High Peak Borough Council

2025 Annual Status Report

June 2025

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Contact Details		
Company Name	Bureau Veritas UK Limited	High Peak Borough Council
Contact Name	Amelia Reed	Daniel McCrory
Position	Senior Consultant	Principal Pollution Officer
Address	2nd Floor Atlantic House, Atlas Business Park, Manchester, M22 5PR	Moorlands House, Stockwell Street, Leek, ST13 6HQ
Email	amelia.reed@bureauveritas.com	Daniel.Mccrory@staffsmoorlands.gov.uk

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Prepared By	B Lloyd	Consultant	
Approved By	A Reed	Senior Consultant	

2025 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 2025

Information	High Peak Borough Council Details
Local Authority Officer	Daniel McCrory
Department	Environmental Health
Address	Environmental Health High Peak Borough Council, Town Hall Buxton SK17 6EL
Telephone	01538 395400
E-mail	Envhealth@highpeak.gov.uk
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Local Responsibilities and Commitment

This ASR was prepared by the Bureau Veritas on behalf of High Peak Borough Council with the support and agreement of the following officers and departments:

- Dr Daniel Mcrory, Principal Pollution Officer, Environmental Health
- Communities and Climate Change
- Asset Management;
- Development Control; and,
- Derbyshire County Council Highways Authority and Sustainable Travel Team.

This ASR has been approved by:

- Alicia Patterson – Head of Environmental Health

If you have any comments on this ASR please send them to Dr Daniel McCrory at:

Environmental Health
High Peak Borough Council
Town Hall
Buxton
ST17 6EL
Email: envhealth@highpeak.gov.uk

Executive Summary: Air Quality in Our Area

Air Quality in High Peak Borough Council

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

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

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

Table ES 1 - Description of Key Pollutants

Pollutant	Description
Nitrogen Dioxide (NO_2)	Nitrogen dioxide is a gas which is generally emitted from high-temperature combustion processes such as road transport or energy generation.
Sulphur Dioxide (SO_2)	Sulphur dioxide 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.

High Peak Borough Council is one of the eight district and local authorities that make up the county of Derbyshire. High Peak Borough Council is located in the northwest of the region (population circa 92,000) between the Greater Manchester conurbation to the west and the metropolitan areas of Sheffield and Barnsley to the east.

The main source of air pollution within High Peak Borough Council is road traffic emissions from the major roads that cross the borough (the A6, the A628 and the A57) and form key travel routes between the cities of Manchester and Sheffield, as well as the local roads

that connect the borough's main population centres (Glossop, New Mills, Whaley Bride, Chapel-en-le-Frith and Buxton) to these key travel routes. Residential exposure to the increased pollutant concentrations caused by these emissions is the primary concern as there are a number of properties located within close proximity to the road network.

High Peak Borough Council currently has three Air Quality Management Areas (AQMAs), all declared due to exceedances of the 40µg/m^3 annual mean Air Quality Objective (AQO) for nitrogen dioxide (NO_2): Tintwistle AQMA (on the A628 Woodhead Road) and Dinting Vale AQMA (on the A57 Dinting Vale Road), both declared in 2019, and Fairfield Road AQMA, which was declared in 2023 and encompasses the properties on the A6 Fairfield Road and the A53 Buxton.

In 2024, High Peak Borough Council monitored NO_2 using passive diffusion tubes installed at 65 locations within the borough, both inside and outside of AQMAs. There is also one rural AURN automatic monitoring site within High Peak Borough Council which monitors NO_2 and SO_2. High Peak Borough Council established 11 new non-automatic monitoring sites in 2024, nine of which are located within AQMAs.

In 2024, Concentrations at all existing monitoring sites within the AQMAs were decreased compared to 2023 data, with an average decrease of 4.5µg/m^3. Fairfield Road and Dinting Vale AQMAs were compliant with the AQO, and only one site in Tintwistle AQMA reported an exceedance (HP79, 40.8µg/m^3). Following fall-off with distance correction to estimate concentrations at the nearest relevant receptors, all sites reported concentrations below 10% of the AQO (36µg/m^3). All AQMAs were therefore compliant with the AQO at locations of relevant exposure, and also with the 36µg/m^3 AQO recommended for diffusion tubes.

Outside of the AQMAs, 2024 concentrations were decreased at the majority of sites (32 of 35) compared to 2023 data. The maximum concentration was 31.0µg/m^3 at HP47, which reported an increase of 0.8µg/m^3 compared to the previous year. There were no reported exceedances at any site, nor were any annual mean concentrations within 10% of the AQO. On average, concentrations across existing sites were lower than those reported in 2020, 2021, 2022 and 2023.

No sites within High Peak Borough Council reported an NO_2 concentration in excess of 60µg/m^3 in 2024 and the automatic monitoring locations indicate that there have been no instances of 1-hour NO_2 concentrations greater than 200µg/m^3. Therefore, taking into account the number of allowable exceedances through the year (18), the 1-hour NO_2

objective was not exceeded in 2024. Additionally, no exceedances of any AQOs for SO_2 were reported at the Ladybower AURN site.

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.

During 2024, High Peak Borough Council have progressed the following measures:

Air Quality Action Plan Update - An updated version of AQAP is due to be submitted to Defra imminently and outlines the actions that are or will be undertaken will take to improve air quality in the designated AQMA's and the District as a whole between 2025 – 2030. Defra made several recommendations to the initial draft report and these have now been addressed. A steering group is due to meet in June 2025 to approve the final changes.

Installation of New continuous Air Quality Monitors - In December 2024, two new continuous Zephyr® indicative ambient air quality monitors (NO_2, NO, O_3 & PM_{10}, PM $_{2.5}$, PM_1) were deployed, one in AQMA 2: Dinting Vale (Glossop) and one in AQMA 3: Fairfield Road (Buxton).

High Peak Borough Council also took park in several promotional Campaigns during 2024:

- Promotion of Clean Air Day, via social media and website
    - Raise awareness of air pollution.
    - Information that shows air pollution can also affect the brain and mental health, leading to depression, anxiety and dementia
    - Letting local and national decision makers know what would make it easier for you to walk more and have clean air in your community.
- Promotion of Wood burning Burn better via social media and website
- Hosted Go Green a community engagement day
- Participated in: Buxton on the Move Conference

Conclusions and Priorities

The priorities for High Peak Borough Council in addressing and managing air quality within their local areas in the coming year includes:

- The Council will be rolling out anti-idling signage across all schools and other locations within the AQMAs.
- High Peak Borough Council will be starting the consult of new smoke control areas towards the end of 2025.
- The Council are due to update and review the Air Quality Guidance in 2025, with the aim that it be adopted as a Sustainable Development Plan when the Local Plan is due for publication.

High Peak Borough Council will also continue working with DCC on the Low Emission Vehicle Infrastructure (LEVI) Strategy 2019 - 2029 , with support from the LEVI grant scheme to deliver further charge points across the district.

How to get Involved

The public can engage with High Peak Borough Council via their website which contains further local information on the following:

- Air quality monitoring;
- Declared AQMAs;
- Smoke control areas; and
- Wood burning stoves.

The public can also report any concerns about air quality via the Council's website.

As the main source of air pollution within the borough is road traffic, High Peak Borough Council encourages consideration of alternative modes of transport by promoting sustainable transport choices. Further information can be found on the Derbyshire County Council website, which discusses:

- Sustainable travel and smarter choices (cycling, public transport, car sharing schemes and community transport schemes); and
- School travel plans (including Travel Smart – a range of practical initiatives and curriculum projects to promote cycling, scooting, car shar and public transport on the school journey).

In addition, High Peak Borough Council is currently involved in the Air Aware project in collaboration with neighbouring Staffordshire authorities, contributing to the Air Aware website which provides downloadable materials and further information on:

- Funding;
- Volunteering;

- Small actions that can make a big difference, such as:
    - Turning your car off;
    - Car sharing;
    - Getting on your bike (or scooter);
    - Walking;
    - Getting your car serviced;
    - Working smarter;
    - Using public transport;
    - Zero and low carbon vehicles; and renewable home energy sources.

Table of Contents

Figures

Tables

1 Local Air Quality Management

This report provides an overview of air quality in High Peak Borough Council (HPBC) during 2024. 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 HPBC 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

Air Quality Management Areas

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

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

- NO_2 annual mean.

HPBC submitted a draft AQAP to Defra in 2024 and is due to submit their final AQAP imminently. This will outline the actions that are or will be undertaken to improve air quality in the designated AQMAs and the borough as a whole between 2025 – 2030. Defra made several recommendations to the initial draft report and these have now been addressed. A steering group is due to meet on 8th July 2025 to approve the final changes.

Table 2.1 – Declared Air Quality Management Areas

AQMA Name	Date of Declaration	Pollutants and Air Quality Objectives	One Line Description	Is air quality in the AQMA influenced by roads controlled by Highways England?	Level of Exceedance: Declaration	Level of Exceedance: Current Year	Number of Years Compliant with Air Quality Objective	Name and Date of AQAP Publication	Web Link to AQAP
HPBC AQMA No. 1: Tintwistle	11/09/2019	NO_2 Annual Mean	The designated area incorporates the following section of the Woodhead Road; between the Bank Lane/ Woodhead Road Junction and the Old Road/ Woodhead Road Junction	YES	46.6µg/m^3	35.1µg/m^3	1 year	Draft 2025-2030 AQAP submitted Feb 2024	2019-2024 AQAP
HPBC AQMA No. 2: Dinting Vale	04/12/2019	NO_2 Annual Mean	The AQMA encompasses the properties between the A626 Glossop Road / A57 Dinting Vale Junction and the A57 Dinting Vale/ Dinting Lane Junction	NO	40.6µg/m^3	30.4µg/m^3	5 years	Draft 2025-2030 AQAP submitted Feb 2024	2019-2024 AQAP
HPBC AQMA No. 3: Fairfield	18/09/2023	NO_2 Annual Mean	The AQMA encompasses the properties on the A6 Fairfield Road and A53 Buxton between the A6 Fairfield Road /Alma Street junction through to the A53 Bridge Street and ending at the railway viaduct on the A53 Bridge Street	NO	45.5µg/m^3	34.0µg/m^3	1 year	Draft 2025-2030 AQAP submitted Feb 2024	2019-2024 AQAP

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

☒ **HPBC confirm that all current AQAPs have been submitted to Defra.**

Progress and Impact of Measures to address Air Quality in HPBC

Defra's appraisal 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 made to help inform future reports:

1. The report includes a clear statement on how many monitoring sites are within each AQMA and outside of them. This is very useful. Trends are discussed in detail relating to each AQMA. The council is encouraged to maintain this level of detail.

This has been continued this year.

2. Comments from the previous appraisal have been included and directly responded to which is welcomed.

3. There is clear discussion relating to the Councils' current measures and progress made in the reporting year. This is useful.

4. The Council has included an excellent $PM_{2.5}$ section within the report. Although PM is not monitored, it has been discussed in great detail using Defra backgrounds and the PHOF D01 indicator. The council could consider monitoring for PM in the borough as the AURN automatic monitor does not monitor for PM.

HPBC have installed two low-cost sensors within their AQMAs which will enable indicative monitoring of $PM_{2.5}$. The Council intend to include data from these monitors in next year's ASR.

5. A good QA/QC section was included. A national bias adjustment factor was chosen. The council could consider co-locating a triplicate site with the AURN monitor to conduct a colocation study to calculate a local factor.

The AURN monitor is a rural site that has not recorded an annual mean NO_2 concentration above 5.2µg/m^3 in the last 5 years. It is not representative of the non-automatic monitoring sites within HPBC, the majority of which are roadside sites. In accordance with the LAQM TG(22) (sections 7.228 and 7.229) it is unsuitable for use as a co-location site to derive a local bias adjustment factor. HPBC will therefore not be considering this as it is not recommended under the current guidance.

HPBC has taken forward a number of direct measures during the current reporting year of 2024 in pursuit of improving local air quality. Details of all measures completed, in progress or planned are set out in Table 2.2. Three measures are included within Table 2.2, with the type of measure and the progress HPBC have made during the reporting year of 2024 presented. Where there have been, or continue to be, barriers restricting the implementation of the measure, these are also presented within Table 2.2.

Key Completed measures are:

- *Installation of new continuous Air Quality Monitors within AQMAs* - Two Zephyr monitors have been installed (Dec 24) on the south bound carriageway adjacent to the key receptor in AQMA 2 (Dinting Vale Primary School) and Fairfield AQMA3, on the north bound (uphill) carriageway.

- *Support the development and implementation of a Glossop Active Travel Masterplan* – This has now been produced and is awaiting formal adoption.

- *Support the development and implementation of an active travel for school's plan for Glossop to Hollingworth and Hadfield* – A feasibility study has been completed and implementation will be via the Glossop Active Travel Masterplan.

- *Review of Taxi Licencing Policy to encourage taxis licensed by the Council to comply with vehicle emission limits* – This policy has been adopted and is currently being implemented via new and renewal process.

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

- *Review of HPBC Local Plan to include specific policies on air quality – An operational review is ongoing, and it is due to be issued in 2026.*

- *Council approval of proposed changes following the review of Street Trading Policy to encourage trader licensed by the Council to comply with emission limits*

- *Installation of additional Electric Vehicle (EV) charge points across the borough* - An invitation to tender is expected to be issued in early 2025, for 700 chargers in Derbyshire. Work is expected to start in late 2025.

- *HPBC Waste Collection Fleet* -The majority of the fleet now comply with are highest EURO emission standard. Further procurement is due in 2025 to complete the fleet

- *Procurement Policy* - The procurement policy to embed sustainability and low carbon and emissions considerations into decision making is being reviewed with the intent that it will be reissued , with a toolkit to help people implement the policy.

HPBC's priorities for the coming year are:

- *Anti-idling promotion and introduction of Anti idling signage at key locations in AQMAs and across the district* – The Council will be rolling out anti-idling signage across all schools and other locations within the AQMAs.

- *Introduction of New Smoke Control Zones* – HPBC will be starting the consult of new smoke control areas towards the end of 2025.

- *Develop a supplementary planning document for Air Quality Planning and Policy Guidance* – The Council are due to update and review the Air Quality guidance in 2025, with the aim that it be adopted as a Sustainable Development Plan when the Local Plan is due for publication.

HPBC worked to implement these measures in partnership with the following stakeholders during 2024:

- National Highways (North-West);
- Derbyshire County Council (DCC);
- Cenex DCC;
- Midlands Connect;
- Nottinghamshire County Council (NCC);
- Energy Saving Trust;
- Staffordshire Moorlands District Council (SMDC);
- Staffordshire County Council (SCC);
- Transport for Greater Manchester;
- Public Health England (PHE);
- Derby City Council;
- District Councils;
- East Midlands Councils;
- Greater Manchester (GM);

Buxton Town Team.

Table 2.2 – Progress on Measures to Improve Air Quality

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated/ Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant/ Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
1	Anti-idling promotion and introduction of Anti idling signage at key locations in AQMAs and across the district	Public Information	Other	2024	2025/2026	High Peak Borough Council/ Derbyshire County Council	High Peak Borough Council	Part Funded	< £10k	Planning	<0.5 µg/m³	Through public awareness /No of signs/ web site use	implementation is on- going, anti-idling signage being designed	To be confirmed
2	Introduction of New Smoke Control Zones	Policy Guidance and Development Control	Other policy	2024/25	2025/26	High Peak Borough Council	High Peak Borough Council	No	£10k - £50k	Planning	<0.5 µg/m³	Area Covered by new smoke control order	On-going	The extent of the proposed changes to smoke control areas needs agreement from Council members
3	Develop a supplementary planning document for Air Quality Planning and Policy Guidance	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	2018	To be confirmed	Public Health England / East Midlands Councils	High Peak Borough Council/ Public Health England	N/A	< £10k	To be confirmed	<0.5 µg/m³	To be confirmed	Further establishes a range of measures expected by developers Reduction in a range of pollutants from development	To be adapted locally taken to the Air quality group on completion for discussion and local adoption and implementation
4	National Highways to review Air Quality, junction capacity, Speed limits and Road Safety along the A628 (Tintwistle).	Traffic Management	Control systems, Congestion management, traffic reduction, Urban Traffic	2025	2025/26	National Highways / HPBC	National Highways	Not Funded	< £10k	Planning	0.5-1 µg/m³	Reduction in traffic congestion & NO_2 levels at relevant receptors	National Highways have completed a review of road speeds and road safety along the A628, including the section incorporating AQMA No.1: Tintwistle, as part of a Village Gateway project along the A628. The Scheme has now been fully approved and delivery is planned for the early 2025.	"National Highways indicate that before further assessments and proposals are undertaken, they will need to assess the impacts of the Village Gateway scheme and crucially the A57 link road once they have all been delivered, in order to gauge next steps, as any future schemes would likely not be appraisable until these major schemes have been delivered.
5	National Highways to monitor the future impacts of the proposed A57 Link Roads scheme at the AQMAs (1&2) and potential mitigation.	Other	Other	2028	2028	National Highways DCC/HPBC	National Highways	Funded	> £10k	Planning	Target No increase	No increase in NO_2 levels at relevant receptors Completion of Link Road	as part of the A57 Link Roads Development Consent Order 2022 they are required to: monitoring the of air quality in the Tintwistle and Dinting Value AQMA and implement mitigation measures (to be approved by S of S) if a breach of any national air quality objectives is reasonably attributable to the operation of the authorised development in those areas; National Highways have met with DCC to discuss monitoring and additional designated funding	DCC intend to submit a bid through Designated Funds (up to 1m) for the A57 scheme to facilitate design, and construction of infrastructure identified within the Glossop Active Travel Masterplan project. The funds (up to £1m) will not be available until the completion of the scheme in likely to be 2028
6	DCC Highways Authority to review Air Quality, junction capacity, Speed limits and Road Safety along the A57 (Glossop).	Traffic Management	Control systems, Congestion management, traffic reduction, Urban Traffic	2024	2025/26	DCC	DCC	Part Funded	< £10k	Planning	0.5-1 µg/m³	Reduction in traffic congestion & NO_2 levels at relevant receptors	DCC Highways have held an internal workshop review potential measures and officers are now evaluating any barriers and impacts to identify what measures are currently deliverability	The setting up a full traffic model will be delayed until the A57 link road has been
7	DCC Highways Authority to Upgrade of the signal controller at the A57/A626 Glossop Road (Plough Inn) junction to reduce congestion and provide priority to buses, improving reliability for all users.	Traffic Management	Control systems, Congestion management, traffic reduction, Urban Traffic	2024	2025/26	DCC	DCC /BSIP	Part Funded	< £10k	Planning	0.5-1 µg/m³	Reduction in traffic congestion & NO_2 levels at relevant receptors	An updated signals controller was installed in Dec 24 as part of the wider BSIP programme of works and is operational. This provides vehicle detection and gives priority to approaching buses. The benefits realised from this intervention are being monitored. at this location.	The VIVACITY equipment originally intended for deployment has been replaced with more standard (Swarko) equipment to avoid on-going revenue implications. This unfortunately eliminates the potential to record vehicle flows Alternative monitoring equipment options are being considered, however it is unlikely that alternatives to the VIVACITY equipment will provide the opportunity to collect peds/cycles (see Action 2c).

