Control Area
SO_2	Sulphur Dioxide
SSSI	Sites of Special Scientific Interest
TEA	Triethanolamine
TG	Technical Guidance
UK	United Kingdom
UKAS	United Kingdom Accreditation Service
ULEV	Ultra Low Emission Vehicle
ZEBRA	Zero Emission Bus Regional Area

References

- Air Quality Strategy – Framework for Local Authority Delivery. August 2023. Published by Defra.
- 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
- 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.