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated/ Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant/ Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
8	Installation of continuous, real-time traffic monitoring equipment along A57 (including peds/cycles) to assess the impact of interventions, including periodic queue length/journey time surveys.	Traffic Management	Control systems, Congestion management, traffic reduction, Urban Traffic	2024/25	2025/26	DCC	DCC	Part Funded	< £10k	Planning	0.5-1 µg/m³	Reduction in traffic congestion & NO_2 levels at relevant receptors	Options currently under consideration. The most viable option likely to be the installation of a permanent ATC site, however this doesn't capture peds/cyclists. Other options have revenue implications.	NH will be conducting monitoring as part of the A57(T) Link Roads Scheme
9	DCC Highways Authority to review Air Quality, junction capacity, Speed limits and Road Safety along A6 (Buxton).	Traffic Management	Control systems, Congestion management, traffic reduction, Urban Traffic	2024/25	2025/26	DCC	DCC	Part Funded	< £10k	Planning	0.5-1 µg/m³	Reduction in traffic congestion & NO_2 levels at relevant receptors	Ongoing. A report relating to the A6 Fairfield Road corridor traffic and safety has been produced to provide some context surrounding the baseline situation. DCC Highways Authority Commission a study to investigate the potential for a comprehensive redesign of the A6/A53 Fairfield Road/Bakewell Road roundabout junction (Buxton). A traffic count survey was conducted in September 24 Using this data, junction capacity assessments have been undertaken. The initial model outputs suggest that a signals scheme may be achievable, and could provide some capacity improvement over the existing layout, facilitating additional vehicles through the junction, with the added benefit of realising pedestrian crossings on all arms.	A wider 'whole street' approach, incorporating wider complementary scheme objectives will be taken into consideration as part of any designs to realise a comprehensive solution.
10	DCC Highways Authority Commission a study to investigate the potential for a comprehensive redesign of the A6/A53 Fairfield Road/Bakewell Road roundabout junction (Buxton).	Traffic Management	Control systems, Congestion management, traffic reduction, Urban Traffic	2024/25	2025/26	DCC	DCC	Not yet Funded	800K	Planning	0.5-1 µg/m³	Reduction in traffic congestion & NO_2 levels at relevant receptors	The installation of a signals scheme is estimated to cost in the region of £800K. To progress the scheme, further detailed assessments will be required to support a business case submission,	To progress the scheme, further detailed assessments will be required to support a business case submission, most likely through EMCCA CRSTF commencing 2027/28 at the earliest.
11	Review of continuous, real-time traffic monitoring equipment along Fairfield Road to assess the impact of interventions, including periodic queue length/journey time surveys.	Traffic Management	Control systems, Congestion management, traffic reduction, Urban Traffic	2024/25	2025/26	DCC	DCC	Part Funded	To be determined	Planning	0.5-1 µg/m³	Reduction in traffic congestion & NO_2 levels at relevant receptors	The existing permanent ATC on Fairfield Road provides classified volumetric data required to monitor traffic flows and composition. A limitation of this is that it doesn't record pedestrian or cycle movements.	DCC are reviewing their current contracts and are considering alternative supplies that may enhance collection and monitoring. This location will be cited as a priority for upgrade should an opportunity materialise.
12	Installation of further rapid (50kw +) EV Charging points across borough	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	2025	2025/26	DCC/HPBC/ Midlands Connect	LEVI Fund	Funded	£10k - £50k	Planning	<0.5 µg/m³	Number of EV charge points installed	Final Selection of sites/ locations within the HPBC district being determined	Progress was delayed during 2024 due to a focus on the LEVI project (see actions 4b and 4c
13	Installation of On-street charging utilising lamp	Promoting Low Emission Transport	Procuring alternative Refuelling	2025	2025/26	DCC/HPBC/ Midlands Connect	LEVI Fund	Funded	£10k - £50k	Planning	<0.5 µg/m³	Number of EV charge	Funding approved. An invitation to tender was/is expected to be issued in 2025,	work likely to be begin in early 2026

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated/ Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant/ Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
	columns (5kW) across borough		infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging									points installed		
14	Installation of charge points in residential areas (7kW)	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	2025	2025/26	DCC/HPBC/ Midlands Connect	LEVI Fund	Funded	£10k - £50k	Planning	<0.5 µg/m³	Number of EV charge points installed	An invitation to tender was/is expected to be issued in early 2025, for 700 chargers in Derbyshire. Work is expected to start in late 2025	The exact locations of the charges has yet to be finalised but will include a significant number withing the High Peak Borough
15	Review of HPBC parking strategy to Incentivise parking for low emission vehicles	Promoting Low Emission Transport	Emission based parking or permit charges	2021	2023	HPBC/DCC	HPBC	Not funded	< £10k	Planning	<0.5 µg/m³	No of LEV	Parking review being undertaken	HPBC operates several parking schemes for residents . Implementation comp[lex
16	Implementation of Bus service Improvement Plan	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	2024	2029	HPPC / DCC /Central Government /Energy Saving Trust	BSIP	Fully Funded	> £10m	Implementation	<0.5 µg/m³	Achieve 95% Euro 6 or better by end 2029/30, including an Enhanced Partnership Plan (EP Plan) which formally adopted the Develop plans for hydrogen and/or electric infrastructure within 4 years	implementation ongoing	With relevant stakeholders, determine if lower emission buses can be prioritised for services directly impacting on the AQMA's TBC
17	Development of Derbyshire (or HPBC) Freight and Delivery Fleet Strategy	Freight and Delivery management	Policy	2025/26	Not Yet Commenced	EMCCA	TBC	TBC	< £10k	Aspirational	<0.5 µg/m³	Number of LEV in the fleet	DCC continued working with local business and consideration of measures including establishing a permanent vehicle weight restriction on the A57 (Snake Pass), limiting vehicles to 7.5 tonnes maximum, removing some of the most polluting vehicles from the corridor. The full freight strategy will now be produced as part of the as part of the LTP review.	EMCCA have the responsibility for influencing strategic freight movements across the network. DCC will work with EMCCA to raise the importance of this work.
18	Promotion of Fleet advice and recognition schemes across High Peak	Vehicle Fleet Efficiency	Fleet Efficiency and Recognition Schemes	2025/26	On going	HPBC/DCC	HPBC	Funded	< £10k	Aspirational	<0.5 µg/m³	Stars awarded for Performance	Not yet initiated	some initial promotion has taken place but was not progress due to resource issues
19	Support the development and implementation of a Glossop Active Travel Masterplan	Promoting Travel Alternatives	Promotion of active travel	2023	2024/25	DCC/HPBC/ Sustrans /Move More HP	Active Travel England via the Capability and Ambition Fund	Funded	£50k - £100k	Planning	<0.5 µg/m³	Implementation	The Glossop Active Travel Masterplan has been produced and is awaiting formal adoption. A delivery plan is being developed	Strategic routes (PBW/ route to school) identified as priorities - seeking quotes before determining next steps. Wider action plan delivery will require partnership and further funding
20	Support the development and implementation of an active travel for	Promoting Travel Alternatives	Promotion of active travel	2023	2024/25	DCC/Sustrans /Move More/HPBC	HPBC UK Shared Prosperity Fund	Funded	£10k - £50k	Planning	<0.5 µg/m³	Implementation plan	Feasibility Study Completed by Sustrans. Implementation will be via the Glossop Active Travel Masterplan	Recommendations may likely to be implemented be through Glossop Active Trave masterplan

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated/ Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant/ Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
	school's plan for Glossop to Hollingworth and Hadfield													
21	Support the completion of the Trans Pennine Trail & aspirations of the Derbyshire's Key Cycle Network and LCWIP. in Glossop	Promoting Travel Alternatives	Promotion of cycling	2021	On going	DCC	DCC	Part Funded	> £1m	Implementation	<0.5 µg/m³	Route Completion	The Glossop Active Travel Masterplan has been produced and is awaiting formal adoption. A delivery plan is being developed	Strategic routes (PBW/ route to school) identified as priorities - seeking quotes before determining next steps. Wider action plan delivery will require partnership and further funding
22	Support the objectives and implementation of the Buxton Sustainable Travel Plan.	Promoting Travel Alternatives	Promotion of active travel	2021	On going	Buxton Town Team/DCC/HPBC	Active Travel England via the Capability and Ambition Fund	Part Funded	>1m	Planning	<0.5 µg/m³	TBC	The Buxton - Next Steps project is mostly aligned with and will progress the 'Buxton Boulevard' cross town route as proposed in the travel plan for the town.	
23	Development of Buxton Walk and Ride Network	Promoting Travel Alternatives	Promotion of active travel	2023	On going	DCC/HPBC	DCC/ HPBC Future High Street Fund	Part Funded	>1m	Implementation	<0.5 µg/m³	Route Completion	A preferred route has been identified to be taken forward, broadly based on the 'Buxton Boulevard' cross town route identified in the Travel Plan resurfacing completed. Some development is being carried out by HPBC	No funding to develop whole network at present
24	Support the completion of Derbyshire's Key Cycle Network and LCWIP links (White Peak Loop route) erred route)part of Buxton Walk and Ride Network	Promoting Travel Alternatives	Promotion of cycling	2021	On going	DCC	Active Travel England via the Capability and Ambition Fund	Part Funded	> £1m	Implementation	<0.5 µg/m³	Route Completion	preferred route has been identified to be taken forward, broadly based on the 'Buxton Boulevard' cross town route identified in the Travel Plan for the town.	.Design and preparatory work underway for proposed section of WPL from the end of Monsal Trail at Topley Pike, into and through Buxton to Parks Inn at Harpur Hill. Surface, drainage and accessibility improvements undertaken for route from A515 across Temple Fields onto Green Lane.
25	Support Moving Together Buxton	Promoting Low Emission Transport	Other	2022	Not yet commenced	Cenex,/DCC/ Midlands Connect	Midlands Connect	Fully Funded	£50k - £100k	Planning	<0.5 µg/m³	Number of users	A final output report produced by Cenex is expected in 2025	
26	Promotion of Walking and Cycling Travel Alternatives	Promoting Travel Alternatives	Workplace Travel Planning	2015	Ongoing	DCC/HPBC	DCC/HPBC	Funded	< £10k	Implemented	<0.5 µg/m³	N/A	Ongoing. https://www.derbyshire.gov.uk/leisure/countryside/access/cycling/cycling.aspx	
27	Increased promotion of School travel plans and improved focus on air quality	Promoting Travel Alternatives	School Travel Plans	2018/ 2019	ongoing	HPBC/ DCC (HPBC)	DCC	Funded	< £100k	Implementation	<0.5 µg/m³	No of School Travel Plans approved & adopted	By 2025, all education settings will have nominated a sustainability lead and put in place a climate action plan see: https://www.gov.uk/guidance/sustainability-leadership-and-climate-action-plans-in-education. Several, including Buxton Community School, have signed up to Modeshift STARS to collect mode of travel data to support their climate action plan.	The number of officers involved in school travel planning at DCC has been reduced
28	Work with local schools (Dinting Vale Primary School and Glossopdale Secondary School) to understand and tackle air quality issues, potentially leading to the creation/revision of school travel	Promoting Travel Alternatives	School Travel Plans	2024	ongoing	Move More/ HPBC/DCC	HPBC UK Shared Prosperity Fund	Funded	< £10k	Implementation	<0.5 µg/m³	No of School Travel Plans approved & adopted	Move More Glossop undertook a three day project with the Dinting Vale Primary School and the Police, to increase awareness of pedestrian safety. The initiative covered many aspects including pavement parking, speeding, and congestion and idling cars producing fumes. Part of the project involved the children putting on face masks and o politely ask parents who were sat in their cars with the engines idling to turn off	Glossopdale Community school working towards Modeshift STARS The school is hoping to conduct a modal share survey in 2025 School secured an approved travel plan as of March 2025.

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated/ Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant/ Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
													their engines. They then proceeded to politely ask parents who were sat in their cars with the engines idling to turn off their engines.	
29	Increased promotion of work base travel plans	Promoting Travel Alternatives	Workplace Travel Planning	2018/ 2019	Operational	DCC/ HPBC	HPBC/DCC	Funded	< £100k	Implemented	<0.5 µg/m³	No of Business Travel Plans approved & adopted	Quantitative appraisal is on-going. https://www.derbyshire.gov.uk/transport-roads/transport-plans/sustainable-travel/sustainable-travel-and-smarter-choices.aspx	The number of officers involved in travel planning at DCC has been reduced
30	Work with local business (Fairfield Industrial Estate and Water swallows) to promote the benefits of workplace travel plans..	Promoting Travel Alternatives	Workplace Travel Planning	2018	Operational	DCC/ HPBC	HPBC/DCC	Funded	< £10k	Planning	<0.5 µg/m³	No of Business Travel Plans approved & adopted	DCC looking top support existing Buxton Workplace Travel Forum	The number of officers involved in travel planning at DCC has been reduced
31	Promotion of car share schemes	Promoting Travel Alternatives	Workplace Travel Planning	2018/ 2019	Operational	DCC/ HPBC	HPBC/DCC	Funded	< £10k	Implemented	<0.5 µg/m³	No of Business Travel Plans approved & adopted	Quantitative appraisal is on-going. https://liftshare.com/uk/community/derbyshire	
32	Reduce emissions from Council Fleet	Vehicle Fleet Efficiency	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	2019	On going	HPBC/ AES	HPBC	Funded	£50k - £100k	Implementation on	<0.5 µg/m³	Number of LEV in the fleet	The Energy Saving Trust has assessed the councils fleet vehicles. The majority of the fleet comply with are highest EURO emission standard with the rest completed by 2025. Progress reported in Annual climate change report -	
33	Reduce emissions from Council Grey Fleet	Vehicle Fleet Efficiency	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	2025	Ongoing	HPBC	HPBC	Funded	£10k - £50k	Planning	<0.5 µg/m³	Number of LEV in the grey fleet	Initial assessment to be implemented. Progress reported in Annual climate change report	
34	Promote and support active Travel for Council Staff	Promoting Travel Alternatives	Promoting Active Travel	2022	Ongoing	HPBC	HPBC	Funded	< £10k	Implementation on /planning	<0.5 µg/m³	Number of Staff engaged in active travel	Cycle to work launched and agile working policy adopted. Progress reported in Annual climate change report,	Uptake of cycle to work scheme has been limited so far. Further promotion ongoing
35	Incentivise Council Staff to switch to Low emission vehicles	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	2022	Ongoing	HPBC	HPBC	Funded	£10k - £50k	Implementation on	<0.5 µg/m³	Number of staff switching to LEV	Review of allowances scheme ongoing, Employees EV salary sacrifice launched to facilitate scheme to move to EV . Progress reported in Annual climate change report	Lack of workplace EV chargers
36	Revise Councils procurement policy to embed sustainability and low carbon and emissions considerations into decision making	Policy Guidance and Development Control	Other policy	2022	2022	HPBC	HPBC	Funded	< £10k	Implementation	<0.5 µg/m³	Number of procurement exercises using toolbox	Policy is being reviewed with the intention of adopting a toolbox to aid uptake	Progress reported in Annual climate change report
37	Use of the planning regime to minimise impact of new developments in	Policy Guidance and Development Control	Other policy	2005	Operational	HPBC	Developer Contributions	N/A	< £10k	Implementation	<0.5 µg/m³	Mitigation of AQ achieved Through planning	The Council adopted a new Developer Contributions SPD in 2023 that's makes specific reference to contributions to mitigate air quality impacts.	TBC

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated/ Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant/ Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
	AQMAs and wider district													
38	Review of HPBC Local Plan to include specific policies on air quality	Policy Guidance and Development Control	Other policy	2022	EQ10 Operational Review Ongoing	HPBC	HPBC	N/A	< £10k	TBC	<0.5 µg/m³	No of Policies specific to Air Quality	A Review of Adopted Local Plan is ongoing due to be issued in 2026	Local Plan Review can take a significant time period
39	Review of Derbyshire County Council Local Transport Policy (LTP4)	Policy Guidance and Development Control	Other policy	2025	2026/27	EMCCA	EMCCA	TBC	< £10k	Planning	<0.5 µg/m³	TBC	Not Yet Implemented	Responsibility for LTP now with EMCCA Implementation is on-going but can take a significant time period
40	Review of Taxi Licencing Policy to encourage taxis licensed by the Council to comply with vehicle emission limits	Policy Guidance and Development Control	Other policy	2022	2024	HPBC	HPBC	Funded	< £10k	Implementation	<0.5 µg/m³	Number of LEV Taxis in the fleet. All licensed taxis should meet minimum emission standard	Adopted Policy requires all diesel vehicles to be Euro six and Euro 4 for diesel and petrol vehicles, respectively	Policy adopted and currently being implemented via new and renewal process
41	Review of Street Trading Policy to encourage trader licensed by the Council to comply with emission limits	Policy Guidance and Development Control	Other policy	2024	2024/25	HPBC	HPBC	Funded	< £10k	Planning	<0.5 µg/m³	Number of Low emission vehicles should meet minimum emission standard	Adopted Policy will requires all diesel vehicles to be Euro six and Euro 4 for diesel and petrol vehicles, respectively	Proposed changes to street trading licenses needs approval from Council members
42	Smoke Control Enforcement	Other	Other	Ongoing	Operational	HPBC	HPBC	Defra Funded	< £10k	Completed	<0.5 µg/m³	Fines Issued/ complaints received	On going	This is statutory work completed by the Environmental Health team
43	Inspect under the Environmental Permit regime	Environmental Permits	Introduction/increase of environment charges through permit systems and economic instruments	Completed	Continual	HPBC	HPBC	TBC	< £10k	Completed	<0.5 µg/m³	Installations adhering to permits and enforcement / penalties for breaches	On-going	This is statutory work completed by the Environmental Health team
44	Develop Air Quality Awareness and Promotion events in conjunction with other relevant partners.	Public Information	Other	2017/18	Operational	DCC / HPBC /Derby & Derbyshire AQ group	Public Health/HPBC and other stakeholder	Funded	< £10k	Implementation	<0.5 µg/m³	Through public awareness / web site use	Implementation is on- going Recent promotions include; Big Walk and Wheel https://bigwalkandwheel.org.uk/ ; Travel Smart week(s), Clean Air Day	TBC
45	Raise awareness of impacts of coal and wood burning	Public Information	Other	2022	Operational	HPBC	HPBC/Defra Grant	Funded	< £10k	Implementation	<0.5 µg/m³	Through public awareness / web site use	Ready to Burn promotions ongoing via social media Quantitative appraisal is on-going	https://www.highpeak.gov.uk/article/355/Smoke-controlareas
46	Improve Air Quality web page and develop an Air Quality Portal showing real time pollution levels across the AQMAs and wider district.	Public Information	Other	2024/25	2025/26	HPBC	HPBC/Developer Contribution	Not Funded	£10k - £50k	planning	<0.5 µg/m³	Through public awareness / web site use	Not yet Implemented	Requires the installation of continuous monitors across the AQMAs and funds through developer contributions
47	Installation of continuous Air Quality Monitors in AQMA's	Install continuous Air Quality Monitors in AQMA's	Public Information	Other	2024	Ongoing	HPBC	Part Funded	< £10k	Implementation	<0.5 µg/m³	No of units installed	Two Zephyr monitors have been installed (Dec 24) on the south bound carriageway adjacent to the key receptor in AQMA 2 (Dinting Vale Primary School) and Fairfield AQMA3, on the north bound (uphill) carriageway	Further installations required

2.1 $PM_{2.5}$ – 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.

In December 2024, two new continuous Zephyr® indicative ambient air quality monitors were deployed in AQMAs:

- In AQMA 2, the monitor was installed on the West Bound side immediately outside of Dinting Vale Primary school.
- In AQMA 3, the monitor was installed on the North bound side of Fairfield Road at the same location as tube HP72.

Although low-cost sensors cannot be used to show compliance with national AQOs at present, they can be used to indicate general levels and trends. The monitors will measure PM_{10} and $PM_{2.,5}$ as well as NO_2, so these monitors will enable the Council to gain a better understanding of $PM_{2.5}$ levels within AQMAs. Data from the new continuous monitors will be included and discussed in next year's ASR.

Zephyr® AQ monitors at Dinting Vale Primary school., Glossop and Fairfield Road

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

2.1.1 Fine Particulate Matter ($PM_{2.5}$) Levels in High Peak

As HPBC does not monitor either $PM_{2.5}$ nor $PM_{10,}$ the area of maximum background annual mean $PM_{2.5}$ concentrations and the area of minimum background annual mean $PM_{2.5}$ has been derived from the Defra Background maps.

The Defra 2024 background maps for HPBC (2021 reference year)[2] show that all background concentrations of $PM_{2.5}$ are far below the annual mean target of 20µg/m^3 for $PM_{2.5}$. The 2024 average $PM_{2.5}$ background concentration for HPBC was 5.7µg/m^3. The highest background concentration was estimated to be 8.4µg/m^3 within the 1 x 1km grid square with the centroid grid reference of 402500, 394500. This grid square is located in Glossop and encompasses part of the Mouselow Quarry

The background maps also provide a breakdown of sources. For the highest background concentration grid square, the majority of the estimated $PM_{2.5}$ concentration (3.8µg/m^3) is attributed to secondary $PM_{2.5}$ formation, where $PM_{2.5}$ is formed from the chemical reactions of other gaseous atmospheric pollutants such as sulphur dioxide (SO_2) and nitrogen oxides (NO_x, NO and NO_2). There was also a substantial contriubution from industry within the square (2.1µg/m^3), indicating that local industrial activity, for example from the quarry, are impacting $PM_{2.,5}$ concentrations in this area.

2.1.2 $PM_{2.5}$ and Mortality in Derbyshire

The Public Health Outcomes Framework data tool[3] compiled by Public Heath England quantifies the mortality burden of $PM_{2.5}$ within England on a county and local authority scale. The 2023 fraction of mortality attributable to particle air pollution (indicator D01) in High Peak is compared with other areas in Table 2.3 below. The mortality burden in High Peak is 4.9%, which is lower than the average for the Derbyshire (5.4%) and the England average (5.2%). The 2023 estimates of the fraction of mortality attributable to $PM_{2.5}$ pollution range from 3.3% in the Isles of Scilly to 7.4% in the City of London.

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[2] Defra Background Mapping data for local authorities (2021-based), available online at https://uk-air.defra.gov.uk/data/laqm-background-maps?year=2021

[3] Public Health Outcomes Framework, Public Health England. data tool available online at https://fingertips.phe.org.uk/profile/public-health-outcomes-framework/data#page/3/gid/1000043/pat/502/ati/501/are/E07000037/iid/93861/age/230/sex/4/cat/-1/ctp/-1/yrr/1/cid/4/tbm/1/page-options/car-ao-0_car-do-0

Table 2.3 – Estimated average number of deaths by local authority area attributable to $PM_{2.5}$ within Staffordshire for adults over 30

District/County	Percentage(%)
High Peak	**4.9**
Amber Valley	5.7
Bolsover	5.6
Chesterfield	5.4
Derbyshire Dales	4.9
Erewash	5.9
North East Derbyshire	5.3
South Derbyshire	5.5
Derbyshire Average	***5.4***
England Average	***5.2***

2.1.3 Actions being taken within HPBC to reduce $PM_{2.5}$

Efforts within High Peak are being concentrated on monitoring NO_2 levels, with a particular focus on the established AQMAs. As road traffic is often the primary source of emissions of both NO_2 and particulates, measures implemented to reduce road traffic emissions within the borough will also reduce levels of PM_{10} and $PM_{2.5}$. These measures are summarised in Table 3.1.

HPBC is working towards introducing new Smoke Control Zones by 2027, which will help reduce $PM_{2.,5}$ levels once established. High Peak Brough Council currently has Smoke Control Orders covering the majority of Buxton and Glossop. Whilst it is recognised that improvements in the regulation of these zones will likely improve air quality within these areas, it will not significantly affect the impacts of domestic burning outside of these established zones. It has therefore, been proposed that extending the current smoke control zones across the brough, in addition to the improvements in their regulation, could significantly improve emissions from domestic burning.

The consultation on the implementation of new smoke control areas was delayed in 2024, due to resourcing issues. This has now been addressed, and it is hoped that the consultation will be launched before the end of 2025. The extent of the proposed changes to smoke control varies from the entire borough to the restricting of the more populous

towns currently not included, such as Chapel-en-le-Frith, New Mills and Whaley Bridge, and will be determined in consultation with members and the public.

In addition to the above HPBC have continued to promote improved behavioural change with regard to the use of woodburning stoves, though its website and social media posts

Table 2.4 – Actions being taken within High Peak to reduce $PM_{2.5}$

Measures category	Measure Classification	Effect on reducing NO_x and PM_{10} emissions (low, medium, high)	Reduces $PM_{2.5}$ emissions?	Summary of measures
Traffic Management	**Urban Traffic Control systems, Congestion management, traffic reduction**	low	✓	UTC proposed for Buxton and Glossop Centre as part of Connected Future Project
	Reduction of speed limits, 20mph zones	low	✓	20mph zones near some schools in residential areas
	Anti-idling enforcement	low	✓	Anti Idling Campaign toolkits available to schools for pupil run campaign.
	Other	low	✓	Proposed Live Public Facing portal linked to Zephyr air quality monitor for PM2.5 with district modelling.
Promoting Travel Alternatives	**Workplace Travel Planning**	low	✓	https://www.derbyshire.gov.u k/transport-roads/transport-plans/sustainable- travel/sustainable-travel-and- smarter-choices.aspx
	Encourage / Facilitate home-working	low	✓	Agile working policy adopted
	School Travel Plans	low	✓	https://www.derbyshire.gov.u k/transport-roads/transport-plans/sustainable- travel/school-travel- plans/school-travel-plans.aspx
	Promotion of cycling	low	✓	https://www.derbyshire.gov.u k/leisure/countryside/access/cycling/cycling.aspx
	Promotion of walking	low	✓	https://www.derbyshire.gov.u k/leisure/countryside/access/cycling/cycling.aspx
	Share a Lift Scheme	low	✓	https://www.derbyshire.gov.u k/transport-roads/transport-plans/sustainable- travel/sustainable-travel-and- smarter-choices.aspx
Transport Planning & Infrastructure	**Local Transport Plans and District Strategies**	high	✓	Derbyshire Local Transport Plan (LTP3)
	Public transport improvements-interchanges stations and services	low	✓	develop an innovative mobility hub at Buxton Railway Station
	Public cycle hire scheme	low	✓	
	Cycle network	low	✓	The Local Cycling and Walking Infrastructure Plan
	Bus route improvements	high	✓	As a result of BSIP & BSIP+ funding consideration is being given to bus route improvement Bus Service Improvement Plan 2021

Measures category	Measure Classification	Effect on reducing NO_x and PM_{10} emissions (low, medium, high)	Reduces $PM_{2.5}$ emissions?	Summary of measures
Alternatives to private vehicle use	**Active Travel Fund**	low	✓	Move More High Peak a collaborative strategy that will see partners working together with the aim to move more every day and to provide greater support to those that need it most.
	Bus based Park & Ride	medium	✓	Buxton Walk and Ride project
	Car Clubs	low	✓	Buxton on the move
Policy Guidance and Development Control	**Planning applications to require assessment of exposure / emissions for development requiring air quality impact assessment**	high	✓	High Peak Local Plan (2016-2031)
	Air Quality Strategy	high	✓	Draft Air Quality Action Plan 2024-2029 submitted to Defra awaiting further feedback from consultees
	Planning Guidance for developers	high	✓	HPBC "Air Quality and Emissions Mitigation" Guidance for Developers available, and currently being updated with view to be adopted as a official SPD
	Developer Contributions based on damage cost calculation	high	✓	Damage cost assessment used for applicable applications Developer Contributions SPD now makes specific reference to contributions to mitigate air quality impacts.
	Planning Policies	high	✓	High Peak Local Plan (2016-2031)
	Low Emissions Strategy	high	✓	Forms part of Climate Change Action Plan & Climate change action plan part 2
Vehicle Fleet Efficiency	**Promoting low emission public transport**	high	✓	Bus Service Improvement Plan 2024
	Vehicle retrofitting programmes	medium	✓	On going / in development Energy Saving Trust (EST) have reviewed current fleet and issued recommendations including training.
	Public Vehicle Procurement -Prioritising uptake of low emission vehicles	high	✓	Procurement Strategy in development; Climate change action plan part 2
	Company Vehicle Procurement -Prioritising uptake of low emission vehicles	high	✓	Majority of fleet comply with highest EURO emission next replacement period in 2028. EV salary Sacrifice Scheme launched for employees
	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	high	✓	Low Emission Vehicle Infrastructure(LEVI) Strategy 2019 - 2029 Also in discussion with DN2 authorities regarding installation of EV chargers at Council hubs to be shared by Council vehicles across Nn2 area
	Priority parking for LEV's	high	✓	In development

Measures category	Measure Classification	Effect on reducing NO_x and PM_{10} emissions (low, medium, high)	Reduces $PM_{2.5}$ emissions?	Summary of measures
	Taxi Licensing conditions	medium	✓	In development
	Taxi emission incentives	medium	✓	In development
	EV Strategy	high	✓	Low Emission Vehicle Infrastructure(LEVI) Strategy 2019 - 2029
Environmental permits	**Introduction/increase of environment charges through permit systems and economic instruments (Permit fees set centrally)**	medium	✓	On going Environmental Permits inspection of installation adhering to permits and enforcement/penalties for breaches
	Measures to reduce pollution through IPPC Permits going beyond BAT	medium	✓	https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/211863/env-permitting-general-guidance-a.pdf (Chapter 15)
Other measures	**Smoky Diesel Hotline**	medium	✓	https://www.gov.uk/report-smoky-vehicle
	Domestic Smoke Control advice and Enforcement	high	✓	https://www.highpeak.gov.uk/article/355/Smoke-control-areas
	Garden Bonfires - Advice and nuisance enforcement	medium	✓	SMDC Smoke Nuisance and Bonfires & EPUK leaflet used
	Commercial burning advice and enforcement	medium	✓	HPBC Commercial smoke & waste management “its a burning issue” EA leaflet
	Multi agency working with Fire Service and Environment Agency for trade burning	medium	✓	Information shared as appropriate.

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

This section sets out the monitoring undertaken within 2024 by HPBC and how it compares with the relevant air quality objectives. In addition, monitoring results are presented for a five-year period between 2020 and 2024 to allow monitoring trends to be identified and discussed.

3.1 Summary of Monitoring Undertaken

3.1.1 Automatic Monitoring Sites

HPBC has no automatic (continuous) monitoring sites within the borough. However, there is an Automatic Urban and Rural Network (AURN) national monitoring site located at Ladybower Reservoir that is within High Peak. The results of this station have been included for completeness within this ASR and raw data is available on the UK Air website.

Table A.1 in Appendix A shows the details of the automatic monitoring site.

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

3.1.2 Non-Automatic Monitoring Sites

HPBC undertook non-automatic (i.e. passive) monitoring of NO_2 at 65 sites during 2024. Table A.2 in Appendix A presents the details of the non-automatic sites. 11 new monitoring sites were established in 2024, mainly within existing AQMAs to increase monitoring in areas where high concentrations are routinely reported.

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

3.2 Individual Pollutants

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

3.2.1 Nitrogen Dioxide (NO_2)

Table A.3 and Table 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 (AQO) of 40µg/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).

For diffusion tubes, the full 2024 dataset of monthly mean values is provided in Table B.1. Note that the concentration data presented in Table B.1 includes distance corrected values, only where relevant.

Table A.5 in Appendix A compares the ratified continuous monitored NO_2 hourly mean concentrations for the past five years with the air quality objective of 200µg/m^3, not to be exceeded more than 18 times per year.

Table 3.1 shows the maximum concentrations within each AQMA at relevant exposure (i.e. after fall-off with distance correction to predict concentrations at the nearest relevant receptor).

Tintwistle AQMA

Diffusion tube sites located within the Tintwistle AQMA are presented in Figure A.1. In 2024, two new monitoring sites (HP78 and HP79) were established within Tintwistle AQMA near to HP63A,HP63B and HP5, which have historically reported exceedances of the annual objective.

The maximum concentration recorded was 40.7µg/m^3 at site HP79, which is in exceedance of the NO_2 annual mean air quality objective (40µg/m^3). Sites HP63A,HP63B and HP78 recored concentrations within 10% of the AQO (36.2µg/m^3 and 36.1µg/m^3 respectively).

However, following fall-off with distance correction to predict concentrations at the nearest relevant receptor, no sites were within 10% of the AQO. The maximum concentration following fall-off with distance correction was 35.1µg/m^3 at site HP79. Therefore Tintwistle AQMA was compliant with the NO_2 annual mean AQO at locations of relevant exposure in 2024.

Additionally, concentrations at all existing sites were decreased when compared to 2023 data, with an average decrease of 5.1µg/m^3. The greatest decreases were observed at HP5 and HP63A,HP63B, where concentrations fell by 10.2µg/m^3 and 6.5µg/m^3 respectively.

Dinting Vale AQMA

Monitored concentrations within Dinting Vale AQMA are compared against the annual AQO in Figure A.2. In 2024, three new monitoring sites (HP75a,HP75b,HP75c, HP76 and HP77a,HP77b) were established within Dinting Vale AQMA. Additional monitoring tubes were also installed at HP51 to establish it as a triplicate site.

No sites within Dinting Vale AQMA recorded an annual mean NO_2 concentration within 10% of the AQO. The maximum concentration was 30.2µg/m^3 at site HP25a,HP25b, which routinely records the highest annual concentrations. Concentrations at all existing sites were decreased compared to 2023 data however, with an average decrease of 4.2µg/m^3. Concentrations at all sites were also decreased compared to 2020, 2021 and 2022 data.

Although Dinting Vale AQMA has been compliant with the AQO at locations of relevant exposure for the past five years, this is the first year that concentrations were below 10% of the AQO prior to fall-off with distance correction. The Council also notes the uncertainty surrounding the potential impacts of the A57 link road scheme and the requirements of the Development Consent Order and therefore does not currently intend to revoke the AQMA.

Fairfield Road AQMA

Monitored concentrations within Fairfield Road AQMA are compared against the annual AQO in Figure A.3. In 2024, four new monitoring sites (HP70a,HP70b, HP71, HP72 and HP74) were established within Fairfield Road AQMA. No exceedances of the AQO were reported, however three sites (HP42a,HP42b, HP71 and HP72) recorded concentrations within 10%, with the maximum concentration of 38.7µg/m^3 reported at HP72.

Concentrations at all sites were decreased when compared to 2023 data, with an average decrease of 4.2µg/m^3. Following fall-off with distance correction to predict concentrations

at the nearest relevant receptors, no concentrations were within 10% of the AQO. The maximum concentration following fall-off with distance correction was 34.0µg/m^3 at HP72.

Fairfield Road AQMA was therefore compliant with the 40µg/m^3 annual mean AQO, and all concentrations were also below 10% of the AQO at locations of relevant exposure (after fall-off with distance correction).

Table 3.1 – Maximum Concentrations within AQMAs at Relevant Exposure (after fall-off with distance correction)

AQMA	2020	2021	2022	2023	2024
Fairfield AQMA	34.1	*38.6*	*39.3*	**41.5**	34.0
Tintwistle AQMA	24.8	32.9	35.2	**43.6**	35.1
Dinting Vale AQMA	29.3	33.2	32.2	31.5	30.2

Concentrations in BOLD exceed 40µg/m^3 NO_2 AQO
Concentrations in italics are within 10% of the AQO (36µg/m^3)

Monitoring Outside of Existing AQMAs

During 2024, non-automatic monitoring outside of AQMAs took place at 35 sites, with two new sites established: HP80 in Hadfield - Woolley Bridge and HP73 just outside of the Fairfield Road AQMA boundary.

2024 concentrations were decreased at the majority of sites (30 of 35) compared to 2023 data. The maximum concentration was 30.9µg/m^3 at HP47, which was an increase of 0.8µg/m^3 compared to the previous year. This site is located at the junction of Marple Road and Long Lane in Charlesworth, so it is likely that local traffic flows are responsible for the higher concentrations reported at this site.

There were no reported exceedances at any site, nor were any annual mean concentrations within 10% of the AQO. On average, concentrations across existing sites were lower than those reported in 2020, 2021, 2022 and 2023.

The Ladybower AURN rural site consistently reports low NO_2 concentrations, with an annual mean of 3.9µg/m^3 and no exceedances of the 1-hour mean reported in 2024. As the 2024 data capture was below 85%, the data was annualised and the 99.8th percentile of 1-hour means (29.0µg/m^3) was provided in brackets in Table A.5. Further details on annualisation are provided in Appendix C.

There were no diffusion tube monitoring sites in HPBC with an annual mean greater than 60µg/m^3, and the rural Ladybower AURN site recorded no exceedances of the 1-hour

AQO for NO_2. As per LAQM.TG(22), an annual mean NO_2 concentration greater than 60µg/m^3 can be used as a proxy to indicate whether there is an exceedance of the NO_2 1-hour mean objective (no more than 18 hourly mean concentrations in exceedance of 200µg/m^3). It is therefore assumed that there have been no exceedances of the 1-hour mean objective of 200µg/m^3

3.2.2 Sulphur Dioxide (SO_2)

Table A.6 in Appendix A compares the ratified continuous monitored SO_2 concentrations from the AURN site considered during the reporting year of 2024, with the air quality objectives for SO_2. At the Ladybower AURN site, there were no recorded exceedances of any of the objectives for SO_2. As the annual data capture for the site was below 85% in 2924, Table A.6 also presents the relevant percentiles in brackets.

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)
UKA00171	Ladybower AURN	Rural	416585	389645	NO_2, SO_2	No	N/A	Chemiluminescent	N/A	N/A	4.0

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)
HP3	Tintwistle - Woodhead Road (L1) EB	Roadside	402892	397536	NO_2	No	0.0	4.0	No	2.3
HP5	Tintwistle - Woodhead Road (L3) EB	Roadside	402695	397442	NO_2	HPBC AQMA No. 1: Tintwistle	0.0	3.0	No	2.0
HP6	Tintwistle - Woodhead Road (L4) EB	Roadside	402550	397360	NO_2	HPBC AQMA No. 1: Tintwistle	0.0	4.1	No	2.5
HP8	Tintwistle - Church Road	Roadside	402243	397265	NO_2	HPBC AQMA No. 1: Tintwistle	0.0	1.5	No	2.4
HP10	Furness Vale Primary School	Roadside	400843	383475	NO_2	No	0.0	4.1	No	2.3
HP10a	Furness Vale Primary School	Roadside	400835	383480	NO_2	No	0.0	4.1	No	2.3
HP11	Dove Holes C of E Primary School	Roadside	407667	378235	NO_2	No	0.0	5.0	No	2.6
HP13	Buxton - Granby Rd	Roadside	406582	373422	NO_2	No	0.0	10.5	No	2.0
HP14	Hadfield - Brookfield / Tavern Road junction	Roadside	401111	395391	NO_2	No	6.0	1.6	No	2.5
HP16	Hadfield - Woolley Bridge Road (L2)	Roadside	401221	395992	NO_2	No	1.0	1.5	No	2.5
HP17	Newtown traffic lights (A6/A6015 Junction)	Roadside	399411	384561	NO_2	No	2.8	2.1	No	2.7
HP20	Tintwistle - Manchester Road / New Road junction	Kerbside	401962	397279	NO_2	HPBC AQMA No. 1: Tintwistle	0.9	0.9	No	2.7
HP21a, HP21b	Dinting C of E Primary School (A57)	Roadside	402073	394337	NO_2	HPBC AQMA No.2: Dinting Vale	0.0	1.6	No	2.6
HP22a	Glossop - High Street West, Glossop (A57) (L1) EB	Roadside	402430	394221	NO_2	No	0.0	3.0	No	2.6
HP24	Glossop - High Street East, Glossop (A57) (L2) WB	Roadside	403794	394089	NO_2	No	2.8	1.0	No	2.7
HP25a, HP25b	Dinting Vale - Dinting Vale (L1) (A57)	Kerbside	401797	394509	NO_2	HPBC AQMA No.2: Dinting Vale	2.7	0.6	No	2.5

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) [1]	Distance to kerb of nearest road (m) [2]	Tube Co-located with a Continuous Analyser?	Tube Height (m)
HP26a, HP26b	Hadfield - Woolley Bridge	Roadside	401024	395675	NO_2	No	0.3	2.3	No	2.6
HP27a	Hadfield - Woolley Bridge Road/A57 Roundabout	Roadside	400960	395819	NO_2	No	9.5	2.9	No	2.6
HP28	Hadfield - Hadfield Road (L1)	Roadside	401269	395969	NO_2	No	2.8	2.0	No	2.6
HP29	Tintwistle - Manchester Road (L1)	Roadside	401224	396974	NO_2	No	0.0	2.4	No	2.4
HP30	Tintwistle - Manchester Road / Matthew Close junction	Roadside	401641	397241	NO_2	No	3.1	2.3	No	2.6
HP31	Tintwistle - Manchester Road (L2)	Roadside	401875	397260	NO_2	No	0.4	1.0	No	2.6
HP32a, HP32b	Bridgemont - Buxton Road	Roadside	401200	382565	NO_2	No	2.1	1.4	No	2.5
HP33a, HP33b	Buxton - Fairfield Road (L1) SB	Roadside	406600	373951	NO_2	HPBC AQMA No.3: Fairfield	0.4	2.7	No	2.6
HP34	Dove Holes South - Buxton Road - SB	Roadside	407543	377757	NO_2	No	0.8	1.9	No	2.6
HP35	Dove Holes - Hallsteads (L1) NB	Roadside	407678	378329	NO_2	No	0.4	2.6	No	2.6
HP36	Furness Vale - War memorial, Buxton Road	Roadside	400739	383533	NO_2	No	9.4	1.9	No	2.3
HP37	Furness Vale - Buxton Road	Roadside	400679	383627	NO_2	No	2.5	2.3	No	2.8
HP38	Newtown - Buxton Road EB	Roadside	399681	384577	NO_2	No	2.4	1.6	No	2.6
HP39	Newtown - Buxton Road WB	Roadside	399713	384580	NO_2	No	3.4	2.1	No	2.7
HP41a, HP41b	Buxton - Fairfield Road (L2) SB	Roadside	406405	373760	NO_2	HPBC AQMA No.3: Fairfield	0.4	2.0	No	2.8
HP42a, HP42b	Buxton - Fairfield Road (L3) NB	Roadside	406402	373898	NO_2	HPBC AQMA No.3: Fairfield	3.1	2.2	No	2.6
HP43	Buxton - Fairfield Road (L4) SB	Roadside	406451	373920	NO_2	HPBC AQMA No.3: Fairfield	3.9	1.4	No	2.5

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) [1]	Distance to kerb of nearest road (m) [2]	Tube Co-located with a Continuous Analyser?	Tube Height (m)
HP44	Buxton - Fairfield Road - Bulls Head	Roadside	406607	373973	NO_2	HPBC AQMA No.3: Fairfield	0.4	1.6	No	2.7
HP45	Whaley Bridge - Buxton Road	Roadside	401082	380736	NO_2	No	0.4	2.9	No	2.8
HP47	Charlesworth - George & Dragon	Roadside	400526	392905	NO_2	No	0.0	1.1	No	2.6
HP48	Hadfield - Park Road	Roadside	402442	395858	NO_2	No	2.4	1.9	No	2.3
HP50	Buxton - London Road	Roadside	405959	372781	NO_2	No	0.4	2.5	No	2.6
HP51a, HP51b, HP51c	Dinting Vale - Dinting Vale (L1) NB (A57)	Roadside	402076	394319	NO_2	HPBC AQMA No.2: Dinting Vale	0.4	2.1	No	2.4
HP52	Dinting Vale - Dinting Vale (L2) NB (A57)	Roadside	402127	394270	NO_2	HPBC AQMA No.2: Dinting Vale	2.4	2.2	No	2.2
HP53	Dinting Vale - Dinting Vale (L3) SB (A57)	Kerbside	402145	394271	NO_2	HPBC AQMA No.2: Dinting Vale	4.0	0.5	No	2.3
HP54A	New Mills - Church Road WB	Roadside	400302	385253	NO_2	No	3.2	1.4	No	2.5
HP56	Newtown - Albion Road	Roadside	399440	384641	NO_2	No	3.0	2.1	No	2.3
HP60	Dove Holes - Hallsteads (L2) NB	Roadside	407615	378089	NO_2	No	1.2	3.0	No	2.2
HP61	Glossop - High Street West, Glossop (A57) (L3) EB	Roadside	403404	394072	NO_2	No	0.0	6.6	No	2.5
HP62	Tintwistle - Woodhead Road & Bank Row (L5) EB	Roadside	402228	397274	NO_2	HPBC AQMA No. 1: Tintwistle	1.0	1.5	No	2.4
HP63A, HP63B	Tintwistle - Woodhead Road (L6) EB	Roadside	402705	397444	NO_2	HPBC AQMA No. 1: Tintwistle	2.7	1.2	No	2.5
HP64	Buxton - Spring Gardens NB	Roadside	406314	373597	NO_2	HPBC AQMA No.3: Fairfield	2.0	1.5	No	2.4
HP65	Buxton - Fairfield Road, Brooklyn Place NB	Roadside	406341	373595	NO_2	HPBC AQMA No.3: Fairfield	4.6	2.3	No	2.5
HP66	Buxton - High Street, 5-Ways NB	Roadside	405767	372970	NO_2	No	2.0	0.1	No	2.5

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
HP67	Buxton - Dale Road, 5-Ways EB	Roadside	405813	372942	NO_2	No	1.9	2.9	No	2.6
HP68	Buxton - Sylvan Car Park roundabout	Roadside	406262	373611	NO_2	No	4.1	1.7	No	2.6
HP69	Dinting Vale - High Street West, Glossop (A57) (L3) EB	Roadside	402593	394155	NO_2	No	0.5	1.8	No	2.7
HP70a, HP70b	Buxton - Fairfield Road (L5) SB	Roadside	406415	373717	NO_2	HPBC AQMA No.3: Fairfield	0.0	4.9	No	2.4
HP71	Buxton - Fairfield Road (L6) NB	Roadside	406388	373847	NO_2	HPBC AQMA No.3: Fairfield	3.4	1.8	No	2.3
HP72	Buxton - Fairfield Road (L7) NB	Roadside	406428	373923	NO_2	HPBC AQMA No.3: Fairfield	2.0	2.4	No	2.5
HP73	Buxton - Fairfield Road (L8) SB	Roadside	406639	373984	NO_2	No	6.6	1.9	No	2.5
HP74	Buxton - Fairfield Road (L9) SB	Roadside	406576	373940	NO_2	HPBC AQMA No.3: Fairfield	8.5	1.7	No	2.5
HP75a, HP75b, HP75c	Dinting Vale - Dinting Vale (L4) NB (A57)	Roadside	402058	394350	NO_2	HPBC AQMA No.2: Dinting Vale	0.3	1.4	No	2.5
HP76	Dinting Vale - Dinting Vale (L5) SB (A57)	Roadside	401915	394453	NO_2	HPBC AQMA No.2: Dinting Vale	0.5	2.2	No	2.5
HP77a, HP77b	Dinting Vale - Dinting Vale (L6) SB (A57)	Roadside	401801	394506	NO_2	HPBC AQMA No.2: Dinting Vale	0.0	3.6	No	2.4
HP78	Tintwistle - Woodhead Road (L7) EB	Roadside	402733	397456	NO_2	HPBC AQMA No. 1: Tintwistle	0.6	0.9	No	2.5
HP79	Tintwistle - Woodhead Road (L8) EB	Roadside	402680	397432	NO_2	HPBC AQMA No. 1: Tintwistle	1.5	1.2	No	2.5
HP80	Hadfield - Woolley Bridge (L2)	Roadside	401043	395584	NO_2	No	3.0	2.3	No	2.5

Notes:

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

(2) N/A if not applicable.

Table A.3 – Annual Mean NO_2 Monitoring Results: Automatic Monitoring (µg/m^3)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2024 (%) (2)	2020	2021	2022	2023	2024
UKA00171	416585	389645	Rural	69.0	69.0	4.6	4.7	5.2	4.2	3.9

☒ **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 2024.**

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%).

Table A.4 – Annual Mean NO_2 Monitoring Results: Non-Automatic Monitoring (µg/m^3)

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) [1]	Valid Data Capture 2024 (%) [2]	2020	2021	2022	2023	2024
HP3	402892	397536	Roadside	83.0	83.0	18.2	20.2	20.2	18.6	15.6
HP5	402695	397442	Roadside	100.0	100.0	20.3	32.9	35.2	**43.6**	33.3
HP6	402550	397360	Roadside	92.5	92.5	19.7	26.5	26.0	24.9	21.0
HP8	402243	397265	Roadside	92.5	92.5	24.8	30.6	27.8	26.6	22.7
HP10	400843	383475	Roadside	92.5	92.5	19.1	21.1	20.6	20.4	18.9
HP10a	400835	383480	Roadside	100.0	100.0				24.4	21.5
HP11	407667	378235	Roadside	84.9	84.9	15.5	15.9	17.7	16.1	13.7
HP13	406582	373422	Roadside	90.6	90.6	10.8	11.3	10.8	10.6	9.4
HP14	401111	395391	Roadside	90.6	90.6	18.3	18.7	19.8	17.5	15.9
HP16	401221	395992	Roadside	90.6	90.6	18.3	19.7	19.8	18.5	16.1
HP17	399411	384561	Roadside	100.0	100.0	23.2	26.2	25.3	24.4	21.0
HP20	401962	397279	Kerbside	83.0	83.0	19.4	30.5	28.2	23.8	21.6
HP21a, HP21b	402073	394337	Roadside	100.0	100.0	29.3	32.4	29.8	30.3	26.4
HP22a	402430	394221	Roadside	100.0	100.0	24.7	26.4	25.7	25.3	22.5
HP24	403794	394089	Roadside	92.5	92.5	22.9	23.6	22.5	22.6	19.0
HP25a, HP25b	401797	394509	Kerbside	100.0	100.0	36.1	36.6	37.6	37.4	30.3
HP26a, HP26b	401024	395675	Roadside	100.0	100.0	23.3	26.7	25.1	24.2	22.5
HP27a	400960	395819	Roadside	100.0	100.0	24.4	27.0	27.2	26.9	23.0
HP28	401269	395969	Roadside	92.5	92.5	18.5	18.4	18.3	17.8	16.6
HP29	401224	396974	Roadside	92.5	92.5	18.8	21.3	22.5	21.3	17.4
HP30	401641	397241	Roadside	92.5	92.5	19.4	20.2	21.3	20.2	17.3
HP31	401875	397260	Roadside	100.0	100.0	24.9	27.6	28.5	30.0	24.0
HP32a, HP32b	401200	382565	Roadside	100.0	100.0	28.8	31.6	30.8	31.8	28.0
HP33a, HP33b	406600	373951	Roadside	100.0	100.0	33.8	39.1	37.3	**42.5**	32.1
HP34	407543	377757	Roadside	100.0	100.0	21.6	24.7	25.3	23.3	21.4
HP35	407678	378329	Roadside	100.0	100.0	22.5	25.9	23.6	24.0	22.2
HP36	400739	383533	Roadside	90.6	90.6	23.6	27.1	27.2	25.4	22.0
HP37	400679	383627	Roadside	83.0	83.0	21.4	22.2	22.7	21.0	19.2
HP38	399681	384577	Roadside	100.0	100.0	23.2	24.6	26.0	21.0	20.9

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) [1]	Valid Data Capture 2024 (%) [2]	2020	2021	2022	2023	2024
HP39	399713	384580	Roadside	32.1	32.1	17.5	19.1	19.1	22.1	19.2
HP41a, HP41b	406405	373760	Roadside	90.6	90.6	34.1	35.4	36.8	**41.0**	34.2
HP42a, HP42b	406402	373898	Roadside	100.0	100.0	36.5	**43.7**	**45.5**	37.5	37.1
HP43	406451	373920	Roadside	83.0	83.0	26.5	27.3	29.6	29.1	24.9
HP44	406607	373973	Roadside	100.0	100.0	30.6	36.6	**40.7**	35.3	32.5
HP45	401082	380736	Roadside	92.5	92.5	22.6	23.1	23.8	20.1	21.0
HP47	400526	392905	Roadside	92.5	92.5	24.1	28.2	26.9	30.2	31.0
HP48	402442	395858	Roadside	100.0	100.0	22.5	22.9	23.1	21.7	21.9
HP50	405959	372781	Roadside	100.0	100.0	21.3	23.7	24.5	22.6	22.1
HP51a, HP51b, HP51c	402076	394319	Roadside	100.0	100.0		29.8	29.3	27.7	25.2
HP52	402127	394270	Roadside	83.0	83.0		26.0	25.1	24.0	20.8
HP53	402145	394271	Kerbside	100.0	100.0		33.2	32.2	31.5	27.5
HP54A	400302	385253	Roadside	100.0	100.0		23.6	23.2	22.7	19.6
HP56	399440	384641	Roadside	100.0	100.0		24.1	25.3	24.3	21.0
HP60	407615	378089	Roadside	92.5	92.5			24.3	22.3	20.2
HP61	403404	394072	Roadside	90.6	90.6			16.6	16.6	14.7
HP62	402228	397274	Roadside	100.0	100.0			31.6	30.7	26.8
HP63A, HP63B	402705	397444	Roadside	100.0	100.0			**42.7**	**42.7**	36.2
HP64	406314	373597	Roadside	90.6	90.6			27.1	26.1	23.6
HP65	406341	373595	Roadside	90.6	90.6			26.2	24.3	22.1
HP66	405767	372970	Roadside	100.0	100.0			25.8	24.3	22.8
HP67	405813	372942	Roadside	75.0	75.0			23.0	22.4	19.3
HP68	406262	373611	Roadside	100.0	100.0				22.7	19.7
HP69	402593	394155	Roadside	100.0	100.0				23.9	20.8
HP70a, HP70b	406415	373717	Roadside	90.0	75.5					29.9
HP71	406388	373847	Roadside	40.0	75.0					37.8
HP72	406428	373923	Roadside	90.0	75.0					38.7
HP73	406639	373984	Roadside	90.0	83.0					26.1
HP74	406576	373940	Roadside	100.0	75.0					27.2
HP75a, HP75b, HP75c	402058	394350	Roadside	90.0	83.0					24.0

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2024 (%) (2)	2020	2021	2022	2023	2024
HP76	401915	394453	Roadside	100.0	83.0					21.8
HP77a, HP77b	401801	394506	Roadside	100.0	83.0					27.5
HP78	402733	397456	Roadside	60.0	83.0					36.1
HP79	402680	397432	Roadside	100.0	83.0					**40.8**
HP80	401043	395584	Roadside	100.0	83.0					20.3

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

☒ **Diffusion tube data has been bias adjusted.**

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

Notes:

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

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**.

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

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

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

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

Figure A.1 – Trends in Annual Mean NO_2 Concentrations: Tintwistle AQMA

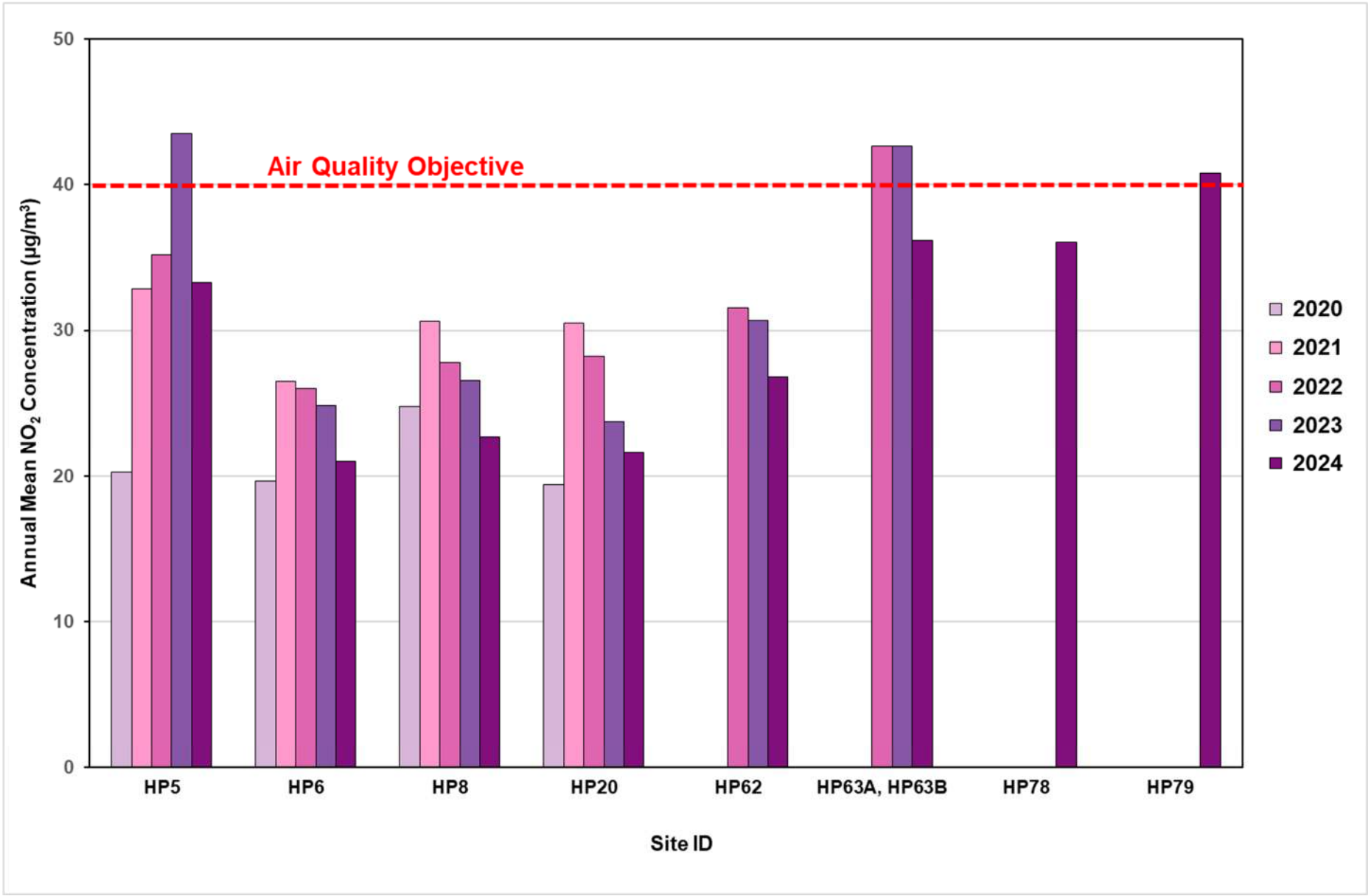


Figure A.2 – Trends in Annual Mean NO_2 Concentrations: Dinting Vale AQMA

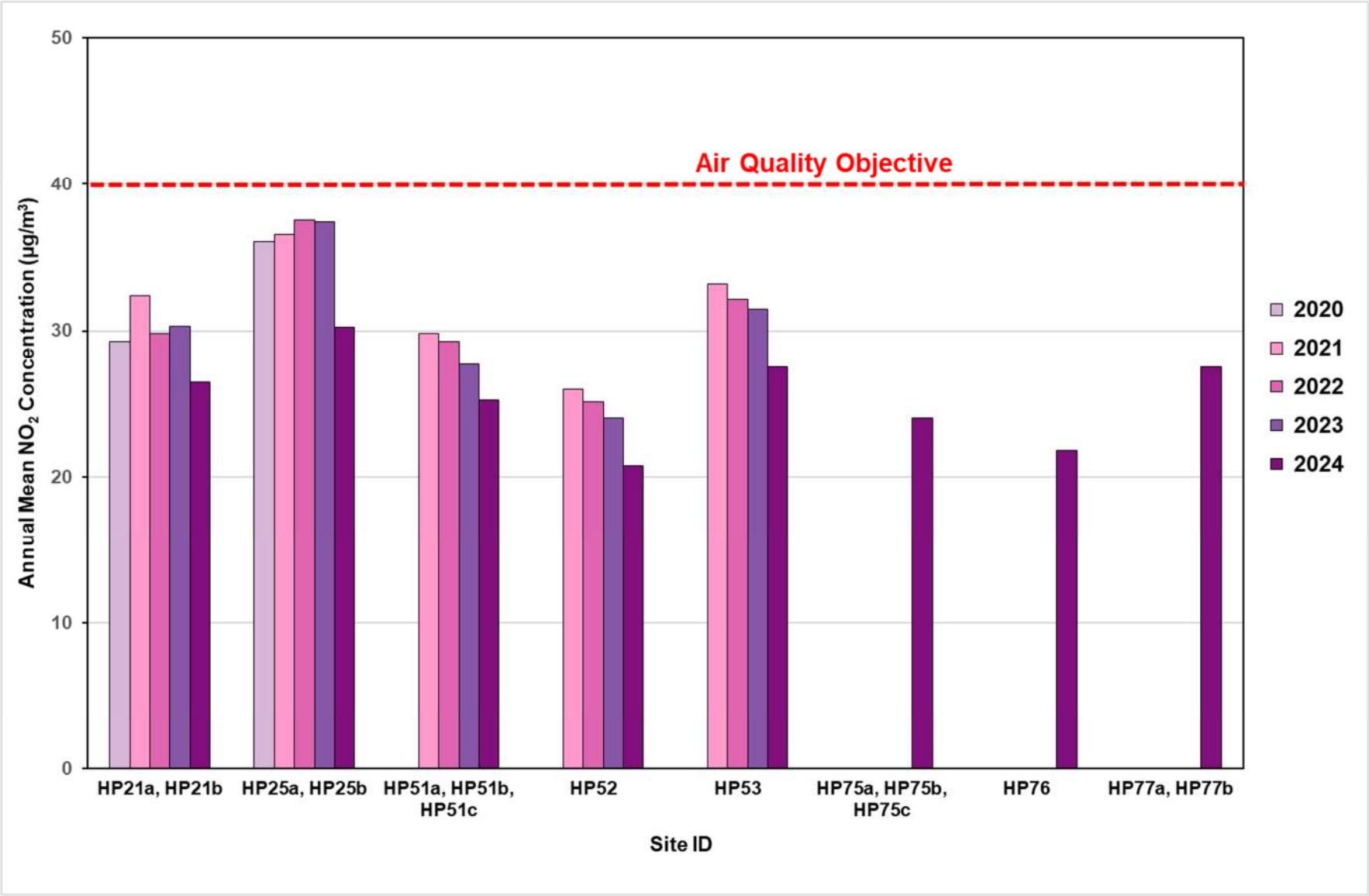


Figure A.3 – Trends in Annual Mean NO_2 Concentrations: Fairfield Road AQMA

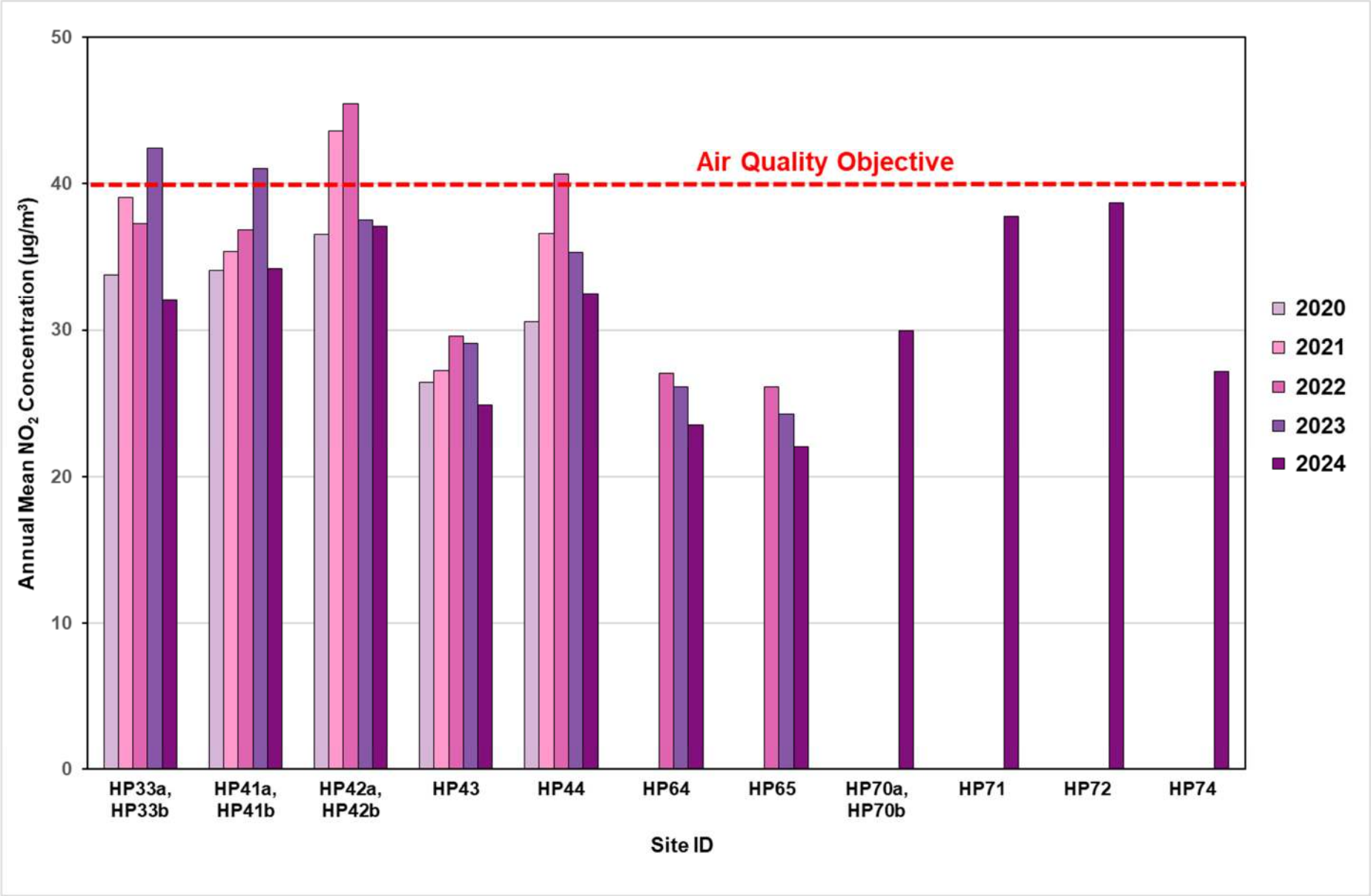


Figure A.4 – Trends in NO_2 Concentrations Outside of AQMAs: Tintwistle and Hadfield

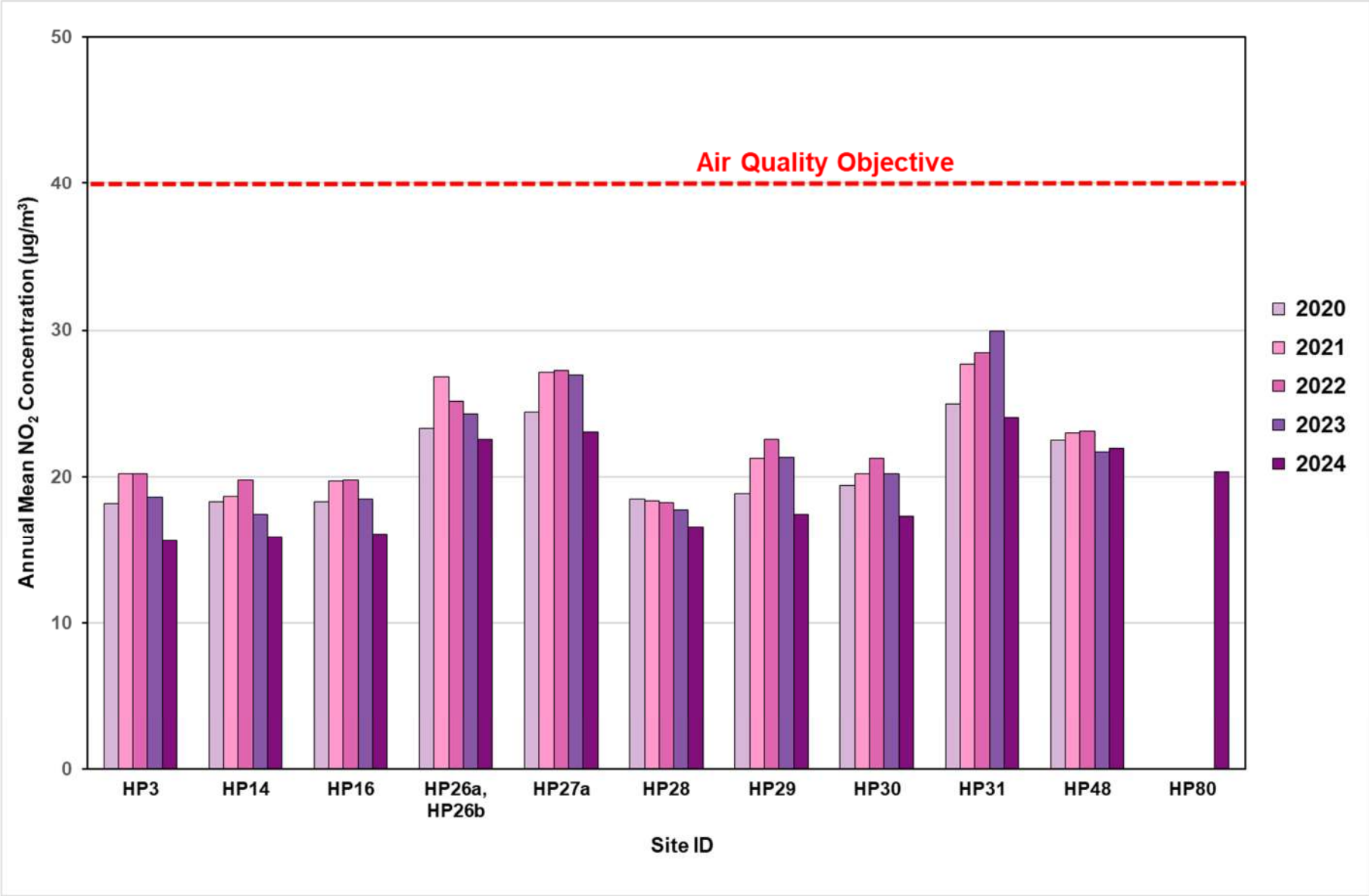


Figure A.5 – Trends in NO_2 Concentrations Outside of AQMAs: Buxton, Charlesworth and Glossop

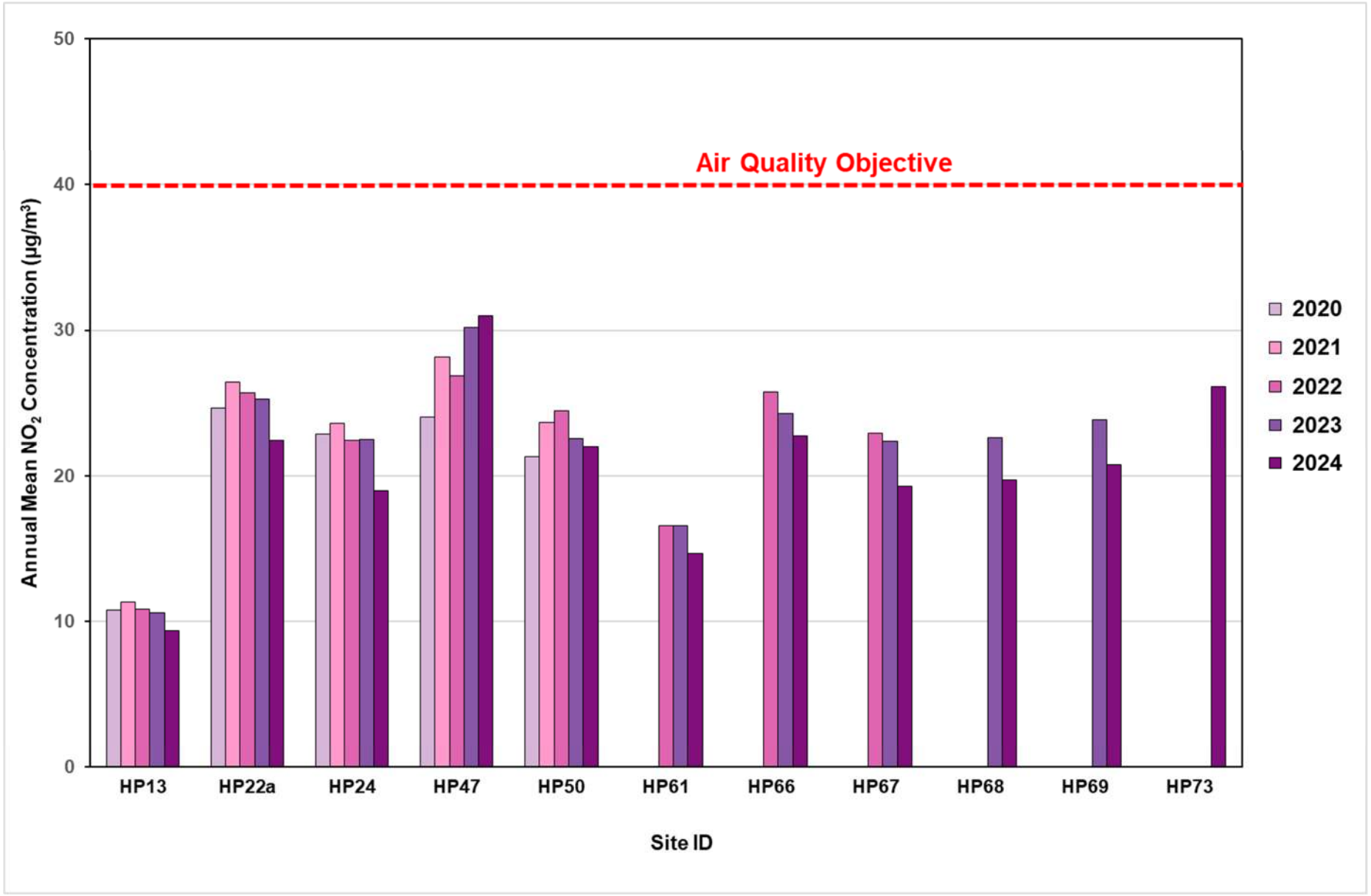


Figure A.6 – Trends in NO_2 Concentrations Outside of AQMAs: Bridgemont, Furness Vale, New Mills, New Town & Whaley Bridge

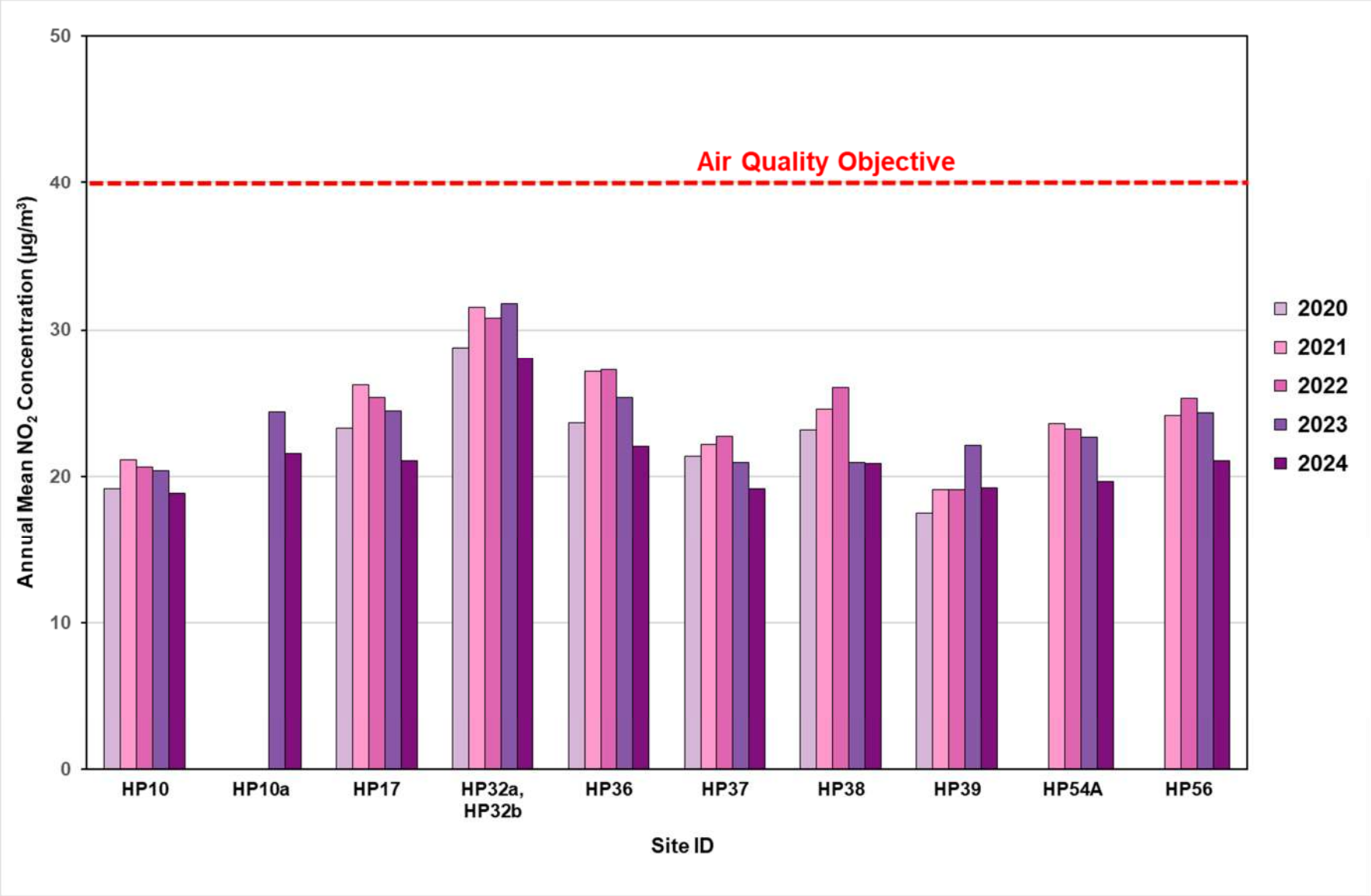


Figure A.7 – Trends in NO_2 Concentrations outside of AQMAs: Dove Holes and Peak Forest

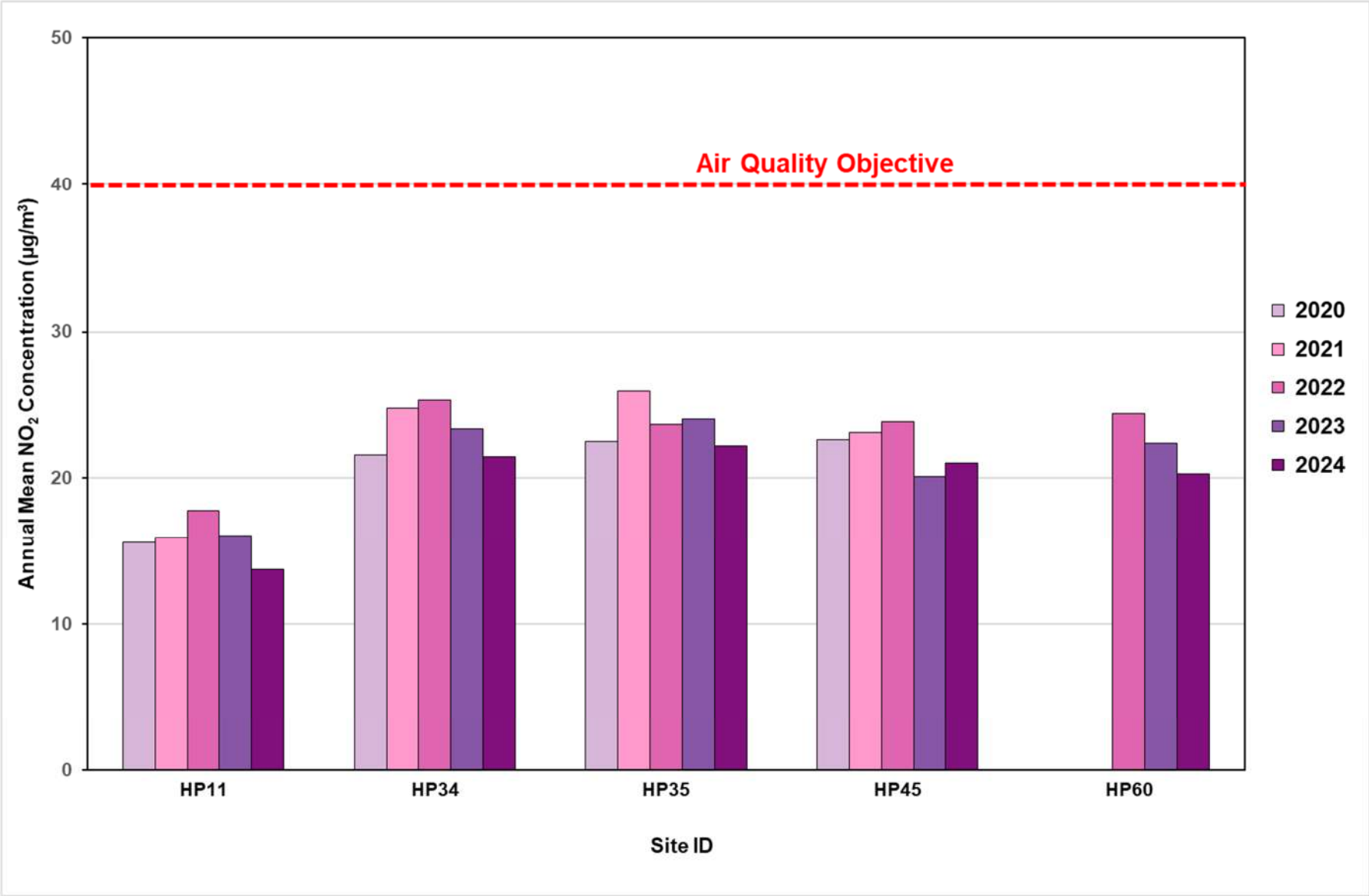


Table A.5 – 1-Hour Mean NO_2 Monitoring Results, Number of 1-Hour Means > 200µg/m^3

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2024 (%) (2)	2020	2021	2022	2023	2024
UKA00171	416585	389645	Rural	69.0	69.0	0	0	0	0	0 (29)

Notes:

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

Exceedances of the NO_2 1-hour mean objective (200µg/m^3 not to be exceeded more than 18 times/year) are shown in **bold**.

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

(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 – SO_2 2024 Monitoring Results, Number of Relevant Instances

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture for 2024 (%) (2)	Number of 15-minute Means > 266µg/m³	Number of 1-hour Means > 350µg/m³	Number of 24-hour Means > 125µg/m³
UKA00171	416585	389645	Rural	52.6	52.6	0 (8.3)	0 (4.8)	0 (1.8)

Notes:

Results are presented as the number of instances where monitored concentrations are greater than the objective concentration.

Exceedances of the SO_2 objectives are shown in **bold** (15-min mean = 35 allowed a year, 1-hour mean = 24 allowed a year, 24-hour mean = 3 allowed a year).

If the period of valid data is less than 85%, the relevant percentiles are 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%).

Appendix B: Full Monthly Diffusion Tube Results for 2024

Table B.1 – NO_2 2024 Diffusion Tube Results (µg/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 (0.80)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
HP3	402892	397536	21.6	20.3	18.2	18.0	19.8	19.1	18.0	17.4			23.3	19.5	19.5	15.6	-	
HP5	402695	397442	43.3	39.1	45.3	50.0	34.2	46.0	32.4	34.9	50.5	39.4	53.6	31.3	41.7	33.3	-	
HP6	402550	397360	26.3	26.5	22.8	25.4	27.2	28.4	25.0	25.3		25.3	30.1	26.8	26.3	21.0	-	
HP8	402243	397265	32.4	32.2	26.5	24.6	27.4	29.3	27.8	27.1		26.0	33.2	25.8	28.4	22.7	-	
HP10	400843	383475	26.2	21.5	27.5	26.5	23.7	22.5	20.5	17.5		25.3	27.7	20.3	23.6	18.9	-	
HP10a	400835	383480	32.3	27.1	18.9	20.3	32.3	26.1	24.6	22.9	32.2	28.6	32.4	25.2	26.9	21.5	-	
HP11	407667	378235		19.1	18.0		19.8	14.0	15.9	13.3	18.3	20.3	17.0	15.3	17.1	13.7	-	
HP13	406582	373422	16.3	13.9	13.5	8.7	10.1	7.5	8.5	8.4	12.1		17.0	12.7	11.7	9.4	-	
HP14	401111	395391	25.2	22.8	19.1	17.1	16.0	18.5	18.5	18.4	17.1		24.3	21.5	19.9	15.9	-	
HP16	401221	395992	26.7	23.6	19.1	17.0	18.4	16.5	16.4	15.9	21.2		27.3	19.2	20.1	16.1	-	
HP17	399411	384561	30.4	24.2	24.4	23.6	29.0	24.1	23.6	20.8	33.2	27.7	30.2	24.5	26.3	21.0	-	
HP20	401962	397279	19.7	22.4	18.5	16.2		29.8	15.5	47.1	40.3	21.0		39.8	27.0	21.6	-	May and Nov removed due to abnormally high results
HP21a	402073	394337	40.0	38.7	32.9	30.9	33.2	28.9	26.9	24.7	31.5	33.6	38.6	32.9	-	-	-	Duplicate Site with HP21a and HP21b - Annual data provided for HP21b only
HP21b	402073	394337	41.9	38.5	31.6		33.9	29.3	28.3	24.1	34.2	33.0	41.7	32.9	33.0	26.4	-	Duplicate Site with HP21a and HP21b - Annual data provided for HP21b only
HP22a	402430	394221	35.1	33.7	29.1	24.7	26.8	24.0	23.3	22.2	26.7	28.6	35.3	28.0	28.1	22.5	-	
HP24	403794	394089	29.4	27.0	21.7	20.6	24.7	20.4	21.8	21.2	24.7	23.7		26.0	23.7	19.0	-	
HP25a	401797	394509	47.2	39.6	43.1	37.0	40.6	35.5	34.6	33.3	36.0	33.9	40.2	35.3	-	-	-	Duplicate Site with HP25a and HP25b - Annual data provided for HP25b only
HP25b	401797	394509	45.4	36.6											37.8	30.3	-	Duplicate Site with HP25a and HP25b - Annual data provided for HP25b only
HP26a	401024	395675	34.8	30.8	28.4	24.5	29.1	25.9	23.6	22.5	30.1	30.1	33.6	25.2	-	-	-	Duplicate Site with HP26a and HP26b - Annual data provided for HP26b only
HP26b	401024	395675	32.7	29.8	26.8	25.4	28.2	25.8	25.7	23.6					28.2	22.5	-	Duplicate Site with HP26a and HP26b - Annual data provided for HP26b only
HP27a	400960	395819	33.8	33.6	28.4	26.8	26.2	28.8	27.3	27.2	24.7	28.5	31.7	28.2	28.8	23.0	-	

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 (0.80)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
HP28	401269	395969	26.6	25.5	18.5		17.5	17.4	17.4	16.3	17.7	21.3	26.5	23.6	20.8	16.6	-	
HP29	401224	396974	25.7	24.8	20.3	18.8	24.8	16.8	19.8	20.9	23.4	21.9		22.3	21.8	17.4	-	
HP30	401641	397241	26.8	25.3	21.1	18.8	20.6	19.7	18.0	19.9	22.1	22.6		23.2	21.6	17.3	-	
HP31	401875	397260	34.3	32.8	27.2	24.9	30.6	28.6	28.3	26.7	30.0	30.0	36.4	30.0	30.0	24.0	-	
HP32a	401200	382565	38.2	31.6	29.5	31.8	37.2	34.2	32.7	30.4	43.2	42.4	37.6	31.3	-	-	-	Duplicate Site with HP32a and HP32b - Annual data provided for HP32b only
HP32b	401200	382565	37.6	33.2	29.4	30.9	38.4	34.0	33.2	29.5					35.0	28.0	-	Duplicate Site with HP32a and HP32b - Annual data provided for HP32b only
HP33a	406600	373951	38.6		39.2	36.6	51.9	37.8	38.4	35.6	40.6	40.4	48.7	31.2	-	-	-	Feb removed due to abnormally high result. Duplicate Site with HP33a and HP33b - Annual data provided for HP33b only
HP33b	406600	373951	36.6	44.7	40.3	35.7	44.1	37.1	49.7	35.6	40.1	39.4	43.9	30.7	40.1	32.1	-	Duplicate Site with HP33a and HP33b - Annual data provided for HP33b only
HP34	407543	377757	30.7	26.5	24.7	23.9	33.4	22.4	26.4	23.5	30.9	27.7	32.2	19.2	26.8	21.4	-	
HP35	407678	378329	30.7	30.8	31.1	27.4	29.1	23.9	26.9	23.6	24.8	31.1	35.6	17.8	27.7	22.2	-	
HP36	400739	383533	31.6	24.5	25.3	23.9	27.4	25.1	25.9		30.8	29.8	30.3	28.2	27.5	22.0	-	
HP37	400679	383627	28.3	25.1	24.0	21.2	24.3	22.6	21.9	19.4	25.1	27.8			24.0	19.2	-	
HP38	399681	384577	24.3	18.2	18.0	18.2	29.1	29.1	26.3	24.2	28.4	37.5	33.1	26.4	26.1	20.9	-	
HP39	399713	384580	29.6	29.4	23.0	25.5									26.9	19.2	-	
HP41a	406405	373760	48.2	51.2	51.0	39.6	50.0	33.6	36.3		49.3	39.3	40.9		-	-	-	Duplicate Site with HP41a and HP41b - Annual data provided for HP41b only
HP41b	406405	373760	52.1	48.9	50.9	33.7			35.8	29.4		44.3	44.1		42.8	34.2	-	Sep removed due to abnormally low result. Duplicate Site with HP41a and HP41b - Annual data provided for HP41b only
HP42a	406402	373898	39.9	37.9		50.1	53.0	52.0	50.5	39.8	52.2	48.1	55.7	42.3	-	-	-	Duplicate Site with HP42a and HP42b - Annual data provided for HP42b only
HP42b	406402	373898	40.0	35.5	39.9			51.3	51.2	42.5	51.3	39.8	56.6	41.0	46.4	37.1	30.9	Duplicate Site with HP42a and HP42b - Annual data provided for HP42b only
HP43	406451	373920	33.4	34.9	33.4	29.1			29.0	27.8	29.0	35.2	36.3	23.5	31.2	24.9	-	
HP44	406607	373973	35.3	59.6	49.2	31.8	39.6	35.5	35.0	33.1	42.9	46.6	48.7	30.1	40.6	32.5	-	
HP45	401082	380736	30.7	28.1	22.9	23.9	25.0	26.1	24.2	23.7	27.3	29.0		27.9	26.3	21.0	-	
HP47	400526	392905		48.3	31.3	35.2	47.4	33.9	32.7	26.3	42.1	37.0	52.1	39.5	38.7	31.0	-	Jan removed due to abnormally high result.
HP48	402442	395858	31.4	29.2	24.6	24.0	27.9	29.2	25.6	21.0	26.4	28.0	34.2	27.5	27.4	21.9	-	

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 (0.80)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
HP50	405959	372781	27.9	27.2	28.3	26.8	22.4	24.9	27.2	22.2	33.0	31.7	36.2	23.1	27.6	22.1	-	
HP51a	402076	394319	38.0	38.1	32.4	30.5	29.0	28.5	25.9	24.1	35.3	29.6	37.5	30.7	-	-	-	Triplicate Site with HP51a, HP51b and HP51c - Annual data provided for HP51c only
HP51b	402076	394319			31.0	29.3	29.5	28.4	26.2	23.6	30.6	31.7	36.3	31.8	-	-	-	Triplicate Site with HP51a, HP51b and HP51c - Annual data provided for HP51c only
HP51c	402076	394319			32.2	29.7	30.2		28.6	23.6					31.5	25.2	-	Triplicate Site with HP51a, HP51b and HP51c - Annual data provided for HP51c only
HP52	402127	394270	34.3	34.3	28.8		21.9	21.3	19.5	18.9	19.7	26.8	33.9		25.9	20.8	-	
HP53	402145	394271	40.3	36.8	34.1	30.6	32.4	32.8	31.9	30.0	30.9	37.9	42.9	32.0	34.4	27.5	-	
HP54A	400302	385253	30.7	26.3	23.6	20.0	26.2	23.1	21.6	18.1	23.0	26.9	30.1	24.8	24.5	19.6	-	
HP56	399440	384641	29.1	24.6	24.5	24.0	26.2	26.9	26.9	22.8	29.1	27.4	29.8	24.2	26.3	21.0	-	
HP60	407615	378089	25.6	30.0	27.6	22.6	27.9	21.1	26.3	23.5	25.2	29.1		19.4	25.3	20.2	-	
HP61	403404	394072	24.2		16.3	14.4	16.3	16.5	17.1	15.0	18.4	18.7	24.3	21.0	18.4	14.7	-	
HP62	402228	397274	36.5	38.8	32.2	31.6	31.8	33.7	33.8	28.4	36.4	30.8	39.0	29.7	33.6	26.8	-	
HP63A	402705	397444	45.7	47.0	40.6	43.4	49.4	48.5	45.2	41.5	49.5	43.3	49.0	39.9	-	-	-	Duplicate Site with HP63A and HP63B - Annual data provided for HP63B only
HP63B	402705	397444	48.0	44.8											45.3	36.2	29.1	Duplicate Site with HP63A and HP63B - Annual data provided for HP63B only
HP64	406314	373597	33.3	30.3	28.3	27.8	32.4	26.2	27.0	26.0	35.2	27.5	30.2		29.5	23.6	-	
HP65	406341	373595	30.0	28.3	27.5	24.6	28.9	24.1	26.4	24.0	30.5	27.8	31.6		27.6	22.1	-	
HP66	405767	372970	33.4	28.5	27.4	26.1	29.9	28.0	27.9	26.1	28.8	28.8	32.6	23.8	28.4	22.8	-	
HP67	405813	372942	26.0		19.9	24.7	26.3	24.8	23.9	19.8	28.7	22.9			24.1	19.3	-	
HP68	406262	373611	24.1	25.1	23.0	21.9	30.3	20.4	21.5	21.1	32.0	26.3	28.3	21.9	24.7	19.7	-	
HP69	402593	394155	31.7	27.4	24.9	21.6	24.2	24.3	22.6	19.4	28.6	24.8	34.9	27.1	26.0	20.8	-	
HP70a	406415	373717			34.1	35.7	43.9	30.0		44.6	46.4	34.5	37.1	30.4	-	-	-	Jul removed due to abnormally low result. Duplicate Site with HP70a and HP70b - Annual data provided for HP70b only
HP70b	406415	373717								45.8	44.5		38.6	29.4	37.4	29.9	-	Jul removed due to abnormally low result. Duplicate Site with HP70a and HP70b - Annual data provided for HP70b only
HP71	406388	373847			47.9	46.8	55.5	45.8	47.7	43.0	48.1		53.2	37.4	47.3	37.8	30.4	Oct removed due to abnormally high result.
HP72	406428	373923			48.6	46.0	50.3	49.9	49.2	39.4	50.2	49.8	52.1		48.4	38.7	34.0	

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 (0.80)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
HP73	406639	373984			30.0	29.0	33.5	30.0	28.0	24.7	32.7	32.3	57.8	28.5	32.7	26.1	-	
HP74	406576	373940			32.2	30.9		35.2	33.7	30.8	35.6	32.8	41.2	33.7	34.0	27.2	-	
HP75a	402058	394350			31.9	24.9	30.0	26.6	24.6	23.5	31.6	30.9	36.9	28.8	-	-	-	Triplicate Site with HP75a, HP75b and HP75c - Annual data provided for HP75c only
HP75b	402058	394350			31.0	28.9	29.4	27.6	26.0	23.7	31.6	29.9	39.3	40.4	-	-	-	Triplicate Site with HP75a, HP75b and HP75c - Annual data provided for HP75c only
HP75c	402058	394350			30.4	27.8	29.0	27.3	28.1	25.3					30.0	24.0	-	Triplicate Site with HP75a, HP75b and HP75c - Annual data provided for HP75c only
HP76	401915	394453			28.1	28.3	26.8	29.5	24.1	24.4	26.1	25.6	33.2	26.5	27.3	21.8	-	
HP77a	401801	394506			37.4	31.4	37.3	33.9	31.1	36.1	32.6	34.7	41.1	32.4	-	-	-	Duplicate Site with HP77a and HP77b - Annual data provided for HP77b only
HP77b	401801	394506			32.9	35.0	37.0	34.4	32.5	29.6	34.1	33.3	38.1	32.4	34.4	27.5	-	Duplicate Site with HP77a and HP77b - Annual data provided for HP77b only
HP78	402733	397456			41.9	43.1	43.4	53.2	45.9	37.6	49.6	41.6	52.3	42.7	45.1	36.1	33.2	
HP79	402680	397432			47.5	48.1	56.2	57.5	50.4	46.1	60.1	47.3	50.1	46.3	51.0	**40.8**	35.1	
HP80	401043	395584			20.8	23.7	24.9	24.3	24.3	23.8	26.9	28.4	32.3	24.9	25.4	20.3	-	

☒ **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.**

☒ **HPBC confirm that all 2024 diffusion tube data has been uploaded to the Diffusion Tube Data Entry System.**

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.

* **Tubes HP70a to HP80 were established in March 2025, data for January and February not available.**

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

New or Changed Sources Identified Within HPBC During 2024

In 2024, environmental permits were also issued for two industrial sites; these are detailed in Table C.1 below.

Several new developments have been progressed in 2024. Table C.2 details a list of planning applications with its assessment reference and planning reference. If it is a major development, then HPBC are requesting that an Air Quality Assessment (AQA) or Low Emission Strategy is produced and if In accordance the scheme has the potential to increase concentrations of pollutants in the surrounding area, developers are expected to fully mitigate the air quality impacts by providing mitigation measures to offset any identified impacts or by making a financial contribution in accordance with the new Supplementary Planning Document (SPD).

In 2024 a new development near Dinting Vale (SMD/2022/0456) made a financial contribution to support air quality monitoring at the location.

Table C.1 – Environmental Permits Issued in 2024

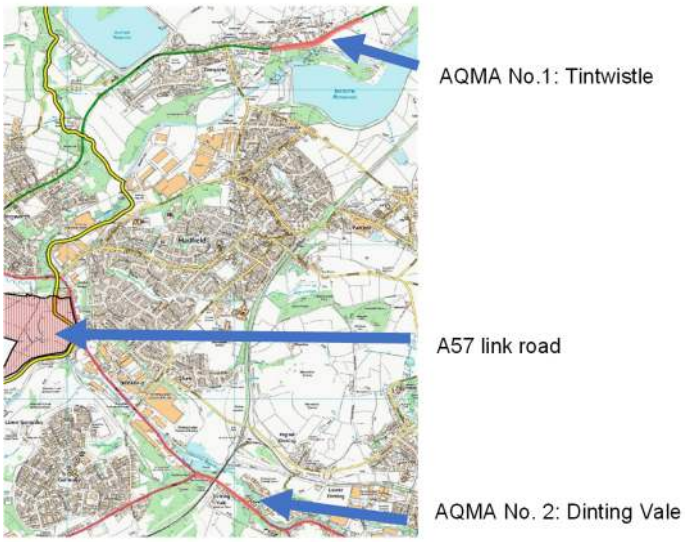
EP Ref	Operator	Installation	Primary activity Section	Primary Activity Sub-Section	Permit Issue Date	X	Y
EP 207	Tarmac Trading Limited	Hillhead Quarry	3.5 Other mineral activities	Part B(a)	27/02/2024	408268	369160
EP 309	JJR Readymix Limited	JJR Readymix	3.1 Production of cement and lime	Part B(a) Part B(b)	05/11/2024	409603	377144

Table C.2 – Details of Planning Applications in HPBC during 2024

Ref	Assessment date	Assessment reference	Site location	X	Y	Planning Reference	Planning Proposal
AQA026	04/04/2025	7879r2	LAND OFF, Waterswallows Lane, Green Fairfield, Buxton	407789	375343	HPK/2024/0275	Proposed change of use of agricultural land to B2 general industrial use, construction of a single building for storage and processing of sand and stone aggregate products, ancillary office space, vehicular access and turning space for HGV's, staff and visitor parking and associated hard and soft landscaping works
AQA025	01/01/2025		Land at Hoghaw, Fairfield, Buxton, Derbyshire,	406644	374299	HPK/2023/0192	Construction of 99 dwellings with associated landscaping and engineering works
AQA024	07/07/2023	Job-748 D1 Stack Height	PENNINE AGGREGATES LTD Waterswallows Lane, Green Fairfield, Buxton	407643	375552	HPK/2025/0086	Alterations to existing chimneys/ stacks
AQA023	14/03/2025		Unit 14, Hadfield Industrial Estate, Hadfield, Glossop, Derbyshire, SK13 1BS	401841	396656	HPK/2024/0448	Retrospective permission for a replacement bio mass boiler and flue
AQA022	07/02/2025	2024 Dust Deposition	Old Moor Quarry (Tunstead), Wormhill, Buxton	409919	374429	NP/DIS/0225/0124	Discharge of conditions 22 and 28 on NP/HPK/1013/0898
AQA021	01/02/2024	NT15279	Hope Limestone Quarry, Pindale Road, Hope	417111	382735	NP/DDD/1223/1527	ROMP - First Periodic Review
AQA020	01/12/2023	NT15279	Hope Shale Quarry, Pindale Road, Hope	417722	382737	NP/HPK/1223/1521	ROMP - First Periodic Review
AQA019	09/05/2024	6411r1	Land Off, Cottage Lane, Gamesley, Glossop, Derbyshire	401450	394515	HPK/2024/0154	51 dwellings, comprising one bedroom flats and two and three bedroom houses.
AQA018	28/02/2023	R23.11661/1/3/AG	Dove Holes Quarry, nr Buxton	408936	377258	CM1/0523/6	Application for the upgrading of the existing rail loadout area including the construction of a new screen house, new MOT store and new rail loadout with adjoining conveyor system.
AQA017	14/07/2023	6782r1	Land North of Dinting Road, Glossop	401962	394957	HPK/2021/0161	HPK/2021/0161: Reserved Matters Application for up to 14 dwellings and associated development, following outline consent Ref: HPK/2016/0648
AQA016	14/07/2023	6782r1	Land North of Dinting Road, Glossop	402046	394877	HPK/2021/0160	Reserved Matters Application for up to 101 dwellings and associated development, following outline consent Ref: HPK/2016/0648.
AQA015	28/02/2023	PC4629-RHD-ZZ-XX-RP-Z-001	Land at Dinting Vale, Glossop	401985	394304	HPK/2022/0456	Proposed residential development comprising 92 dwellings including areas of public open space, landscaping and associated works
AQA014	01/06/2022	C10731/AQA/1.0	Eastern Mill, Milltown, Glossop, Derbyshire	403909	394030	HPK/2022/0317	Demolition of derelict industrial buildings, the erection of 25 new houses and two apartment buildings (51 units and 9 units respectively), conversion of Easton House into 10no. apartments and its former Coach house to 3no. dwellings, along with associated access works (including a new footway to Milltown and a new riverside walkway), car parking, restoration of Mill Pond, landscaping, amenity space and all associated works.
AQA013	29/04/2022	4962r1	Land At, Granby Road, Fairfield, Buxton, Derbyshire,	407451	373035	HPK/2022/0352	The erection of 147 dwellings including the provision of two vehicular access points, the construction of roads, footways, and a pedestrian link with Tongue Lane, drainage infrastructure, public open space, landscaping, and other associated works.

A57 Link Road

The A57 Link Roads scheme began construction in 2024. As noted in previous ASR's, the construction of the road has the potential to significantly increase traffic flow in both AQMA 1: Tintwistle and AQMA 2: Dinting Vale and Glossop Town as a whole. The location of the scheme in relation to the AQMAs is shown below:



Full details and documents relating to the DCO examination can be found here.

HPBC queried the traffic modelling used to predict travel movements around the AQMA's and Glossop town centre and*In his decision, the Secretary of State (SoS) acknowledged these concerns and stated that "more traffic might use Glossop High Street than predicted and alter the balance of benefits and disbenefits between the alternative routes and the A57". However, they are "satisfied that the overall traffic flows, resultant congestion and journey times as modelled provide a reasonable basis for assessing the Proposed Development"

Nevertheless, in recognition of the "uncertainties in traffic modelling and potential for materially new or materially different adverse effects from those identified in the ES", p the A57 Link Roads Development Consent Order 2022 required National Highways to: *monitoring the of air quality in the Tintwistle and Dinting Value AQMA and implement mitigation measures (to be approved by S of S) if a breach of any national air quality objectives is reasonably attributable to the operation of the authorised development in those areas*;

Despite construction starting HPBC have yet to receive any information from the National Highways authority regarding any proposals to address the requirements of the DCO

consent but it is hoped that this will be addressed soon. The link road is due to open in 2027/28.

Additional Air Quality Works Undertaken by HPBC During 2024

Air Quality Action Plan Update

An updated version of AQAP is due to be submitted to Defra imminently and outlines the actions that are or will be undertaken will take to improve air quality in the designated AQMA's and the District as a whole between 2025 – 2030. Defra made several recommendations to the initial draft report and these have now been addressed. A steering group is due to meet on 8th July 2025 to approve the final changes.

It is noted that both AQMA 1 and AQMA 2, have generally show compliance with AQO over the last five years at relevant receptors. However, due to the uncertainty surrounding the potential impacts of the A57 link road scheme and the requirements of the DCO, it is not currently proposed to revoke these designations.

Details of works undertaken by bodies other than HPBC are provided in

QA/QC of Diffusion Tube Monitoring

HPBC's diffusion tubes in 2024 were supplied and analysed by Staffordshire Scientific Services, using the 20% Triethanolamine (TEA) in water preparation method. Staffordshire Scientific Services laboratory is UKAS accredited, participating in the 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 2024 AIR NO_2 PT rounds, AIR-PT AR062 - AR066 (January - October 2024) Staffordshire Scientific Services scored 100%. The percentage score reflects the results deemed to be satisfactory based upon the z-score of < ±2. Additionally, the precision of the NO_2 diffusion tubes (20% TEA in Water) supplied by Staffordshire Scientific Services has been classified as 'good' for all 20 observations in 2024. 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%. Further information on the precision summary results can be found on the LAQM website.

Diffusion Tube Annualisation

One site (HP36) required annualisation in 2024 due to annual data capture being between 25% and 75%. Data from three background sites within 50 miles of HP39 were obtained from UK Air. The annualisation summary is shown in Table C.3 below.

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

Site ID	Annualisation Factor					Raw Data Annual Mean	Annualised Annual Mean
	Stoke-on-Trent Centre	Crewe Coppenhall	Chesterfield Loundsley Green	Burton-on-Trent Horninglow	Average		
HP39	0.9396	0.8849	0.8678	0.8860	0.8946	26.9	24.0

Diffusion Tube Bias Adjustment Factors

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

HPBC have applied a local bias adjustment factor of 0.80 to the 2024 monitoring data. A summary of bias adjustment factors used by HPBC over the past five years is presented in Table C.4 .

Figure C.1 - National Diffusion Tube Bias Adjustment Factor

National Diffusion Tube Bias Adjustment Factor Spreadsheet — Spreadsheet Version Number: 06/25

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 September 2025
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:	Step 2:	Step 3:	Step 4:
Select the Laboratory that Analyses Your Tubes from the Drop-Down List	Select a Preparation Method from the Drop-Down List	Select a Year from the Drop-Down List	Where there is only one study for a chosen combination, you should use the adjustment factor shown with caution. Where there is more than one study, use the overall factor[3] shown in blue at the foot of the final column.
If a laboratory is not shown, we have no data for this laboratory	If a preparation method is not shown, we have no data for this method at this laboratory	If a year is not shown, we have no data[2]	If you have your own co-location study then see footnote[4]. If uncertain what to do then contact the Local Air Quality Management Helpdesk at LAQMHelpdesk@bureauveritas.com or 0800 0327953

Analysed By[1]	Method (To undo your selection, choose (All) from the pop-up list)	Year[2] (To undo 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[5]	Bias Adjustment Factor (A) (Cm/Dm)
Staffordshire County Council	20% TEA in water	2024	UB	Salford City Council	11	20	18	10.6%	G	0.90
Staffordshire County Council	20% TEA in water	2024	B	Salford City Council	12	12	11	6.7%	G	0.94
Staffordshire County Council	20% TEA in water	2024	R	Salford City Council	12	37	31	17.9%	G	0.85
Staffordshire County Council	20% TEA in water	2024	R	Salford City Council	12	46	32	43.5%	G	0.70
Staffordshire County Council	20% TEA in water	2024	KS	Marylebone Road Intercomparison	11	45	36	25.6%	G	0.80
Staffordshire County Council	20% TEA in water	2024	R	Oldham Council	11	27	21	29.3%	G	0.77
Staffordshire County Council	20% TEA in water	2024	UC	Manchester City Council	10	32	29	10.7%	G	0.90
Staffordshire County Council	20% TEA in water	2024	SI	Manchester City Council	12	17	15	16.6%	G	0.86
Staffordshire County Council	20% TEA in water	2024	R	Stockport Mbc	12	30	25	18.1%	G	0.85
Staffordshire County Council	20% TEA in water	2024	R	Stockport Mbc	12	20	17	20.5%	G	0.83
Staffordshire County Council	20% TEA in water	2024	R	Stoke-on-trent City Council	12	48	34	39.5%	G	0.72
Staffordshire County Council	20% TEA in water	2024	R	Stoke-on-trent City Council	12	51	38	35.0%	G	0.74
Staffordshire County Council	20% TEA in water	2024	UB	Stoke-on-trent City Council	12	21	18	14.4%	G	0.87
Staffordshire County Council	20% TEA in water	2024	R	Trafford Bc	11	26	20	28.8%	G	0.78
Staffordshire County Council	20% TEA in water	2024	UB	Trafford	11	11	10	11.3%	G	0.90
Staffordshire County Council	20% TEA in water	2024	R	Bolton Council	11	26	20	30.7%	G	0.77
Staffordshire County Council	20% TEA in water	2024	UB	Warwick District Council	12	14	13	8.5%	G	0.92
Staffordshire County Council	20% TEA in water	2024	R	Warwick District Council	11	29	18	60.0%	G	0.62
Staffordshire County Council	20% TEA in water	2024	R	Cannock Chase District Council	12	18	14	26.6%	G	0.79
Staffordshire County Council	20% TEA in water	2024		Overall Factor[3] (20 studies)				Use		0.80

Table C.4 – Bias Adjustment Factor

Monitoring Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2024	National	06/25	0.80
2023	National	03/24	0.86
2022	National	06/23	0.86
2021	National	06/22	0.85
2020	National	09/21	0.85

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/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.

In 2024, seven sites within HPBC required fall-off with distance correction. Details of fall-off with distance calculations are shown in Table C.5 below.

Table C.5 – Non-Automatic NO_2 Fall-off With Distance Calculations (concentrations presented in µg/m^3)

Site ID	Distance (m): Monitoring Site to Kerb	Distance (m): Receptor to Kerb	Monitored Concentration (Annualised and Bias Adjusted)	Background Concentration	Concentration Predicted at Receptor
HP42a, HP42b	2.2	5.3	37.1	7.1	30.9
HP63A, HP63B	1.2	3.9	36.2	7.3	29.1
HP71	1.8	5.2	37.8	7.1	30.4
HP72	2.4	4.4	38.7	7.1	34.0
HP78	0.9	1.5	36.1	7.3	33.2
HP79	1.2	2.7	40.8	7.3	35.1
HP63A, HP63B	1.2	3.9	37.1	8.2	30.9

QA/QC of Automatic Monitoring

Ladybower automatic continuous monitoring station is audited and maintained by Bureau Veritas as part of the AURN, and therefore the QA/QC procedures are not reported within this ASR. Full datasets are available through the UK Air website.

Automatic Monitoring Annualisation

Annualisation is required for any site with data capture less than 75% but greater than 25%.

The Ladybower AURN monitoring station had an annual data capture of 69.9% in 2024 and therefore required annualisation. Hourly NO_2 data was obtained from the same background sites used for diffusion tube annualisation. The annualisation summary is provided in Table C.6 below.

Table C.6 – Automatic NO_2 Annualisation Summary (concentrations presented in µg/m^3)

Background Site	Annual Data Capture	Annual Mean (A_m)	UKA00171	
			Period Mean (P_m)	Ratio (A_m/P_m)
Stoke-on-Trent Centre	99.6	17.5	18.2	0.958
Crewe Coppenhall	98.5	10.5	11.1	0.948
Chesterfield Loundsley Green	96.9	7.6	7.9	0.960
Burton-on-Trent Horninglow	99.7	14.8	15.8	0.937
Average (R_a)			**0.951**	
Raw Data Annual Mean (M)			**4.1**	
Annualised Annual Mean (M x R_a)			**3.9**	

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 NO_2 fall-off with distance calculator available on the LAQM Support website.

No automatic NO_2 monitoring locations within HPBC required distance correction during 2024.

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

Figure D.1 – Map of Non-Automatic Monitoring Locations around Tintwistle AQMA

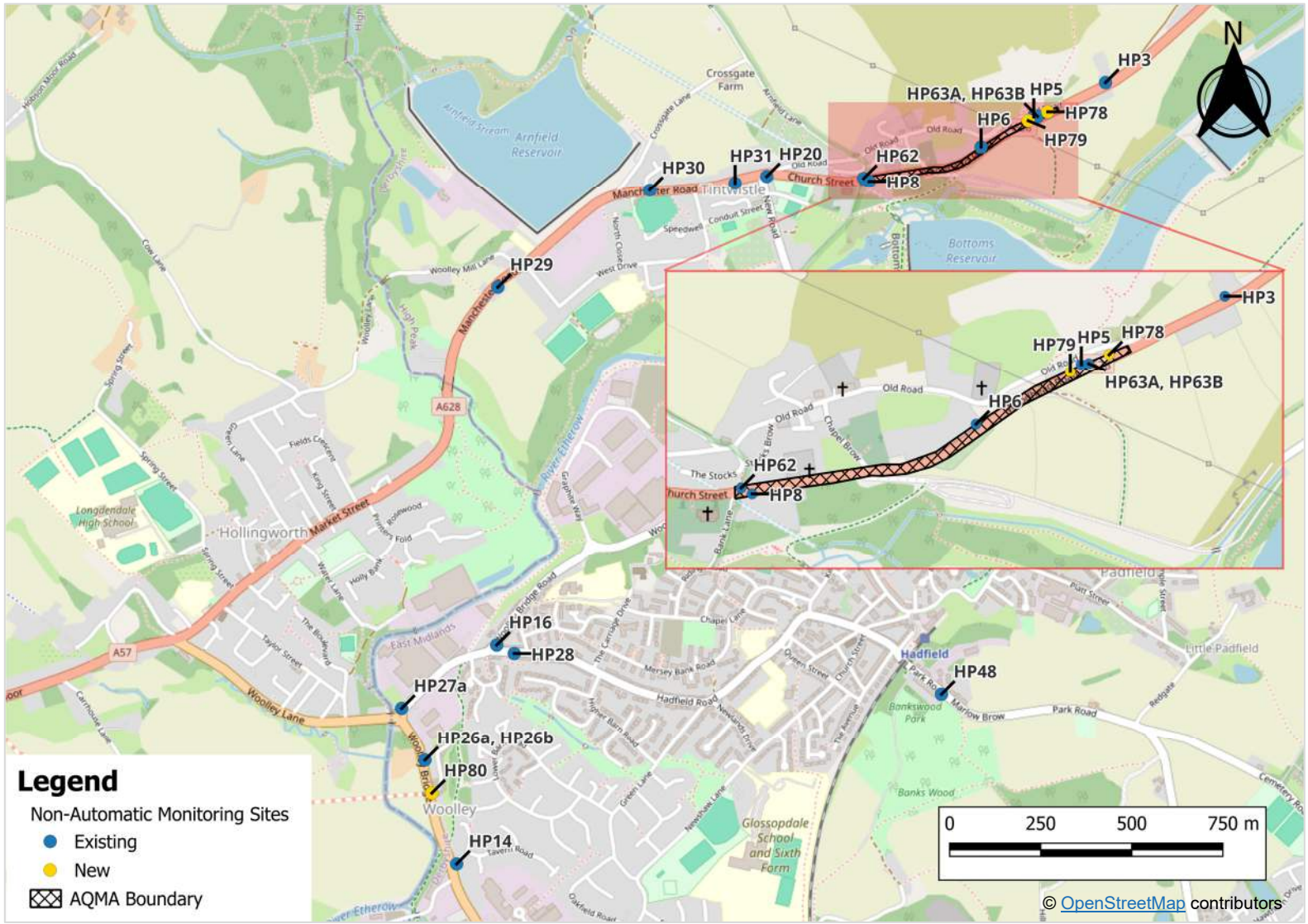


Figure D.2 – Map of Non-Automatic Monitoring Locations around Dinting Vale AQMA

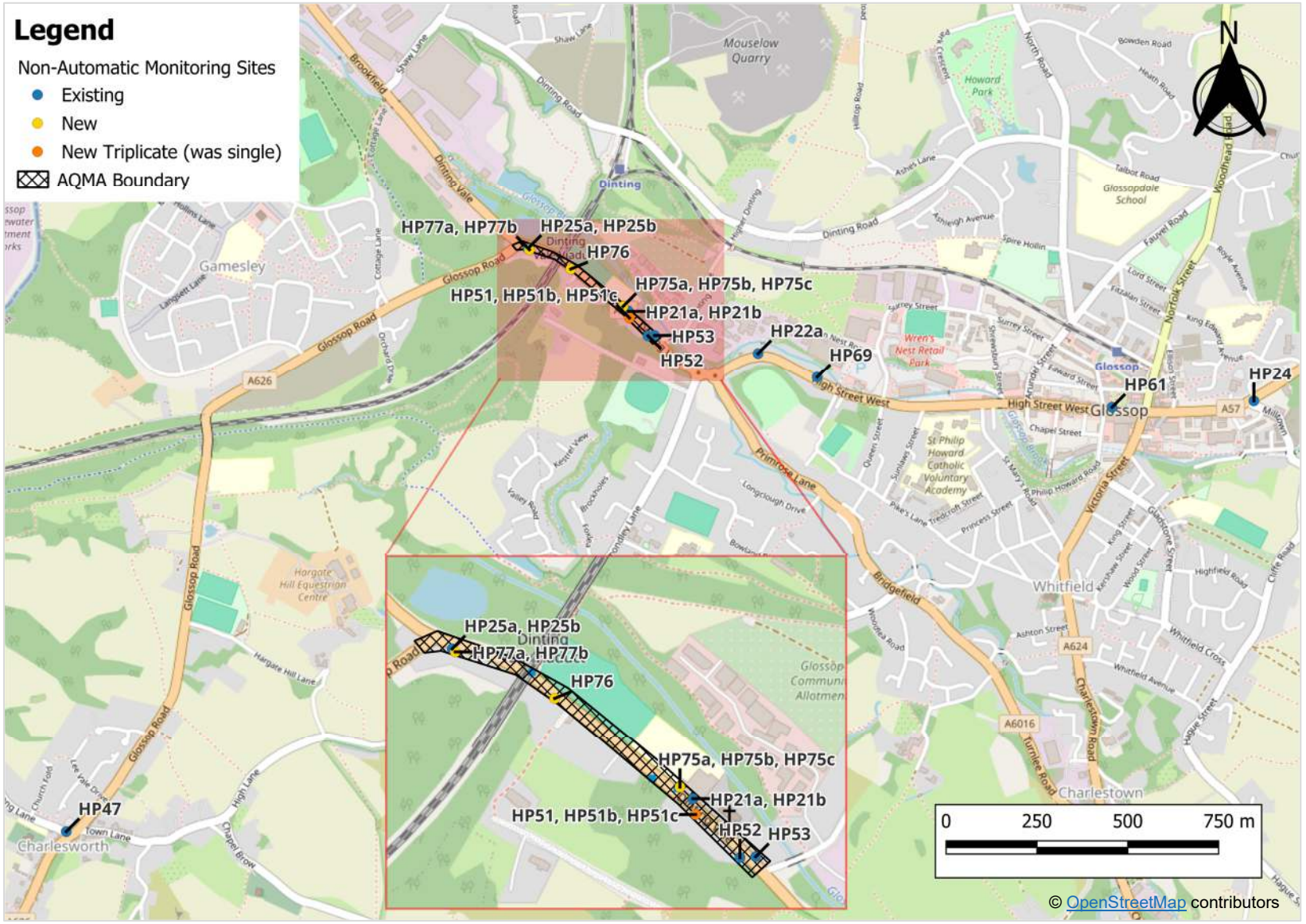


Figure D.3 – Map of Non-Automatic Monitoring Locations around Fairfield AQMA

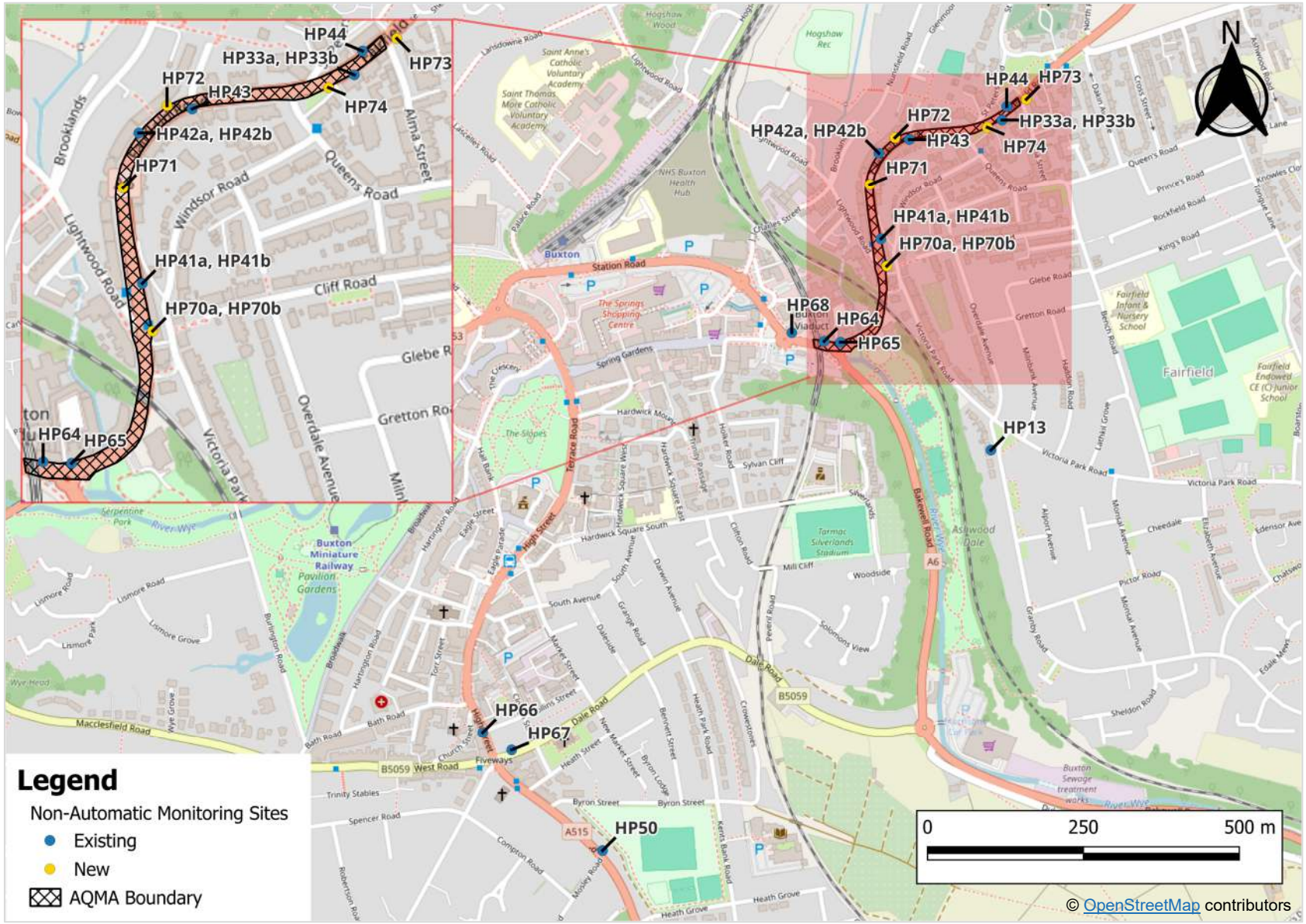


Figure D.4 – Map of Non-Automatic Monitoring Locations Outside of AQMAs: Bridgemont, Furness Vale, Newtown, New Mills and Whaley Bridge

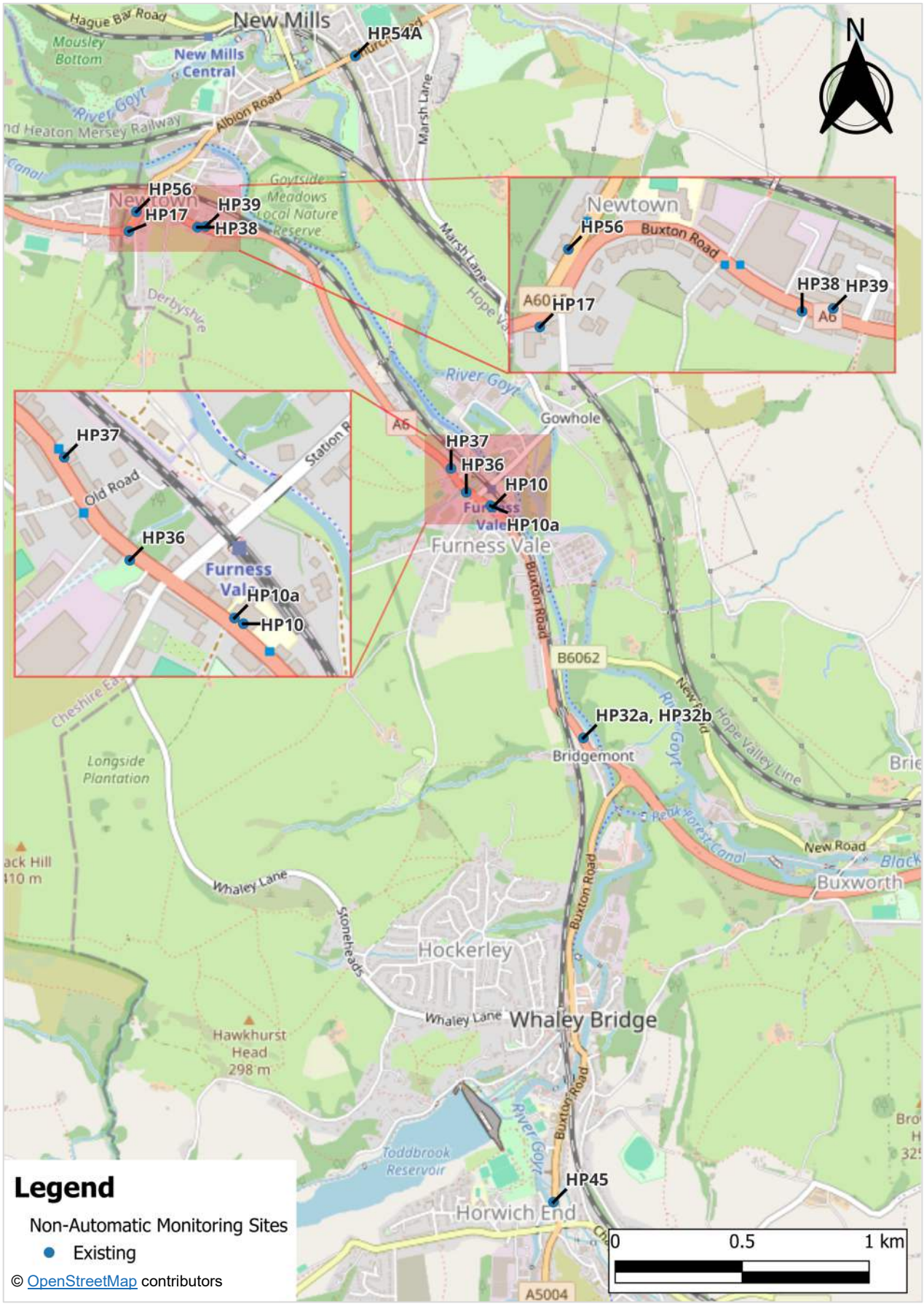


Figure D.5 – Map of Non-Automatic Monitoring Locations Outside of AQMAs: Dove Holes and Peak Forest

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
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).

Appendix F:Updates on Additional Works not undertaken by HPBC

Transport Update

AQMA No.1: Tintwistle

National Highways have completed a review of road speeds and road safety along the A628, including the section incorporating AQMA No.1: Tintwistle, as part of a Village Gateway project along the A628. The Scheme has now been fully approved and delivery is planned for the early 2025. The impacts to air quality have not been considered specifically but as the scheme is primarily aimed at improving safety and easing congestion, the improved flows should ultimately improve air quality, and the narrowing of the carriageways/ widening of footways may reduce exposure at property facades

National Highways indicate that before further assessments and proposals are undertaken, they will need to assess the impacts of the Village Gateway scheme and crucially the A57 link road once they have all been delivered, in order to gauge next steps, as any future schemes would likely not be appraisable until these major schemes have been delivered.

National Highways also note that based on the results for 2024 (ASR) and using Defra roadside projection factors, the AQMA is projected to be compliant in 2024 and therefore further interventions may not be required. However, as part of the A57 Link Roads Development Consent Order 2022 they are required to: *monitoring the of air quality in the Tintwistle and Dinting Value AQMA and implement mitigation measures (to be approved by S of S) if a breach of any national air quality objectives is reasonably attributable to the operation of the authorised development in those areas*;

AQMA No. 2: Dinting Vale

DCC Highways Authority are currently compiling a further list of measures that are to be instigated in Dinting Vale. An updated signals controller was installed in Dec 24 at the A57/A626 Glossop Road (Plough Inn), as part of the wider Bus Service Improvement Plan (BSIP) programme of works and is operational. This update system provides vehicle detection and gives priority to approaching buses, aimed at reducing congestion improving reliability for all users. The VIVACITY equipment originally intended for deployment has been replaced with more standard (Swarko) equipment to avoid on-going revenue implications. This unfortunately eliminates the potential to record vehicle flows

Alternative monitoring equipment options are being considered, however it is unlikely that alternatives to the VIVACITY equipment will provide the opportunity to collect peds/cycles.

DCC are therefore further looking at the installation of continuous, real-time traffic monitoring equipment (including peds/cycles) to assess the impact of interventions, including periodic queue length/journey time surveys. Currently however, the most viable option likely to be the installation of a permanent Automatic Traffic Counter (ATC) site, however this doesn't capture peds/cyclists. Other options have revenue implications. It is also noted though that National Highways will be conducting traffic monitoring as part of the A57(T) Link Roads Scheme.

AQMA No. 3: Fairfield

DCC Highways Authority are currently compiling a further list of measures that are to be instigated in Dinting Vale. A report relating to the A6 Fairfield Road corridor traffic and safety has been produced to provide some context surrounding the baseline situation.

One of the issues identified is the operation and safety of the existing A6/A53 roundabout junction. In consideration of the suitability of alternative design options, a traffic count survey was conducted in September 24 at this location. This has been validated against typical traffic flows reported at the A6 permanent ATC counter. Using this data, junction capacity assessments have been undertaken using industry standard modelling software of the existing roundabout and potential signals option (incorporating pedestrian crossings on all arms).

The initial model outputs suggest that a signals scheme may be achievable, and could provide some capacity improvement over the existing layout, facilitating additional vehicles through the junction, with the added benefit of realising pedestrian crossings on all arms.

To progress the scheme, further detailed assessments will be required to support a business case submission, most likely through EMCCA CRSTF commencing 2027/28 at the earliest. A wider 'whole street' approach, incorporating wider complementary scheme objectives will be taken into consideration as part of any designs to realise a comprehensive solution.

A review of the suitability of the existing permanent ATC on Fairfield Road has been undertaken. This provides classified volumetric data required to monitor traffic flows and composition. A limitation of this is that it doesn't record pedestrian or cycle movements. DCC are reviewing their current contracts and are considering alternative supplies that

may enhance collection and monitoring. This location will be cited as a priority for upgrade should an opportunity materialise.

Freight Management Strategy

DCC continued working with local business and consideration of measures including establishing a permanent vehicle weight restriction on the A57 (Snake Pass), limiting vehicles to 7.5 tonnes maximum, removing some of the most polluting vehicles from the corridor. The full freight strategy will now be produced as part of the as part of the LTP review. However, East Midlands Combined County Authority (EMCCA) now have the responsibility for influencing strategic freight movements across the network. DCC will work with EMCCA to raise the importance of this work.

Active \Travel

The Active Travel Masterplan for Glossop , funded by Active Travel England via the Capability and Ambition Fund. It is a comprehensive document and intended that schemes identified within the Glossop Active Travel Masterplan would be submitted to Active Travel England as part of further (and separate) Active Travel Fund tranches.

The plan was subject to public consultation in 2024 and is awaiting formal adoption. A delivery plan is being developed taking in to consideration available funding, alignment with existing programmes and priorities.

The plan includes part of the recommendations made in the Move More (Sustrans), active travel route study which identified routes school travel safe routes around Glossop up to Hadfield, Hollinworth, Gamesley and Glossop town centre that people could make on foot or by wheeling rather than by car and included a review of on street parking along the A57

The improvement of active travel networks including, Derbyshire's Key Cycle Network and Local Cycling and Walking Infrastructure Plan (LCWIP) links (White Peak Loop route preferred route) and the aspirations of Buxton Town Team i.e. Walk and Ride Network continued through 2024. A preferred route has been identified to be taken forward, broadly based on the 'Buxton Boulevard' cross town route identified in the Travel Plan for the town. Design and preparatory work is underway for proposed section of White Peak Loop from the end of Monsal Trail at Topley Pike, into and through Buxton to Parks Inn at Harpur Hill and for route from A515 across Temple Fields onto Green Lane, a popular route to junior and secondary schools.

Moving Together Buxton. Midlands Connect funded project, looking at rural shared mobility, including peer to peer car share and peer to peer EV charge point share launched. A final output report produced by Cenex is expected in 2025

Electric Vehicle Charge Points

In 2024, HPBC will continue working with DCC on the Low Emission Vehicle Infrastructure(LEVI) Strategy 2019 - 2029 , with support from the LEVI grant scheme to deliver further charge p[points across the district.

The first stage of this was to gauge interest from residents on the desirability for charge points in their area by launching and online consultation in 2023 Electric vehicle charging in your area 2024 - Derbyshire County Council, which continued through 2024.

The proposed EV infrastructure consists of three project strands;

- On-street utilising lamp columns (Mostly 5kW)
    - Funding approved. An invitation to tender was is expected to be issued in 2025, with work likely to be begin in early 2026
- Residential Charging (Mostly 7kW)
    - An invitation to tender was issued in early 2025 for 700 chargers in Derbyshire. Work is expected to start in late 2025. The exact locations of the charges has yet to be finalised but will include a significant number withing the High Peak Borough
- Destination Charging (50kW and above)
    - Rapid chargers (50kW and above). Focus on provision in car parks. County wide partnership, private sector funded. Aspiration to have operator in place as soon as possible but this was not progressed during 2024 due to the demands of the LEVI project.

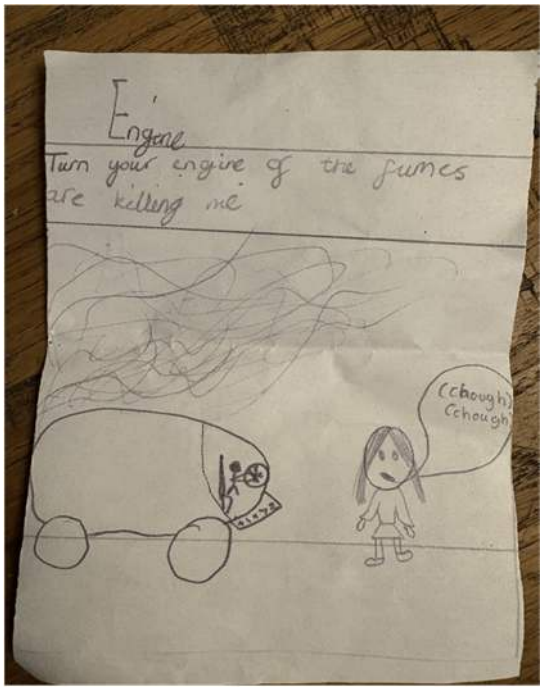
In addition DCC (and wider consortium) are looking at instigating a cross pavement charging trial in 2025/2026 but no date has been confirmed.

Schools and Community Engagement

Move More Glossop undertook a three day project with the Dinting Vale Primary School and the Police, to increase awareness of pedestrian safety. The initiative covered many aspects including pavement parking, speeding, and congestion and idling cars producing fumes. Part of the project involved the children putting on face masks and o politely ask parents who were sat in their cars with the engines idling to turn off their engines. They

then proceeded to politely ask parents who were sat in their cars with the engines idling to turn off their engines. The children were also asked to design anti idling flyers which were placed under the windscreens of cars.

Example of an anti-idling flyer by Dinting Vale Primary School



It is proposed that future anti idling signage which is proposed to be installed at all schools across the borough, could be design by school children, possibly through an inter school competition to further raise awareness of the issue.

In addition to the above:

38 schools across High Peak took part in Travel Smart week - 19th to 24th May were Pupils and parents are encouraged to make the most of their school journey as a way to help them keep fit, beat traffic jams and pollution, as well making sure they remember to travel safely too.

By 2025, all education settings will have nominated a sustainability lead and put in place a climate action plan. Embark Federation (https://embarkfederation.com) - which includes Buxton Community School, have signed up to Modeshift STARS to collect mode of travel data to support their climate action plan.

Big Walk and Wheel was also promoted to all schools in the area via Derbyshire Schoolsnet.

Policy Updates

Green Towns Scheme

A pilot scheme in Buxton Town Centre to lower the speed limit from 30mph to 20mph was launched in 2022 by Derbyshire County Council, in conjunction with other stakeholders including HPBC. The scheme is to be designed to assess if lower speed limit could improve health and could encourage healthier and more sustainable modes of transport. It was proposed that a lower safer speed with fewer accelerations and decelerations would improve air quality and reduce carbon emissions and could encourage more people to walk or cycle for shorter journeys.

Unfortunately, public feedback for the proposal was not favourable and subsequently Derbyshire County Council have no immediate plans to move forward with this trial.

Glossary of Terms

Abbreviation	Description
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
AQO	Air Quality Objective
ASR	Annual Status Report
AURN	Automatic Urban Rural Network
DCC	Derbyshire County Council
Defra	Department for Environment, Food and Rural Affairs
DMRB	Design Manual for Roads and Bridges – Air quality screening tool produced by National Highways
EMCCA	East Midlands Combined County Authority
EP	Environmental Permit
EV	Electric Vehicle
HPBC	High Peak Borough Council
LAQM	Local Air Quality Management
LCWIP	Local Cycling and Walking Infrastructure Plan
LEVI	Low Emission Vehicle Infrastructure
LTP	Local Transport Plan
NO_2	Nitrogen Dioxide
NO_x	Nitrogen Oxides
PM_{10}	Airborne particulate matter with an aerodynamic diameter of 10µm or less
$PM_{2.5}$	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
QA/QC	Quality Assurance and Quality Control
SO_2	Sulphur Dioxide
SPD	Supplementary Planning Document

References

- Local Air Quality Management Technical Guidance LAQM.TG22. May 2025. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.
- Local Air Quality Management Policy Guidance LAQM.PG22. May 2025. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.
- Chemical hazards and poisons report: Issue 28. June 2022. Published by UK Health Security Agency
- Air Quality Strategy – Framework for Local Authority Delivery. August 2023. Published by Defra.
- High Peak Borough Council Annual Status Report 2024
- High Peak Borough Council Annual Status Report Appraisal Report August 2024
- Ozone (O3) Accredited Official Statistics: Updated 30th April 2024. Published by Defra.
- European Environment Agency, Methane, climate change and air quality in Europe: exploring the connections. February 2025.